



# CLUB Newsflash

October/November 2011

## NEXT (SOCIAL) EVENT...

### **HALLOWE'EN BONFIRE TIME!**

**GUY SPOOKES NIGHT: Saturday October 29th**

It's that time of year again... see special flyer inside for details.



## NB: IMPORTANT DATE INFORMATION

**THE 2011 BOXING DAY ENDURO will take place on Tuesday 27th December!**

*at Weaver's Down, near Liphook. Start time 11.00am.*

*Start will be signed off the A3 at Griggs Green.*



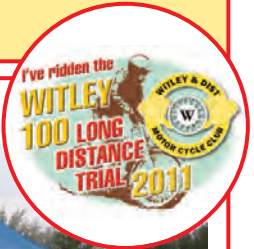
## LONG DISTANCE TRIAL More pictures inside...



Ready for the off!



Organisation is the key



## NEXT (SPORTING) EVENT...

**H.C. 'Charlie' Wake Trial SATURDAY November 12th**

No trials on Remembrance Sunday, so as usual Witley MCC will be providing some action for riders a day early. The event will take place at Tickfold Farm, Kingsfold, with first rider away at 10.30am. There will be a challenge available for all classes: Elite; Expert; Intermediate; Novice; Over 40; Over 50; Pre 67; Twinshock; Air Cooled Mono; Youth: Elite; Expert; Intermediate; Novice. Regs are now available on the website. If you are not riding, please think about volunteering to observe – last year the support was not very good, so please contact Neil Bowker with your offer of help.



# SOLO TO SCOTLAND

**I was thinking a while ago of a road trip as compensation for not doing the National Rally this year, and to occupy a week or so while Jane made her recent visit to Kenya.** My most radical option was to take a route from Godalming including the Lizard, Land's End, Dunnet Head, John O'Groats and Lowestoft before returning home – thereby reaching the most southerly, westerly, northerly and easterly points on the mainland.

However, the level of organisation and likely cost involved in this scheme got the better of me, and having decided that in any case this was a bit ambitious in a week and on my own, I started looking at some simpler alternatives (though I would still like to do it sometime). I settled quite happily for a trip to visit my friend John who had recently moved from Stirling area to Aldbar, near Brechin, between Dundee and Aberdeen. This was to be achieved in two days in each direction, using different routes where possible on the return journey and avoiding motorways at all times – to give a sense of travelling in those far-off pre-Mway days. After some hours of route planning there was a decision and with minor machine preparation all was ready.

The trip north was pleasant enough. I used the traditional route via Newbury, Oxford and the A4260/A423 through variable weather to Coventry, on to Nuneaton via the A444 with a lunch stop at the Salt Box café at Hatton, just off the A50. The A515 is another favourite (see sunny photo below) but I did note with some displeasure the blanket 50mph limits that have been applied to so many of these A-roads. Another gripe is the way that rumble strips on the approach to roundabouts, villages or other hazards seem to be getting almost dangerous to 2-wheelers, especially those with indifferent twinshock rear. And why do they need to extend across the whole carriageway, rather than just on the side heading toward the hazard?

Arriving at Skipton to stay with Jane's cousin and family overnight, I enjoyed drying out, dinner, a chat and an early night. Friday morning dawned dull and drizzly but not too threatening, so after breakfast I was ready for another 290 miles.



*Locked out at Darley Moor!*

From Skipton, the early part of the day was very foggy and wet as I rode over to Grassington, but improved somewhat during the early afternoon. Indeed after a some very windy conditions around Consett, there was a very enjoyable run up the A68, and at the Borderer tea van it was pleasantly sunny. Things went downhill after Jedburgh. My wish to avoid motorways tempted me to take the route through Edinburgh for the first time in 30 years. Bad move. I guess if you had a clue where you were going it might be OK, but you would certainly get no help from road signs or lane markings. They are just not there (at least on the roads I chose). So a further delay before finally reaching the Forth Road Bridge around 5pm, a good hour later than intended.

At least the rest of the trip was uneventful and dry (my new one-piece Spada waterproof had already had plenty of use and proved totally watertight, if a trifle warm at times).

