



# Chronicle

Issue 2  
Winter  
2022

## The Talking Chair



A new year and a fresh start for Club affairs filled, I trust, with optimism. With typical stoicism many of us have been able to meet and ride together these past months. Those not able to travel, or with other commitments, have been kept in the loop via this newsletter which, by now, is enjoying its “second wind”. Political correctness directs me to avoid the “N word”... (Normal), yet the EICMA show went ahead and so too the NEC (read more within). Full MotoGP, BSB, Superbike and MXGP seasons were completed, and we had a lockdown-free Christmas. All of which runs a close but poor second to the tempting chance that we will soon enjoy a convocation in West Devon. Whichever deity you pray to (real or false) spare a moment to request a trouble free 2022 Spring Run followed by Scotland later in the year. It's a new year so let's resolve to make it one of the most memorable ever for Club members – and for all the right reasons. See you in Tavistock! *Martin*

## Spring Run Update

22nd to 24th April 2022 – Bedford Hotel, Tavistock

Organisers: Craig Carey-Clinch & Ian Kerr MBE

Would you believe it's 7 years since we were last at The Bedford? In the carefree times of the spring of 2015, Craig and Graham Matcham took us on a tour of the 3 moors of Bodmin, Exmoor and Dartmoor. The weather was dry and bright if a tad breezy and a grand day was had by all.

This time around, Craig is assisted by Ian Kerr in revisiting this wonderful biking area with a run twice postponed due to, well, you know what!

Craig tells the Chronicle that The Bedford are looking forward to welcoming members back and that he and Ian have made some modifications to the route to increase our enjoyment levels even more. All that's left to sort are the final arrangements for the en-route stops.

Look out for the calling notice soon!



## In This Issue

*Show Overviews* – The Chairman and Nick Jeffery share their thoughts on the EICMA show in Milan and Motorcycle Live at the NEC last 'back-end'.

*Mods and Restos* – Craig tells us what's going on in his workshop deep in the Peoples Republic of Cornwall.

*E10 Unleaded fuels* – Chairman Martin gives us the griff on what we need to know about the extra Ethanol in our go-juice.

*The National Motorcyclists Council* – 10 months on from launch, the NMC Head Honcho Craig Carey-Clinch gives the Chronicle a progress report.

*Vic Willoughby's Elephant* – Michael Evans looks back at the man and a particularly hairy ride with him to the Elephant Rally in January 1965.

*Jurby Jape* – Ray Battersby tells how riding Graeme Crosby's factory XR69 nearly ended in disaster!

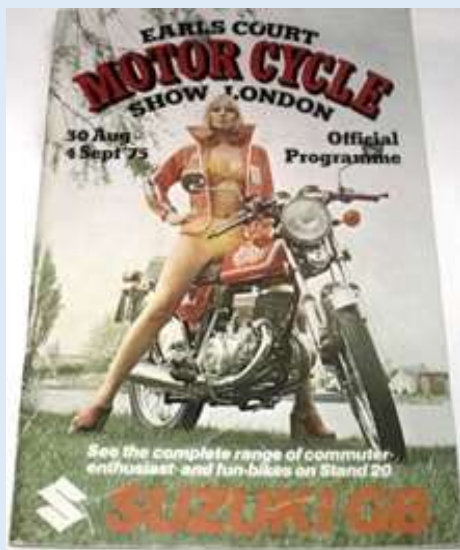
*My other bike is a* - Your scribe catches up with Andrew Smith to find out about his Boaty McBoatface

*Plus: My Favourite Tool & the Scribe's Last Word*

## A Grumpy Old Man visits the Motorcycle Show - Nick Jeffery has a day out, 'up Brum'...

"Why do I do it?" I ask myself each year. By which I mean visit the 'official' Motorcycle Show, sorry, 'Motorcycle Live' as we should now call it. Certainly not to view my next purchase, as 200bhp machines which require the wheelbase to be periodically stretched because the transmission is wearing out, and which have no mudguards, have nil appeal (whatever happened to Construction and Use Reg 63: 'every motorcycle shall be equipped with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of its wheels?'). Nor to look at machines with more weight, electronic devices and computing power than a NASA spaceship which, to take a BMW example, enjoin an owner to 'Please read this Rider's Manual carefully before starting to use your new BMW motorcycle'. After all it's only 181 pages long!

