



.....Issue 14 June 2017.....

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Welcome to edition 14 of your section newsletter. This will be distributed electronically to those who have an email address and in printed form at Club events.

**ANOTHER BUMPER 4 PAGE ISSUE THIS MONTH.**

Once again, we simply couldn't squeeze it all into 2 pages. We would love to see pics of the bikes you own or are restoring and hear about your rides.. I hope to see more of you on the road now that the good weather has arrived. Section members have organised some excellent events – just for you, so don't be shy, dust off the bike and the kit and come and join us.

**Sunday April 23<sup>rd</sup> – Mid Wales Meander to the Dams**

The VMCC is a very broad church – The Brough, the Vincent and the Rudge kept company with a Honda trail bike and Z200 Kawasaki – and a good time was had by all! Thanks to David Jackson for organising his first section ride.



**Thursday May 11<sup>th</sup> – Midweek ride out – 'Roger's Roman Roamin'**

a small group enjoyed this interesting approach to club rides. Roger Bibbings has mapped out a new ride which aims to cross as many points of the Hereford to Gloucester canal as

possible. Look out for this in the calendar later this year or perhaps in 2018.

**FORTHCOMING EVENTS**

**Thursday May 18<sup>th</sup> – Club night - The Moon at Mordiford - HR1 4LW. 7:30 p.m.**

The usual *Noggin and Natter*, but If you fancy the first evening ride of the year – 1 hour around the local lanes, be there at **7:00 p.m. prompt**. Bring a bike – show us what you've got!

**Sunday 21<sup>st</sup> May "In search of the Green man".**

A fascinating short ride for Flat tankers, girder forkers, mopeds, step-thru's and those who simply just like to potter - Maximum 50 gentle miles, starting and finishing for lunch at the Lion Leintwardine - SY7 0JZ 10:00 for 10:30 start. Organiser Steve Sumner [nvasteve@yahoo.co.uk](mailto:nvasteve@yahoo.co.uk)



**Thursday 8<sup>th</sup> June - Mid-Wales and the Borders 80 -**

100 miles and suitable for all types of bike and rider - Meet at Texaco Station Kington - HR5 3DZ. 09.30 for 10:00 start – Full details later, but the ride will finish for a late lunch at "bike friendly" JD's café at the junction of Station Road and Broad Street in Knighton. For more info contact Geoff McGladdery on 07588 559698 or [geoffmac@globalnet.co.uk](mailto:geoffmac@globalnet.co.uk)

**Thursday June 15<sup>th</sup> – Our very own Bike Show - The Moon, Mordiford - HR1 4LW - 7:00 p.m. until 9:30 p.m.**

This event was a great success last year and we

hope to do even better this year. All types of bikes and riders are very welcome – lots of prizes. If you would like to eat at the Moon, make sure you book and make sure you mention the event. Contact Dave Brand on 07870 633064 for more details

**Sunday June 25<sup>th</sup> sees the second running of our flagship event – Herefordshire on the Edge".**

Entries are already well up on last year and we would love to see 100 bikes out in this year's event. If you want to test your riding and navigation skills and to visit the furthest corners of our beautiful County, **GET YOUR ENTRIES IN AS SOON AS POSSIBLE!!**



Colin and Sue Beasley will be travelling all the way from Billingshurst to compete on this very smart pair of 70s rice burners. Colin won gold in 2016



For full details, contact Geoff McGladdery on 07588 559698 or by email [geoffmac@globalnet.co.uk](mailto:geoffmac@globalnet.co.uk)

**Thursday July 13<sup>th</sup> - Forest of Dean & the Monnow** - Meet at Ross-on-Wye Cattle market - HR9 7QJ - 9:30 for 10:00 – Further details in the next newsletter. At the moment, we don't have a leader for this ride, so feel free to volunteer.

**Sunday July 16<sup>th</sup> - Ride to VMCC Founders Day meeting - Stanford Hall near Rugby.** A great way to visit this annual flagship event. The ride takes in Tewkesbury, Broadway, Chipping Camden and Southam and is 95 miles each way. Not for the faint hearted! – Starts at The Moon Mordiford - HR1 4LW - 9.00 a.m. prompt

**Thursday July 20<sup>th</sup> – Club night - The Moon Mordiford - HR1 4LW. 7:30 p.m.** if you fancy a 1 hour ride around the local lanes, meet at 7:00 p.m. prompt.

