

The Cotswold Section

of the Vintage Motor Cycle Club



Newsletter

Issue 85 - September 2012



Photos are slowly coming into the editor's in-tray of riders and their machines.

This one shows Ian Vedder-Price riding his reliable Douglas in one of twenty consecutive Taupo - Napier Rallies in New Zealand

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

'Doc' Reg 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.

November 2012 deadline is 20th October 2012

From the B190

Both the Flat Tank Run and the Cotswold Section Week-end Road Trial gave riders a chance to assess their machine's performance in underwater riding and waterproofing. Sadly, reports may have missed this edition. Fords have always provided entertainment as the cartoon and picture of an International trial show.



(Both the cartoon and press photo appeared in 14th February 1952 Motorcycling)

One or two items in the last Newsletter have drawn responses which appear later. The AGM is in November and the post of Newsletter Editor will be one which should be voted for at that time.

Reg Eyre KOB

Short Notice

It's that time of year for the Westbury on Severn Carnival on Sept 2nd 2012 from 12 noon, and members and friends of the AOMCC / VMCC are offered free entry along with their vintage / classic vehicle to be placed on show. Location GL14 1PD, map ref SO717138.

For full details of event please visit

<http://www.visitforestofdean.co.uk/outdoors/thedms.aspx?dms=13&feature=1001&venue=1302246> (or Google "Westbury on Severn Carnival", or give me a call). Whilst not essential I would appreciate prior contact from anyone hoping to attend so I may ensure vehicle space; also if you require one of the superb salad lunches, advance ordering is a good option.

Dennis Beale - 01452 750424 or dennis@beale788.orangehome.co.uk

Anagram (solution on page 1)

I CORRODE GENTLY, DEAR!

Rusting quietly into old age, one member of the Section (well known rider of very ancient machines) has at last achieved his ambition to become a PhD Congratulations 'Doctor' from the untitled rest of us! - *Joe*

Caption Competition

Hi Reg,

The attached picture, which was taken in May 1944, is of my grandfather who was an acting sergeant in the Royal Army Service Corps. The location is somewhere in Italy, north of Monte Casino. After fighting through the North Africa campaign and into Italy, he was awarded the military medal, (I still have the citation and letters from the King). The Allies then fought up through Italy and on into France before returning home when the war ended. The caption competition speaks for itself, (mine would be 'start you B-----!') - Readers could also identify the bike.

I will award a bottle of wine for the best caption!



Graham Rowcliffe – (Please contact the editor to enter)

Thank you, Fred.

It was Fred who organised the Sidecar and Three Wheeler Run on 5th August. He devised a great route from the Haw Bridge Inn to Bourton-on-the-Water that took us along a few main roads but mainly quiet country lanes. I didn't bother to count how many machines were there, but I think it was about a dozen of which two thirds were either sidecar outfits or three wheelers. Most of us were Cotswold Section regulars but one or two were from elsewhere. On a run using the drop-off system, as it was for this one,

it's good to have some solo bikes as it's safer for them to stop at the junctions.

