



.....Issue 15 July 2017.....

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Welcome to edition 15 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 21st May "In search of the Green man".

A small group thoroughly enjoyed a good ride around the lanes of North Herefordshire. They even found the "Green Man". Thanks to Roger Bibbings for the picture and to Steve Sumner for organising and leading the ride.



Thursday 8th June - Mid-Wales and the Borders

An excellent, if somewhat soggy 75 mile ride. The 20 miles down the B4594 from Painscastle, to Erwood,

crossing the Wye and the A470 and onwards over the open Moor to the B4250 was sublime, only bettered by the run over the Artillery range on the B4519 down to Garth. If you want to try it, Sections 5 – 12 on the route sheet, you won't be disappointed. Thanks to John Munday for organising the ride.

FORTHCOMING EVENTS

Thursday June 15th – 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 will be even better this year. ***This is not a traditional "Concourse" event and there are no entry forms or entry fees!*** Just bring what you have, park it up and be part of the show. All types of bikes and riders are most welcome. If you can't bring a bike or two, just bring yourself and your mates. The weather forecast looks good with **NO rain!** Prizes will be awarded at random on the whim of the organiser! There will be a barbeque, but If you would prefer to eat in the restaurant at the Moon, make sure you book and make sure you mention the event. Contact Dave Brand on 07870 633064 if you need more details

Sunday June 25th sees the second running of our flagship event – Herefordshire on the Edge".



Less than 2 weeks to go and entries are already well up on last year. About 30% of entrants are local – Herefordshire or neighbouring counties, with the rest coming from as far afield as Cornwall, West Wales, Sussex, Cambridgeshire and Derbyshire. If you want

to test your riding and navigation skills and to visit the furthest corners of our beautiful County. Don't miss out on this great event - **GET YOUR ENTRIES IN AS SOON AS POSSIBLE!!** For full details, contact Geoff McGladdery on 07588 559698 or by email geoffmac@globalnet.co.uk .

If you can't ride, there are one or two jobs for volunteers, on the day and after the event is over. If you just want to see some of the bikes the start & finish is at the Traveller's Rest, on the M50 /A449 Junction near Ross-on-Wye HR9 7QJ – riders will leave between 08:00 and 10:30 and arrive between 16:00 and 18:30.

WHY NOT STOP FOR LUNCH?

Standing right alongside the River Teme, the Lion at Leintwardine SY7 0JZ. Is a compulsory halt and The owners have kindly provided us with our own bar with an excellent "Event" menu. Most riders will stop for lunch here. Why don't you do it too? Worcester's Jos Sheen has entered his lovely 1952 Matchless G9 – surely you must have something just as nice lurking in your shed?



Thursday July 13th - 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. Please contact Geoff McGladdery on 07588 559698 or by email geoffmac@globalnet.co.uk.

Sunday July 16th - Ride to VMCC Founders Day meeting - Stanford Hall near Rugby. A great way to visit this annual flagship event. The ride passes through 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. Once again, we **don't have a leader for this ride**, so feel free to volunteer. Please contact Geoff McGladdery on 07588 559698 or by email geoffmac@globalnet.co.uk.

Thursday July 20th – 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. If you don't fancy a ride out, then just come along for a drink and a chat – you will be most welcome.

Sunday July 23rd – Bringsty Common café WR6 5UJ. The byways of NE Herefordshire. 09:30 for 10:00 start A couple of hours pottering around the lanes of NE Herefordshire, starting and finishing at Bringsty Common café in time for lunch – If you need more details, contact Geoff McGladdery on 07588 559698 or by email geoffmac@globalnet.co.uk

PART 3 OF FRED SPAVEN'S 4 PART TALE OF HIS ADVENTURES IN ITALY ON A BANTAM Bantam Italia – WILD CAMPING

We reached the azure Mediterranean coast without further problems and followed it to Nice.



we were delayed here for almost a week sorting out

Pete's piston, which turned out to be a waste of time as it started to fail again after only a few hundred miles. Outside Pisa (of leaning tower fame) we pulled over so Pete could ring Blighty for yet another piston and I was kicking around bits of arid field when the most enormously fat Italian bloke, dwarfing a rather large Moto Guzzi, pulled over to chat.

IF YOU DON'T TRAVEL THEN YOU'RE NOT ALIVE!!!

In his broken English he told us of his various trips to the Isle of Man TT and a friend's journey through the Middle East on a BMW, returning with an Arab proverb scrawled on his panniers: "If you don't travel, you are not alive". Within seconds of his departure I had the marker pen out...

