

# The Cotswold Section of the Vintage Motor Cycle Club



## Newsletter

Issue 93 – January 2014



Photograph of Titch Allen from the Ian Young Archive,  
showing Titch sitting on a Rudge in Belgium

Reg Eyre KOB1, 01242-870375 (before 9.00pm)

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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 2014 deadline is 20<sup>th</sup> February 2014**

## From the B190

Let us look forward to the New Year! Firstly 2014 is our Diamond Jubilee, the 60<sup>th</sup> anniversary of the establishment of the Cotswold Section. Secondly, there is a resurgent Flat Tank Section being led by Dennis Beale KOBİ of this parish. We could become the new 'Vintage' section of the VMCC! See Dennis's letter further down.

I have included Tony Lockwood's account of his 'parade lap' in 2013 Classic TT as well as Bob Main's KOBİ report and questions. Might these reports inspire you to submit a photograph and a small account of your experiences? I look forward to receiving them soon. Here's to a great season in 2014!

*Reg Eyre KOBİ*

## The Manx Grand Prix 2013 (or Hell Hath No Fury Like An Inter Scorned)

This year I had entered the parade lap and the Festival of Jurby day. If you have not done these yourself, providing you are that way inclined, then these are a must do before you go to the clubroom in the sky. Initial investigation indicated the parade lap was to be a speed controlled event of some 60mph following a MGP marshal, for me this was fast enough but for my mate Ian who had also entered on his Bonneville this was a bit of a worry as to be too slow. At the pre-event briefing it was confirmed as 60mph; 'It's not a race, the spectators want to see your bikes, we don't want you killing yourselves, the VMCC won't be very happy if you do as it reduces club membership'. So with this firmly implanted in our heads, some 120 of us in all,

we all returned to our campsite / hotels / palaces and waited for 5pm the next day.



The parade lap was scheduled after the 500cc Classic TT race so providing no mishaps or bad weather delays 5pm was our hour of destiny. Saying hello to the fairies worked as with no delays we all got away at 5pm. It was a bit chaotic at the start, picture if you will a cowboy film with John Wayne

opening a coral gate amidst a crescendo of bangs and flashes from .45 Colts, camera flashes and backfires in our case, diving to the floor he kicks the gate latch with his size 10 boot, the gate swings open and out pours a stampede of steers, some very well fed indeed, almost jumping over themselves to get out into freedom. Yep! That was us, but in our case a few bum steers, as we had a few non-starters. As I remember I got out in a group of about 12 some 4 of 5 minutes after the gates opened and with the thought of I mustn't go over 60 in the back of my mind I managed to keep up with everyone but this meant doing a tad more than 60. Going



