

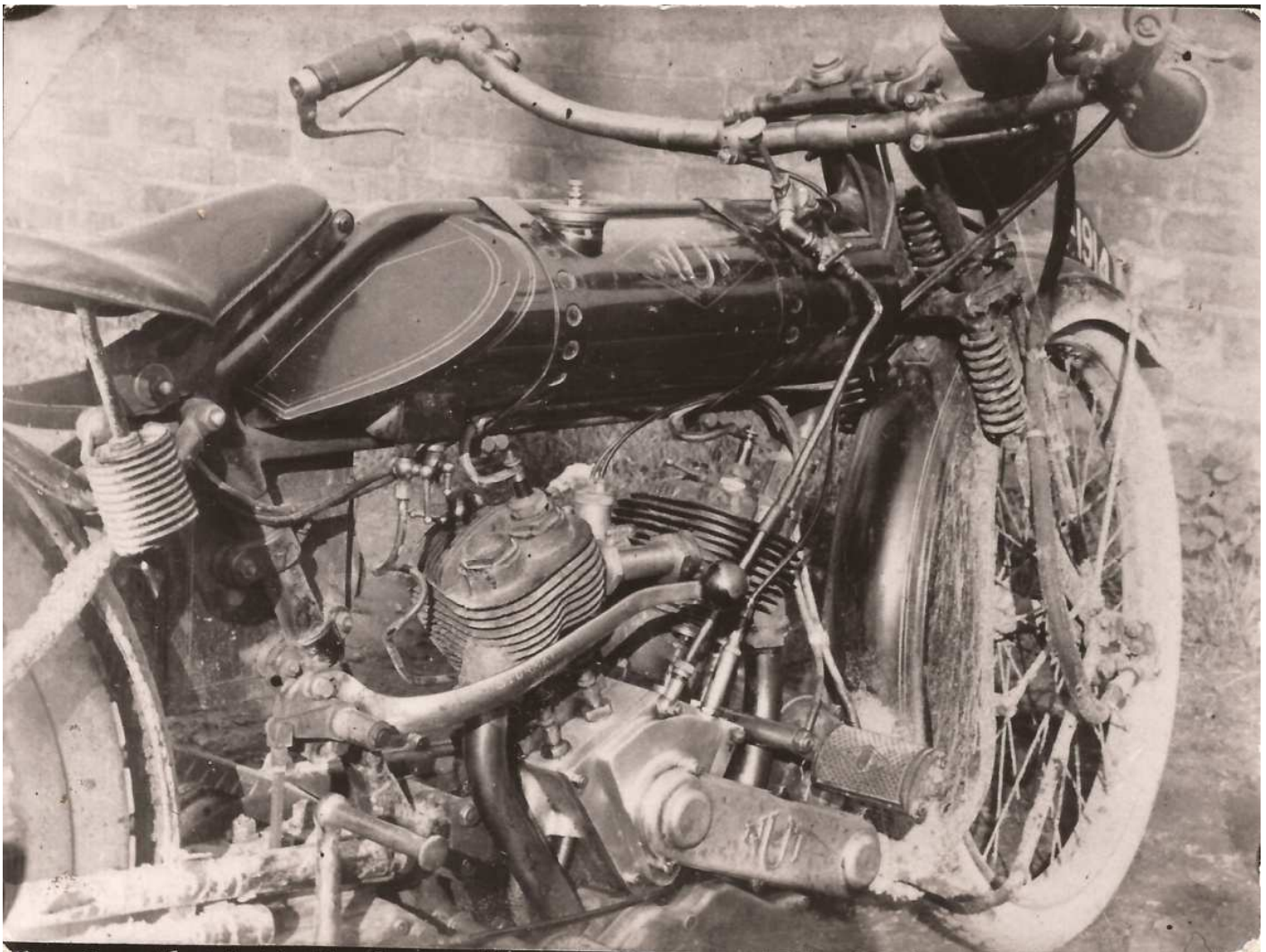
The Cotswold Section

of the Vintage Motor Cycle Club



Newsletter

Issue 92 – November 2013



This image is one bought on eBay. It shows the 1913 NUT raced by Hugh Mason in the 1913 Junior TT. It was registered X 1914 and used in Worcestershire in the 1920s. The photo looks as though it came from the Demaus Collection.

Reg Eyre KOB1, 01242-870375 (before 9.00pm)
www.vmcc-cotswold.org or 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.

