

Mag — Netto

Newsletter of the
Mid Sussex British Motorcycle Club



**A tribute to Phil Woodhams
Who passed away 03/02/2013
Please see pages 4 & 5**

April 2013

issue 178

Appointed Officers

Chairman	Dave Willmer 01403 713576
Treasurer	Keith West 01273 845575
Club Secretary	Lynne Willmer
Membership	Richard Deller 01273 583375
Technical Advisor	Evan Cosmos 01424 437719
	Sats only
Other Committee members	Trevor Addison 01903 814402
	Brenda Addison 01903 814402
	Pete Hide 01273 890923
Club Regalia/committee member	TBA

Annual Subscription £10:00 full,.

Disclaimer. The views expressed in any article printed in this magazine are not necessary those of the club or the committee.

Data Protection Act. Under the Data Protection Act of 1984 , the MSBMC is obliged to advise members that we keep names, addresses and telephone numbers on file. If you object to your details being included, please contact the secretary.

Re AGM for May 2013

If you wish to nominate someone for any position within the Committee, please submit in writing to the current chairman or club secretary by **MID APRIL 2 weeks** prior to the AGM meeting , according to the club Constitution.

The present Chairman and Committee are willing to stand for another year, if agreeable with members.

Also as a reminder annual membership subscriptions are due also at this time. The subscription will remain @ £10.00 per person

Bike events to my knowledge so far -

21st April 2013 Newhaven Fort -

Sussex British Motorcycle Owners Club

5th May Sammy Miller Autojumble

15th May Amberley Classic Bike Show

25th May Kempton Park

Southern Classic Bike Show & Autojumble

5-7th July Goodwood Festival of Speed

6/7th July Wiston Steam Rally

13/14th July 2013 VMCC Festival of 1000 Bikes (see P 12)

27th July Kempton Park Autojumble

28th July 2013 10am Sunday Ardingly Superbike Show

4th August Sammy Miller Autojumble

17th August Capel Village Classic Car & Bike show

24/25th August Wings and Wheels Dunsfold

24/26th August Rudgwick Steam & Country Fayre

Please see your schedule of bike runs or visit our website

France 2013

Sunday 24th March at Cany-Barville Bike show & Auto Jumble, German and East European machines.

Saturday 6 & 7th July: Show and Rally at Therouldeville

Ferry cost about £60.00 return (for early bookings)

Hotel cost £60.00 single £40.00 shared. This is for B&B with secure parking. Camping is also possible, no charge at

Therouldeville. If you wish. The club charge us about £35.00 to

cover the lunches and all the excellent food and drink consumed

over the weekend. I can book both ferry and hotel if you wish on this event only.

Sunday 1st September: 4 hour time trial in and around of

Valmont-on old bikes only if you want to take part in the trial.

These are all very sociable events based on old bikes in a friendly atmosphere. If you wish to take part, please get in touch with me

Roger Dillon or Jean Bernard.

01273 842 290

rogerd@euromechstorage.co.uk

ibguenot@wanadoo.fr

Chairman's Chat

Hi Guys, this could be our last Magneto for a while as Clive may not be able to print it for us for much longer. We hope this is not the case but if so, the Committee would like to thank him on behalf of all members for printing it for many years at no cost to the club. It has been of real benefit to the club and we will be sorry to lose it. For the future it may be that we will have to rely on the web site for updating information. This is something for the committee to discuss at our next meeting.

I'm not sure if you are all aware of the sad death of Phil Woodhams from Poynings garage. Phil had a dreadful accident last summer whilst out riding his bike. He survived with several broken ribs and a great deal of bruising, but unfortunately the trauma appears to have caused a very aggressive form of cancer to develop which was only found when Phil felt so unwell that he got Helen to take him to A & E recently. Phil obviously realised that things looked very bad and he clearly felt he was not going to get better so he decided to take his own life. When Helen contacted his consultant she was told he would possibly only have lived for another two weeks! Life can be really tough sometimes.

