

The Cotswold Section

of the Vintage Motor Cycle Club

Newsletter

Issue 88 – March 2013



This Dunlop Cord tyre advertisement has always suggested speed
Image taken from *Motorcycling – The Golden Years* – Rupert Prior

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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.

May 2013 deadline is 20th April 2013

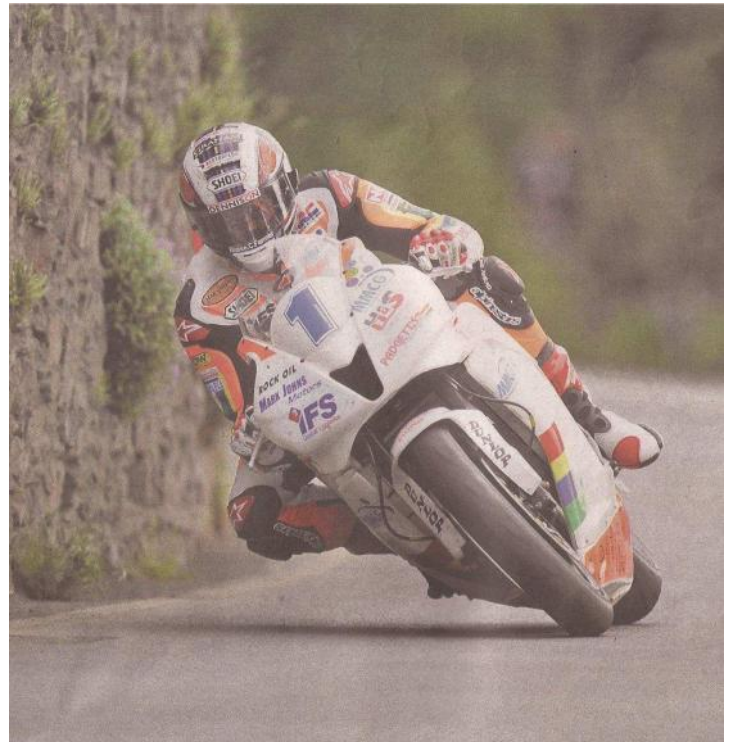
From the B190

This issue is dedicated to the theme of speed. Not many articles were received so I have tried to put something together to help understand what speed on a motor cycle may be about.

