

# The Cotswold Section of the Vintage Motor Cycle Club



## Newsletter

Issue 105 – December 2015/January 2016



Imminent Seasonal Greetings!

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)

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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.

**February 2016 deadline is 20<sup>th</sup> January 2016**

## **From the B190**

It is difficult for an editor to write a Christmas newsletter when it is still November. However, apart from proving unable to write an appropriate story as per Bob Currie in *The Classic Motor Cycle* in the 1950s, I hope the seasonal greeting will prove enough. I am deeply indebted to our Australian correspondent Bob Main KOB I who has now supplied the Cotswold Section with a DVD of Cotswold, Saundersfoot and Irish events filmed on Super 8 film from 1971. Paul Button has agreed to commentate the silent playing of this 30minute presentation. We will publicise the event and hope that many of our older members can come to make interactive comments on Bob's film. Here's looking to the New Year's riding!

*Reg Eyre KOB I*

## **Cotswold Section Matters – AGM items**

We remembered members who passed away during 2015 including Joyce Cobbing, Betty Fryer, Elvira Ore and Ron Brislin.

The officers of the Section were mostly re-elected with one or two new faces. However, a major issue appears to be that organisers of our main events are asking for more support from members in terms of route planners, organisers of marshals, marshals, checking and recommending venues. Since the AGM some more helpers have come forward but organisers would appreciate hearing from more volunteers.

*Editor*

## **An early present! - Touring Week 2016**

My appeals for help with next year's Touring week have been really successful! The campsite is booked, leaders for each day's rides have come forward, with a variety of venues, and others have offered a variety of entertainments for the evenings. This is music to an organiser's ears! All that remains now is for me to wish everyone a Merry Christmas and I hope to see as many Section members as possible joining us for the Touring week.

*Jenny Hart*

## **That Matchless/Vickers Machine Gun Sidecar Outfit**

The first exhibit visitors to Bovington Tank Museum come across is a World War One Matchless/Vickers machine gun sidecar outfit. It was placed there by an organisation called the British Motorcycle Charitable Trust a couple of days after they had bought it at the Bonhams Banbury Auction sale in June 2015. I had been the owner and restorer of the machine up until the auction.

It was back in 1998 that I had a phone call from Geoff ("old father") Brazendale then President of the VMCC about my interests in the WW1 Despatch Riders and their motorcycles. Geoff explained that he wanted to buy a WW1 period DR bike and wondered if I could help him. A local friend had an un-restored Triumph Model H, which Geoff had a look at but it had gone up in price! I suggested that

he advertise in the VMCC club magazine wanted section. A couple of months passed by and I received another phone call from Geoff. He had been offered an Ariel but also a Matchless/Vickers MG outfit which he wondered if I would be interested in buying.

To cut a very long story down a bit, I contacted the owner at Keynsham (no it wasn't Horace Batchelor!) and negotiated a part exchange deal involving my 1947 International Norton which came fourth in the Junior Clubmans TT of that year plus a four figure cash sum. As you can see, I was determined to get it! A drive down from Lancaster to Keynsham with son, and trailer, bike and cash sealed the deal and I returned with bike, gun and chassis detached. The Matchless was a runner and 95% original as was the chassis and Vickers (de-activated) gun. However much of the detail and ancillary equipment was missing and in need of research. Over the next three years the valve inspection plugs, valves, springs, collars and guides were renewed. The bronze and steel clutch was machine trued and a new clutch plate carrier shaft was made. The original cast iron pistons and barrel bores were in excellent condition. Joyce Cobbing supplied a rim, tyre and spokes for the sidecar wheel so that its wheel could be used as the interchangeable spare. The hub came from a Founders Day auto jumble. Starting the bike as bought was interesting. The spark plugs were positioned above the inlet valves, which is not conventional for side valve engines. So I swapped them over to be above the exhaust valves but couldn't start the engine. It was only when I took the Thompson magneto to Dave Lindsley to be overhauled that the problem was solved. The points cam ring on the mag was for a 180 degree flat twin not a vee twin! It was amazing that it started at all! A replacement cam ring sorted it out and Dave Lindsley said the mag was one the best he had ever rebuilt.



