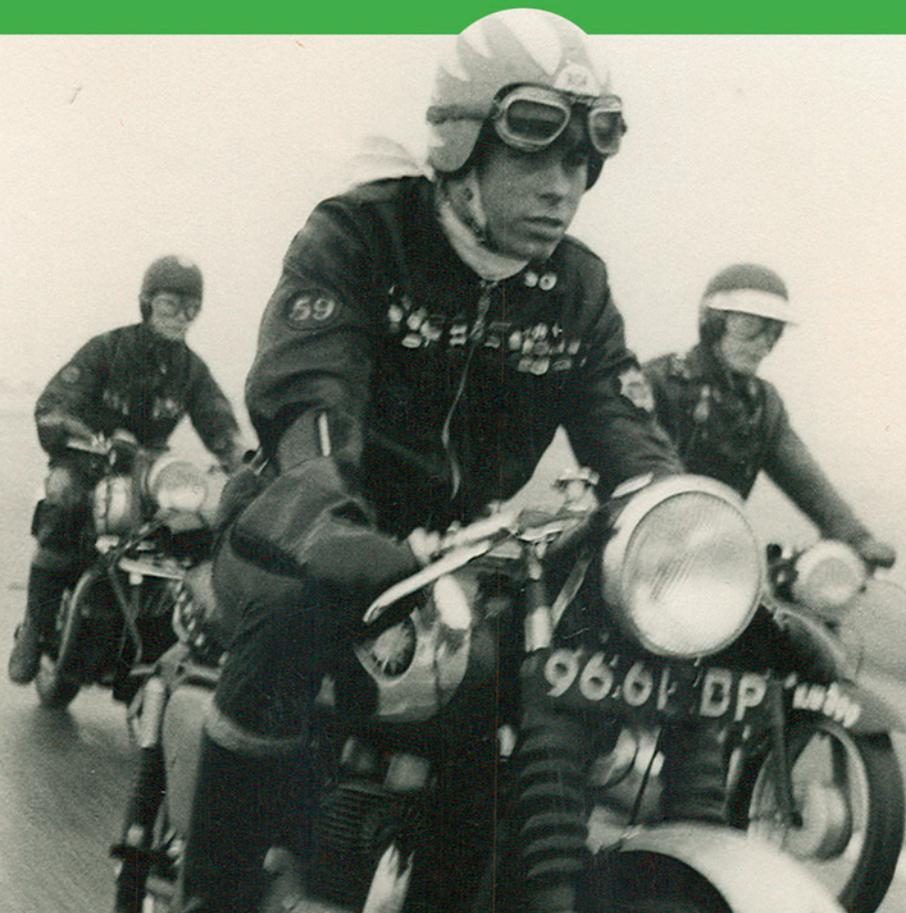


# LINK

59

THE MAGAZINE OF THE FIFTY-NINE CLUB • SPRING 2019



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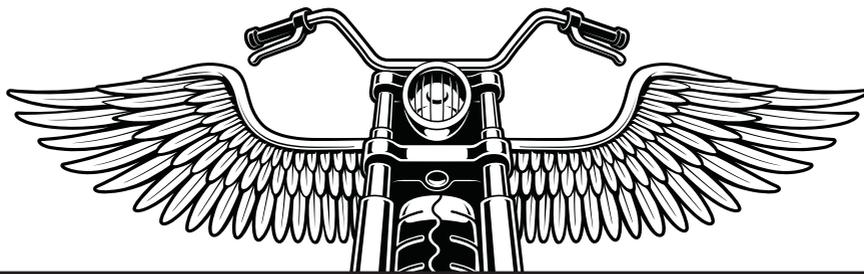
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Tickets will be sent out in late March.

Demand is expected to be high this year, so don't leave it too late. We have to limit numbers for safety reasons.

**R.O.A.R.**

# Ramblings from the editor...

It's been a busy and interesting year for the Club, lots of places visited, and a new venture - the start of an additional new Club House in West London! This came from a chance meeting at the Ace Cafe. Mark Wilmore pointed out a vicar that had just pulled up on a 1200 Bandit. As you know, the Club started from the Ace when another, now famous vicar, Father Bill Shergold, turned up there back in the early '60s.

I introduced myself to him and told him all about the 59 Club. He said that his name was Sergiy, and introduced me to his wife Colleen, who also rides a bike. I enquired where his church was, only to be told that it was at All Saints Hanworth. This felt like divine intervention, because when I first got a bike, I used to live near that church, and remembered Father Bill telling me that it was the first church that he was involved in, even helping to fund the building of it and its consecration.

I relayed this information to Sergiy. He was amazed, and we both agreed that we needed to do something about this incredible coincidence. A few weeks later, I popped over to the vicarage for a look around. It was crying out for a bike club to be there. Add the fact that Sergiy has close links with Heathrow Motorcycle Training, and we decided to organise a meet at the church on the last Thursday evening of each month. This started in June 2018.

It has undoubtedly proved to be a great venue. With a 'Burger Van' on site, it's attracted a good turnout, a mix of both classic

and modern machinery, as well as a few 'L' plate riders. Many thanks to those who have supported this new meet in its infancy, we look forward to it going from strength to strength into the future.

The Club now has a permanent space within the church, dedicated to Father Bill, which includes some of the Club's memorabilia. We are working to expand this into a small museum so that anyone who visits the church will be able to understand its connection to the '9'. If you have any relevant pictures or artefacts that we can exhibit at All Saints, please let us know.

With the blessing of Father Scott Anderson, who now resides mainly in France, the Club invited Father Sergiy to become chairman, with Father Scott remaining as deputy chairman. The 'handover' took place at last year's Brighton Burn Up. We are delighted to have Sergiy on board.

As always, in January, we attended the Rockers Reunion in Reading for some great rock n' roll, the Isle of Man TT, Ton Up Day at Jack's Hill Cafe, Brooklands Motorcycle Day, and their motorcycle section's Christmas lunch, three Ace Cafe events, and of course the one and only Brighton Burn Up!

In May, a Club donation was again presented to the Royal British Legion Riders Branch in aid of the Poppy Appeal, during their annual event at Ace Cafe, in memory of Father Denis McSweeney, who was a member of the 59 Club and RBLRB.

To wrap up 2018, we had a great Carol Service lead by Sergiy at All Saints, and a Christmas Toy Run to St Peter's Hospital and the Shooting Star Children's Hospice. We look forward to repeating both.

This year marks the Club's Diamond Jubilee - sixty years of bikes n' leather! Still in the early planning stages (at the time of writing), it is hoped that a special service and blessing at St. Paul's Cathedral, Central London will take place - stay tuned for further announcements!

Last but not least, a Limited Edition 60th Anniversary badge and patch are now available via Ace Cafe or its online web shop, and from the Club stand at off-site events.

Thank you for your continued support, we look forward to seeing you all to help us celebrate.

