



AMOC TIMES

The voice of reason?
Certainly not, Old Bean
WINTER 2009 EDITION



**“A WELL BUILT HARDTAIL NEED NOT VIBRATE
UNDULY”-CHAINS**

Condolences

Our sincere condolences to the brothers, family and friends of Paul (London HA) who died suddenly on 21st December.
The funeral was on January 16th at Streatham Cemetery
He will be much missed by those who knew him

With great sadness and respect from all of us at AMOC

And also our sincere condolences to the brothers, family and friends of Penfold (Viking Nomads) who also died very recently .
Again, he will be much missed by all who knew him

With great sadness and respect from all of us at AMOC

AMOC Officers as of 1st January 2010

Here's who's who and what's what this year

National president

Kev

National Secretary

Shaz

National Treasurer

Dave Preston

Regalia

Roy

Chapters

Surrey

President

Mick

Vice president

Paul

Sussex

President

Gerry

Vice President

Jester

North Surrey

President

Plonk

Vice President

Sonic



Editor's Reasoned Ramblings

Hi all and welcome to your winter edition of the long awaited AMOC Times
It seems to be traditional for the new editor to thank the outgoing one for keeping up the good work so first let me thank Tom for his efforts in the job...you done a grand job Tom and I'm pleased you're getting out on parole now.....oh and I suspect I'm about to find out just how hard it is to produce this magazine-maybe I should have guessed that from the way Tom laughed and legged it out the door so quickly.
Oh well, you live and learn...they say.
Having done the 'Thanks a lot, Pal' stuff I suppose I'd better have a go at doing the job, then.
First up, a request.....

WANTED.... SPIES.

I reckon if MI5 can put an ad in the paper asking for spies, then I can too. Not that I'm asking anyone to creep about in a cloak and funny hat (Sorry, everyone...better luck next time)...nope, I'm just looking for someone from each Chapter that I can phone or e-mail from time to time to keep me up to date on what's news and goings on and gossip generally in your part of the Wonderful World of AMOC. If that sounds like you then ring me on 0776 199 3638 or e mail alan.griffin008@gmail.com...or stick something on the club web-site message board.

WANTED.....SPIES WOT CAN RITE

This August publication will only end up being as good as the contributions I can get from you lot...so if you want to contribute something, an article, a photo or even an idea ..let me know.

And if you're not confident about your ability as an author, then I'd be happy to help-believe me it's a lot easier to interview someone for the mag. than it is to write all this stuff myself...so I'm happy to help anybody put an article together....

Similarly I've started 2 new ideas this edition...**Great AMOC Characters** and **Tales of Townsend**...the 'characters' ideas is simple enough...but I need suggestions who you'd like featured next. The 'Townsend' series is based on Larry Nine Toes-who many of you may remember. Most of you wouldn't have known from his quiet demeanor just what a delightfully anarchic guy he was in earlier years so I reckoned he deserved a kind of memorial so I'll be putting these reminiscences together from time to time. I hope you enjoy them...if not-tough.

Al

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AMOC at the Dukes Head





A new series of great AMOC characters.....NO1

Chains

Many of you will no doubt know this man...probably most will have been able to pick him out in the odd identity parade...but we bet there's stuff here you didn't know about him...stuff only his probation officer would know and other stuff that it's probably best kept from the world...its just not ready yet

Oh and there's a quiz too, so read carefully and send your answers in blood (cut made with rusty penknife please,-we'll be checking) on a post card to the editor.

WHO IS THIS GUY?

Chains...real name (that's the quiz...tell us and win a weekend for two in Broadmoor).

Interviewer. "How did you get the nickname Chains?"

Chains. "You stupid or something? Look at the F***n cut off and tell me what you see?"

Interviewer. "Oh, er..... I see what you mean...its because of the chains isn't it? Have you had the name long?"

Chains. "Ask Plonk-he's known me 45 years....a few others have known me for ages too...Gravedigger, Wilkie, Gremlin and of course Cherie, for example.

Interviewer. "Er, lets move on, shall we Mr Chains? What bikes do you ride now, and how do they compare with the ones you used to run in the days when Britain was still joined to the Continent by land?"

Chains. " Lucky sods then, weren't they?"

Interviewer. "Sorry?"