Photographic research followed, for fine detail, at the Imperial War Museum photographic archive. A visit was also made to see and photograph the Imperial



War Museums Clyno/Vickers sidecar outfit in archive storage at Duxford. I then set about making the seven ammunition boxes each with two hinges, special brass catches and leather carrying handles. Fortunately I have always enjoyed woodwork and metalwork and having served an apprenticeship for four years as fitter/turner also helped! The armoured shield, ammo box carrier plus other essentials followed based on details taken from original period photos.

The finished outfit was first displayed and ridden at Carlisle Castle with the Great War Society living history group in 2000. It was then it was taken to a massive military vehicle event and created much interest with photos even appearing in Gun Mart. Subsequently it was taken to events at Shuttleworth Aircraft Museum, Bovington Tank museum, Beamish Museum, Kelmarsh Hall, Belton House (WW1 MG School) and Bisley ranges for a live mounted Vickers Machine gun shoot. It is also featured in three short video clips on "YouTube".

I did ride the bike solo, once! The requirement to use both feet to bring it to a standstill made life interesting. Left foot for the clutch and right foot for the brake leaves you with no feet to prop yourself up with. Oh, it does have a handlebar lever-operated front brake but it is a bicycle calliper type designed to remove the dust from the front rim and hit the odd spoke that gets in the way, brake effect = nil, so forget that one! Being a "square" bore and stroke 998cc JAP vee twin it certainly goes better than it slows. Which brings me to why I sold it; as an early vintage outfit it isn't very practical. OK, the machine gun cures road rage and you create your own one-way streets but that said it has its limitations as well. So, after much pleasure in presenting to the public the memory of the men who fought using these machines and as only a temporary custodian, as are we all, I got Bonhams to move it on for me.



It was indeed a very pleasant surprise to be informed at the sale that the BMCCT had purchased the machine with the intention of placing it on long-term display at



Bovington Tank Museum. I have subsequently visited the museum and have been assured of its popularity by the museum curator and staff. They wanted me to show them how to start and operate it so I was allowed to wheel it out and go through the starting procedures with the vehicle curator and the secretary of the BMCCT. It did not and does not disappoint!

*Chris Roberts*

## A Warning

Sent in by Ian Dettmer

# Off the clock

By Rebecca Dudley  
News-Tribune Editor/Publisher



My ex-husband had this annoying habit of bringing greasy old carburetors and things into the house to work on. So, last week, when my friend called to tell me this story, my first response was, "Where did this guy live?"

Now reassured that I was never related to him by marriage, this really is too hilarious not to share.

The way my friend told it, this guy pushed his motorcycle from the patio into his living room, where he began to clean the engine with some rags and a bowl of gasoline. When he finished, he sat on the motorcycle and decided to start it to make sure everything was still OK. Unfortunately, the bike started in gear, and crashed through the glass patio door with him still clinging to the handlebars.

His wife had been working in the kitchen. She came running at the noise, and found him crumpled on the patio, badly cut from the shards of broken glass. She called 911, and the paramedics transported the guy to the emergency room.

So far, the story is humorous — in a "that is what you get for being a big enough lout to bring your motorcycle into the house" kind of way.



But here is where I really split a gut.

Later that afternoon, after many stitches had pulled her husband back together, the wife brought him home and put him to bed. She cleaned up the mess in the living room, and dumped the bowl of gasoline in the toilet.

Shortly thereafter, her husband woke up, lit a cigarette, and went into the bathroom. He sat down and tossed the cigarette into the toilet, which promptly exploded because the wife had not flushed the gasoline away. The explosion blew the man through the bathroom door.

The wife heard the explosion and her husband's screams. She ran into the hall and found him lying on the floor with his trousers blown away and burns on his buttocks. The wife again ran to the phone and called for an ambulance.

The same two paramedics were dispatched to the scene. They loaded the husband on the stretcher and began carrying him to the street. One of them asked the wife how the injury had occurred. When she told them, they began laughing so hard that they dropped the stretcher, and broke the guy's collarbone.

Talk about instant karma.

**Motto:** Don't take your machine into the house!



## From our Northern Correspondent

On Saturday 3<sup>rd</sup> October the Highland Section of the VMCC held its first "Early Bicycle Run".

The day was blessed with calm and sunny day and the run from Thornhill to Loch Katrine was traffic free and beautiful.



