

# The Cotswold Section Newsletter

Issue 87 - January 2013



**Len Ore 1933 – 2012**

## Memories of Len:

Len Ore

In case there is anyone who is still unaware, sadly I have to inform you that Len Ore died on Saturday 8<sup>th</sup> December 2012.

On returning from an Ariel Owners Club dinner, he put the car away and then collapsed and died in his kitchen.

Len was a very well known and very significant member of the VMCC having been National President and also Chairman of the Cotswold Section plus being Vice-President of the Ariel Owners Club.

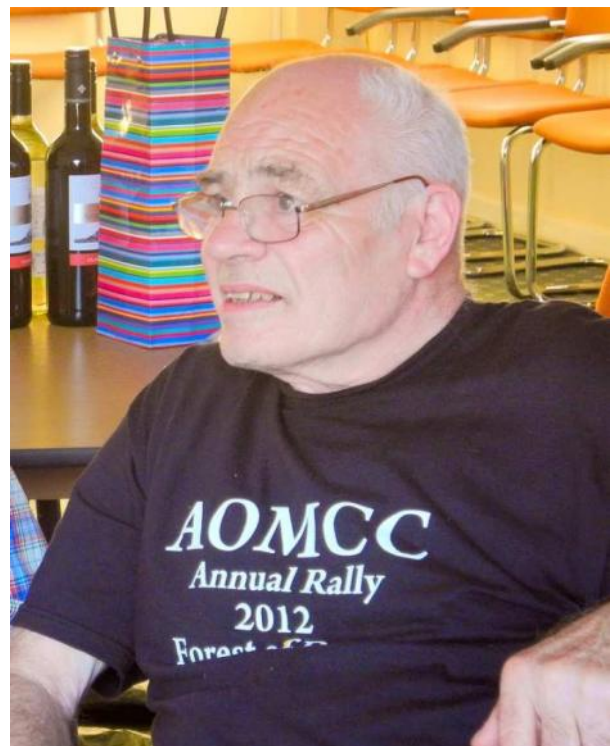
If anything needed organising, or anyone needed help he was more than willing. He will be sorely missed in club life.

Our thoughts and sympathy at this time are with Elvira, Michael, Les and Mel who must really be feeling the loss at this sad time. I think we would all like to extend our best wishes to his family at this difficult time.

The funeral was on Thursday 27<sup>th</sup> Dec at 1.30pm at Cinderford Crematorium followed by a wake at the Lydney Masonic Hall.

In memory of Len I would like to ask all of you to be silent for one minute with your own memories of Len.

*Brian*





I first met Len, in his Ruspidge cottage on the evening of 30<sup>th</sup> April, 1973. Mutual mate Sid Mason and I had ridden over from Sid's place near Leatherhead at Len's invitation to do some Cotswold green-laning the next day. And we did!

The best way I can characterise the day's doings, is to quote Sid Mason after our return to Leatherhead: Sid, who was in the SBS in the last war, and a professional road-racer after it, said "Len, he's a bit of a mad bugger, isn't he"!



I remember him well travelling to Zettmannsdorf here in Germany not many years ago on the old Huntmaster when he had a puncture on site and suffered some broken spokes too. Overnight Jens and I replaced the wheel with a spare one from my garage and in the morning he was so surprised that all was fixed again for him to carry on his ride. He sent me a "Thank you" card when he was back home and we were so happy to help him out!

Len and the Checklins travelled very long distances on old Ariels as riders of old age. Hope I will ride bikes when I am that old too!

*Klaus*

Yet another great gap in the Cotswold Section that it will be impossible to fill. May I convey not only my own condolences to Mrs Elvira Ore and Les, but also, on behalf of the Essex Section, to the Cotswold Section as a whole?

