



.....Issue 22 April 2018.....

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Welcome to issue 22 – This will be distributed electronically to those who have an email address and in printed form at Club events. If you do not wish to receive further copies of the newsletter, please email me and I will remove you from the list.

PAST EVENTS

Wednesday 7th March 2018 – Brightwells Easters Court, Leominster,

The BSA Bushman Replica,(see last month's issue) Guided at an insane £2.5k - £3k finally sold for £3584 including commission and VAT. On the same basis, a well restored, but otherwise unremarkable 1961 Tiger Cub sold for £3360. Has the world gone mad?

Thursday March 8th – The first midweek ride-out of the year – Despite the cold and the remnants of the snows, *THE TESCO 6*. Had a great day out on a super little route led by Alan Reed. Lunch at The Garway Inn on Garway Common was excellent.



Sunday March 18th – Traveller's Rest HR9 7QJ, on the outskirts of Ross-on-Wye, 1 hour Breakfast ride.

Sadly the weather caused the postponement of this run – it will now take place on Sunday April 8th .

Easter Monday April 2nd 12:00 –Red Marley Hill Climb
Best summed up by this comment from a spectator
"Thanks so much for running the event , I flew 17+hrs from Perth . . Conditions were shocking, but the guys riding put on a great show for the paying public. I got soaked and muddy but left with a huge smile on my face. Can you also thank those lads in the car park. They gave me and many others a little push to get going. See you next year."

FUTURE EVENTS FOR YOUR DIARY

Saturday April 7th – The Bringsty Grand Prix has been postponed due to car parks being waterlogged and more rain forecast during the week. No new date is available at the time of going to press.

Sunday April 8th – Bromyard Speed Festival on tour at Shelsley Walsh - has been postponed until Sunday May 13th due to car parks being waterlogged and more rain forecast during the week.

Our commiserations go to the organisers who have put in so much time and effort, only for it to end in disappointment. You should be able to find details of the re-arranged events here.....

<https://bromyardspeedfestival.co.uk/>

Sunday April 8th – Traveller's Rest HR9 7QJ, on the outskirts of Ross-on-Wye, 1 hour Breakfast ride.

Re-arranged from March 18th - Meet at 08:15 for a prompt start at 08:30. Returning to the Travellers for breakfast. Should be home by 11:00. This was a popular ride last year. Let's hope for early season sunshine!

Thursday April 12th - Shropshire and the Long Mynd Brightwells café, Easters Mart, Leominster HR6 ODE at 09:30 for a 10:00 start.

Through the lanes to Clun and then on to Bishops Castle for a coffee stop at the Castle Hotel, then North to the Long Mynd, ascending from the Ratlinghope side. Onwards (and downwards) to the Ludlow Food Centre at Bromfield for a late lunch. Approximately 75 miles. Contact Geoff McGladdery for details on herefordvmcc@outlook.com or 07588 559698.

Thursday April 19th - 7.00 pm at the Moon, Mordiford HR1 4LW – Club night plus First evening ride of the year. An hour around the lanes to Hole in the Wall

and then back alongside the river to the Moon. (same ride as Boxing Day). Meet at 7:00 for the ride.
Saturday and Sunday, April 21st and 22nd Staffordshire County Showground ST18 0BD – the 38th Carol Nash International Classic motorcycle show. Still the biggest and the best despite Morton Media's attempts to price out the smaller exhibitors. Tickets are £12 a day in advance (£14 on the day). Morton's have thoughtfully removed the pensioners discount!
Sunday 22nd April - Mid-Wales Meander to the Dams at Rhayader - meet at the Texaco Petrol Station, Kington HR5 3DZA at 10:00 for a 10:30 start – A Great scenic ride on great roads from Kington to Hay-on-Wye via the famous Rhayader Dams, stopping at the Elan Valley visitor's centre cafe for coffee and (optional) cake and finishing at the excellent Granary café in Hay on Wye.



Sunday May 6th VMCC Founders Rally. The café Shobden Airfield - HR6 9NR – 10:00 – 18:00

If you want to ride, you should have received all the details of how to participate in the latest issue of the **"Vintage & Classic"**. I would urge you to make the effort – it's great to get around the region and talk to others at the checkpoints. If you're looking for riding partners, then post something on our Facebook page. For the first time, we will be running a checkpoint - #30 - at Shobden Airfield Café. We need help to man this checkpoint, so If you can give an hour or two of your time to stamp the cards of rally participants contact Roger Bibbings on 07791 391128 or herefordvmcc@outlook.com

Sunday May 13th - B+Q, Holmer Rd Hereford HR4 9SH. 10.00 for 10.30 start – “In search of the Green Man.”
A gentle pootle around the lanes of Herefordshire with a visit to the famous Green Man. Suitable for all VMCC eligible motorcycles. **We will be printing a special event sticker for all those who start the ride.**



The ride finishes at Hereford's amazing Broomy Hill Waterworks museum and the Broomy Hill Miniature Railway. Trains will be running that day and the Museum and the railway both offer refreshments. Why not arrange to meet the rest of the family there after the ride. For more info, take a look at their website.

