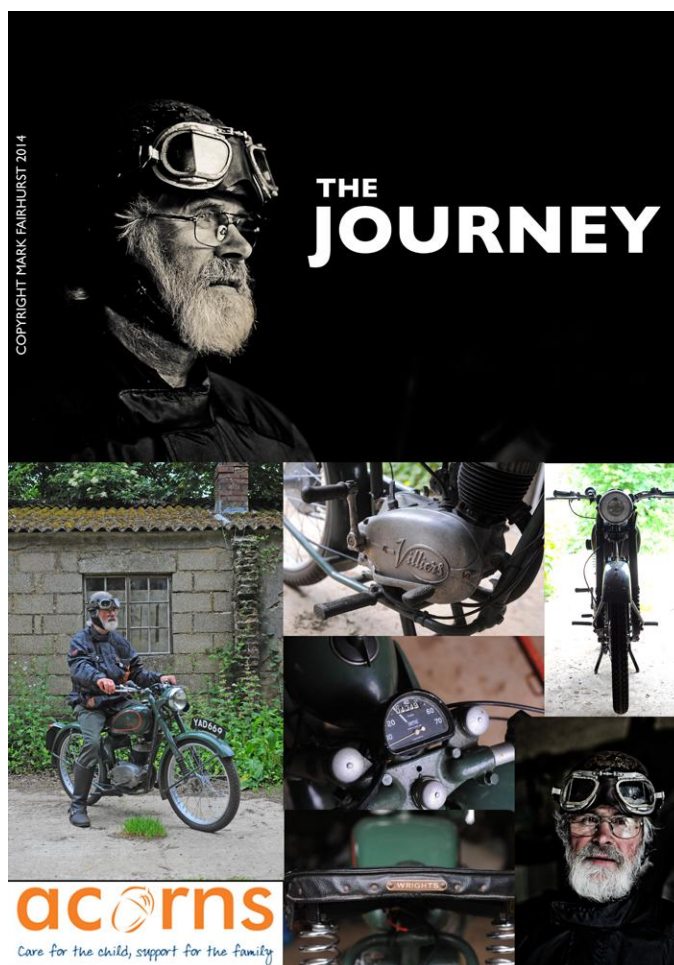


The Cotswold Section of the Vintage Motor Cycle Club



Newsletter

Issue 97 – August 2014



Dave Bovenizer KOBİ requests your support for his latest venture
Image courtesy of Mark Fairhurst

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Copies of the Newsletter can be obtained from our web-site, by letting the editor know that you want to receive it by email or by sending 6 stamped self addressed C5 envelopes to the editor.

October 2014 deadline is 20th September 2014

From the B190

It was good to have feedback on items in the June Newsletter. Peter Sparkes responded to the photographs found in a bookshop, in that he has owned the NUT since 1961. Two responses explain why the Felix Burke Road Trial is so named, and one person commented that he was inspired by the Bill Phelps story of his Dandy.

Reg Eyre KOB

Happy Birthday

Bristol Section organised a meeting to celebrate the 90th birthday of Wally Flew KOB. Wally has always been a good friend of the Cotswold Section and we add our best wishes to others on his landmark birthday.



Wally on arrival at the pub having taken an hour driving from the wrong pub just six miles away and some of the bikes that well-wishers had arrived on.

Dave Bovenizer KOB

Anyone who knows Dave will know that he is subject to flights of fancy. This time, he has decided to ride around the edge of Gloucestershire in a day.

As he puts it, "Here is the gist of what I am proposing to do, I hope its okay.

On 16th August I am going to circumnavigate the county of Gloucestershire on a 1959 Excelsior Consort with the power output of 98cc. The run will consist of approximately 320 miles; I hope to complete the run in 12 hours.

I am doing this in order to raise some much-needed funds for the Acorns Children's Hospice www.acorns.org.uk. My reasons for choosing this charity are simple. I have been lucky enough to have healthy children, and now healthy grandchildren, I am blessed, many are not so lucky.