Anyway, our Editor suggested I might write something for the Chronicle for those not privileged to have had this opportunity to get to the show. This got me thinking back to my first Show attended on behalf of a manufacturer, after joining Suzuki GB in 1975.



Maurice Knight, be very ashamed for the catalogue cover reproduced herewith! But these were of course different times – and the glory days for Suzuki. Now I read in the comic (aka MCN) that Super Soco was the first manufacturer with an all-electric bike to enter the top-10 sales figures for November 2021. Super Who? I must display a similar ignorance of any of these exhibitors also appearing this year – Thelmoco/Yadea/Tisto/Silence/Eskuta/Artisan Electric/Stirling Eco. Sadly this Electric Ensemble did not inspire. Nor did the likes of internal combustion-

engined Hanway/Zontes/Royal Alloy/Keeway etc. So who did that leave? Obviously the Indian Invasion of 'iconic' (will they PLEASE stop using that description) brands Royal Enfield, Norton and BSA. All were also exhibiting historic models but it was interesting to observe the relative footfall on the latest two arrivals' stands.



The BSA stand was heavily populated with misty-eyed punters salivating over the new 'Gold Star' – a dohc 4-valve 650 single. Somewhat 'pastichey' for my taste with false pushrod tunnel and fake pre-unit gearbox cover but it certainly looked the business otherwise with traditional chrome tank, piled arms side-cover badge and proper mudguards.

Norton on the other hand had a large but sparsely covered stand with faint punter interest in the (obligatory mudguardless) V4 café racer prototype. And then there is Royal Enfield whose sales of the Meteor 350 single and Interceptor 650 twins might actually support my opening comments that perhaps more 'back to enjoyable basics' machines might even be appealing to punters!

Anything else of note? The Langen 70 bhp 250cc fuel-injected two-stroke is a beautifully crafted jewel of a bike. And Vice Chairman Ben had three Watsonian outfits prominently displayed on which he will no doubt regale you with a great story.



And, just for Maurice Knight's delectation – Lambretta is back!

## **EICMA 2021** *Chairman Martin reports...*

EICMA was precarious in its gestation thanks to Covid and the understandable industry nervousness at committing to large show stands and press conferences that are quite draining 'one off costs'.

Nevertheless, a swathe of companies did make the commitment (some more last minute than others) to attend the show. It matters not to most media, or showgoers, but many of the stands were created and, in part, paid for, by local distributors compared to 'normal' years when the manufacturers would bear the majority of the cost.



Notable absentees were Ducati who must have thought long and hard about a nonappearance at their domestic showcase and likewise, Harley-Davidson who you would usually expect to see in Milan.

For those that took the plunge, the red tape was more even than usual, for an event hosted in the administrative hell that is Italy, but save for facemasks and some tightened security, the show build and opening was much like any other.

Some manufacturers did not mount a press event in order to trim budgets but Honda, Kawasaki, Triumph, Suzuki and a good number of others, such as the resurgent Royal Enfield and MV Agusta put on a show. By sight and rule of thumb alone, it looked like attendance on press day was 30 to 40% down which, given most media is now digital and instant, means the actual decrease in numbers was not a disaster.

For the public days, attendance was good and, as a precursor to a hoped for full return to normality in 2022, this EICMA show was a useful stepping stone. Just don't expect the media to return en masse as those days are over, thanks in part to changes in the way manufacturers launch their products on-line. We are sometimes our own worst enemies eh?

In summary, EICMA was a tonic, a breath of fresh air in these mask obsessed times and a reason to be optimistic for the new season. Now all we have to do is solve the global dearth of computer chips! More on that in the next issue...

## **Mods and Restos**

*Craig Carey-Clinch's workshop offers an escape from the pressures of leading a motorcycle lobby...*

I've been restoring motorcycles since before I started riding them. At 16, my father gave me a beaten up BSA Bantam 175 and told me that if I could fix it, I could ride it. A similarly worn out BSA Road Rocket 650 soon followed, which was put into daily rattling and oil spewing service as soon as I passed my test.