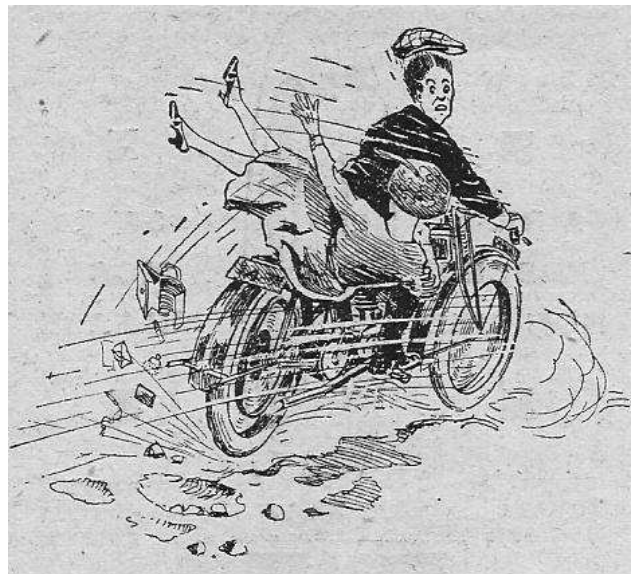
Reg Eyre KOB

Comparing Artwork with Photographs

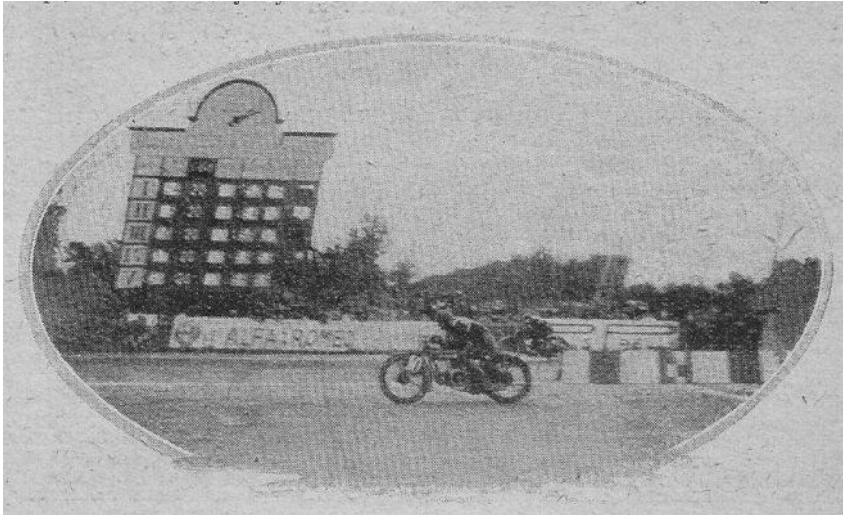
This first image is an advert for the Swiss Grand Prix in 1951. Compare this with the photograph of John McGuinness in the Isle of Man last year where his speed was far greater. Which **looks** faster?



In 1904, the following cartoon from Punch conveyed the idea of speed. Compare this to a 1922 cartoon.

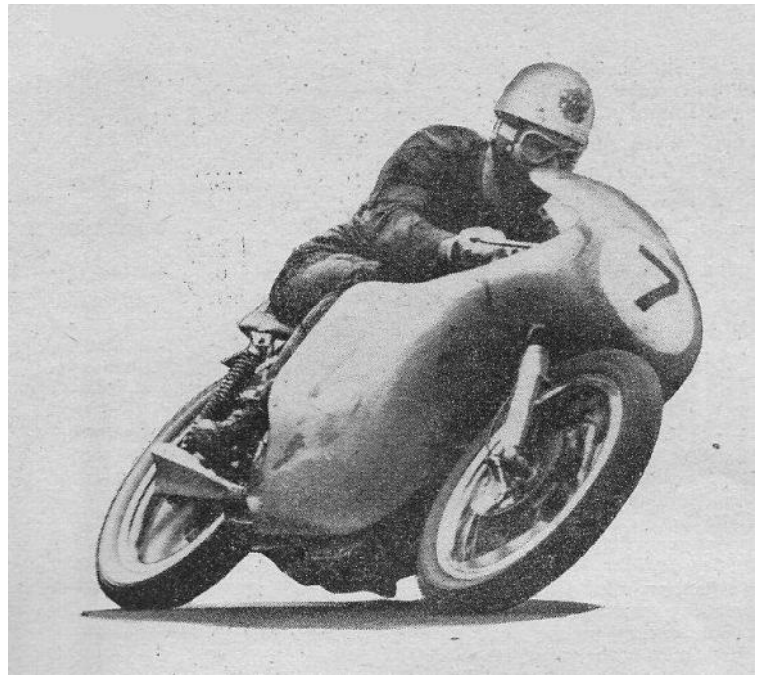
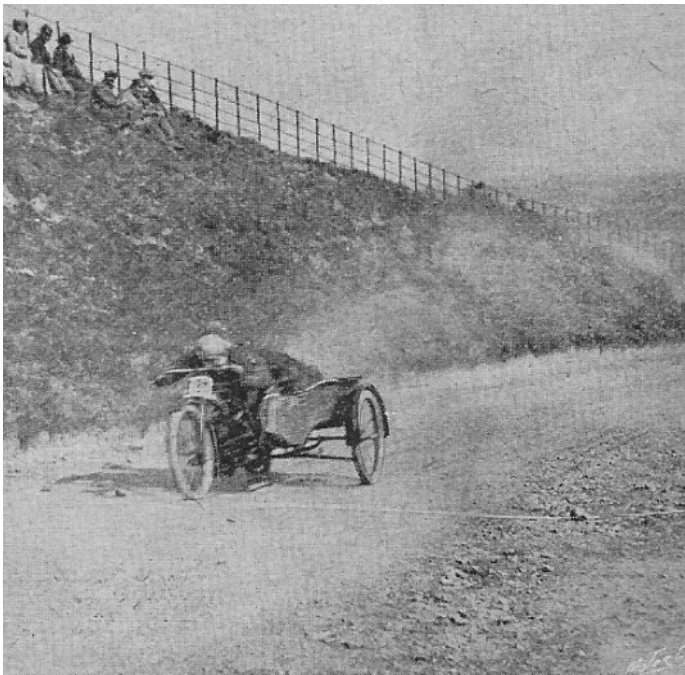


Photography, in the earliest days of motorcycling, was hampered by slow shutter speed and chemical reaction times, but doesn't this shot of a race at the TT, about 1910 do well?