I have collecting tins, sponsor forms and people can go online at www.justgiving.com just add my name (David Bovenizer).

I am claiming no expenses for this venture, all monies collected will go directly to the charity. Please help if you can. Every penny counts.

I would like to take this opportunity to thank Dave Pritchard who devised the route

that I will be using, and to Mark Fairhurst photographer, who gave his time and expertise in order to help publicise this event. Neither Dave nor Mark has taken payment for their contribution. Thank you.

David Bovenizer KOB

PS: anyone wanting to come along for the ride will be very welcome

Felix Burke Road Trial

Why the Felix Burke Road Trial is not named after Arthur Mortimer.

The first Cotswold Road Trial took place in 1955 and Arthur didn't join the VMCC until mid-1961.

The Cotswold Road Trial metamorphosed into a navigational trial when it became necessary to find an alternative to the restrictive Control of Motor Rallies regulations in 1969 and assumed the Felix Burke name after Felix passed away in 1982.

Bill Phelps

Felix Burke was secretary and organiser of the first Cotswold Road Trial in 1955 (when the Section was formed). In 1968 the introduction of the Control of Vehicle Rallies regulations made it very difficult to organise a traditional time, speed and distance event, so it was decided to make the 'Cotswold' a 'scatter' trial with a road safety theme whereby competitors were not individually timed or regulated for speed but were left to select and navigate to a number of controls where questions were asked and marks awarded for correct answers. An overall time allowance was set together with a target number of controls visited and an overall mileage limit. The 'authorities' were satisfied, but a lot of work went into putting it together. Arthur, (who joined in 1961), was involved together with several others in 'devising' a new format but the planning, 'legwork' and negotiation was in the hands of Joe, with Les Forge as Clerk of the Course working in collaboration with Councillor May Dent, as County representative, and Sergeant Don Chidzoy of Gloucestershire Police (County Road Safety Officer). Don gave a lot of his own free time to the project, and Les' knowledge of Cotswold highways and byways was unsurpassed (as a retired businessman he operated a private tour company in the area and was a keen member of the Section). Many hours were spent and many miles covered (at no cost to the Club!)

The fact remains that Felix Burke originated the "true" Cotswold Road Trial and the established 'commemoration' by associated name is correct!

Best regards, *Joe Fryer KOB*

Bollée burn-up at Banbury

The Editor is a persuasive man, is he not? It was at Wally Flew's 90th birthday celebration that Reg and I were comparing notes on Pioneer, and Banbury Runs. Listening to my own sob story he extracted a promise to write it up for the

newsletter. I didn't take much persuading, for I have always had a soft spot for the Cotswold Section, which was my first VMCC Section a long time ago. Those were the days of a much smaller VMCC. The nearest thing to 'autojumbles' were Section bring-and-buy sales (at which, one Joe Fryer was the demon auctioneer). The introduction of the 25 year rule made my pre-war Vincent-HRD eligible and I was awarded the Post-Vintage tankard for attendance before I left the area. Those were the days of Peter and Audrey Moffat, the larger than life Felix Burke, Les Hurrell (of 'Hurrell Hall' fame), and the late Arthur Mortimer whose funeral I was sadly unable to attend. Although 'big noises' in the national club they all had time for a young enthusiast and helped foster a lifelong interest in vintage bikes. Credentials over, what is my Banbury story? I believe that the future of vintage and veteran bikes (rather than just 'old' bikes) is with members who start off with the bikes of their youth, and gradually work backwards! So I eventually got a real, vintage HRD (Banbury eligible), and later a 1909 TT Triumph (Pioneer eligible). More recently I tracked down a 19th century Leon Bollée tri-car. It promptly broke my wrist while starting it, (nothing to do with thumb position, which I know about), so that was 2013 over! For 2014 it was entered at Banbury – a venue fairly close to home. A passenger, carried in the front seat, is an overall asset, as they are available to push up hills! My sister, Mary Roberts, would have been an obvious choice, but she was entered for her first Banbury outing on her Rex-Acme. She also demonstrated her enthusiasm by recently buying a van 2 inches too short to transport a Bollée! Fortunately a neighbour's trailer just accepts the tricycle, and another friend volunteered for the 'airbag' seat in front.



