



# CLUB Newsflash

July 2011

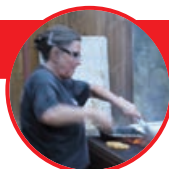
## COMING UP – SUMMER BBQ...

***Come along to the Clubroom on Thursday 4th August for our evening Summer Social!***

A fabulous barbeque with strawberries and cream for pud can be yours for a paltry fiver.

We had a good turnout last year, so let's see if we can do even better in 2011!

Support your Club and enjoy good food, good company and maybe a lemonade or two...



## ***Wings and Wheels: Bank Holiday weekend***

We will be taking part as usual in Dunsfold Airfield's Wings and Wheels, the major air/car/bike show in the area over the Bank Holiday weekend, 28th & 29th August, along with enthusiastic youngsters from the Surrey Schoolboys Trials Club.

The event will again be running on both the Sunday and Bank Holiday Monday, and anyone who is available to help with setting up on Saturday, manning the stand and the arena trial on the two show days, and packing up afterwards, will be very welcome. Tickets will be available from Dave Mair. **Please talk to Colin Boniface soon if you are available and interested – it's a great weekend out.**

## ***Long Distance Trial: Sunday October 16th***

**Our next competitive event is the Witley 100 Long Distance Trial which will start from our usual venue, Down Farm, Odiham.**

The county of Hampshire has some fantastic B-roads, tarmac lanes and byways.

The Witley 100 brings them all together with some great trials sections and an exciting timed special test at the finish to make the best possible day out on two wheels – not to mention a fair test of machine and rider!

The (approximately) 100-mile route will take you on a whistle-stop tour of open countryside, charming villages and sunken lanes. The comprehensive road-book – acknowledged as one of the best of its type – describes every junction on the route, along with approximate mileages between, and used with care will guide you reliably to the finish.

Apart from the special test, which will decide positions in case of a tie, there is no speed element in the competition, which is run under ACU rules and authorisation. The trials sections, which are set up along the green lanes themselves, will be accessible to novice riders and will also be noted in the road-book. Marks are lost for footing, stopping – or falling off – in the sections, but apart from that it's like a day's trail ride.

The Witley 100 is open to anyone with a full motorcycle licence and a taxed, MOTd and insured off-road bike. Tyres should be road legal but obviously suitable for use on byways. It's a daylight event so if your machine is on a daylight MOT, it's not a problem. The entry fee is £35, though if you don't have an ACU trials licence you will need to purchase one for £10. We also have to charge £2 for one-day membership of Witley MCC if you're not a member of an ACU affiliated motorcycle club, maxing a maximum of £47. You may also enter a team of three riders at no extra cost.

Check out [www.witleymcc.org](http://www.witleymcc.org) where you will be able to find out more – and also to enter online.



## ***Trials Snippets***

### **S.E.Centre Team Trial, Crowborough, 5th June**

Paul Jay and Neil Bowker and myself entered as the Witley MCC team.

There were 130 riders on the day, with one route for all team members (novice, inter and expert!). 2 laps of 20 sections, with a mix of clay banks and rock stream beds. A very good fun day with lots of mickey-taking (mainly about me not walking sections, asking Neil where it goes next and then moaning when he didn't tell me about a twig!) We came 17th out of 28 teams. Normandy Club picked up 1st and 2nd with their teams of 3, and GEST 3rd.

### **June TVTC Trial, Rudgwick, 12th June**

Neil laid out 8 good sections, each ridden 5 times. Since only 5 of these were observed, the other 3 were mark yourself. A rather disappointing turnout of both officials and riders for a new piece of land, but we all enjoyed it. My thanks to the Bowker family...

***Terry Tidbury***



## ***Sammy Miller Museum run***

**Following last summer's outing to New Milton, it was decided to go for a repeat performance for 2011.**



This time it was a midweek run, starting from the Hog's Back layby at 10.00 Wednesday with Bernard in the lead.

