



.....Issue 17 November 2017.....

Editor Geoff McGladdery [geoffmac@globalnet.co.uk](mailto:geoffmac@globalnet.co.uk)

Welcome to issue 17 of your section newsletter. This will be distributed electronically to those who have an email address and in printed form at Club events.

### DOUBLE DECKER BUSES

You go three months without one then all of a sudden you get 2 in 3 weeks! This newsletter is all about the AGM and the future of our section....with of course some fascinating stuff from section members! Please do your best to turn up for the AGM, your views and your support are vital – remember this is **your** section and you should have **your** say on what it does.

### FUTURE EVENTS FOR YOUR DIARY

**Thursday 16<sup>th</sup> November 2017 – Midweek ride out - Market Square, Bromyard HR7 4BP 09:30 a.m.** for a 10:00 a.m. start at the kind invitation of the Worcestershire Section. The coffee stop is at the Nest Café (HR8 2PZ) on the A438 Ledbury to Hereford road near the Verzons Hotel and the lunch stop is at the Salutation Inn in Weobley (HR4 8SJ).

**Thursday 16<sup>th</sup> November 2017 - 7.00 pm at the Moon, Mordiford HR1 4LW** - Section AGM (Agenda on P 2)  
**Saturday November 18<sup>th</sup> – 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.

**Thursday 21<sup>st</sup> December 2017 - 7.00 pm at the Moon, Mordiford HR1 4LW** – club night – a chance to meet and chat over a pint

**Tuesday 26<sup>th</sup> December 2017 BOXING DAY – 11.00 a.m. at the Moon, Mordiford HR1 4LW**

Be a Hero!! Shake off the Christmas pud with a 1 hour ride around the local lanes. This was our best attended run last year!!

### DAVID JACKSONS ACCOUNT OF HIS AMAZING 2017 MOTOGIRO D'ITALIA RIDE

"You've not done this before have you?" The voice and a few sniggers came from a grizzled group of ex-firemen, part of our 20 strong British team. It was true; I was having more than a few misgivings. My 1931 side valve Brough looked enormous against the little post-war Italian lightweights which traditionally run the annual Motogiro D'Italia. Its weight, negligible ground clearance, non-existent front brake and crude three speed Sturmey Archer hand shift looked woefully inadequate for the task ahead.

The MotoGiro route changes each year, but runs around 1000 miles over 6 days along challenging mountain roads and since it began in the 1950s is designed to be the foremost endurance and technical challenge for small machines and riders . This year it ran the spine of the Appenine range, criss-crossing Italy from one coast to the other. It's run as a kind of time trial, with various odd exercises in traffic cone manoeuvring en-route. Competition between towns to host the course is fierce, and at each stopping point ladies were ready to ply us with cakes, pizza, and inevitably wine. At some medieval knights, schoolchildren with flags, music and dancers awaited. It was very touching and marvellous to be a part of.



As so often happens, for me the first two days were the worst. On the first day a rainstorm knocked out one of the cylinders and I staggered home as a 500

single. I joined the nightly throng of spannerers in the hotel underground carpark. Borrowing a plant sprayer, and running the bike under a simulated "rainstorm" found a big blue spark arching from the mag against the frame. A dab of Vaseline cured it and we were ready to go.

The next day I thought it was all over. Trying to get out of the city of San Bernadetto in rush hour I got lost and ended up going round the same circular street system for an hour. Tell-tale smoke arose from my primary drive as my cork clutch overheated. Gear selection, always difficult, became a grinding horror and sweat and profanity poured from inside my helmet. Panicking, I took a junction from the wrong side and almost got sideswiped by a bus. Salvation came from a mounted Carabinieri, who took it upon himself to escort me out of the city and a good 40 kms back on the way. He saved my bacon and it was 9 hours and 220 miles later that I finally arrived.



It was about this time the bike was beginning to build a kind of cult status. Inevitably at the back, its arrival each day at the finish line was met with increasing incredulity. I was winning no prizes for technical merit, but people just seemed to enjoy it being there. Those behind could plot its course by the lingering blue atmosphere left by its total loss oil system. It's designed to smoke heavily, and only when it stops should you start to get worried. I was getting through a lot of straight 40.

Our stopping points were often in the main squares of ancient hilltop towns, many of which were

normally closed to traffic. It was a great privilege to hear the deep burble of the engine ricocheting against the stone walls of medieval alleys, climbing on full retard. You have to be busy to keep a Brough going, but for those moments when I had time to look, the scenery and architecture was spectacular. Italians love a certain formality and each night saw dinner for the 90 odd entrants with long speeches. Veteran Italian men crowded around the results sheet each night, the rules of which were obscure and ever changing.

Finally, after 990 miles came day 6 and arrival in Spoleto, Tuscany. Of my little group of 4 friends, two – a Rudge and Vincent Twin – had failed to complete but the Brough just seemed to get better and better. A flash gala dinner was scheduled that night with prize giving (including a £10K bike for the overall winner) by a Director of Ducati and long legged glamour models.

Engrossed by my cheese course, amid the rapid Italian I heard the words "Lawrence of Arabia" and it became apparent that all were looking at me. Weirdly, my oily knackered old dowager had won the "concourse d 'elegance" prize. I was keen to get my hands on the models but by this time I was smelling like I'd rolled in something, and both demurred. I did however win some nice Ducati bits and bobs.



I've been riding a long time but this counts as one of my most satisfying achievements. Had I known the degree of physical effort required to manage the

Brough on those roads I might have taken another bike, but it wouldn't have been the same and what a testament to old George B that we made it. I think it even got the grudging respect of the firemen. Maintenance? A dab of Vaseline sir? The MotoGiro is indeed one of the great events for classic motorcycles. If it isn't on your bucket list, then perhaps it should be! For details of the 2018 event – take a look here. <http://www.motogiroitalia.it/en/>

**SECTION AGM AGENDA – THURSDAY NOV 16<sup>th</sup>  
7.00 pm at the Moon, Mordiford HR1 4LW**

Please come along and express your opinions – it is your club, let us know what you want from it. We are also looking for committee members to help make next year even better.

1. Welcome by Section chairman Geoff McGladdery
2. Apologies for absence
3. Decisions of last AGM held on 24<sup>th</sup> November 2016
4. Matters arising (not covered elsewhere on the agenda)
5. Review of the past year by Geoff McGladdery
  - Club night
  - Speakers
  - Runs
  - HOTE
  - Bike night
  - Financial statement
6. Open discussion, including:
  - What went well?
  - What went less well?
  - What do members want?
  - How can we involve more members?
7. The outline programme for 2018
8. Election of Officers
9. Thinking outside the box?
  - Partnering with others?

- Volunteers?
10. Publicity and communications
  11. AOB

**BIKE FOR SALE**



**For sale, my special TS 250 engined MZ ETZ,** prepared originally by Richard Difazio. Used by me over several years as tourer, commuter and in Class 'O' in MCC long distance trials. Electronic ignition. Single seat. Will come with spare engine and many spares/parts. £1,650 ono. Contact Roger Bibbings, Colwall WR13 Tel 01684 540249  
If you would like to sell your bike or spare parts – please send details with photos to the editor [geoffmac@globalnet.co.uk](mailto:geoffmac@globalnet.co.uk)

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