

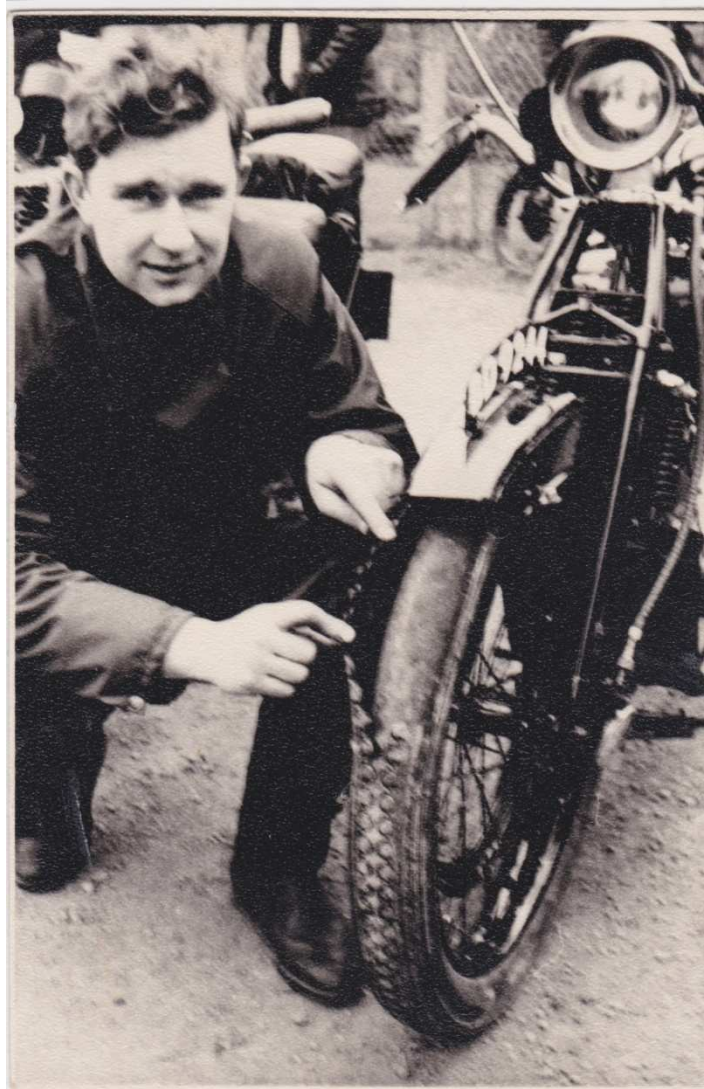
# The Cotswold Section

of the Vintage Motor Cycle Club



## Newsletter

Issue 91 – September 2013



Bob Main KOBİ showing the effects of a beaded edge tyre coming apart.

Bob now lives in Australia. Read his article inside this issue.

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

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

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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.

**November 2013 deadline is 20<sup>th</sup> October 2013**

## **From the B190**

The longest stretch of summer sun allowed the main Cotswold Weekend Road Trial, Flat Tank Road Trial and Anglo-Dutch Reliability Trial to take place in unusually warm conditions. The main VMCC calendar is really full at this time of year so there is no excuse for not riding or marshalling at events.

This issue contains some longer articles. Please feel free to write to the editor and add your views concerning these articles, many of which ask readers to add further details.

*Reg Eyre KOB*

## **Making the Sparks Fly!**

Do you have problems with starting the bike? Invariably any persistent problem on this front is down to a spark problem. No mixture in the cylinder to burn does not help, but problems causing this are easily checked and fairly obvious. If all appears good on the petrol and mechanical front then concentrate on the spark.

(Tip: if you suspect a fuel feed problem, insert a teaspoon of petrol directly into the cylinder via the plug hole, refit the plug and give it a kick. If it fires then yes there is at least an occasional spark so assume a fuel problem).

Where do we start with the spark? Basics first every time.

Remove and check the plug. Try a new one to see if there is a spark. First set the gap to 0.016" (16thou, 0.4mm), then whilst holding the plug body to earth and kicking the engine over. (If you don't have a new plug then clean the old one with a wire brush being sure to clean down inside the body as detritus here will short the electrode out. Open the electrodes and clean their faces with a small fine file then reset the gap).

If there is a spark note the quality as here we have some important clues; is the spark regular or intermittent, is it yellow and thin or is it fat and blue? Is the spark regular at every turn or is it intermittent, sparking then not, then sparking again? Important clues which we shall discuss later.

If there is no spark then remove the plug cap from the lead and bare a little wire at the end of the lead; try it again with the lead held close to the engine. If it now works then a new plug and cap should fix it.

(Another tip: Ensure the plug lead is of the wire core type – if it is the carbon impregnated resistor type throw it away; similarly if the plug cap has a resistor in it or the plug is a resistor type then replace them with non resistor type – plug numbers including an R are resistor and resistor plug caps have an ohm marking and number on the top of them).