down Bray Hill suited the Inter very well, in fact all downhill sections do, I probably hit the dip at 70 or so, not fast by modern day bikes but on something 75 years old with girders and undamped plungers manages to increase the pulse somewhat! You can picture Harold Daniell on his garden gate Norton at this point but the only thing I had in common was he also wore glasses and had the same hairstyle as well. I managed to keep up with most of my group until coming up the Sarah's Cottage where I lost time due to slowing up, the reason being I fell off there in 1979, and did not want to repeat it again. Coming out of Sarah's Cottage the road climbs up to the Cronk-y-Voddy straight this was a bit too much for the Inter as to trying, and keeping, up with my group she was a bit warm and the strain of the climb caused her to seize just coming onto the straight. I coasted to a marshal station and pulled off the circuit thinking that was it, she had stopped a bit abruptly but I had managed to declutch so did not lock the back wheel. I waited a minute or so and tried turning her over thinking 'no chance' but hey presto she spun over and second kick burst into life with no nasty noises, no more than usual anyway. The marshal held me back for a few moments until the road was clear and I got underway again. Thinking I'll take it easy and see if we can complete the lap I kept the revs down for some 500yards or so, then the red mist overcame me and with the Inter sounding OK pressed on at speed. Now I had no luxury of a marshal, or anybody else for that matter, to follow, only my memory from 1979 and the white lines down the middle of the road as to where the bends went, so making a hash of most bends, proceeded as fast as I could. Completely forgetting about Ballaugh Bridge I hit it at about 30 to 40mph, this speed is OK for the likes of John Mc on a RC30 Honda but on my Inter it's a drama. I remember approaching the bridge, remembering too late it's a jump, then the feeling of my bum leaving the saddle, feet leaving the foot rests, bike leaving terra firma but mercifully my hands gripping the handlebars like they were £5 notes. We landed front wheel first, all crossed up, back wheel then landed then my bum back on the saddle then my feet and went some yards in a wobble. Now this would have looked very messy and I make no claims for artistic merit but the Inter did straighten up and carry on as if nothing had happened and I did have time to mop my brow as I narrowly missed a nice whitewashed cottage after my jump. I pressed on thinking 'thank you fairies' when at Quarry Bends the Inter nipped up again, this time I pulled the clutch in and coasted for some 100yds dropped the clutch and once again she fired into life. By this time adrenalin, red mist, 'I've got this far' and 'shit or bust' kept the throttle open, we made a nice entrance to Ramsey Square it then dawned on me, how am I going to get up the mountain if she seizes up again. Once again it was a case 'you can do it old girl', the Inter not me, and so we did overtaking some 3 or 4 other riders on much more modern machinery, one was a lady on a CBX400 going around Windy Corner and the other was a German chap on a 500 Inter Featherbed going down from the Creg-ny-Baa pub to Brandish, being downhill the Inter loved it and we indicated 85+ going past the bemused German. I got back to the Grandstand and parked up, I was not last with some 5 or 6 bikes after me, the only old bike in front of me was a 1928 TT Scott all the others in front were much younger. Not having a marshal to follow and the Inter on a knife-edge I think we did quite well being some 5 minutes behind my mate Ian on his Bonneville who is not a slow rider.

The following day was the Festival of Jurby and I won't bore you with my 3 sessions which were all very enjoyable, suffice to say the Inter performed magnificently. I checked her from the day previous, timing OK, oil OK and plug a good 'bar of Galaxy' colour and with no nasty noises and a flat circuit we had some fun. A word or warning to any would-be Jurby goers, the blue and white kerbside chevrons, down the start finish straight, are painted on raised bricks with a small cement ramp to smooth out the bumps if you hit them.



Well I did at about 60 and once again 'the Inter and me' went airborne, must have looked spectacular, was very frightening but we landed OK with again the Inter straightening herself out with little input from me. The weather was fantastic, Paul Cooper on a RD250 and Ian Bryant on his Bonneville, the chaps I went with, both had enjoyable rides with no mechanical problems. Eric Arnold had also completed the parade lap and 3 sessions at Jurby on his Manx and had great fun, in actual fact I think he was

well up with the front runners on the Parade lap and completed the course in something like 29 minutes, which is very good indeed, about 80mph average!

So why *Hell Hath No Fury Like An Inter Scorned*, well after the abuse I gave her she progressively got her own back by becoming increasingly more difficult to start as the week progressed. I had to have a bump start from Chris Davis and Paul Woodward, both almost ending up with heart attacks due to her reluctance in starting. Once going she was fine, no misfire and performance okay but restarting was still a big problem, so much so, I have done my knee in with all the kicking and swearing. She is now on the bench awaiting an investigation so should be well again soon, probably before my knee gets better!

Now for something really spooky, I had fitted a camera onto my handlebars to record the Parade lap and for some reason it stopped at 10min 28seconds and where was this on the circuit, Sarah's Cottage just before the place where I crashed in 1979, spooky or what.....

*Tony Lockwood*

### **KOBI Corner** – From our Australian correspondent

Another little anecdote concerning The Mad Dentist - actually I am not sure if he was so qualified. Doug Cushing sported an unusual, but unique form of headgear, long before the wearing of crash helmets became compulsory. Doug favoured one of those railway men's flat black caps. What made Doug's so unique was his particular form of waterproofing. He used to cover it with black bitumastic or underbody car sealing. It may have been quite effective but he was certainly no winner in the sartorial stakes. I mentioned his lovely Norton outfit with the racing TT Hughes sidecar. His army style kit bag would slip into it nicely. However to access anything in the nose of the sidecar in front of the bag was inconvenient so he simply cut a great big hole in the front and fitted a pretty rough door secured with a couple of door hinges and a sliding bolt!