*Dick Bennett*

**59 CLUB COUPON** - Spend £30 or over and get £10 off on Ace webshop [www.acecafe.com](http://www.acecafe.com). Available to online purchase only; you can redeem the coupon at the checkout by entering the code *59 Club Anniversary*. Voucher expires on 31/12/2019, and it can be used more than once!

We would love to receive stories and photos from you, for publication in future editions of *Link*. These can be given to Dick Bennett or Sandra and Gary Hall on any Club night or off-site event. Alternatively, send us an email at: [the59club@hotmail.com](mailto:the59club@hotmail.com)

[www.the59club.co.uk](http://www.the59club.co.uk)

Design: Yak of [www.koreropress.com](http://www.koreropress.com)

Thanks to: Christian Riou and 59 Club Members for their contributions.



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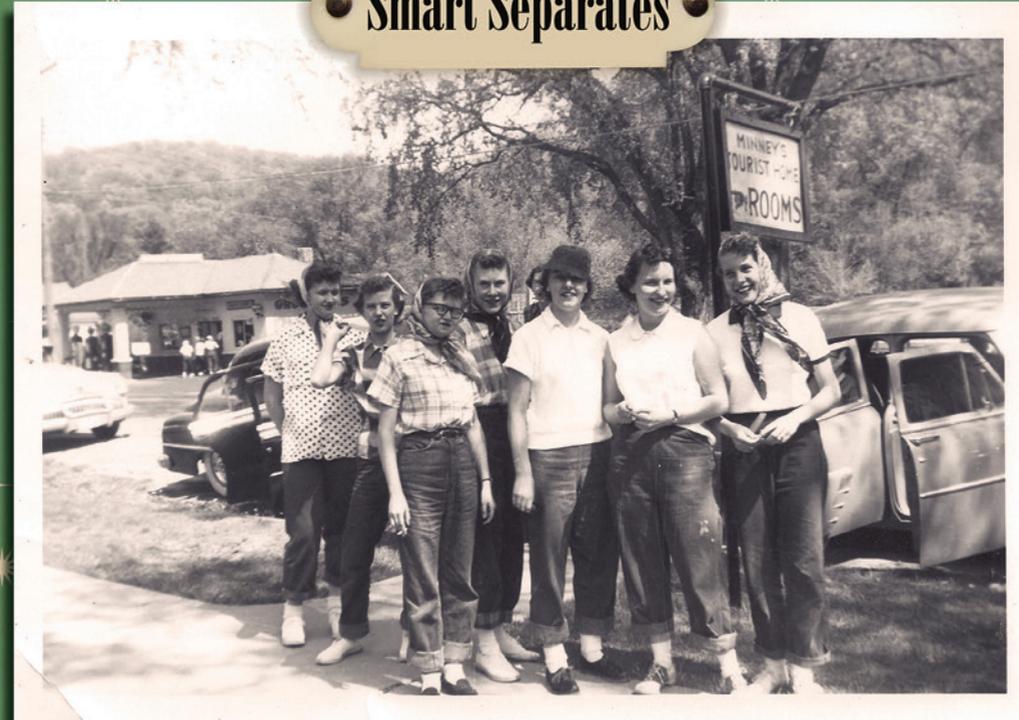
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# EVENTS

## **Saturday 19th January**

Rockers Reunion, Reading

## **Sunday 24th February**

59 Club Day at Ace Cafe  
10 am to 4 pm

## **Saturday 9th March**

Tinsel and Turkey Party at 59 Club, Plaistow  
7.30pm to Midnight

## **Saturday 4th May**

59 Club Bikers Blessing Service at St Pauls, London 5 pm

## **Hat-Trick Sunday 30th June**

59 Club at 3 Events in 1 Day  
• Brooklands Motorcycle Day  
• Triton & Cafe Racer Day at Ace Cafe  
• Jack's Hill Cafe, Towcester

## **Wednesday 10th July**

59 Club Barbecue on the roof, Plaistow

## **Saturday 7th September**

60th Celebratory Service  
59 Club All Saints Hanworth  
Morning run leaving from Ace Cafe

## **Sunday 8th September**

59 Club Hospitality Gazebo  
Ace Cafe Brighton Burn-up

## **Sunday 29th September**

59 Club & BSA Bantam Day at Ace Cafe.  
10 am to 4 pm

59 Club, Plaistow is open every Wednesday & Saturday  
between 7.30 pm and 10.30 pm

59 Club Hanworth is open the last Thursday of the month  
between 6.30 pm and 9.30 pm

The Club Rooms do close over the Christmas period and  
occasionally when we are attending other events. These dates  
are posted on Facebook. For more information, please email  
[the59club@hotmail.com](mailto:the59club@hotmail.com)



# How I Met the 59 Club

**T**wo years after my appointment as a new vicar at All Saints Hanworth, the Church celebrated its Diamond Jubilee. Our Craft Club members decided to contribute to the celebration by making figures of the priests who served at All Saints out of icing! I noticed that one of them had a motorcycle beside him. I thought that it was me. To my great surprise, however, I was told that it was All Saints first vicar, Father Bill Shergold, who liked riding his bike when he served in the parish. That was all I learned from the congregation about Father Bill, not realising that there was much more that I was not aware of, until one day I met Natasha Smith Jones in our local Leisure Centre.

On learning that I was a priest, Natasha invited me to visit the famous Ace Cafe London and told me that there used to be clergy presence among the motorcyclists in the past. I explained that I too ride a motorcycle, and on one of the Sundays, after the Church service, my wife Colleen and I had a nice ride out which ended with a stop at the Ace Cafe for a drink. It was full of riders, and Natasha happened to be there as well, running a fashion photography shoot with young people on the roof. When we met again, Natasha introduced me to Mark Wilsmore, Managing Director of the Ace, and long-time 59 Club member who in turn, introduced me to Dick Bennett and Gary Hall, who were sitting at the table with the 59 Club logo. Dick showed Colleen, and I round the cafe, telling us the story of

the 59 Club and mentioning the name of Father Bill, the Club's late former chairman. The name obviously rang a bell, but then Dick pointed at a famous poster on the wall. It was of Father Bill on his bike, with an inscription underneath the picture saying that he served at All Saints Hanworth before becoming the chair of the 59 Club. Coincidence? I don't think so! I told him I was the new vicar at the same Church and that started the ball rolling.

We met many people involved with running The 59 Club and other members that day, and I'm proud to say that they have become great friends. We have started a new branch of the Club at All Saints Hanworth, which meets on the last Thursday evening of the month. With the blessing of Father Scott Anderson, I was excited to be introduced as the new Clergy Chairman at last year's Brighton Burn Up, and I am looking forward to meeting more members and growing the Hanworth branch.



Father Scott introducing Father Sergiy at Ace Cafe Reunion Brighton.



All Saints Meet.