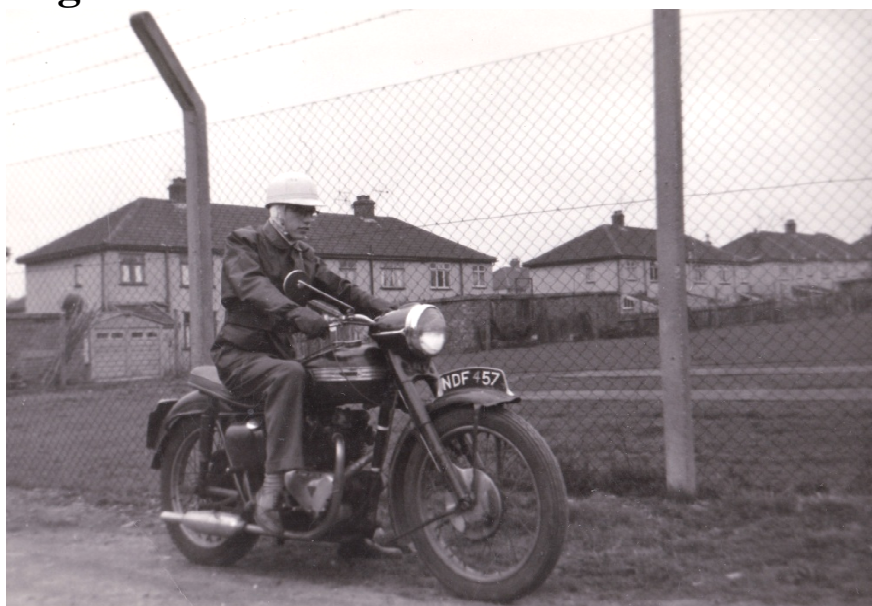
Before we set off there was coffee and tea at the Haw Bridge and the conversation naturally turned to a discussion on three wheelers. This included the Reliant Robin and someone mentioned the Bond Bug with its distinctive orange colour and the risk that it didn't always stay on all three wheels. By sheer coincidence, after I left Bourton on my way home, I arrived at the junction to join the A429 (Fosse Way) just as **two** Bond Bugs, driven 'in convoy', went past heading north. You don't see any from one year's end to the next, then they come along en masse.

It was another very enjoyable social run but I am beginning to think that, perhaps, vintage motorcycling with the Cotswold and Flat Tank Sections is a water sport. After the over-full fords during the Cotswold Weekend, and the brook which had broken its banks and flooded the road during the Flat Tank Weekend, my ride home on the A436 approaching Andoversford included another impromptu ford where water had collected right across the road. This followed a very heavy downpour.

I'm looking forward to more enjoyable riding during the rest of this year, but expect that I will probably continue to end up a bit damp.

Peter Kent

1954 Triumph Tiger 110 – NDF 457



Alan Freke on his well-used 1954 Tiger 110 NDF 457 in a photograph taken on 30th April 1963. The 'bike was not pretty, as a previous owner had crudely hand painted it bright red - but it went well.

It was sold in 1964 to the builder of a Douglas/Triumph special who only

wanted the engine and gearbox. The Douglas special was later sold on to a sprint enthusiast, who blew the T110 engine up, then abandoned it in a shed. It was acquired, sans engine, in the 1990s by a Douglas enthusiast, who used the Dragonfly cycle parts to build a Douglas engined special. That machine, ULL 793, is still on the road, How amazing that a bike that was scrapped twice, should have survived and still be on the road.

What became of the remains of the NDF 457 – the Tiger 110? The DVLA website shows that NDF 457, scrapped nearly 50 years ago to provide the engine for a Douglas special, is also still on the road, and taxed until December this year. It's also still shown as "colour - red" - hopefully not the crude paint job of 50 years ago!!

Alan Freke

Issue 84 of the Newsletter carried an article about BSA brake blocks from our South Pacific correspondent. I received a reply from Noel Whittall, recently returned from a European journey on his Model H Triumph. “I went for a jaunt into Europe on the Model H at the start of the month. It was the European rainy season and of the approx 1,000 miles I did, I estimate that 700 were in various degrees of precipitation. Among other things I rode across Luxembourg through the shallow end. – *Noel, Author of A Stupid Thing To Do!*

Hi Reg,

I have come across problems with brake blocks produced relatively recently, where the coefficient of friction is far too high, leading to grabbing and rapid wear. I have had some success with cooking them a bit in a microwave to harden them up. This needs to be done gingerly, in small increments. Also, one needs to be in a very stable relationship if attempting this when wife/family/civil partner/ etc. may be present or even expected back soon, because it does produce an aroma unlike anything else. Needless to say, this cooking should be done BEFORE any rivets or metal parts are fitted! Anyone attempting to do this must appreciate that I have only treated a couple of blocks and may have simply got lucky, so they will be experimenting at their own risk.