*Dick*



Elvira phoned us early this morning. I had a coffee with them last week at their house and he was saying that the very successful Xmas dinner he had organised would be the last one he would run. (And it was the best I have been to!) Ironically he had lent me his scrapbook because I wanted to use the article he had written for you, in the January Cheval de Fer and I needed a photo or two. So I enclose a couple of snaps, probably from his days in the Croydon Motor cycle club, and one from a recent run he had organised here in the Forest. He seemed fitter than I had seen him for a while... still with that irrepressible sense of humour. I was complaining about the annoying warning light that won't go out on my car dashboard. He said he fixed his by using electrician's tape and offered to show me how. He took me to his car – and demonstrated how effective his repair had been. He had cut a small circle of tape and stuck it directly over the warning light...

*John*



Len and Elvira with the 'Wallace and Vomit' mobile.

Many thanks for the use of images of Len from many sources - *Ed*



# The Cotswold Section

of the Vintage Motor Cycle Club



## Newsletter

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A Felix Burke advertisement from a Cotswold International – Felix and Rosina attacking a local ford – Name that ford?

The views expressed in this Newsletter are not necessarily those of the officers of the Cotswold Section or the Editor:

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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.

**March 2013 deadline is 20<sup>th</sup> February 2013**

## From the B190

Please may I thank all readers who contributed writings and images for this issue of the Newsletter, especially those connected with the sad news of Len's death.

This issue contains the second instalment of Gill Windeatt's Vincent trip and some thoughts about riding featherweight motorcycles. I have drawn on articles from the 1920s when writers were suggesting machines for the 'older' riders. There may be some pointers that have relevance today, such as the increasing numbers of riders taking part in cycle-motor runs. Here's hoping for a good year's riding in better weather for 2013.

*Reg Eyre KOB*

## From the Archives

I was loaned a copy of the 4<sup>th</sup> International Assembly programme from 24<sup>th</sup> – 25<sup>th</sup> June 1978. You will have already seen Felix Burke riding through a ford, but did you know Dave Pritchard was the Secretary of the Meeting? No wonder that his knowledge of the Section's activities goes back a long way. I also note that Paul Button was the Captain of the Holland team and he was also part of the International Jury. There were 211 entries, the vast majority of whom were riding on veteran or vintage machines.



The rider of this Vincent who took part had only just completed a three year restoration of it – Name the rider and pillion?

## Deflated!

I was determined this year to “fly the flag” by riding pre-1931 machines and entered a VMCC event some considerable distance away from home.

On arrival, I was disappointed to observe, once again, that the entry was dominated by the “yellow number plate brigade.” Yet again I was the sole

rider of a pre-1931 bike. However, the sun was shining, so I set forth on my 1924 belt-drive steed.

Following the clear route sheet, I duly took a sharp turn, only to be immediately faced with a steep hill, which was clearly impossible for a belt-drive bike to mount. I regretfully decided not to risk another heart attack, and reluctantly decided to retrace my route back to the start and console myself with a cup of tea. Tactful enquiries subsequently established that the architect of the route had never ridden an early bike, and was usually found mounted on one of those Teutonic devices with cylinders protruding on each side. After socialising, I loaded my machine onto my trailer, and was about to take my leave when a fellow rider pointed out that my car's front tyre was flat. I was fuming to say the least since only two days before I had fitted four new tyres.

The unique camaraderie prevalent within the VMCC then came into play, and within two minutes, two members had removed the offending wheel. To my horror, it was found that the spare wheel was one of those weird "get-you-home" devices, carrying an instruction that it was not to be fitted to a towing vehicle. I was forced to ignore this instruction and embarked on a very slow homeward journey, trusting that Saint Christopher would protect me.

The subsequent frustration was to face up to the fact that my previous plan to travel 150 miles, the following day, to take part in yet another VMCC event, would have to be scrapped. To vent my anger, I resorted to cutting the grass instead.

As an aside, a recent TV programme exposed the fact that some new cars now have no spare wheel of any type! Instead, the driver is provided with a bottle of some weird liquid to be pumped into the punctured tyre, in order to allow the car to be driven. The TV programme tested a variety of these devices, only to find that some were useless. The advice given was that buyers insist on the old, conventional spare wheel being provided.

I shall now be visiting the local breakers yard.