A superb run for veterans the earliest of which was the Dreadnought of 1904 ridden by Alastair Alexander of Edinburgh.

Riders came from well south of the Border and John Kidd with his 1911 Scott travelled from Northern Ireland. Both ran well and found the routes ideal.

Well done the organisers, John Macmillan and Alastair Alexander et al. I hope this event continues and develops to provide a venue to attract visitors from areas more traditionally associated with major events.

*John Kidd*



Just a reminder that this is a Christmas issue! - Ed

# life&times

BROUGHT TO YOU BY **The Citizen**

Picture: Submitted, not for resale



**/nostalgia**

● Rees Lewis, Felix Burke, Fred Smith and Frank Hill in 1946 doing grass track racing in Brockworth

Local newspaper reminisces – Thank you Gloucester Citizen! - *Ed*

## **Books for Christmas**

If you have an interest in the role of the motorcycle in the Great War, then there are now several books to choose from. This is probably due to 2014 being 100years since the start of that conflict. Some of the best known are *A Motorcycle Courier in the Great War* by Captain W H L Watson, *Elsie and Mairi go to War* by Diane Atkinson and *Sans Fairy Ann? Motorcycles and British Victory 1914 – 1918* by Michael Carragher.

The Captain Watson book tells a story of a group of volunteers in early clashes on the Western Front, Elsie and Mairi were two motorcycling friends who set up a field hospital near the Belgian front line, and recounts some of their experiences.



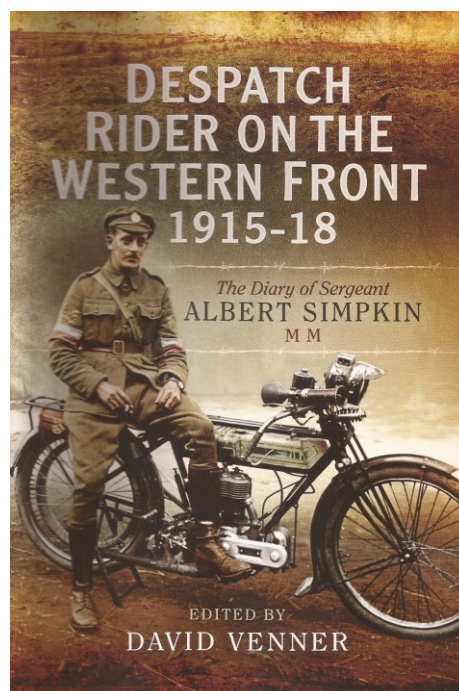
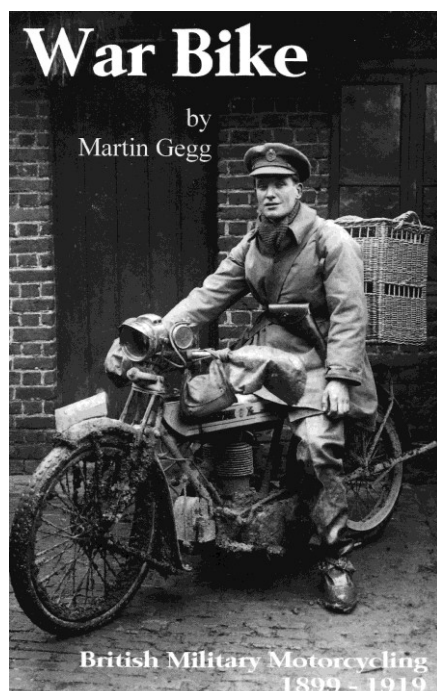
The Michael Carragher book is more of an academic thesis which aimed to show the importance of the motorcycle in the Great War.

There are two new Great War motorcycling books which I saw advertised in early November and I bought them both, *War Bike* by Martin Gegg and *Despatch Rider on the Western Front 1915 – 1918, The Diary of Sergeant Albert Simpkin MM*, edited by David Venner.

*War Bike* is a very easy to read, well-illustrated book that starts with the idea that early motorised motor cycles might be of use to the military e.g. a Simms machine gun carrier is shown which was trialled in 1899 as well as a similar MMC machine (perhaps) used in the Boer War. From this point, various people attempt to influence the War Department by suggesting volunteer forces as despatch riders, using their own machines. The War Department came around to the idea but with much thought put into the financing of both ‘standardised’ machines and trained riders. The development of machines is then documented for each year until 1919 with subsequent chapters looking at different uses of ‘sidecar’ machines, the role of competitions, pigeon carriers and repair depots. Probably because of the 11<sup>th</sup> November 2014 target date for publication, several ‘typos’ have been missed by the typesetters/proof-readers, which can be a distraction, but this is not serious.

