

# The Cotswold Section

of the Vintage Motor Cycle Club



## Newsletter

Issue 83 - May 2012



1955 Royal Enfield 250cc Clipper restored by Francis Dallman after being bought for him by his daughter for his 70<sup>th</sup> birthday. A four year restoration which is now used on Mid-Week Rallies and Winter Wanderings.

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

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

[www.vmcc-cotswold.org](http://www.vmcc-cotswold.org) or [reg.eyre@tesco.net](mailto:reg.eyre@tesco.net)

High Beech, Elkstone, Cheltenham, Gloucestershire, GL53 9PA

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.

**July 2012 deadline is 20<sup>th</sup> June 2012**

## From the B190

A couple of members have let me have photographs for this edition. Many thanks Trevor and Francis.

I have included some images from the first events of this year with an explanation for some of them. Many images were provided by Dave Giles from Derby, for which, many thanks, but I am running out of funds to pay his travelling costs. Any chance of local image takers contributions?

*Reg Eyre KOB*

## Winter Wandering – March 2012 at the Carpenters Arms, Miserden



About 25 riders arrived in the Miserden sun trap. Darol and John decided to cool down by sitting in the shade to discuss the relative merits of Nortons, Ariels, Triumphs and New Imperials.

### **15<sup>th</sup> Anglo-Dutch Reliability Trial for pre-1915 Machines 22<sup>rd</sup> to 27<sup>th</sup> July 2013, South Cerney, Cirencester, Gloucestershire**

Assistance is required with the organisation of this event.

If you think you may be able to help, please contact Dave Pritchard KOB, 56 Oakwood Drive, Hucclecote, Gloucester, GL3 3JF, telephone 01452 618248, email [dave@pritchard56.freeserve.co.uk](mailto:dave@pritchard56.freeserve.co.uk)

## Pioneer Run 2012



Several members of the Section rode down to Brighton in relatively pleasant weather. The photograph above does not show someone trying to keep warm but Tony Lockwood of the Flat Tank Section about to throw himself off his 1910 3hp Royal Enfield.

In your own words Tony:

**My second attempt at doing the Pioneer run, the first attempt I made 5 miles!**

My bike a 1910 Royal Enfield 2 1/4HP named 'Little Olive' after my very recently departed 94 year old mother in law 'very old, a sweet little thing but hard work at times', was living up to her namesake as she was being a bugger to get going just after setting off from Tattenham Corner in Epsom. After a lot of 'HPA' (heavy pedal assistance), I managed to reach and negotiate around the first set of traffic lights onto the A217, things were looking up and she seemed to be going like a bomb! Moments later I was being overtaken (most things do) by a rider from the fatherland with his hand held high and his index finger jabbing in a downwards motion. Was ist das! I thought, I instinctively looked down to see what the trouble might be whereupon to my horror I was greeted by a ball of flame between

my legs (luckily not 2 balls of flame). My first thought was PANIC! what do I do now, my second thought was if I dump the bike now there was a good chance I would close the road and not be too popular with about 300 veteran riders (particularly as my number was 69), my third thought was a flashback to the film 'Memphis Belle' they had an engine fire and their course of action was to go into a steep dive to increase speed to blow the flames out, could I do the same? Two things were against me here, I had no altitude and least of all speed so the idea of blowing out the flame was a non starter but blowing up a distinct reality! So with things getting a tad warmer by the second I luckily noticed some yards up the road an earthen driveway (another 30 yards or so I could have reached a petrol station but this may have been misconstrued as a suicide bombing attempt so wisely, I think, decided against it). This was going to be my landing/bale out point. After watching the flames engulfing my bike for what seemed like many minutes and thinking to myself it is game over for the old girl the fire was extinguished in a flash by a resident whose name I did not get and a chap from Belgium, Florens Ronald, (founder of the Oude Klepper Parade in Belgium) both of whom came to my rescue, each equipped with a fire extinguisher.