Once installed at Aldbar, there was no real opportunity to go out exploring on two wheels as we'd intended – the weather was grey, damp and blustery at best. The only motorcycling that actually took place was a couple of trips along the drive on John's Gerosa moped (apart from being an MV lightweight specialist, he's very keen on mopeds!) However, I did see some of the local sights from the comfort of a heated car or van, and was treated to a 200-mile round trip to Glasgow to see Brian Wilson and his band – Brian not in good shape but doing his best, well supported by some excellent musical sidekicks. I did help out with some road-mending though – John's kilometre-long drive was sorely in need of being patched up with several digger-loads of scalplings so that passed a few hours in the (very) fresh air.

The Monday was very changeable, but the winds were supposed to die down on the Tuesday, so I decided to stick to my original schedule despite John's suggestion that I should stay over another day. All too soon it was Tuesday breakfast time and time to depart, and I set off with some doubt as to the conditions I was likely to find.

After leaving Aldbar it was reasonably OK at first – I stopped in Brechin for fuel and some gifts from the deli – in fact as far as Perth I was doing fine.



*Typical 'oop north' weather...*

However things started to go a bit pear-shaped as I went further west. I stopped for an early lunch on the A9 near Gleneagles because the rain had really set in – but no better after 45 mins so it was off for another instalment.

The wind started to become unpleasant by the time I got to Dunblane and became stronger as I navigated with not too many disasters though to Cumbernauld, Airdrie and Hamilton. So, much later than planned, at last I was onto the B7078 for what should have been a straightforward run but was rapidly turning into a serious challenge. The further south, the strength of the wind and the gusts become distinctly scary – the Zephyr doesn't seem to like crosswinds much anyway and it was almost impossible to stay on the road. My estimated arrival time at this rate of progress was getting near 11pm! I stopped off for over an hour at the Cairn Lodge services but things were just getting worse...

Setting off again, my project of staying off motorways (where I certainly didn't want to be) also came to an sticky end as I missed a sign on a roundabout in the tipping rain and found myself onto the A74M at J12. The next or 8 miles were certainly the worst I've ever had on 2 wheels, struggling to maintain 30mph and often on the hard shoulder. Approaching the next exit a gust shoved the bike right across from the nearside lane to the hard shoulder kerb. Very grateful I wasn't on the northbound, I'd have been in the outside lane! Only halfway to Skipton, but it was time to bale out.

Back on the A702, just outside Crawford I stopped at the roundabout to draw breath. There was a sign with the attractive letters *B&B* on it, and about 200 yards further on I found a rather Fawley-Towers-looking gaff labelled '*Holmlands*' – not all that promising, but anyway, a ring on the bell eventually unearthed the owner who was very helpful, had one room left, bike could go in garage, dripping gear on the hallstand, in the *Bike Friendly* guide too. In fact it was probably the 1= best *B&B* I've ever stayed in, newly decorated room, shiny modern bathroom, lots of tea, comfortable bed, fantastic breakfast – a very good £50-worth in the circumstances. Supper was courtesy of the transport café next door, a bit greasy but OK, rather quirkily complete with licenced bar for the overnight-stay truckers...

By the morning the wind, though still strong, was manageable, so I set off for Skipton around 9.30, arriving after a comparatively pleasant run down the B7076 to Carlisle (like having your own private road for the first 30 miles), then A6 to Penrith and Kendal, and the A65 to Skipton which was most enjoyable. Weather was generally dry too which helped. A major (and completely devoid of official diversion) road closure at Ingleton was an irritation, but I was able to divert to Settle via the Ribbleshead viaduct, which was some consolation. Some rubbish road



*All roads should be as quiet as the B7076*

surfaces though – nearly as bad as Surrey...

After a large dinner and an evening at the Narrow Boat pub quiz night in Skipton, it was off bright and early – well about 8.45 anyway. I was determined to use a different route home, so I was aiming for Bradford, Wakefield and Doncaster – and still without using the motorways (I had forgotten how long it takes to get anywhere without using motorways!). Weather was fine, roads not too busy until Wakefield. Then, having been stuck in traffic for a few minutes, I had my visor up and noticed an insect strike on my face, but thought nothing of it. About 5 minutes later I felt a tickling sensation inside my sunglasses, shortly followed by the unmistakable shock of a wasp sting right in the corner of the left eye! Emergency stop and some minutes later, I'd recovered enough to continue, though a bit jaded by this time.