Phil's funeral was held at Findon Crematorium on Wednesday 20th February and was attended by a great many people. There were more than sixty bikes following the hearse, several of whom were our own club members, but even we bikers were outnumbered by his other friends and family. There was standing room only in the large chapel. He had a very good send off.

We spent many hours riding in Phil's company; he always joined us for our Yorkshire Tours and was always asking when we were going to do it again. It just won't be the same somehow without him. Phil was always the first to help out if ever there was a problem, he would always lend you stuff if you needed it even loaning his bikes if yours was out of action. I learned at his funeral that he also helped out a lot in his village. Because Phil and I were in the same line of business we often contacted each other if we had a problem, tapping into each other's knowledge and experience.

I have never known anyone ride as much as Phil, he never seemed to tire of it. I'm sure many of his biking friends miss his company a great deal. Phil was a good friend to Lynne and I and we shall miss him greatly. We would like to extend our condolences to Helen and his family and friends who were no doubt greatly shocked and saddened by his sudden passing.

Helen has decided to keep their garage open for now; she has always worked alongside Phil and knows exactly how it all operates so hopefully she can keep it going. We wish her well.

It has come to that time of year again – the **AGM!** This will take place on **May 2nd (clubnight)**. The current committee is prepared to stand for a further year in their present positions. This being the case we have decided not to print ballot papers for the forthcoming election. If however any member would like to stand for any of the current positions or would just like to join the committee, please contact me and we can arrange for a formal election if required. I hope as many as possible of you can attend the meeting, which we are hoping to keep fairly informal, to enable discussion of any changes you might like to see to the club over the coming year.

Referring back to the possible loss of our printed Magneto; it has been decided that as from now all changes to the Runs List will be announced on the club's web site. That being so the organised trip to The National Motorcycle Museum on **Sunday 7th April has been cancelled** so that people can participate in the charity run in memory of Don Noble who died last year. Don was a keen member of the Sussex British Motorcycle Owners Club and we often met him out on runs and at shows. The run will be meeting at **Clymping Village hall at 10am** to be on the road by 11am.

The run will be going to the **West Meon Hut and Loomies café** and there will be a minimum donation per bike of £5 which will go to the **Myeloma Cancer Charity**. If you require further information please check the **SBMOC** web site

I am hoping that the recent sunny weather continues and we manage to get out and do some decent riding. Please check your runs list or the web site for details and try and join us for a few rides. Look forward to riding with you, take care when you're out there and stay safe.

Dave



This man owned & drove the same car for 82 YEARS.

Can you imagine even having the same car for 82 years?

Mr. Allen Swift (Springfield, MA) received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new - as a graduation gift in 1928.

**He drove it up until his death last year ... at the age of 102!!!
He was the oldest living owner of a car that was purchased new.**

**It was donated to a Springfield museum after his death.
It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition. (82 years). That's approximately 13,048 miles per year (1087 per month)...**

Just thought you'd like to see it.

**Have you had a bike from new over similar period of years? If so
Let me know your story...**

RIDING THE GEORGE REED SCOTT

My own interest in the Scott marque harks back to my childhood. My father, although not a motorcyclist, but a highly skilled toolmaker, was an avid “doer up”, today known as a restorer, and would often have an odd bike or two kicking around the shed or back garden. One in particular remains in my memory, a black and gold AJS comp. Special of some description superbly finished.

I was only 6 or 7 years old then, so had no knowledge of the model number but I was impressed by the fact that it had my father’s initials on the tank. I asked him about this bike; Is it his?, No, it belongs to Joe, son of Bloggs. “How can that be” said I, it has your initials written in beautiful gold letters on the tank?