Chains. "Johnny Foreigner, in those days when he could still associate with us without walking on water....but you'll want to hear about the bikes? Tough...I've actually owned surprisingly few bikes....my first was 1966 BSA A10 which I ran for years on and off.....till I gave it a while back to my daughter for her birthday. See, I didn't have much cash and I thought that'd do the trick nicely...it did too...she was well pleased with it. Other than the BSA, I've owned a Triumph 5TA, a 6TA and a 900 Sportster- the one that's recently become an EVO...oh and I've got a Honda 650 Nighthawk.

Other than that though-that's it. I tend to hang on to my bikes for a fair old while.

Interviewer. " So, looking back at what led to your interest in bikes? ??then?thern?was it for you?"

Chains. "It was my uncle John. See, he had this old bike. An Ariel then a Sunbeam and I

loved them both...and then of course it was also Easy Rider. Who didn't want to be a biker after that film came out?

Interviewer "What about non biking interests? (I've heard that it's also theoretically possible to have non biking interests).

Chains "The American Civil War- I'm pretty passionate about that. Seeing the film Gettysburg was a big influence there. Not many people know that I can see that both sides had points in their favour...I mean I know I'm a Confederate by nature but I can also see the Union's side of things too.

Interviewer "So, moving on then, where do you come from.....I mean have you always lived where you do now or have you travelled about a bit?"

Chains "Nope. Its Carshalton for me . Born and raised there and live there still-centre of the civilised world ,isn't it? Well known fact. Though there is one place I could live ..its in South Wales...a village called Tile...brilliant place, been there and its just such a contrast. And then theres the model ship building...that's something else I do...I can get really into that as a hobby

Ships from Nelson's day or maybe a Viking ship ...I really like to build these sorts of ship best of all.

Interviewer "What about your involvement in AMOC. Ever been in other clubs before? Not that we're going to print which ones, of course.

Chains "lets just say "various and nefarious, eh?"

Interviewer "How do you see AMOC then in your life?

Chains "Enjoyed every minute of it. Surrey's come on a lot. Hopefully I'll see it going a lot further still.

Interviewer "What's your favourite memory (that you're prepared to share, at any rate?"

Chains "hmm...lots to choose from here...I think it must be on the seafront way back, watching some coppers trying to break up a couple of girls having a chain fight in front of me and me standing there quietly thinking...."hmm, if they looked in my boots they'd find a pair of my best bayonets to take home with them.

Thanks Chains...one last question "When will the South Rise again?"

Chains "Next Tuesday week at 1.30 sharp. Have an early lunch , Now sod off."

CAPTION COMPETITION



Well, what do you think the title should be for this one, taken at the Bulldog this year?

TALES OF TOWNSEND



it's a been a while since Larry Nine Toes shuffled off his mortal Coil (he'd have preferred a Magneto), so I thought I'd share some Tales Of Townsend as a kind of a memento of the old guy. If it proves popular, there'll be more in future issues...let me know.....Ed

Accordingly dear reader, settle down by yonder fireside and let me regale you with the sad tale of **Larry's Flaming Armpit**

I'd known Larry for yonks (how long *is* a yonk, exactly?) and this tale concerns a run to the old Stonehenge Festival...so that kind of dates us both pretty well, eh?

Being a sort of gentleman hoodlum, Larry had decided that, in the words of the old advert, 'a pipe does something for a man'therefore he announced one day in 1980 or so that, henceforth, he'd smoke a pipe. All very well, and, being an impressionable sort of lad, I decided I'd give this pipe smoking lark a go, too. I gave it up after a few goes, realising I was leaving a lot of pipes on the top decks of buses and generally I couldn't be bothered faffing around with them. I also nurtured the suspicion that it didn't really improve my image and it produced remarkably few (o. k, none) 'Condor Moments' with women fawning at my feet.

But Larry persevered. And then did a bit more persevering till I was thoroughly fed up with all this persevering stuff. He even drilled and bolted a metal ashtray to the handlebars of his bike and claimed this as possibly the single most superfluous motorcycle accessory ever devised. It has to be a

pretty strong contender for the title, I reckon.

Anyhow, come Stonehenge time we dutifully pobbled off down the A303. At this time we were both riding XS650's as we'd finally got fed up with pushing our various machines and had reckoned the XS was about as close as we'd get to a British Bike Experience, but without the strenuous exercise these involved.

all went well (ish...there were a few pubs involved in a line straggling from Orpington to Amesbury-at least I think it was the pubs that straggled.)

