



**Southern Sporting  
Motor Cycle Club**

**CONTACT**

July  
2022

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## Your Committee

President.....	John Mason
Vice President.....	Ian Slater, Mick Wallace, Robert Wood
Chairman.....	Christian Gorth
Club Secretary.....	Ian Slater
Treasurer.....	Chris Booker
PRO.....	Steve Pearce
Club Captain.....	Mick Wallace
Social Secretary.....	Heather Wallace
Editor.....	Vacant
Auditor – Club.....	Rob Wood
Centre Board Delegate (2)	
BMF Liaison Officer .....	Ian Slater
Minutes Secretary .....	Heather Wallace

## Dates for your diary

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Sunday 3<sup>rd</sup> July – Club Run to Whiteways Café, near Arundel. Meet at Box Hill for 10.30am depart.

Sunday 24<sup>th</sup> July – Club BBQ, South Wonston

## Stunt Editor's Comments

Welcome to your July edition of Contact, plenty to read this month, so I'll leave you to it!

If you have anything of interest to say regarding your motorcycling and the Club, please let me know via [enquiries@ssmcc.co.uk](mailto:enquiries@ssmcc.co.uk) or through any other member of the committee.

Anyway, keep safe and well and hopefully catch up with some of you at our regular venues and future club runs or events.

Stunt Editor and Honorary Club Secretary.  
Ian Slater (aka Spanner).

## SSMCC Summer BBQ 24<sup>th</sup> July – Save the Date

We will be having an SSMCC Summer BBQ this year.... Yeahhhhh!!

Ian and Amoret have offered their garden to host this event, so the venue will be at 17 Stavedown Road, South Wonston, Winchester SO21 3HA

Club Captain – Mick will, I believe, and for those that want to, organise a ride out in the morning so that it's destination is South Wonston, arriving to socialise, eat, drink and generally lay about.

There will, as usual be a cost towards the food and drink, of £5 per person. If you do have any dietary requirements, you can let me know, or bring your own food.

Amoret is a pescatarian so there will be a separate bbq for the meat to be cooked on.

Ideally, please let me or one of the other committee members know if you intend coming. Because the food will be purchase based on number, so that there is not too much left over, if you do say you are going to come and then don't, we'd like you to pay up anyway.

Contact Heather on [silverbackracing@virginmedia.com](mailto:silverbackracing@virginmedia.com) to let her know you're coming along.

Pay your £5 into Account Name: Southern Sporting MCC, Account No: 99148309, Sort Code: 09-01-51

Thanks  
Heather

## Snowy goes all retro!

We've all had bikes that we've loved in the past and looked at with rose tinted glasses as the years roll by with the promise of re living those glory days in the future.

Mine has always been the Velocette, no, not the police nobby bike but the Viper/Venom range. Of which I had a Viper (350cc) when I was 18 which I paid the princely sum of £100 off a geezer in Hounslow. At least three club members had Velo's at that time which I always liked the look of which prompted me to get one, plus I could just afford the insurance which was always a deciding factor as to what size bike you could get.

I went everywhere on this bike, work, club runs, training scheme and a memorable trip to the Isle of Man for the TT with the late John Palmer.

The handling was sublime but one day it wasn't, turned out the engine bolts had come loose and it had vibrated a lump out of the back of the frame around the swinging arm, so the only thing holding it together was the top of the rear shocks and the drive chain!

Thus, it was parked in the garage and left for about a year, until I came across a frame in Dennis Heath's. Time for a rebuild!

As it was a start from scratch rebuild, I decided to add lots of Thruxton goodies, new tank, rear sets, hump back seat, clip On's and twin leading front brake shoe assembly. The bottom end was checked over by Geoff Dodkin in Sheen, a now long gone Velocette agent and ex Velo Road racer.

I remember using it a few times after the rebuild but not on a regular basis as I had turned to the dark side and was thrashing a Suzuki 185 all over the place at the time.

Alas all good things come to pass and I had to sell the Velo to finance my impending marriage to my lovely wife. Sold it for £400 which just covered what I spent on the rebuild but promised myself I would buy another one someday.



Forty odd years later I finally get round to acquiring another one! Early this year I decided to sell the Fireblade, although an awesome bit of kit it was starting to do my back in after a long ride, and look for a Velo.

Lots of internet searching later I found one with all the right bits and bobs I was looking for at a classic bike dealer in Hastings. It was being sold as seen as it had languished in a barn for the last 10 years, which reflected in the price, so needed re commissioning for the road. A deal was done, transport arranged and it arrived mid-March in sunny Feltham.

After dusting off my BSF/Whitworth spanners I got to work. It had been restored at some point in the past as nearly all of the nuts and bolts are stainless steel but put together by someone with a very limp wrist as they were all just nipped up and not tight. Alarm bells started to ring as to what else was loose!