Many bikes have come and gone over the years. Some acquired new, others built from parts, or restored from 'barn finds'.



Basic restoration skills came from an RAF engineering apprenticeship, but decades of marque experience have added to this. I suppose I can claim to be a minor marque specialist for the post-war bikes from the BSA Group; with a lot of experience of BSA/Triumph singles and twins behind me. But I have also gained some good experience after being asked to restore a few AMC bikes. A wartime Matchless G3 single and a later G9 twin being the most interesting to work on. I've also restored several early Yamaha XT singles and a couple of Honda XLs. Plus a handful of 1970s Japanese 4-cylinder bikes.

I have two bikes which I 'created' as prices have rendered genuine examples beyond the pockets of all but the most avid enthusiast. One is a T120 Bonneville, restored to 69/70 spec from a pile of parts of dubious provenance; the other, a BSA Rocket Gold Star replica, which I acquired some years ago as a running but rusted project. The original 'green book' revealed it was first built in 1963 as a RGS replica from two BSA A10s. There are two other BSA/Triumphs which I have prepared for long distance MCC overnight trials.

I have two projects currently. One is a not for profit commission, a BSA A7 Shooting Star. The bike has been in its owner's family since new: it's tired and worn out but very original. The other is a 1968 BSA Lightning 650. I acquired this in the USA, where it was a crashed and bashed pile of scrap in a shed in Michigan. The first job was to remove several wasps' nests which were in the bike's nooks and crannies!





## **E by Gum** *Chairman Martin considers the ramifications of the new E10 unleaded fuel...*

Time was when old or dirty fuel turned to jelly and gummed up motorcycle fuel systems, but this could be eradicated with some carb cleaner, a swill of the tank and perhaps a visit to the ultrasonic cleaner – sadly ethanol takes problems to the next level.

You will be familiar by now with the stickers on the pumps at fuel stations advising you to take care when filling with E5 and E10 fuels and to make sure your vehicle is suitable for such fuels... especially motorcycles!

Why? Well, in a nutshell, it can damage older machines such as many of us ride. Not during the combustion cycle (although octane ratings do drop) so much as in storage (say across a winter) when the ethanol becomes a Grinch to play havoc with the parts that comprise the fuel system; the tank, fuel lines and carburettors etc.

Put simply, E5 and E10 (5 and 10% ethanol content respectively) add the prospect of water in your fuel system. Ethanol is hygroscopic (it absorbs water from the air). If left it can condense and corrode the metals in fuel tanks, fuel lines and carbs. Secondly, it is also a powerful solvent so it will eat through rubber, plastic and fibreglass meaning hoses and seals will perish more quickly – woe betide you have a fibreglass fuel tank. Things like the soldered joints on float bowls etc. are reckoned to be particularly vulnerable.



For those of us who have classic or older bikes we are in a transitional phase now leading to September this year when E10 will dominate and E5 will gradually be phased out.

So is there any light in this Ethanol filled tunnel?

Yes. For a start, certain fuel companies still supply high octane pump gas such as Esso Synergy Supreme 99+ unleaded but you have to check whether the supply comes from the refinery direct or not. Sadly, Esso do not publish a “map” so you have to ask them what the nearest fuel station is to you that stocks it. According to Esso, “There’s currently no requirement for renewable fuel, like ethanol, to be present in super unleaded petrol although this could change in future”, so fill your boots... or your tank anyway.



Also, there are a number of fuel additives such as Classic Valvemaster (6p per litre treated) and the more comprehensive (and expensive) protection of Millers EPS Ethanol Protection Fuel Treatment (about 14p per litre treated). Remember though, by doing this you are not removing the ethanol but simply adding something else to the fuel, regaining some octane but perhaps not inhibiting the degrading aspects of the ethanol. There are some “instructional” videos on YouTube showing how to separate the ethanol from the petrol but none of them shows what to do with the “waste” ethanol or suggests a way you can handle gallons of petrol in a domestic environment – the risk of self-immolation may just outweigh the advantages!