Noel

I share Noel's caution about risking culinary wrath - operating old bikes has its risks to marital harmony already. The coward in me says that a few quid

for a new block is cheaper by far than a divorce lawyer. Seriously, in the case of the Round Tank the foot operated block is out of sight and a lot is to do with the geometry of attack. Too close up and the far end of the block is the first contact. By setting the whole mechanism carefully I should be able to get it to mate with the rim evenly as witnessed by the original which had even wear. I have resolved to remove the muffler from time to time to check its setting.

Happy riding - *Paul*

First Breakfast Run 2012

One of the ideas from a recent survey was to try some Breakfast Runs during the warmer, drier weather season.

Graham Rowcliffe kindly offered to organize the first run of the year which was scheduled for Sunday, April 29th. The plan being to meet at 8.30 am at Dowty Sports Club and then ride to Bewdley and enjoy breakfast at the Riverside cafe. Sounded like a good plan!

The venue and meeting place were publicised with seven riders and one passenger expressing interest. However with the day getting nearer and the weather forecast being grim and getting blacker, mumblings were heard from intending riders wondering just how wet and windy this day would turn out to be. Back pedalling rapidly took place and numbers reduced. The morning arrived with the sound of pouring rain, force 8 winds and it was cold. My phone rang and not surprisingly numbers reduced again. I donned the wet weather gear, kicked the bike up and went off to check that no one else would be silly enough to bother. Uh, Uh!!! Graham Rowcliffe, partner Liz and Peter Kent were already on site and sheltering best they could from the elements when I arrived. Not to be fazed, I assumed we would have a quick heads together and knock the whole thing on the head. Peter (rides in any conditions) and Graham (should know better), thought that as we were meeting up with Jenny (Intrepid 3 wheeler pilot) at Tewkesbury we may as well ride out to Tewkesbury and rendezvous. (Me thinks – “Surely Jenny will not turn out.”) Liz (“I have never really been out in the wet and cold on a bike”), just went with the flow, nearly literally. Jenny was waiting at the roundabout, BSA heater on at full blast and window demister blasting away. I’m sure we are all hoping someone will make a sensible decision and call the whole thing off but this lot is of sturdy heart – more’s the pity. Perhaps we could go to a nearer cafe, a good plan as I know a cafe on the A38 just

topside of Tewksbury by the M50 junction, the only down side is that it is closed on Sunday.

The wind got worse and the rain kept pouring, arriving at Worcester was an American style eatery which looked a good substitute so we parked up only to find it was 45 minutes before opening. Wet and cold, onward rode our soggy group getting well and truly lost around Kidderminster, splashed our way out and expired just outside Droitwich. We ventured on amazingly arriving at Bewdley.

Our bedraggled garments were deposited around the cafe dripping all over chairs and the floor whilst we ordered our breakfast and tried to warm up and thaw out a bit. It didn't help our situation that the door closer was knackered and the door spent more time open than closed creating a wonderful cooling draught. Nevertheless, breakfast was good and, lo and behold, we had a visitor, one of the local VMCC crowd had read of our intended trip and had walked over from his house 200 yards away to see if anyone had been daft enough to come out on such a foul day. Unfortunately I have forgotten his name but he was very friendly and chatty. Time to depart and we toggled up in our still freezing cold and wet gear (lovely!) and set off to make the trip home. Graham's Square 4 was having none of it, the battery on closer inspection, would not even light the lights and decided to have a rest which did not suit the coil ignition. Fortunately, the local VMCC chap had hung around to see that all was well and we pushed the bike over the bridge to his house for a dose of new amps.

Jenny suggested that Liz might like a lift back home in Basil the Beeza. What an introduction for your first real motorcycle ride in the wonderful British Climate!

Graham had his amps boosted and amazingly got home before Basil, Jenny and Liz arrived. Pete was very relaxed about the whole ride.

