

HEREFORDSHIRE & MID-WALES SECTION NEWSLETTER



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

IMPORTANT NOTICE

The latest copy of the events calendar accompanies this newsletter. The viability of these events, 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 Feb 4th 7:30 p.m. The Greyhound Hotel, Builth Wells - Club night West.

The face to face meeting at the Greyhound is not possible under the current rules, but you are invited to attend the "Zoom" meeting at 7:30 p.m. Click on or copy and paste the the link below and you should be able to join. If you haven't ever taken part in a "Zoom" meeting, you will be asked to complete a few simple steps before joining.

<https://us02web.zoom.us/j/81748684207?pwd=RkkzSldlVjZlYVZjMFRSdlp1VjczUT09>

If you don't already have Zoom installed on your PC, laptop, tablet or phone and you would like to make it easier to join "Zoom" meetings, or even hold them yourself, then go to <https://zoom.us/> and download the free version. Don't download from any other site as there are some unscrupulous people out there trying to cash in on the popularity of this product.

Thursday Feb 18th - The Moon Mordiford. - Club Night East.

CANCELLED

Friday Feb 19th 10:00 a.m. – Pugh's Auction centre, Hazle Meadows, Ledbury HR8 2LP – Sale of Motorcycle clothing, literature, collectables and Petroliana. – on-line only.

If you have anything to sell, entry forms can be downloaded from the Pugh's website. The on-line catalogue has not yet been posted on-line, but you will be able to find it soon by clicking on this link.

<https://www.easyliveauction.com/auctions/#7s8d6f87>

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

About 80 machines are listed at the moment and it's likely to rise to 150+ by auction day.



This Suzuki B105P "Bearcat" would have been manufactured between 1965 – 1968. Weighing at a mere 88kgs (dry), with an 11hp piston ported 2-stroke engine, these bikes had serious off-road potential. Is this one of the legendary 2 x 4 speed models, or possibly one of the later 2 x 3 speed versions? I think not, but a thorough inspection would be worth the time spent. Missing its exhaust heat shield and a side panel, it is showing just 4,604 miles on the clock. Sadly it comes with no documents and may well be a US

import, which could create a few challenges for its new owner. Don't be deterred, the right model in the right condition could fetch north of £3k and be a whole heap of fun to ride.

REAL OFF-ROAD CAPABILITY

A little lardier than the Suzuki at 97kg, but with 16hp on tap, the piston ported CT175 remained in the Yamaha line-up from 1969 – 1973, It's odd that the CT and the earlier DTs that followed it had real off-road capability, but never came with a high mounted front mudguard. The CT175 was part of that great tradition of small capacity Yamaha off-rovers which included the hugely popular DT175s and ended with the introduction in 1977 of the out and out Enduro weapon – the IT175.



This tidy example is an original UK bike, complete with a V5C and showing less than 6,000 miles on the clock. It appears to have all the correct (hard to find) bits in place and has had an engine rebuild in 2017. With recent parts and labour receipts for more than £1,500, it could be a bargain for its new owner.

IS BIGGER REALLY BETTER?

By the time this XL600RD Honda was made in 1984, the rising tide of the "**Bigger is better**" movement was unstoppable. Real men just didn't ride small bikes off road. Experts and fit, experienced trail riders will have few problems muscling its 196Kgs along the dirt roads, but for us mere mortals, the Bearcat or a DT175 at 100kg lighter will do the job much better. Perhaps the real truth is that for the motor cycle buying public