For older bikes – and cars – there are some things you can do though so it’s not all doom and gloom:

- Keep the tank brim full (nowhere for any attracted water to go)
- Drain the fuel system over winter or for the longer periods you will not use the machine
- Use “storage fuel” – a company called Anglo-American produces 99 Ron storage fuel in 10 litre containers @£3 per litre and it should last 3 years. Expensive until you consider the cost of fixing a knackered fuel system!

From a manufacturer point of view there is understandable ambivalence as most have been selling E5 and E10 compliant machines for some time (certainly there are by now no warranty issues that could be invoked). And for the future? Well, so-called e-fuels are on the way but the first commercial ones are not expected to arrive before 2025 and I want to ride my old bikes before then. As a contingency I have drained my classics for the winter, and I’ll see where my nearest Esso station is that sells 99 Ron super unleaded.

### ***Useful Links:***

Esso: [customer.care@exxonmobil.com](mailto:customer.care@exxonmobil.com)

Millers EPS Fuel Treatment: <https://www.millersoils-shop.co.uk/eps-ethanol-protection>

Storage fuel: <https://aaoil.co.uk/product-category/racing-fuel/storage-fuel/>

YouTube removing Ethanol: <https://youtu.be/b9mLbuUSt-0>

## **National Motorcyclists Council**

*Back in March 2021, the National Motorcyclists Council was launched, with Club member Craig Carey-Clinch appointed to take the helm of this motorcycle rider group umbrella organisation. Craig updates us...*

The NMC brings together the leading UK national motorcycle rider representative organisations. It has been founded in response to a need to create a combined voice for the motorcycle rider lobby on significant issues of common concern. It also serves to provide additional campaigning power to the current work of individual motorcycling organisations.

The NMC's founding members are the Auto Cycle Union, the British Motorcyclists Federation, IAM RoadSmart, the Motorcycle Action Group and the Trail Riders Fellowship. The National Motorcycle Dealers Association has since joined and the NMC is also now sponsored by Plantec Assist. In effect, the NMC is a much needed 'trade association' for rider groups, which can sit well alongside the MCIA trade association on the many issues where industry and rider issues complement each other.

The NMC was founded to press more strongly for motorcycling to be included within the government green transport agenda in a positive way, both nationally and locally. This is essential, given that transport policy is undergoing rapid change. The positives of motorcycling for commuter and practical transport, leisure, tourism, sport and the economy could continue to be overlooked unless motorcycling presents a clear and unified voice on the key issues in these policy areas.

During 2021, the NMC was able to put proposals to government for a fresh approach to transport policy via a new motorcycling strategy. Proposals were submitted to adapt the testing and training regime now that the UK is free to set its own rules in this area. The NMC also put forward a new approach to how road safety messaging and policy is taken forward in a way that is fairer to motorcycling and more focused on tackling the causes of motorcycle collisions.

The council has also been able to draw focus on how local and national policy negatively impacts on access to green roads, highlight the economic contribution of the motorcyclists' sector and has commenced work to resolve problems with international motorcycle transportation that have arisen from the UK's exit from the EU.

As we move into 2022, strong challenges face motorcycling. Proposals for 'anti tampering' as part of the Government's 'regulatory review' have set alarm bells ringing in the biking world. Officials claim this is about ensuring environmental standards and that the 'safety' of new forms of electric technology aren't eroded, but assurances about customisation and other modifications are not explicit or focussed enough. The use of the word

'safety' in the Government's consultation has not been properly clarified, suggesting that any kind of modification could be interpreted as a 'safety' matter.

Probably the most significant issue for 2022 will be the Government's decarbonisation agenda. A long-awaited consultation on phasing out the manufacture of petrol powered motorcycles is due to be published within weeks. This could run alongside the launch of a 'roadmap' towards zero emission motorcycle production that is being developed by MCIA and Zemo. 2035 has been mooted as the target for the ending of ICE (internal combustion engine) production, though dates could vary according to motorcycle type.

The NMC has held meetings with the officials in charge of the consultation and they have confirmed they will be seeking zero emissions at the 'tail pipe'. This firmly puts battery electric at the heart of the proposals.