As luck would have it, or not as the case may be, the official photographer Stuart Norris\* caught the whole incident on film so I don't have to have vivid memories of what happened, Simon kindly gave me the whole set FOC (I think he felt a bit sorry for me) so I can frame them all and hang them on the wall. The reason for the fire was not excessive speed but a petrol leak, I have a suspicion that the priming petrol tap got knocked on by my flapping trouser leg due to 'HPA' heavy pedal assistance, the tank had split but this may have been from the heat of the fire, who knows.

The bike is extensively fire damaged but not a write off, and staggeringly after only 2 weeks of the event happening I have received a cheque from footman James my insurers to allow me to repair the bike to her former glory. No harm came to myself, all bodily parts are still intact and working and I still have hair around my testicles!

I have now invested in a fire extinguisher, and will wear cycle clips in future!

***Tony Lockwood, Flat Tank Section***

\* Stuart Norris has many images of the Pioneer Run for sale. Contact him on 01223-311707 quoting the rider number for an image.

## Antique to Modern in two years

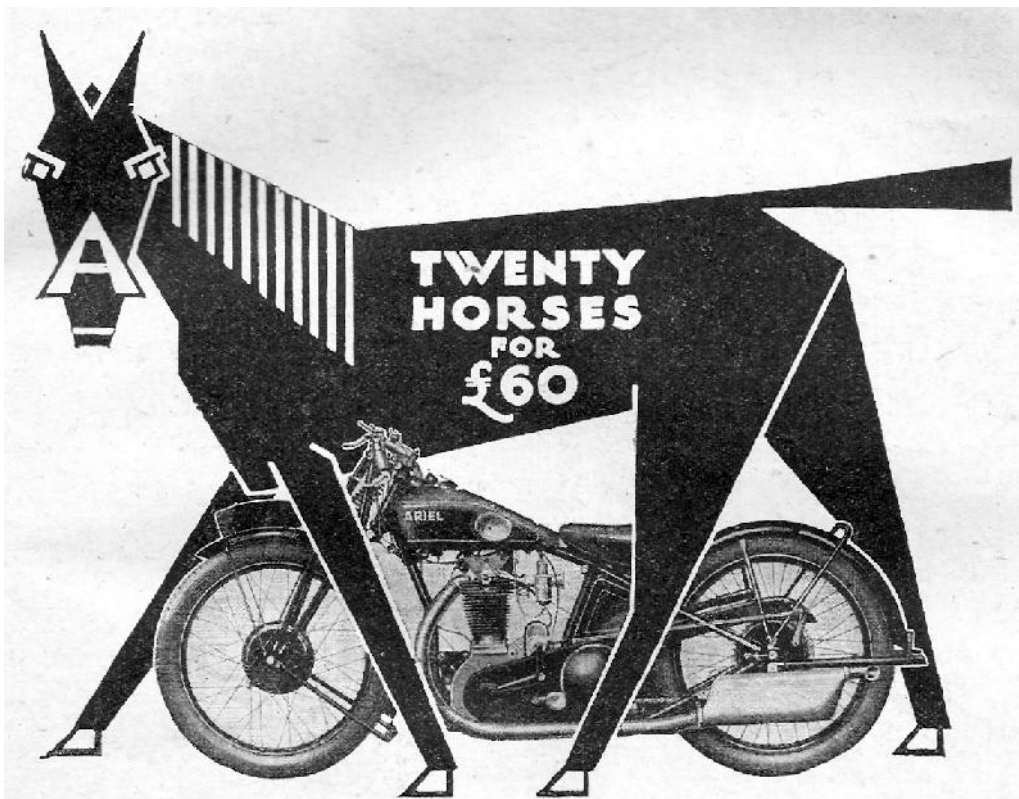
Now, I realise only too well that I need to tread carefully here, given the enthusiastic following in the Cotswold Section for Selly Oak horses. But, in private, I have long held the opinion that Early-Vintage Ariels were something of an anachronism. There, I'm out!

Why the sudden bravery? Well, I recently discovered that I had that most esteemed of motorcycling scribblers, Ixion, on my side. How about this from the great man, in January 1927, on looking back over his motorcycling through the previous twelve months -

“The most improved machine of the year was, to my thinking, the 497cc ohv sports Ariel. I got into sad hot water last year with certain Ariel enthusiasts for alleging that the old side-valve model possessed but an antiquarian interest. I repeat the words with double confidence.