He laughed and explained this as a happy coincidence. Then, in a secret voice he told me that if he had a motorbike, it would have to be a Scott. Inquisitive as any 6-7 year old the next question had to be, Why? The answer was multi-faceted, “The sound they make, accelerating through the gears, an ear-splitting growl, bursting to a crescendo, then starting again as another gear is taken, their performance in adverse trial conditions, their engineering, the look of the machine, fast when standing still

Well, his exultations about the Scott remained with me and in adult life I had this quiet notion constantly in the back of my head that I must try one of these machines for myself and see if they lived up to my boyhood expectations.

Fast forward a few years and a legacy from George Reed to the VMCC was a 1919 532cc two-speed Scott, which was held in turn by several sections until it found Robert Lemon as a caring custodian. At this point it required some major heart surgery and Robert rebuilt the seized engine with what were thought to be the last set of pistons available. Precious items that need to be nurtured!!

Continued over the page

Seeing this machine riding around the Carlisle Castle car park in May 2006, when we did the Baton Run, filmed by Border TV, I determined that I must ride this beautiful bike and finally understand my father's fascination with the marque.

After several abortive attempts to borrow this machine, which has been in constant demand for training day use as well as being called upon for use at Banbury and other events, I was able to reach agreement that Kim Allen would drop her off to me on his way back from the Scottish training day so that I could use her for the 2010 Back Green Rally.

He delivered her to my door and passed on the operating I instructions, which give precise guidance on lever settings, the starting process and the vitally important lubrication procedures. Kim ably demonstrated the starting method, confirming that all was well and then left her with me.

My first action was to try and start her again and, precisely following the lever settings and procedure, she started easily, great. Next, I had to source some two stroke oil, used both in the manual oil pump and as a petroil mix for belt and braces protection of the pistons.

Then came the great day. I had told a friend, our local butcher and a fellow motorcyclist that I was the temporary custodian of this rare old machine and he insisted that I ride it down to his shop in Keswick and park it out front for all to admire. This I duly did and although it shouldn't have surprised me, the public response was quite astonishing. A large crowd drew up around the bike and questions galore floated through the air until our departure. Happily, she started easily and although Keswick was busy at noon on Saturday, the sea of cars parted and many modern car drivers waved us on our way to Hesket Newmarket for the afternoon run. Now, this is a bike that needs to be operated rather than just ridden and it was a learning experience that I had just embarked upon. Juggling the air, throttle and ignition levers to match the

mixture and timing to the various load conditions was a bit of a struggle to begin with but my performance improved as the afternoon wore on.

It was very satisfying when a length of open road appeared and she could stretch her legs, the exhaust growl deepening and then getting washed away in the wind noise as speed built and the mixture / timing combination met in a satisfying sweet-spot where the lady picked up her skirts and flew!

No wonder that Scott used the “Flyer” name! The afternoon’s baptism was to be followed by a full day on the Sunday. Again, the challenge of fine-tuning the levers to optimize her performance and remembering to pump some vital oil into her innards was key to getting the maximum satisfaction from this old lady. Robert’s advice had been to pump enough oil to just keep a slight blue haze emanating from the exhausts. Fellow riders asked if I wanted a cigarette, I replied “No thanks, I’m smoking a Scott” !

Robert was riding his Brough with us on the Sunday and all went well; I was finally getting the hang of retarding the ignition as well as adjusting the throttle/air levers when we slowed or stopped at junctions, to get her to idle at reasonable revs. Then, on one long straight, following the Brough, all of the lever settings hit the sweet-spot and the old lady cruised past the Brough with an eight to ten mph speed differential. As the Scott has no speedo, I later asked Robert for his estimate of our progress. He replied that he thought the Brough’s speedo to be a little slow but it was showing 65 mph as the old lady went singing sweetly past. Although the suspension was a little firm, the front brake a little weak and the concentration level high, this was a tremendous, fun weekend with a bike that must have been an outstanding performer when compared to its peers in 1919.

Now I understand what my father meant!



VMCC FESTIVAL OF 1000 BIKES 2013

The ultimate Classic track weekend will return to Mallory Park 13/14th July 2013 with Track session entry forms available in December 2012 and full details being announced in the New Year.