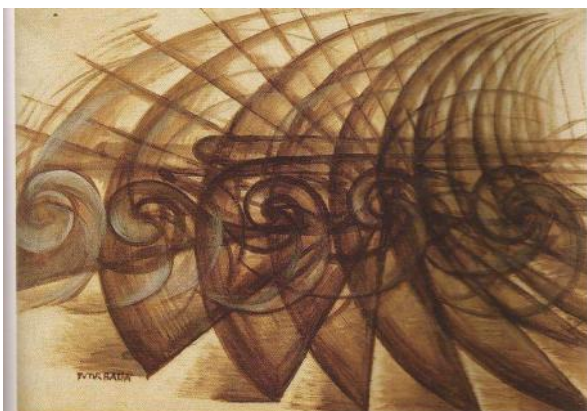


What is it that suggests speed?
Is it the sloping score board?
Might it be that the images of the machines are lengthened by the action of the photographer?

Now compare the photographs for a race in Italy in 1914 with John Hartle in 1960.



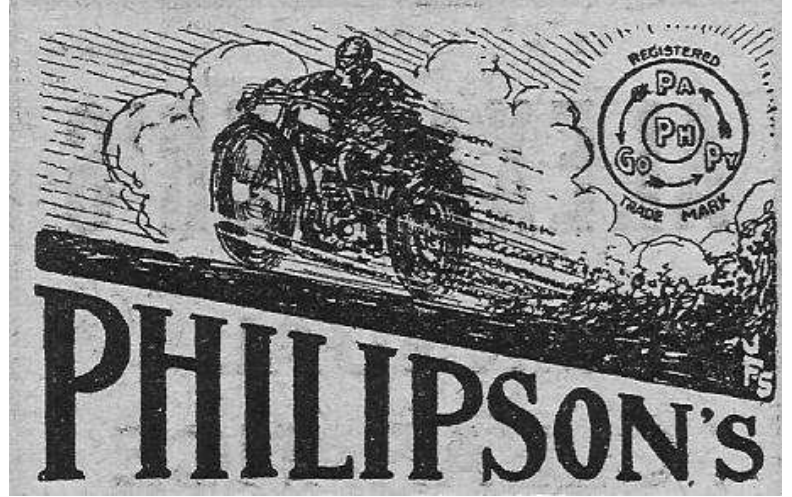
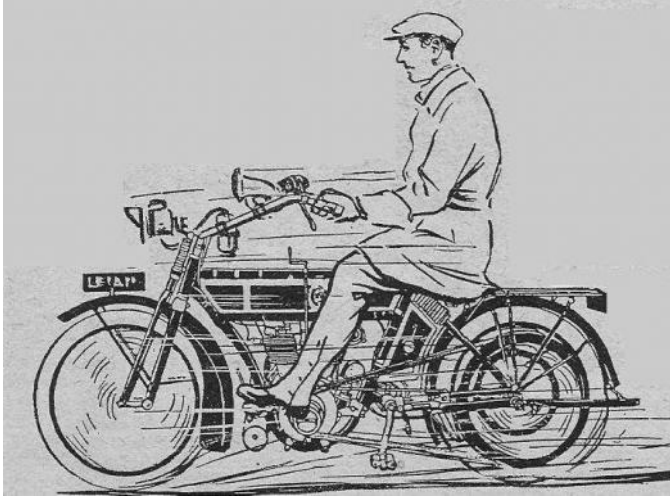
While we are in the 1960s, compare this modernist artwork of a speeding motorcyclist, (1913), with John Surtees.



Somehow the painting, *Speed of a Motorcycle* by Giacomo Balla, suggests that this is not only a motorcycle, but also movement through the air. Do we really get that with the Surtees photograph?

