

SEAX

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

February 2010 Issue 170

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Attachments: Rideout Calendar – 2010

COPY DATE FOR JANUARY SEAX is MONDAY 22nd FEB.

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Centre 19 website :

<http://www.essex-crusaders.org.uk>

VSOC website :

<http://www.vsoc.org.uk>

Rep's Rambling:

I would like to thank everyone who made it to the AGM. There are no changes to the club officers with the exception of Gary Daisley taking on the position of Merchandising; "welcome aboard Gary". Watch this space over the coming months. (see AGM report).

There are 2 positions still to be filled, Deputy Rep South and Events coordinator. If there is anybody who could spare a few hours a month and join the team in the running of Essex Crusaders, please let me know. Any help would be very much appreciated.

Included with this issue of SEAX is the ride out calendar for 2010, hopefully there is something in it for everybody and I look forward to seeing you on the ride-outs. Remember these ride outs are not set in stone so if you hear of an alternative ride-out please let me know and I will try and incorporate it into the calendar.

We have had enamel badges made with the club logo. These will be given free of charge to all members of Centre 19. If you have not had yours yet, please come along to a meeting or ride out. Hopefully every member will receive theirs by the end of February. If you require extra ones you may purchase them at £2-50 each.

MEMBERSHIP RENEWAL

You can now renew your VSOC membership for 2010/2011 on line at VSOC.org

Hopefully I will be able to send out (by email) membership renewal forms in the next couple of weeks for those of you who wish to pay by cheque.

Membership starts from the 1ST APRIL. From the 1ST MAY there is an extra £5-00 joining fee. If you do not join by the 1ST JUNE, IT WILL DEEMED THAT YOU HAVE LEFT THE CLUB. If you wish to rejoin the VSOC after this date you will be joining as a new member, with a new membership number and your membership years will start again at zero. To join as a new member you will have to own a qualifying bike.

WOOTTON BASSETT, SUNDAY 14TH MARCH 2010

This is a non political and non military event. It for bikers to say a thank you to the people of Wootton Bassett and to show our appreciation for all that they do for our fallen heroes. This invite goes out to all bikers.

See page 6 for more details, if you wish to join this ride-out you do need to fill in the registration form, details are on the flyer; because the ride-out will be entering RAF LYNHAM. For those who do not have access to the internet and wish to go on this ride out please let me know and I will do it for you.

More information will be in the March SEAX departure times etc. From Boreham to Delaware services M4 is approx 160 miles.

VSCN SOUTHERN SNAKES, KONINGSBOSCH, HOLLAND FRIDAY 23RD TO SUNDAY 25TH APRIL 2010

It does not seem like a year since the last Southern Snakes party, here we are in 2010 with the first party of the season fast approaching. C19 are always the largest UK group at a Snakes party. Those of you who have been to previous Snakes parties know they are very friendly and you get well looked after, a great week-end for partying, this years theme is Flower Power, there are probably not many of you old enough to remember that far back.

Best ferry price as I type this is P&O FERRIES

Depart Dover Friday 23rd 08-30, return Calais Sunday 25th 17-05

Return fare bike, rider and pillion £32-00, remember the longer you leave booking it, higher the price goes.

If you need more information please contact me.

VSCN. INTERNATIONAL RALLY, HOLLAND 11TH, 12TH, 13TH JUNE 2010

Some of you might have seen some information where it states that you have to register if you wish to attend the International rally. Please ignore this request as I will register Essex Crusaders as a group, so please let me know if you are attending this rally.

For those who are going to the International rally in Holland in June here is a list of travel options from Harwich.

Hoek to Borculo is approx 120 miles or you can travel by ferry from Dover or by Euro-tunnel, Calais to Borculo approx 260 miles

I would strongly recommend that you book as early as possible to get your preferred crossings.

I will be travelling on the Wednesday evening crossing and Peter is going over on the Thursday evening crossing.

If you have any queries please get in touch with me, hopefully I can be of some assistance.

Ferry Options from Harwich - Hook of Holland

Thursday 10th or Friday 11th June 2010 on the 9am departure from Harwich

Wednesday 09th or Thursday 10th June - 23.45pm departure (cabin required)

Sunday 13th June return on the 14.30pm departure or 22.00pm overnight ferry.

There are other date options. Please enquire at time of booking.

Costs :

Motorsport Travel 01759 301010 - Quote: **VSOC**

Daytime outbound/return - Bike/Rider and/or Bike/Rider/Pillion - **£76** Return

Bike/Rider "one-way" option - **£43**

Night Ferry Cabin Prices (Each way) as follows:- Single - £22, Twin - £35 or 4 berth - £57.

Nutt Travel 02870 351199 or Rita on 07545745791 - rita@nuttravel.com Quote: **VSOC**

Daytime outbound/return - Bike/Rider and/or Bike/Rider/Pillion - **£76** Return

Night Ferry Cabin Prices (Each way) as follows:- Single - £20, Twin - £31, 4 berth Inner - £52,

4 berth outer - £57, 5 berth inner - £62, 5 berth outer - £67

DAY TRIP TO BELGIUM, BRUGGE. SUNDAY 11th JULY 2010

This years day trip is to Brugge, having been asked by several members if we could go again Travelling by Euro-tunnel, Departing Folkstone 09-20, returning Calais 19-42

Price: £22-00 for bike, rider and pillion. I must have a deposit of £11-00 by the 20-02-2010 to confirm your booking.