My route was intended to cover some old National Rally haunts – A838, A1, A614, A6097 around Nottingham, A46, A606 to Melton Mowbray, then a lunch stop at the *Flying Childers* on the A607, an old Rally control pub – used to be proper village pub but now a huge eatery. Good sandwich though. On to Leicester, A426 to Rugby and Southam (another road closure/diversion here), and back along the A423 to Banbury and Oxford. And so back via Newbury and Basingstoke to Farncombe. Reached home about 7pm. Glad I didn't try the north south east west idea. Bit weary. Time for a bath.

### **The Statisticals:**

Overall miles for the week (well, 8 days as it worked out) = 1160.0 miles door to door (bearing in mind I didn't use the bike at all while I was staying in Scotland!)

Overall average speed (excluding main lunch breaks but including fuel and navigation stops) = 29.4mph (see comment above regarding motorways).

Overall fuel consumption = 72.9mpg (one thing I was quite happy with, for a 20-year-old, 4-cylinder machine – which ran perfectly for the entire trip).

Next year's run – who knows? **Laurie Richards**

## Goodwood Breakfast

One Thursday at club night Graham Ingall and Alec Jay were discussing “having a run out to Goodwood on Sunday the 2nd – fancy coming along? It will probably be the last run out in good weather we can expect this autumn...” I said I would probably be up for it; it was also mentioned to Dave K and Barry B. Alec said that we would meet at the club house at 8 to leave at 8.15

Barry said that he would meet up at the layby at Milford. Sunday arrived – brilliant day – so I set off at 7.40 got to the club and just putting the bike on the stand when Alec arrived .

Then Dave K (Alec said he was surprised that Dave had made it that early! honestly!) after a few minutes Graham Ingall turned up and off we set. At the lay-by at Milford – no Barry; we were waiting on the Haslemere road just off the roundabout. Alec said he knew where Barry lived so decided to call for him. He had just disappeared out of sight when the Ariel went roaring round the roundabout back towards Milford. “I’d better go and fetch him” said Graham, so off he went shortly after Alec arrived back also Graham and Barry all assembled off we went after the start an uneventful ride to Goodwood. We parked up, refreshed with coffee (thanks Graham) and some of us had a bacon roll before looking round the bikes etc. I don’t know what I had expected but certainly not that many people and machines.

After an hour or so looking round we set off for Newlands Corner, dropping of Barry on the way .

During our debrief we said it might be a good idea to run this as a regular event next season!

Thanks go to Graham for thinking of this impromptu run and leading us – also to Alec. The weather made it a special day, and of course also the company!

*Graham Ford*



*Chewing over the day at Newlands Corner*

### ‘Wacky Races’ result

After some little delay, here are the official results of the Camping Weekend Wacky Races competition!

- 1st: Trevor Fry
- 2nd: Andy Chapman
- 3rd=: Alan Cutler / Jay / Bungee
- 6th: Colin

So there we are. Roll on next year. *Terry Tidbury*



## Brooklands Museum

**Graham F. also reminded me about the Brooklands Museum, including its connection with our late President Graeme Brown.**

Graeme raced at the banked oval before WWII and owned GD Brown Motorcycles in Godalming, and ran a worldwide Douglas spares service until his death in 1999.

The Brooklands collection includes two of Graeme’s Douglas motorcycles – 1936 S6 Douglas sidecar outfit and a 1927 499cc racer with a “works” engine built by Douglas (in the sidecar).

More about Brooklands another time. The London Bus Museum has now moved too the site from Cobham too. Have a look at [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)



## ON THE ROAD

### Do you need to send money to the ACU to get a licence in order to ride your bike?

The answer is **NO**. Get your road bike out for next year and join some of your fellow club members on a few good ride outs.

A good programme is in progress with some choice events.

Nine different museum visits that will include bikes, tanks, planes and all other types of transport (to see that is, not to ride or drive).

Laurie will be doing the photographic challenge, Graham a breakfast run and the Classic Bike Show, and others will be organising a few lunch runs.

We have also offered to help with the organisation of the Owen Tyler classic bike run, previously organised by old club member Brian Kettle.

Some will be mid-week but most will be at the weekend.

A suggestion that we may like to pop over to France has also been made.