The Bollée at the start and Ros, (having volunteered for pushing, airbag duty, and offering her fleece to the 'God of fire'.

Shades of Arthur Brown!

A previous, short outing had gone badly, but appeared to be due to a fuel blockage – subsequently fixed.

On the day Clive, with the trailer, drove us to Gaydon. This year the car park was a little remote from the assembly area, so the Bollée had to be started (very cautiously, as I am still afraid of it) and driven up, which all went without a problem. At the start line it restarted without too much difficulty and we (myself and passenger Ros) were away. Lighthorne was my main worry, having both

downhill (brakes only on the rear wheel) and uphill (1898 power, and flat belt drive) to worry about. Ros had to get off and give a shove to restart up the hill. The rest should have been easy, but soon, however, it's running deteriorated, until we had to stop. Tick over was still okay, but it wouldn't accept any throttle. A carb strip revealed nothing untoward, so in desperation, I tried removing a jet to richen the mixture. After more cautious, but strenuous, cranking it ran well enough to set off again. Somewhat further on, whilst descending a hill there was a screech, and something tightened up – not enough oil somewhere. The lubrication is, as you can imagine, primitive – a drip feed to the cylinder, and greasers to the mains which are just bushes in chassis lugs. This initially seemed terminal, but upon stopping it would all turn, so more oil and grease were applied, and then more strenuous, and scary, cranking. Taking a short cut, in the hope of finishing, the Bollée bowled along again and life was good.

We were at the last roundabout, when I messed up a gear change and stalled the even more poorly running engine – no constant mesh or synchromesh in the 1890s, nor even a clutch as such. We pushed into a nearby lay-by in front of some houses, more strenuousness' activity and scariness was applied until it restarted, (as I recollect, but memory is hazy about here). Then Ros shouted 'we are on fire!' and this was a burn-up with a difference! Naturally I did what came naturally (but not sensibly) and attempted to quell the carburettor fire with my gloved hands. Not only did it not succeed, but soon the pavement, (spilled petrol), Bollée, and I were all on fire. The jet in my pocket did little to restrict the petrol flow, so it was rapidly quite a serious fire (fortunately it was an all brass carburettor, so did not melt like a typical Amal would).

The fire on my gloves was easily patted out on the ground. Turning off the petrol supply, (which should have been a much quicker thought), started to limit the ferocity, and moving the tricycle a yard or two stopped the pavement and carb re-igniting each other so that the former could be stamped out. I had pictures of a burned out hulk, (reminiscent of Mary's AJS a couple of years ago), and even worries about the adjacent hedge and houses. Meanwhile, Ros threw her fleece into the combat, and a couple of bystanders came running with a small fire extinguisher. However, by this time the panic was over, the flames petering out – and fortunately for me, the damage was limited. The house owner provided some wet towelling to cool the hot bits, and glasses of squash to cool Ros and me. We should have pushed it the relatively short remaining distance for a 'finish', but I was all-in so we called up Clive and the trailer.

Not quite the Bollée burn-up at Banbury that we intended.