Pete had worse news, apparently the UK's BSA suppliers all had the same stock of slightly soft Taiwanese-made pistons, which is why we'd had two failures in two thousand miles. His only recourse had been to order a new-old-stock later model piston to be sent to Pescara, our next stop with friends, where we'd just have to make it fit!



But that was a thousand miles away and, in order to save money, we'd decided from the start to wild camp as much as possible, in between arranged stops with friends and acquaintances. We'd seen mixed results with this tactic; with one notable success in the Alps, spending a night on a narrow quarry track, halfway up a sheer cliff overlooking the beautiful Lac du Vouglans under a starry sky. And our last night north of Rome was even better.

We'd decided to find a (proper) campsite early in the day to avoid entering Rome too late and had

already followed red herrings and wild geese (more reliable than Italian road signs) to a couple of shut campsites when yet another long trail led to yet another chained gate. We were debating what to try next when Pete spotted a half overgrown sandy track. We decided it was worth a look and found ourselves, 200 yards later, on our own private beach! We couldn't believe it; we were standing in the middle of a gently curving bay with no sign of life for at least a couple of miles each way.



There was even a shuttered up beach hut at our disposal so we put up the tent and boiled some pasta to enjoy on the veranda with a bottle of red, before giving in to temptation and going for a swim in the warm Mediterranean waters. Not bad for a free night's stay.

Of course, it wasn't all luxury. The very next night we found ourselves under a busy railway bridge in the Apennines trying to hammer tent pegs into solid rock between abandoned washing machines and TV sets.

...Part 4 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>

THE STRUGGLE CONTINUES

*Despite my gloomy prediction, Steve Sumner is still on track to transform - in just 16 short weeks - the pile of bits masquerading as a 1926 S26 BSA into a rideable bike for **Herefordshire on the Edge** on June 25th! Steve has kept a countdown diary of his*

struggle to restore "Claude" as he's affectionally know in the Sumner household and we are delighted to include a few extracts.

Week 7

Took cylinder and new piston to engine re-conditioners, might be a few days, might be a week is all they can tell me. Two days later I have a rebored cylinder...an added bonus, whilst collecting cylinder I spot a rubber doormat in a skip. Claimed for use as footboard rubbers. I'm all in favour of recycling, especially if it saves me money

Week 6

A full week of working on Claude – **Monday** - Spend most of the day making and tweaking rear brake rod, pedal and footboards ... I even find something in the box of assorted springs that fits with no modification. **Tuesday** - Decide that as its the "Green Man" run in 7 days I should have a pootle round on "Chuffa" (his 1928 New Imperial model 7). "What I like most about old bikes is that they know how to choose the right moment to need fettling. Clutch is slipping so that's priority. Nothing serious amiss with the clutch. Burn the oil from the friction plate (deja vu from 2016 On the Edge). Make a shim/spacer to preload the single clutch spring and bobs your fathers brother. (Note to self...have clutch friction plate relined over winter.) Chuff around local lanes for a while and all's well with my world.



Wednesday - BSA girders must be the simplest of

girders...Sticking a reamer through the fork pivot holes to clean them reveals that only the one in the steering stem is worn slightly. An adjustable reamer sorts this out.

Make six spigots to suit the 9/16" holes and two to suit the holes in the stem which are now .020" oversize. Thread them so I can screw them into the side plates. Make the side plates in pairs. Clamping them as a pair to drill and thread the holes for spigots (ensures the holes are the same distance apart).



Screw spigots into side plates and assemble with steering stem and fork blades. All seems well with no play and free movement. Braze spigots into sideplates. Grind/file/linish links and with a coat of paint who would know they're homemade!! – **Thursday** - Nice and sunny outside of the shed so it's off for a pootle about on "Chuffa". (Sensible man Ed)

Week 5

Made sleeves to suit and fitted headstock bearings to frame and fork stem. Forks fitted to frame complete with dust cover made from a lid from my empty pot of grinding paste. (broke my heart when I had to buy a new pot after only 30years or so). Dismantle front wheel bearings and brake, clean and reassemble with new balls and grease. Brake shoes look usable with plenty of life, whether they perform as well as they look may be another matter.

Week 4

Dismantle gearbox. Clean and reassemble with new sleeve gear bearing. Drill hole through kickstart shaft (1/2") Takes a while and makes a lot of noise but eventually its done. Cut the working end off another kickstart shaft (Triumph one with broken teeth).

Grind through case hardening and then turn shaft to an interference fit with the hole in the BSA shaft. Press together . Run a bead of weld around join and the BSA kickstart shaft is fixed. We will have to wait and see how long it lasts..... More to follow



We really look forward to having a picture of Steve with his bike and his medal at the end of **Herefordshire on the Edge**.