January 2014 deadline is 20th December 2013

From the B190

The last of the competitive road events took place with the Night Trial. Winter is now setting in with occasional bursts of sunshine making cold, but pleasant riding. Machines which need fettling before the new season, will be put on benches, while those that have performed well through 2013, can be 'bagged up' to survive the dampness, insects and cold before March next year. Does anyone else use large black compost bags, available from Farmer's supply shops: wheel the machine into the bag, put it on the stand, pull the bag back while pushing air out of the bag and tie the open end off with bailer twine. A squirt of WD40 in the bag before tie-ing off seems to keep the rust away.

The article by Dennis Beale KOB I was well received with many members saying that they will keep the article safe for reference when needed.

The Cotswold Section will be celebrating its sixtieth anniversary next year, which makes the AGM on the 6th November a very important meeting. All members of the Section should be prepared to take some part in events being prepared for next year. Why not offer your services to the committee for a year? You may even enjoy taking part in this activity of the Section.

Finally, the editorial staff wish all our readers a happy Christmas and great New Year!

Reg Eyre KOB I

Trevor Davies has offered to coordinate our efforts to mark the Section's 60th Anniversary during July 2014. He is researching the history of the Section for a planned commemorative booklet featuring personalities, events and stories of members covering the last 60 years.

Would any member who has photographs of any of the following members: Peter and Audrey Moffat, Fred Smith Senior, Joe Fryer, Les Hurrell, Len Ore, Cyril Palmer, Arthur and Audrey Lewis please contact Trevor on a club night, phone 01452 619793 or email warzonespeedways@tiscali.co.uk. Pictures can be either in colour or black and white and all will be considered for use in the booklet.

He is also looking for press cuttings surrounding the Hurrell Hall fire and programmes from the early days of the club and members memories of the six decades of the Section's existence.

Notes from the Chairman

The AGM will be on November 6th, which is a change from earlier calendar information, but I am hoping that all members are already aware of this date. The Bring and Buy Sale will follow directly after the AGM so please be prompt, as proceedings will start at 8.00pm.

If no one else is interested in standing for the position of Chairman, I will once again stand for the position but with the clear understanding that it will be my final year in the role.

2014 is our Diamond Jubilee, the 60th anniversary of the establishment of the Cotswold Section, which is certainly something to celebrate and to try to make a very special year. A few things have been put in place already, it is intended to create a commemorative booklet of good quality containing all sorts of items from the past and Trevor Davies has kindly volunteered to collate as much information as he can and speak to as many members old and present to achieve this. The committee have asked Trevor to act as co-ordinator for this task and fortunately he has kindly agreed. This is a mammoth task so please help Trevor as best you are able.

The actual month of the anniversary is July, which ties in with our normal date for the Cotswold Weekend Trial and the Touring Week, so some initial thoughts have been discussed as to what we may do during around this event to make a special celebration. So as to give some guidance as to what we could do here are a few thoughts as to a possible event so your thoughts would be appreciated and indeed any alternative ideas would be welcome.

1. Dinner dance
2. Dinner
3. Midday buffet
4. Late afternoon buffet
5. Parade from Cheltenham Municipal offices or similar, probably including one of the above
6. Time Trial

The above are in no preferred order and are simply preliminary thoughts.

The AGM would be a good place to express interest in what the Section does and show your willingness to help.

On a personal note I will not be organising two Trials, arranging all of the routes for the Mid-Week Social Runs and taking the register on a Wednesday evening as this fell to me this year. If members are not prepared to stand up at the AGM and offer to help, please do not complain to me when certain long term undertakings do not happen.

Sorry about the above whinge, I am sure that the membership will step up to the plate and let's have a Diamond Jubilee year to remember.

Chairman Brian

Insurance Matters

These are the experiences of a Cotswold member. Noticing that his insurance premium increased every year, he decided to contact the current company and asked them to explain the 100% increase and to reconsider their absurd request. The reply, every year, was that risks had increased and loyal customers had to pay premiums to cover the accidents caused by uninsured motorists. They were then informed that he would take his business elsewhere. There then followed a mornings work telephoning several companies offering 'classic' insurance until he had a reasonable quote. He then telephoned the current company and explained that he had now

obtained a better quote. The reply was that they could match this offer and therefore he might as well remain with his current company. Sometimes, the telephone operator told him to change, which he did.

Some of you might think loyalty is worth paying a bit more for, but he thinks you would be mistaken. After fifty years of riding with no claims in that time, he expected the company would give him some privileges. These did not come about, and hence the new approach of giving the current company three days to improve their quote.