### **Bantam Italia – Part 2 ERIC**

*The second part of Fred Spaven's epic adventures in Europe*

We did, eventually, get underway and made pretty good progress, reaching the channel in two days and approaching the Alps in a week. After the long flat plains of central France we found ourselves climbing up through the clouds on switchback roads, heading for the famous Route Napoleon pass to the coast. With each bike carrying well over its own weight in camping gear and rider, progress was hard. At the end of a hot summer the temperature was still over 30°C and a lot of climbs were done crawling in 1<sup>st</sup> gear; It didn't take long for this abuse to take its toll and Pete's blue bike developed a pronounced little end rattle. Investigations in a campsite on the Lac du Annecy revealed a healthy little end but a thoroughly oval-worn gudgeon pin hole! A new piston was ordered to meet us in Nice but in the meantime, we could only press on.

### **NEW NOISES**

We had stopped for a sandwich on the approach to Grenoble when Pete pointed out a whole new set of noises emanating from his engine. A deep rumbling bass note had joined the rattling treble, we were in serious trouble: main bearings. It was into this glum lunchtime atmosphere that Eric stepped.



He pulled over on his way back from the baker's to see if he could help and when we tried to explain that we couldn't do much without a decent workshop, he immediately offered the use of his. We followed him the couple of miles back to what turned out to be an Aladdin's cave of continental engineering, rows of Terrot, Gima and Moto Guzzis topped off by a mid-restoration 1939 Peugeot 402 cabriolet, one of only a handful built. Among these wonders, we rolled Pete's bike onto the bench and started to strip it down. Eric laughed at the state of the piston and brought out a couple of beers to help in the soaring temperatures. Eventually we found the problem, another unusual one; while the ball-race main bearings were fine, the crank had worn itself loose in the inner race. After much deliberation we tried the only thing we could think of and glued the inner races to the shaft with Loctite.

### **ONWARDS TO MARSEILLES**

By the time we'd sorted that out it was too late to go anywhere and Eric characteristically offered us a bed for the night. He ordered pizza which, in typical French style, was followed by dessert, cheeses, liqueurs and of course lashings of wine as we swapped tales from the road into the early hours.

The following morning we finished the work on the bikes and Eric, on board a 1936 125cc Gima, kindly guided us through the confusing streets of Grenoble and put us onto the road towards Marseilles, to avoid any more mountain passes. The piston rattled but the Loctite held as we drifted down the Rhône to the Mediterranean coast and our goal – Italy.

...Part 3 follows in the next edition. If you want to read the whole story and see the great pictures take a look at Fred's blog <http://bantamitalia.tumblr.com>

### **WHAT ARE YOU RESTORING?**

Remarkably, Steve Sumner still believes that he can complete the restoration of his 1926 S26 BSA in time for **"Herefordshire on the Edge"** on June 25<sup>th</sup> (see last month's Newsletter) Steve neatly sums up his challenge back in Feb 2017..... *"The only problem now is that with 16 weeks to go the BSA is an incomplete collection of rusty parts. So armed only with a very large bucketful of optimism and a Northerner's inbuilt aversion to losing the already paid entry fee, time will be spent in the shed in an attempt to at least make the start line."*

The BSA – now officially known as "Claude" in the Sumner household - is definitely taking shape having acquired amongst other things, some wheels, brakes and engine plates.



Steve is keeping a detailed and fascinating log of the restoration which we will continue to run in future editions. This small extract gives a great flavour of Steve's pragmatic approach

### **Countdown week 16**

Contact VMCC Marque specialist, who confirms

that I have a 1926 S26 4.95 bhp BSA..... Search for images so that I know roughly what to aim for. Loosely assemble the parts I have. Frame (front section), engine, gearbox, forks, front wheel rear wheel hub and a box of assorted bits and pieces.....Make steel engine/gearbox plates to replace the plywood ones. Making engine/gearbox plates was, to put it simply, just printing photos I had taken of BSAs at Banbury and enlarging them until I arrived at a suitable size to make a paper pattern. Then cutting, filling and drilling until they joined everything together. "If it looks right it is right", but if you're reading this and you have the proper plates I'll take them!



You can see the excellent results here!



Steve would like to thank younger son at this point "- for listening when I suggest ideas for presents. He supplied enough steel plate one Christmas for me to make all the engine plates I'll ever need!"

We would love to hear about your restoration projects no matter how humble or no matter how far from being finished. Please send us some pictures and a few words, so that we can keep this as a regular feature.

### FAR FROM THE MADDING CROWD!

Section member Tony Page has continued to keep in touch from his New Zealand adventure.