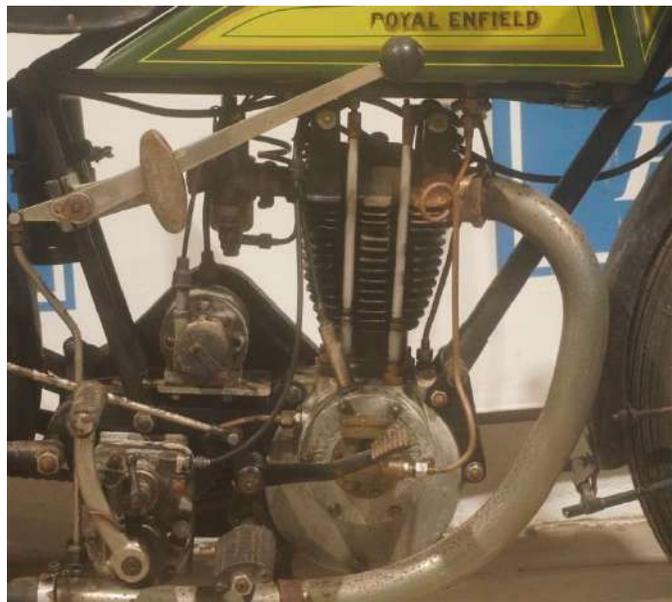
the **image** of off-roading was more important than the **reality** and many (most?) of the larger so-called "dual sport" bikes never saw anything other than tarmac under their wheels. The days of the "Adventure bike" were upon us.



This bike is well used, but is quite original, looks honest and carries a few useful extras. It was first registered in 2002, which would suggest it is an import, but that's not a problem as it already has its V5C. These big twin card Honda singles have a reputation for being difficult to start, particularly when hot and this one probably doesn't have an electric leg. Don't let me put you off, they make great road bikes and are ideally suited to the terrain in our section.

Regular readers will know we are big fans of the Kawasaki Z200 and lot 465 offers you an opportunity to acquire one.

In case you think we've lost the plot and morphed into the Vintage (Japanese) Motor Cycle Club, we thought you would appreciate this original looking 1927 350cc OHV Royal Enfield. (lot 407)



Apparently without a V5C, but listed on the DVLA database, this could be a great way to own a Banbury eligible machine.

You can 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.

UNDER £1000

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

A good "Big-un" and a good "Little-un" in this issue and both on EBay.

This very useable Francis Barnett Plover 95 sold for a mere £904.



It was first registered in February 1968, which is interesting as the last one of these rolled off the

production line in August 1965 and the factory finally closed its doors in 1966.

BOB JOYNER

Perhaps the "F" registration attests to how well they were selling at the time, although some were assembled from bits and part-built bikes at Bob Joyner's shop in Birmingham. Bob bought out the complete factory, and built bikes for a further 18 months, so this one was possibly assembled after the factory closed. An identical bike with the familiar maroon colour scheme was marketed as a James M15 Cadet. Both bikes were fitted with the Piatti designed AMC 149cc 15T engine. Unlike its bigger brother, the 15T engine was a standard piston-port design whereas its unloved elder used Piatti's open port design. No serious problems were reported with these 149cc motors, other than a tendency for the crank end to split when ham-fisted mechanics didn't realise the nut holding the flywheel on is L/hand thread!

(I am indebted to Francis Barnett Guru and VMCC FB marque specialist, John Harding for providing background to this Francis Barnett Plover.)



This 1993 885 cc Triumph Sprint has already sold once for £749.95, but, as is occasionally the case on EBay, the buyer didn't follow through, so it has been re-listed by an understandably grumpy vendor. It is possible, although unlikely that it will exceed our £1,000 limit, but let that not trouble us for the moment.

MOT'd on Jan 13th with 60,180 miles on the clock, this bike has seen some life, but the engines on Triumph Triples of this era are legendary for their longevity.

The half-fairing was not originally a Triumph idea, but was taken up by them after owners in the UK and Germany modified their bikes in this way. Triumph made it "official" in 1992 and for a couple of years, the model became a strong seller in the Hinckley line-up.

The motors put 94 bhp onto the road and were capable of twice the legal speed limit. A pair of 4-pot callipers at the front gave it good stopping power too. An awful lot of bike and an awful lot of fun for very little money.

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

SECTION WEBSITE – UPDATE

Graham Walsh continues to develop the site at an amazing pace. We have been opening development versions every week or so and inviting small groups of members to comment. This feedback is enormously helpful in ensuring that the site will do what it needs to do when it is launched.