<http://www.waterworksmuseum.org.uk/about/gallery/>

Thursday May 17th - 7.00 pm - The Moon, Mordiford HR1 4LW – Club night plus the usual summer evening ride. An hour around the lanes to Hole in the Wall and then back along the river to the Moon. (same ride as Boxing Day). Meet at 7:00 for the ride.

Sunday June 24th - HEREFORDSHIRE ON THE EDGE



Entries for this third running our “flagship” event are

building up with close to 40 received. We would love to see 100 bikes this year, so get your entries in and drag your mates along. Its open to non-VMCC members and bikes only have to be 25 years old to qualify for an award. A great range of bikes have entered, including Staffordshire's Sandy Johnson and David Kington on their Norton Commandos. Sandy's “pretty in purple” bike is a 1971 model.



David's well equipped roadster is from 1972.



If you need a copy of the Regulations or an entry form, you can copy and print them from our Facebook page or you can, email a request to.....

herefordvmcc@outlook.com

ELECTRIC ENFIELD – THE CHARGING BULLET. Paid a visit to Fred's workshop in North Herefordshire this week to take a look at the project. Since our last report, Fred has continued to make good progress..... *“It took a little longer than expected but*

the sub-frame is now fully welded; I found another couple of drawing errors along the way but nothing that couldn't be sorted out. I've even thought of a few improvements I can make next time...

Now the subframe can stay in the bike while I do a dry build of the electrical components. I'll get the bike up to a rideable state, hopefully in the next couple of months, before stripping it back down for painting and finishing. I'm really looking forward to the first ride around the yard – hopefully some of this snow will have cleared by then!” Fred has also added some Ensign Universal tyres and a centre stand, which makes it look much more road ready.



We will continue to keep you updated on Fred's progress with **“The Charging Bullet”**

THE MARCH WIND WILL BLOW AND WE SHALL HAVE SNOW



OK, OK, I know it's a North wind, but never let the facts get in the way of a good story! Lets hear it for the big kids who just couldn't resist going out in it. Committee member David Brand is pictured above.



Section Chairman and editor couldn't resist either, but at least he didn't wear a silly hat like Steve Sumner!



GETTING ABOUT A BIT

Section members Tony Page and Terry Pickering have been travelling and riding in Okinawa and India respectively in the last few weeks and have sent some excellent pictures. We will be featuring these in future issues, but I thought we'd start with

Tony Page's not so recent trip to Alaska – here in his own words.....

Although these 1998 pictures show Alaska and The Yukon, the story actually began three years previously at the International Vincent Owners Club Rally in New Zealand...



Every four years, the VOC holds an International Rally. In 1995 it was in New Zealand and this coincided with the first time I found myself able to afford to attend and also snatch the time off too. I flew my 1949 HRD Rapide out to NZ and at the first big meet-up of those attending noticed a wild looking guy sitting by himself. We all wore name badges with our names, country flag and home town displayed. This chap's proclaimed Carl McGuire, a Canadian flag and Whitehorse YT.



'YT'? Where the hell was that? So I asked him. Yukon Territory. What? Next to Alaska USA. Righto. My Kiwi mate John Gurney and I befriended Carl and later on, after having plied him with too much beer, we suggested to him that maybe he should

organise a VOC rally in Whitehorse. Even in his hopelessly inebriated state he found this highly amusing, and improbable, and claimed 'Nobody would come!'

John, Franz - a mate from Vienna - and I immediately said 'We would' so Carl, unaware that he was being videoed, said 'OK'.

Next day people began asking him about his rally. Dumbstruck, he asked what on earth they were talking about. We showed him the video.

So, in mid-summer 1998 – one hundred years exactly since the Yukon Gold Rush – 70 people headed north, in search of gold. Well, okay, a VOC rally.



John, Franz and I were the first to roll into Whitehorse having ridden the 3000+ miles from Los Angeles. We'd all shipped our bikes for this ludicrous adventure, knowing that once north of the US / Canadian border it would be dirt and gravel roads all the way. 95% were Vincents. As an aside, the only bike to break down was a nearly new BMW GS1100. There were two VOC rallies to attend en route, the respective Sections having co-ordinated their rally dates to fit in.

It was a fantastic trip. I personally rode just over 10,000 miles in the two months, at least 4000 on gravel. The Vincent, with its skinny front tyre, was an ideal dirt road machine; I had honed my off-road skills during the NZ VOC rally so this was a refresher course. It helped that I was following my Kiwi mate John Gurney also riding a Rapide. I reasoned that if he could do it, my bike could do it too...