*A Vintage Purist*

## **Gill's Long Way Across – Part 2** (continued from November issue)

On Monday I loaded my bike again to travel on to Austria and after a few thanks and goodbyes, but mostly 'See you on Wednesday', I was off. I had decided to do a long day's riding to get some serious miles under my belt

and see a bit of the country. I was surprised that I could tell so much about the changing scenery from the motorways but as the flat industrial land gave way to hills and picturesque chalets, I could tell I was in the south.

After about 200 miles and my second petrol stop I met a couple who were travelling from Grevenbroich and we agreed that whoever stopped first would text the other with the name of their hotel. I rode until I could bear it no longer and turned off at Parsberg where I found a hotel very close to the junction. Dick and Anne joined me and we had dinner together. The next day I was heading for Salzburg which was less than 200 miles away, so I decided to go on 'the less travelled roads'. Whilst interesting, this undoubtedly took longer than motorways, but I was rewarded with a joyful ride over mountain meadows into Salzburg, singing the Sound of Music inside my helmet.

I had a coffee and a cake in the town centre. I was feeling quite European by now(!) but finding my hotel again was a real challenge. I was so late that I ended up in the only restaurant in the neighbourhood after a coach party and the only remaining table was outside. That suited me as it was a balmy evening until very suddenly we were treated to the most spectacular thunderstorm I have ever seen with lightning bouncing off the mountains and rain to match. In fact the rain continued all night and with various degrees of intensity all the next day too. Even so I was keen to ride to Wagrain as I knew Vincent Owners would be gathering in earnest again. Rain was bouncing off the roads as I rode on and water flowed into the tunnels so I was fairly wet and miserable when I arrived in the town. I took off my helmet to pore over the map, knowing I was within a mile or so of the Markushof Hostel and a pick-up truck pulled up. "Gill!" he shouted. I realised it was the rally organiser because his name was written on the truck. I asked him how he knew it was me. "No other woman comes alone" he said, "Follow me."

I had a lovely room in a wooden chalet with flowers cascading over the balcony and a wonderful view of the mountains. As I settled in I could hear the sound of Vincents arriving thick and fast and we quickly renewed old and more recent friendships.

The hostel was large but fairly basic but the food was excellent, staff friendly and though the drink flowed we were just expected to sign for it ourselves. The next day we had rain again and I decided not to go on the



run to a saw-mill but instead had a walk down to the town. More people arrived and dinner was a bigger and better occasion.

The following day there was a run out to Zell am See, an alpine resort at the head of a valley. We stopped in a car park near a lake for coffee and cake and the hosts drove in with a trailer containing the makings of a mobile café. It was here that one of the other ladies (no longer riding) admitted that she found it really emotional to be in a large group of Vincents when you can hear many engines together. Then it was back on the bikes to the foothills of the mountains. In case anyone hadn't found the ride exciting enough the organisers had arranged for the softies to walk over a suspension bridge, then up onto a treetop walk structure, and for the real adrenaline junkies there was a series of seriously high zip wires on which they could 'fly' down the mountain.

The next day was Saturday and there was a festival in the town as the animals were brought down from the mountain pastures for the winter. First we had a tour of the town's water treatment plant which is run by a co-operative and as I was going to have to leave on the Sunday, two of us decided to get another route to see a little more of the area. We had an excellent ride, up and down hairpins to mountain passes, over terrible road surfaces, over wooden bridges and swollen mountain streams. The sound of his engine was magical, especially under load as he went uphill.

In the evening we had a presentation by two members who had done the Cannonball Run across the United States on Veterans and dinner was a speciality banquet complete with Austrian dancers and a barrel of Schnapps. Sadly, I had to leave before the end of the rally and was away by 08.30 on the Sunday morning, knowing I would have a long ride to get at least half way to Amsterdam. Fortunately someone else was also heading back to Amsterdam and in fact I followed his Vincent Rapide for 450 miles to Koblenz, my longest ride in one day to date. The following day he had to work nearby before riding home so I completed my journey to the Ferry at IJmuiden alone. This took me to Newcastle and then I rode on to Stobo Castle near Peebles for my mother's birthday.