Advertisements

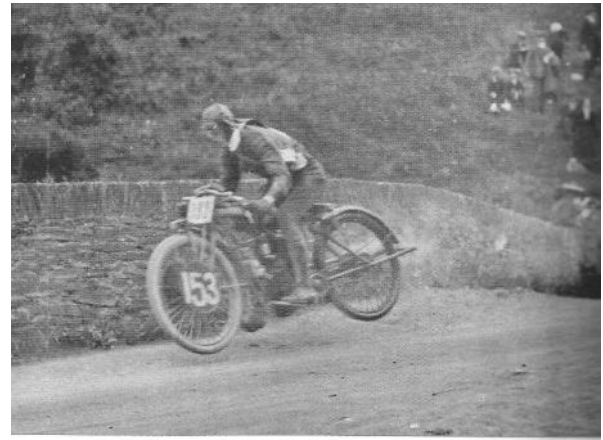
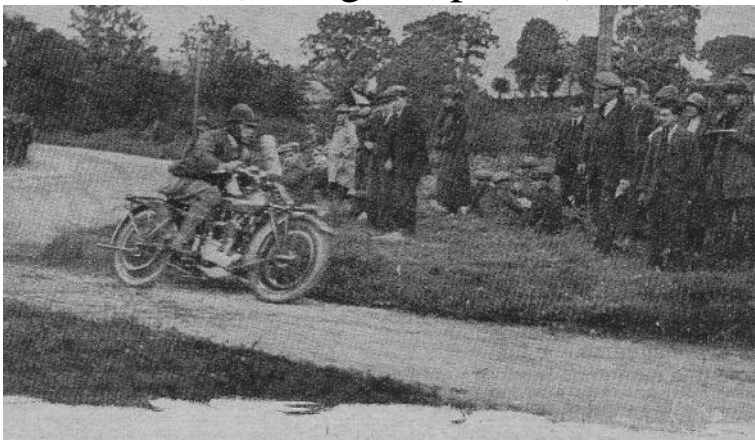
I will only use two advert images.



Is it just the straight lines that artists use to suggest speed? If so, why don't photographs use these techniques?

(Have you noticed that all the images so far have been road racers?)