PLEASE MAKE CHEQUES PAYABLE TO **"VSOC ESSEX CRUSADERS"**.

CAROL EVANS, 10 WOODLOW, THUNDERSLEY, ESSEX, SS7 3RL

MY FIRST RIDE OUT OF THE SEASON - 24th January 2010.

Although it was cold and overcast, it was dry, so I decided to ride up to Boreham services to see if anyone was there. Yes, I was in luck, Cougar and Bruce were there so the three of us set off for the first ride-out of 2010. We decided on breakfast in Southend via a scenic route. Our journey took us from Boreham services to Papermill lock, Little Baddow, Danbury, Bicknacre, East Hanningfield, Rettendon, Battlesbridge, Hullbridge, Ashingdon, Rochford, Barling, Shoebury and then along the seafront into Southend

We all enjoyed a cooked breakfast in the Rose café with plenty of tea and coffee. We all agreed that it was great to be back on our bikes at last, a good start to the riding year.

Just a reminder that we meet every Sunday at Boreham services (10.30am). Hope to see a few more of you there in the coming weeks.

John

Deputy Rep (North):

Booking rally tickets.

Can I remind members that the rally season is just round the corner and it is very helpful to the organisers if rally tickets are purchased early.

I have mentioned this on many occasions and probably sound a bit like a long playing record but if you could plan what you intend doing that would be great.

C13's rally offers all sorts of incentives including a bus tour in lieu of a ride out on the Saturday, it also gives you the opportunity to have a full refund of monies paid up to a fortnight before the rally should you not be able to go,

Please check the VSOC website for flyers and rally details or contact your reps for all the information you want including trips abroad.

Ride safe

Mr K

Report on Essex Crusaders AGM

1) The meeting was opened by John Evans who thanked those present for attending the meeting.

Apologies have been received from Dave Moore, Roger Went, Tracey Kinton and Rob Westcombe.

2) The Club Officers were voted into office for 2010 as follows:

Centre Rep:	John Evans
Deputy Rep (North):	Peter Gauntlett
Deputy Rep (South):	Post still vacant
Club Treasurer:	Carol Evans
Merchandiser:	Gary Daisley - Gary arrived later in the meeting and offered to fill this post. His offer was gratefully accepted.
Events Organiser:	Post still vacant
SEAX Editor:	Alan Ferry
Web-Master	Claire Gauntlett

3) The Accounts were presented by Carol Evans who read through a summary of the club accounts and asked for comments from those present. Trevor Lathrope queried the cost of the Christmas Meal. It was pointed out that the club has always subsidised this event.

The Accounts were approved.

- 4) Merchandising was discussed. John stated that in 2009 we had only offered repeat orders of the merchandise available the previous year and had not introduced anything new. Gary Daisley has offered to investigate the possibility of offering embroidered polo shirts, etc.
- 5) Peter Gauntlett read through a summary of events of 2009.

There was a short break for refreshments.

- 6) John Evans presented a proposed list of ride-outs and events for 2010. The list was accepted and it was agreed that no changes were needed and that the list will be sent out to all members in the next SEAX.

7) Any Other Business

Alan Caulfield asked if we were arranging a week-end away, either to Bamford, Derbyshire or something similar. It was suggested that if anyone would like to arrange something, we would advertise it in SEAX.

Leigh Davies asked if anyone would be interested in riding to Wootton Bassett on Sunday 14th March to show support the people of the town. It is a non-political event.

Gary Daisley asked if we would be hosting a rally in 2012 and if so could we reserve the dates to coincide with the Olympic games. This would give us a ready made theme for the rally.

The meeting closed at approx. 10.15 pm

C19 Christmas party , Runwell, 19th December 2009

The annual C19 Christmas party was held at Runwell (our 2008 rally site) where the hosts can accommodate up to 80 people for a sit down meal and a bar to ourselves. That's a result for some!!

As is now becoming customary we had guests from other centres and 4 of our friends came over from Holland, such is the camaraderie of the VSOC and particularly C19 who have forged good relationships with other centres and our Continental friends.

The atmosphere was good and in spite of the inclement weather there were very few absentees. Trevor's neighbour Lee, very kindly provided the music for the evening, starting off with a soft background type leading on to the type of music we have become used to at the many parties and rallies we attend, including the ' party ' songs that we can join in with !!!.

Anyway, a good time was had by all and once the snow started falling again about midnight, people started to drift away, all except John, Carol, Rob, Anneka, Peter and Koosje who were left stranded on site with only the smokers shed to shelter them as their taxi didn't turn up, eventually all was sorted and they got home safely, if not frozen, What we will do for a good time eh. !!

Just leaves me to say, hope you all had a great Christmas and look forward to 2010 with the same enthusiasm as was shown in 2009 , Happy New Year to all.