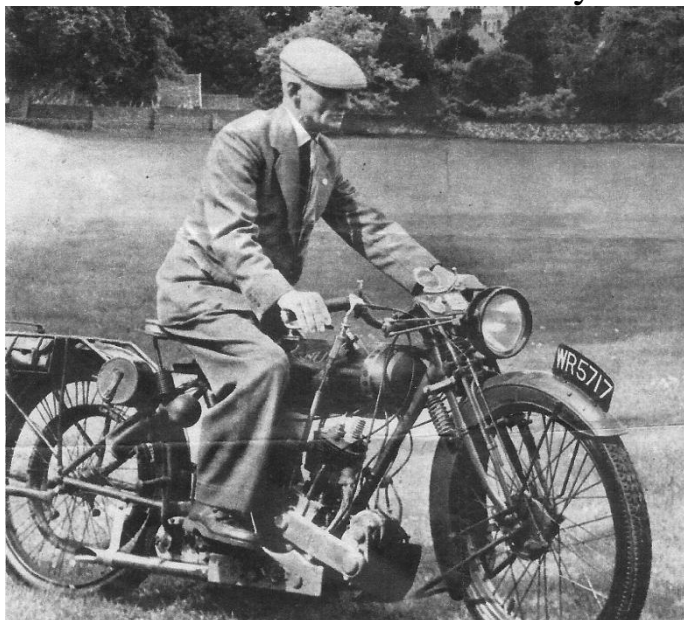
Jacqueline Bickerstaff

(The Bollée was known as a reliable machine, proving itself in 1897 by travelling from Paris to London, completing the London to Brighton 'Red Flag Run', and travelling all the way back to Paris – Editor)

It's my NUT!

I have been the owner of the machine WR 5717, shown in the previous Newsletter since 1961, having purchased it from Captain Collier, who had earlier bought it from George Swain, a professional photographer from Norwich. The attached grey image is from 'Motorcycling' and shows George Swain on the bike in September 1956.

I have also sent a picture of the restored machine which I am using this year. The clutch cable has now been correctly re-routed.



LAST week, this page raised the curtain on Britain's newest design trends with one of the first photographs of a 1957 machine. Here is a model—still giving good service—which appeared as part of its manufacturer's "new programme" half a lifetime ago: a 1920 Northern-built N.U.T. 500 c.c. twin, posed against a yet older tribute to craftsmanship, eleventh-century Norwich Cathedral. On the machine handle-bar are the badges of the Collectors' Club, the Vintage M.C.C and the Antique Motorcycle Club of America.

MOTOR CYCLING, September 6, 1956



Bliss is ...

Bliss! I am sitting in the balcony overlooking the sun kissed golden landscape touched by the early morning rays. The sweet smell of wild fennel complements my breakfast of local fennel seed biscuits. Yes; it is still very early; silent and fresh with the faint sound of farm dogs barking in the distance. Not even this is enough to break the eerie silence. They simply blend in with the picture perfect view. I have been sitting here for a while now, soaking it all in.



It is a special day today. The Military Vehicle Club of Gozo has invited me for a Sunday morning run. The club is very active, especially on the restoration front. Their skill and determination to achieve a perfect result, in my opinion, merits a top award. The thing that struck me the most is the teamwork and collective effort for each restoration, regardless of ownership. They regularly organise shows and this Sunday morning meeting is a weekly affair.

The club was officially formed by a bunch of like-minded enthusiasts in 2002, and now boasts a total of 30 members. Not bad for such a small island.

The Run:

I had been entrusted with the mount of a 1940 Matchless G3. Quite fitting actually, as I used to own one many years ago, but sold it before I got round to doing any restoration work. We all do silly things in life that we live to regret. My original Matchless was actually powered by a very rare G3R engine.

We all met at Nadur Village and set off towards Marsalforn Bay for breakfast. I settled for a lovely glass of tea with lemon. It was nice to catch up with old familiar faces and hear what each has been up to over the last year or so. Once all the food was consumed we set off in convoy towards the capital, Victoria, and then down to Dwejra where we stopped for a short while to see the famous Inland Sea, Azure Window and Fungus Rock. The road down to the bay is very picturesque and with its steep sharp bends makes for most enjoyable bike riding. Just before the valley edge on the left, the wall is only one foot high, so care must be taken, although the road is quite wide at this point. Wow! That has taken me back a few years. Just before the valley is reached, the road cuts through the hillside producing a tall bank each side.

There are a couple of BSA M20s and Matchless G3Ls, a Norton 16H and my steed the G3. That takes care of the motorcycles. Then there were cars including a WW2 Jeep, a Hillman Utility in Maltese camouflage, a Ford and a 1953 Jeep.

The twisting road back up is just as exhilarating. Third gear and it pulled like a steam train on a mission. I feel I could wind her up and overtake the lot. Rest assured I did not attempt such a feat. Seventy-three years old, and borrowed. I don't think so.