No one who rode it will forget the First Breakfast Run 2012. Thanks to Graham for organising it and roll on the next Breakfast Run, 22nd July 2012, it can only get better.

Chairman Brian

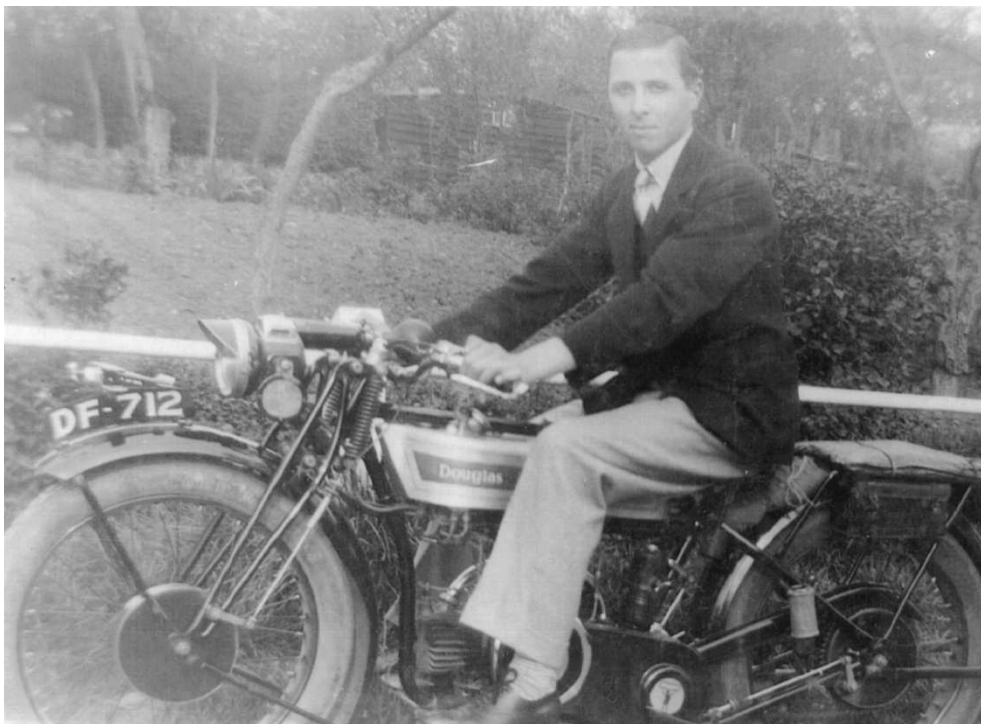
Request for help

As part of research into the activities of the Gloster Aircraft Company, I am keen to speak with anyone who worked within GAC Brockworth. There was a very active Gloster Aero Motorcycle & Light Car Club both pre-

WW2 and 1946-1952. The Aero club ran trials, scrambles and the occasional grass tracks at Spoonbed Farm (Painswick), Cross Hand (Brockworth), Droyscourt Farm (Coopers Hill) and Syde. I am particularly looking for meeting programmes, scrap book cuttings and personal memories of the meetings.

Trevor Davies - 01452 619793 - 07975 971115

warzonespeedways@tiscali.co.uk



This is the late Horace May on his Douglas. Does anyone know anything about this machine? Please send any information to the editor to pass on to the sender.

Correspondence

Dear Editor,

As the victim of Mr Baker's letter in the last Newsletter, maybe you'll allow me some space to reply.

You contacted me regarding the use of some of the pictures I took at the recent Felix Burke Road Trial. Once you made your selection I provided you, and by inference, the Section with free copies. I did this as a member of the VMCC and in support of the Section. It is also a service I've offered to the editor of the VMCC Journal and other non-profit making old bike organisations.

Mr Baker contacted me asking the price for a couple of pictures. He did not say if he wanted prints or electronic copies. The following is the reply I sent him:

“Hi: Not a problem, I can put both on a CD and post it off to you. It will be £10 but you'll be able to then take as many prints as you like. Or, I can print either 10 x 8 at £10 each or 5 x 8 at £5 each.

