

HEREFORDSHIRE & MID-WALES SECTION NEWSLETTER



.....Issue 57 - 1 - FEBRUARY 2021.....
Editor Geoff McGladdery

IMPORTANT NOTICE

The viability of the events listed below, is totally dependent upon the protocols in place following the Government's COVID review for England on Monday Feb 22nd. No date has been confirmed for the Welsh review, but indications are that it will be at a similar time. Please check the latest issue of the newsletter before you set off.

FUTURE EVENTS

Thursday 18th February – Brightwells timed Online Auction of Classic Cars & Motorcycles. Bidding opens on Saturday 13th Feb at 10:00 a.m. and closes on Thursday 18th from 7pm.

A small, but high quality catalogue, is headed by a handsome 1949 Vincent Black Shadow.



As with many Vincents this one is something of a mongrel, which may have the effect of actually making it affordable, a word which would never normally be found in the same sentence as Vincent. Guided at £40,000 - £45,000, it should find a new home.

Two fairly rare British bikes take the eye. A "matching numbers" 1967 Triumph T20 Super Cub – a "Marmite" late model with the Bantam tank, and a 1970 BSA Bantam Bushman.



Both machines are presented in very good order with V5Cs and would grace any garage.



The "Bushman" derivatives can command huge premiums over standard Bantams, so it pays to be sure of the provenance of the machine you are

buying. Some things are easy to check like the Barracuda forks and the air filter instead of a battery, but other modifications can be much more difficult to spot. Myths, Legends and Half-Truths surround the Bushman but the consensus is that only around 300 were consigned to the UK market and a similar number exported. All carried a "BB" prefix to the frame number – or did they?

DIRECT LIGHTING AND PRE-MIX

The Bushman delighted and infuriated period road testers in equal measure. Praised for its appearance, its light weight and good off-road handling but criticised for its poor starting and its awful direct lighting (no battery on the Bushman). It must have delighted and frustrated its owners for similar reasons. The inconvenience of pre-mix fuelling could have only made things worse. For the uninitiated, that means you have to carry 2 stroke-oil on your person and add it to the fuel in the right quantity when you filled up. Owners of Japanese 2-strokes of the time were all equipped with oil metering systems supplied from an on-board 2-stroke oil tank. To be fair to Bantams, pre-mix was the default system for almost all British 2 strokes of the period and most Italian scooters.

Do let us know if you become its new owner.

Friday Feb 19th 09:30 a.m. – Pugh's Auction Centre, Hazle Meadows, Ledbury HR8 2LP – Sale of British Spares And Projects, motorcycle literature, clothing and petroliana - 641 Lots– on-line only.

Lurking amongst the twisted frame tubes and the boxes of decaying metal, whose lineage, function and true value is known only to the sainted few are some things that even I recognise! I am helped in this endeavour by the catalogue, which eschews the blander descriptions such as "Various exhaust pipes"..... "BSA engine parts"..... "Box of Valves and headlight housings", for something specific and unequivocal..... **"Triumph TR5/Tiger 100 500cc crank cases. NOS"**. There are 2 sets of these (New Old Stock), unstamped cases and they will be invaluable

in keeping at least 2 1950s Triumphs on the road. Be warned, they won't be cheap. The full catalogue for both sales days can be found by following the link for the main sale (below).



Saturday Feb 20th - Pugh's Auction centre, Hazle Meadows, Ledbury HR8 2LP - Sale of Vintage & Classic motorcycles, British Spares and Projects, **online only**

Having reviewed 4 Japanese Trail bikes in issue 57, we might as well continue the same theme. Considered by many to be the best ever dual sport bike, the Yamaha DT175 is worthy of the title "Classic".



This 1981 model looks very correct and well presented. It has the best spec of the air-cooled DT family. Said to need re-commissioning, but having "good" compression a key and a V5, you can expect competitive bidding on this lot.

You will find the full catalogue by following this link. <https://www.easyliveauction.com/auctioneers/hjpu/gh/>

Sunday Feb 21st the Watering Hole Cafe, Aymestrey, Herefordshire, HR6 9SR - from 10:00 a.m. - The John Langford run.

CANCELLED

Thursday March 4th - 7:30 p.m. Club night West. - The Greyhound Hotel, 3 Garth Rd, Builth Wells LD2 3AR. All existing and intending members are welcome. A chance to meet up and chat. If face to face meetings are still impossible, then a "Zoom" alternative will be organised.