The diary of Albert Simpkin MM is a very different approach. Many soldiers were told not to write a diary of their actions during the war. Fortunately, Simpkin wrote his diaries in a coded form and then transcribed them into full text after the Great War. The editor, David Venner has attempted to keep most of the original work together but has cut down on some verbosity or replication. The reader can make a connection with the story being told and this approach to history is now well accepted.

The prices of these books were £7.16 and £19.99 respectively, and they are available from your local bookshop or Amazon.





## A Seasonal Nonsense Rhyme from our resident Poet Idiot

When Santa had a visit from the ‘elf and safety mob  
Each elf was most unhappy ‘cos he thought he’d lose his job  
But Santa said “Don’t worry, I will use my cunning plan  
Some things are better done by ladies, than some poor old man

I’ve got a magic lady who really knows her stuff  
She helps me every Christmas and her name is Fairy Nuff,  
D’you think in just one night I visit kids in all the land?  
She puts a spell on all the ‘dads’ with one wave of her wand

So they’re the ones who pack the gifts and place them by the tree  
The kids will all believe that it was really done by me  
What’s more, dads buy the presents, so there isn’t any fuss  
The toys you chaps are making, we ship down to Toys ‘R’ us!

Pick up your tools and carry on, now you can dry your eyes  
The children will be happy when they open each surprise  
This magic lady’s been my wife since Christmas was begun  
This really isn’t work for us - it’s just a bit of fun

So drink up lads and back to work, to earn some extra beers  
Then I can put my feet up, raise my glass, and whisper Cheers  
*Fairy Nuff?*

### What is it?

My eldest surviving brother, (I lost the eldest a couple of years ago), has been clearing out his sheds; loads of old junk that he has passed to me in case it’s of any use, mainly car parts but a few magnetos and other bits. I’ve got a good set of twin SUs and twin 40 Webbers out of it – good stuff!

You are the expert on early underpowered rubbish!! Can you provide any information on the engine in the picture?

The crankcase says “HAYES LONDON”.

It has an atmospheric inlet, side mechanical exhaust and looks complete from the outside except there is no main shaft sticking out and the inside rattles when I shake it!



I will take it apart to see how much is there and decide if it worth repairing to sell as a going unit, or pass it on as it is, depending on what it is. Obviously if they are two a penny then it's scrap value!

*Dennis KOBİ*

### **Also for Sale**

Two bike trailer, good tyres including spare, 10" wheels, "Indespension" units, coupling lock and tie-down straps, light-board and plug, good useable condition but a bit scruffy. £65.00. Telephone Rex - 01562 701031

### **The Bob Main KOBİ Notes**

#### **Offer of a Cotswold Section film night**

Reg, as I wrote a day or two ago I have just found out from my brother in Albany, who still owns and rides his 1927 KN Velocette restored by Ivan Rhodes many, many years ago, that my old Cotswold Section friend Geoff Preece KOBİ is now 80 years old.

Geoff and I, for a short time, jointly owned a 1932 Wallis and Stevens high pressure twin cylinder steam roller. We kept this at Fourways Garage, Chalford Hill. I have a movie of Geoff driving this roller and taking his M.O.T steamroller driving-test. This included emergency stops, three point turns and the use of all the required hand signals. This test was televised at the time. Footage also includes some of John Price from Bisley driving the roller. Do others remember John Price?

It occurs to me that if I got this movie transferred to a DVD this could be used as a surprise showing for Geoff. Invite him and others interested in the past times of the Cotswold Section to come along to a social evening.

Geoff is a very good and a very keen and capable motorcyclist. We had many good times together on motorcycles.

We also rode our own little event; 'A Continental Weekend'. We rode through seven countries in three days on a Vintage Sunbeam and my Rudge Multi. I also have this on Super Eight and will endeavour to get it copied on to a DVD.

What do you think? – *I think I have agreed to this - Editor*

I am endeavouring to write something about this and the Irish Rallies for you, but it may take some time and is possibly dependent on the continued libation as prescribed by Dr Bowmore.