Somewhere along the way Larry, as was his usual wont, stopped for a smoke. (How many hours of my life have been spent in lay-bys watching this ritual?) On this occasion I gave him a bit of hassle. And he grumbled a bit, tapped his pipe out in the way a North Sea Fisherman would have been proud of, and got back on the bike.

A couple of miles later and I thought at first he'd got a wiring problem as a wisp of smoke appeared behind his bike.

Then another, followed shortly after by a small cloud of smoke...and a little while after that I could distinctly see sparks. I tried the obvious- sounding the horn, flashing the headlight and even overtaking and gesticulating at him. This last tactic was particularly ineffectual and resulted merely in a returned V sign from Larry as he wound up the throttle and accelerated rapidly into the middle distance.

Ordinarily, of course, I'd have followed. However Larry had recently been taken to task by a local copper over the volume of noise from his exhaust(sawed it off, just before the baffles, see?) His solution had, as usual, been dictated by expediency and economy and involved simply stuffing said pipes with wire wool-resulting in the occasional spitting forth of great gobs of incandescent Brillo .You didn't want to get too close to these, I can tell you.

At this point in the proceedings I can remember giving a sort of shrug and accepting that, as usual, fate would take its own (& often grisly) course.

It did. When I finally saw him again 2 or 3 miles down the road, Larry was riding along at a fair old pace, but now was trailing a 4 foot sheet of flame from under his left armpit in a scene reminiscent of a battle of Britain dogfight, the loser plummeting to earth in a dizzying death spiral. I think it was the latter image occurring to me that solved the mystery. I remembered Larry's propensity a) to be somewhat careless about making sure the pipe was extinguished before b) stuffing it in the top pocket of his

denim cut-off. Presumably the increased turn of speed had resulted in a kind of ram jet effect, causing the observed phenomenon.
To all of which ,of course, he was completely oblivious...so long as

To all of which ,of course, he was completely oblivious...so long as Larry rode on, he felt no pain. (Later he told me he'd dismissed the slightly warm sensation as being heartburn brought on by a diet of beer and burgers the previous evening).

Finally though it was the recurring image of a doomed pilot which both decided me to put a stop to the death ride and which provided a mechanism to achieve this, hopefully without the need to shovel up the remains. The A303 has a significant number of roadside ditches. Some of these are significantly wet and, in the end, I simply gritted my teeth and gradually slowed down in front of him, effectively running the silly sod off the road and into one of these. As his bike squealed and then stalled, I leapt smartly off mine and promptly shoved Larry into a particularly wet and noxious ditch.

I will forever cherish the memory both of the look of surprise and indignation on Larry's face, and of the distinctly audible hiss from under his left armpit as he hit the water.

Despite my protestations to the effect that I was in fact his saviour and general benefactor, I suspect he remained secretly convinced that I'm just a sore loser. Either way, Larry gave up the pipe, though he never raced me again either, come to think of it.

Al



Bulldog Bash '09





Here's Gav getting his patch and I guess the others speak for themselves really





Oz's Indian

If you must know It's a 1939 Indian Scout Sport...so the man tells me (and who am I to argue?)

That means it's a 750 cc lump in there-a side valve, of course-and in this case its been done up by the man in finest California Bobber guise. Looks rather spiffing dontyaknow?(Bike, not Oz)

Its a three speeder too, which helps a lot for those of us who cant count any higher than that..

Just to make it especially absorbing to ride its still running the original controls. (In those days we had to make our own entertainment ,Lad. None of yer namby pamby gadgets –either you learnt to ride or else you just sat around waiting for television to be invented blah blah blah,....but I surely digress?

Nope, 'original controls' meaning in this case of course a hand change gearbox and suicide clutch. Plus, for added amusement you advance and retard the ignition yourself by means of the other twistgrip....again,none of yer poncy auto-advance thingies (oh, sorry, I've already done the grumpy old git bit haven't I?

And that's it really-pretty neat if you ask me....or even if you didn't.

Random Photos



Sadly this poor man did not realise that you only get your patch after we slice off the top of your skull. He knows now



Above.
Mick picks pockets when he gets the chance. You have been warned.



Little Victories-John's bikes

By, oddly enough,.....John



‘03 Vegas

Victory Motor Cycles the New American Motorcycle

Victory, is that a Harley?.... is the most asked question if you happen to ride a Victory in this country.