Still no spark, if the HT lead is easy to remove from the mag then do so and check the lead connection into the pick up block, also check the pick up brush for condition and free movement in the pick up. If you can see into the pick up block hole then look at the condition of the slip ring and if it is dirty or oily then clean by poking in some petrol dampened cloth and turning the engine over (with the kick-start – not upside down!). Check the HT lead for continuity using a battery and bulb; do not rely on a

continuity meter as these carry so little current they may show a circuit but which is inadequate for our needs. Carefully view the pick up block checking for cracks or black lines down the side where it may be shorting to earth. Re-assemble the lead and try again for the spark.

Still no spark (or you cannot get at the HT pick up and leaving further checks on this until the mag is removed), where next?

My experiences show that 90% of problems are points related. Before removing them we need to make an assessment; check the gap at fully open and that they open and close freely, with a ring cam check & note the points blade does not touch the cam ring when turning, if there is an manual advance check this operates freely and fully. Now remove the points and plate from the mag and for ring cam the points from the plate. Now observe the condition of the points. If the mag has been laid up they will have a whitish grey coating of oxidation. Oil ingress will result in a dirty black grey appearance, a blue tinge to them indicates heat and burning caused by sparking across the points due to a faulty condenser.

All these conditions must be carefully cleaned off and the only way I have found to do this effectively is with a fine carborundum stone and, as we must remove all traces of oil use water, (spit) as the lubricant. Polish the points carefully until bright and clean; aim for a slightly convex face on each. If there is a hole burnt in the middle, don't worry about polishing this out completely so long as the raised face is scrupulously clean, wiping off with clean tissue.

Do not think you will adequately clean the points by rubbing wet and dry or emery paper between them – you will not. I have yet to find a so-called points file that is worth keeping in the tool box.

**This part of the job is critical** because at the point of starting, the mag is at its least efficient, the voltage and current in the primary circuit is minimal and the points must make and break this circuit – we cannot afford to lose any efficiency here. The points must be clean and assembled clean. (N.B. on all types the end of the spring blade where the locating screw attaches it to the pillar there is a short piece of spring steel; this is fitted with the curve away from the blade i.e. on ring cams below the blade pointing down, on face cams on top of the blade pointing up; this is because it is there to spread the load and alleviate a sharp edge at the mounting point so alleviating a stress point which would cause the spring to fracture – not to give extra tension).

Take care to set the gap on reassembly between 12 & 14 thou making sure the feeler gauges are scrupulously clean before use or all the careful cleaning of the contact surfaces is wasted.

Now retest for spark as above; hopefully you will have a good spark. If not the mag needs to come off and be stripped & checked (or sent away for overhaul).

If you feel competent to dismantle the mag, be sure to remove the earthing brush (if fitted) or damage to the slip ring will ensue. But there still isn't much more you can do unless you are confident to dismantle the armature and then you are restricted to replacing the condenser or sending the armature away for rewinding.

If having it rewound ask for the winding only to be done leaving out the condenser so you can fit a different type. On several magnetos which I have recently worked on and have had recently overhauled there has been a condenser problem. The modern condensers used by some rewind companies appear to have a reliability issue; these I have bypassed and fitted condensers supplied by “Brightspark”, these fit under the points plate, appear reliable and are easily replaced as a service item.

Some items to note:

If a mag starts the bike when cold but plays up when the machine is hot then this is typical magneto, specifically the winding shorting out when hot. Rewinding is the only option.

If the bike is difficult to start at all times but the spark comes and goes when conducting the spark test as above, and/or the points are blue then it is a condenser problem.

A magneto produces it's best spark at point of maximum flux – this is designed to occur when at full advance so set the timing so that the mag is FULLY advanced at firing point, then when starting only retard the minimum amount to prevent kick back – the more you retard the weaker the spark: this only applies if an advance/retard lever is fitted – if an auto advance is fitted this is fixed and not an issue. (On some large capacity engines – e.g. my 1000cc v twin BSA – I have altered the max flux point to occur when slightly retarded for starting; but don't tell the purists!)

The higher the compression the higher the voltage required to spark the plug gap; if you have a machine with half compression (e.g. vintage Triumphs) then use it when starting. It not only makes it easier to kick over, but more importantly, makes the spark jump easier.

The faster a mag turns the stronger the spark produced; not good for kick starting and why they often work when the machine is pushed, so do what you can to ensure a long swift clean kick.

BUT most importantly – make sure those points are clean and correctly set.

Then of course there is the question of re-magnetising. Magnetism does deteriorate with age and for various other reasons (N.B. if you have a horseshoe type magnet mag then you must put a “keeper on the mag before removing the armature e.g. put it in the vice. Later magnetos are fitted with permanent magnets identified by being separate magnets on each side).