I have just looked on your web site to see if I could find an honour role of The Knights; indeed I could find nothing about The Order itself. A grave omission I feel. Is the Order still extant and are suitable idiot persons being honoured from time to time? As I recall the current incumbent of The Order was honour bound to wear the chain of office at all official Section events. The penalty for failure to comply was most severe - but I can't remember what it was; perhaps that was why I had to come to the colonies.

The newly knighted recipient of The Order was required to add some article to The Chain Of Office that would indicate his particular act of idiocy. Have you any idea what I may have put there? The chain would be getting a bit heavy now!

I could have been selected for the honour as a result of a Morgan incident in Ireland, the Zenith Super 8 tyre failure, the Rudge Multi event in Belgium or laying down the 1918 4hp Douglas in a ford or stream crossing when I was riding it solo to Saundersfoot. My suitcase (which I still

have) was bolted down to the rear carrier. I ended up laying it down on a streambed and the suitcase was totally submerged. By the time I eventually had the bike upright the suitcase was full and streams of water were coming out of the four corners. I forget how I managed to remain suitably attired for the rest of the weekend.



Les Hurrell, skipper of the Cotswold Section team, in the water with his ABC during the 1965 Cotswold Road Trial.

Ray Cordy was a character for whom I had a lot of time. I never saw him on anything other than a Douglas. As a Knight of The Order I remember him attending one of the Section's annual big nights. I think it was a hotel in Gloucester. He was on his way up from Bristol when he had car trouble of some sort; it may just have been a flat tyre. It was a dark and stormy night. As our unfortunate Knight was attending to his carriage the local Plod arrived on the scene. Naturally he was wearing his chain of office and as Ray bent forward to change the wheel it fell forward into full view. The keenly eyed Plod assumed he was the Mayor. Thereupon he was offered all assistance and helped on his way to attend to his official mayoral duties in Gloucester. Ray kept up the

charade until he told us all about it. If you knew Ray you would understand just how funny he could be. A great wit!

I am sure it was on a Cotswold Road Trial in which we were both competing. I came across him going pretty slowly, obviously with some mechanical problem. I pulled alongside to make sure he was O.K. As he waved me off he pulled out a con rod and piston from his jacket pocket telling me his twin was now just a single. He completed the Trial, but perhaps a little later than expected.

*Robert Main, KOB*

## Beach Riding in New Zealand



Tony Page is going back to New Zealand, (Bay of Islands), to escape the British weather!



## Singers at the Shuttleworth

My early start in the rain provided several shocks with a mile of traffic queuing at the Air Balloon and relentless manic driving on the morning rat run past Elkstone. Reg was waiting with the van loaded with his 1901 Singer and off we ambled cross-country past many buffalo in Buckingham. The wigwams of Milton Keynes and the intimidating complex crossing of the M1 canyon were negotiated on our journey east. We arrived safely at the Shuttleworth Collection near Biggleswade, established by a mother when her son Richard, 'Mad Jack', died in an air crash in 1940. A warm greeting from the volunteers with tea and biscuits followed in their workshop, which was full with delights including a De Dietrich veteran car undergoing restoration.



The Museum's veteran Singer was wheeled out and following vigorous pedalling burst into action. The Perks and Birch motor with low-tension magneto, automatic inlet valve and surface carburettor is neatly contained inside the aluminium alloy spokes of the rear wheel. A strange effect, due to the way the eye scans combined with the stroboscopic effect of the revolving spokes is that the engine appears to move slightly. Building on the excitement, Reg produced his companion Singer from his van. Amongst the group gathered, was another Perks and Birch fan, with an engine wheel assembly he planned to fit and drive a period tricycle. The combined effort of all these Singers produced an atmosphere, close to euphoria, so I decided to excuse myself before verbal incantations ensued.