Tuesday March 9th - 11:00 a.m. "Brunch ride-in - River Café, Glasbury-On-Wye HR3 5NP. Just meet up for Brunch (morning coffee if you prefer), choose your own route there and back. **Will this be our first 2021 ride? Let's hope so.**

Thursday March 18th - 7:00 p.m. - Club Night East - The Moon Mordiford. HR1 4LW. All existing and intending members welcome. A chance to meet up and chat.

Wednesday March 24th - Breakfast ride-in - The Potting Shed Café - Radway Bridge Garden centre HR1 3NE

Just meet up for breakfast, no organised ride. Choose your own route there and back. Ride what you fancy and feel free to invite friends.

UNDER £1000

Another in our series which finds useable bikes, ready to run, with MOTs (where required) for less than £1,000 and all VMCC eligible (made before Jan 1st 1996)

Surprisingly, only 3 of the 50+ bikes we have featured to date have been Kawasakis, so we thought we might show 2 of them in this issue. Both these early '90s middleweights are listed on Facebook Marketplace, so remember these are "asking" prices and you might be able to haggle.

This 1994 ZZR 600 is listed in Newport, so not so far to travel. Showing just 44K miles on the clock and with an MOT until May '21, it is said be "In good condition, with everything working as it should and plenty of life left in the chain, sprockets and tyres." The vendor might even consider part exchange.



Outshone in the Sports/Tourer sector by the Yamaha 600s of the period, these 6 speed 4 cylinder ZZR600s are still top quality machines with 87hp at the rear wheel and 150+ mph top speed. Weighing just less than 200 kg, they are not too heavy to handle both on the road and in the garage. A functional fairing, fully adjustable suspension front and rear, plus twin 4-pot callipers add up to an excellent package. You can buy this one for £950.

A little cheaper and a little older, but with just 28k on the clock this 1993 Kawasaki ZZR E1 looks good in its deep blue livery. With 12 months MOT, a new stainless

silencer and a Micron "Can" it seems well worth its £899 asking price.



NB - Prices are the advertised asking prices or actual selling prices and are correct at the time of writing, We have not verified any of the details vendors have used in their advertising – that must be your responsibility

BANBURY 2021 UPDATE

It's sad to have to report that **the 2021 Banbury Run will not take place**. The highlight of the year for many readers is another victim of COVID. There is a fuller but no more informative statement on the VMCC website which promises that "The Banbury Run will return in 2022." Let's hope that is the case.

MOROCCO BY VELOCETTE 1975

A travel epic by Paul Farley

I was working for Portman motorcycles in what was known as 'Tin Town' Guildford Surrey and had been harboring the idea of living a travelling hippy lifestyle for some time. I thought there had to be more to life than going to work every day and I had no commitments as I was living with my parents at the time. So a winter to save up a bit of money, find a bike and buy some good camping gear and I would be ready to go.

A few of my mates had Velocettes so for no other reason I decided this was the marque to use and a Venom in reasonable nick was available locally for a sensible £125.

Brian Hawkins Automobiles
 The Black Swan Filling Station
 Proprietor: Brian Hawkins
 The Street, Wrecclesham, FARNHAM, Surrey
 Telephone: Farnham 21149
 VAT No. 189 5986 82