Add these to the ones being organised by the British Legion Riders' Branch at Compton (to which we are invited) and you will have a fairly full programme of events. Couple these to our off-road and social events and we could be active riders every weekend.

Have you friends with road bikes, either modern, classic or vintage? Get them to join us on a run and eventually make Witley as active on road as it is off.

The full programme will be available at the end of the year.

Contact any member at the Clubroom on Thursdays for more information.



*Bernard Jay*

## A VIEW OF THE LONG DISTANCE TRIAL FROM SECTION 6



*Dave Mair's rider briefing*



*Cheers, caterers!*

### Sunday 16th October started very chilly, but fortunately the sun soon warmed things up.

Bernard had set out section 6 at Green Lane, Four Marks, by 10.00am as requested, but it was another half hour before any riders appeared. Time to check all the arrows, and chat to a local Alton member who was walking his dog. He helped Bernard with a solution to my nagging that some riders were likely to carry straight on rather than round the tree trunk!

The section proved more difficult than anticipated for most riders, and a lot struggled considerably to get around the tree. Some did not even attempt it! The majority found themselves with 5 points, and a lot even needed some help to extricate them



*Brrrrrrrrrr.....*

selves from the hole they'd dug in the soil! However, it was great to watch a few expert riders who rode through the section with no problems at all. They got a cheer from me!

We went to the starting point in Odiham after section 6 was closed, to sample Jo and Becky's excellent catering and have a natter in the sunshine. I'm ashamed to say we were too exhausted by 3.00pm to stay to watch the special test section (really Bernard wanted to get home to watch the bike racing on television!).

Sorry no photos from me, but we were fully occupied with almost 180 riders (only a few non-starters and drop-outs!) once the section opened until it closed!

*Diana Delahoy*

# THE WITLEY 100 LONG DISTANCE TRIAL: Sunday October 16th

The Witley 100 was once again a resounding success with 180 entries.

After a course of well over 100 miles (including a massive special test) he top three riders were Adrian Cairns (Honda), Dave Renham (Gas Gas) and James Bunton (Triumph), all of whom dropped a single mark on section 7. The first 2 places were decided by only 4 seconds' difference on the Special Test! Richard Caselton (Honda) finished on 2, Darryl Mills (Gas Gas) on 3 but not even a fantastic special test time of 5m04s could reward Phillip Cox (KTM) with a higher placing – he was one of five riders losing 4 marks.

Many thanks to Diana for her *Observer's View* (see page 5), but I'm afraid an in-depth rider's-eye-view report will have to follow next month – otherwise this might turn out to be the January edition. In the meantime here are a few more photos from the day...



## Electric Avenue

Following my much-televised experience on the Raleigh electric bike recently (see *Newsflash* July 2011), I found myself on another quite different electric two-wheeler recently.

A jolly to the Go-Ape venue



Think I'm going slightly mad...

at Bracknell Forest presented the opportunity to try not only African Drumming but also Segway riding. For those of you who haven't tried it, it's certainly unlike anything else on any number of wheels.

A gentle tap with the foot on the footboard prepares the machine for the rider's arrival, and after that it more or less keeps everything upright – at least, it does after a couple of minutes' wobbling around. Lean forward on the control bar to go forward, pull/lean back to slow or stop, pivot the control column left or right to rotate or turn. Simple...

There are a number of circular routes of varying lengths around the forest to negotiate, which enable you to get the hang of the contraption reasonably well

after 20 minutes or so. Climbs and descents (nothing steep), and tight turns all seemed to go OK – the only problem I had a t first was with banked turns; it's necessary to steer into the berm slightly or the whole thing tends to turn into the inside of the corner.

After half an hour or so pottering about at 7.5mph max we were taken out onto some of the fire roads and the Segways were chipped up to about 10.5mph for the run back to the depot. Great fun and quite good for socialising as you go. Only one of our party managed to lose it completely, and that only because he was trying to get airborne off the crest of a hillock! A crazy bit of kit, but really quite enjoyable.

Laurie Richards

## REFLECTIONS

### A biker, yes – of yesteryear

We had the bikes, we had the gear.  
A broader view we also had –  
With a tendency to go mad...

A Norman two-stroke was my first,  
It was by no means classed the worst.  
It smoked a bit and barely stopped –  
But for me, it was the tops!