The museum is a world Valhalla for early aircraft enthusiasts. The collection is spread over nine hangars and includes machines from the dawn of aviation, many of which are still flown. My favourites included a 1910 Bleriot, a Bristol box kite built for the film 'Those Magnificent Men ...' and a Lysander which is an impossibly robust machine designed to deliver secret agents into enemy occupied territory. The skill and courage required to fly, navigate, locate and land, at night, using moonlight and the headlamps in the wheel pods, is difficult to imagine. As well as the planes, there are early aero-engines such as the three-cylinder Anzani, various rotored and inverted in-lines. I was delighted to find the same ABC engine in an English Electric Wren as in my bike – It was a brave man who flew that!

Dick Shuttleworth also raced cars including an Alfa-Romeo in the 1938 Grand Prix at Donnington. The Collection includes a display of cars, motorcycles, scooters and bicycles, as well as automobilia.

A problem I find with museums is that one can only absorb so many images and then one blows a visual fuse. Having reached that stage, I then re-joined the Singerists for lunch. Conversation flowed and covered various items including someone who was organising a run for pre-1914 cars for the August 3<sup>rd</sup> celebrations in London next year, as part of the 100<sup>th</sup> anniversary of the start of The Great War, and was interested in getting the museum's Wolseley to take part. After lunch, we were given an escorted tour of the museum before parting.

My view of the collection is that it ranks as one of the world's best and that a flying day in good conditions would be a mind-blowing event, especially if you arrived with an appropriate machine. Reg is intent on riding his Singer alongside the museum machine on their next Edwardian Open Flying Day.

*Tony Wright KOBİ+KOBİ*

### **Attention all Pre-1931 Riders / Enthusiasts**

The Flat Tank Section of the VMCC was set up some years ago to promote the continued interest, restoration and use of veteran and vintage motorcycles. Its status is Non-Territorial and has had many members from around the country; early meetings were moved around but quickly a regular meeting place just north of Bristol became the norm. The Section has very successfully promoted talks and organised runs for veteran and vintage machines.

Unfortunately we all grow older and steadily the nucleus membership has passed on or become less able to take regular part; to the point, as with many other clubs, it has become increasingly difficult to fill the main offices.

I was approached prior to the AGM of November 28<sup>th</sup> 2013 with regard to becoming Chairman. After perusing this for a few days I agreed to be proposed on conditions; firstly that no-one else was prepared to stand, secondly that I would address the floor prior to my proposal to outline my thoughts regarding the future of the Section, and thirdly that other persons would be active in assisting with organising within the Section. All these conditions were met so now I find myself Chairman.

The immediate problem was our regular meeting place, which is closing. Thanks to quick action by Alan Preece we shall now meet at The Huntsmans Inn, Falfield, GL12 8DF (this is just off M5 junction 14, on the A38. tel. 01454 260239). Next meeting Jan 30<sup>th</sup> 2014.

Being a non-territorial section I would like to find ways of including anyone in the VMCC who has an interest in pre-1931 bikes. Perhaps a list kept by the newly elected secretary of all events which cater for the early machines, either by restricting entry to pre-1931, or having a suitable class(es), route and time schedule for them. I accept the VMCC Ltd caters for machines over 25 years old and I have nothing against the later bikes; indeed I have several of my own and use them frequently, but I love riding my older machines, particularly the single speeder. However I do not like riding them in events where the entry is mainly later bikes and the time schedule seems to be to get round asap and go home; this results in them overtaking me then braking hard for the ensuing corner – I end up with brown trousers as I struggle not to run into them, and if only they knew how close they came to being shunted into the hedge.

Another favourite is getting in front of me before the steep hill then slowing and selecting a low gear to go up; oh, if only I had that luxury – I'm pushing on to get a run at the hill, not to deliberately stop you passing. The words I use when having to push up a hill because I've been baulked cannot be included here.

This does not mean I do not want an unchallenging route as anyone who enters the Irish Rally and sees those of us who ride veterans there will confirm.