All Saints Museum.



All Saints Toy Run.



## 59 CLUB

All Saints Church, Uxbridge Road, TW13 5EE  
Last Thursday of the Month

Supported by the **ACE CAFE LONDON**

# My Triton

**C**rystal glass cutter and chandelier restorer Roger Dale's much ridden Triton looks the business.

Roger has owned a plethora of motorcycles, including an Ariel Red Hunter 500cc outfit, with the sidecar having been formed out of half a Spitfire fuel tank, and on which back in the day, he used to frequent the Ace, Busy Bee Cafe (now long gone) and the 59 Club. He also had a BSA A10 with a Garrard sidecar, but recalls that the engine blew up, with the bike coming to rest amidst his mother's treasured rockery where, according to Roger, it probably remains to this day! Another bike fondly remembered was a highly modified BSA Super Rocket that was good enough for the race track, though he did not take it down this route. Apart from the treasured Triton, there are also more modern machines in his garage, suitable for two-up touring.

"The Triton came about because it was one style of machine that eluded me back in the Sixties, so I thought that I'd give it a go and try to build one. It started with a collection of parts, a 1959 Norton Wideline featherbed frame, a set of wheels and a tank, but neither the wheels nor the tank were used in the finished project." Said Roger.

Over a period of time, parts were accumulated, to include a 1954 Triumph T110 650cc iron head engine with a drilled and balanced crankshaft, which had previously used for sprinting. Before the frame was sent away for powder coating, my friend Joel

Kutock fabricated mountings onto the frame so that a race faring could be fitted at a later date. Mountings for the side stand were added at this time, as we realised that the centre stand that had been bought wouldn't fit due to the gearbox being in the way!

On testing, the magneto was found not to be producing any spark and had to be rebuilt. Luckily that was before the bike build began, so it was decided that it was opportune to update the lighting from 6 to the more efficient 12 volt. The clocks on the bike are both original Smith's, bought in completely different locations – speedo on-line from America, and rev counter at Kempton Park Autojumble, a great place to locate parts, including a brand new solo seat, the 'Goldie' exhaust pipes, and the reproduction rear light. The headlight and horn fitted are from a BSA Goldstar.

Roger continues "I had aluminium wheel rims laced up respectively with a Triumph conical hub for the rear, that I purchased at the world-renowned annual Stafford Bike Show. For the front end wheel a Grimeca four leading shoe hub was sourced by a friend, the late Bob Innes, another Ace original who used to have his own shop and was well known for building the then famous 'Genghis Khan' Norton. We then discovered that the Norton Roadholder yokes were not wide enough for the Grimeca front brake, but found the perfect pair on the internet. As the parts came together, Joel and I gradually started the dry build. It took several months, during which time we tried short



Left: Roger at the Brighton Burn Up.

engine cases, but ended up with long ones as they fitted the frame better."

The first tank acquired was fibreglass, which when painted black and gold, apparently looked very impressive. The inside of the tank had been sealed before it was painted, but alas, ethanol in the fuel caused it to leak. Roger related that he was not interested in an aluminium version, as he was adamant that it was to be painted. A search for a five gallon Manx Norton tank came up negative, so a second, steel tank, bought online from India was eventually used. However, one of the fuel taps was in the wrong place, so that it would not fit onto the frame. Prior to painting, the offending tap was blanked off. The rear-sets were jointly made by Roger and Joel, before being sent away, along with the chain guard, to be chromed.

Roger enthuses "It took three kicks to fire up the motor, so we had several attempts at getting the timing right. To balance the twin concentric carbs, two holes were drilled in the manifold, enabling them to be set with vacuum gauges. After that, it ran properly. The noise as it roared into life was an exhilarating sound! The bike is responsive and fun to ride, and can certainly be heard from some distance. It was never intended to be a show bike, just a machine that looked like it was from the '60s, but it always draws an

enthusiastic crowd. I take it out for a blast every week, and it doesn't need much in the way of cleaning. I've won three prizes at different shows around the country; 'Best British', 'Best Cafe Racer', and 'Best Special', all rather a pleasant surprise, as I have never officially entered it into a competition!"

Over the past couple of years, two partial rebuilds have been carried out, the first time being as a consequence of a broken conrod, but the bike was soon back on the road, despite Roger never having managed to stop the oil leaks completely. He maintains that he is not worried, as it is a British bike! Several months after the second once-over, whilst riding back from the Ace, the bike lost power in a cloud of smoke, resulting in the AA roadside rescue being called out to get them both home.

"I normally spend an hour or so in the workshop every evening, fettling my bikes for relaxation. On stripping the engine down, I discovered a hole in the top of the right-hand piston, which was caused by an air leak on the right-hand manifold, making the machine run weak at high speed. Another problem was that the nut on the primary crank side had come off and was caught between the primary chaincases and the clutch. The cases were smashed beyond repair. Replacements are as rare as hen's teeth, so I ran the bike with an open clutch for a considerable while. Happily, that problem has now been resolved. Also, the tank has been changed for a 3rd time to aluminium, as the seams on the steel tank split." Said Roger, membership no. 015826.

Article & Photo by **Linda Wilsmore**

# Brooklands Museum

**F**or several years, the Club has attended Brooklands Motorcycle Day with a stand and display. Brooklands is the birthplace of British motorsport and aviation, and a must visit on any occasion! We had a great time in 2018, which included a picnic under the scorching sun! This year's event takes place on Sunday 30th June. We hope that you will be able to join us to continue celebrating the Club's Diamond Anniversary. 2019 also marks the 110th anniversary of the British Motorcycle Racing Club, founded at Brooklands in 1909, so it is bound to be an interesting and well-attended occasion.

## **For members who may not be familiar with Brooklands, read on...**

The Grand Opening of the world's first purpose-built motor racing track in June 1907, took place despite the course being unfinished, and the first official race, heralded by the motoring press, went ahead in July 1907.

For three decades this famous racing track, placed like a giant footprint, nestled amidst the Surrey countryside, was the centre of British Motorsport. The two-and-a-half-mile circuit with its two massive concrete banking's was the epitome of speed and captured the imagination of the period. What happened there became news, and the drivers and riders who raced there such as Malcolm Campbell and John Cobb became household names.

As well as the fantastic motoring exhibits in its sheds, including John Cobb's 24 litre 12 cylinder Napier Railton (that's right, 2 litres per cylinder), Brooklands presents a wide-ranging aviation history, with a display of thirty aircraft on site, reflecting the full history of aviation at Brooklands over the past century. The aircraft collection stars a fully restored Concorde on which every visitor gets a seat in the front cabin.

Motorcycle racing started at Brooklands in 1908 and the British Motorcycle Racing Club – known as 'Bemsee', was founded in 1909. Sidecar outfits joined the solo machines for racing and record-breaking from 1912.