The riding calendar has an important place on the site and eventually this will carry links to previous rides on the same routes. All the previous Newsletters dating back to issue 1 in March 2016 are now embedded on their own page.

CLICK ICONS TO VIEW OR DOWNLOAD

NEWSLETTERS 2021



NEWSLETTERS 2020

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The Home page now has a schematic map of our section footprint.



There is still a great amount of work to do and a lot more data to enter, but we still expect to have it live by Mid-March. I am sure the website will be an excellent addition to the section's resources.

PLANNING A POST LOCKDOWN RIDE?

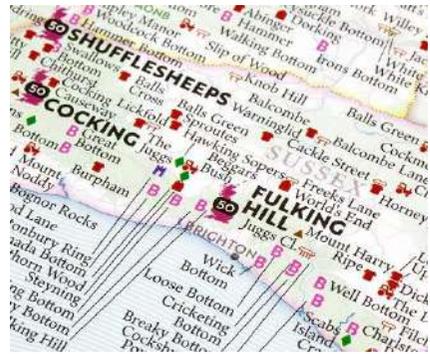
If you're bored with the usual trips that everyone does, like the Trans European Trail, the North Coast 500, or the North East 250 and you're looking for something a little different, why not take a look at The Marvellous Maps website. Hidden away amongst some interesting and rather grown

up maps, you'll find this little gem.

<https://marvellousmaps.com/place-names>

Strictly for those of us who haven't grown up yet or those of us who have no intention of growing up, the map highlights some of the more amusing and saucy British place names. Who wouldn't want to visit "**Tickle Cock Bridge**" and pause for a photo and how could you not seek out "**Nob End Nature Reserve**" and its tantalising delights?

Most certainly you would want to meet a resident of "**Bell End Lane**" in Rowley Regis and shake their hand for refusing to have their street renamed. (Perhaps give the handshaking a miss?). A visit to "**Fulking Hill**" near Brighton would give you an opportunity to visit "**Loose Bottom, Juggs, Knob Hill and Scabs Island**" all conveniently located nearby. If you're taking a trip to see the Northern Lights, do call in at "**Twatt Church**" on Shetland and send us a picture. If there really was a place called "**Shitterton**", surely all of us with childish tendencies would flock there. Well, I have some great news for you under-twelves, there really is a place of that name – in Dorset. If you don't



fancy flocking that far, why not take a ride (and a walk) to our very own "**Lord Hereford's Knob**" or the splendidly named "**Fan y Big**"? If you have found yourself tittering as you read this, don't despair, there's a small child lurking in all of us and it does no harm to let it loose now and again.



We will be delighted to publish any of your photos of these splendid places and others of a similar ilk. (anonymity can be assured)

JOEL ROBERT



One of the legends of Moto-Cross, Belgium's Joel Robert, sadly passed away from COVID 19 on Jan 13th. Robert who was 77, had been in poor health for

a number of years and had previously had a leg amputated as a result of diabetes.

Ahead of the Jan 18th funeral, the police and local authorities gave special permission for an assembly of 100 off-road bikes outside the funeral home in Fleurus, Belgium – a measure of the high regard in which he was held.



Robert took the world 250cc moto-cross crown no less than 6 times, three on a CZ and three on a Suzuki.



His last title – the 5th in a row – came on a Suzuki in 1972.

A hard riding, hard living and fun loving character. Joel was hugely popular with the fans, not just in his homeland, but all round the world. He is credited, along with others with kick-starting the American MX boom in the early '70s

TIMMELSJOCK MUSEUM FIRE

The wiser travellers who have traversed the famed Timmelsjoch pass, overlooking the Hochgurgl and Obergurgl ski areas since 2016, will probably have visited one of the world's best motor-cycle museums.



Sad to report that a major fire has raised the **“TOP Mountain Motorcycle Museum”** to the ground.



The museum housed an eclectic collection of machines, including a number of rare Indians. This 1926 600 cc Scout is typical of the quality on show.



