

SEAX

The newsletter of the Essex Crusaders, Centre 19, Virago Star Owners Club.

August 2009 Issue 164

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Rep's Rambling.

July has certainly been a busy month, Peter, Chas and myself went to Portsmouth for Michael Fennimore's funeral which had about 300 motorcycles in the procession made up from various clubs in his area plus police outriders. A fitting tribute to someone who was much loved in the VSOC and Eagle Riders; the club he formed and in which he was affectionately known as "El Presidenta". Our thoughts go out to Maria and his family on this sad occasion.

With the weather reverting back to the usual summer of previous years, rain, sun, showers, sun etc. the clubs Bar-b-cruise on Mersea Island looked like it was going to be a washout according to the weather forecast for the weekend. Saturday night it rained and rained then by 7 o'clock Sunday morning it had stopped, quick check of the forecast, no rain and sunny intervals, the B.B.Q is on! Many thanks to all who turned up, a great time was had by all, and thanks to centres 10,13,15 and one member from C9 for joining us.

Then there was C14 rally at Esher, a good turn-out from Centre 19 who had to dodge the showers on the way there, great weather for the rest of the weekend. This was the site they held their previous rally, but this time it was eerily quiet at night as the "Parakeets" had flown away, which is a good thing but then you can hear the other night animals, especially the snorers and there are quite a few when you are walking back to your tent at 2-30 in the morning. A good time was had by all.

The Essex Air Ambulance run is on Sunday 13th September this year, gates open at 08-30 at Dunton, first bikes to leave about 11-00 for Harwich, unfortunately it is the same weekend as the Dutch national rally so some of us will be in Holland. More details of the Dutch rally in this issue of SEAX.

It is only 5 months to (dare I say it) "Essex Crusaders Christmas dinner" which is booked on **Saturday 19th December** (put it in your diary now!!) at The Runwell Sports and Social Club. More details to follow. Looking forward to seeing you at the meetings or on a rideout perhaps

John

Deputy Rep. (North)

Hi All

I would just like to mention two up and coming events:

C6 rally at Barnoldswick, 28th to 31st August (Bank holiday week end)

Dutch National rally 11th September to 13th September;
Details of the Dutch rally from me .

Peter

Also a message from VSOC – Merchandising:

Dear All

Please pass on to your members we now have the 15year pin badges in stock for sale at £3.50 each as well as 5yr and 10yr ones.

Many Thanks,
Rachel Atkinson

Editor's Note:

COPY DATE FOR SEPTEMBER SEAX is WEDNESDAY 2nd Sept

**ANY SUBMISSIONS RECEIVED AFTER THIS DATE WILL BE KEPT FOR
INCLUSION IN THE FOLLOWING EDITION (IF STILL RELEVANT).**

**THIS ENSURES RECEIPT OF SEAX (BY e-mail) PRIOR TO THE FIRST
MEETING OF THE MONTH**

Thank You

C19 Dengie RideOut – Sunday July 5, 2009

One of our informal Sunday rides, scheduled to leave the BP Services at Boreham at 10 o'clock and go to the Classic Bike Show and Jumble at Battlesbridge. Google Maps indicate that its 10.6 miles west along the A12 and then south down the A130, in around 16 minutes.

Rain overnight but a light breeze to dry the roads and bright sunshine for the 10 mile ride north from my home to Boreham. Battlesbridge is only 4 miles west from home by the direct route. Met up at the services, delighted to see Cougar back on his Moto-Guzzi for the first time in months. Combination of rusty Italian electricals and crap British mechanics have kept him off the road for far too long. Trevor appeared very popular, at the filling station, with a mini bus full of young ladies (some looked suspiciously like jail bait). They clustered round and started taking photos. We suspect Trevor was searching for a bag of sweeties in his raincoat pocket. Truth was revealed when he went into the shop to pay for petrol and the girls continued to take photos of his immaculate bike.

John announced that the direct ride looked a bit short and that if we could get ready we would take a detour. Trevor had now calmed down and got over some of his disappointment with the girls, so at about 10:25 we set off for Hatfield Peverel on the old A12, then on to Maldon. We had been joined at Boreham by a trails bike and two sports bikes. I expected the trails bike behind me to be over my number plate like a rash with its light weight and instant throttle response, but a big gap kept opening up behind me. By Maldon it was getting on for half a mile and the rideout was now in two sections. John stopped to allow catch up. John's cornering style (I paid for all the width of the tyre so I will wear out all of it not just the middle) may have been a contributing factor but a timid (or inexperienced) riding style that was in sharp contrast to the brash colours and performance potential of the bike did not help. On to Latchingdon, Mayland, Steeple, and Bradwell-on-Sea.