The attendance at Brooklands motorcycle events was always quite small, being mostly enthusiasts, and lacking the 'Society' glamour of the car racing crowd. But, an established pattern of race meetings emerged and as speeds rose and the reliability of machines improved, races were held over great distances. Because there were so many 'Club' race meetings, there were more motorcycle races than car races at the Surrey track.

Not surprisingly only two motorcycle events were held on the track during the First World War, both motorcycle races organised by Bemsee for men serving in the Armed Forces. Following the end of the war, Brooklands was to witness the golden age of motorcycling, when the British racing motorcycle was the best and fastest in the world.



The Motor Cycle Club organised trials and competitions, not just for motorcycles, but also for sidecars and cycle cars (such as the three-wheeler Morgans) at their regular meetings.

In 1933 'The Motorcycle' magazine instituted a Clubman's Day Meeting, which proved an enormous success. Brooklands became the home of so many motorcycle riders, with workshops springing up around the paddock with their names painted on the doors. Eric Fernihough, who took the Motorcycle Landspeed Record at Gyon in Hungary in 1937, had a garage by the perimeter of the track. His custom-built Railton Terraplane, built to tow his bikes to the track, is still on show at the Museum and is run regularly.

Many motorcycle record-breaking attempts took place at Brooklands during the thirties, with Eric Fernihough raising the Brooklands

lap record to 123.58mph in 1935 with his Brough Superior, topped in 1939 by Noel Pope at 124.51mph. Although Pope's Brough is not at the Museum, there is another Brough that holds the all-time sidecar lap record (but the present owner now rides it solo).

The popularity of Brooklands grew throughout the 1930s, with the Clubhouse being extended to accommodate the social appeal of race meetings. The paddock was a busy place, where popular heroes mingled with those spectators who could afford a paddock pass.

Until 1933, Brooklands was unchallenged as the only motor racing circuit in mainland Britain, but in that year the track at Donington Park in Derbyshire was opened for car racing. Further competition came in 1937 with the opening of a road-racing circuit at the Crystal Palace, in South East London.

Faced with this competition, a new road circuit was constructed, providing the maximum road racing track possible. The new circuit, designed by the famous Sir Malcolm Campbell, zig-zagged its way across the centre of the course, cleverly incorporating the most spectacular part of the old banked track. Opened in 1937, it proved very popular with the increasing numbers who wanted to experience the thrills of their chosen sport.

Following the formation of the Brooklands Museum Trust in 1987, much has been done to preserve 30 acres of the most historic part of the old race track, plus the reconstruction of many historic buildings and features. On regular event days throughout the year, the track comes to life, as vintage cars and motorcycles tackle the 1-in-4 gradient of

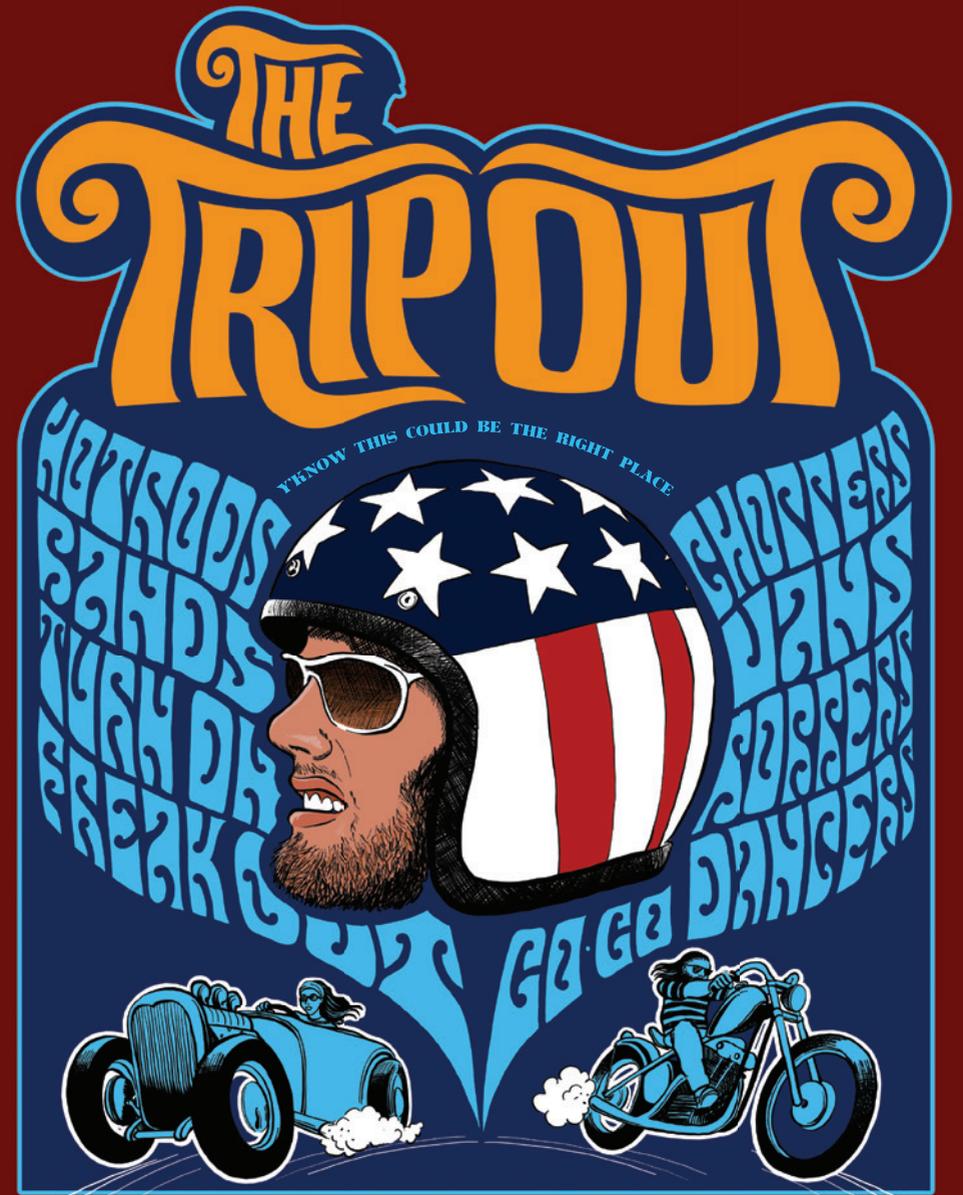
the 1909 Test Hill and enjoy the thrill of a drive on a section of the famous outer circuit. Aviation events including flypasts and light aircraft fly-ins are once again regular attractions too.

For any visiting motorcycle enthusiasts, Thursdays are always a good day because that is when the team of Motorcycle Volunteers is at the Museum to maintain, repair and test-ride the bikes from the collection. If you want to talk bikes A-Z, Brooklands has them, from ABC to Zenith.....and some record breakers in between!