The average speed was about 20mph. This is done for a couple of reasons. The first, being the poor state of most of the roads. I definitely would not have liked to go any faster with no rear suspension and a single spring girder fork taking care of the front. The second is quite obvious. Gozo is only nine miles long and six miles wide. This pleasurable Sunday trip has to be prolonged as much as possible. Any faster and it would be over in half an hour.

Next, the familiar meander around rubble wall lined country roads to the village of Ghasri descending gradually through the valley under Zebbug down to the coast road. Zebbug was bypassed, as the village takes up the whole of the plateau leaving the last portion for a dangerously steep potholed winding road down. The recently laid (last few years) road surface down to Dwejra was indeed a pleasure compared to this. I had used this road a few days before, and would not have fancied descending on the G3.

The coast road passed by almost two miles of saltpans, which are still used today. These are a series of large interconnecting rectangular pockets, which were carved out of the foreshore in the times of the Knights of Malta to collect salt from the sea through evaporation.

By now the full power of the burning sun is starting to show its might and it is time to head back. Along through the minuscule bay of Xweini then Qbajjar, Marsalforn again and up through Xaghra where stands the oldest man made structure in the world. The Ggantija temples built 3600 BC. The view up from Marsalforn is breath-taking. You have the bay and open sea to the right, the statue of Christ the Saviour in the centre and the Citadel and Victoria to the far left.

Next village and end of run back to Nadur where the G3 and I part company with thanks going to the MVCG for such a wonderful tour round Gozo, (potholes and all). I would also like to take this opportunity to suggest to anyone with an interest in Military vehicles planning to visit Malta to get in touch with a committee member of the club and sample Gozitan hospitality first hand.

For more information please have a look at their website <http://mvcgozo.com/>
Even better, why not become a member?

Dennis Grech

KOBI Writings

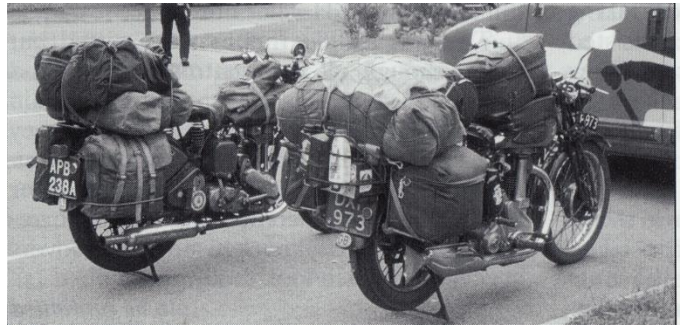
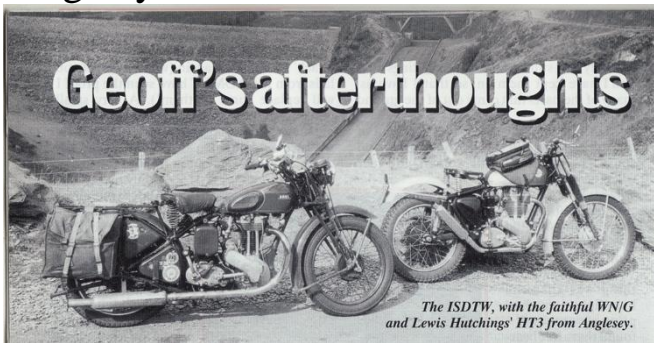
Our new leader, Tim Penn KOBI, who admires the writing of Geoff Hayes KOBI, sent the following article to me. It is used with permission from the Ariel Owners Club magazine *Cheval de Fer*, January 2003.

International Six Days Trial of Wales 2001

“Further to the enjoyable account by John Coverdale of the ISDTW 2001, there were some more Ariels involved other than those of Howard Duddles and Len Ore. Namely, Darol Baker 1955 VH, Gary Baker 1955 NH, Bernard Checklin 1955 KH, my 1939 W/NG and last but not least, Lewis Hutchings 1954 HT3, on which he competed in the ISTD in Wales in the 1950s. The HT3 had previously

been stolen from Lewis, wrecked and set on fire, but was re-built for him by Draganfly. Ariels were the second most numerous make - ideal machines for the purpose among the fifty-odd, very odd in some cases, participants.