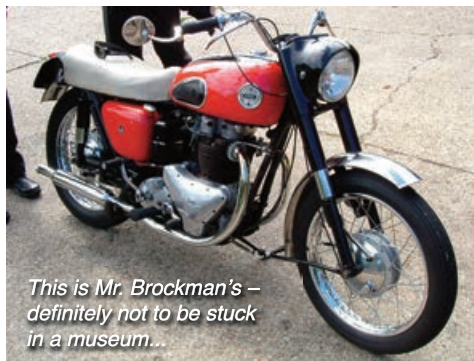
Among those present for the occasion were Diana on pillion, Alec and Graham on almost matching new Bonneville's, Graham Ford on the BMW and Barry on the Ariel, looking great in its new Cyclone livery. If Bernard had brought the Triumph (or one of them) rather than the Bandit, I would have been the only Japanese mounted participant! A pleasant run down the A31 and M3 and through to Lyndhurst, where as usual traffic was heavy, brought us, still all together, to Bashley Cross before 11.30.

Coffee was kindly stood by Graham F, after which we spent an enjoyable couple of hours browsing around the Museum. As a

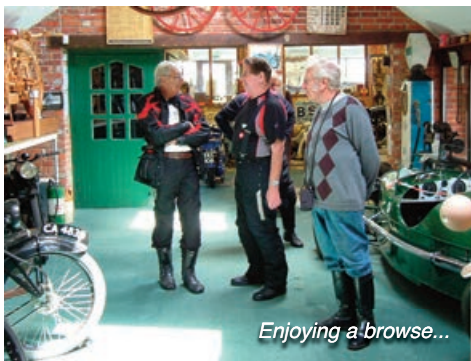
first time visitor I was taken aback not only by the sheer scale of the operation – the museum website claims over 400 machines on display – but by the quality of the restorations and the range of bikes, including some extremely rare and unusual gems. It's hard to single out any in particular, but some photos reproduced opposite will give you an idea. If you haven't been there, don't leave it as long as I have – I will definitely be going back for more soon!

Barry and I had rather dawdled through the second part of the tour, and by the time we emerged into hazy sunshine the rest of the party were already tucked into a tasty lunch. I certainly enjoyed mine (well, all-day breakfast actually) as we sat outside the excellent café, and then, as the drizzle started, it was time to get back on the road. The rain didn't come to anything and after a fuel stop we were soon back on the M3. A slight misunderstanding at the Winchester junction left me following Alec in the middle lane and unable to exit, so I took a leisurely route home via Basingstoke, enabling me to collect a few more locations for the photographic rally later in the year (watch out for details in due course). All in all, an excellent day out and definitely better than working! Thanks to Bernard for organising the run.

***Laurie Richards***



*This is Mr. Brockman's – definitely not to be stuck in a museum...*



*Enjoying a browse...*



*Beware of high kerbs...*



*Shiny Earles BSA*



*2WD for the Mairs perhaps...?*



*Another wacky engine layout...*



*Norton? Really!*



*All that and a great lunch too!*

## **MOTO GP FRANCE 2011**

**It was just after Christmas when I got to thinking that I would like to go back to Le Mans again, having missed 2010 because my motorcycling mate in Cornwall had sadly passed away. Having another mate who had also been widowed, I asked Neal if he would be interested? "Not so sure about the racing" he said, "but would love to come for the ride!"**

In early April I decided to take my bike for a service in Dorchester (well, it helps to be eccentric) and to meet up with Neal to talk about our forthcoming trip. He arrived on his Kawasaki 1100, footrest smartly held on with insulation tape and odd screws dotted in the fairing, and he announced that we were going to meet a friend, the wife of a mate who had also passed away (had an accident, fell and his collar bone severed an artery), so consequently we didn't get to talk about the trip!! So I booked the crossing Portsmouth to St Malo with cabins both ways (we know how to live...)

As the time approached for us to leave, I was getting anxious as the race tickets had not arrived – but they turned up with days to spare. At this stage my bike had already had some serious attention from the AutoGlym range. Neil had rung to say he had his bike fettled ready for the trip – “are you going to wash it?” I enquired. “Not into washing” he replied – no hope then.

The 11th May arrived and we had a night crossing, so plenty of time to get to Portsmouth as it happened – we pulled into the ferry terminal within five minutes of each other – great!

Evening meal on the boat and then to bed, to arrive at St Malo in brilliant sunshine, only we couldn't get off the boat and had to wait an hour for the tide to come up so that the ramps could be put down. We spent the time talking to fellow passengers and a very interesting bunch they were.

On a lovely ride through France on our way to Le Pin we stopped in what can only be described as a working mans café, handshakes all round when we left – what a friendly lot, pity we do not treat motorcyclists in the same way!! Off we went bound for La Janais at Le Pin; we arrived to be greeted by Richard and Pat Glanville.