Discover the wonders of Brooklands and check on dates of events:

[www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

Linda Wilsmore



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# Isle of Man Stamps it Out

**T**he Club's fond association with the Isle of Man TT dates back to the early days and is still the same today, so it was great to be able to attend the Ace Cafe for the presentation of two special sets of stamps issued by the Isle of Man Post Office. The stamps encompassed both the Mod and Rocker heritage.

The Great British Motorcycles collection is a celebration of innovation focussing on a selection of the most significant and groundbreaking motorcycle engines in the golden age of the last century. The stamps combine the paintings of Graham Crowley to honour the many engineers, teams and riders who pushed the boundaries, often using the famous TT course as their test bed. The other set features a fun and vibrant collection of the Isle of Man

International Scooter Rally, depicting stand-out moments from the 60-year history of the gathering.



Pictured at the event are 59'ers Father Sergiy and Gary Hall.



26<sup>TH</sup> ANNUAL

# ACE CAFE REUNION



**FRIDAY 6<sup>TH</sup> SEPTEMBER**  
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French Section*



# Passion, not Fashion!

I am nearly 56 years old and have been a Rocker since I was 16. It has not been easy at times, especially when people at that time considered rock n' roll as being out of date.

My first motorcycle was a Garelli Mokick, which I bought from my older brother. This bike was the first step for me as a mechanic and spawned my first leather jacket. The jackets have changed over the years — well they do shrink! But my favourite, which I am still wearing is nearly 30 years old. Subsequently, when I was 21, I had a Yamaha

SR, a big single-cylinder roadster, a bit like a BSA Goldstar.

In 1985, I was lucky to find a Yamaha XS 650 Twin in my local bike shop. For me original is boring, so I spent a lot of time to make it look unique. I had lots of ideas and spent long nights in my workshop, but 34 years later, it is still an on-going project! This is what I have done with every machine that I have owned.

My first British bike, the one I'd dreamed about since the age of 16, was a Norton Commando MK3. Sadly, in 2009, I had to sell



Rudi with his old bike.



Rudi's Jacket  
with original 59  
and Ace badges



Rudi's New Thruxton.

it, despite being a Master Mechanic by trade, I calculated that I would have to spend over 3000 Euros on repairs. This was just too much to consider.

I eventually found a Triumph Bonneville with carbs for a good price. It was a great bike, very authentic with an amazing sound. Unfortunately, in 2017, whilst riding this bike I was involved in an accident with a Transporter, the driver of which was drunk (lots of expletives!). Although my injuries were minimal, the Bonnie was a complete write-off.

With the insurance pay-out, I looked for another Triumph with carbs and found a 2004 Thruxton in original condition, which I rode over to the Ace Cafe Reunion and Brighton Burn Up last year. I intend to make this another unique looking machine in the future.

I call my new Triumph Bonneville TT. Why? Because it sounds ridiculous when German's try to pronounce "Thruxton" — It's easier for us to say "Bommwill" or "Spitfeuer"!

In the late '80s, I rode around the British Isles and attended the Kent Bike Show. I had

heard of the 59 Club and its history, but could not find out how to become a member. Then I read about the first Ace Cafe Reunion in Classic Bike Magazine and was able to buy my first Ace pin badge. But it was not until I came over in January 1996 to attend the Rockers Reunion in Battersea, that I got to meet the people who run the 59 Club — I was at last able to join!

It was very exciting for me to be a part of something very traditional, with a very long history. Through the Club, and attending Ace Cafe Reunion's, I have met Rockers from around the world. Many of those original friendships have endured. We do not see each other very often, but when we do, it feels like only yesterday.

I've been a member now for 23 years, over which times have changed, but it is fantastic to belong to something original, despite feeling differently about my bikes!

**Rudiger "Rudi" Paries**  
Germany, Member No: 027532

26<sup>TH</sup> ANNUAL

# ACE CAFE REUNION

RIDE WITH THE ROCKERS  
**BRIGHTON BURN-UP**



**DEPART 10:30**

**SUNDAY 8<sup>TH</sup> SEPTEMBER 2019**

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- Discount, on production of Club card, at London's Lewis Leathers store
- Discount, on production of Club card, at Ace Cafe London on 59 Club merchandise
- 59 Club badges
- Opportunity to join the Club's Classic Section

Membership of the 59 Club is open to all motorcyclists and is by means of renewable annual subscription, members receiving membership cards. A copy of the Club's E-magazine newsletter "Link", is emailed out once a year to members.

### Club Nights

From 7.30pm – 11pm on Wednesdays and Saturdays:

59 Club Rooms & Facilities  
The Swift Centre

387a Barking Road, Plaistow, London E13 8AL

Contact number during Club Night only: 07423 591 001

- Entry to the Barking Road, Plaistow Club Rooms is at the side of the premises, through the double doors, and up a flight of stairs.
  - The main Club room features a tea and coffee bar, seating area, table football, pool table, table tennis and jukebox.
- Please note that off-street parking for motorcycles is limited and the locking and securing of vehicles is recommended.

### Membership, Subscription/Renewal & Regalia

Email: the59club@ace-cafe-london.com

### Information & Events

Email: the59club@hotmail.com

Website: www.the59club.org.uk

Follow the Club on facebook 

# 59 MEMBERSHIP 59

## PLEASE COMPLETE THE FORM BELOW TO JOIN THE LEGEND

then scan and email to: the59club@ace-cafe-london.com or  
post to the address at the bottom of the form (please allow 28 days for delivery).

### 1 YOUR DETAILS

Please write in CAPITALS.

Birth date DD / MM / YY

Membership number (renewals only)

Telephone

First name

Last name

Address

Post/Zip code

Country

Email

**Joint Member** (Member number - 2nd person at same address - renewals only)

First name

Last name

Birth date DD / MM / YY

**PRIVACY / GDPR POLICY**  
For details of Ace Cafe London Privacy policy and GDPR compliance please see <https://london.acecafe.com/privacy>

### 2 MEMBERSHIP FEES

Classic Section Membership Number (Renewals Only)

Please tick **one** of the following Membership boxes.

#### TYPE OF SUBSCRIPTION

UK Annual Subscription £18

EU Annual Subscription £23

Worldwide Annual Subscription £28

#### SINGLE MEMBERSHIP MEMBER

& CLASSIC £23

& CLASSIC £28

& CLASSIC £33

#### JOINT MEMBERSHIP MEMBER

& CLASSIC £24

& CLASSIC £29

& CLASSIC £34

& CLASSIC £39

### 3 BADGES

Badges are only available to current members. You must have **CLASSIC** membership to order **CLASSIC SECTION** badges.