USED CAR SALE INVOICE
 No. 125

SOLD TO: <i>Mr Paul Farley, 100, Colford Bridge Rd., MILFORD, Camberley, Surrey</i>		STOCK BOOK No. AS ABOVE PREFIXED P
DELIVERED TO:		TRANSACTION DATE: <i>5/5/75</i>
V.A.T. REG. No.		
MAKE/MODEL <i>VELOCETTE VENOM 500.</i>	COLOUR <i>BLACK.</i>	
REG. No. <i>758 KPE</i>	CHASSIS No. <i>RS 9886</i>	ENGINE No. <i>Vm 1129</i>
MONTH/YEAR FIRST REG. IN U.K. <i>MAY 1959</i>	SPEEDOMETER READING <i>41,550</i>	NOTE: This may not be relied upon as being the total mileage covered unless supported by documented evidence.
DECLARATION BY THE BUYER (except where the buyer is a Finance Company, in which case the declaration is made by the person acquiring the vehicle under a finance agreement): I declare that I am the buyer of the vehicle described at the price stated or (where the buyer is a Finance Company) I acknowledge receiving delivery of the vehicle described.		
SIGNATURE <i>P Farley</i>		DATE <i>6/5/75</i>
DECLARATION BY THE SELLER:— Input tax has not and will not be claimed by me in respect of the vehicle sold on this invoice		
SIGNATURE <i>Brian Hawkins</i>		DATE <i>6/5/75</i>
PRICE <i>£ 125 : 00</i>	TOTAL INVOICE PRICE <i>£ 125 : 00</i>	
ROAD FUND LICENCE <i>£ :</i>	LESS CASH DEPOSIT <i>£ :</i>	
<i>£ :</i>	LESS CREDIT AS PER INVOICE <i>£ :</i>	
TOTAL INVOICE PRICE <i>£ 125 : 00</i>	BALANCE DUE <i>£ 125 : 00</i>	

Preparation was limited to a rebore and piston, new clutch drum and primary chain, cobbled up Lucas dynamo, resprayed tank, Ex Honda dual seat and a really strong Craven rack. As I didn't have access to any engineering kit I filed out the centre of the Miller dynamo drive pulley in order to use a good Lucas dynamo I had available. This bodge came back to haunt me throughout the trip as I cracked the pulley fitting it.

I planned this three month adventure with my mate Billy who bravely rode pillion. We had a few stopovers planned, first a visit to Amsterdam, then The Running

of The Bulls (San Fermin) in Pamplona, meeting up with some friends that were renting a villa near Benidorm and finally doing The Vindange, (grape picking), in the South of France to financially supplement our return journey.

This was long before the days of mobile phones, computers and credit cards not to mention, health or travel insurance. Apparently my mate's mother waved us off thinking it was the last she would see of him. I vaguely remember we both had about £360 in traveller's cheques so no fancy hotels. Even campsites were a luxury.

TRANSVESTITES IN WEDDING DRESSES

We were sensible enough to get jabbed up for all the relevant diseases and I remember it was agony indicating with my right arm as we drove down to Harwich to catch the ferry to the Hook of Holland.

Amsterdam was interesting and we went to the famous Melkweg club. A bit of an eye opener, the first time I'd seen transvestites in wedding dresses serving behind a bar! The bike ran well until we got somewhere near Poitier France then the primary chain began making ominous noises. We did



manage to source a chain locally but primary drive problems re occurred later caused by the "pattern" clutch chain wheel.

We had a good time with our friends at the rented villa near Benidorm. It was great to sleep in a bed after roughing it in a two man tent for several weeks. No comfy Thermarest mats back then.

After that we rode South along the Spanish coast as it was too hot inland. I remember staying on a few campsites but we often just put up the tent in the middle of nowhere or slept beside the road. Crossing Spain wasn't without incident as the cracked

dynamo pulley started shredding drive belts and we only had two. Riding after dark was therefore very limited and we rode minus dynamo belt until the battery went flat and only put the belt back on when absolutely necessary.



We caught the ferry from Algeciras to Ceuta arriving in the evening to a total culture shock. Instant step back in time, the big trucks of Spain to donkeys and mules, Western clothes to Feze's and wizened locals in long flowing robes and pointy Zapata slippers and a noticeable lack of women.

As we were so naïve we hadn't realized it was Ramadan and the beaches were unusually busy with teenage Moroccans partying after the sun went down. We met a group of local students on the first

night who invited us to stay in their cardboard shacks on the beach. We were advised to pay a 'guardian' dressed in an official blue coat and brass badge to look after the bike, I was very dubious but the guy was still there in the morning and the bike safe and untouched.

The bike ran well as we travelled South to Marrakech. On a campsite there we met three French bikers, one of which had broken his leg. He had the leg set in plaster in a local hospital but had checked himself out as the conditions were so bad. He'd constructed a bit of a frame to support the leg and intended to ride his Honda 750 four back home with his damaged leg strapped to the side. We later heard he got back safely.

CAN I MEET YOUR SISTER?