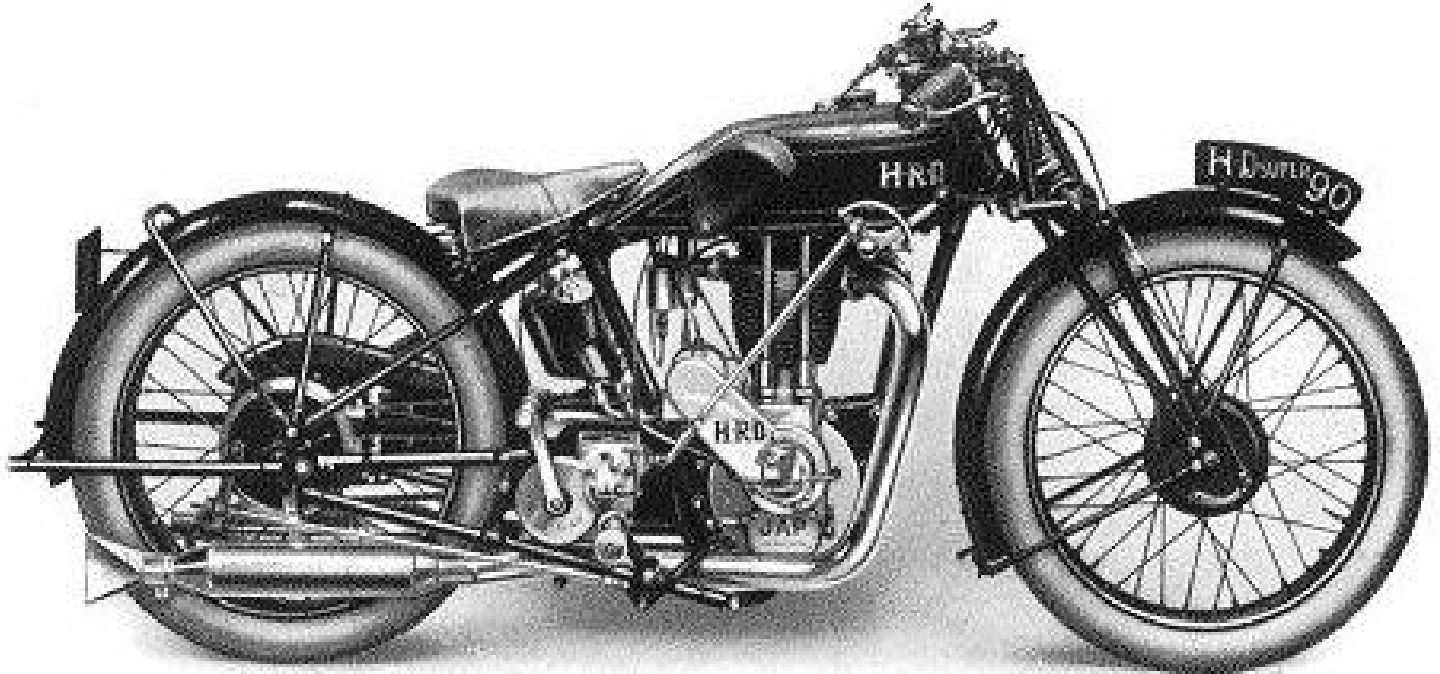
The new Ariels are in an entirely different class, and I marvel that the firm can do anything so excellent at the price.”

Antiquarian, indeed. The pre-Great War White & Poppe side-valve design was surely time expired. What's more, Ixion's rapid conversion, was based purely on experience with the 1926 interim model; having little more than Val Page's fresh thinking applied to the motor. The all-new look, with saddle-tank and centre-spring forks for 1927, still had to be sampled. The resulting 497cc twin-port Model E - 'The Modern Motorcycle' - at £60, was a real 'steal'.



Ariels were back from the dead.

The capable Page had obviously looked around the industry and decided that one small-time producer had already set *the* styling trend for the future, one that he himself would be wise to imitate. More than that, Howard Roland Davies (H.R.D.) had already won a TT-race with his good-looker and the marque would win again in '27. Quite an achievement!