THE VMCC – OUR CLUB - AND ITS FUTURE

We make no apology for printing this message from our 2nd New Chairman in a month! The club has new

leadership, short-term financial stability and a chance to move forward in ways that will be more acceptable to the membership. It is important that you are kept aware of future plans and that you can make an input where you think it may be useful.....

“When you have just had a new unelected chairman foisted upon you, it is reasonable for that person to give a bit of information to the membership by way of introduction, and so you have some idea of what you have let yourself in for.

TRIALS BACKGROUND

My name is Pat Robotham, I live in the Midlands, and have been a club member for forty years. Most of my interests in terms of motorcycling are focussed around earlier machines, and my “modern” bike is my 1959 Ariel VH that is on the road all year, but not in the ice and snow. Otherwise I like the pre-war, veteran and vintage stuff, mainly because I understand it and can fix it most of the time. I am retired but when I worked, I commuted most days on a bike so had a few modern ones, as my employer liked me to get to work reliably. I also spent thirty years riding in club off road Trials, where my enthusiasm was definitely greater than my skill level, but I did eventually get good enough to occasionally win something minor. I also rode for twenty-five years in the MCC trials and am a keen member of the Ariel Owners Club.

FORMER CHAIRMAN

A few years ago, (I am very bad with dates and names) I was elected as a director of the VMCC and did two years, eighteen months of which as chairman. I stood down at the end of my two-year term, intending to reclaim my life. Following the most recent debacle culminating in the AGM, I made a foolish offer to help out if needed, got co-opted as a director and here we are back as chairman on the wishes of my fellow directors.

MEMBERSHIP ORGANISATION

My basic belief is that the VMCC is a membership organisation that must be run in a business-like way. It happens to be registered as a limited company; this was done to protect the shareholders, that is you the members, from liability for its actions and activity. This is a reasonable position to take, and places little

constraint on the club in terms of what it can and can't do, so long as it does not knowingly trade insolvently and that it operates within the terms and constraints of good governance. These are the only two responsibilities of directors, to make sure that these two things are adhered to.

MEMBERS OWN THE CLUB

Directors do not own the club; you the members do that. Directors act on your behalf and in the best interests of the club bearing in mind the need for solvency and good governance. It goes without saying that the club must have a viable number of people who want to bring their skills to the table on a biannual basis to be elected as directors. Currently, and for a few years now, this has not been the case, so we need to put that right and get people to come forward, fully informed as to what will be required of them. Making sure this happens is one of the “governance responsibilities” of current directors.

IMPROVING AND DIVERSIFYING MEMBER SERVICES

The club as a membership organisation has a main source of income, that of membership subscriptions. Currently that is insufficient to maintain the activities of the club and to deliver member services. In the end subscriptions are bound to have to go up, this will result in many of the membership asking, “what services do I get for my money and is it worth it?” That places the onus on improving and diversifying the member services on the directors, HQ staff and the overall management committee. However, it would be wrong to simply charge off developing such proposed services unless we actually know what the membership really want now and into the future. So we now need to consult widely to find out. It is your opportunity to have your say so please engage with the discussion process. I am aware that it is much easier to say what you don't want than what you do, we want to know what you want not what you don't.

It is quite likely that a number of the alternative income streams currently used to try to improve the cash position may be dropped or simply dry up. These decisions will be taken on a business case by business case basis, again this is a Director responsibility, to prevent the club going into insolvency sometime in the future when the current cash rich position runs out.

THE VMCC – A POWERFUL BRAND

To avoid being entirely reliant on membership subs the club needs to develop more income.

It is my opinion that the club's strength is in its size, its history and what it currently does and how it behaves, I believe in modern parlance this is referred to as its BRAND. If you look at the world of social media you will see brands based on people who are famous only for being famous, The Kardashian family is a good example. What they are extremely good at is exploiting this commercially via the social media.

It is my opinion that the VMCC has a powerful brand, despite any recent self-inflicted damage it may have done. This can and should be exploited and developed to provide an extensive range of electronic member services, which have commercial potential for exploitation as well. The way we develop and disseminate the material that we hold in our archive could have enormous potential here.

Is this something that could usefully have some of the Cobbing legacy spent upon it?

THE CLOCK IS TICKING

Anyway these are simply my ideas, they have no more status than any other ideas, but I offer them as a starting point for debate, if you need one.

Please bear in mind that financially the club is not in a position to be able to expose itself to financial risk by embarking upon some potentially expensive and ill-conceived idea. It is also my oft spoken view that the VMCC has no god given right to survive if it can't get organised properly and in a business-like manner. The clock is ticking. The discussions will be led and organised by elected President Alistair Alexander and elected Director and Vice Chair Justin Harvey James. The plan is to get through this and have some fully costed planning proposals within 4 to 5 months.

All the best, and strictly for a limited time only.

Pat Robotham, Co-opted Chair of directors/management committee.”

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