#### CLUB BADGES

ITEM AND PRICE	QTY	AMOUNT
2.75" Cloth Badge £5	<input type="text"/>	£
7" Cloth Badge £10	<input type="text"/>	£
Strip Cloth Badge £5	<input type="text"/>	£
Metal Pin Badge £5.50	<input type="text"/>	£

#### CLASSIC SECTION BADGES

ITEM AND PRICE	QTY	AMOUNT
2.75" Cloth Badge £5	<input type="text"/>	£
Metal Pin Badge £5.50	<input type="text"/>	£

**POSTAGE** UK £2.00

(Please tick one) EU £3.50

Rest of world £4.50

### 4 PAYMENT METHOD & TOTAL

- Cash (only in person)
- Cheque (£, to 'Ace Cafe London')
- Bank Transfer: UK: Sort code: 40-02-26, A/C: 12707519  
World: IBAN: GB79HBUK40022612707519 BIC: HBUKGB4106F
- Credit/Debit Card. Please select type:  Visa  Mastercard  Eurocard  JCB  Switch  Delta

Card number

Start date   /   Expiry date   /

Issue No.

Security number    (last three digits from number on signature strip on reverse of card) (applies only to debit cards)

Name as it appears on card (IN CAPITALS PLEASE)  Signature  Date

Membership Total (from 2 above)	£
Badges Total (from 3 above)	£
Postage Total (from 3 above)	£
<b>Total to pay</b>	

59 Club, Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD, England  
Tel: +44 (0)20 8961 1000 Web: acecafe.com

## The Ace Cafe 80th Anniversary Album

### THE ACE CAFE 1938-2018 80th anniversary album



Ace Cafe London, having originally opened in 1938, teams up with Western Star Records to celebrate the 80th anniversary of the famous North London venue with an especially put together double CD album.

With its 46 rock'n'roll tracks focused on bikes and cars, and an enclosed eight-page copiously illustrated booklet the album, embodies the style and culture of Ace Cafe London and showcases the spirit that has endured through the ups and downs of this iconic British landmark.

Featuring an array of British bands and artists, the tracks are rebellious, wild and frantic, much like the cultural shift in Britain that the Ace experienced from opening, throughout the '50s and '60s, and to date. This unique and very special double CD album reveals the Ace and the soundtrack of the Ton Up era and subsequent Rocker culture!

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# INTERNATIONAL SECTIONS

France  
Italy  
USA

THERE ARE SECTIONS that meet in various countries, the proviso being that all section members are up to date members of the London Club and that membership is not exclusive to those who meet in Sections in any given country.

The 59 Club takes its ethos from the church where all are welcome. There is and never has been a probationary period to join, no dress code or motorcycle type exclusions. Indeed all are welcome who share an interest in the Club and its traditions; that is the very reason the club started. This has always been the way the Club has functioned and will continue to do so into the future.

We are not associated with, or ever have been associated with any patch or 1% clubs.

There are some 'so-called' 59 Club Sections using the Club logo who have no membership of the main London Club, and as such are NOT part of the 59. Any true member will have a five-digit membership number, which is held on file at the London HQ. The Club has been kept going (now in its 60th year), by relying on annual subscriptions and unpaid Leaders.

The same goes for imitation regalia. Only regalia purchased through the '9' and Ace Cafe London, is genuine.

No-one has any rights to use the Club insignia other than London. It is a registered trademark, and the Club is also a registered church charity.

Only those Sections who fulfil the above criteria will be recognised.

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Matto Le D.

# HONDA

## Turbo Tim

**M**y connection with the 59 club started back in 1967. As a sweet sixteen-year-old Rocker, I rode my 200cc Triumph Tiger Cub to the Club in Paddington from the wilds of South West London. I was also a member of a young group of Rockers from the Wimbledon area. We used to race around Wimbledon, chasing the Wombles around the common on our 200cc and 250cc bikes! Also, a ride to the Chelsea Bridge tea hut for a cuppa was a regular occurrence.

In 1968 I bought a 250cc Royal Enfield “Turbo Twin”, took it to the Club and joined. It is a bit strange that the motorcycle was called a “Turbo Twin”, as it had no turbo, it was a twin cylinder Villiers two-stroke engine.

I visited the 59 club stand at the 24th annual Ace Cafe Reunion Brighton Burn Up and took the opportunity to renew my membership. The previous weekend I was taking part in sprints down Madeira Drive at the Brighton Speed Trials. My latest cafe racer (pictured here at the Speed Trials) is based on scrap parts for a Honda CX 650 Turbo combined with the front end of a Kawasaki ZZR. Having built many cafe racers and quarter-mile drag bikes over the last twenty years, all based on the Honda CX 650 Turbo, this is probably the most streamlined and ‘out of the box’ version so far! The engine with the turbo unit and fuel injection unit was literally pulled out of a skip full of scrap metal on its way to the smelter. Luckily for me, it was

spotted and taken out, then sold to me after an auction on eBay.

The frame was from my stock of old CXT parts. Most of the parts were from eBay. The excellent paint job, done by a local bike painter to me, is in original Honda CX 650 Turbo colours, candy blue and pearl white – the only colour option for the 1983 Honda CX 650 Turbo model. One of the most challenging jobs was the Streamliner fairing, as it was very difficult to fit around the clip on bars. The fairing is in three parts and was fabricated by a friend of mine, Mike, from the Super Twins Drag Racing Club. The steering lock, from left to right is minimal, which makes it rather difficult to manoeuvre in the pits, but I like a challenge!

I’m the only person to my knowledge to take a cafe racer to the Ace in London and then to the opening party of Ace Cafe Orlando in Florida, and have also shipped a Honda CX 650 Turbo cafe racer to the USA for display at the prestigious Barber Vintage Festival in Alabama, and the AIM Expo in Florida. Whenever I can, I race the bike with the National Association of Super Twins at Shakespeare County Raceway, amongst others.

In conclusion, I would like to thank all the volunteer 59 Club guys and gals for their hospitality on Madeira Drive, the refreshments offered to members is a very welcome sight! See you all again soon.

**Turbo Tim**  
Membership Number: 17963



# The French Connection

**A**s a way of meeting up with members of the 59 Club's long-standing and enthusiastic French Section on their home ground, plus several members from the UK, my husband and I visit the Salon Moto Legende bike show, which also includes an Ace Cafe London stand.

Held annually in late November, it's an eclectic exhibition of classic and modern machinery, with over 150 trade stands, including builders, importers and manufacturers in the "Village Professional", 60 plus assorted motorcycle club stands (including the 59 Club), the members of which are on hand to answer questions about their respective clubs, the bikes and who are happy to offer technical and purchasing advice. There is also the all-important hall full of auto jumblers, where you can pick up anything from a hard to find

exhaust to complement your winter project, to a second-hand Lewis Leather jacket.

The show, with several refreshment spots, including an expensive but hard to resist artisan bread, cheese and charcuterie shop, and open from Thursday to Sunday night, is a rallying point for everyone who is into selling, buying or the joy of simply admiring collectable motorbikes. It is also a unique opportunity to meet and enjoy the company of like-minded people, and even discover bikes that you have perhaps never heard of let alone seen before! Every year depicts a specific marque. In 2018, there were two celebratory showcases, Triumph and the Honda CBX.