The NMC's view is that technological change should be evolutionary and not set around 'stretched' and arbitrary targets far in advance of a global view that net zero – not absolute zero - should be reached by 2050 (some countries say 2060, or 70). The NMC also takes the view that change should be technology neutral, allowing for a mixed economy of battery electric, hybrid, cleaner and synthetic fuel powered ICE among other technologies. In this, the Council has noted the position of the manufacturers themselves, as recently expressed in a European industry conference in Brussels. Manufacturers argue that industry should be left alone to develop the best ways of reaching net zero targets through the use of various technologies – an approach the NMC supports.

Motorcycle manufacture is a global, not a domestic concern and if the government ignores global developments in this area and insists on absolute zero to early domestic targets instead of net zero to international targets, the result could be market shocks in the UK given its small size as a proportion of the global market.

As 2021 drew to a close, the NMC detected fresh signs that the Government could be about to include motorcycling issues more deeply in the wider transport policy agenda. The Council has already submitted proposals about how this should be done, with motorcycling integrated into wider Department for Transport policy to the benefit of all motorcyclists.

Having made an early mark on the public policy agenda, the NMC collectively and its members individually have a programme of activity for 2022 which will place motorcycling more firmly and positively on the policy agenda. In addition to the key issues outlined above, the NMC will be working on a variety of issues related to biking in all its forms, from road riding leisure and commuting, to green roads and sport.

## The meaning of fate: 700 miles in a sidecar piloted by Vic Willoughby

*Michael Evans remembers an epic journey with an epic man...*

A trip to the Elephant Rally in January 1965 was, I am convinced, the catalyst for my premature baldness. I had been condemned by Harry Louis, the editor of *The Motor Cycle*, to accompany Vic Willoughby, our technical editor, in a BSA A65 Watsonian outfit on the trip to Germany. I use the word condemned with good reason. Vic was a particularly hairy rider, not noted for his lightness of throttle nor his patience in the presence of other traffic. And as for speed limits, they were there solely for the benefit of less gifted road users.



I met Vic on my first day at the magazine in March 1962, and he was to become a firm friend and mentor over the years. But Vic took no prisoners when

it came to riding bikes, mechanical perfection or standards of journalism. He was irritable, impatient and wholly intolerant of anyone who didn't meet his exacting standards. You were either in or out with Vic; there was no middle ground. I had the supreme good fortune to be in, although the reason for this remains an abiding mystery. I didn't tick many of his boxes.

Willoughby, a pre-war Brooklands racer, was one of the most competent riders I have ever met. And his technical knowledge was legendary. But the prospect of sitting impotently in that sidecar to Germany didn't fill me with confidence. I well remember his comment after returning from an earlier trip to the Dolomites on his 650 cc AJS twin. His long-suffering wife Joan, whom he called Petal, had been perched on the threadbare pillion on the long journey from Enfield. "Bloody woman," he grumbled, "we hadn't even got to Stuttgart, and she wanted to stop for a cup of coffee".

It wasn't coffee I worried about on this trip, though. It was incontinence. Confinement to a cold, windy sidecar in sheeting rain for hours on end, with no prospect of Vic condoning a rest stop, was daunting in the extreme. All I could do was resign myself to fate.

It rained and rained. From London to the Eifel, it poured. I could see two-tenths of sod all through my Mk VIII goggles, which is perhaps fortunate as we

hurtled through corners and overtook all the dilly dalliers with abandon. Vic was better equipped, with his Turbo-Visor spinning madly on his helmet like the propeller of some vengeful Spitfire. This device, of which he was inordinately proud, cast off raindrops and, allegedly, ensured crystal-clear vision in the worst of conditions. It indeed enabled him to defy physics and push that A65 combo along at an alarming rate (but see below).



Strangely, Vic's rather subdued three-page article in *The Motor Cycle* on January 21 of that year gives the lie to my discomfort: "Mike Evans was chuffed by the extra weather protection of the Monza's wrap-round screen."

I don't remember being all that chuffed, but I do recall the vulnerability of being exposed on the wrong side of the road on some of the Eifel's hairpins. Still, and all, Vic did go on to say that, "The Elephant is a sure-fire cure for self-pity, an open invitation to count your blessings". So, I am convinced after nearly 60 years: I loved every minute of it.

