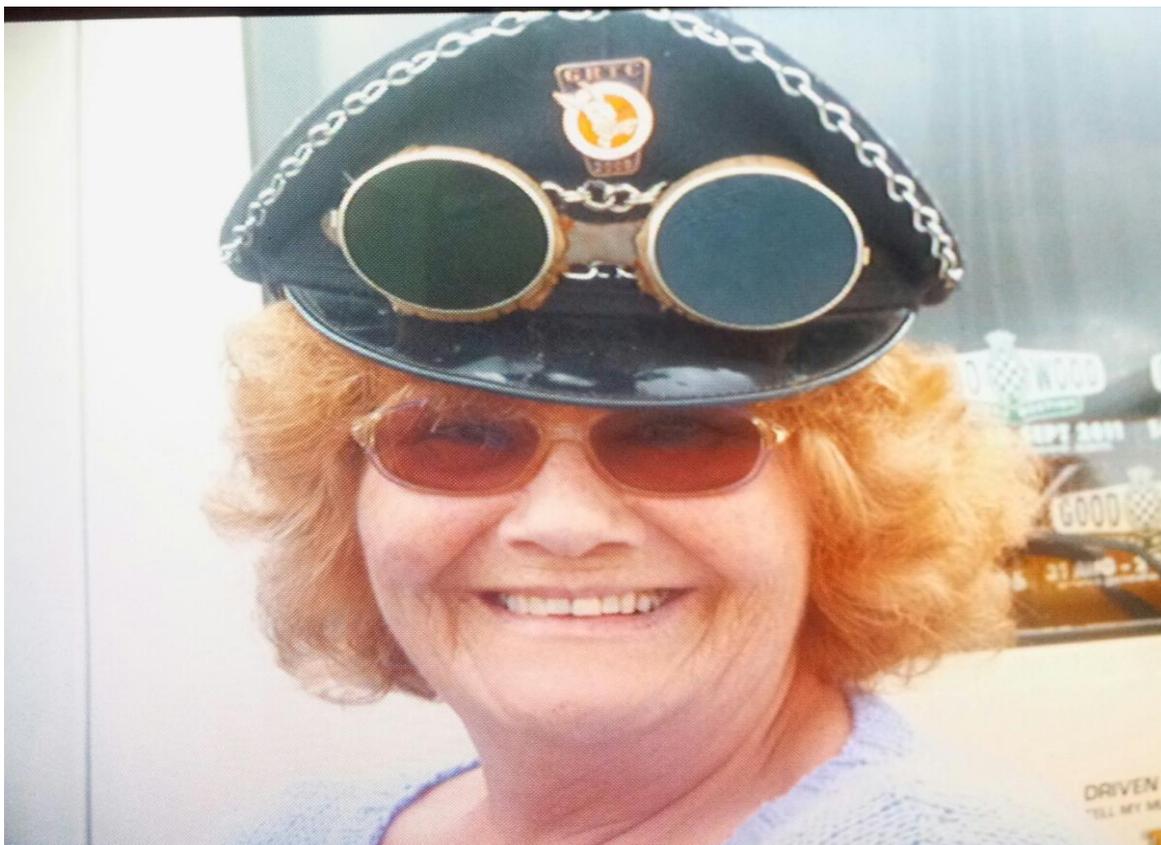


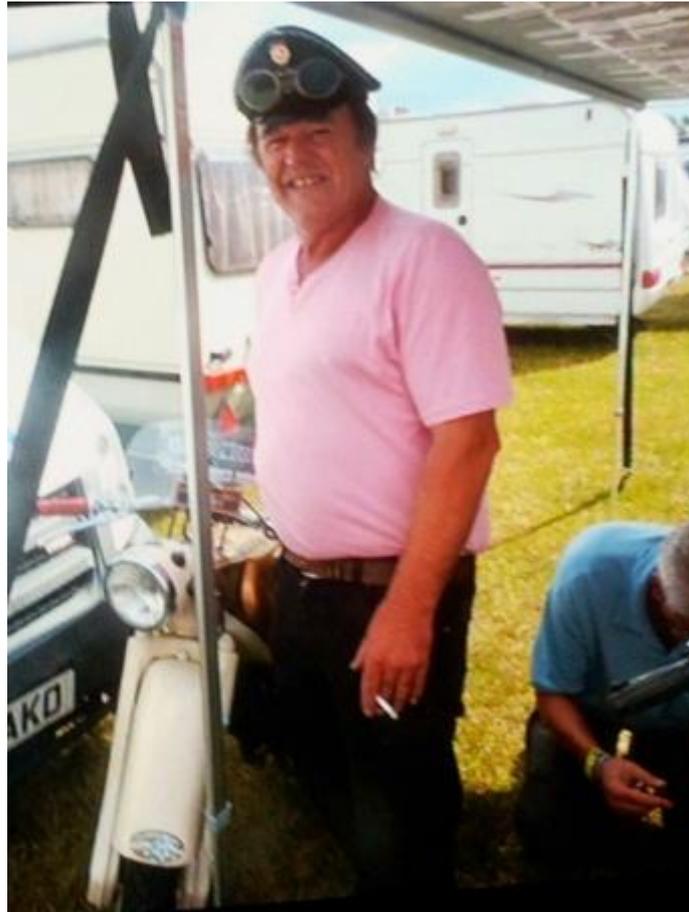
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Newsletter of the
Mid Sussex British Motorcycle Club

October 2013

issue 181



**Mary Langridge at Goodwood Revival
September 2013
Trying
'The Hat'**



Dave ..Where did you get that hat and bike???

Not his usual style, taken at Goodwood Revival.

The same crowd were at Goodwood, Roger and Carol, Graham, (they came from Stoke), Dave & Lynne, Mary and John, Dick and Pat, Clive, Mick, Chris, Ginger, Trevor and I. Also Charlie, who stayed up at the house and some others we have met on previous years

It was not the same as previous years, as when we got to the camp site we were **met** and taken to where we were supposed to camp. On previous occasions, we just got in our groups and camped where we wished. We did manage to mostly camp together, but was very cramped, space wise. (No health and safety)

The crowds as always were in vast numbers, it made it difficult at times to move around. The crowd as always looked the part in many variations of dress codes, Rock and Roll, Mods and Rockers, Land girls, Army, Navy, Pilots, Spivs, Elegant Ladies and Gentleman etc etc;

One of the themes was the Great Train Robbery, they bought in a large replica of the mail train on rails and had St Trinian,s girls with the drunken Teacher and the Spiv –They enacted the robbery - very good.

The theme near the mess hall was to celebrate the climb of Everest, made you feel really cold, fake snow brrrrr!!!!

The racing was brilliant, a few accidents but I do not think anyone seriously hurt.

Every year they have a different car theme, ie Minis, Racing cars. This year it was the turn of the GT 40's. Mega bucks, hate to think of the money that was on the track at one time. Unfortunately they had to cancel the race on Sunday due to rain and road conditions. Hate to think of the repair cost to one of those.

There was a fair turnout of bikes but were split as before, some over outside Tesco's (outside perimeter of track) and ours were paraded outside the Hospitality and opposite the race bikes, (on the interior section of the track) (also we were near the Beer Keller hmmm!!)

Trevor and I were disappointed this year, perhaps because of the weather and the disorganisation of the camping, also no briefing, although we knew what we had to do, but usually get briefed on rules and regs, also track times.