Although the weather on this occasion was cold and wet, there was great cause for celebration, as the French Section was awarded the 'Coup de Coeur', which roughly translates



Some of the members from France and London at the Salon Moto Legende.



to 'Cup of the Heart'. The trophy will be on display at the newly established 59 Club Museum at All Saints Church! As always, they also organised a fantastic rock'n'roll party with live music, food and wine on the Saturday night in a nearby venue. Our thanks to all the French 59'ers for making us so welcome.

We've stayed in the same quaint hotel, though the older we get, the more daunting its steep spiral staircase becomes, but on the plus side, it is opposite the magnificent Chateau de Vincennes, a massive 14th century royal fortress, dating back to 1150 and Louis VII, in the town of Vincennes, today a quintessential suburb of metropolitan Paris.

To get to Salon Moto Legende, you can walk through the picturesque Chateau grounds, swing a left into Parc Floral de Paris, a public park and botanical garden created in 1969, and follow the path to the show's ticket office – It's the most pleasant arrival to a bike show that I know of!

Pictured is Claude (France) and Gary (London) accepting the trophy, 59'ers from France and London, plus a couple of the Triumph's that were on display

If this "French Fancy" appeals, check out: [www.salon-moto-legende.fr](http://www.salon-moto-legende.fr)

**Linda Wilsmore** Member 027274



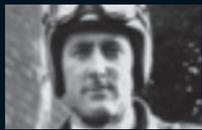
Claude and Gary being presented with the Coup de Coeur at Salon Moto Legende.

# TIMELINE

## VICARS AND LEADERS OF THE 59



1962-1969  
**Father Bill Shergold**  
— chairman  
Founder of the 59 Motorcycle Club  
and President until 2009



1969-1971  
**Father Graham Hullett** — leader  
Assisted part-time from 1965,  
becoming a paid Leader from 1967 to 1971.  
He ran the club with Mike Cook from 1969 to 1971



1965-1992  
**Mike Cook** — leader  
Leader from 1965, became a paid Leader from  
1967 to 1992. He ran the club from 1971 to 1992



1993-2018  
**Father Scott Anderson**  
— chairman and leader



1973 to date  
**Dick and Yvonne** — leaders  
Members since 1969



1973 to date  
**Gary & Sandra** — leaders  
Members since 1968



1970 to date  
**Pete** — leader  
Member since 1965



1981 to date  
**Del** — leader  
Member since 1976  
1981 to date



**Sandra**— leader  
Member since 1977



1983 - 1991  
**Steve & Heather**  
— leaders  
Members since 1975.



1980 to date  
**Geoff** — leader  
Member since 1976

1992  
End of grant funding



2009 -2015  
**Father Denis McSweeney**  
Assisted Father Scott 2009 to 2015



2018 to date  
**Father Sergiy Diduk**  
— chairman and leader



# Brush with Speed

## The Art of *Nik Gernert*

**N**ik Gernert is an Artist and illustrator working in a distinctive Lowbrow freakout style which is a combination of all of his influences, from '70s psychedelia to '50s and '60s lowbrow and kustom culture. He has designed and illustrated for bands and brands both in the UK and internationally.

Nik has been creating weird and wonderful drawings since childhood; "I was always drawing as a child, mostly drawing monsters and drag cars. After school, I blagged my way into

art college but left a year into a degree because it wasn't for me." He started drawing more and more, designing album covers and posters for friends, local musicians and venues. "I started to go to car and bike shows and Kustom art events which began to influence my style. Then after a few years of being a punter at these shows, I became an active part of events like Hot Rod Hayride and The Trip Out."

There is another dimension to Nik's work which you might have noticed... "Along with the kustom scene, music has always been a





big influence on my work, particularly a lot of '60s/70s heavy psychedelic stuff as well as underground artists from that era." In his home studio, Nik surrounds himself with inspiring art from such legends as Robert Williams, Robert Crumb, Ed Roth, and Victor Moscoso.

As an illustrator, Nik has worked for various underground clothing brands, bands, and bike events on branding and illustration. We asked him what some of his favourite projects have been; "I always enjoy doing album cover artwork for bands, especially if it ends up on vinyl. I also have a great relationship with Michigan based bike builders Gearheads, designing all of the branding and merch for

their annual event over the last few years. They are always fun to work with."

Working as a full-time designer and illustrator is the dream for many aspiring artists, and Nik has worked on some pretty cool projects. We asked him what his favourite parts of his job are; "It has to be the community surrounding lowbrow art and the kustom scene for me. I've met some really awesome people through doing what I do, both online, and in person. Not much beats travelling out to Europe with my art and meeting other likeminded artists from across the world like the guys from Defenders of Good Times whom I met at Kustom Kulture Forever in Germany, and the Arctic Pinhead Pinstriping





Crew from Finland, whom I met in the UK and then they invited me to exhibit at their show in Finland.”

With all these European shows and design projects on the go, we’re wondering if Nik ever has time to relax? And if he does, what would that involve? “To be honest, I never switch off. In my spare time, if I have any, I have some other creative hobbies. I help a friend out (East Coast Buggies) who has a business making manx style beach buggies

and importing and doing up ’60s and ’70s panel vans. I do some trimming and interior work for him. My current personal creative projects also include two magazines I’m about to put out. One is called *Backcombed* and is a homage to all things big hair. And the other is called *Die Hards and Unitards*, which is all about the heyday of Wrestling. I have eclectic interests!”

instagram @nikgernert  
facebook.com/nikgernertdesign

# A Weekend in Paris

**J**ust four of us drive out in the very, early hours, of Friday 23rd November 2019, with Neil driving Alan, Gary and myself. We were off, for the weekend, to meet up with 59 Club France. First stop was breakfast at the Eurotunnel, whilst waiting for the train. Not that we needed to worry as the car seemed to be full of sweets and treats.

Martine had booked us, and another 30 plus French and Belgium Members into a hotel and the parking nearby, which was, very conveniently, within walking distance of the Saturday evening Party Venue.

She had also mentioned that there was a restaurant nearby, that we should visit. Owned by a couple who used to race sidecars. So off we went to explore! Le Clairon was amazing. Full of motorcycle memorabilia and the food was excellent too! Certainly, a place to visit again.

We had already planned to go the Salon Moto Legende on the Saturday but travel by public transport, as it had always been difficult to park nearby. At breakfast that morning Neil had found that there was a bus, that stopped, nearby that went all the way to the Chateaux Vincennes. Then it would be a short walk through the Zoological Gardens to the Show. Perfect! By then there were six of us, as two more Belgium Members had joined us. A lovely married couple and I apologise to them now, as their names have escaped my brain totally. Sorry!