From 1922 (Brough Superior) and the 1911 TT



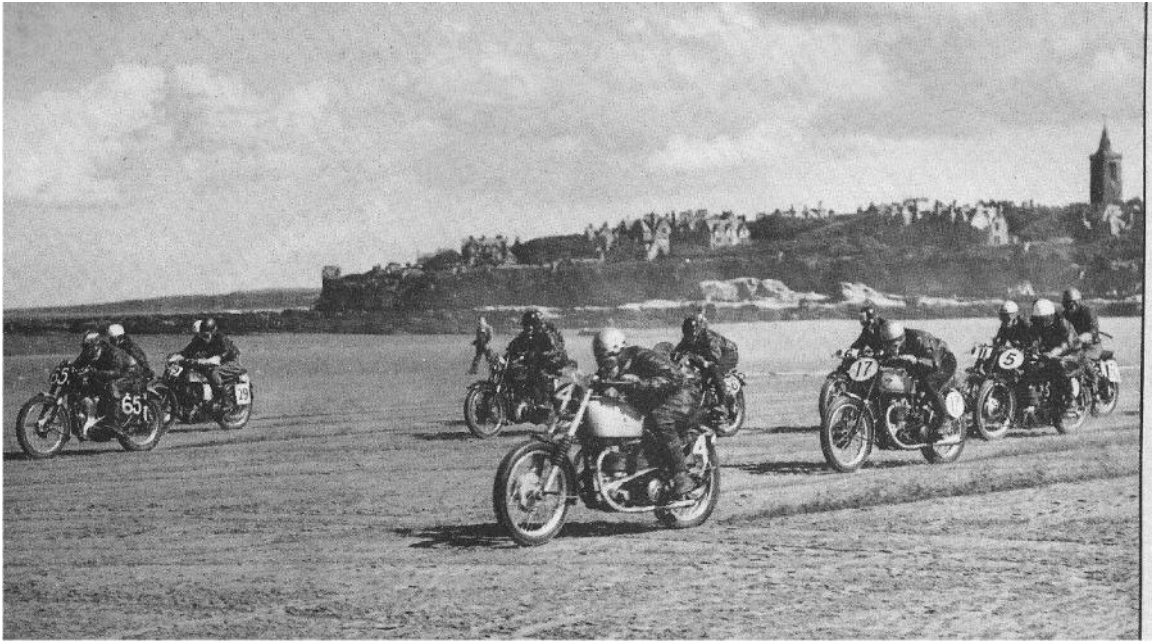
1922 at Brooklands and the 1911 TT



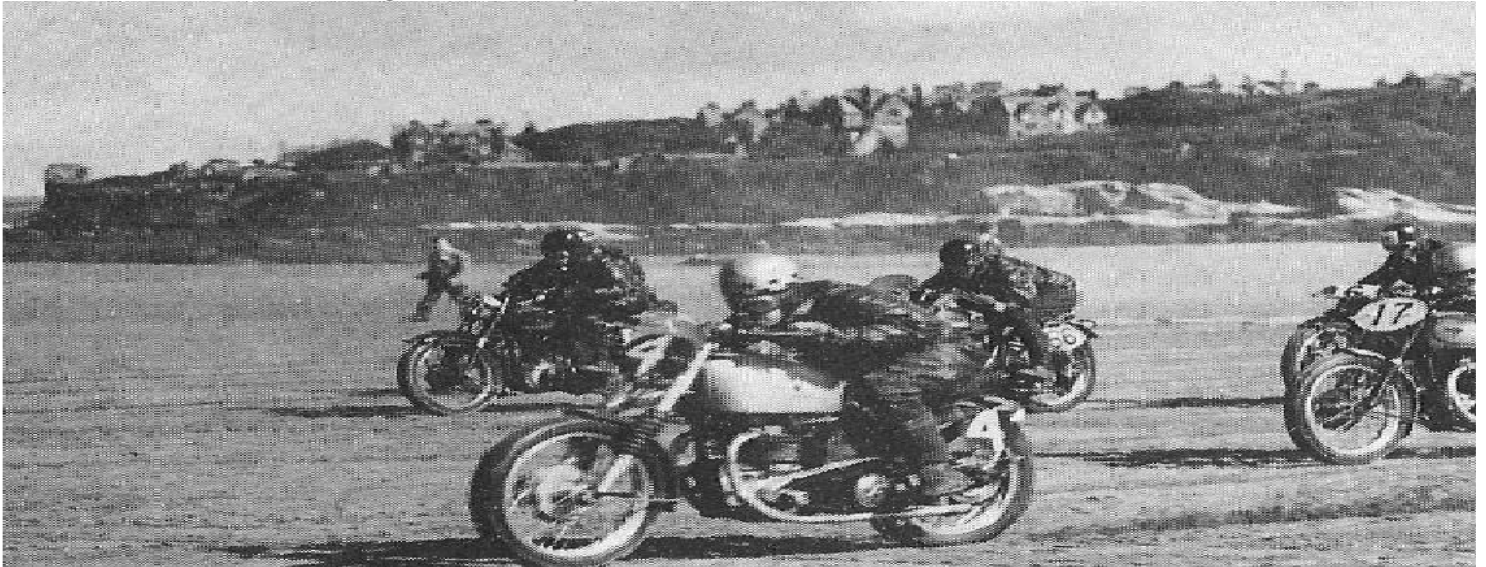
I am convinced that lines and dust on the road show us speed.

Now for a bit of cheating!

Take a beach race at St. Andrews in 1951



And stretch the image sideways



Does that work? Does it suggest more speed?

Another Viewpoint

I find that speed doesn't count for much when I take this out.

It's got virtually no brakes anyway and with the Vickers machine gun attached, road rage isn't a problem to me.

One way streets - What's one of them?

Just thought you would like to see the picture.

Chris



Another View of Speed



“This was taken when we had proper snow and still went to work!”

Speed wasn't so important in these conditions!

Dave Aiesthorpe

The first Pendine Landspeed Racing Club Event will be staging runs on Pendine Sands on 21st June 2013. This is the first event of this kind to be

held there for over ninety years, so it's quite pioneering in a very good way, which they feel will add to the atmosphere of the event. The racers who have booked in already will bring a great variety of machinery from across the ages, which again, they feel add to the interest and broad appeal of the event.



They have recently announced that John Renwick and his loyal crew will be shipping their Vincent powered streamliner Altometheus from Milan to make some runs on the sands. I hope to be joining them as a keen spectator if not, as part of the crew!
Gill Windeatt

[Ton Up track days](#)

Organised by: Ton Up club, France.

Location: Lurcy Levis circuit, 30km south of Nevers, France

Details: For the past 15 years, the Ton-Up Club have organised this excellent annual track day weekend in France. Dedicated to pre-1983 British and pre-1985 Italian bikes, it always attracts an impressive collection of seldom seen classic racing and touring machinery.