Public Road (Saturday) and Race Bike Sunday Track sessions.

Biggest line up in Europe of Past Masters Machines and Star Riders on Track.

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Avenue of Clubs (50 Clubs in attendance in 2012)

Trade stands/Auto Jumble

Real Ale bar open all weekend with panoramic views of Stebbe Straight.

Even more live bands on the new 'Classic Racer Magazine Stage' commencing Friday of the weekend, which will feature more attractions for 2013 as well as popular 'Stars on Stage' interviews

Go to VMCC web site to click on events of interest to you.

Or contact VMCC HQ direct or via 2013 Entry Forms & Guidance notes

Article from the 23rd Magneto written by Tim Thornby.

“You must be mad!” That was my generally-understanding but this time totally confused wife’s reaction to me wanting to go out on a foggy Sunday morning in January for a “pleasure ride” on my Beeza. I suppose that if I made any attempt at being objective (something nigh-on impossible where me and motorcycles are concerned) I would be inclined to agree with her.

However, as the Christmas holidays approached I had eagerly anticipated some brisk but cold rides on the poor bike that had lain unused since my previous stupid attempt to ride in “adverse” (read:”bloody awful”) weather conditions when I was the only person daft enough to attempt the club run to the Pease Pottage aquatic motorcycle trial (or “trial by water “..whatever). On that occasion as I stood alone in the p..p..p.. pouring rain in a wood on a Sunday I remember thinking those same thoughts that others (again my wife) had voiced earlier ...” you must be mad.. Its raining, and you could be down the pub instead”. I duly packed up and returned home to grab a beer/...

Anyway, back to the point...The Christmas holidays had come-along with the snow and sub-zero temperatures– only to pass at the same time as that very weather. The Beeza had therefore remained –unridden-in the garage for a further two weeks. So, despite the more sane voices in my head (some mistake, surely?!) saying “Stay at home” I went and dragged the bike out of the garage,. Its funny how once you’ve made up your mind to go out for a ride-triggered by desperation-you will overcome all sorts of setbacks that would normally cause you to say “Oh! Sod it” and then go in the car instead. I was just donning all my gear riding clobber when I discovered that the bottle of water that I keep in the car for the washer bottle had decided to leak into my gauntlets – and on nothing else! Ho Hum...I’ll just have to wear woolly mitts instead...

See bottom half of page 13 for continuation.....

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Continued....

Once I'd wheeled the beastie out...and and gone through the enjoyable ritual which is totally alien to modern Triumph owners (are you reading this Mike Barnet?!) of tickling the carb, closing the air lever and giving the kickstart a couple of lunges, she fired up. Lovely, I sat for a few minutes until all the steam had cleared from the exhaust and the bike would happily idle.. and clicked in to first gear and set off for the first ride of 1997.

Norma (my wife) was wrong. Okay, I couldn't see more than a couple of hundred yards in front of me and I had to ride with my goggles up to avoid misting problems. But it was great. Over six weeks of Nissan Micra driving as opposed to a 52 Beeza riding had made me forget just how good it was to be out on the bike. The weather wasn't cold and it was a real pleasure trundling along the main roads at 50 m.p.h. With the 500cc engine happily burbling away underneath. Bliss.....

Come on now get on your bikes!!!!



Above Jeff Cooper from the French Trip 1997 and below and opposite his pictures from that trip.

Do you recognise anyone ?? Bring back memories??

Pictures kindly loaned by Jeff. Many thanks.





An article from the archive Magneto March 97 written by Rob Thornton

Yet another Talmag!

As usual, I left building a suitable bike for 51 weeks after the last Talmag! I knocked up a Royal Enfield Bullet last year from a frame and an old engine that was laying about and this was duly destroyed in the special test! Plans were then made to build the bike for real during the year but unfortunately this did not occur.