We didn't stay in Morocco for very long as we couldn't stand the constant hassle from the locals and therefore were always feeling on edge, although probably unwarranted? We were both frequently asked if we had sisters, we both did but quickly learnt to say they were married as it became apparent, young single women were in great demand. We stayed a while at Essaouira on the Atlantic coast, famous at the time as Jimi Hendrix had stayed there, nice laid back place with a constant cold wind off the sea. At a campsite in Chechouen near the Rif Mountains we got caught in a massive thunderstorm, the hailstones were like bullets and although we managed to hide in the tent we had to hold the sides up with tin plates to cover our hands. Two German bikers got caught out in the storm and were badly bruised by the wicked hailstones.

Our European suspicion of people's trustworthiness proved to be unfounded throughout our travels and we never had anything stolen although we were always cautious.

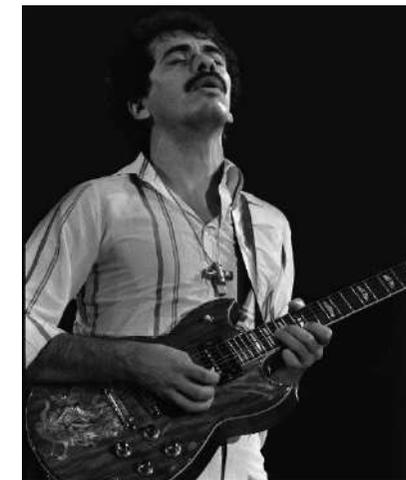
As we made our way back up to Northern Spain we decided to go via Andorra, very nice scenery but strangely full of litter and fly tipping, often beside

lovely mountain streams, thoroughly spoiling the place.

Once back in France our timing was all wrong as it was too early for the grape picking season so we decided to travel up to Paris and stay with some students we'd met in Morocco. On the way North the primary chain started slipping and I discovered the clutch chain wheel was almost bare of teeth. As there was no way we could get another part I re fitted the previous semi knackered chain and pulled the gearbox back as far as possible. Surprisingly this worked and drive was restored as long as I didn't work the motor too hard.

A WILD TIME IN FRANCE

Arriving in Paris we had a wild time staying with the students, one of the highlights being seeing Santana and Earth Wind and Fire live.



As we wanted to return South again to work the grape harvest we decided to leave the bike in Paris and hitch. The weather had turned and we often stood in the rain for hours. One evening we had been waiting for a lift for ages when a new Simca pulled up with a friendly

looking old geezer driving. It turned out to be a nightmare journey, he drove his new car in a low gear, the engine screaming and smelling hot, we suggested many times that he should change gear, no response. My mate was sat in the back and noticed the nutter had a loaded spear gun under the seat, when he stopped at the first bar we passed, the other guys in the bar caught our attention and were making 'he's a loony gestures'. As it was pouring down we decided to persevere a bit longer

until the pervert nutter suggested going back to his place for 'some photographs'. Took a bit of persuasion but he eventually stopped we leapt out and hid in the woods, scary!

We had an interesting time travelling through Austria which was nice but too expensive on our budget then we hitched as far South as Milan. Not easy to hitch as it was officially illegal but we got rides with sane but very fast Italians and the last one with a Latvian guy back into Chambéry France where we managed to blag an overnight stay in a real house with a lovely French couple.



Back in the South of France we found work with a friendly family with a nice barn for us to stay in and more St Saturnin wine than we could ever drink. After a month of hard graft and having earned a reasonable amount of money we waved goodbye to our friendly 'patron' and his family and

hitched back up to Paris, this wasn't without incident as the overloaded 2CV we got a ride in broke down. I attempted a futile 'repair' on the closed up CB points to fix it but eventually it had to be towed in for repair.

STRIP SEARCH AT UK CUSTOMS

On arriving back in Paris we discovered our 'friends' wearing our warm clothes and using other belongings we had left with them. They obviously hadn't expected to see us again. The Velo wouldn't start as the valves had stuck open but after a bit of lubrication and bump starting it rattled into life.

We eventually arrived back in the late autumn and weren't surprised when we got a strip search at British customs. They even made me strip parts of the bike.

Not surprising I suppose as we had visited two of the Marijuana capitals of the period and we were both right scruffy hippies.

THE BEST OF CLASSICS

The Velo was very reliable; any problems were generally of my own making. This Venom 758 KPE was always an easy starter, hardly used any oil and rolled along with the two of us and camping gear effortlessly at 50 -55 mph. As far as I know 758 KPE is still around and last resided in Ireland, I've another Clubmanised Venom now and still consider it the best of classics even though it's sometimes a 'B' to start."