Magnetos, which are generally weak, will benefit from re-magnetising but I have found that if the rest of the mag is in order they will usually work fine as is. Certainly if a mag that has been working suddenly lets you down then it isn't a magnetism problem.

I realise there are those who may have differing views; that is fine. I only offer these views based on what works best for me and the 50 years experience of coaxing the damn things to work – and still learning.

*Dennis Beale KOB*



## A Photographers View of Speed

Depicting speed in still images is a very subjective matter. “Speed” illustrations crop up in motoring and associated magazines and frequently in motoring adverts in the national press weekend supplements. Examples of still photographs of speed are all-embracing, and usually use very advanced techniques. However the endless images showing bright and incredibly sharp, detailed car shots, with dramatically blurred backgrounds, and sometimes wheels, are not necessarily convincing.

As a not-too-serious experiment in the creation of a blurred, streaked background to a reasonably sharp image of Reg riding his 1923 Sunbeam, I decided to try straight forward panning – i.e. following the rider in the viewfinder, camera hand-held. I could see that to control the degree of speed-blur different shutter speeds would be useful. To that end a camera capable of exposing at different shutter speeds is needed – in my case an entry-level S.L.R.

Shot 1



shutter – 1/2500s, speed c30mph

Shot 2



Same position  
– shutter 1/15s, speed c30mph

Further to this, Reg suggested a bit of Photoshop-fiddle, so we tried a little “artificial perspective” – i.e. ”squeezing” the back of the shot:

Shot 2 – squeezed



(its magic the way it makes him lean forward!!)

*John Brooks*

## Cotswold Section Members Meet His Royal Highness

Committee member Trevor Davies and new Section librarian Keith Twist were delighted to have their efforts as volunteers at the Cotswold Motoring Museum in Bourton on the Water recognised when His Royal Highness the Duke of Kent visited the museum to unveil a plaque to mark the 90<sup>th</sup> anniversary of the Civil Service Motoring Association who own the Cotswold based museum.



Trevor and Keith are part of a small team, which includes VMCC (North Cotswold) member Andy Geden, who maintain some 20 motorcycles at the museum. The bikes included range from a 1913 BSA, an early Indian, 1920s Rudge through to an ABC Scootamota, Brough Superior and post war machines which trace the decades of motor cycling.

“We are a small team and are always looking for more help to keep the machines up together,” explained Trevor “and it was great to meet the Duke who showed a genuine interest in the Scootamota restoration, with its links with Sopwith and Brooklands”. “The CSMA is holding a year long exhibition tracing its pre and post war history in cars and motor cycle competition and I recommend all members to pay a visit”

Anyone member interested in joining the maintenance team should contact *Trevor tel – 01452 619793*

## News from a KOB in Australia

My bother David and I were members of the Cotswold Section from the 1960's for some years when we used to meet at Hurrell Hall. Peter and Audrey Moffat were God Parents to my daughter Helen.

I enjoyed many runs with Felix Burke and Peter, Geoff Preece, Arthur Lewis, Geoff



Crump, John Bliss, Len Ore, Stan Rae, Ray Cordy, Wally Flew, Ron Cresswell, (on his Raleigh Ada), Joe Fryer and many others.



I had a number of bikes over those years including three Broughs, a Morgan three wheeler, a 1913 Hazelwood, 1924 Zenith Super Eight, 1922 Rudge Multi, three Sunbeams, two or three Douglas's and an AJS 7R.

I did a number of Begonia Runs, the Skagen Rally, some trips to Ireland, and Saundersfoot Runs, but I guess my favourite would be The Cotswold Road Trial. I won the Burke Bros. Three Wheeler Award outright on the 1918 4hp Model B Douglas. I still have the Burke Brothers Cup for that. Close examination reveals that Felix recycled it as it was originally presented for some school athletic event. One Irish trip holds a special memory as I had the pleasure of being joined by world famous Stanley Woods as a passenger in the chair of my 1932 BMW outfit for a couple of days. Stanley introduced me to Irish whiskies of which he was quite fond. I arrived in Western Australia in 1981 and brought the Douglas with me. However, it was not very suitable over here and so I sold it after a while. Since then I have had a number of motorcycles including two Honda ST1100's, a Honda VFR 750, a VFR 800, and a Honda CBX 1000.

The knee I injured after being knocked off my brother's Vincent Rapide in Bootle coming back from the I.O.M. finally need replacing. Handling a bike was difficult and I thought it was time to slow down a bit and get into a safer form of transport. An aerobatic joy flight in a Tiger Moth got me hooked and I decided to exercise my brain and study for my private pilots licence.