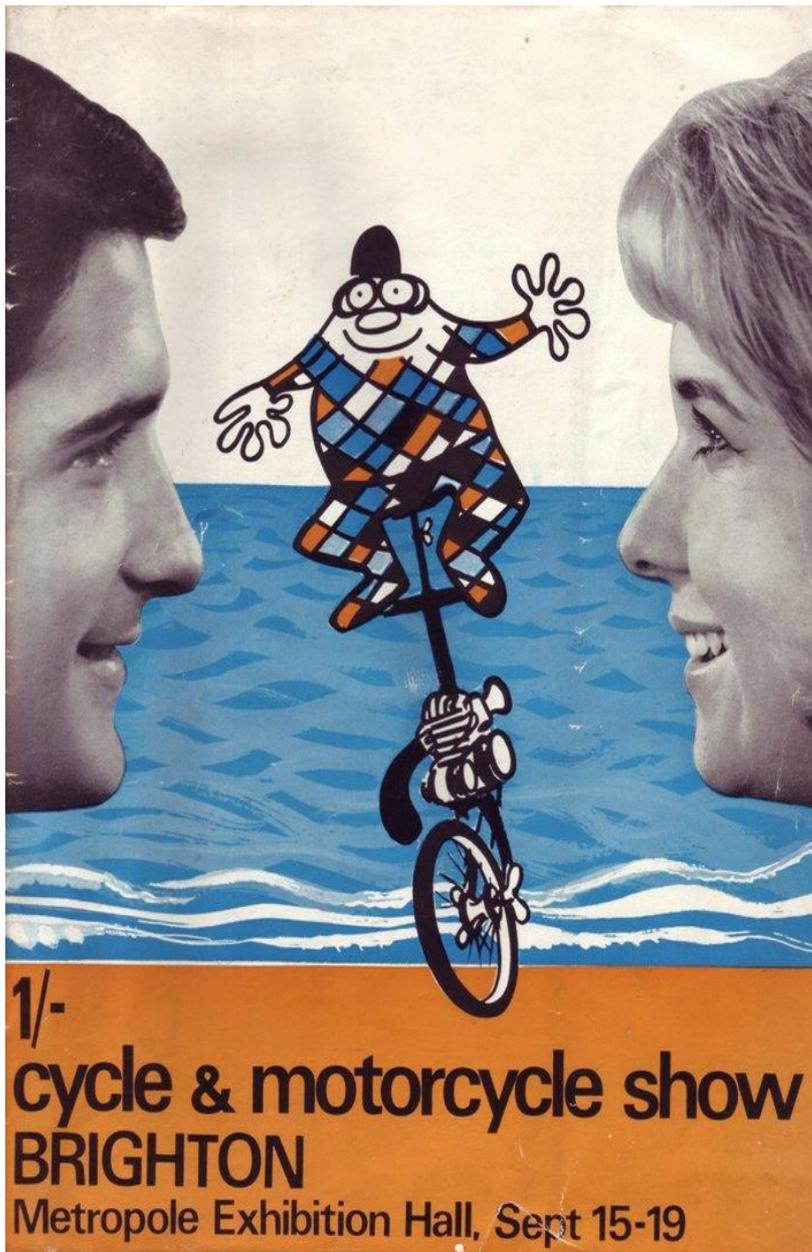
Getting out was a bit scary as our Motorhome is not very good in wet muddy conditions and gets stuck. Dave did a recky and managed to find an exit that was not ploughed and rutted up, so we managed to get out, no problem. The main exit route was horrendous as Ginger found out, He came a cropper when he returned to the campsite on his bike, he was covered in mud but luckily unhurt. (Only his pride)

Trevor and I decided that this would be probably the last year, as have done ten enjoyable years and feel it is time now to do something different.

I occasionally write articles for the Greeves club magazine and as we seem short of contributions, I thought these might fill a bit of space. Although they are written for a Greeves readership, they may still be of interest to the great unwashed!

To prove it is not all one-sided, I will also include some I have written for another superior marque, Royal Enfield! That should encourage some of you to start writing!