Now the good bit! Within two weeks, our member had to make two claims through his Carole Nash insurance. Both were settled quickly with the assessor visiting the damaged machines and suggesting the amount to be paid. Both machines were repaired to his satisfaction by a repairer he trusted and respected and at the budget allowed by the insurer.

So good news for now, but what will happen when his insurance needs renewal?

KOBI Corner – From our Australian correspondent

When I was a member I seem to recall Paul Button who was living in Holland. He used to come to our meetings from time to time, or we would catch up on the various continental rallies.

Is Geoff Preece still a member?

He and I did a great trip on the Continent to test out a couple of bike we restored. I had bought a Rudge Multi and a 500 Sunbeam, both unrestored, from a dealer in Hampshire. I on-sold the Sunbeam to Geoff and we then restored them.

To try them out we decided to create a test similar to some that were done by magazines or manufacturers in the early days. I believe that John O'Groats to Lands End runs was a popular test route.

We decided to do a 'Continental Weekend' on the two bikes.

We covered something like five or six countries in a weekend; England, Belgium, Holland, Lichtenstein, France and Germany, (memory hazy here). My cousin came with us riding my Honda 400/4 and used a Super 8 Cine camera.

It was a fantastic weekend. I recall the rear axle spindle on my Rudge broke somewhere in Belgium and I had to weld the two halves back together again. If you know anything about a Rudge Multi rear wheel, you will understand that this was quite a feat.

The Rudge was a great bike. I got booked for a noisy exhaust on it since it could be made to bark well when loading it up with the Multi gear. I was visiting my wife in Gloucester hospital who was there for the birth of my son, Douglas.

Maybe this was how I became eligible to be elected to The Order; I am not sure!

Bob Main KOBI

P.S . I rebuilt the rear wheel during restoration; there are a lot of spokes. How do you know if you have them all in correctly? 'You put a live canary in; if it can't fly out you have done it right'



Bob Main KOBİ with Geoff Preece KOBİ preparing for the continental journey.

The KOBİ meeting for 2014 will take place on Friday 3rd October 2014 at the Yew Tree Inn, Stock Lane, Chaceley, Gloucester, GL19 4EQ.

Members of the KOBİ are able to order tee shirts from Viv Jackson KOBİ on 07900-846726 by 1st January 2014 – please state size when contacting Viv.

History Section

The photograph sent in by Bob Main KOBİ brought some responses from Paul Button, Joe Fryer and Arthur Mortimer.



Man at back is Stan Rea, back row: Brian Crump, unknown1, Geoff Crump, Cyril Palmer, Mr Brown, Mrs Brown, Bill Land, Bob Main, David Main and Bob Bunting. Second row: Peter Hulme, Ken Nevinson, John Bliss, Derek Dagnell, Mike Morse, Felix Burke, Mr Applebee, Ernie Fletcher, Peter Moffat and Joe Fryer. Third row: Arthur Mortimer, Les Hurrell, Les Forge, Jack Lewis, unknown2, Wilf Mann, Rosina Burke, Betty Fryer, Mrs Hill, Nora Bunting. Front row: unknown3, Peter Bickerstaff, Frank Hill and George Jarman.

If anyone knows any of the above, perhaps they could send in a short piece to tell us what club life was like in their day.



Lunch Stop on the Tuesday Social Run at Blunsdon Station on the Swindon & Cricklade Railway

Photograph: Fred Hesselink (VMC)

One and a Half Horses

Thursday 25th July 2013 saw the climax of a motorcycle event, which has been staged, every two years, with some interruptions, since the first running on the 4th of August 1912. The Vintage Motor Cycle Club of Great Britain hosted the “Internationale Betrouwbaarheids Rit” that is in Dutch, in English, “The Anglo Dutch Reliability Trial and Touring Assembly”. This was the fifteenth gathering of an event, which alternates between the United Kingdom and Holland and is for motorcycles manufactured before 1915. The earliest machines appeared on the roads of the United Kingdom at the end of the nineteenth century. The Germans, French and Belgians manufactured the forerunners of what is the modern motorcycle. As the years progressed British motorcycles took to the roads. Progress was made, reliability improved and belt drives gave way to chains.