Coincidentally, 1927 marked the tenth anniversary of Davies' own 'back from the dead' experience. An RFC 'flyer' Lt. Davies failed to return from a mission over German lines on 14 March 1917. There was an unconfirmed report that he had been killed, but not until mid-May was any firm news of his fate available and, in a most unusual way. A cheque, signed H.R. Davies, dated 24 April, Karlsruhe, passed through a Berne branch and reached Messrs Cox & Co's bank a few days later. A telegram was immediately forwarded to his anxious parents and his survival as a PoW was subsequently confirmed.

How motorcycling history might have changed if that hadn't been the outcome - would a 350 Ajay have won the 1921 Senior TT? There wouldn't have been an HRD marque at all, nor Vincent-HRD, or (just maybe) Vincent itself.

Funny old world, isn't it?

***Kenilworth***

## Bristol Spring Road Trial

Several Section members took part in this early season event.



Jenny was second in the Three-Wheeler class, Paul Button (not shown) was first in the Vintage class, Robert Rendell was first in the Post-1975 class, but Kate wants her machine back! Reg Eyre was first in the Post-Vintage class.

Dave Giles took the photographs, except for the one of himself!

## Felix-Burke Cotswold Road Trial Week-end Social Run



Dave Giles with Jenny Hart



Some of the “old thumpers’ on parade

Many riders used the social run as a way of preparing for the trial on the following day. The new Clerk of the Course, Chris Harvey KOBİ, kept many features of earlier Cotswold Road Trials plus a new green lane at Poulton. Although some moans were heard after Len Ore's name was mentioned as the question setter, many riders thought they were reasonable. Sadly, Mary Roberts newly refurbished 1937 250cc AJS set fire to itself part way down a green lane. Our commiserations to Mary and we hope it won't be long before she rides her favourite machine again.



## Images of the Felix Burke Road Trial



Paul Wilson showing his water-cooled Scott.

Both photographs taken by Gavin Shaw who is a professional photographer. Visit his website to view and buy images taken at other venues.

[www.gavinshaw.zenfolio.com](http://www.gavinshaw.zenfolio.com)



## My Favourite Machine



I bought this machine, as you see it here, from Cotswold Classics three years ago. It is a 1938 Triumph T70 and my aim is that now I am retired from the RAF, I intend to 'gird my loins' and do some mid-week and social runs.

*Trevor Davies*

### Advertisement 1

Do you have an interest in farm engines? A chap who now lives in Northern France, but comes from Woodborough, has a French made "Bernard" engine for sale – about £300. Please contact Tony Page, e-mail address [asingetalife@talktalk.net](mailto:asingetalife@talktalk.net) who will forward your email response.



## Me and my motorcycles

My first motor cycling ‘career’ was in the mid 1960s, around the time I was in the sixth form at school and just afterwards. I started off with a Bianchi 50cc moped. This was followed by a Lambretta Li 150 scooter. When I decided I wanted to go a bit faster I sold the Lambretta and bought an Ambassador 250 twin. I cannot remember which model it was but it had a fairly large tin back mudguard in common with other Ambassador bikes of the time. Even then it was a rare machine and unfortunately not in the best of condition, especially the brakes, but I liked it very much, particularly the sound made by the Villiers twin cylinder engine. The desire for even more speed and its poor condition meant the Ambassador had to go and it was replaced with a 500cc Triumph Speed Twin, the type with the bathtub rear mudguard. Like all my friends at the time, I soon wanted to get my first car so the Speed Twin went and my motorcycling came to an end. There would be no more bikes for the next forty years!



*Why an Ambassador and how I came by it.*

The previous paragraph will give a clue. I spent the last few years of my working life working from home, and in an idle moment one day sitting in front of my computer in my home office, I mused, “I wonder if there are any Ambassadors around these days? I’d better have a look on the Internet.” I have no idea why that thought crossed my mind but, needless to say, up came a 1959 Ambassador Envoy being advertised on eBay by a second-hand car dealer in Bolton. It looked good in the photos so I went to have a

look at it and the deal was struck. My second motorcycling ‘career’ had begun.