Let me know which you would prefer -Thank you – Gavin”

I never heard anything further from him.

This is not an extravagant charge for: hard backed postage envelope (£3.50) / printing on high class non UV affected paper (£5.28 for a 10 x 8), and covering my petrol riding round the route taking the photos (yes, I was on a bike).

Thank you for letting me reply and, *should* I decide to cover, (at my own expense), any further events of the Section, then the previous arrangement regarding photos for the Newsletter still applies.

Gavin Shaw

[I have given space to both views and now declare the matter closed – Ed]

Panic Stations!

I took part in the Flat Tank Weekend events despite the appalling weather which has decimated entry lists this summer. The rain soaked event was most enjoyable with the English sense of humour overcoming various adversities. The organisation was superb being in the capable hands Fred Smith Jnr KOB I and his partner Sue. An amazing route took us down narrow and twisting lanes of Gloucestershire, Worcestershire and Herefordshire. Despite ample warning, I charged through a ford confident that I could cope. My pride was somewhat dented when the bike got out of control forcing me to put my feet down into the cold water. I was wearing boots with a zip and within seconds I had water-cooled feet which I had to endure for the rest of the run.

We returned to Haw Bridge for a welcome meal plus the usual socialising. Not living too far away, I decided to return home to find another set of warm, dry socks and boots. I duly padlocked my bike to the trailer. I then realised that I could not find the padlock key. I drove home and searched for the key which was nowhere to be found so I decided to return with a variety of hacksaws. On returning to the site, I set to and after much sweating and effort contacted Fred who brought a portable grinder which ripped through my high security chain allowing me to ride on the Sunday route.

After the event, I loaded the bike and set off for home. Within a short distance I reached for a fruit gum from a bag in the foot well and pulled out the key! – I could have screamed! - *Ian Young*

Dear Reg,

The recent article Spa Races and the mention of Colin Mead reminded me of his brother Greville. When I first came to Cheltenham in January 1975 Greville Mead had a motorcycle repair business in what was no more than a wooden shed down one of the narrow back streets off The Lower High Street in Cheltenham. I never did find out if he ever worked in the family business of Mead and Tomkins, (perhaps Carol Kear may know?) but he had worked with motorcycles all his life and was a very interesting chap although difficult to talk to.

At the time I was living on my own in “digs” on The Reddings, near to Arthur Lewis and my only transport was a 1959 Velocette Venom. There were all manner of bits and pieces in Grevilles’ workshop including a pre-war Triumph petrol tank. As well as the Venom I had a 1949 BSA M20; reg: BCH 269, I was the second owner, (which appeared some years ago at a mid week rally at The Plough, Ford.) and a 1934 250cc Triumph 2/1 which had arrived in bits and had the petrol tank off a 1935 L2/1. I spoke to Greville several times about the tank hanging up in his workshop only to be told it had been promised to someone. Eventually I got to know him well enough for him to let me get it down and look at it properly. It was exactly the tank I wanted for my 2/1 and after some discussion I eventually spoke to the chap who wanted it only to find that he had not been in a hurry to collect it as he really wanted a tank for an L2/1. A deal was done and everyone was happy.

In his early days Greville serviced the motorcycles with floats for Bishop Cleeve Dairys which were 600cc Dunelsts. These were a two stroke with a double diameter piston which gave an increased primary compression. This was good regular business.

Over his bench was a length of small pitch chain supported from the ceiling by a spring with a length of cable down to a foot pedal on the floor. I’d puzzled about this on several visits and eventually asked what it was for. He reached for a magneto off the shelf, clamped it to the bench, wrapped the chain onto the magneto sprocket, pressed the foot pedal and sparks jumped from the end of the HT lead. A simple magneto tester.