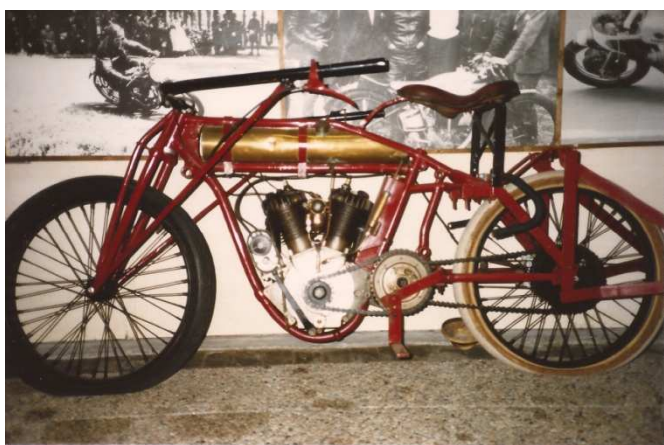
So I would like to see the Flat Tank Section being a Vintage Club within the Vintage Club! Any Section which puts on runs suitable for pre-1931 machines, or has any club nights where the content applies to this period, if they would advise Reg Eyre, Flat Tank Secretary, ([reg.eyre@tesco.net](mailto:reg.eyre@tesco.net)) of same, he can keep a list of such meetings which can then be listed in the Club Journal. Any organiser prepared to submit a list of results from their event for the pre-1931 machines would enable a master results sheet to be kept. Similar to some of the regional championships we could have national (or worldwide?) championships for the pre-1931 classes, perhaps by having the best 8 (or other number) of results from any of these runs to count. By this means it should prevent members being eliminated from such a championship by geographical location.

Similarly, as more senior members pass on, a wealth of knowledge and experience is being lost. We need to harness as much of this as possible whilst we can. Having talks and demonstrations at club nights is one way. Promoting these will encourage people to attend such meetings even if they have to travel a bit further; it could even bolster some fading club night attendances. These are my thoughts, hopes and visions. Obviously there is much discussion to be held with the Flat Tank Committee. We would also welcome any feedback, ideas or suggestions any member or Section may have.

Please contact: myself, [dennis@beale788.orangehome.co.uk](mailto:dennis@beale788.orangehome.co.uk), telephone 01452 750424; or Flat Tank Secretary, Reg Eyre, [reg.eyre@tesco.net](mailto:reg.eyre@tesco.net), telephone 01242 870375.

Happy veteran/vintage motorcycling.

*Dennis Beale KOB*



Two takes on Indians from the Ian Young Archive



A picture of a ghost from the past? An unusual picture of the Butler Petrol Cycle, from when?





### 1902 Tredagh

The photograph shows David Dixon trying to coax 25mph out of a 200cc machine that had its crankcases cast by the same firm that cast the first Douglas crankcases. The seven cooling fins are all liberally drilled for speed(?)

*Nitor*, Motor Cycle, 30<sup>th</sup> January 1964

### Adverts

**Winter Riding**  
is Enjoyable when using an  
**N.S.U. MOTOR CYCLE.**

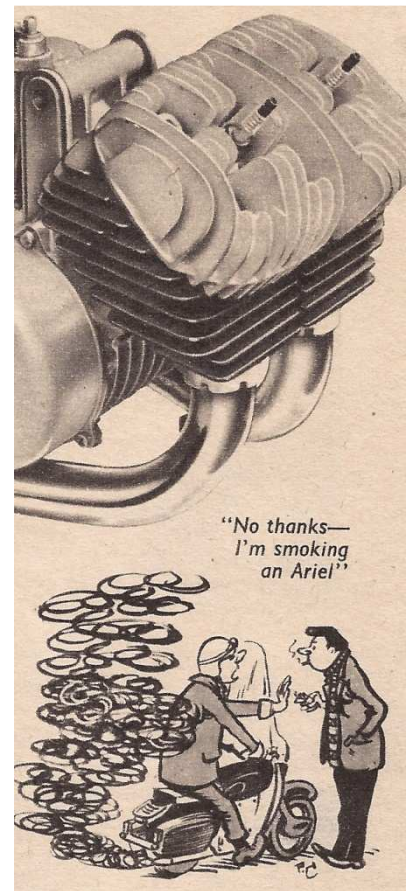
SPARE PARTS. REPAIRS.

Low Frame, Magneto Ignition, TWO-SPEED GEAR, and Free Engine.