AMC 650 vs HINCKLEY BONNEVILLE

A review by Gary Jones

Marlon Brando and Steve McQueen made Triumphs cool. Then Clint Eastwood rode a Bonneville in *Coogan's Bluff* and Richard Gere rode one in *An Officer and a Gentleman*. But I don't think this has much influence on the many Hinckley Bonneville owners. Triumph sells around 50,000 motorcycles each year now, with a good proportion being Bonneville. The first Hinckley 790cc Bonneville was built in 2001 and they were later enlarged to 865cc and upgraded from carburettors to fuel injection. After fifteen years of production, there's a lot of them around.



I am one of the more recent converts to this modern incarnation, having ridden AMC twins for 40 years. It's a big British twin in the old mould.... no, not quite!

They've updated the mould in almost every direction, but it looks vaguely the same as earlier Bonneville and is none the worse for that. As you can't buy a new *AJS* or *Matchless 650 twin*, these modern "equivalents" are the closest thing together with the *Kawasaki W650 / W800* and *Royal Enfield Interceptor twins*.

UPRIGHT RIDING POSITION

Compared to an AMC of 60 years ago they are about 50 pounds heavier but a lot more powerful with almost 30 more horses available. When you get in the saddle they are surprisingly low but don't feel significantly heavier as the weight is slung way down. Some of the later versions are lower again as they have 17" cast alloy wheels and a thinner "sculpted" saddle. The upright riding position is very comfortable as long as you don't get carried away at arm stretching motorway speeds.

HANDY ELECTRIC LEG

Start the engine with the handy electric leg and it all sounds very refined. Maybe a little too much so unless you slip on some sports silencers to allow the growl out of the engine. First is engaged very easily and it's very smooth through the five gears. There is plenty of torque available from low down so lots of revs are not required.



On the move the bike handles well, especially with modern rubber and the brakes feel powerful. The

forks work well but the rear suspension can feel over-sprung and under-damped on some versions. That's the other popular replacement by owners. In fact you can spend as much as the bike costs again on all sorts of stuff from the specialists, if you are so inclined.

PLENTY OF ROOM FOR A PILLION

Acceleration is good with 0 – 60 quoted as taking 4.9 seconds and a top speed of 115mph. Equivalent figures for the AMC 650 I estimate would be about 9 seconds and 95 – 100 mph. Fuel consumption (60 mpg) is similar to AJS / Matchless 650's at similar speeds and it doesn't seem to deteriorate that much when you speed up to legal limit figures or thereabouts.



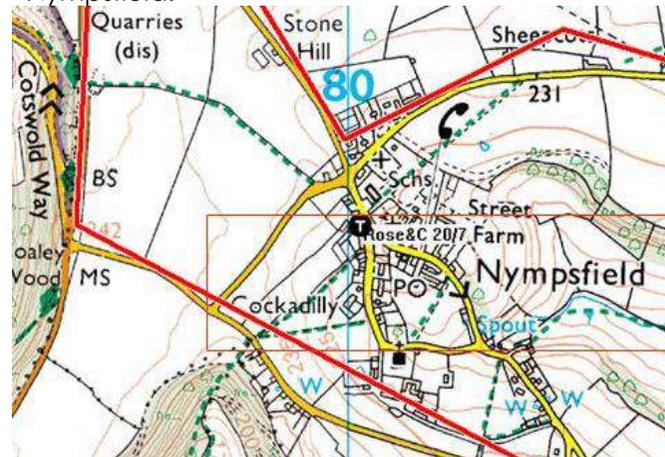
The engine and gearbox in particular feel as if they will go on forever with a balancer shaft removing most of the vibes. The finish appears to be done to a high standard, so it should still look shiny in years to come if that's your thing. Plenty of room for a pillion on a long almost flat seat, which you don't need a mounting block to get onto. They make a good touring bike, especially if you keep off motorways and hard or soft luggage can be fitted. I know several long term owners that have covered many thousands of reliable miles on their Bonnies especially going to distant International rallies.