My brother helped me build a fibre-glass Foxcon Terrier high wing two seater aeroplane in Queensland; powered by a Subaru EA 81. This was good fun but a bit slow and I got a deal of ribbing from friends with faster aircraft. I therefore decided to build a Vans RV7 from the USA. This is supplied in kit form from, including some 10,000 rivets. It has a proper 185hp fuel injected flat four aircraft engine and cruises at around 165 knots or about 189 mph. A friend and I got 'stuck in' and built it in eleven months.



The photograph is of me flying into Langley Park in Perth. It is a shortish strip alongside tall city buildings and it is only about 100 meters from the C.B.D. of Perth City. This was a special event for home built aircraft and 100 planes flew in from all over Australia to take part in this historic occasion.

I have done some 240 hours in it including a trip right across Australia.

Having finished the plane and needing something else to 'keep me off the streets' I volunteered to help at Dardanup Heritage Park and am currently restoring their 1911 8bhp Ruston and Proctor Traction engine. This is a huge task and I have been on it for nearly four years so far. I organised for it to be sent to Hunslet Engineering, Staffordshire for a new firebox, back head, throat plate and smoke box, etc. We may get it in steam this year. Google 'Ruston Proctor 40909' for further information. Motorcycling is good here in Australia, but as the distances are so huge, proper vintage bikes are not so practical as are later machines. There are a few 'flat tank' only events organised and we do have various Sections of the VMCC over here. The Indian Harley Club is a large and very active club based in Bunbury for both vintage and post vintage bikes. However, I shall always remember with great fondness, the camaraderie and the pleasure obtained when motorcycling through the English villages. The Mid Week Rallies, (I did many on carbide lights), and Winter Wanderings were unbeatable.

*Bob Main KOB*, Boyanup, South West of Western Australia

### **Cotswold Weekend Road Trial**

Photos taken by Dave Hoskins

The left hand shot shows Brian Keeling preparing to set out and the right hand side photo shows Bob Ashwin's Champion machine. Both these riders used these machines for the Cotswold and Flat Tank runs.

The first event had a long route with interesting views and a mixture of fairly difficult roads, while the Flat Tank route meandered around Gloucestershire, Oxfordshire and Wiltshire with few hills and various views of the Fairford Air Tattoo displays, which could also be heard from the lunch stop.



## Photos from Dave Hoskins



Brian Keeling preparing to set out  
More photos from Dave Giles



Bob Ashwin's Champion machine



"The fords were this deep!"



Tom Barker – Best score overall



Preparing for the social run



Pat Rowbotham's huge Royal Enfield

I have put a few words together about the Cotswold Weekend Road Trial but I thought I would also fill in a bit more detail surrounding these events.

This year everything melded into one big old bike fest starting with the gathering for the Cotswold Touring Week at Tobacconist Farm, Minchinhampton, on the Friday evening with campers arriving from far and wide. The campsite appeared to be to everyone's liking with good pitches and a modern clean facility block, the floods of last year were fortunately an old nearly forgotten memory. Right from the start things boded well with the weather doing a southern Mediterranean impression which amazingly lasted through the whole week.

On Saturday morning early starters were at The Ragged Cot Inn before 9.00am to prepare for the Cotswold Weekend Road Trial, which this year was planned and organised by Dennis Beale ably assisted by Ginny plus marshals and a splendid job they did. Instructions and riding numbers were given out and the first riders were away just after 10.00am to follow their route maps to find the way to the first stop of the morning via a couple of checkpoints with a few tricky questions to make the old grey matter work a bit.

First stop of the day was for coffee at the Lamastide Inn where, unbeknown to the riders, as well as the tricky questions, we were all being watched (silent observation) as we arrived to check our road craft. Ahem; suffice to say nobody got 3 out of 3 points in fact there were plenty with nil points.

After refreshments we were off again, I was riding the 1927 Fanny B which was running a treat and then suddenly wasn't. In deep country down a narrow little lane in searing heat the B decides it would run a lot better if the carb was cleaned out. Oh joy! Being a two stroke, it was a little bit to start after all this kind attention. Back on track again we crossed back over the A38 and up onto Cromhall Common via some amazing roads barely better than green lanes. If you do not know this area get on down and have a look around, it really is a different world you wouldn't believe the motorway is only a mile or so away.

Fortunately the carb clean had done the trick and all was well with the Fanny B as we **sped** onwards to the lunch stop via the Old London Road outside Wotton under Edge which must be a 1 in 4 gradient and then the same going down to find the New Inn at Waterley Bottom. After all the ups and downs I was ready for a drink and the Landlord had done us proud with a lovely ploughman's and great beer. We mostly all sat outside in the shade and talked of the morning's ride and other things motorbike and passed a very pleasant hour and half before setting off for the afternoon return stint. The Hoskin brothers, Dave and Gary, turned up a bit late, which is not like them explaining that the tyre on Gary's bike had punctured. This meant a repair on the roadside in the midday sun so I think after their efforts they appreciated a stop and a drink even more than the rest of us. No breakdown truck for the hardy Velo boys, even though Gary was on his Triumph.