By the time I arrived home in Cheltenham I had completed 2,600 miles, my riding had improved immensely and I confirmed my love of Vincents.

*Gill Windeatt*

## Restoration Saga – An ABC

On 19.10.12 I could wait no longer: the carb. bowl was filled with petrol, and the bike was pushed, tankless, to the top of the drive. The first two (gravity-assisted) runs down the drive produced only pops and bangs, but at the third attempt (after adjustment of the valve-lifter) she crackled into snarling life! And immediately exhibited extreme incontinence, by belching out her crankcase oil from every orifice in the engine...

Some days later, after fitment of the tank and the other last bits, more runs were made. The addition of a catch-bottle to the crankcase breather pipe helped reduce the range of the oil spray, although this was mostly due to an overgenerous dosage of lube to the crankcase, and died down by itself.

On 27.10.12, the trailered ABC was driven to the old Brooklands racetrack in Surrey. Tony Wright rendezvoused with his ABC: a little self-consciously, we formed the ABC Face of Gloucester and the Cotswolds! Seven other Sopwith ABCs were there, plus a Scootamota, and a 1913 ABC of the fore-and-aft type. It may not sound like a great Centenary Celebration of the ABC Marque, but there was real enthusiasm there, and, importantly and significantly, a sprinkling of ABC Aspirants.



Further to the words I sent about ‘Final Fettle of the ABC’ to meet its Brooklands Debut Date, I can now supply a picture. Please pardon the unfinished tank but that was the bit that didn't meet its deadline.

*Paul*

Really, I think that insufficiently-advanced advertisement of the event was to blame for the low response. To redress this matter, I shall be writing a monthly column for the VMCC Journal (Editor Reg will be welcome to feature as many of them as he chooses!) to promote an ABC Awareness Year, culminating in an “ABC 101” theme at Founders Day 2013.

*Paul Button*

## Disillusioned

His first machine - a Bantam old  
(A concours gem it's not)  
To him it was like treasure gold  
He went off like a shot

He came back at a slower rate  
A disappointed chap  
"It wouldn't pull your hat off, mate!  
Don't need another lap"

"My mate, wee Jim, gets fifty per"  
He told us on the phone  
"There is a difference, Fred" I said  
"He don't weigh twenty stone!"

.....  
What do you think of this new verse?  
(In my view it can't get much worse!)  
*Joe – Who is rider 207 with pillion*  
*Betty*

These photos of my 1902 Clement were taken at the Circuit of the Ardennes. The first one was riding up through Bastogne High Street with a police car behind, which could have been problematic as I did not have a crash helmet! The second is a bizarre Gymcarno in Bastogne. Note that I was blindfolded and a friend had to tell me where to go.



The Clement goes too fast for people to take photos of it, since it really only runs above 17mph. When I did the Banbury, it was clocked at 35mph by a friend. I would not have gone that fast had I known the speed, it was only later that I put a speedometer on it. But I needed speed to get up the hills and so I was going quickly downhill to make it up the next hill. There were some odd looks as I passed late 1920's machines that probably boasted 500cc.

*Nick Canfor*

## Who Knows about Smaller Motorised Bicycles?

As a rider of small under-powered machines I would like to know about JES model designations. Usually, the tank transfer on a JES says 'The JES



Auxiliary Motor' but mine says 'Northern Depot Ltd, Leece Street, Liverpool' which I know nothing about. I believe that JES also made the Jesmo and possibly 'The Imp' and the 'Miniature'. The Imp was shown in the last issue but the reproduction of the image from the 1913 copy of *Cycling* was not too clear. I thought you might like to see a different way of fitting a Wall Auto-Wheel attachment.



### **A Warning!**

Any of you who have a bike or two on a SORN I suggest that you make a note on a calendar when the SORN runs out. Due to DVLA cut backs, they are not always sending out reminders. One choice is to renew on-line; you will have 14 days grace, followed by a £40 fine if you have not renewed. I had to go to Cardiff last week, so went to their DVLA office where a nice lady renewed the SORN on two of my bikes that I had not had a reminder for.