Forty-three doughty riders arrived at the Four Pillars Hotel near South Cerney, Cirencester, on an overcast, but warm, morning. Almost half the entrants were from Holland together with Peter Gagan from Canada, riding a British owned 1912 Triumph, the other were British riders. Famous names from the past adorned the petrol tanks, Triumph, BSA, Scott, Sunbeam, Rex, Douglas, Minerva, Alldays and Onions, Rene Gillet, Flying Merkel and Indian, most are now long gone. The car park was brimming with machines being unloaded and fettled, fuel topped up, oil checked, belts tensioned, and nipples greased making ready for the Cotswold Tour. Speed is not of the essence, as the name suggests, reliability is the key. Most of the machines were capable of a steady 20 mph. At 09.31 hours the first of the contestants left the start heading out onto a sixty mile route along the minor roads of the

Gloucestershire countryside, into the magnificent Cotswolds. One and a half horsepower was the proud boast of some of the venerable engines, just enough to slowly ascend some of the hills en route. Westwards towards Ewen, Siddington, Coates and Sapperton looping north to the historic Rendcomb airfield of Royal Flying Corps fame, stopping there for a fine buffet lunch in a wonderful setting. A daring diversion was performed by a Dutch lady who was afforded the opportunity to “wing walk”. The airfield is the permanent home of the celebrated Breitling Wing Walkers. Two aircraft have special attachments, which allow pretty young ladies to climb atop the wings of the biplanes, strap themselves to the structure, and soar into the skies whilst the pilots perform aerobatic manoeuvres. Marieke Huijben was the sidecar passenger in a 1914 BSA three and a half horsepower outfit, which had set off from the continent several days previously, being ridden 800 kilometers, by Olav Jerzowski to the VMCC event. Now Marieke stood on the upper wing of a Boeing Stearman as pilot Martin Carrington circled the airfield. Brave lass.



On from Rendcomb through Barnsley, Ampney St. Mary, Fairford, Lechlade and Down Ampney and back to The Water Park.

The weather improved as the day progressed and all the participants successfully completed the tour. There were the occasional roadside adjustments but all made it back. The event was some two years in the planning, which was mainly undertaken by Dave Pritchard. He was supported for the duration of the event by other stalwarts from the VMCC who marked and marshaled the route. The Tour concluded on Friday night with a dinner at the Four Pillars Hotel where the awards and accolades were given. The best eight riders from the British contingent and the best eight from the Dutch riders are included in the national teams. Overall the British team won this year's event.

James Rendell, Renart



For sale: Single bike, small wheeled trailer complete with spare wheel, good condition, cheap for quick sale £50.

Tom Barker. tel: 01453 731979 (Stroud)

For Sale:



1954 Ariel 500cc VH special built for charity ride. Plenty of patina and good performance but now need space. New piston and rings fitted. Taxed and Mot'd £3250. Editor Reg 01242-870375 (Cheltenham before 9.00pm please).

For sale: At an event I attended yesterday a guy offered me 3 x BSA's for private sale. Details are:

BSA C11G, 1953 in good condition, with all documentation.

2 x BSA Bantams D14/4, 1968, with all documentation.

Contact :- Shaun Matthews, Gloucester. 01452 331582 or 07981 240556.

Someone may be interested! *Ian Dettmer*

The 1959 Bustard motorcycle

I thought you should see a picture of the 1959 Bustard 750 Grand Turismo that has

finally emerged from the shed

It started first kick (I promise!) but has proved a pig to start since - a combination of high compression and high primary gearing so I need to "super-size" fast or find a way of getting the valve lifters to work in a confined space under the tank, change the pistons etc.

There are also multiple leaks of all descriptions - with a huge range of different manufacturers parts it was never going to be oil tight, but its a bit galling to have petrol leaking like a sieve from one of the new carbs, especially after they took 4 1/2 months to arrive!

Julian – Banbury Section



A Possible Future Motorcycle



This was parked next to my 1903 Werner in London. What is it? – A Saietta!

Saietta's Unique Features

1. World's First production Composite Monocoque Chassis (like an F1 Car) in a motorcycle. The Agility battery envelope IS the structure of the motorcycle - minimising weight, increasing strength and combining to give you, the rider, the most direct and tactile control possible.
2. Advanced "Wide-Base Variable-Geometry"™ Unequal Length Front Double-Wishbone suspension for extreme steering and suspension control throughout the

performance envelope.

3. Unique Agility "Instinct Steering Geometry"™ for intuitive feel and superlative handling from walking pace up through to blisteringly fast.

4. Ground-breaking "Drive-Torque Geometry Control" integrated transmission and suspension system for optimised suspension control during aggressive acceleration, giving maximum corner-exit traction, and greater stability when accelerating and breaking.

5. Next Generation Drive-train: harnessing the efficiency of Agility's "Drive-Torque Geometry Control" integrated transmission and Ultra-High Torque Axial Flux Electric Motor. Seamlessly smooth, extremely powerful, and instantly responsive. Regen capable: able to recover energy during deceleration.