One of the sports bike riding "ladies" (those who were there will understand the quote marks) fancied herself as a marshal and overtook the ride to block roundabouts. All a bit unnecessary; might be an idea to hand out copies of the rideout protocol that details second man method and basics like staggered double file and no overtaking to people who want to join our rides.

Instead of the expected right turn John went on down the dead-end to Bradwell Waterside where the whole ride had to do a U-turn. All a bit difficult in a 4 meter wide road on a bike with a 5 meter turning circle. John later commented that he hadn't been to the Waterside for 25 years and having got so close he wanted to see if it had changed much – it hadn't. The three “guest” bikes parted from us - I think one of them got a bit flustered at the 3/5/7 point turn.

Back to Bradwell-on-Sea and a left turn towards Dengie (after which the whole peninsula is named). On via Southminster to Burnham-on-Crouch where we took a comfort break. A somewhat disorganised café that had problems coping with all of us plus all the other bikers out enjoying the sunshine. Then the famous Burnham bends on route for South Woodham Ferrers, Trevor left us to go home for a cold shower and to replenish his bag of sweeties. A few more miles and we were at Battlesbridge.

£5 to get in to a field offering refreshments of the high cholesterol, high fat, low fibre variety; a beer tent; and cups of tea. There were stalls selling second hand leathers (some obviously enjoyed by the evidence of knee/road contact); knackered bits for long extinct British bikes; and some general tat. Good range of bikes on show, pity the organisers had ruled our cruisers as “non-classic” and denied us the chance to put up a gazebo and tout for new members.

Google says 52 miles – my odometer said 54 – a great rideout - rather better than the 10 mile direct route. Essex has so many surprises; it's not just the Thames Estuary, Basildon shopping centre and Southend sea front. We had passed through delightful countryside, past little thatched cottages and magnificent, if slightly poncey, country houses on quiet, twisty, and sometimes challenging country lanes.

Bob Owen

ESSEX CRUSADERS

Honda, Lord of the Rings

I wonder if Soichiro Honda knew starting when as a boy in the late his development of the piston came to fruition and production sell his rings to Toyota, but was didn't meet their rigorous Undaunted, he carried on and finally earned a contract with the



what he was thirties, he began ring. As his ideas began, he tried to told that his work standards. two years later he Japanese giant.

The man's determination was up to the Second World War. of building materials, so the

Honda invented a new concrete making process that allowed him to construct a factory so that he could feed the hungry Toyota. His factory was bombed twice and destroyed by an earthquake, but still he came back.

shown in the lead Japan was short enterprising Mr

After the war he turned his attention to motorcycles, and in 1947 he produced a ½ horsepower motorcycle called the A-type. This machine gave off so much smoke that it earned the nickname of 'The Chimney'. The Honda Motor Company was born in 1948 when Soichiro was 41. he went into partnership with Takeo Fujisawa and together they laid the foundation for what was to become the biggest motorcycle company in the World. This was the year that they introduced a 90cc version of the A-type named the B-type.

1949 saw the birth of the two-stroke D-type Dream, a machine that was Honda's first real motorcycle, rather than an engine mounted on a push bike. Soichiro oversaw every step of the development from design to production. It was indeed his dream.

By 1952 Honda were producing machines in The F-type Cub was a ½ horsepower 50cc was available as a whole bike, or you could the engine to fit into your push bike. Sales reach 6500 per month.



large numbers. two-stroke that just purchase would soon

A 90cc four-stroke was made available in became known as the 'Benly' which means in Japanese. A three speed gearbox was

type Benly along with rear suspension. 1000 Benlys per month were being sent out of the factory gates. These were good times for Honda and a 200cc scooter soon followed.

1953. This 'convenience' fitted to the J-

The first twin cylinder offering from Honda appeared in 1957 with a 250cc four-stroke C70 Dream. By 1958 the 250 Dream had acquired an electric start, and in July 1958, what is considered to be the Worlds most successful motorcycle, the C100 Super Cub was born. They would eventually sell in excess of thirty million units.

In 1959 Honda showed it's C72 Dream in Amsterdam, impressing the public with its aluminium engine, electric start and indicators.

In 1961 Mike Hailwood's victories at the Isle of Man cemented Honda's reputation and began their honeymoon with racing. Honda collected more than one hundred major motorcycle racing championships throughout the world, and the knowledge gleaned from building high performance machines has been used in the development of production bikes.

Honda changed the face of the motorcyclist too, when in 1962 an advertising campaign declared 'You meet the nicest people on a Honda', destroying the tough guy image that motorcycling had carried with it for some years. Now bikes were attractive to everyone, and at the Tokyo Show of 1968, the World's first true 'Superbike' was launched in the shape of the CB750 F. it was the biggest motorcycle ever produced in Japan.