FORE-CAR AND SIDE-CAR ATTACHMENTS  
Ready to be fitted to any type of N.S.U. machine.  
*Catalogue on Application.*

**N.S.U. CYCLE & MOTOR CO.,**  
78, Charlotte Street, London, W.  
Clearance List of slightly-used machines on application.

The advert on the left is from *The Motor Cycle*, 1906 – Do you fancy riding the NSU in the winter?



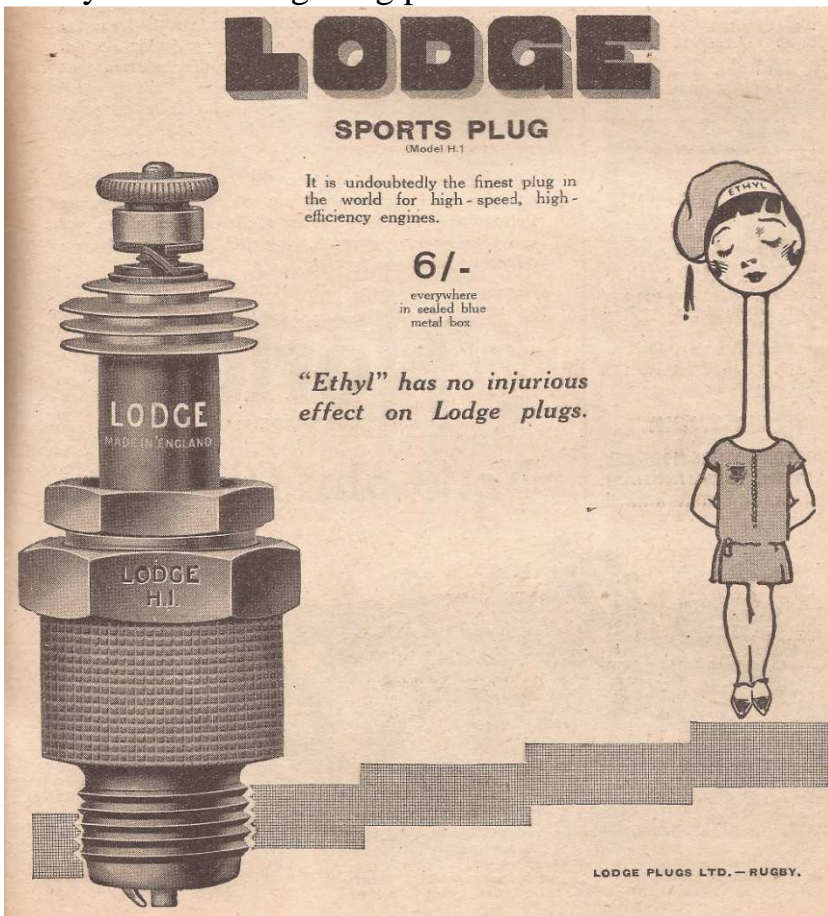
The advert on the right is from *The Motor Cycle*, 1964 – Was this part of political correctness?





**Talking of being PC**  
 – Take a look at this advert from Royal Enfield – Is the body language and are the eyes saying something?

Now your editor is getting paranoid. Take a look at this advert; is it suggestive?



An early Cotswold Trial – Captions please!



## Where are they now?

Remember what we used to ride  
Those many years before  
Until you got Suzuki Six  
And I rode Honda Four

My brother had a Douglas Twin  
I used to own a James  
Those were the days when British bikes  
Were all the famous names

You might have bought an AJS  
A Veloce or Gold Flash  
A Squariel or Thunderbird  
If you could raise the cash

By Oje Refry

You had enough you bought a Brough  
A Norton made you proud  
But Fanny B or even DOT  
Would keep you in the crowd

If you were short of readies like  
Most of the rest of us  
You joined the Vintage M C C  
And found an ancient bus

And grand old names like Rudge appeared  
With Singer, New Imp too  
Along with ... ets (how many more?)

Answer: a lot of them are in the next  
Bonham's catalogue!