A slight annoyance for me, but more for them because their office closes December 2013 with job upsets.

John Ewart

### **VMCC Helps The Cotswolds Motoring Museum**

The Cotswold Motoring Museum and Toy Collection is based in the beautiful village of Bourton-on-the-Water, which might not seem an obvious place for Vic Blake to visit during his busy schedule as 2012-2014 President of the VMCC. However, the Museum has seven galleries packed with vintage cars, a fascinating and unique toy collection, a substantial

collection of enamel advertising signs and most interestingly to us, one of the least known classic motor cycle collections. The museum is owned by the Civil Service Motoring Association which has over 300,000 registered members and celebrates its 90<sup>th</sup> anniversary in 2013. The CSMA bought the museum, nestled in a quaint and picturesque old mill, in the early 2000s. Some 23 machines are maintained in a 'just ridden' state ranging from a 1923 BSA, 1915 Indian, 1924 Panther through to scooters from the 60s and 70s. A 1930s motoring workshop, modelled after the one Jack Lake created in his garage (which served Bourton motorists for 60 years), provides a fitting backdrop to some of the exhibits.

Aware of the need to conserve the collection, the museum has compiled condition surveys of the motorcycles using the expertise of a small team of volunteers with motorcycle experience. The VMCC HQ archives assisted the CSMA Museum to complete its paper records of workshop manuals, parts lists and test reports by providing photocopies from the club's Burton upon Trent research facility.

The results of the motorcycle condition reports highlighted the need to enlarge the conservation team. Trevor Davies, a VMCC Cotswold Section member who coordinates motorcycling matters for the museum, suggested that local VMCC Sections could be a source of suitable volunteers to join the team. Museum manager Michael Tambini explains "it is not our policy to restore machinery but to conserve. We recently attended a museum conservation seminar organised by the Coventry Transport Museum where the topic of long term storage and conservation of mechanical exhibits was discussed. We are keen to instigate a programme of fairly basic, but essential, conservation practices for both cars and motorcycles and would be delighted to hear from suitable VMCC members who are interested in getting involved. Ideally we would like volunteers to help at least one day a month so as to maintain some momentum." Further details of the team are available from our coordinator Trevor Davies who can be contacted by email at [warzonespeedways@tiscali.co.uk](mailto:warzonespeedways@tiscali.co.uk) or on 01452 619793 or 07975 971115.

Vic Blake, commenting on this initiative, said "I have visited the museum and if I lived a little closer it is something I would like to get involved with myself. I am writing to Section secretaries closest to Bourton, and I would encourage VMCC members to consider getting involved".

To mark next year's 90<sup>th</sup> Anniversary the museum will host a new

exhibition to celebrate CSMA's contribution to motorsports. Being one of the longest-serving motoring organisations in the country, the CSMA played an active part in competition motor cycling, particularly in the area of trials. In 1939, the CSMA entered the International Six Days Trial in Salzburg with L Ridgeway, F Whitehouse and postal worker Fred Perks heading the team. The event became infamous because WWII broke out during it, causing the team-mates to make a dash back to Britain on their bikes before being captured. Much of Fred Perks' riding memorabilia is lodged with the museum's archives and will be featured in the motorsport exhibition.

*Trevor Davies*

### **April 2013 Event**

#### **Wartime in the Cotswolds - April 27th & 28th 2013**

The steam railway people are running a weekend event celebrating the people and machines of wartime Gloucestershire. They have invited local VMCC members to put their bikes on display for either or both days.

There's no charge for exhibitors, and you get a free ride on a steam train!

You don't need a WD bike as any machine up to 1945 is welcome - including vintage and veteran machines.