Tony reported from Wellington, having ridden down from Coromandel in two hits (about 450 miles). "The Armstrong MT500 only does 110 miles a tankful and I ran out. At least I now know how many miles I've got. This is us transferring petrol from the Triumph" He also took the opportunity to call in on old friends from the

'80s, when he lived with "a bunch of Kiwis in South London" One of the group, Wayne and his wife Clare, now live just west of Auckland in Kumeu and Tony called in on his trip. "Wayne still has a ton of bikes, including this beautifully executed 1928 Scott engined 7R special . (The engine looks like it grew there ED)



Also in Wayne's collection is this fine looking Norton Bitsa – or to use the correct French term a **Norton Metisse**.



In Wayne's own words "It is made from an assortment of Inter & Manx bits ranging from late 30's to early 50's. Engine (crankcase at least) is 1949,

it is unknown if the aluminium top end is from this engine base. Frame –1951 (I think)-originally ES2, but modified and with some of the fittings replaced with Inter parts - frame lugs etc. Fuel tank and oil tank had the appearance of having come from the same bike – a late 30's Manx. Most of the other cycle bits are 49 – 50-ish period parts"

### New VMCC newsletter

I'm sure you've noticed recent improvements in the "VMCC Journal", since new editor Peter Henshaw took control. The next big step forward is to change the format to A4 and to change its name to "Vintage & Classic Motor Cycle"



Issue X, AGM sample edition 2017

# VINTAGE & CLASSIC

MOTOR CYCLE

The Club Journal for members of the VMCC

Training in the rain  
Damp didn't curb the  
Curborough enthusiasm!

Trophies to be proud of  
displayed with a smile by Cotton  
rider J A Smith. Read more on  
Page 59

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This is a draft copy of the new format and I will have it at Thursday's club night at the Moon Inn. Your comments and observations are most welcome.

### DVLA CONFUSION

Roger Bibbings writes that "The V11 reminder arrived this morning for my 1955 Ariel. It said that this vehicle needed an MoT certificate (when it is MoT exempt). I then proceeded to 'tax' it online, which went through OK (see below).

I then thought that this message was inaccurate so I drew attention to it on the feedback form. I also phoned DVLA to point this out. They asked for details and looked up the last time I had had an MoT but confirmed that one was not now needed. They said they overprinted all forms with this message for vehicles over a certain age. I said the information was misleading. They said it was just advice. I said it was more like an instruction. I would be OK to say that an MoT was not needed but that owners might like to consider it. I suggested they needed to tweak their system."

Have any other members had/raised this issue with DVLA?

### OTHER FUTURE EVENTS FOR YOU DIARY

**Saturday June 3rd – Classic bikes and spares auction – HJ Pugh, Market St, Ledbury, HR8 2AQ starts 10:00 a.m.** Viewing on the morning of the sale and on the Friday afternoon.

**Saturday 15th July – South Midlands Autojumble – Ross-on-Wye Cattle Market, HR9 7QQ - 9:00 a.m**  
Always worth a trip if you're looking for those elusive parts. If you want to take a stall contact them on 01989 750731

**Sunday Sep 3rd – The Northamptonshire navigation rally** The Grange Sports Ground, Northampton Road, Earls Barton, Northamptonshire, NN6 0HG.. This excellent event is organised by the very active Northamptonshire Section. Much like **Herefordshire on the Edge**, the object is to visit various places in Northamptonshire, collecting answers to questions on your travels. There is no set route and places may

be visited in any order. For entry forms, contact Trevor Pinfold, 18, High Street, Blisworth, Northants NN7 3BJ or email him on [trevorpinfold168@btinternet.com](mailto:trevorpinfold168@btinternet.com)

**Sat & Sun Sep 16th & 17th The Kop Hill climb – Princes Risborough.** Around 16,00 spectators attend this classic hill climb event to see a mix of bikes and cars. For more info take a look at their website <http://www.kophillclimb.org.uk/>

### HOW TO MAKE A SMALL FORTUNE OUT OF A CLASSIC BIKE

Pay a larger fortune for one and then sell it at the world famous Bonham's Stafford Auction. I still don't understand why my lovely and extremely rare 1955 250 Derbi managed to sell for only £2950 when I paid more than £4k for it 7 years ago. A bit of a disaster –



### Find us on

Updates and other stuff can be found on our Facebook page – VMCC Herefordshire section. Feel free to post to it.

You might also like to take a look at this Facebook page - **Ian and the XLR – Ross to Oz**. He's not a VMCC member, but he is a local guy attempting to ride to Australia on his XLR . He's currently about 35 days in and has visited 9 countries.

[https://www.facebook.com/IanandtheXLR/?hc\\_ref=NEWSFEED](https://www.facebook.com/IanandtheXLR/?hc_ref=NEWSFEED)