Dennis had really come up trumps with the route as we travelled down lanes and through countryside the majority of the riders had not ventured down before. Through dappled woods with streams babbling through and avenues of trees in what appeared to be private estates (they were not private) and into and out of truly pretty

little hamlets and then back to the Ragged Cot Inn and a well deserved drink and a rest before making the way home.

This might sound a bit poetic but I can assure you it was a stunning ride and well worth having a go if Dennis decides to re-run the route in the future.

It is only a brief outline of a great day out on the bike with all the attributes you could want, good company, fine weather, magical roads. 30 riders entered for the day and it was without a doubt one of the best runs I have been on. Once again I would like to thank Dennis and all who were involved and helped in organising a wonderful day's riding.

*Brian Keeling*

## **Cotswold Weekend Road Trial Saturday 13th July 2013 Results**

<b>Class</b>	<b>Road Trial</b>	<b>Concours</b>
Veteran	Bob Ashwin, 1913 Champion	Bob Ashwin, 1913 Champion
Vintage	Brian Keeling, 1927 F. Barnett	Brian Keeling, 1927 F. Barnett
Post Vin	Reg Eyre, 1942 Ariel	David Giles, 1937 BSA
Post War	Tom Barker, 1959 Ducati	Nigel Percy, 1959 DKW
Post 60	Dave Ayesthorpe, 1971 Honda	Doug Plester, 1964 Greeves
Post 75	Ron Muirhead, 1976 Honda	Ron Muirhead, 1976 Honda
Best 3 Wheeler	Fred Smith, 1929 BSA and sidecar	
Best Lady	Jenny Hart, 1930 BSA Three Wheeler	
Best Passenger	Sue Bennett	

- Notes: 1. A slight change from provisional results due to machine changes (sorry to those affected)
2. As I read the Regulations there is no award for overall winner, but I shall check this with the Section Committee. Should I be wrong (as usual) then the Overall Winner is Tom Barker and the Post War class award will go to Peter Fielding on his 1956 Ariel.
3. Thanks to those who made kind comments about the route. Thanks to all of those who helped with the event, especially Ginnie, who produced all the route paperwork and loads of other things.

*Dennis Beale & Ginnie*

Sunday was the Social Run organised by Rob Rendell, further sunshine and a great route made for another great day out. Our thanks go to Rob for all his efforts. Then followed five days of organised runs for the Touring Week, thanks to Tony Wright, Chris Roberts, Jenny Hart and Paul Button for taking the time arranging these days out which again I understand were all good runs with only a few riders getting lost or losing the leader. Still it wouldn't be the same without a few minor hiccups. In the middle of the week on Wednesday evening we had our mid-week rally at Tobacconist Farm, joining the Touring week campers, where Graham Rowcliffe and



Liz put on a super barbeque and with plenty of beer and wine to drink we all had a splendid night enjoying great company and the amazing weather. On top of the fun we even made a profit of £131.00 so thanks again to Graham and Liz.

The Whole Cotswold Weekend and the Touring week are a lot of work to organise and arrange and Jenny is really the main mover in getting the Touring week sorted out. Jenny puts in hours, nay days of effort into organising the week, she was helped by Paul Button. Our appreciation should be put on record so once again many thanks to both. The riders from far and wide who like to come to the Touring week really enjoy their opportunity to come and visit the Cotswold Section and see the delights of our countryside and are very appreciative of the fact that we run the event. I am aware that Jenny is looking to offload some of the admin work associated with this event so if this event is to carry on make it known to her that you are willing to help.

### **Flat Tank Run**

Although not a Cotswold Section event this was another great run organised this year by Fred Smith Junior.

It takes place on the Saturday after the Touring week so some of the riders who were doing all of the Cotswold runs might have got a bit tired but returned to Tobacconist Farm for the start.

More fine weather and a trip into Cotswold heartlands saw about 20 riders on their flat tankers **belting** about the lanes. Lunch at The Keepers Inn at Quenington, where the landlord couldn't resist remarking that we were "the least threatening bunch of bikers" (his words), he had seen visit his pub. I suppose we should take it as a compliment as he was genuinely pleased to see us.

Back on the Flat tankers and head back to Minchinhampton to the finish again riding through some of the prettiest scenery in the County.

The Fanny B was ridden again and managed all the miles plus getting back and forth to Minchinhampton and put a smile on my face most of the time (carb cleaning excluded). So if you don't own a Flat Tanker make the effort before it is too late, they are great fun.

Congratulations to Fred for another great day out and I look forward to next years run.