Regards,

*Bob Main KOBİ*

### **Wanted**

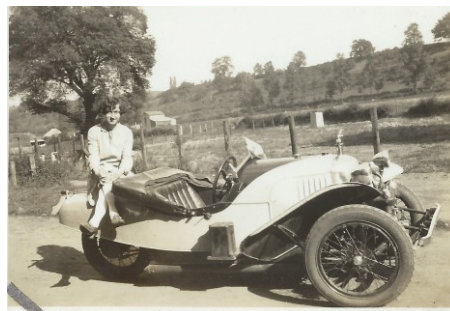
Late-Vintage solo machine suitable for use two-up in VMCC Road Trials and other events, so it needs good brakes and a reasonable amount of power.

Dave Pritchard KOBİ – 01452 618248



## Letter to the Editor

I have recently found an old family photograph album the attached pictures, one of an AJS, the other bike I cannot identify. The only information written in the album alongside the Ajay gives a date it was taken as 1928, although I think the bike is an earlier model. The other picture was taken in 1926.



Also attached is a picture of a Morgan Aero, taken in Kenilworth 1927. I think it has a JAP engine.

*David Payne*

**Pioneer Run® Advert**

### *Sunbeam Motor Cycle Club Ltd*

#### *77th Pioneer Run® Sunday 20th March 2016*

*Starts at 8.00am from Tattenham Corner, Epsom Downs, Surrey*

*To the Finish on Madeira Drive, Brighton, Sussex*

*Eligible machines registered on the SMCC Ltd: Pioneer Register*

*All are pre 31<sup>st</sup> December 1914*

*All machines now at least 100 years old*

*Entries are invited from all past riders who will receive entry forms  
through the post*

*Or, via email if we have your address*

*Entry Forms also available on the Club Website*

*[www.sunbeam-mcc.co.uk](http://www.sunbeam-mcc.co.uk)*

*or direct from the organiser, Ian D. McGill,  
The Oaktree, 13, Victoria Road, Horley, Surrey, RH6 9BN*

*Telephone: 01293-771446*

*Email: [acsociable1@sky.com](mailto:acsociable1@sky.com)*

**A quick reply with entry forms will ensure an fairly early  
start if riding in class three**

**All entry forms will be date stamped on receipt**

## **2015 Monopole Action**

First I had an idea. Then I had a plan. Then I had an unravelment...

I had previously been successful in winning the Post-Vintage class in the Western Region Road Trials Championship in 2014 on my military Triumph 3HW. The idea came to me to try and win a hat trick of championships in different classes.

Why? Don't ask me!

The 2014 West Wales Black Mountain Run started from the Pontargothi Carmarthenshire Showground. There, an incomplete and non-original early 1920s Monopole was offered for sale. That was in July. In October, I rang the vendor to ask if it were still available, this was because of The Idea.

I bought it and carried out the quickest restoration that I have ever done; although there was much that I could not use - in fact, all that now remains of the motorcycle I bought is the frame, the tank, the forks and the seat frame.

Everything I needed to make the machine resemble its original 1922 state all came to hand, or if it didn't, it was replicated. This included the semi-TT sports handlebars. My Monopole, a model 11 sports of 350cc and one of only two sports models I know of, came with an undersized 250cc JAP engine. Almost straight after purchase, I was offered a replacement. However, not the correct 350cc side valve, but a 550cc version. For two-up riding, the 550 would be far more suitable than the 250, so the larger engine was shoehorned into the frame.

I now have the correct 350cc JAP engine, seized up and currently residing in a large bucket of diesel. It will eventually be fitted to the cycle parts.

The Monopole wasn't ready for the 29<sup>th</sup> March Felix Burke Road Trial; it first ran on Thursday 16<sup>th</sup> April, just in time to put it on the trailer and head off to Somerset for the Somerset Section Cheddar Trial, the second round of the Road Trial Championship, which was held on Sunday 19<sup>th</sup> April.

There were, inevitably, some snags, when the bike first ran on that Thursday morning. The Pilgrim pump wouldn't prime, the carburettor wouldn't flood, the reconditioned magneto wouldn't spark; but after lunch, I rode it for the first time.