The clutch was the first thing to be stripped down as it was slipping and dragging all at the same time, turns out it was put together wrong and the bearing in the centre of the chain wheel had fell out or wasn't put in at all, more alarm bells! Luckily no other major issues were found apart from nuts and bolts loose or missing. All the oils were changed along with filters plus all bearings checked and greased.

Once it was up and running and the carb tuned in I took it for a spin round the block, when I got back the oil on the inside was escaping to the outside from various places at various speeds.

Another few days stripping down and sealing up seems to have cured most of them but you can't stop them all, the primary chaincase is open where the crankshaft comes through and the rear chain drive sprocket is on the outside of the clutch which pokes through the outside of the chaincase as well, as it's a wet clutch (runs in oil) so the chances of stopping in splashing out is next to impossible!

Like the old saying "If it's not dripping on the floor, it's run out of oil."

The first long ride was a step back in time and memory, different speeds produce different levels of vibration, some almost orgasmic to turning your fingers numb and every level in between. At exactly 50mph in top gear it blurs your vision until you get to 52mph. Strange? Thicker handlebar grips seemed to have cured this phenomenon.

The handling is how I remember, easy and surefooted, even with a square Avon SM rear Tyre which still has the molding hairs on. The front sports an Avon Speedmaster, all very age related and cheap to replace when compared with sport bike tyres. The chances of getting a knee down are now in a very low percentage, unless I fall off!

There is only one word for the gearbox which is Agricultural! But by all accounts, virtually unbreakable, mine has an issue of not going into 1<sup>st</sup> gear properly sometimes, will have a look in the winter or sooner if it gets worse.

Once you know the drill it's an easy to kick start but I've future proofed it by fitting an Alton electric starter kit and upgraded the electrics to 12 volts, had to do that anyway for the starter kit, so when my right leg packs up, I can still ride. (Already sent for my Blue Badge! Ha ha)



Will write an update once I get some miles under its belt.  
Nearly 45 years between the two pictures, how scary is that!!!  
Snowy the Elder.

## Calshot Castle Club Run

So this time it was the 'Famous Five' going on a club run, although the numbers did go up during the day. The Five on this occasion were Ian, Chris Gorth, Darren Mason, Heather and me. And having met at Fleet Services on Sunday morning, we set off to the old A30 to Stockbridge, and from there we took the A3057 to Romsey. The A3057 is not a fast road, but does have some lovely twisty bits, and on a lovely sunny day it's a very pleasant place to ride.

One of the moans after the last club run, was that people were rather sore after such a long time in the saddle. Most were doing an impersonation of John Wayne at the end of the day apparently. Mind you we are all getting a bit older! So when we got near to Romsey, about an hour after setting off from Fleet, we stopped for a leg stretch at petrol station; and luckily for us we got to see a 1933 Rolls-Royce 20/25HP Three-Position Drophead Coupe, and a beautiful example of such a vehicle. The owner was very happy to tell me about this vehicle, one of two Rolls-Roces he owns, and allowed Darren to take a few pictures.

So after a comfort break we drove around Romsey, and headed for Calshot Castle down the A326. A boring bit of the ride but flowing due a surprising lack of traffic. Surprising as this is also one of the routes to Beaulieu. Anyway, we arrived at Calshot Castle (it's a small fort really) where there is a very large aircraft hangar (former home to the Sunderland Flying Boats) inside of which there is an activity centre, and a café. We obviously headed for the café, seating outside luckily, and were joined by John and Joy Mason and then Doug Hunter-Brown and Steve Pearce.

The views out over Southampton Water are very relaxing. Just sitting there watching the sailing boats and ships etc, is something I could have done for hours, but we were also joined by my granddaughters and their mum, so the tranquillity was short lived.

After lunch we headed back to Romsey, but then took the A3090 to Winchester, where Ian took point for me and lead us to his house in South Wonston. There Amoret had laid on tea and cakes (again), which was very pleasant sitting in their sunny back garden over-looking the downs. If Amoret isn't careful this will become a regular stopping point. So, after a very nice days ride, in glorious weather and on some good roads, we starburst from there to our respective homes.

Hopefully we get the same good weather for our next run.

Mick Wallace

Club Captain

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**Wednesday evenings** from 8pm in the Adelaide Public House, Teddington.

**Saturday mornings** Sam's café, Nelson Road in Whitton. If there's a big rugby match on at Twickenham Stadium when we usually reconvene at Power Mill Lane café so it's worth getting hold of one of the team to get confirmation.

**24/7** We have a Club page so please "follow" both and make sure your views are heard.



**FIND IT OUT AS IT HAPPENS:**

<https://www.facebook.com/groups/8085330049/?ref=bookmarks>

**Contact:** This document comes out monthly and is restricted to club members. The FB pages are more promotional and open to a wider audience so there may be more detail in this than we would share on line.

### **Membership Benefits**

CBS in Whitton give us a 10% discount.

BMF (British Motorcycle Federation). The affiliate membership is worth mentioning when you next seek an insurance renewal or similar.