### **Cotswold Section Fixtures**

Finally, it will not be long before it is time for the AGM, where some committee members will be standing down and we are struggling to find organisers for mid-week social runs, Trials, Runs and after 6 years of registering names at the mid-week rallies that is enough for me. Please make an effort to come to the AGM where you will not be co-opted onto any committee if you are not interested in doing so, but it is your opportunity to have your say and the correct time to say it.

Next year is the 60<sup>th</sup> anniversary year of the Cotswold Section and the AGM is the proper meeting to express your interest and thoughts as to what the Section might do to commemorate the date.

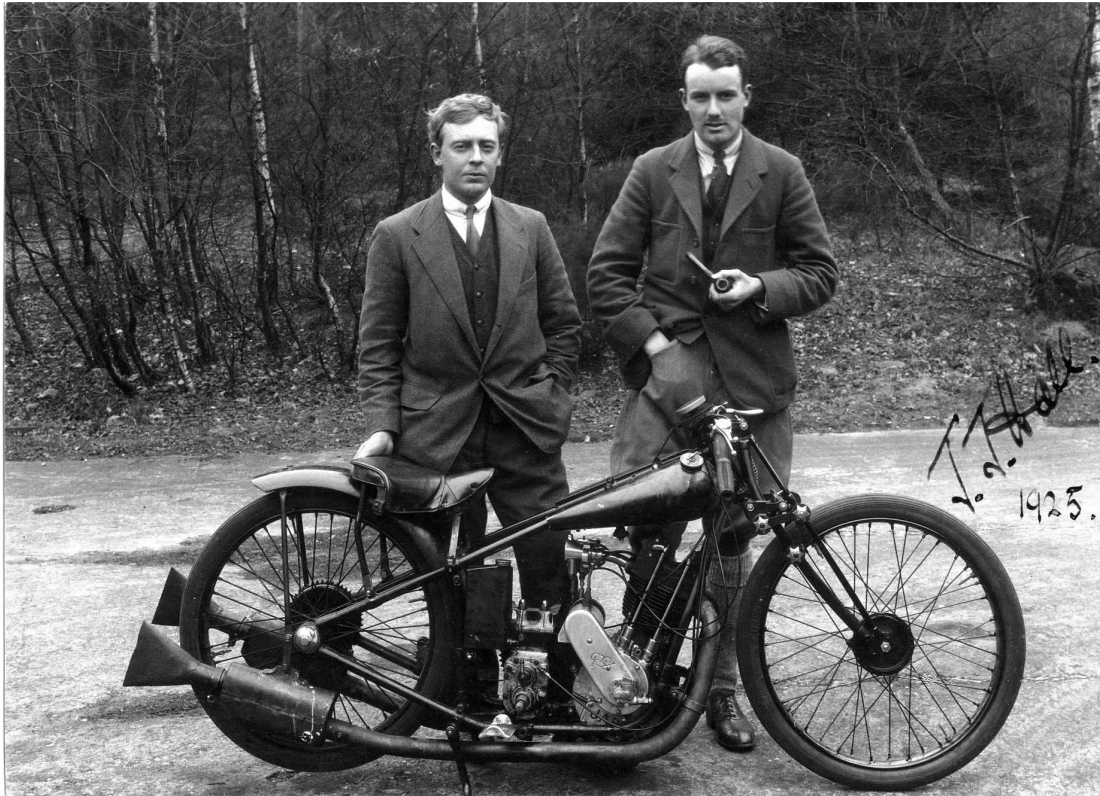
Keep riding those old bikes.

*Chairman Brian*

Dear Editor,

With regard to the beginnings of the VMCC, I would in no way wish to challenge 'Titch' Allen's title of 'Founder' and it must be acknowledged that in his autobiography he gives due acknowledgement to Jim Hall and to Graham Walker, and many others who were influential in nurturing the vintage movement. Personally, I long ago, regarded Titch as having been the catalyst, reacting to the various expressions of interest at that time, to form the 'Club' and nobody can deny his total commitment to the VMCC for the rest of his life.

In an article titled, "Once upon a time", Published in Motor Cycling, January 6, 1944, J. J. Hall recounted how he pursued his ambition to be a motorcycle racer, achieving his first race at Brooklands as an 18 year old, in 1922. Although he is mostly characterised as breaking records in small capacity classes, which had not previously existed, he raced a considerable variety of machines, including three wheelers, at Brooklands and rode a P&P in the 1925 Lightweight T.T. (in which he retired). The photographs show him at Brooklands in 1925, and on the 1939 A.J.S. four cylinder, 'blown' water cooled racer, c.1944, when he described himself as 'fat, bald and weighing 15 stone'.