Nibor



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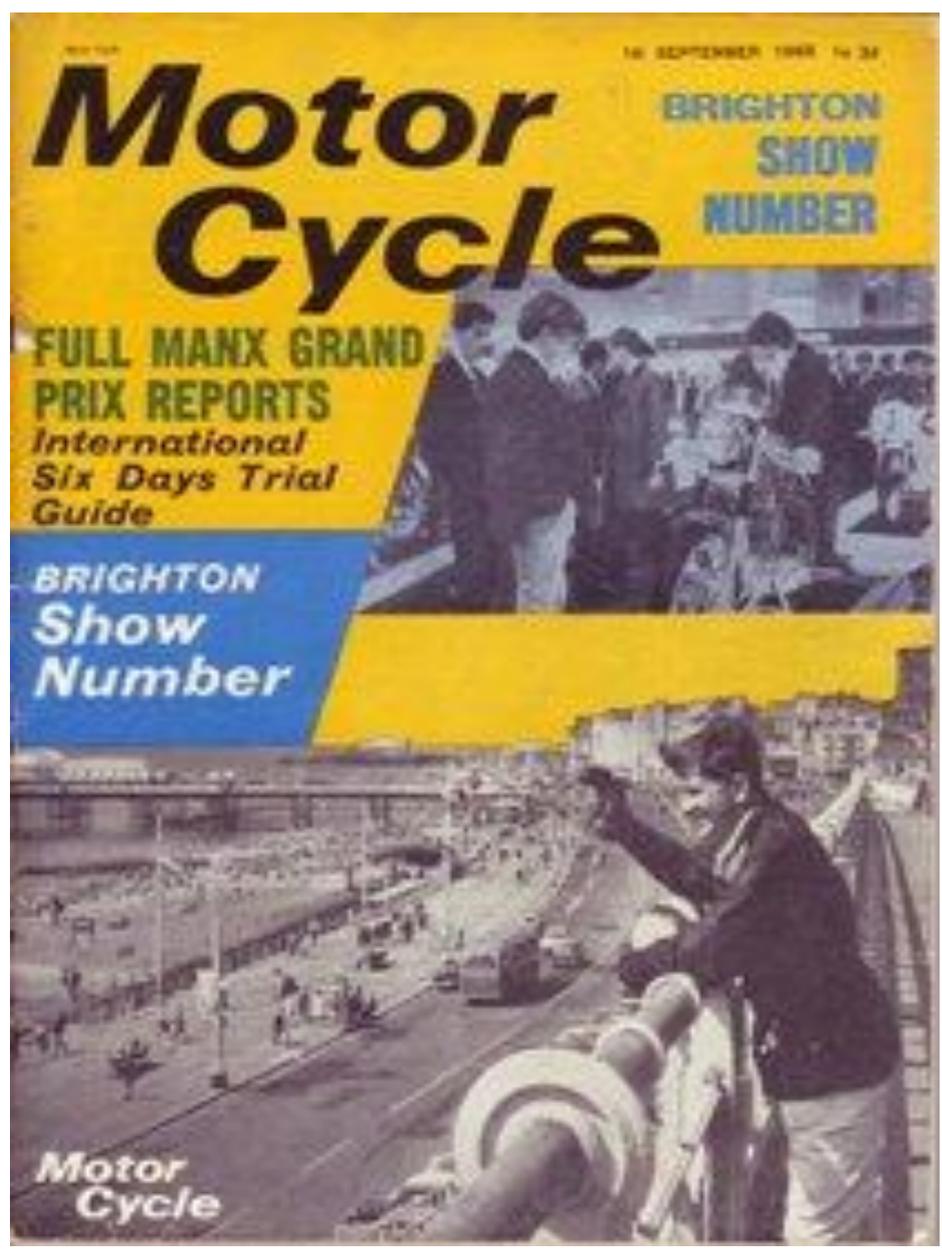
Motor Cycle

BRIGHTON
SHOW
NUMBER

FULL MANX GRAND
PRIX REPORTS
*International
Six Days Trial
Guide*

BRIGHTON
Show
Number

Motor
Cycle



The 1965 Brighton Show

During the mid-60's, the Motorcycle Industries Association decided to run the traditional London show every other year. As something of a bold experiment, the Association organised the first ever event to be staged south of London, on the coast at Brighton.

Now Brighton has never been much of an industrial centre, the railway locomotive works being probably the heaviest works in the region. However, being close to the south coast, during World War 2, the town attracted a lot of attention from the Luftwaffe, particularly the 'tip and run' raids. During the course of these, the poor old place was knocked about quite a bit and after the war, it was decided to combine repairs and prefab removal with some slum clearance and a new town centre. This took the form of the Churchill Square shopping centre, a radical development at the time.

Bang next door to this was the Hotel Metropole and not wishing to be left out, had a large exhibition centre built on the back. In keeping with the 'thoroughly modern' theme of the 60's, this was deemed to be just the place to stage the motorcycle exhibition.