The atmosphere is friendly and relaxed and, due to no noise limits, a lot of Triumph/BSA Triples are usually howling around on open megas! The 2.4km circuit is perfect for classic bikes: very safe and combines slow and fast sections. You have a choice between the Friday-Saturday 'parades' (where you are encouraged to "parade" quicker than the rider behind you!) at a bargain price of 195 euros for six fifteen-minute sessions each day, with three ability classes, or a two-rider endurance trial with two hours practice on the Thursday and 1+1/2 hour races on the Friday and Saturday for 510 euros.

See:

http://www.circuit-lurcy-levis.com/index_uk.htm for Lurcy Levis circuit info (in English) or contact the organisers (English spoken):

Thibaut SIEBERT : t.siebert@wanadoo.fr or Marie LEYTERE :

bleumarine.s@wanadoo.fr



Ton-Up a Lurcy L'evis

(Could be speedy fun eh? – Ed)

Ian Young was fascinated by the number of different makes advertised for sale in an April 1908 copy of *The Motor Cycle*.

Alldays	Anglian	Antoine	Ariel
Aurora	Automotor	BAT	Bayliss
Bradbury	Brown	Buchet	Calvert
Campion	Centaur	Chase	Chaterlea
Clement-Garrard	Clyde	Cyclone	de Dion
Douglas	Durkopp	Enfield	Excelsior
FN	Fafnir	Fairy	GB
Garrard	Givaudan	Griffon	Hamilton
Hobart	Humber	JAP	Juno
Kelecom	Kerry	LMC	Lamber Jack
Lincoln Elk	Lloyd	MMC	Matchless
Minerva	Moto Reve	Motosacoche	NSU
Noble	Norton	Ormonde	P&M
Pebok	Peugeot	Phanomen	Phoenix
Premier	Quadrant	R & P	RIP
Raleigh	Regal	Rex	Riley
Roc	Romper	Rover	Sarolea
Simms	Singer	Steens	Trent
Triumph	Vesta	Vindec	Wearwell
Werner	White & Poppe	Whitley	Zedel
Zenith			

This type of list can be useful in the Felix-Burke Road Trial when the marshal asks for the names of three motorcycles beginning with the letter ...

How many of the above do you recognise?

Thinking about the 2013 Felix-Burke

I am planning and hoping to ride both the Saturday and the Sunday of the weekend of the 6th & 7th April.

Two things are different for me this year: first the friend with whom I usually stay at

Winchcombe now has terminal cancer and I think it inappropriate to ask to stay this year, even though I feed and pretty much look after myself (have sleeping bag & supplies like a student). And Miserden is just that bit further south, 120 miles from home to be exact, making it too far for a return day trip. However, I can ease that by staying at my daughter's in Kenilworth on Friday night which knocks 55 off the journey down and makes an early start for Miserden for the Saturday social run do-able.

I have tried to find inexpensive B&B accommodation for the Saturday evening via the Tourist board at both Gloucester and Cirencester, and have also spent 3 hours trawling the area last week in a diversion on a journey from Bristol to Derby: without luck so far.

Does anyone have any suggestions please?

Kind Regards to All

Dave Giles – (If you can help, please contact the Editor or Jenny Hart)

From John Bradshaw

When you're messing with old and new(ish) bicycles, motorcycles and cars, there are lots of odd sized nuts and bolts that never seem to fit the spanners/sockets/box spanners to hand. I found a chart on Wikipedia whilst trying to fathom what size box spanner I needed for the gearbox sprocket. I'd measured the nut at 42mm and needed to know what size Whitworth that was nearly equivalent to. Hey Presto - 1"

Whitworth - near enough. For those of you equipped with mole grips, stilsons and a big hammer and chisel please delete this e-mail forthwith. *(I can supply an emailed copy of this chart upon an email request – Ed)*

My brother has just given me a very nice set of Metrinch ring and open spanners for Xmas - and they do just about everything! OK - they are loose on nearly everything, but they work on every nut too. The load is taken on +/- centre of the flats, not the corners. So if you've got to make do with just one set of spanners in some remote location, invest in a set of Metrinch.