"Once upon a time" was reprinted in the VMCC Journal, April 1986, which was the 40th Anniversary Souvenir Issue. This is a most interesting copy of the Journal, because in addition to reprinting articles from the 1940's, it includes many reminiscences from, and photographs of, the early members, often with their machines. R.G. Chawner (Hon Sec. 1950-52) identified two classes of member in the early days - those concerned primarily with the sporting aspect, and those whose interests lay more in the restoration of elderly motorcycles of all types with meticulous attention to originality. Denis Jenkinson (D.S.J. of 'Motor Sport') emphasised this point too, describing how he and a friend turned up to the meeting at

the Hogs Back, Guildford, anticipating a Vintage Sports Motor Cycle Club, and being bewildered by finding "People were talking about belt-drive Duggies, Model P Triumphs, Bradshaws, round-tank Beesas, New Henleys and many other things we knew nothing about, like tube-ignition, beaded-edge rims, belt-fasteners, single-speeds, side-valves and so on". Jenks acknowledged that without his help "Titch" and his supporters 'forged ahead with the excellent results that we can now appreciate in this fortieth year.'

On the page following Jenks' contribution there is a rather fuzzy photograph of Titch Allen and T.G. Griffiths on a 1913 Rex-J.A.P. 770cc sidecar outfit, riding in the 18th Pioneer Run, March 21st, 1954. These two had been the signatories to a letter published in Motor Cycling for May 21, 1942. It was in response to recent editorials, and J.J. Hall's articles. A year previously, in his Editorial on May 8, 1941, Graham Walker wrote under the heading "Where are the Vintage Models?" Even earlier than that it was no doubt Graham Walker's influence which had led to the inclusion in the programme for Motor Cycling's Donnington Day, on May 6th, 1939 of a 4 lap race for pre-1931 machines, solo 251 to 500 cc which had attracted an entry of eleven riders, on H.R.D., New Hudson, Norton, Rudge, Scott (2), Sunbeam and Velocette (4) machines from 1926 to 1930. Anyway, Allen and Griffiths emphasised in their letter, that they thought that a 'Vintage Club' for veteran and vintage motorcycles, should be organised on the example of the Vintage Sports Car Club, and they set out six criteria for consideration. They thought that "little can be done at present, but a start can be made, and would suggest, with all respect, that on the ample shoulders of Capt. Hall and Mr. Graham Walker the foundation can best be laid, we promise a prompt subscription if such a club is formed."

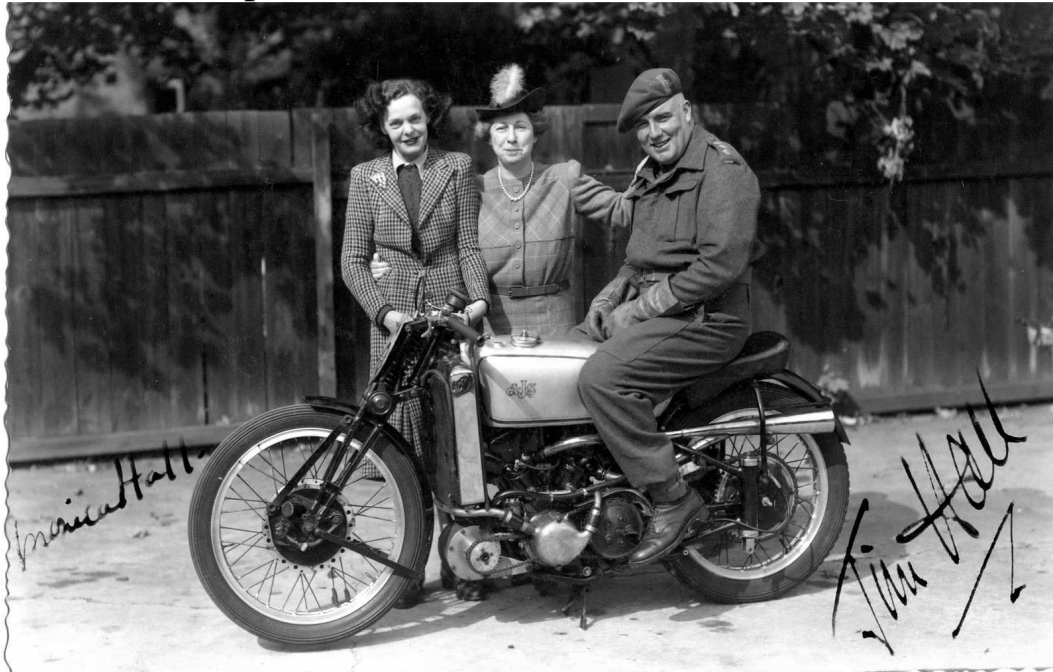
Nearly ten years after the VMCC had been established a letter from C.E. Bowden, Lt.-Colonel (Retd.), was published in the VMCC Bulletin, (Nov. 1955), both confirm the formative influence of Jim Hall and Graham Walker, but also perhaps indicates the importance of 'nostalgia' for some of the older enthusiasts. Geoff Davison had recently taken over from Titch Allen as editor of the Bulletin, and Bowden's letter enthuses,

"I hope you carry on with reminiscences of the old machines, **for after all that is what the Vintage Club's appeal really is!** Re-living the past fun and sport we had with our Zenith-Graduas, Scotts, Ridges, Douglasses, Bats, A.B.C.'s and so on, we would like a rally of old machines down this way. Just a rally of the old machines - not racing. In my view racing is for the new and not the old machinery.