The CB750 that introduced the following year was capable of 120mph, phenomenal for its day and by far the fastest bike on the road.

In 1975 Honda introduced their famous 'Goldwing' and in doing so, created a cult along with the bike that is still setting the standards today. It had a shaft drive, disc brakes and a fuel tank that was located under the seat.

Today, Honda is massive; employing more than one hundred thousand people in Japan and the USA, and it was all started by a schoolboy and his piston rings.



AUGUST RIDEOUTS

SUNDAY 2ND

COMFORT CAFÉ, LITTLE ABINGTON- return via FINCHINGFIELD

Depart Marks Tey 09-30 for Boreham services, depart Boreham services 10-00 for Comfort café.

SUNDAY 9TH

YARMOUTH-ORANGE COUNTY CHOPPERS

Depart Boreham services 09-30 for Langham services (A12 North of Colchester, Shell garage.) Depart Langham services 10-15 for Yarmouth.

SUNDAY 16TH

CHISELHURST CAVES, BROMLEY, KENT

Depart Marks Tey 09-30 for Thurrock services, depart Thurrock services 10-30 for Chiselhurst caves. History going back to Roman times.

SUNDAY 23

SOUTHWOLD, SUFFOLK

Depart Boreham services 09-30 for Langham services, depart Langham services 10-15 for Southwold.

FRIDAY 28TH TO MONDAY 31ST

VSOC C6 RALLY, BARLICK BASH, ROLLS ROYCE SPORTS and SOCIAL CLUB, SKIPTON ROAD, BARNOLDSWICK, LANC'S, BB18 5RU.

Depart Boreham services 09-00 for rest area A120 between Dunmow and Takeley, depart rest area 09-45 for Barnoldswick.

For more information contact your reps
Please have sufficient fuel for rideouts so we can keep fuel stops to a minimum

SOME DATES FOR YOUR CALENDER

SUNDAY 9TH AUGUST

MUSEUM OF POWER, HATFIELD ROAD, LANGFORD, MALDON, CM9 6QA.

MOTORBIKE SHOW,

Motorbike jumble only, stalls, club stands, already booked Norton Owners Club, AJS, Matchless owners club, BMW Club and others, plus the museum attractions.

Meet Boreham services 10-00

SATURDAY 15TH AUGUST

CENTRE 13 CHARITY PARTY

BROADLAKES LODGE SOCIAL CLUB, SHENLEY LANE, LONDON COLNEY, AL2 1DQ

Disco and BBQ, 07-30pm to midnight, Price £10-00. Some camping is available at no extra charge. If you are interested would you let your reps know.

SATURDAY 29TH AUGUST

INTER CLUB MOTOR CYCLE MEET. (Non VOSC)

THE HARE AND HOUNDS, LAYER BRETON, Nr COLCHESTER

Fun day plus BBQ.

FRIDAY 11TH TO SUNDAY 13TH SEPTEMBER

VSCN DUTCH NATIONAL RALLY,

CAMPING "De Reeuwijkse Hout", OUDEWEG 9, 2811 NM REEUWIJK.

Price includes, camping, 2 breakfasts, 2 dinners, rideout and live music. €50-00

Overnight crossing, Thursday 10th depart Harwich 23-45 for Hoek

Return Sunday 13th depart Hoek 14-30 for Harwich

Cheapest price through MOTORSPORT on 01759301010

Return crossing, motorbike, rider and pillion £76-00

Cabins compulsory on overnight crossing

PER CABIN Single berth	13-00
Twin berth	26-00
Four berth	40-00

The rally site is 32 miles from Heok or 200 miles from Calais

SATURDAY 19TH DECEMBER

ESSEX CRUSADERS CHRISTMAS DINNER

RUNWELL SPORTS AND SOCIAL CLUB,

Same place as last year, more details to follow

Centre 19 meeting's dates:

August

North meeting.

8 pm Monday 3rd August 2009.

The Anchor, Upper Street, Stratford St. Mary, CO7 6LW.
West of A12, North of Colchester

South meeting.

8pm Monday 17th August 2009.

The Bell Inn, Main Road, Woodham Ferrers, CM3 8RF.

On the B1418 between Bicknacre and South Woodham.

September

North meeting.

8 pm Monday 7th September 2009.

The Anchor, Upper Street, Stratford St. Mary, CO7 6LW.
West of A12, North of Colchester

South meeting.

8pm Monday 21st September 2009

The Bell Inn, Main Road, Woodham Ferrers, CM3 8RF.

On the B1418 between Bicknacre and South Woodham.