I considered that riding two up I would need something more than the original braking system, surely, I was bound to encounter the odd downhill eventually?

I had BSA Bantam D1 hub and brake assemblies built into both wheels. They work fine, and don't look out of place.

The Plan was looking fine. Here we were, on the start line for round two. It was a lovely day in Somerset, and a crowd gathered around to see the Monopole burst into life and set off. Well, it did eventually start, after about 8 or 10 kicks, and we were away! After about 20 miles, I noticed that the front seam on the fuel tank had opened up, and petrol was dropping onto the silencer across the front of the crankcase. You won't be surprised if I tell you that we retired; although old-timers might ask "Where was your chewing gum"? 'Slosh' sealant was recommended to me at the event's finish, and still continues to work fine.



The bike had run well in that first 20 miles, and even my homemade Sturmey Archer gearbox hand-change mechanism had worked. (I had been unable, and am still unable to find one to buy). One point for starting was all that I bagged that weekend.

Round three – the Swindon Moonraker Road Trial was the next event of the Championship, held on the 10<sup>th</sup> May. Here The Plan worked well, the Monopole ran faultlessly, and out of two vintage entrants, we finished on top –10 points in the bag!

The following weekend, we were at Kemble Airfield, Gloucestershire, for the Cotswold Signpost Rally. Local knowledge can benefit in this kind of event, as place names of villages and hamlets have to be found on the OS map to determine one's route. To say that we set off late, looking for the first signpost location, is an understatement. I found it was a lot of effort for the small reward of only one point again.

Rounds five and six took place whilst we were enjoying Scarborough Bike Week. The Cotswold Road Trial was on Sunday 12<sup>th</sup> July, and we duly lined up at Denfurlong Farm, Chedworth, for the sunny start. The Monopole sulked, and needed a push to get it going, but we were soon doing well, or so I thought. About 5 miles from the finish, the valve pulled out of the front tube – and that was that! Dave and Christine Pritchard kindly rescued us...another one point.

The next round was organised by the West Wilts Section, the White Horse Trial, on 2<sup>nd</sup> August. I had entered the Monopole, but changed my entry to my military Triumph. Comment had been made about my badly buckled rear wheel. It had been newly, and expensively rebuilt, along with the front, in February, but a number of spokes had not been tightened correctly. The front wheel wobbled from side to side, and both wheels were removed for attention, the rear having been discovered to have some broken spokes. Ironically, the Triumph conked out early on with carburettor problems, it had previously been a very, very reliable bike...one point in the Post-Vintage class.



The 9<sup>th</sup> August would have seen us at the Somerset Signpost Rally, but the wheels were still out on the Triumph.

At last, the Monopole was ready to be entered for the next event, round ten, on 13<sup>th</sup> September. This was the South Wales Section Vale of Glamorgan Road Trial. By now, The Plan was starting to unravel. Rivals were accruing abundant points. There were only four rounds to go including the Vale Trial. Good results for me and poor results for other would be needed! A bit like the Hamilton versus Rosberg scenario. On arrival at the Vale start, I noticed that the carburettor top had gone – but the Monopole kept going! During the morning ride, the exhaust port cracked right through and apart from a different sound, the bike still kept going! After a delicious Sunday lunch, I couldn't get the Monopole to start – no compression. But it had had plenty when I arrived at the lunch stop pub. Investigation revealed an exhaust valve spring broken into three pieces...yet again, only one point.

I had entered the Monopole for the Saundersfoot run, but now the point's situation looked hopeless. I didn't lift a finger on the Monopole. I changed my entry to the re-vitalised military Triumph, and was fortunate to win the post-vintage class. I also changed my entry from Monopole to Triumph for the Levis Cup Trial on 27<sup>th</sup> September. What a cracking event it is! I should have started doing it years ago, but better late than never.

The final round should have been the Cotswold Night Trial, and I would have been prepared to enter the Monopole with acetylene lamps. However, the Night Trial did not take place, and my point's position was no better than hopeless.

So, The Plan failed, and we didn't win the Championship this year. Perhaps 2016? For those who want to know more about the Monopole motorcycle, I put an article in the VMCC Journal in April 2015, and a follow-up article in October 2015.

Very grateful thanks are extended to Bill Phelps, for the replacement Monopole float chamber top, carburettor/magneto handlebar lever and the gearbox in the military Triumph – donated items with payment refused.