One other thing, I believe that the Vintage Club idea was really conceived in the Officers' Training School that I commanded at Bournemouth during the war, Jim Hall and several of my M.T. instructors got together some really astounding machines, and Jim Hall started writing up his 'discovery' adventures in the motor cycle journals. Graham Walker and Arthur Bourne came and rode them."



I hope that this demonstrates that even before the war there were varied expressions of interest in the 'history of motor cycles'; and that the latent interest flourished during the war, particularly with the reminiscences of the 'pioneers', and the enthusiasm of younger men who knew that the sports machines of the 1920's gave them good performance at affordable prices.



Titch Allen managed to resolve the potential tensions arising from these differing aspirations, by securing the support of authoritative 'elder statesmen' and fostering the needs of the younger enthusiasts, who had effectively been deprived of half a decade of motorcycle sport.

His skill in this respect, is encapsulated in his editorial in Issue No.3 of the Bulletin, July 1946,

"The Royston Rally will long be remembered as the first link with the glorious hill climbs of the past epitomised by the name Kop. When dust began to rise on the narrow stony hill, many began to reminisce. Royston was not intended as a speed trial, but as an all round test of vintage characteristics and riding skill, and in that endeavour, we feel it succeeded.

May the day soon come when we shall see the real speed hill-climb in the old tradition." The second Royston event, held the following year was reported as 'an informal but quite serious hill-climb', whilst the third meeting had a record entry and set the pattern for some twenty years until the site changed hands in 1965. By that time enthusiasm demanded that an alternative for Royston had to be found, and in 1966 the sport moved to Chalfont Hill Climb, and may justifiably be regarded as the VMCC's longest running sporting event. Founder Allen of course rode at the first Royston event, and the last time he 'rode a bike in anger was at Chalfont Hill Climb just short of his 82nd birthday. He concluded his autobiography with the thought,

"So it seems that the Chalfont hills will continue to be alive to the sound of motorcycle music from time to time. And I have the satisfaction of knowing that the true spirit of the VMCC lives on."

*Michael Ryan*

# COTSWOLD SECTION CALENDAR - SEPTEMBER 2013 to NOVEMBER 2013

## September

4th	Mid-Week Social Run	The Royal Oak Inn, Andoversford, Cheltenham
4th	Mid-Week Rally	The Royal Oak Inn, Andoversford, Cheltenham
8th	Summer Meeting	The Walwyn Arms Inn, Much Marcle, Ledbury
11th	Mid-Week Rally	The Gloucester Old Spot Inn, Piffs Elm, Cheltenham
18th	Mid-Week Rally	The Bell Inn, Shurdington, Cheltenham
24th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
25th	Mid-Week Rally and Barbecue	The Haw Bridge Inn, Tirley, Gloucester

## October

	Film Show - 15 <sup>th</sup> Anglo-Dutch Reliability Trial and Touring Assembly, 2013	Churchdown Club, Church Rd., Churchdown
2nd		
5th	30th Cotswold Night Trial	The Aviator Inn, Staverton, Cheltenham
6th	19th Belt and Braces Run	The Cottage, Hartlands Hill, Minsterworth
9th	Club Night	Churchdown Club, Church Rd., Churchdown
16th	Guest Speaker	Churchdown Club, Church Rd., Churchdown
20th	Winter Wandering	The Woolpack Inn, Slad, Stroud
	Social Run to Engine	
20th	Society Open Day at Sevenhampton	The Woolpack Inn, Slad, Stroud
23rd	Club Night	Churchdown Club, Church Rd., Churchdown
29th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
30th	Club Night	Churchdown Club, Church Rd., Churchdown

## November

6th	Annual General Meeting / Bring and Buy Sale	Churchdown Club, Church Rd., Churchdown
13th	Club Night	Churchdown Club, Church Rd., Churchdown
17th	Winter Wandering	The Gardeners Arms Inn, Alderton, Tewkesbury
20th	"Around the World in 80 Images" - Peter Berry	Churchdown Club, Church Rd., Churchdown
26th	Committee Meeting	Churchdown Club, Church Rd., Churchdown
27th	Club Night	Churchdown Club, Church Rd., Churchdown

**Note: AGM will now be held on Wednesday 6<sup>th</sup> November**