### *The restoration*

A full restoration was not needed as it had been done before previously, about ten years before I got it as far as I can tell. As you can see from the photos, the bike was not derelict when I got it and it was running - just! The before photos don’t show all the horrors I found on it unfortunately, such as bent brake and gear change pedals, inlet manifold fitted upside down, petrol like dilute mud with weird shaped pieces of tank sealer floating around in it, non-standard wiring, damaged and badly touched-up paintwork and an ignition coil that gave up the ghost every time the bike was ridden for more than five miles. Things that are visible are the handlebars at a strange angle, incorrect cylinder head, silencer bracket fitted the wrong way round and ‘trials’ style magneto cover on the right hand side. The MOT proved there was nothing fundamentally wrong with it, the tester saying that he could not find any play anywhere where it shouldn’t have been. My work on it consisted of having the engine and gearbox overhauled by Nametab Engineering in Redditch, the tank and tinware repainted to its original black by Devil’s Ride in Tewkesbury, rewiring and fitting new clutch, brake levers, twist-grip, and all new control cables.



### *How I expect to use it*

I would like to enter it into some classic bike shows. Having been to a few in the last two or three years, I think it will stand up well against a lot of the other bikes on show.

### *Keith*

## Where in the world?



An uncle and nephew out and about on their BMWs – but where?

## A modern “veteran”?



In 1948 your “**vintage**” motor-cycle could have been all of eighteen years old and your “**veteran**” thirty-four years old. So eligibility for the newly established VMCC was for a bike of eighteen years or older.

After a great deal of debate in the VMCC, the rules changed to allow a rolling age of twenty-five years old for eligibility.

So, having cleared that up, my bike which rolled off the production line thirty-four years ago is well within that criterion. *(I am not prepared to open the debate on machine age eligibility - Ed)*

The problem is that it just doesn't look "vintage!" It has cast alloy wheels, a disc brake at the front and drum at the back, a multi-plate dry clutch, six speed gear box, in line vee twin 350cc engine with heron pistons, tooth belt driven high camshaft, electronic ignition, indicators and twelve volt alternator supplying the electrics all as standard. However, it is a true modern classic.

You will probably have guessed that it is a Moto-Morini and in this country is one of Italy's most under-rated gems. It pushes out more brake horse power than Velocette Venom and is significantly lighter. The frame is a small low "featherbed" design and thus the handling is confidence inspiringly precise.

The bike was four years old when I bought it from a work colleague who was clearing out to work abroad. We settled on a price that allowed for a tick-over light knock that it had developed which we agreed could be a minor or major cost to repair.

The engine spins backwards to convention and drives the clutch via helical cut primary gears. The crankshaft gear pinion is keyed and held on to the shaft by a nylock nut. The key is aluminium and when I removed the primary case to have a look I found that the nut wasn't tight which was allowing the pinion to chatter on the key. I replaced the key and nut which solved the light knock problem.

I then revelled in the experience of riding the bike for work and for pleasure over the next six years or so. Being Italian and the bike now being ten years old the thin paint was now starting to drop off the frame (in spite of wax-oil coating from new by the previous owner) and to blister off the wheels!! House moves and other projects resulted in it being laid up for the next twenty two years but memories of the riding pleasures it afforded did **not** fade.

In 2010 I stripped it down to the bare frame and got the wheels and frame and other bits powder coated. Lifted the heads off the engine, de coked the valves and pistons, lapped in the valves, replaced the springs and refitted the heads. The exhaust pipes were beyond re-use and Armours supplied stainless steel replacements. The quality of the pipe bends was good but the angle of the stubs for the balance pipe was dreadful! The phone call to Armours resulted in the reply you are the first person to have found a problem with that batch. Oh yes, pull the other one! Fortunately I was able to cut, shut and weld them to the right angle. I had replaced the silencers

with stainless steel ones from Armours twenty six years ago which were still perfect and were refitted.

The original wiring loom was carefully re-fitted. The front mudguard stays and bracket, plus the kick start lever were re-chromed and I repaired the seat cover for the second time by replacing the side pieces having had the metal base powder coated.

The original rear shock absorbers were not worth restoring and were replaced with new ones.