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.

VMCC news

Just when it looked like things were settling down, there is once again upheaval at HQ. Controversial Chairman Peter Miller stood again, but was beaten in the election by Rob Reaney – perhaps known to some of you as the proprietor of Dronfield Classic bike dealer Reaney and son. When asked by his fellow directors where he might like to take the club if elected as Chairman Rob explained his vision thus..... "The answer is in our history. Our very first meeting was seventy-one years ago this month, it was the 28th April 1946 and the problems that we face today are actually very similar problems to back then in that thirty eight enthusiasts met and they had to grow the club. We also have to grow

the club. Titch Allen founded this Club but there were four or five founder members and the Club really formed around Captain JJ.Hall who, during the war, was writing to the Classic Motorcycle and he was floating idea 'why not a vintage club'. For pocket money and out of interest he was buying and selling bikes during the Second World War and he was unearthing so many vintage bikes that the nucleus of the Club formed around him.

TRADING

Of the original thirty-eight people at that first meeting he sold most of those original bikes to them. So this Club started with a trader and this club has got trading in its DNA. This Club was based around vintage motorcycles so when they formed and I quote 'it was hoped that the Club's activities would include rallies, hill climbs, trials, a workshop and a museum, a library, a sales and want system for spares and motorcycles, insurance for difficult cases and a free of charge bulletin and an annual dinner'. Many of these activities have come into the VMCC and we now accept them as what the VMCC is all about. So the answer is actually in our roots, thirty-eight people formed a club which they had to grow and the answer they basically adopted was to make the Club attractive to outside people, i.e. new members and that's what needs to happen with the Club today. We need to make ourselves more attractive to new members. Now we do that through the medium of a more attractive magazine, more attractive website and much better services. I advocate that we get involved more in motorcycles, that's what we are interested in after all.

"NO WE CAN'T"

Giles (Willison) took a call last year from somebody who had inherited fifteen bikes, basically rang the Club and asked for our advice, could we help him, did we want to buy them, did we want to sell them, could we tell him what they were worth and Giles said "no we can't". I don't want to be part of a club that says 'no' I want to be part of a club that says 'yes we can help'. Each of you around this table have helped relatives and friends sell bikes because

they have not been well or whatever and I know Alistair has been engaged with such a case and I know John has mentioned such a case and we have all done our bit individually.

"YES WE CAN"

I want a club that says 'yes we can help'. Where I will go with this Club is to make it more open and welcoming to younger members and to be fair, I would want to welcome everybody and encourage them to go to older bikes because we have got the barrier now that older bikes are so expensive and I find it is a journey, people need to come, see the stuff, learn about it and journey backwards. I had a sixteen-year-old at my place yesterday who I sold a Girder forked 125 bike to at Christmas. His Granddad came with him to buy the bike, and the kid has got it running now and he is absolutely hooked. He is now stripping it and restoring it. He is a future VMCC member because I sold him a cheap bike at the right time. So my take on it is different, we need to broaden our horizons and we also need to increase our take from non-members, there is only two sets of people you can take money from, members or non-members. I don't want to squeeze the membership any more, I don't want to charge them anymore, I want to actually make our Club attractive to new members. What would trigger people to engage with the VMCC and start spending money with us? Better shop products, better raffle bikes, better website, better magazine and somewhere where they can come and have a chat and a brew and a talk and be welcomed. That is where I will take the Club if you vote for me. Ian has got a case where there is a chap up the village who has asked us to sell his flat tank bikes because of age or infirmity or whatever and we currently haven't got the space or the facilities to help. People need our help and my emphasis is 'yes we can help', not 'no we can't'. So that is where I will take the Club.

OTHER FUTURE EVENTS FOR YOUR DIARY

Thu - Sun June 15th – 18th Baskerville Hall Near Hay-on-Wye, HR3 5LE – Horizons unlimited Overland Travel Festival. This excellent event covers all aspects

of overland travel with a good focus on adventure motor-cycling. Take a look at their website to find out more

<http://www.horizonsunlimited.com/events/hubbuk-2017>

Sunday 18th June 2017 - The British Motor Museum, Gaydon, CV35 0BJ (just off M40 junction 12. THE BANBURY RUN.

Probably the largest gathering of pre 1930 machines in the world. First of the 600 riders off at 10:00. Gaydon hosts the event along with an autojumble **NOT TO BE MISSED** – For more info look at their website

<http://www.banbury-run.co.uk/2017event.asp>

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

Find us on 

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

I hope you've been following **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 65 days in and has visited 9 countries. Great reading

https://www.facebook.com/ianandtheXLR/?hc_ref=NEWSFEED