No they are made in the USA by Victory Motorcycle, a part of Polaris Industries in Wisconsin, and yes before you ask, it is their engine that started off as a 92cu (1507cc) 4 valve overhead cam, with a 5 speed box.

Their first model was a V92C Cruiser available in 2 colours Antilles Red or Kick Arse Blue with the first 1500 being numbered, I like the red so that's what I ordered while working in New York way back in September 1998. There's a book called The Making of a New American Motorcycle about the first model showing the mule bikes, the engine etc.

The V92C was released in the Summer of 98 but as normal with a new bike you could not get one, the deliveries started later in November 08, and number 534 was shipped from Florida to the UK for collection in Jan 99 from Heathrow, the first models were well built with good chrome and well finished off cycle parts, the gearbox was a bit noisy, and the suspension a bit too hard for UK roads, in 4 years I covered about 10,000 miles on it, and had to be brought home once when the fuel pump died down in Sussex.

Then in 2000 the V92SC was released, a Sports Cruiser version of the V92C dual brakes and a lower riding position great for riding are country roads, there are about 10 in the UK, one of the first UK Dealer was Giffords in Ashford, Middlesex, (sorry to say no longer in business).

In 2002 the V92TC Touring Cruiser was released with the new Freedom Engine in it, a revised version of the original 92cu making more power with a improved gearbox.

In 2003 the Vegas arrived in the UK, this was the beginning of the new range, now with their own styling designed by M Song, with input from Arlen, and Cory Ness. This was on a totally new chassis, with the Freedom engine that was first used in the V92TC in 02.

So after a test ride of about 100 miles most of it being in the rain, (they had sorted out the hard suspension and the gearbox), there was no choice but to trade in the V92C, and get the 03 Vegas again available in two colours black or silver, so black it had to be.

In 2004 the Kingpin was released (a half replacement for the TC) same engine as the Vegas with upside down fork improved handling, large mudguards, foot boards a bike made to eat up the miles.

In 2005 the Hammer was released (replacement for the SC) now with a 100cu engine with a 6 speed gearbox, a 250mm rear tyre, and dual callipers up front.

In 2006 the Vegas Jackpot arrived basically a Vegas front end with the hammer rear

end, this was used as the basis for the Ness Signature Series featuring many chrome accessories, a custom seat and paint work, the Vegas 8-ball (black version of the Vegas) also arrived in 06 with the a 100cu engine but keeping the 5 speed gearbox as a cheaper entry level model.

2007 was the year of the Vision a fully faired tourer with a new case aluminium frame, hard saddle bags, in 2 versions the Street and the Tour, this is a model you either love or hate, a bit like marmite, I would use it on a long run through Europe but not as an every day run around the UK.

In 2008 a Freedom 106cu engine was used in the Vision, Hammer, and Jackpot range, hard times so no new models, just different paint selection.

In 2009 the Cross Road and Cross Country models arrived (long awaited replacement for the TC), 106cu engine, another new case aluminium frame, larger hard bags, uprated front forks, and improved handling, the difference between the models being, the Cross Roads has a removable screen and a speedo, with the Cross Country having a fixed half fairing with full instrumentation, radio, cruise control being some of the options.

I hope this has enlightened your understanding about Victory Motorcycles, I have missed out a few other models, but they are just variations of the range described above, if you feel like a bit more read try this link (www.vicowners.co.uk/know_your_vic.htm), or you have any question ask me on a club night. Safe riding John



John's
Old
V92C





Thought I'd better put a photo of a Harley in the mag somewhere.

Why this one?

I had a photo of it already and

It's mine and

I'm the editor, nah, nah, nah, nah nah.

If you want yours featured...better let me know, eh?

The Custom Show- obvious innit?



The Pope gives AMOC
his special blessing at
The close of play



CORRESPONDENCE

These pages are intended for your letters and comments...but obviously as you haven't read the mag. there wont be any in this edition....so I've included a few letters that caught my eye-and even one of my own I sent recently...hope you like them-they're all genuine.

Ed

Rt Hon David Miliband MP
Secretary of State.
Department for Environment, Food and Rural Affairs (DEFRA),
Nobel House
17 Smith Square
London
SW1P 3JR
16.09.09

Dear Secretary of State

My friend, who is in farming at the moment, recently received a cheque for £3,000 from the Rural Payments Agency for not rearing pigs.. I would now like to join the "not rearing pigs" business.