We put the bikes in the barn and settled in for the rest of the day; Richard said that another couple they had gone for a ride and would join us later – and later we heard the rumble of a BMW GT1600, all £17500 worth!! What this bike didn't do is not worth mentioning. Carole and Andy asked if they could accompany us to the circuit on the Saturday, which they did, purchasing tickets for the race then. Andy put his back out and didn't come on Sunday. I had booked the Hay Loft, a large room with a double bed and also a single, therefore plenty of room to spread out and put our gear for 116 euros per night including breakfast and the evening meal: an aperitif, 4 courses, half a bottle of the local wine and coffee afterwards for 58 euros each – what value!

The next day, Friday, was free practice, so we trundled the 93 miles to the track just to get things in our mind and pick up our Privileged parking tickets. Later we found the new motorway and that was a lot quicker than the 'B' roads (the last time I went, in 2009, the motorway was not even built!)

You will all have seen the results by now – the 125 's starting the day off, Moto2 and MotoGP – all brilliant. Neal had never been to a GP and said: “are you sure they are 125s?? They are going so... quick!!”

We didn't depart from Le Pin until Wednesday morning, so picked a couple of spots and had some rides to a medieval town etc. on the Monday and Tuesday.

Wednesday morning up early to catch the ferry, said our goodbyes and off we went .

Before starting on this trip I had a Garmin 660 fitted to the Beemer; I should have trusted it, or was it Rennes in the rush hour? We got a little lost, but motorcycling being what it is a Frenchman pulled up, asked where we were heading for and led the way until we could clearly see the St Malo sign – a true gent of the road.

Back to Portsmouth having eaten on the boat. With nothing to do in the daytime it seems a long crossing at 10 hours – after which we came straight back to Woking. After breakfast, Neal did not know how to get from Mayford to the M3 so I took him along the Blackwater Valley road to where it joins the M3 where we said our goodbyes and Neal went off to Luton to get to his audition –



that later turned out to be the following week so he needn't have hurried! He rang me just after lunch to say that he was home safe and sound.

We had a great time and if anybody is thinking of going to France and wants to stay at a bike-friendly place in very rural France I can pass on the details and fill you in on any information you require.

If you have never been to France – beautiful roads, not much on them – what a treat!

**Graham Ford**



I am thinking about running a ride out (not toooo long) before the barbecue on the 4th August. We would meet up, have a little tour and then come back and have our supper at the clubroom. You could indicate if you are interested at the clubroom this coming Thursdays.

**Graham Ford**

## **A bizarre message... >>>**

Received a cryptic text from Barry Brockman one day last month – something about ‘*star of stage and screen?*’ Hadn’t a clue what was going on so I had to ask. Turns out Jane and I were on BBC South news in an item about electric bicycles, which we happened by chance to be trying out on a visit to Hampshire. What made it even more crazy was that Barry had seen the item on the Internet while in Spain!

## **National Road Rally**

The 2011 event, with multiple finishing points rather than a central Final Control, has been claimed a success by the organisers, despite an entry of less than 600. I guess that with fuel costs as they currently are, that may be true. Our gallant lone Club representative Dave Kavanagh completed the course at the Ace Café even before it opened on Sunday morning after 540 miles of relatively trouble free riding – just one small problem with photography...

*Let's hope we can produce a proper contingent from Witley next year to continue a long tradition.*



## **Dates for your Diary:**

**Club Evening BBQ**

**Thursday 4th August 2011**

**Wings & Wheels Dunsfold**

**Sunday 28th - Monday 29th August 2011**

**Witley Long Distance Trial**

**Sunday 16th October 2011**

## L'histoire de Brooklands recrée en France

***"You enter the track though a dark concrete tunnel and as you emerge, blinking, into the sunshine the vast concrete banked track makes a powerful and immediate impression. Am I really going to confront that bowl on a spindly motorcycle, its weight reduced to a minimum, no front brake and with enough power to propel it at over 100mph?"***

Those could have been the thoughts of "Boy" Tubb as he prepared to ride his 500cc Bill Lacey replica Grindlay-Peerless for what turned out to be his 103mph lap of Brooklands. They were, in fact, the thoughts of John Bottomley as he faced the exciting prospect of riding that same machine around another concrete bowl at Monthéry near Paris.

In May of this year, John and the Grindlay were part of the Brooklands contingent of 21 people: volunteers, bike owners, the Napier Railton car team and assorted friends who took part in the strong Brooklands presence at the Vintage Revival at Monthéry on the 8th and 9th May. As part of their "outreach" display, the riders and machines had four sessions of 15 minutes on the famous French track.