I changed the bike for an Ariel 350,  
Not too bad and was quite nifty.  
A Goldie Clubman followed next –  
Was hard to start and left me vexed.

A Tiger 100 took its place  
Was very fast and went a pace.  
This was changed to a 100 for variation,  
A little bit faster – but more vibration!

Other bikes were owned in the past,  
Some were slow and some were fast.  
Matchless and Meteor failed the test -  
A Triumph Trophy was the best.

A Panther and Sloper were quite daunting,  
A big faired BMW was appalling!  
The Greeves, Speed Twin and 21 do not rhyme,  
So I think it best to call time...

Marriage came at great cost.  
Money was short, the bikes  
were lost.

There were many times in  
the following years  
When I yearned to return  
to yesteryear...

Things improved – the kids had departed.  
We looked for a bike, but where to start?  
The scene had altered, alas, too fast  
The Jap invasion had come to pass.  
With strange new bikes with funny tanks –  
They turned out to be highly ranked.

Time had moved on, what bikes we  
were beholding  
With brakes that worked, and good roadholding.  
Electric starters and lights that work,  
Little maintenance for you to shirk.  
No more oil leaks and constant tuning,  
Far less problems to leave you fuming.  
So, now a veteran, it's back to basics –  
To move with the times and forget the classics.  
A new Bonneville now, it's my pride and joy –  
I wish it was there when I was a boy!

*Graham Ingall* (age 70 1/2)



*Vince*  
*Arnaud*  
*Rob*

FINN INTERNATIONAL SIX DAYS ENDURO  
**ISDE**  
KOTKA • HARJUNA • FINLAND 9.-13.8.2011  
Team Witley-Merzer would like to thank Dave May-Miller and all the british/irish support crews for their help.

MOTUL F&M AGU MOTO EXPERT SAUNMUR

\* Special thank to Neville

## Editor's bit...

It's been quite an eventful couple of months with a trip to Scotland and a Long Distance Trial to keep all my spare time occupied.



I hope those of you who took part in, or were involved in any way with, the Witley 100 agreed that it was a very well organised meeting and I'd like to personally thank Dave Mair and family, the catering team, the Committee members – and everybody else too numerous to count who helped in any way to make this complex and extremely popular trial happen. It was a delight to see so many riders enjoying their day and it is a credit to the organising team – and so to the Club – that it came together as such a success.

Here are just a few of the comments received by happy riders after the event:

*"Just wanted to say a big thanks to you for your superb organisation and all the team involved in running the event..."* *"Thanks to all for a very enjoyable day at Sunday's LDT. Great day!"* *"Thanks all involved in Sunday's LDT – great route, well planned and well run event..."* *"Just wanted to say what a great event and brilliant introduction into your world of riding, I will definitely be back for more..."* *"What a great day was yesterday as usual and a big thanks to all!"* *"It was a great day out and clearly a massive event to organise. Please pass on our thanks to all the team..."* *"Thank you and your club for the excellent day we had yesterday, a very well organised event – the routes were superb (if challenging for some of us!) and general set-up was great. None of us had ridden with Witley before and we look forward to the next one..."*

So if that doesn't provide a recommendation for the Witley 100 I don't know what will! We hope that riders taking part enjoyed the day and were able to show the general public that trail riders are not ill-mannered or selfish but, like other byway users, just enjoying the countryside.

**Rich and Erika from TeamSnapper were busy taking photographs at some of the sections. If you'd like to see the results or order some prints, have a look at [www.teamsnapper.co.uk/witley-16-10-11.html](http://www.teamsnapper.co.uk/witley-16-10-11.html)**

*Laurie Richards*

### Dates for your Diary:

- Hallowe'en Bonfire Night  
Saturday 29th October
- H.C. 'Charlie' Wake Trial  
SATURDAY 12th November
- Reg Bowker Trial  
Sunday 11th December
- Christmas Party  
Thursday 15th December
- Boxing Day Enduro  
Tuesday 27th December

## Welcome to New Member...

We have recently been joined by:

Jem Rowe from Lower Bourne

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

Many thanks to Graham, Graham, Diana and Bernard for their contributions this issue – please let your fellow Club members know your thoughts on important topics, or what you've been up to that might be of interest.

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

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