In your opinion, what is the best kind of farm not to rear pigs on, and which is the best breed of pigs not to rear? I want to be sure I approach this endeavour in keeping with all government policies, as dictated by the EU under the Common Agricultural Policy.

I would prefer not to rear bacon pigs, but if this is not the type you want not rearing, I will just as gladly not rear porkers. Are there any advantages in not rearing rare breeds such as Saddlebacks or Gloucester Old Spots, or are there too many people already not rearing these?

As I see it, the hardest part of this programme will be keeping an accurate record of how many pigs I haven't reared. Are there any Government or Local Authority courses on this
My friend is very satisfied with the not rearing pigs business. He has been rearing pigs for forty years. Previously the best he ever made on them was £1,422 in 1968. That is - until this year, when he received a cheque for not rearing any.

If I get £3,000 for not rearing 50 pigs, will I get £6,000 for not rearing 100? I plan to operate on a small scale at first, holding myself down to about 4,000 pigs not raised, which will mean about £240,000 for the first year. As I become more expert in not rearing pigs, I plan to be more ambitious, perhaps increasing to, say, 40,000 pigs not reared in my second year, for which I should expect about £2.4 million from your department. Incidentally, I wonder if I would be eligible to receive tradable carbon credits for all these pigs not producing harmful and polluting methane gases?

Another point. These pigs that I plan not to rear will not eat 2000 tonnes of cereals. I understand that you also pay farmers for not growing crops. Will I qualify for payments for not growing cereals to not feed the pigs I don't rear?

I am also considering the "not milking cows" business, so please send any information you have on that too. Please could you also include the current Defra advice on set aside fields? Can this be done on an e-commerce basis with virtual fields (of which I seem to have several thousand hectares)?

In view of the above you will realise that I will be totally unemployed, and will therefore qualify for unemployment benefits. I shall of course be voting for your party at the next general election.

Yours faithfully,

Nigel Johnson-Hill

Now, to fully appreciate this next one, you'll need to know A) that the letter was sent to The Scotsman (Edinburgh's quality daily paper) and B) Dunbar is the pokey little one horse village I grew up in.
-Ed

23rd December 2009

Sir

I have been moved this morning by a brief report, heard on Radio 4, to the effect that the road between Edinburgh and Dunbar is currently closed by snow.

The plight of your citizens deeply affects me, and so I have contacted the Dunbar Community Website asking if they will consider mounting a rescue mission.

Try to hold out

They will surely not abandon you.

Your faithfully

Alan Griffin



Fox Hollow
Downham Farm
Surrey

Dear Sir

Imagine my surprise and delight at finding the above on sale in my local Waitrose store.
May I take this opportunity to congratulate you on your sound judgement in this matter-
not to mention, of course, the accuracy of your labelling.

Yours sincerely

B Brush

For Sale and Wanted

Wanted

Luggage fittings/equipment for 1990 FXR. If you've got anything or know where he can get them, ring OZ on 07730954858

For sale

Couple of bits for Moto Guzzi (Cali ev1100) eg.
Brand new seats (cheap) and recon ECU (not cheap).
Also one or two bits for '04 sporty
Call Al on 0776 199 3638

For Sale

How about John's current Victory?

It's an '03 Vegas with 57k on it and it now makes 100bhp.

Its got a new rear tyre, a new MOT and its for sale in March at £5750-oh, and its black

Ring him on 07771990454...go on , a Vegas for less than a new 883 Sporty? Where's the choice in that one?

Stuff Going on.....

Boxing day. Vintage Motorcycle club run . Farningham Village Kent. Get out there and freeze with the rest of us(ok you missed that one-bloody cold and wet anyhow)

Tattoo Convention Brighton Racecourse 31st January.
14th March Wooton Bassett run...talk to Mick

Club nights

Surrey Tuesdays

Sussex Wednesdays

North Surrey Fridays

(as if you didn't all know that)

Other than that it's a bit quiet...so watch the website and club notice board.



Surrey's Christmas Dinner



And finally.....this is what happens when you don't know how to work your camera properly yet. It was supposed to be a round up of the Boxing day Do at The Pied Bull in Farningham -but this is all I salvaged.....that's right nothing. Sad, or what?

Bye

Al

Oh and here's some more stuff for sale...last minute, like so call this 'stop press' or something dumb like that.



They're all from Andy...the tank needs a little work, the others are perfect-they all came off his '05 Fatboy. Call him on 07771503283

£100



£120



£100