My wife Diane and I always ride together, and we both want to send enormous thanks to all the organisers and marshals of all the events we have enjoyed throughout the year.

*Bruce Grant*

## **Annual Cotswold Section Dinner and Award Presentation**

7 p.m. for 7:30 pm on Saturday 30<sup>th</sup> January 2016

Brickhampton Court Golf Complex, Churchdown, Gloucester, GL2 9QF

Menus and Tickets available from Jenny Hart, 01684 276610, [jenny@hart1246.plus.com](mailto:jenny@hart1246.plus.com)



## COTSWOLD SECTION CALENDAR - DECEMBER 2015 to FEBRUARY 2016

### December 2015

2nd	Guest Speaker - Jim Rendell "The Mighty Typhoon"	Churchdown Club, Church Road, Churchdown
9th	Club Night	Churchdown Club, Church Road, Churchdown
16th	Christmas Party	Churchdown Club, Church Road, Churchdown
20th	Winter Wandering	The Greyhound Inn, Littledean, Cinderford
22nd	Committee Meeting	Churchdown Club, Church Road, Churchdown
23rd	Club Night	Churchdown Club, Church Road, Churchdown
26th	Boxing Day Gathering	The Watersmeet Hotel, Hartpury, Gloucester

### January 2016

1st	New Year's Day Gathering	The Carpenters Arms Inn, Miserden, Stroud
6th	Club Night	Churchdown Club, Church Road, Churchdown
13th	Auction of Motorcycle Books and Ephemera	Churchdown Club, Church Road, Churchdown
17th	Winter Sporting Trial	Denfurlong Farm, Chedworth, Cirencester
20th	Guest Speaker - Peter Tustin - "My life with Broughs"	Churchdown Club, Church Road, Churchdown
26th	Committee Meeting	Churchdown Club, Church Road, Churchdown
27th	Quiz Night	Churchdown Club, Church Road, Churchdown
30th	Pre-Dinner Social Run	Wellesley, Lime Street, Eldersfield, Gloucester
30th	Dinner and Award Presentation	Brickhampton Court Golf Club, Churchdown
31st	Winter Wandering	The Haw Bridge Inn, Haw Bridge, Tirley, Gloucester

### February 2016

3rd	Club Night	Churchdown Club, Church Road, Churchdown
10th	Section Library - Viewing Night	Churchdown Club, Church Road, Churchdown
17th	Guest Speaker - Bill Lane - "All the Fun of the Fair"	Churchdown Club, Church Road, Churchdown
23rd	Committee Meeting	Churchdown Club, Church Road, Churchdown
24th	Chris Robert's Quiz (What is It & What's in the Bag)	Churchdown Club, Church Road, Churchdown
28th	Winter Wandering	The Gloucester Old Spot Inn, Piffs Elm, Cheltenham



A nice period type photograph taken in the autumn at the Belt and Braces Run. The weather started off being foggy; in this picture Ian Dettmer's Hemming and Bob Ashwin's Campion look quite at home in the Forest of Dean.

## VMCC Cotswold Section Competitive Events for 2016

62<sup>nd</sup> Felix Burke Road Trial, Sunday 3<sup>rd</sup> April  
Navigational Scatter event based at Andoversford.  
Details from Jenny Hart, 01684 276610, [jenny@hart1246.plus.com](mailto:jenny@hart1246.plus.com)

26<sup>th</sup> Cotswold Signpost Rally, Sunday 15<sup>th</sup> May  
Signpost Rally based at Kemble Airfield near Cirencester  
Details from Dave Hoskins, 01285 651230, [veloskins@sky.com](mailto:veloskins@sky.com)

28<sup>th</sup> Cotswold Weekend Trial, Sunday 10<sup>th</sup> July  
Traditional Regularity Road Trial (timed event with choice of 18 mph, 20 mph and 24 mph average speeds) based in the Forest of Dean.  
Details from Jenny Hart, 01684 276610, [jenny@hart1246.plus.com](mailto:jenny@hart1246.plus.com)



This is a print I bought on eBay, purporting to show a gathering of machines in Paris in 1914. I have tried using the 'magic' eyeglass but cannot recognise any particular make of machine. Can anyone make an established guess as to when, where and why this gathering has taken place?