Saietta R Performance: 0-60mph in 3.9 seconds (0-100 km/h in 3.9 seconds)

Top Speed: 89 mph

Driving Range: City: 112 miles (182 km), including reserve of 12 miles, (20 km)

Highway: 58 miles (94 km) Combined: 74 miles (120 km)

Personalised Throttle Response: enables owner's personal preference.

Operating Cost: 45 pence for 100 miles around town (Assuming 5 pence/kWh for Economy 7 electricity)

If you have any questions or would like to test ride one, don't hesitate to contact us.

Gary French - European Development Manager, Agility Global Ltd

Beach Riding in New Zealand



Your editor is just a bit jealous of his mate Jan in New Zealand enjoying the Spring weather in New Zealand. The bike is a relatively modern BMW.

Letter to the Editor

I saw this at the back of a stand at the Beaulieu Autojumble.

If you don't recognise it it's the mortal remains of a 666cc Spagthorpe Hernia but some toe-rag has rebadged it as a Norton, probably a futile effort to make it saleable.

However, I think they've missed a trick here. All Hernia's had belt and chain drive, but no pedals fitted, both providing power to the back wheel at the same time, for "Maximum Torque!" boasted Spagthorpe, despite the fact that the ratios were different. Fortunately in order to get the correct tension on the chain the belt had to be on the slack side allowing it to slip. This particular Hernia has pedals as well and that's what makes it exciting. The only Hernia fitted with pedals was a "works machine" (though in Spagthorpe's case "didn't works" would be more appropriate) supplied to the noted adventuress Miss Tess Tickle for her attempt on the West Cameroon 500 record then held by the Italian Count Tingonyou on a 350cc DolcaVita in a time of 32 hours 4 minutes. That may seem an excessive amount of time to cover 500 yards but the West Cameroon jungle was very thick back in the 1920's. Miss Tickle set off into the jungle in a blaze of publicity and was never seen again. After a week the intrepid Count organised a search party and they found the Hernia a mere 75 yards from the start line. The tyres, seat cover and belt were missing and there were teeth marks in the crankcase. It was assumed that that Miss Tickle had become a victim of one of the two tribes of cannibal pygmies that were warring against each other at that time and there was a Service of Remembrance for her at Westminster Abbey.

There is an interesting post-script to her disappearance in that just afterwards the blood letting amongst the pygmy tribes virtually stopped. It was unkindly put about that, as Miss Tickle had been a woman with a bit of a "reputation" (she wasn't known as the darling of the light dragoons for nothing), the pygmies were so worn out trying to satisfy her libido they had lost the strength left to fight each other.

Who knows?

Alan Yeoman



COTSWOLD SECTION CALENDAR - NOVEMBER to JANUARY 2014

November

6 th	Annual General Meeting Bring and Buy Sale	Churchdown Club, Church Rd., Churchdown
13 th	Club Night	Churchdown Club, Church Rd., Churchdown
17 th	Winter Wandering	The Gardeners Arms Inn, Alderton, Tewkesbury
20 th	Austin Healey cars - Dave Plews	Churchdown Club, Church Rd., Churchdown
26 th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
27 th	Club Night	Churchdown Club, Church Rd., Churchdown

December

4 th	Guest Speaker – Ian Young	Churchdown Club, Church Rd., Churchdown
11 th	Christmas Party	Churchdown Club, Church Rd., Churchdown
15 th	Winter Wandering	The Greyhound Inn, Littledean, Cinderford
17 th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
18 th	Club Night	Churchdown Club, Church Rd., Churchdown
20 th	Deadline for January 2014 Newsletter copy	
26 th	Boxing Day Gathering	The Watersmeet Hotel, Hartpury, Gloucester

January 2014

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

For further details of the Sporting Trial on 19th January, please contact Chris Harvey KOBİ, telephone: 01452 840469, email: chrisharvey.2a@btinternet.com.

MAJOR COTSWOLD SECTION EVENTS FOR 2014

Felix Burke Weekend – 29th / 30th March

Social Run – Saturday 29th March

60th Felix Burke Memorial Cotswold Road Trial – Sunday 30th March

Diamond Jubilee Celebrations / 26th Cotswold Weekend – 11th – 13th July

Reception – Friday 11th July

Diamond Jubilee Reliability Road Trial, Social Run, and Dinner – Saturday 12th July

Cotswold Weekend Road Trial, Rally Luncheon and Award Presentation – Sunday 13th July