At the end of your ride you shouldn't see any oil underneath unless it's off the chain. Maintenance is

straight forward with oil and filter changes every 6,000 miles, but low annual mileage would make it more frequent than that. So overall I'm very pleased with the Bonneville I have bought, but there will always be one or two AJS or Matchless machines lurking in my garage.

NOT FOR THE GROWN-UPS

We've had a great response to our "saucy" placenames feature in issue 57. Dave Carroll, Chair of the South Cotswold Section has chipped in with a pair of local favourite - "Cockadilly" near "Nympsfield."



Reader's were tripping over themselves to point us to this gem from the Peak District.



This one's near Winchelsea – does anyone know the story behind it?



SOME HELP WITH FUTURE ARTICLES.

We are seeking information on 2 stories we would like to run in the future.

The first is **The Aberedw Hill climb**. I believe this was a Builth Motor Club event which ran in the 1980s. Several section members, including Chris Richards, John Munday, Alan Reed and Geoff McGladdery definitely tried (and failed!) to make it to the top. In that era, it was an evening event.



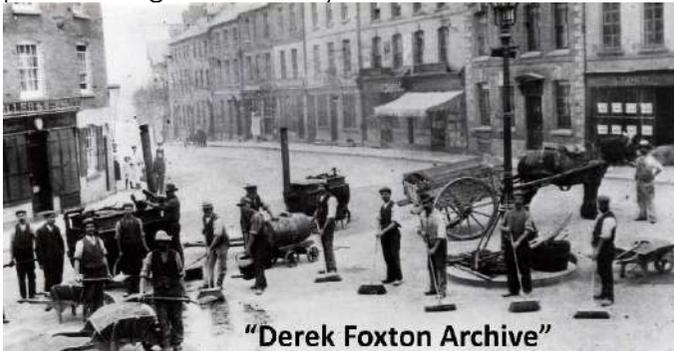
Does anyone know when it started, and when it finished? Did you enter? Did you make it to the top? If you have any memories or photos, please share them with us.

Who knows, one day, we might even get to run it as a Classic event!

We are also trying to put together a piece on **The development of Tarmac Roads in Herefordshire and Mid-Wales**. We know that they started in earnest in the early 1920s. John Macklin, who has done some research on the subject found this report by the Council's Road Surveyor to a 1910 Council meeting. **"The the only tarred roads in Herefordshire are to be found within the City Boundary and a small stretch at Ledbury."** He was calling for the Council to apply to the (then) newly established Roads Board for the funding needed to tarmac the County's main roads. He cited other richer Counties like Kent having 500 miles of tarred roads and Surrey 220 miles. Oxfordshire and Hertfordshire had apparently been laying their main roads with tar for the last 4 years. Clearly, our region lagged behind the rest of the UK. Nothing new there then!

John also discovered that because of numerous accidents caused by horses slipping on the tarred roads the Council were initially cautious in their development and many main roads in Herefordshire were only tarred in the centre with crushed stone either side for horse traffic.

Surely the opening of Tarred sections of the A40, the A44 and the A49 must have been major civic occasions, bringing out the local Mayors along with the great and the good. Do you have any photos or press cuttings in the family album?



Derek Foxtan was kind enough to allow us to use this picture taken at the top of Bridge street around 1910.

PETER WILLIAMS 1939 – 2020

Personal recollections by Tony Page

Born on 27 August 1939 Peter, the son of Jack and Thora Williams, had grown up immersed in his distinguished father's world of racebike engineering. Jack ran the AMC Race Dept., initially with the AJS 7R3 and AJS E95 'Porcupine', then the AJS 7R and Matchless G50 machines. Peter trained in mechanical engineering and was the innovative pioneer of disc brakes, cast wheels and tubeless tyres for racing motorcycles.

1964 saw Peter's first racing outings where he won short circuit races on an AJS 250cc Model 14CSR (my first bike...) his first win being in that same year, in the Thruxton 500 race, 250 Class, partnered by his friend Tony Wood. His first ride in the Isle of Man was also in 1964, riding a 350 Manx Norton. In 1965 he entered the Senior Race on a Dunstall Dominator but suffered piston failure while well placed but scored a third place finish in the Lightweight category riding a Greeves Silverstone.