John said later, "Now I know, thanks to the French, what it must have been like to ride at Brooklands before the War. There were times

when I had to stand on the footrests to absorb some of the bumps in the track and the Grindlay, for all its age, proved that it is still a seriously fast motorcycle. Keeping it down to half throttle still resulted in a speed that would attract serious Police attention on an ordinary British road."

Not only did the Grindlay make a significant return to a banked track, the Wicksteed replica supercharged Triumph Speed Twin took to the banking for the first time to revive memories of the day that the original version set the all-time 500cc Brooklands Outer Circuit lap record.

The event was called "Vintage Revival", but for the ex-Brooklands racing machines, the Grindlay, the Rex Acme, the Jenkinson Norton, and the "Big Port" AJS it was more than a "revival", it was a continuation of their racing days on a wide expanse of broad, white concrete as if the last seventy-odd years had vanished.

One other thing that had not changed was the camaraderie between the riders and their French hosts, a friendship that survived the Team's assault on the French language.

As with other motorcycle events, the Brooklands contribution was recognised by an immediate invitation to the next Vintage Revival. And the concrete awaits...

**Michael Sands**

*(Many thanks to John Bottomley and Brooklands Society for permission to reproduce this article)*



*The 1930s live again with Brooklands bikes back on concrete banking. John Bottomley on the Bill Lacey replica Grindlay-Peerless (233) about to pass Duncan Headley (234) on the AJS "Big Port". Both bikes are in the Brooklands Museum collection. Photo: Pierre Martin*

## **Notes from the Committee Meeting held on 5th July 2011**

12 members were present, with apologies from 2.

**Minutes of the June 2011 meeting:** Accepted as a true record of the meeting.

### **Event Reports:**

**TVTC Trial 12th June:** Neil Bowker reported only 18 entries. New land at Rudgwick short of car park space so this may have been fortunate. A compact piece of land but with good potential for sections. Short of help, some sections had to be observed by riders. A profit had been made. Land should be available for the same event in 2012. The demise of the tea urn was noted – replacement or repair needed before LDT. Thanks to the Bowker family for their hard work.

**Camping Weekend 1st-3rd July:** Colin reported that this had been well supported though largely by those outside the Club. There had been some concern from the landowner about noise levels on Friday. Laser show also provided by DJ. Also some concerns about bike control by younger riders. There had been one injury. Good fire with logs supplied by Jason Mair (Jason to be compensated for his efforts). Colin had ensured the site was spotless before leaving.

### **Forthcoming Events:**

**Summer BBQ 4th August:** Jo Ayshford has confirmed that she is organising catering for this. Promotion is needed – to be noted in Newsflash and also email to be sent out.

**Wings & Wheels 28th – 29th August:** Dave Mair reported that tickets would be available shortly. SSTC notified and getting prepared. Graham Smith has volunteered to attend. Stores equipment to be checked.

**Long Distance Trial 16th October:** Dave Mair reported: MSA approval is OK, road book is still to be prepared. Entry form to be edited for detail. A few informal entries received, online entries to be available by end of July (Michelle to handle entries).

**Bonfire 29th October:** at the Smiths', Normandy.

**H.C.Wake Trial 12th November:** Kingsfold - Terry to make necessary arrangements.

**Reg Bowker Trial 11th December:** Chawton Park or alternative Forestry land.

**Christmas Party 15th December:** Date confirmed.

**Boxing Day Enduro 26th December:** Land is booked. CofC: Colin. Sec: Manny. Discussed idea of a commentary for spectators. Discussion of issues with timing systems – data collection and results software. Additional classes twinshock / pre-85 / evo. Other classes as previous but no quads or sidecars to make course planning and operation much easier. Class sponsors to be sought – willing to provide goods/services/vouchers etc as well as trophy, in return for ads and banner space. Also

needed: additional catering van, additional ambulance, toilets, skip, stewards for parking.

### **Correspondence:**

None received

### **Reports from Delegates:**

**TVTC:** Neil reported on the Witley trial. The July event is Normandy at Hook Woods. There will also be an August trial this year, at Frensham Vale.

**S.E.C Enduro Combine:** Team Manager for Inter-Centre Team Enduro in October – Shaun Smith. Combine events – problems with technology still to be sorted. Combine to subsidise to avoid cancellations. It was noted that no trophies had been issued by the Combine. Next event – RAF, August.