In the late 1960’s Greville had some sort of dealership for Lambretta scooters for which he had a particular fondness for which seemed at odds with his other activities in that period which was supporting the production racing activities of the Mead and Tomkins. His role was development and modification of mainly the Velocette Thruxtons they were using. Apparently the bike had to appear just as the production models did but of course engine components were improved and general tuning acceptable, but the riders complained that they were losing out on braking. The after market John Tickle twin leading shoe brakes were good but unacceptable so Greville developed a twin leading shoe setup that was totally contained within the hub. Very clever. I lost track of Greville in the late 1970’s when that area of The Lower High Street was redeveloped. Good memories.

Darol Baker



From the Darol Photo Collection

Page 10 left – Star Inn, Overbury – Arthur Lewis, R Moses, Ray Moses, John Parker, Len Ore, Chris and Ann Read

Page 10 right – An ancient Cotswold Section members' dance – (KOBİ related?)

Below left – Darol setting off to the 1979 TT Races

Below right – Guess who? - at the Headway Charity Round Gloucestershire Ride



15th Anglo-Dutch Reliability Trial for pre-1915 Machines 22rd to 27th July 2013, South Cerney, Cirencester, Gloucestershire

Assistance is still required with the organisation of this event.

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

Advertisement

1981 Yamaha XS750 triple with shaft drive and dohc. This bike goes faster than the current owner who has now got a more suitable machine for doing the shopping. It runs really nicely and smoothly. £1250ono – (Please contact the Editor for details)

Many Happy Returns

Studying the Bonham's catalogue for the April auction, I recognised the featured 1928 Sunbeam ohv 350cc which was in superb condition. Why the surprise? It said in the write up 'the vendor purchased the machine in 1982 from Ian Young of Abingdon.' Needless to say, I had a burning desire to buy back a bike which I reluctantly parted with 32 years ago. I was greatly delighted to have been the successful bidder and have noticed that it still carried the tax disc which I used when I parted with the machine knowing that it has travelled very few miles from when I last used it.

Ian Young

Welcome Home

The editor's Invicta suffered a terminal blow to its gearbox while on the Felix-Burke Road Trial last April. The casing had to be aluminium welded and a new layshaft, low gear pinion and another gear had to be manufactured. After being made, the gears required holes to be sparked eroded and the finished articles then had to be hardened to demanding specifications. Fortunately, these services are offered locally and I can thoroughly recommend their services. The Invicta will appear soon!

Spark Erosion Services Ltd, Unit 16, Severnside Trading Estate, Sudmeadow Road, Hempstead, GL2 5HS, 01452-503565 – (mention Cotswold Section for a discount!)

TTI Heat Treatment, Unit 20, Bamfurlong Industrial Park, Glos., GL51 6SX, 01452-858207

Nice to know

I had an email from a guy in Holland who has just purchased one of my ex-machines and wanted some history and background information. It is always nice to know that these machines, which we are only temporary custodians of, continue to be appreciated, after our period of ownership.

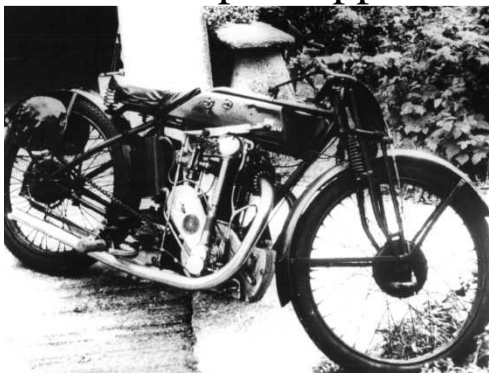


The following article is my attempt to find out how and why people become interested on 'old bikes' and outline some of their experiences.