British machines featured strongly and many would be surprised to see this beautiful (too beautiful?) 1931 600cc Scott Super Squirrel.



With or without the museum, the Timmelsjoch pass (Passa del Rombo) from Austria to Italy, remains one

of Europe's finest motorcycling roads. If you get the chance, ride it!



LOCKDOWN LEGACY

Buying bikes unseen – Paul Farley

During the first lock down I spotted a 1977 Honda CB 450 for sale in my favourite publication, Old Bike Mart. At the time I wanted to be rid of my last 'modern bike' an Aprillia Shiver 750. I no longer want anything with fuel injection and three adjustable rider modes, incidentally all modes very glitchy, not to mention paying for tax and MOT and requiring dealer servicing.

A SLIDE ON ICE

As the advertised Honda was in Sussex it wasn't possible for me to either inspect it or pick it up. Having phoned to enquire about the bike it transpired that the owner, an elderly gentlemen was recovering in bed with injuries from a slow speed motorcycle slide on ice, sustained on his Royal Enfield. His wife was very knowledgeable and helpful and told me all I needed to know about the condition and history of the bike having been originally imported from the States by David Silver, the well-known Honda spares dealer.

REASONABLE ASKING PRICE

Having received a few pictures of the bike I was satisfied that it was in good order and I agreed to pay

the asking price which was £500 lower than similar bikes I'd seen at auction or on ebay.



The bike was collected by Chas Mortimer Ltd, www.chasmortimer.com not the cheapest courier company but I'd had previous dealings with them and they seemed reliable and prompt. Once my cheque had cleared, the bike duly arrived after about two weeks with all the paperwork and a few spares and was in good condition as described.

JUST A FEW TWEKS NEEDED

Although the previous owner had recently spent quite a lot on having it serviced it didn't run very well. Once I'd corrected the ignition timing and altered the carburettor float levels the bike started and ran in perfect Honda style.

ROSE TINTED SPECTACLES

Later in Wales, when restrictions were eased I rode the Honda quite a lot. It handles very well,

comfortable with a sit up and beg riding position and great on the narrow twisty stuff but doesn't feel happy much over 60 MPH. I raised the gearing with a smaller rear sprocket and it's now less buzzy at cruising speed but maybe my expectations and memories were coloured by my 70's rose tinted spectacles? Certainly not a long distance machine. To sum up, buying this bike unseen was a good experience and as long as you use your own risk assessment radar this appears to be the only safe way to buy machines during continued periods of lockdown. Several of my friends have recently purchased bikes unseen and have used courier companies advertised on facebook and been very pleased with the bikes and the efficiency of the couriers. One courier collected a bike from the Highlands and delivered to Wales for £160!

A GLUTTON FOR PUNISHMENT



As lockdown boredom has permeated I've since snuck out, when permitted, and bought this non-runner – a 1977 Moto Guzzi T3 with a brake problem. Its now all sorted and up and running, I can't wait until we are allowed to go riding again.

SECTION WEBSITE - FOR SALE & WANTED

There is provision for a "For Sale" and "Wanted" section on the new website. This will cover anything motor cycle or motor cycling related, from machines

to nuts and bolts for your 1921 Spagforth or from Speedway programmes to clothing.

At the moment this will be a free service, and we will be able to control what is listed. If you have anything for sale or anything you would like to find, please let us know at this email address.

admin@herefordmidwalesvmcc.org . It will be of great help in getting the page started.



VMCC AT A CROSSROADS?

All VMCC members will receive an important consultation document in the Feb issue of the VMCC Journal and those of you who have provided Headquarters with email addresses should have already received it. This is your chance to comment on how you would like your club to develop in the future, so please try to find time to read it and to make your opinions clear.

You may also like to make your opinions known on the VMCC members forum, where a strong debate is raging.

Find us on 

Updates and other stuff can be found on our Facebook page – Feel free to add your views.

<https://www.facebook.com/VMCCHerefordshire>