Despite my impression that I'd just ridden 700 miles on the Big Dipper at Blackpool Pleasure Beach (in sheeting rain), Vic's article indicated otherwise: "With fewer than 500 miles on the clock, the outfit droned (surely some mistake...) along happily at 50 to 55 mph (60 on the Maidstone bypass) and wrung some 50 miles out of each gallon". This gives a wholly inaccurate, sanitised impression of the actual journey.

Vic Willoughby was a character in every sense. He was welcomed at every motorcycle factory from Small Heath to Munich, from Woolwich to Zschopau; he was treated as an equal by the great engineers and designers of the day. Irreverent, egocentric, generous, unwittingly funny, supremely confident in his abilities, Vic is a legend in the annals of motorcycle journalism. His [many books](#) are still available.

Born in 1914, Vic died in November 2000. As a journalist, he was not eligible to join The Club. But if he'd ever organised a run, we'd have had a few stories to tell...



## A Death-defying Jurby Jape

*Ray Battersby almost makes a tit of himself...*

By 1980, the effervescent Graeme Crosby had become a likeable Kiwi racer. His 4<sup>th</sup> in the Formula 1 Class at the 1979 TT and his 3<sup>rd</sup> in the Formula 1 World Championship showed he could win F1 Races on true roads or pukka racing circuits. Heron Suzuki GB added Croz to their 1980 GP racing line-up and entered him in three classes at the Isle of Man TT. This included him riding Yoshimura tuned factory machines.

I had first seen Pops' handiwork when Heron Suzuki's race-shop hosted the US Yoshimura Suzuki team for the Easter Match Races. In truth I had never seen such a poorly-prepared race-machine as Wes Cooley's. I had read that Pops spent all his time inside the engines - and it showed.

Fast forward to the TT where the factory Suzuki team was enlarged by Pops Yoshimura, his daughter Namiko and their mechanic Shoei Kato, all based at the usual Hotel Majestic.



*Photo:mcn.com.au*

Crosby's factory prepared Suzuki XR69 machine was fitted with either 1000cc or 1084cc F1 Yoshimura engines. Apart from cylinder and pistons, they were identical.

After winning the Senior on his Suzuki XR34, Croz finished second in the 1000cc TT F1 race behind Mick Grant (Honda). Once Crosby's Suzuki was back at the 'Magic Stic', Dave 'Junior' Collins gave the chassis a full check while Pops and Shoei stripped the motor's top half to substitute 3mm bigger pistons and a matching cylinder. The '1000cc' cylinder head was reused with re-jetted carburettors.

Transformed to 1084cc, only bedding the pistons and checking that all was well remained. This prompted a day at Jurby airfield and Pops offering the riding chores to those around him. Could I refuse a ride on Crosby's race-bike?

The bike was on slicks and Jurby was damp with large shallow puddles from the constant drizzle. I'd watched Shoei give the machine its first run. It was basically a clockwise circuit. Up the left side of the runway, turn around the cones at the top and back down the other side. To prevent wheelies, Shoei crouched low over the handlebars to feed in the clutch. I did the same but 'WHOOSSS-HHHH!' I was suddenly pushed rearwards and I grabbed the bars even tighter. This inadvertently opened the throttles further whilst the horizontal G-Force prevented me from closing them. Yet more Gs pushed me back. Christ! I was now hanging on for dear life!

I peeped upwards. 5H1t !!! Our trajectory had veered right heading straight into the oncoming riders on their return runs. Aquaplaning prevented me from leaning left back onto course. After floating through a lake the tyres provided a smidgeon of grip and I eventually regained partial control. I pulled man and beast leftwards and then around the top hairpin to ride nonchalantly along the return lane as if it was all part of the plan. But one lap was enough for me.

In the Classic TT, Crosby retired on the first lap. I knew how he felt...



*Graeme Crosby Suzuki XR69 – 1981 TT*

*Photo: Legends of Racing*

## My Favourite Tool(s)

A couple from Ian Kerr's armoury...



**Left:** No, not a magician's wand: they are used for cunning stunts, whereas...

This is a Met Police special tool used for knocking bodywork into shape. Ian was apparently an expert with it, never damaging the visible shiny parts.