Full details at [www.gwsr.com](http://www.gwsr.com) - follow the link to 2013 events, or see Robert Rendell for an entry form if you don't have internet access

Dave Pritchard writes that assistance is still required with the organisation of the **15<sup>th</sup> Anglo-Dutch Reliability Trial for pre-1915 Machines to be held from 22<sup>nd</sup> to 27<sup>th</sup> July 2013, South Cerney, Cirencester, Glos.**

Although this is not a Cotswold Section event, if you think you would like to help, please contact Dave Pritchard KOB, 56 Oakwood Drive,

Hucclecote, Gloucester, GL3 3JF, or telephone 01452 618248, or email

[dave@pritchard56.freemove.co.uk](mailto:dave@pritchard56.freemove.co.uk)

### **Joe's Puzzle**

	1	2	3	4	Down	Across
5					1 Mail	5 Measure of regret
6					2 Doubt	6 Finished
7					3 Roman	7 Ancient
8					4 Flourished	8 River craft



# COTSWOLD SECTION CALENDAR – JANUARY TO MARCH 2013

## January 2013

1 <sup>st</sup>	New Years Day Gathering	The Daneway Inn, Sapperton, Cirencester
2 <sup>nd</sup>	Club Night	Churchdown Club, Church Rd., Churchdown
9 <sup>th</sup>	Club Night	Churchdown Club, Church Rd., Churchdown
16 <sup>th</sup>	Auction of Motorcycle Books and Ephemera	Churchdown Club, Church Rd., Churchdown
20 <sup>th</sup>	Winter Wandering	The Gloucester Old Spot Inn, Piffs Elm, Cheltenham
23 <sup>rd</sup>	"Riders for Health" - Elizabeth Nunn	Churchdown Club, Church Rd., Churchdown
27 <sup>th</sup>	Winter Sporting Trial	Denfurlong Farm, Chedworth, Cheltenham
29 <sup>th</sup>	Committee Meeting	Churchdown Club, Church Rd., Churchdown
30 <sup>th</sup>	Quiz Night	Churchdown Club, Church Rd., Churchdown

## February

2 <sup>nd</sup>	Pre-Dinner Social Run	The Butchers Arms Inn, Lime Street, Eldersfield, Gloucester
2 <sup>nd</sup>	Dinner and Award Presentation	Brickhampton Court Golf Club, Churchdown
3 <sup>rd</sup>	Winter Wandering	The Haw Bridge Inn, Tirley, Gloucester
6 <sup>th</sup>	Club Night	Churchdown Club, Church Rd., Churchdown
13 <sup>th</sup>	Club Night	Churchdown Club, Church Rd., Churchdown
20 <sup>th</sup>	"Glorious Gloucestershire" - Angela Panrucker	Churchdown Club, Church Rd., Churchdown

## Deadline for next Newsletter

20 <sup>th</sup>		
26 <sup>th</sup>	Committee Meeting	Churchdown Club, Church Rd., Churchdown
27 <sup>th</sup>	Les Ore's Picture Quiz	Churchdown Club, Church Rd., Churchdown

## March 2013

6 <sup>th</sup>	"Travels in the NW Canadian Wilderness" - Dave Minton	Churchdown Club, Church Rd., Churchdown
13 <sup>th</sup>	Club Night	Churchdown Club, Church Rd., Churchdown
17 <sup>th</sup>	Winter Wandering	The Carpenters Arms, Miserden, Stroud
20 <sup>th</sup>	Club Night	Churchdown Club, Church Rd., Churchdown
26 <sup>th</sup>	Committee Meeting	Churchdown Club, Church Rd., Churchdown
27 <sup>th</sup>	Club Night	Churchdown Club, Church Rd., Churchdown
28 <sup>th</sup>	St Patrick's Night Quiz	Leyhill Prison Officers Club, Leyhill

Tickets for the Cotswold Section's Annual Dinner and Prize Presentation on 2<sup>nd</sup> February 2013 at Brickhampton Court Golf Complex, Churchdown, GL2 9QF are now available at £21.95.

Please contact Jenny Hart on 01684 276610.



These two images add to Gill's article above. They show that Vincent Owners enjoy taking their machines apart on arrival, and displaying the results afterwards.



And finally – Here's remembering you, Len.