Regarding the French contingent, Louis Mialon deserves a mention; he has only one arm and rode a 1980 Honda CB 400 automatic, *quickly!* A remarkable man! John Coverdale mentions his mileage of around 800. As I rode up from East Sussex and after the event carried on to North Wales to visit my sister, stayed two nights and then rode 330 miles back home, I clocked up 1450 miles in eight riding days.



The Ariel was of course untiring, but the riding around Wales was quite knackered. One of the Frenchman said that the three-week 'Tour de France des Motos Anciennes' was like a rest cure by comparison. I didn't do the ISDTW this year as the W/NG and I were on our fourth Tour de France, clocking up 2360 miles in the three weeks. Down to the Med and charging up and down the Pyrenees, so called because they are shaped like those old conical fire extinguishers?

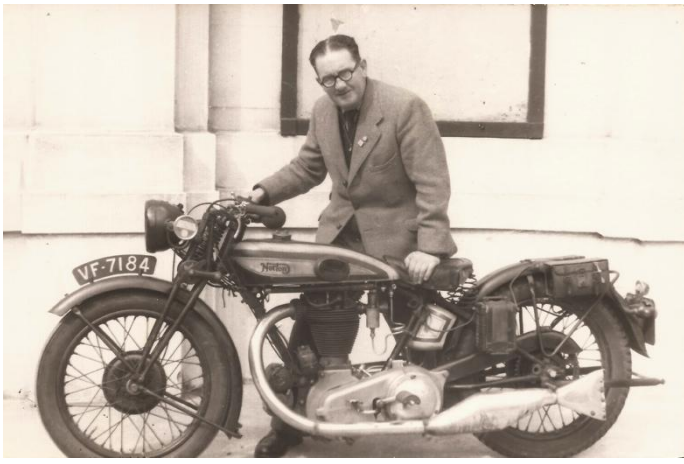
The W/NG climbs better now it has some 1947 RH cams, still did 80mpg and only used half a litre of 20/50 oil. A worthy old soldier, unlike the rider."

Geoff Hayes KOB

Photos from a bookshop – A Thank You to my mate Alf



The main questions, for which I am seeking answers, are: Who is the main character? Do you recognise or own any of these machines?



Cotswold Section Diamond Jubilee Celebration

The 26th Cotswold Weekend was converted into a celebration weekend. Camping members assembled on Friday for a social gathering at Tobacconist Farm in Minchinhampton. The following morning they assembled for a social run to Chedworth Village Hall for a coffee/tea break before going for another social run, which aimed to return for a celebration lunch. Meanwhile, invited guests from the Cotswold Section's past arrived to be present, and presented, at the lunch. The village hall was laid out for about 90 people and lunch was prepared and served by the staff of Denfurlong farmshop with everyone getting the courses they ordered.

Brian Keeling then introduced the guests including Fred Smith Senior, who was a founder member of the Section, some KOBIs, which the Section is responsible for(?) and our best known sporting member Ken Tilley. Ian Young then gave a vote of thanks for all who had contributed to the Section and made the lunch happen. Bob Prodger from Aberdeenshire was presented with a trophy that all those at the lunch had voted as 'the machine they would most like to take home.'



Two images showing how I failed to capture the number of machines attending the lunch.

The Cloverleaf (Diamond Jubilee) competitive run took place the following morning. Paul Button was trying out another innovative idea for a competitive run, which should include riding some difficult Cotswold lanes and the answering of

questions on the route, thereby proving that they had traversed the route. The route consisted of three loops, (i.e. three route cards to be followed in the correct sequence), with a change of answer booklet each time the rider returned to the Start at Miserden Village Hall. The placing of the ‘clues’ was clearly marked on the route sheets and each question had supplementary questions of a ‘vintage motorcycle’/general knowledge theme. Each loop could also be traversed in the opposite direction, which meant that riders were sent out in six different directions. Sadly, the first loop for everyone was ridden in the rain! However, it was dry for the remaining routes. Some riders took their lunch break between routes two and three whilst others opted to do all three routes before having lunch. The food was served by Fred Smith Junior and Sue with most riders complaining that the cheese was too huge for them to manage!

