

HEREFORDSHIRE & MID-WALES SECTION NEWSLETTER



.....Issue 58 – 1 MARCH 2021.....
Editor Geoff McGladdery

PAST EVENTS

The “Zoom” club nights continue to prove popular and all section members are welcome to join in future sessions – see Club night April 1st (below) for details of how you can do this

FUTURE EVENTS

The viability of any event listed below, is totally dependent upon the COVID protocols in place at the time. Please check the website and the latest issue of the newsletter before you set off.

Wednesday March 24th - Breakfast ride-in - The Potting Shed Café - HR1 3NE. ~~Cancelled~~

Wednesday, 24th March - 12:00: H&H Live on-line Auction – Automobilia bikes and cars.



We've already looked at one rotary Norton from this sale in issue 58 - a 1993 Commander, but aside from a genuine ex-works racer, this 1990 F1 is probably the best of the Norton Rotarys you can buy. For my money, in its iconic John Player Special livery, its certainly the best looking.

Just 140 F1s were made between 1990 and 1992, and although most of them have survived they don't come up for sale very often. This, low mileage, matching numbers example comes with V5 and MOT and carries the Reg No F1 JPS. It was offered for sale in H&H's December 2020 auction but bids dried up at £34,000, some way short of its £40,000 - £45,000 estimate. For this sale, the estimate has been reduced to £35,000 - £40,000, so the odds on it finding a new home are improved. Implicit in the estimate is the value of the number plate, which could be as high as £10,000. As the seller, or indeed the new owner, do you separate the two? Whilst it may be the best way forward financially, it would be a shame to break them up.

Another rare Norton that failed to sell in December is this 1958 Norton 350cc International.



Only 12 of these 350s were ever made and this one looks to have genuine provenance. In the December auction, bidding stopped at just over £13,000 against an estimate of £17,000 - £19,000. Does its rarity justify this price? The bidders will decide.

You can find the full catalogue by following this link.
<https://www.handh.co.uk/auction/details/613-abc-live-auction-online/?au=495>

Thursday April 1st - Brightwells timed Online Auction
Saturday 27th March at 10:00 a.m. and closes on Thursday April 1st from 7pm.

Originally registered in the UK at RAF Sealand in North Wales, (when it was a US Air Force base), this 1941 500cc Indian 741 Scout is said to be largely original and was ridden as recently as 2019. These smaller engined Scouts are less popular than their 750cc big brothers, but are still very desirable, particularly when in original US forces livery. Be cautious with the provenance of this one, the DVLA shows it as being manufactured in 1946! Guided at £14,000 - £16,000, it may struggle to reach its lower estimate.



At the moment, this is the only bike in this combined Classic car and bike auction. You can see the full catalogue here:-

<https://www.brightwellslive.com/timedauctions/index/5098>

Thursday April 1st – 7:30 p.m. Club night West.

This will be a “Zoom” meeting. The link below is the only one you will need for as long as we continue with these meetings in 2021.

<https://us02web.zoom.us/j/81748684207?pwd=RkkzSlVlVG1ZYVZjMFRSdlplVjczUT09>

In the unlikely event you are asked for a passcode please use 624467. If you don't already have Zoom installed on your PC, laptop, tablet or phone then go to <https://zoom.us/> and download the free version. Don't download from any other site as there are plenty of dishonest people, trying to cash in on Zoom's popularity. If you need more help, you can call Gary Jones on 07870 389317

Thursday April 8th - 09:30 for 10:00 - OK Diner car park Leominster - HR6 0DQ. Ride out - South Shropshire and the Long Mynd. **THE FIRST RIDE OF 2021!**

Great weather in April 2019



Aside from the Brass Monkey Ride on Boxing Day, this was the last section ride before the winter lockdown, so it's quite fitting that it is to be the first ride of 2021. This will have to be a "Rule of Six" ride and you will need to bring your own drinks and food. Some suitable open-air stopping points will be arranged, but we will still Finish at Ludlow Food centre.

Sunday April 18th - The Cattle Shed Cafe, Penrhos Court, Lyonshall, Kington, Herefordshire HR5 3LH 10:00 for 10:30 - The Dams Run – Elan Valley, Llyn Brianne, Mid-Wales and the Borders. One of our most popular runs of the year. We need to be clear that Welsh Government protocols will allow this ride to go ahead and under what restrictions. If not, it will be moved to Sunday July 11th. Further clarification will follow.

Saturday June 5th – Sunday June 6th – Flat Tank and Cotswold weekend – **Cancelled – substitute event planned.**

Due to ongoing covid restrictions the Flat-tank and Cotswold Weekend has been cancelled. In its place will be a one-day event on **Saturday 26th June**, with a combined road trial for bikes in all classes, and this will count towards the Western Region Road Trial Championship. More details and regs will be circulated shortly, and available on the Cotswold Section website.