One Man's Motorcycles – An interview with Tom Davis – Part 1

(Transcribed from a recorded interview)

“The first bike I can remember was a Phoenix ridden by the local vicar. My father and I were talking by a steep slope and he stopped to talk to Dad. When he set off, he took two or three steps and hopped on the back, but the bike slewed around and he ended up in the ditch. “Hell and damnation to the bloody thing!” he said, which quite shocked me, he being a curate. Many years later, Bob Derrick and I went down to the quarry to see if we could find it. We only found some bits including the carburettor. My first experience of riding motorcycles was in the quarry where the goats were kept. The first bike was a GTP Velocette which cost 8/- and I paid for it by delivering wood at 2/- for each ton and a half load. The next bike was a £4 1928 BSA 250cc side valve which I rode while on leave from the navy which I had joined aged 15. On riding through Iron Acton, a flame shot out the back, about four feet long, and the local copper followed and stopped me. I had to go to court for riding with no licence, insurance or tax and got fined £2. I had the date I could get a licence moved on! The navy punished me a whole lot more for letting them down – they gave me 8 days running around with a rifle above my head in two hour stints and docked me £4 from my navy pay which was 7/- a week. I lost my hearing after a diving accident, removing silt in Portland Harbour, so the navy discharged me and said I was to take up an apprenticeship with Halfield Garage.



Ex-Percy Evans OHC Sunbeam
which was later housed in the
Haynes Museum.

My first bike, while I was with them was a BSA C10 on which I burnt valves on a regular basis. The main landlord for the area had acquired a BSA B31 motorcycle for his works foreman which he did not look after. The garage owner said I could have it if I did all the repairs in my own time. Being friendly with the local BSA agent meant that I could get all the bits to 'racerise' it to near Gold Star specification. This was a fast bike!

When I left the garage, I became very ill with a stomach problem. This brought on a nervous breakdown. My local doctor suggested that I concentrate on a hobby and I decided to look around for an old bike to restore which was a 1912 AJS which I bought for £5 and this started my vintage motorcycle career. After this start, bikes came in thick and fast. I then took a job with the Drainage Board who gave me a Land Rover to travel all around South Gloucestershire. I quite often found sheds full of old bikes, some used on farms such as a veteran Royal Enfield with two speed gear.



Model 90 and Manx Norton at Pendine Sands, having ridden down from Bristol

I then became friends with Nigel Seymour-Smith who lived at Buckover House and had a collection of bikes. I serviced his bikes for him. He told me about an old bike in a shed at Littleton on Severn which turned out to be a Sunbeam, (and there were four other Sunbeams there!). The one in the garden was used to generate electricity by running a belt from the rear dummy belt rim which was the rear brake rim. I became friends with Frank Kean whose bike it was and found out that he never threw anything away. The sheds were full of antique TVs and radios, etc. He had bought a new 1929 Sunbeam in 1931 on which he covered 116,000 miles with only two re-bores. By the time I got it, it was worn out again. I re-bored it to 79mm and fitted a Norton piston on which it runs really well. He also had a 1936 Model 9 Sunbeam and the remains of a Corgi which I disposed of.

Part two concludes in the next edition which will show how many of Tom's finds are now owned and raced/ridden in the Western Region of the VMCC.
Transcribed from a tape recording by Reg Eyre

Dave Pritchard is busy preparing for the Anglo-Dutch Rally which will take place next year. He will be asking all of us to help with this non-Cotswold Section event and the editor thought some history and background knowledge of the event might persuade a few more to volunteer.

Don Mitchell, a former VMCC Management Committee chairman who is a dealer in second hand books, found a programme for an event in 1913. It

was in the form of a challenge between English and Dutch motorcyclists as well as a social event to show the best aspects of riding motorcycles in their respective countries.

The first event took place in Holland in 1912, which the Dutch won, and the original programmes for both 1912 and 1913 events are now known to exist. In 1913, the Dutch riders were met at Harwich by the English riders, and after breakfast they all rode to Coventry. The next day they visited the Rudge factory before riding to Oxford. The following day the trial took place around the Oxfordshire lanes. All riders then rode to the Brooklands track and spent the day on the track and Test Hill. That year the English team won.

The plan was for a final decider in 1914 but WW1 stopped that. There were attempts to revive the final trial in the early twenties but not on the same scale.