NORTH WEST 200 WINNER

He made his Grand Prix debut in the 1966 Belgian GP but pulled out due to machine problems. However, in the Italian GP riding an Arter Matchless he finished second in the 500cc class and fifth in the 125cc on an EMC. By this time Peter was regularly competing in TT races over time scoring one win and seven second places. He won the 1966 and 1970 North West 200 500cc race - the fastest race in the British isles - in Northern Ireland on the Arter Matchless.

"WAGON WHEELS"

In 1967 he finished fourth in the 500cc world championship on the Arter Matchless. Peter had a long standing arrangement with Tom Arter, a formidable partnership, riding his 350 and 500cc machines which he developed with special lightweight frames, disc brakes and six-spoke Elektron magnesium alloy cast wheels which were coined 'wagon wheels' by the press at the time. In 1969, riding the Wagon Wheels G50, he won the King of Brands title.

In 1969 Peter joined Norton and was entered into larger capacity races on Norton 750 Commando Twins. He teamed with Charlie Sanby to win the 1970 Thruxton 500 endurance race and was placed second in the 750cc class Production TT the same year. From 1969 he was based at Thruxton in the Norton Villiers Performance Shop working with Norman White in the unusual position of both rider and development engineer. Under Boss Frank Perris, Peter led the John Player Norton Team from 1971 to 1974.



His only World Championship win was in 1971 on a works MZ beating Jarno Saarinen in the 350cc Ulster Grand Prix, but he of course won the 1973 Isle of Man F750 TT on a JPN with a monocoque frame – in the twin roles of designer and rider. He combined an analytical mind with a natural gift for road racing. He was intent on achieving the perfect lap and declared that he really didn't like racing against other riders because they got in the way of his quest for that perfect lap. To him it was almost an academic exercise. He said, "It was the art and beauty of riding a motorcycle that [had] always attracted and motivated me."

Peter's racing career was tragically cut short by an horrific accident at Oulton Park when the tank seat unit came adrift. This was on August Bank Holiday 1974. The resultant injuries caused him to lose much of the function in his left arm plus spinal damage. He was sent to RAF Headley Court near Leatherhead (my home town) for treatment and therapy, as Headley Court was a hospital specialising in spinal injuries, especially those caused by fast-jet ejection. The hospital was a 30 minute pushbike ride from my house and, having read about the accident in MCN and learning that my (our) hero was a mere 30 minutes away, a couple of mates and I cycled up to deliver a card. Upon reaching the RAF Police manned gatehouse, we were astonished to be asked if we would like to visit Peter. Actually, astonished underplays it. We nervously said yes, and were escorted into a ward where poor old Peter was all strapped up. He was extremely glad to have visitors, albeit star struck young aspiring motorcyclists. I visited many times, mostly Saturdays, for weeks and weeks but never saw another visitor there. None from Norton.....

(L-R) Peter Williams, Dave Croxford, Tony Page & Frank Perris on Tony's Norton



My first big bike was a Commando (I still have it) and I kept in contact with Peter throughout the rest of his life.

TT WINNING COMMANDO REPLICAS

In the late 1970s he opened a Kawasaki dealership in Southampton and went on to work for a number of specialist engineering companies, including Cosworth and Lotus. One of his last projects was an electric racing motorcycle, plus of course the building of a limited number of replicas of his TT winning Norton Commando.

For the last few years of his life Peter suffered poor health, but never ever complained. He had been in a Shepton Mallet nursing home for some months and was frustrated at not being able to get out and get on with things. His friends phoned and skyped constantly but he desperately wanted to escape. Sadly, it was not to be.

On 20 December 2020 he left his wife Pam, Jack and Mimi plus four children from his two previous marriages.

I will miss him. As I know many will too. He inspired me.

GOODBYE AND THANK YOU CAPTAIN SIR TOM MOORE: 30th April 1920 - 2nd Feb 2021.



An example to us all - Captain Sir Tom Moore was much more concerned with what he could do for others rather than what others could do for him. A selfless, humble and brave man from another generation, we would do well to learn from him.

He was involved with motor-cycling in India during his war service and when he returned to the UK, he became an instructor at The Armoured Fighting Vehicle School in Bovington, Dorset. When he left the army, he continued to ride his Scott in events all over Yorkshire.



As a result of his garden walks, he raised an amazing £32,796,155 for NHS charities. That initial charity is closed now, but you can donate to his foundation by following this link

<https://captaintom.org/supported-charities>

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