Peter



***BIKE RIDE IN SUPPORT OF
WOOTTON BASSETT
SUNDAY 14TH MARCH 2010***

**MEETING POINT: LEIGH DELAMERE SERVICES J17 M4 AFTER
10:30**

RIDE LEAVES AT 12:00 HRS

EACH RIDER WILL PAY £5 AND RECEIVE AN **AFGHAN HEROES
WRISTBAND, WHICH WILL BE THEIR ENTRY PASS TO RAF LYNEHAM.**

**REGISTRATION TO BE COMPLETED AT
WWW.AFGHANHEROES.ORG.UK/BIKERSEVENT.ASP**

Indian Motorcycles

At the beginning of the twentieth century, Springfield Massachusetts saw the birth of a legend in the shape of 'The Indian Motorcycle Manufacturing Company'; its most famous models being the 'Scout' and the 'Chief', the latter being in production for an incredible thirty-one years.

The founders of the company, which was originally known as the 'Hendee Manufacturing Company', were George M. Hendee and Carl Oscar Hedstrom, a pair of former bicycle racers who joined forces to produce a 1¾ horsepower motorcycle. Sales began slowly, but soon increased giving the company a solid platform to build upon. These early bikes were belt-driven and by 1903 were performing well enough to allow Hedstrom to create a new motorcycle speed record of 56 mph.

Aurora of Illinois supplied the engine that would power the 'Diamond framed Single', which carried the rich red that would become synonymous with Indian. Introduced in 1902, sales rose to 32,000 in 1913. 1907 saw the introduction of a V-twin, which along with Erwin 'Canonball' Baker, would set many long distance records culminating with a trip from San Diego to New York in a record time of 11 days, 12 hours and ten minutes. As is the case today, competition

inspired technical innovation and Indian went from strength to strength, winning the Isle of Man TT race in 1911. Not only that, but Indians finished second and third too.

The Indian Chief and Scout appeared in the early 1920's and went on to become the flagships of the company. By this time, both Hendee and Hedstrom had left the company. Both bikes won the admiration of the public, not only for their looks, but also for their durability, hence the saying 'You can't wear out an Indian Scout, or its brother the Indian Chief'. They are built like rocks to take hard knocks; it's the Harleys that cause the grief'.

By 1930 Indian had teamed up with 'Dupont Motors' who ended the production of Dupont cars to put every ounce of energy and resource into the development of the Indian. Their links with the paint industry saw a dramatic increase in colour choice, with 24 on offer by 1934. This is the time when the distinctive Indian head-dress logo first saw light of day on the tanks of the machines, and it wasn't long before the Indian factory became known as the 'Wigwam'.

By 1940, Indian has almost rivalled its major competitor Harley Davidson in sales. The company also produced engineless bicycles, air conditioning equipment, aircraft engines along with many other lines. This year also saw the introduction of the skirted fenders, which were to define Indians for years to come. Another innovation that arrived at this time was the sprung frame, which made the machine far superior to the Harley of the day. In its basic form, the Chief could reach 86 mph, but with a little tuning over 100 mph was possible.

Ralph B. Rogers was the leader of a consortium, which bought a controlling interest in Indian in 1945, and on November 1st Dupont officially handed control to Rogers. Unfortunately Rogers discontinued the Scout to concentrate on models such as the 149 Arrow, the Warrior 250 and the Superscout 249. These bikes suffered from poor quality and a lack of development and by 1949 production had almost ground to a halt. In 1953 manufacturer of all Indian's models was ceased and the import of the 'Royal Enfield' from England began. These models were badged and sold as Indians throughout the rest of the decade. Later, the Indian name became the property of a company that imported 'Matchless' motorcycles, however the Indian name wasn't used.

In the 1960's, one Floyd Clymer began to use the Indian name on imported bikes from Italy, apparently without buying the trademark from the last known owner. When Clymer died in 1970, his widow sold the mark to Los Angeles attorney, Alan Newman who continued to import Italian machines, and later bikes from Taiwan, but by 1975 the company was in trouble and in 1977 was declared bankrupt. A legal battle ensued for the rights of the brand name, and eventually in 1988 the Federal Bankruptcy Court in Denver cleared the way for 'Gilroy' to resume the production of Indians. These bikes became known as the 'Gilroy Indians'.

In 2006 a London based company took control and created a new factory in Kings Mountain, North Carolina.

Plans are being drawn up to produce a new chief, something we all look forward to.

Maybe the glory days of Indian will return, but we can't leave off without mentioning Bert Munro from New Zealand, who in the 1960's, with the aid of a 1920's Indian Scout created numerous land speed records as seen in the 2005 movie 'The World's Fastest Indian'.



Centre 19 meeting's dates:

February

North meeting.

8 pm Monday 1st February 2010.

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

South meeting.

8pm Monday 15th February 2010.

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

On the B1418 between Bicknacre and South Woodham.

March

North meeting.

8 pm Monday 1st March 2010.

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

South meeting.

8 pm Monday 15th March 2010.

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

On the B1418 between Bicknacre and South Woodham.