**The Section Library** is now open for business again. A list of books, magazines and other items can be found on the Section website on the Newsletter page, or paper copies can be supplied on request if you prefer. If you wish to borrow a book or magazine, please contact me in advance of the Library Night either on my mobile or by text on 07717 672210, or email me at [keith.twist@hotmail.com](mailto:keith.twist@hotmail.com). Library Nights at which books can be borrowed and returned will be on the second Wednesday of each month at Churchdown during the winter period. I am also quite happy to loan and collect books and magazines by arrangement during the summer period.  
*Keith Twist, Section Librarian*

## 2014 is a very special year for the Cotswold Section as it is our Diamond Jubilee (60 years) celebratory anniversary.

One heck of an achievement and it says volumes for the members over the years that have contributed to the club in all ways to reach this milestone.

The year will be marked with a special Celebration day on July 12<sup>th</sup> based at Chedworth Village Hall with a gathering of members old and new. The event will include displays of photographs, paraphernalia from the past, a ride out on the old bikes and a first rate buffet sit down meal but it is primarily an opportunity for all members to gather together, reminisce and enjoy the company of like minded members.

So put the date in your diaries and make a special effort to come and help us celebrate.

The Cotswold Road Trial (Felix Burke) will actually be the 60<sup>th</sup> running of the event which is a phenomenal achievement so make sure you enter so as to be part of real history.

The calendar will include our famous Signpost rally, the Cotswold Weekend Trial, Touring Week finishing up in the Autumn with the Night Trial so make sure your bikes are in fine fettle for a busy riding year.

Let's hope that the weather joins in with the spirit of the Diamond Jubilee year and provides end-to-end sunshine at least for all of our rides.

*Brian*

**Footnote:** The editor is hoping to give the next Cotswold Newsletter a sidecar focus. Please send in pictures and stories via email. *Editor Reg*

# COTSWOLD SECTION CALENDAR - JANUARY 2014 to MARCH 2014

## January 2014

1st	New Years Day Gathering	The Daneway Inn, Sapperton, Cirencester
8th	Club Night	Churchdown Club, Church Rd., Churchdown
15th	Auction of Motorcycle Books and Ephemera	Churchdown Club, Church Rd., Churchdown
19th	Winter Sporting Trial	Denfurlong Farm, Chedworth, Cirencester
22nd	West Wiltshire Section's End-to-End Run 2013 – Bob Fisher	Churchdown Club, Church Rd., Churchdown
25th	Pre-Dinner Social Run	Wellesley, Lime Street, Eldersfield, Gloucester
25th	Dinner and Award Presentation	Brickhampton Court Golf Club, Churchdown
26th	Winter Wandering	The Haw Bridge Inn, Tirley, Gloucester
28th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
29th	Quiz Night	Churchdown Club, Church Rd., Churchdown

## February

5th	Club Night	Churchdown Club, Church Rd., Churchdown
12th	Club Night	Churchdown Club, Church Rd., Churchdown
16th	Winter Wandering	The Gloucester Old Spot Inn, Piffs Elm, Cheltenham
19th	Understanding how modern Aero Engines work – Mike Tennett (ex Rolls-Royce plc)	Churchdown Club, Church Rd., Churchdown
20th	<b>Deadline for March 2014 Newsletter Copy</b>	
25th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
26th	Chris Roberts' Picture Quiz	Churchdown Club, Church Rd., Churchdown

## March

5th	Club Night	Churchdown Club, Church Rd., Churchdown
12th	Club Night	Churchdown Club, Church Rd., Churchdown
16th	Winter Wandering	The Carpenters Arms, Miserden, Stroud
19th	St Patrick's Night Quiz	Churchdown Club, Church Rd., Churchdown
25th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
26th	My French Veteran motorcycle – Vic Blake	Churchdown Club, Church Rd., Churchdown

## Annual Cotswold Section Dinner and Award Presentation

### Brickhampton Court Golf Complex

**Saturday 25<sup>th</sup> January 2014 – 7 pm for 7:30 pm**

Menus and Tickets available from Jenny Hart, 56 Wigeon Lane, Walton Cardiff, Tewkesbury, GL20 7RS, telephone: 01684 276610, email: [jenny@hart1246.plus.com](mailto:jenny@hart1246.plus.com)