The Show is now over three full days and when we arrived there were no queues — something we had never experienced before. We decided to split up into twos, as we all wanted to look at different things and planned to meet up later at the 59 Club France Stand. So, Gary and I went off to try and look at everything. No mean task, as there are so many classic and vintage machines to see. Also, a huge indoor Bike Jumble. Eventually, Gary and I went back to the stand and was invited to join them for lunch. Whilst we were there one of the judges from the Federation Francaise Des Vehicules Depoque asked why the 59 Club France, who were a British Club (flags and badges everywhere) had Members Italian Bikes on display, Gary explained to them that when the 59 Club was started Members had whatever bikes they could afford to ride and that by then there were also, Italian, German, Harley's and Japanese bikes on the market. The Club itself has never had any restrictions on what Members ride. The 59 Club was, and still is, open to motorcyclists of all descriptions.

That said, later, Claude was informed that their stand had won 'The Coupe de Coeur' — roughly translated as 'Cup of the Heart'. It was a prize for the Club that best embraced the spirit and comradery of motorcycling! Wow! How fantastic was that! Martine and Claude, along with several Members of 59 Club France put a lot of effort and hard work into both their Section and the stand. I was just so proud for them! Later we all trooped off for the cer-



emony. There were two other cups presented first then it was our turn. Claude, Gary and Mark Wilsmore went up to the stage. Obviously, the noise level went up as by then; there was a huge group of French 59ers cheering! After the speeches, Claude insisted that Gary took the cup home to the 59 Club in England as we are all part of the same Club. After that Gary was renamed 'Gary le Coup'.

We took it back to the stand for Members to see and take photos before we were all invited to the Ace Cafe Stand for tea and cutting of the 59 Cake that had been made by one of the Members. Hopefully, she makes one every year as it was scrumptious! More photos ensued! Then it was time to return to the hotel. Claude and Martine, kindly, drove us back in their van, So no bus for us.

That night we walked to Corcoran's for the party and met up with Linda and Mark. It's a huge Irish Pub, and already there were loads of Members, standing around the bar, imbibing in liquid refreshment. Before long we were all seated, and the food and wine appeared on

our tables. The band started playing, and the dance floor was immediately filled with bodies, dancing, bopping and strolling. The atmosphere was fantastic. Gary had also brought 'The Coupe de Coeur' along for everyone to see before it was, safely put back in the bag, to travel home to England.

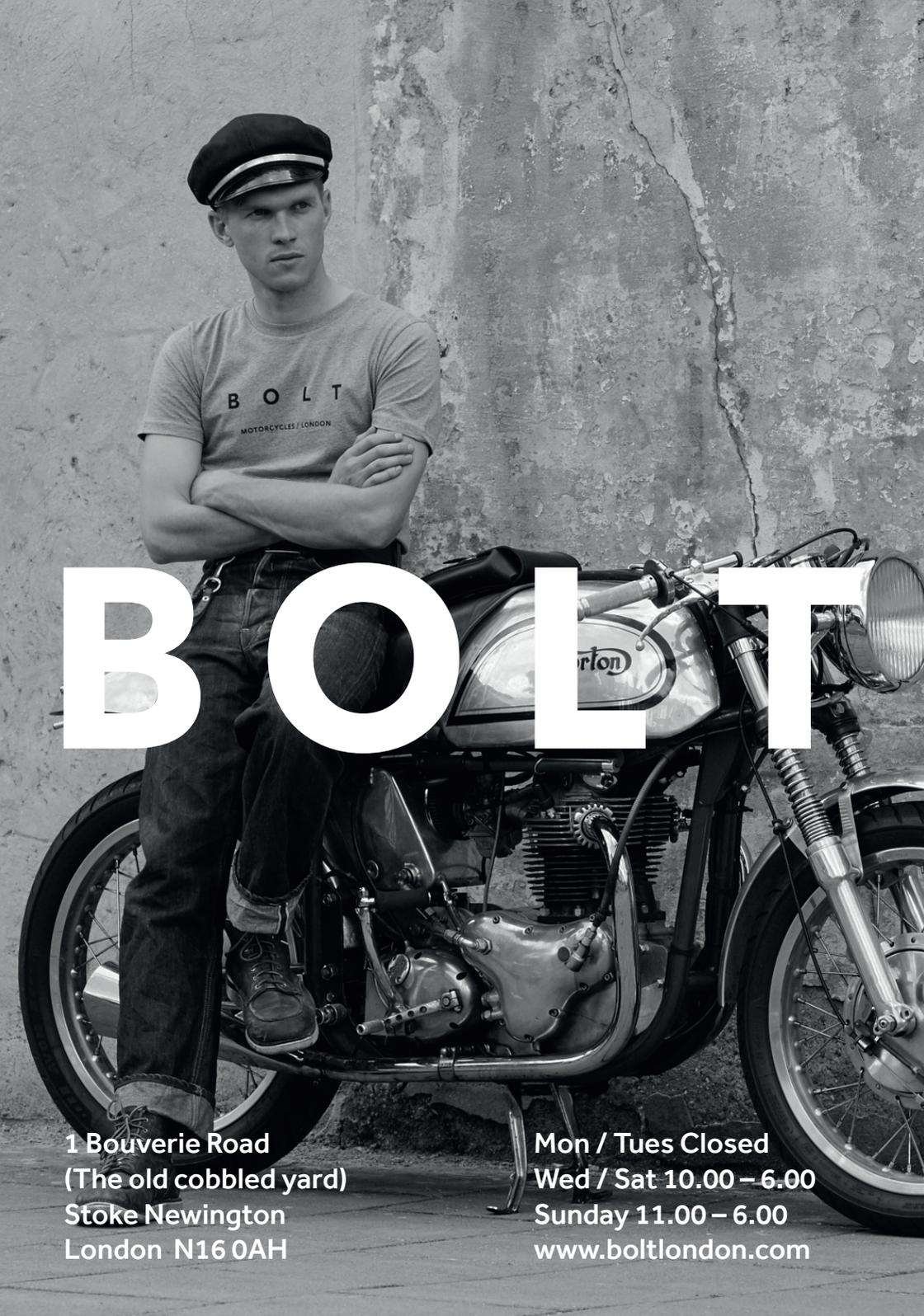
Eventually, the party finished, and we walked back to the hotel. The hotel doors opened, and the night staff looked on in amazement as a large group of us strolled in together, many of whom were wearing leather jackets and 59 Club Badges.

The next morning the breakfast room was full of 59 Club Members. It was quite surreal! Eventually, we had to say our Goodbyes and leave as we planned to stop off for a late lunch, at a restaurant by the beach, in Le Touquet, on our way to Calais.

Thank you! 59 Club France! Back next year? We certainly hope so!

**Sandra Hall**  
Membership No. 018914





# BOLT

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