The new venue is Lowbands in Gloucestershire, near the M50/A417 junction.

It is hoped that, because of its close proximity to the Ross-on-Wye start point, many flat-tankers will take the opportunity to enter **Herefordshire on the Edge 2021.**

Sunday Aug 22nd – Monday Aug 30th - CLASSIC TT **CANCELLED**

Organisers have issued the following statement "The Isle of Man Government has taken the decision to cancel the event due to the ongoing uncertainty caused by the COVID-19 pandemic – particularly the

availability of marshals, medics, race officials and other volunteers needed to run the event safely and effectively."



"Cancelling the event for a second year is a huge disappointment for fans, competitors, race officials and volunteers - as well as many in the Isle of Man community"



"A two-year break from racing on the Island is not what anyone would have wanted, but our Motorsport Team have been hard at work to ensure that the TT and Classic TT return stronger than ever in 2022 and we look forward to sharing some of these developments in the coming weeks and months."

Let us all hope that the organisers are right and the TT and the Classic TT will return "stronger than ever". Perhaps this is the first nail in the coffin of this magical event. Where else can you stand shoulder to shoulder with your mates and a motorcycle travelling at 200 mph? No tickets needed!



Sunday 19th to Sunday 26th September – The Moto Piston Rally International Rally – Santander NE Spain. Registration has not yet opened, which is probably not a good omen.



If you get the chance to go, I would grab it with both hands. Great people, great roads and some late summer sun.

Keep your eye on their website.

<http://www.mcpiston.com/ukpistonrally.html>

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)

Two offerings from "Gumtree" in this issue. This rare, stylish and gloriously shabby Raleigh RM5 Supermatic could be yours for just £750.



Made in the UK between 1961 and 1969, the RM5 was powered by a 49cc two-stroke engine with an automatic centrifugal clutch. These handsome mopeds with their leading link forks could manage 30 mph on a good day with a following wind.

Honda's early nineties middleweight contender – the CBR 600F was arguably the best of all the 600s. 100 HP, from the 4 valve double overhead cam engine made it go and two discs at the front and one at the rear made it stop. The handling was good enough to cope with 140+ mph top speed and despite a rev limit of 12,000, the CBR 600F has an excellent reputation for reliability.



This 1992 example has 60,000 on the clock, but has been serviced regularly and comes with nearly new tyres, new cam chain tensioner, new pads, new rear disc, new chain and sprockets, and more. MOT'd until the end of July, it could be yours for £995.

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

COVID PROTOCOLS AND HOW THEY AFFECT OUR RIDING.

Following the recent English Government announcement.

FROM MARCH 29TH - APRIL 11TH

Group rides WILL BE permitted but observing the 'rule of six' (ROS) at starts, stopping and finishing points, still remaining outdoors with social distancing/hygiene, No use of hospitality facilities. No overnight stays.

FROM APRIL 12TH

The 'rule of six' (ROS) still applies, plus the now familiar social distancing and hygiene. Restaurants and pub gardens will be allowed to serve customers sitting outdoors, including alcohol..

FROM MAY 17TH

People can meet in groups of up to 30 outdoors AND pubs, restaurants and other hospitality venues can seat customers indoors. Hotels, hostels and B&Bs can reopen. Subject to other countries' restrictions, international leisure travel can resume .

FROM JUNE 21ST

At last! A return to normal riding. Hospitality and accommodation back to normal. Rallies and camping allowed. International travel restrictions still. Apologies for not including any Welsh information, but at this time, we are unclear of the pathway to "normal" and Wales remains at alert level 4. We will keep this information under constant review and amend it as and when we have new information. You will find the same information on the "NEWS" page of our new section website.

THE SITUATION IN WALES

From 13 March

People are permitted to travel within their local area. They can meet family and friends who live locally as long as it is outdoors. A maximum of 4 people from 2 households can meet, if socially distanced.

Churches, Crematoriums, some Wedding venues, Public Parks, and Playgrounds, outdoor sports courts, including golf courses can reopen.

We are not clear what is defined as "local area"

From 15 March

Hairdressers and barbers can re-open for appointments.