As the Mayor said in his official welcome "The new Exhibition Halls at the Hotel Metropole have a great future ahead for shows of this kind. The Cycle and Motorcycle Exhibition will be the first great public event in these halls and I am confident it will be a great attraction". So the stage was set – new region and brand new halls, all in keeping with the progressive image the industry was trying desperately hard to convey.

As a schoolboy with only a push-bike for transport, living only 7 miles away meant that this show was within reach via a 'cheap day return' on the train and with paper-round money in hand, I duly set off. On entering the halls, I invested a shilling in the official show guide but before I had taken many more steps, there right in the entrance was stand 13, Greeves!

At that time, the Company was at its peak and every motorcycle-mad schoolboy knew of its success, the TV scrambles helping no end. There, gleaming under the spotlights was a very strange looking machine. Gone was the alloy tank, gone was the leading-link forks and gone was the moorland blue! It was the new Greeves Anglian – red fibreglass petrol tank, battleship grey and those strange forks!

Despite the *Motor Cycle* describing it as 'hardly pretty but definitely functional', I liked it and knew I had to have one eventually. but at £265, it would take a while on my pay of 10/- a week! Press reviews of the time had great things to say of the bike and the bike became available a couple of months later in November but it would take a couple of changes to the banana forks before it settled down in production. In total, some 180 TGS models were produced with 28 TGSB's, a total of 208 machines.

Sharing stand space was the latest version of the Challenger scrambler, again featuring the new banana forks and could have been yours for a mere £315. For the road riders, a 197 Sports single (£194-10s) and the 249 East Coaster (£230) completed the line-up.

At this time, we still had something of an industry, both machine manufacturers and proprietary component suppliers. Therefore, it was with a very large bag of leaflets of all

descriptions that I departed the show at closing time and made my way back to Brighton station for the journey home having spent time and money very well indeed.

Was the show deemed a success by the Industry? Obviously yes as the event returned to the same venue a few years later and featured the launch of another new Greeves model, again radically departing from tradition.

Oh yes, and on page 16 of the show guide under 'What's on ...and Where' was listed the Brighton Motor Cycle Show Scramble. This was to be held at Piddingworth Farm, Ditchling Road on Saturday, 18th September and organised by the Brighton & District MCC but that, as they say, is another story.

Nibor

Article written and sent in by Rob Thornton. Thanks Rob

From Roger Dillan re Valmont France September 2013

This year was I think the 4th time the event had been held, we had 4 runners and riders this year Pete Hyde on his recently as found Sunbeam S 8 , Pete Olbrich on his 350 Ariel Richard Deller on his Ariel Arrow , me on the velo venom , so a bit of a mix really .

Newhaven was not too busy, and the crossing was fine calm sea and on time , Having done this trip a good few times we know Dieppe pretty well these days, so we were soon on the small coastal road out of town ,

Pete had an interesting moment on the steel bridge his wheels are not quite round so it produces a rocking horse effect funny to see from behind at a distance , Pete looked a bit tense for a moment or two.

I had on board , for Joel Verzier in my rucksack , a hard to find original Norton ES2 Petrol tank that he wanted for a restoration he has under way, so apart from a toothbrush and an extra pair of socks that was all the luggage I could fit in.

The ride down was fine, warm weather and dry. I met up with Joel in the square in Valmont, to give him his tank , he seemed pleased , with it . Now being 10 lbs lighter the road into Fecamp just flew by. We had a great meal locally.

Up the next morning we had time to kill, so a coast Ride to Etratat and a cross country D road journey to Valmont to the 4 Heures Event. They had a good local turnout many bikes from all eras, all doing 3x laps of the road circuit , lunch in the Tent in the square, drinks at the end of the day after the prizes , They sure know how to do this properly .

Our trip back included a stop just off the Main Dieppe road to a small shop bar cafe that Pete and Richard found on a previous visit, we had lunch out the back in the garden the main course was one choice beef and chips bit of a choice on the rest, it was obviously well known as we had a family from Paris on the next table. All this was about 10Euros each incredible, will certainly go there again. So back on the boat, which was very full, no problem off the boat the lights on the Velo are pretty good , so another nice trip , good company. What more could you want.

All the best Roger D .

Thank you Roger for the input much appreciated.

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