With the event looming rapidly, the original engine was still in total kit form. The week before the day, I stared at a dismantled crankshaft and wondered if it was all worth the effort. A couple of hours of struggling on the Saturday with a week to go with the crank resulted in a total refusal to run truer than 7 thou and so a desperate phone call was made to that arch Royal Enfield villain Rik Gibbon.

Net result was a trip up to Sanderstead the next day at Rik's insistence and much furtive tinkering resulted in no improvement! Leave it with me says he and so I did. By now I had given up any idea of riding (at least on my own bike) and resigned myself to spectator status. A phone call from Rik revealed he had pulled the crank apart and sorted the problem and as I was passing on the Tuesday, collection was effected. Now I would have to ride!

This left Thursday and Friday evening to have a real go at the engine and by Friday night I had the bottom end assembled and the wrecked engine removed from the frame. I was not at all happy with the fact that the ball bearings were almost falling out of the steering head (that special test again!) and so the first job on Saturday was to investigate the cause. My worst fears were confirmed and the steering stem that I had bodged, sorry, lengthened last year to suit the trials top yoke, had parted company and the world-beater now consisted of a frame and back wheel. Just what I needed with less than 24 hours to go-sort of inverse progress!

However, one of the main factors that enabled any real progress after this little set back was the glorious weather, brilliant sunshine and quite the opposite to a couple of weeks before which would have made life difficult.

Out with the welding bottles and by 11 o'clock the forks and front wheel were back in and by 3 o'clock it was worth making the effort to visit the lock-up and hunt for clutch plates and a suitable petrol tank. By 5 o'clock I had a bike, even though it didn't run and the brake peddle was missing (snapped off when I stood on it to tighten up the engine sprocket nut taking the leg off my overalls with it—oh well, out with the welding bottles again, etc, etc!) Much fiddly stuff such as making up petrol connections from brass bar on the lather (shops all shut!) and by 6 o'clock she was running and everything seemed to work!

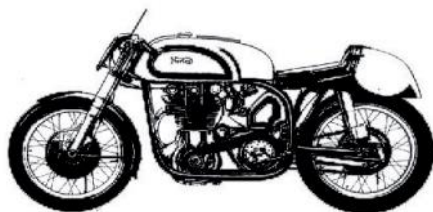
Sunday dawned dry and with the promise of fine weather. Collection of my other Bullet together with rider was achieved even if the bike did nearly fall off the trailer after 100 yards! Without further mishap, we arrived and signed on and the bike felt rather good considering it was only 23 hours old and had not been run. It was good to see the Hassocks Gardening Club in attendance, mssrs Sexton, Johnson, Pelling et el, offering words of "encouragement" to this weary figure who felt more like an extinct volcano than a budding Sammy Miller!

Having ridden in some pretty cold and wet Talmags, the weather was unbelievable with yet more sunshine and the bike performed superbly. I was even loaned a suitable pudding basin crash had by Branch member Tom Stewart to complete the historic angle! Photo's available slightly extra!

The MSBMC contingent were nicely settled in on Hungry Hill complete with hip flasks when I potted by and again, suitable encouragement was offered! All in all, a superb day out especially as the bike ran perfectly despite being "straight out of the packet". Next year, Mr. Sexton will be riding to complete a Club duo—won't you ol' boy!!!

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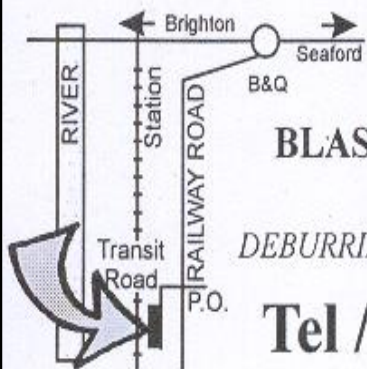
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Committee on Club nights.

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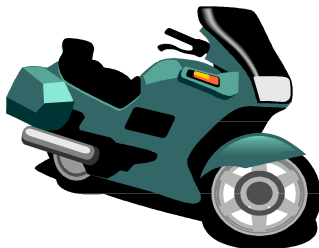
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