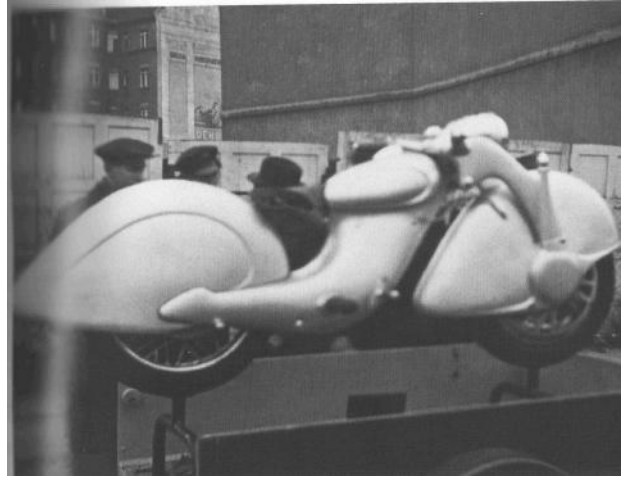
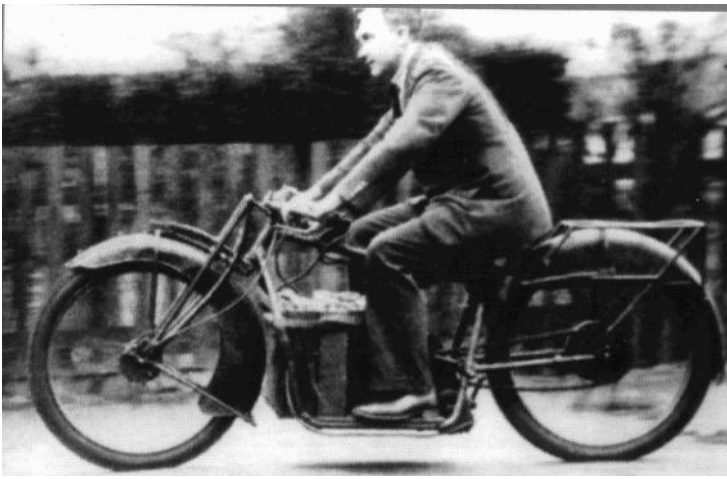
Meanwhile, and on almost the same theme, has your Newsletter carried a book review of 'The Artful Bodger' yet? See: www.jrbpub.net OK - I'll admit that there are too many Ariels in it, but there's all sorts of stuff too.....

Advert! Just got another e-mail this very morning:

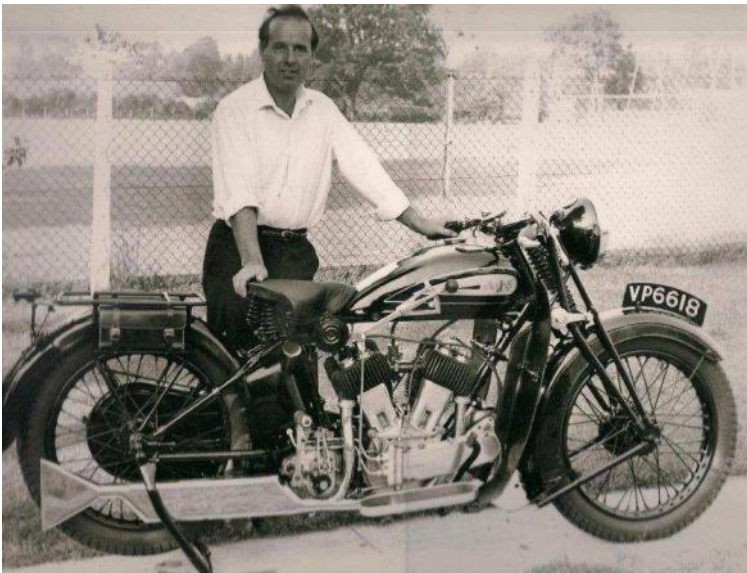
"Have bought the bodgery book and read it. Thoroughly enjoyed it! Thank You. It took me back to the days when you could have a good old fiddle and make a good bodge when necessary." Ian Charity

John Bradshaw - JRB Publishing

An Electric ABC – For Paul and Tony and a 1938 Killinger which I think looks like a woman on her back!



Attached are pictures of my 1929 model M1 AJS 1000cc side valve. It was found in June 1965 in a farmyard in south Devon, and restored back to its former glory by my father over the following 5 years. The bike has now been passed down to me and will be making its debut appearance in the coming weeks. Its first decent outing for some time was at the Daneway having recently undergone re-boring and a reversion to a period Lucas magneto on loan from Fred Smith. The strange glow to left of shot is a reflection from the elevated water table caused by a rare yellow shiny thing in the sky. It would be nice to see a lot more of said yellow shiny thing in the sky please in 2013, it does make all the difference to a pleasant ride and good turnout!