**Right:** A spring puller.

## My Other Bike is a...

When former 'Captain of our Industry' Andrew Smith retired and hung up his tuning forks he went from one end of the speed spectrum to the other, bought a boat and joined the ranks of the 'Rum, Bum and Baccy Boys'. Your scribe caught up with him to find out more...



**Scribe:** So, this ship of yours, what exactly is it?

**Andrew:** Well first off, it's a boat not

a ship: you can fit a boat on a ship but you can't fit a ship on a boat! Anyway, now that's clear; it is a 1980 Seamaster 28, which tells you it is 28' long (Ed: size matters to these boaty types apparently!) and a 5/6 berth cabin cruiser. It is 9' in the beam and draws 2' 2". It weighs around 3.5 tons dependant on how much wine is aboard. The hull is GRP and the engine is a Thorneycroft diesel; basically a marinised BMC unit, which churns out about 27hp and propels her along at a heady 5 knots!

**Scribe:** I'm guessing as a 1980 build; you have probably done a fair bit to the old girl then?

**Andrew:** Yes, I bought it as a 'project' and since then have spent a 'Sunseeker' on it



## The Scribe's Last Word...

Well, 2022 and issue 2 of the Chronicle already! And a bumper issue to boot. My thanks go to all of the members who have contributed this time around and, in advance, to all those who will contribute items to future issues.

I had hoped that for the first missive of 2022 we would be able to feature motorcycle predictions for the coming year, courtesy of renowned mystic, *Elmer Futhark*, who has been 'casting his runes'. Sadly, he let us down due to unforeseen circumstances...

Whilst working on this issue of the Chronicle and trying to find a radio station that wasn't littered with gobbledegook advertising or repetitive playlists, I came across [Ace Café Radio](#). It's an internet station, ad free and takes you right back to the glory (Ed: should that be gory?) days of the North Circular road races. Click the link and have a listen; I swear your senses will fill with scent of hot oil and sweaty leather...

Issue 3 of the Chronicle is due to publish in May, by which time, all the gods willing, we will have had a long overdue Club Run and sworn in Ben Matthews as the new Chairman. I think it is fitting that on behalf of the membership, I record our thanks to outgoing Chairman, Martin Lambert, for his sterling work during a difficult and much extended period of office and, speaking personally, of his support in getting this newsletter idea established.

Items for the next Chronicle are already coming together with an interesting resto that Ian Kerr has been working on and Ray Battersby's recollections of an event that shook the racing world. If you have a contribution that you would like featured, please send it to - [scribe@the-club.org.uk](mailto:scribe@the-club.org.uk). Copy deadline for issue 3 is Friday April 29<sup>th</sup>.

I'm off now to dust down my helmet and get road-fit for Tavistock.

Ride safe chums! *Geoff*

END

bringing it up to muster. First off, to get the Boat Safety Certificate, the gas was reinstalled: apparently, they are only bothered about whether it will blow up, not whether it will sink! Then the electrics have been upgraded with a 12/24v inverter, solar panels and 2 auxiliary batteries; new plug sockets (insisted upon by the First Sea Lord, for her hairdryer!) and USB ports were added too. 2 new bilge pumps were also needed.

The interior has been re-upholstered and blinds fitted into the windows and a new hood keeps the weather off the poop deck. A new water tank was installed to feed the heads and, of course, there have also been many hours of elbow grease.

**Scribe:** She has quite a strange name, what's that about?

**Andrew:** Yes, she's called Pole – Pole [pronounced Poley – Poley] which is Swahili for Slowly – Slowly. It's very apt as our longest journey to date, from the home mooring on the Wey Navigation Canal by the Anchor Pub in Wisley, was to Windsor – under 20 miles as the crow flies but 9 hours and a gazillion locks by boat!



**Scribe:** Finally then, do you have any more epic journeys planned?

**Andrew:** Yes, this summer we plan to retrace our wake up to Windsor and beyond to Cliveden Reach and explore that area.

**Scribe:** Excellent, give me a shout and I'll act as your local guide ashore. Thanks for the 'heads up' and yo-ho-ho: or whatever you Jack Tars say...