It flew through its first MOT for twenty four years and the pleasure that had been on hold for so long is now being enjoyed once more on my “modern veteran”!

*Chris Roberts*

## **Advertisement 2**

A while ago I mentioned 'moto portraits' for members. Here is a link to the worlds' most read vintage motorcycle blog featuring a member's machine:

<http://thevintagent.blogspot.co.uk/>

I would like to offer Cotswold Section members the service of having their machines photographed in a similar way along with 3 12x8 prints for a special offer price of £160.00, per bike.

Prints can also be obtained right up to poster size if required. Details and prices on request.

Should this be of interest, please let me know.

Mark Fairhurst – [markphotographer@btinternet.com](mailto:markphotographer@btinternet.com)

**24<sup>th</sup> Cotswold Weekend - 29<sup>th</sup>, 30<sup>th</sup> June, 1<sup>st</sup> July 2012**

**Lower Lode Inn, Forthampton, Tewkesbury, Gloucestershire**

Friday 29<sup>th</sup> June      Social Gathering at the Lower Lode Inn

Saturday 30<sup>th</sup> June    80 mile Observation Road Trial with Lunch Stop

Sunday 1<sup>st</sup> July        70 mile Social Run with Lunch Stop

Regulations and Entry Forms available on the Cotswold Section website, or from Jenny Hart, 56 Wigeon Lane, Walton Cardiff, Tewkesbury, GL20 7RS, telephone 01684 276610, email [jenny@hart1246.plus.com](mailto:jenny@hart1246.plus.com)

**Cotswold Touring Holiday – 2<sup>nd</sup> to 6<sup>th</sup> July - Lower Lode Inn**

Further details from website or Jenny Hart

## Cotswold Section Calendar for May to July 2012

### May

2nd	Mid-Week Social Run	The George Inn, Frocester, Gloucester
2nd	Mid-Week Rally	The George Inn, Frocester, Gloucester
6th	Founder's Relay Rally	The Aviator Inn, Staverton, Cheltenham
9th	Mid-Week Rally	The Seven Tuns Inn, Chedworth, Cheltenham
12th	Social Run to Scrumpy Run	Dowty Sports and Social Club, Staverton
13th	Summer Meeting	The Duke of York Inn, Berrow, Malvern
16th	Mid-Week Rally	The Gloucester Old Spot Inn, Piffs Elm, Cheltenham
20th	23rd Cotswold Signpost Rally	Denfurlong Farm, Chedworth, Cheltenham
23rd	Mid-Week Rally	The Daneway Inn, Sapperton, Cirencester
29th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
30th	Club Night	Dowty Sports and Social Club, Staverton

### June

6th	Mid-Week Social Run	The Gardeners Arms Inn, Alderton, Tewkesbury
6th	Mid-Week Rally	The Gardeners Arms Inn, Alderton, Tewkesbury
13th	Mid-Week Rally	The Old Crown Inn, Uley, Dursley
20th	Mid-Week Rally	The Dog & Muffler Inn, Joyford, Gloucester
<b>20th</b>	<b>Deadline for July 2012 Newsletter copy</b>	
26th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
27th	Club Night	Dowty Sports and Social Club, Staverton
29th	24th Cotswold Weekend - Social Gathering	The Lower Lode Inn, Forthampton, Tewkesbury
30th	24th Cotswold Weekend - Navigational Trial	

### July

1st	24th Cotswold Weekend - Social Run	
2nd - 6th	Cotswold Touring Holiday	The Lower Lode Inn, Forthampton, Tewkesbury
4th	Mid-Week Rally and Barbecue	Natton Garage, Ashchurch, Tewkesbury
11th	Mid-Week Rally	The Colesbourne Inn, Colesbourne, Cheltenham
15th	Summer Meeting	The Snowhill Arms Inn, Snowhill, Broadway
18th	Mid-Week Rally	The Butchers Arms Inn, Lime Street, Eldersfield, Gloucester
22nd	Breakfast Run to Dean Heritage Centre	Dowty Sports and Social Club, Staverton
24th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
25th	Club Night	Dowty Sports and Social Club, Staverton
28th	Social Run to Calne Bike Fest	Dowty Sports and Social Club, Staverton