Graham's dad – *Tiverton Times*



Graham at The Daneway – *Chris Roberts*

Dave Pritchard writes that more assistance is still required with the organisation of the **15th Anglo-Dutch Reliability Trial for pre-1915 Machines to be held from 22nd to 27th 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 KOBİ, 56 Oakwood Drive, Hucclecote, Gloucester, GL3 3JF, or telephone 01452 618248, or email dave@pritchard56.freeserve.co.uk

Paul Button Recommends

An item towards our Directory of Preferred/Recommended Refurbishers is the following:

DIS-COVERS, at Ebley. Tony and two young ladies form a small though expert team who renew dual-seat and saddle covers, in particular of the Rexine/PVC type, and perhaps in leather too. Foam seat interiors can be renewed too. A limitation with leather is that embossed patterns can't be reproduced. Addresses: Unit 2, Ebley Industrial Park, Westward Road, Ebley, Stroud, GL5 4SP. (Nearly opposite Ebley Mill). 01453-752050. info@dis-covers.com



Signpost Rally 19th May 2013

You probably recognise this signpost from your bimbbling around the Cotswolds, and all you have to do for the Signpost Rally is visit twelve similar signposts and solve simple clues at each one. Entries are invited for this year's event, and plenty of help route plotting will be available at the start if you haven't done it before.

I always hope to attract riders of smaller, slower, and older bikes to the Signpost, and a short route option is available for those who don't fancy the full sixty miles over our choicest hills. So drag out that veteran or moped for an airing.

Of course, not everyone enjoys the competitive element of the Signpost, so this year there will also be a Social Run option (long or short route) where you'll have a prepared route card to follow over roughly the same course as the rally itself – the Social Run starts at 11 o'clock, an hour after the main event, so everyone will finish about the same time.

And finally, entries are open to non-VMCC eligible bikes under 125cc – hopefully this will entice younger (and older) non-members to have a go.

For more details ring me on 01452 863470, or go to www.seabrookaudiology.co.uk.signpost/htm where you'll find recent Signpost Rally results and regs for this year.

See you in May
Robert Rendell

COTSWOLD SECTION CALENDAR - MARCH 2013 to MAY 2013

March

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

April

3rd	Mid-Week Social Run	The Apple Tree Inn, Woodmancote, Bishops Cleeve, Cheltenham
3rd	Mid-Week Rally	The Apple Tree Inn, Woodmancote, Bishops Cleeve, Cheltenham
6th	Felix Burke Weekend Social Run	The Carpenters Arms, Miserden, Stroud
7th	59th (Felix Burke Memorial) Cotswold Road Trial	Miserden Village Hall, Miserden, Stroud
10th	Mid-Week Rally	Fagin's Inn, Stroud Road, Brookthorpe, Gloucester
17th	Mid-Week Rally	The Colesbourne Inn, Colesbourne, Cheltenham
21st	Summer Meeting	The Royal Spring Inn, Lower Lydbrook
23rd	Committee Meeting	Churchdown Club, Church Rd., Churchdown
24th	Club Night	The Haw Bridge Inn, Tirley, Gloucester
27th	"Wartime in the Cotswolds"	GWR, Toddington Station, Toddington
28th	www.gwsr.com	Gloucestershire-Warwickshire Railway

May

1st	Mid-Week Social Run	The Greyhound Inn, Littledean, Cinderford
1st	Mid-Week Rally	The Greyhound Inn, Littledean, Cinderford
5th	Breakfast Run - destination TBA	Free Car Park near Churchdown Club
8th	Mid-Week Rally	The Carpenters Arms, Miserden, Stroud
11th	Social Run to Devon Section's Scrumpy Run	Free Car Park near Churchdown Club
12th	Summer Meeting	The Duke of York Inn, Berrow, Malvern
15th	Mid-Week Rally	The Ferry Inn, Chaceley Stock, Gloucester
19th	24th Cotswold Signpost Rally	Denfurlong Farm, Chedworth, Cheltenham
22nd	Mid-Week Rally	The Old Badger Inn, Springhill, Eastington, Stonehouse
28th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
29th	Club Night	The Haw Bridge Inn, Tirley, Gloucester