The discovery of the 1913 programme led to a meeting with the Dutch to revive a social event with a time trial competition.

In 1989 the newly organised event started at Stanford Hall, riding to Coventry with a visit to the Transport Museum. The next day competitors rode to Oxfordshire, (which was a bit too challenging for the Dutch used to the flat roads of Holland and not used to Cotswold type hills). The trial was on the following day, with a ride to Brooklands to use the Test Hill and some of the track.

Moving base each day proved difficult as several of the Dutch were camping so it was decided that future events would have a single base and go out and return each day which proved to be much better.

The 1993 event was based in Norfolk near Thetford with the help of Paul Fletcher and his committee.

1997 was based at Market Bosworth and visits included the Bass Brewery and VMCC HQ.

2001 was based at Corby and included visiting the Shuttleworth Collection and a few laps of Rockingham circuit.

2005 was again based at Market Bosworth and visits included the Donnington Racing Car Museum and National Motor Cycle Museum.

The most recent event was in 2009 and was based at Walton near Wellesbourne with visits to Hook Norton Brewery and Gaydon airfield. This outline attempts to give a flavour of the organisation of the Anglo-Dutch Trials that take place in England every four years.

Cotswold Section Calendar for September to November 2012

September

5 th	Mid-Week Social Run	The Beacon Hotel, Haresfield, Gloucester
5 th	Mid-Week Rally	The Beacon Hotel, Haresfield, Gloucester
9 th	Summer Meeting	The Walwyn Arms Inn, Much Marcle, Ledbury
12 th	Mid-Week Rally	The Red Hart Inn, Blaisdon, Gloucester
19 th	Mid-Week Rally	The Bell Inn, Shurdington, Cheltenham
25 th	Committee Meeting	Churchdown Club, Church Road, Churchdown
26 th	Mid-Week Rally and Barbecue	Dowty Sports and Social Club, Staverton

October

3 rd	Film Show	Churchdown Club, Church Road, Churchdown
6 th	29th Cotswold Night Trial	The Aviator Inn, Staverton, Cheltenham
7 th	18th Belt and Braces Run	The Cottage, Hartlands Hill, Minsterworth
10 th	Club Night	Churchdown Club, Church Road, Churchdown
14 th	Winter Wandering	The Hobnails Inn, Little Washbourne, Tewkesbury
14 th	Engine Society Open Day "The Jet Age Museum" - Darren	Manor Farm, Sevenhampton, Cheltenham
17 th	Lewington "The Unibus Scooter" - Trevor Davies	Churchdown Club, Church Road, Churchdown
20 th	Deadline for November 2012 Newsletter	
24 th	Club Night	Churchdown Club, Church Road, Churchdown
30 th	Committee Meeting	Churchdown Club, Church Road, Churchdown
31 st	Club Night	Churchdown Club, Church Road, Churchdown

November

7 th	Bring and Buy Sale	Churchdown Club, Church Road, Churchdown
14 th	Annual General Meeting	Churchdown Club, Church Road, Churchdown
18 th	Winter Wandering	The Woolpack Inn, Slad, Stroud
21 st	"Travels in the NW Canadian Wilderness" - Dave Minton	Churchdown Club, Church Road, Churchdown
27 th	Committee Meeting	Churchdown Club, Church Road, Churchdown
28 th	Club Night	Churchdown Club, Church Road, Churchdown

29th Cotswold Night Road Safety Run - Saturday 6th October 2012 **The Aviator Inn, Staverton, Cheltenham**

40 mile run starting at 6:30 p.m.

Awards for the following classes: Carbide-lit, Veteran and Vintage, Post-Vintage, Post-War, Post-1960 and Post-1975

Hot Supper served at the Finish between 8:30 p.m. and 9:00 p.m.

Regulations and Entry Forms available on the Cotswold Section website, or from Len Ore, KOBI, 142a Ruspidge Road, Cinderford,

Gloucestershire, GL14 3AN

telephone 01594 822432