**S.E. Trials Combine:** No meeting. 1 year trial of new system – no steward for trials on local permit – clerk of course to handle any problems. Dates meeting in October. Youth Trials Inter Centre Team Trial in Wales in September – team manager will be Neil Bowker.

**Sport Guildford:** Nothing to report.

**Under 25:** Nothing to report

**ISDE:** Witley/Mercer UEM team - no further info.

### **Continued business:**

**Ron May legacy:** no further progress

**Brooklands & Archiving at the Surrey History Centre:** continuing; nothing to report

**Witley Merchandise:** No further progress.

**Stores, Equipment, Transport:** Short term – tidy storage needed. Working party 14th July evening. Transport – trailer/van/pickup – to be discussed when all committee present.

### **Administration:**

**New Members:** 2 new members: Alistair Condie, Grayshott; Andrew Sopp, Hindhead.

**Treasurer's Report:** The report was accepted by the committee. Tracey had collected 24 x £5 payments at the camping weekend.

**Website:** Online membership discussion. Site demo at August meeting. Discussion of new ACU licence scheme.

**Club News:** Next Newsflash for end of July.

**Awards:** February Enduro awards to do.

### **Any other Business:**

**Clerk of Course seminar** – info being requested.

**Race shirts template** – needed to progress job.

**SEE meeting** – cost of awards night to be subsidised by clubs.

**Request for Witley sail flag** – additional flags to be purchased for motocross and enduro use – also extra plastic fittings for ground stakes needed.

**Date of Next Meeting:** Tuesday 2nd August 2011 at 8.00 p.m.

There being no further business, the meeting was closed at 9:50 p.m.



## Editor's bit...

**No doubt some readers may be aware of the current unrest among the motorcycling community in France and elsewhere on the continent.**

Protests have recently taken place against some new measures cooked up by the eurocrats which include compulsory dayglo vests, banning of filtering and prohibition of any machine over 7 years old from city centres, along with compulsory retraining for any rider who has had more than a 5 year layoff, and others. While these are only proposals at this stage, without opposition even the crazier ones are likely to become law. And this is bad news for us because of the European harmonisation of policies – such laws could then easily transfer to the UK. While I'm not a great fan of the MAG, they are at least looking out for such threats to our pastime. Referring to some recent changes involving protective clothing for the motorcycle test in this country, MAG said: *"This encourages the notion that motorcycling is unacceptably dangerous and that the onus of responsibility for remedying the situation lies exclusively with the rider"*. They seem to be using longer words than at times in the past, but they certainly have a point.

Many politicians see motorcycling as A Bad Thing and we need to think of ways in which we can counter those ideas, or face the prospect of a further decline. One way is to ensure that rider behaviour does not antagonise the public, an area which applies to both on- and off-road riding – our forthcoming LDT is a case in point. I'm very much irritated at the moment by one person who insists on riding a very loud (in both respects) yellow trail bike around Farncombe and Godalming at high speed and sometimes with little in the way of a shirt. Not much of a recommendation for motorcycling in my view.

Sorry that some of the content this month is not very recent. If you are organising or riding in an event, please think about sending in a very brief report and any photos you may have to keep the Newsflash going.

Many thanks to Graham, Terry, and John for their contributions. **L.G.R.**

## Welcome to New Members...

**We have recently been joined by:**

**Alastair Condie** from Grayshott  
**Andrew Sopp** from Hindhead

Both are ready to start trials having had a go at enduros, long distance trials, rallies, green lanes and road rides.

And welcome back to **Katherine Brockman!**

*We wish you a warm welcome and an enjoyable time as Witley MCC members, along with safe and successful riding.*

## GOT ANY NEWS OR PHOTOS?

Please keep us posted and email any contributions for the *Newsflash* to [lg\\_richards@yahoo.co.uk](mailto:lg_richards@yahoo.co.uk) or drop me a line at PO Box 420, Aldershot, Hants GU119EL. And remember that the *Newsflash* is also available for download on [witleymcc.org](http://witleymcc.org)

**News or pictures please to [lg\\_richards@yahoo.co.uk](mailto:lg_richards@yahoo.co.uk)**

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(just off B3000, by village green) Club night: Thursdays, 8.30pm.

**Visit our website: [www.witleymcc.org](http://www.witleymcc.org)**