Many riders from outside the Cotswolds were surprised at the state of the lanes around Gloucestershire and wonder if the County Council are aiming to restore the road conditions that existed before the 1920s. That would be fine, except that the majority of road users cannot tell what is happening outside their cars because of the noise from their mobile phones, air conditioning or their sound systems.

Thank you Paul for allowing us to explore little used lanes and the novelty of your event. Some people did think that the mileage was too high at 72miles, but I thought we were part of the Cotswold Section hard seat riders!

Stop Press – Results arrived next day!

Cloverleaf Rally Class Winners

Veteran	No Finishers		
Vintage	Dave Rodgers, 112	Brian Keeling, 110	
Post-Vintage	Reg Eyre, KOBI, 121	Bruce Grant, 114	
Post-War	Pat Robotham, 118	Nigel Percy, 109	Tom Barker, 103
Post-1960	Bob Prodger, 119	Dennis Geldard, 112	Chris Roberts, 99
Post-1975	Roy Plowman, 103	Mike Davis, 97	



Bill Craswell’s photos showing the diners at Chedworth and some of the machines at Miserden at the Cloverleaf Rally on the Sunday.

COTSWOLD SECTION CALENDAR - AUGUST 2014 to OCTOBER 2014

August

3rd	Sidecar and Three-Wheeler Run	The Haw Bridge Inn, Haw Bridge, Tirley, Gloucester
6th	Mid-Week Social Run	The Bell Hotel, The Green, Frampton-on-Severn, Gloucester
6th	Mid-Week Rally	The Bathurst Arms Inn, North Cerney, Cirencester
10th	Summer Meeting	The Daneway Inn, Sapperton, Cirencester
13th	Mid-Week Rally	The Gardeners Arms Inn, Alderton, Tewkesbury
20th	Mid-Week Rally	M&S BP Service Station, Barnwood Road, Gloucester
24th	Breakfast Run to Prescott Breakfast Club	Churchdown Club, Church Rd., Churchdown
26th	Committee Meeting	The Haw Bridge Inn, Haw Bridge, Tirley, Gloucester
27th	Club Night	

September

3rd	Mid-Week Social Run	The Yew Tree Inn, Chaceley Stock, Gloucester
3rd	Mid-Week Rally	Fagin's Inn, Stroud Road, Brookthorpe, Gloucester
10th	Mid-Week Rally	The Walwyn Arms Inn, Much Marcle, Ledbury
14th	Summer Meeting	The Bell Inn, Shurdington, Cheltenham
17th	Mid-Week Rally	
20th	DEADLINE FOR OCTOBER 2014 NEWSLETTER	
23rd	Committee Meeting	Churchdown Club, Church Rd., Churchdown
24th	Mid-Week Rally and Barbecue	The Haw Bridge Inn, Haw Bridge, Tirley, Gloucester

October

1st	Film Show	Churchdown Club, Church Rd., Churchdown
4th	31st Cotswold Night Trial	The Aviator Inn, Staverton, Cheltenham
5th	20th Belt and Braces Run	The Cottage, Hartlands Hill, Minsterworth
8th	Section Library - Viewing Night Confessions of a photographer	Churchdown Club, Church Rd., Churchdown
15th	with a one track mind - Peter Berry	Churchdown Club, Church Rd., Churchdown
19th	Winter Wandering	The Woolpack Inn, Slad, Stroud
19th	Social Run to Engine Society Open Day at Sevenhampton	The Woolpack Inn, Slad, Stroud
22nd	Club Night	Churchdown Club, Church Rd., Churchdown
28th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
29th	Club Night	Churchdown Club, Church Rd., Churchdown