STILL CLOSED IN WALES UNTIL FURTHER NOTICE

- Venues for events and conferences,
- Theatres and concert halls,
- Indoor and outdoor visitor attractions,
- Indoor leisure and fitness facilities,
- Outdoor visitor attractions,
- Hospitality (except for takeaway and delivery),
- Close contact services (except for hair salons and barbers),
- Non-essential retail (click and collect allowed),
- Licensed premises. Takeaway and delivery only between 6am and 10pm,
- Libraries and archive services (click and collect only),
- Organised activities limited to public and voluntary services,
- Nightclubs and adult entertainment venues,

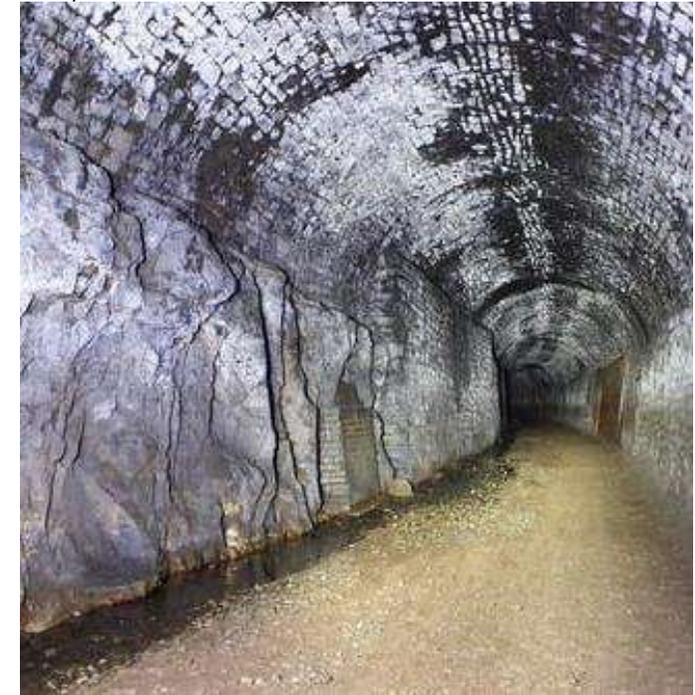
We are indebted to Roger Bibbings for summarising the situation.

(T)RAIL RIDING?



Back in 1971 Cliff Osenton rode his BSA B40 trail bike through the dis-used rail tunnel in the Brecon Beacons with a small group including Tim & Mary Stevens, Dick & Janet Sutton and 3 others, who eventually became the TRF.

Cliff recalls that "We all met up in an old farmhouse for Christmas , back then we had total freedom to ride where we liked, even on the old Roman road over the Beacons. Happy days, I never imagined I would still be riding trail bikes 50 years later (well I will when I can get out again.)" Cliff is anxious to point out that it isn't his picture, but a later picture taken by Gary Hicks,



The adventure didn't end there, as Cliff continues. "After the tunnel I raced off down the old railway track and didn't see a roll of sheep wire with an end out across the track & caught my handle bars on it at 60mph. The guy behind said I went at least 10ft into the air, landed heavily. I looked up to see my bike coming down on me so I flipped over and the bike crashed down, bending, amongst other things, the

subframe, bars and forks etc. I limped back feeling a bit sore & spent the next week straightening out the bike ready for the Motor Cycle Club's Exeter Trial. (see photo below)



I was short of time to prepare the bike and didn't do a great job. The back wheel came undone on one section but I finished with a first class award. – I've still got the cup.

IS THIS JUST A MISTAKE?



This excellent offer dropped into my inbox this morning from mail order specialist M&P. Five litres of

Fuchs 10W-40 oil plus a bonus 1 litre all for just £29.99 delivered. Too good to miss? Take a close look at M&P's product description below **"Fucks Silkolene Super4 10w40 5 Litre"**. Wicked sense of humour? Spellcheck gone rogue? Or is it a major Koch-up?

FOOTMAN JAMES - CLUB MEMBER'S INSURANCE



As a customer of Footman James. I received a rather strange email from them, which

included this rather strange statement:-
"While the relationship between Footman James and the VMCC is being reviewed, you can rest assured that there will be no changes to your current insurance policy with us, now or in the future, as a result of this.

Your access to the VMCC specialist club rates will remain the same, and the bespoke insurance scheme for the club will still be available to current and new members".

I ask myself, if nothing is changing then why have they written to me and if something is changing, then why haven't my club written to me? Curious!

RESTARTING RIDING LESSONS AND TESTS IN ENGLAND

The DVSA has announced restart dates for motorcycle lessons and tests in England:

Motorcycle lessons and CBT will restart on 29 March, unless coronavirus data prevents government from easing restrictions as set out in step 1 of the roadmap.

Motorcycle tests - Subject to step 1 of the roadmap proceeding as planned, motorcycle tests will restart after lessons and training, on 12 April 2021.

Motorcycle manoeuvring area (MMA) bookings

If motorcycle lessons and testing restart on 29 March, MMAs will be open to use for training from 29 March 2021.

Theory tests

DVSA intend for theory tests to restart in England on 12 April 2021.

Scotland and Wales

DVSA are still working with Scottish Government and Welsh Government, who are setting out their own plans and timetables to reduce restrictions. We'll keep you updated as these develop.



PARCELS FROM OUTSIDE THE UK.

In issue 55-1, we outlined the likely post-BREXIT cost increases for parts and literature bought from European suppliers. "OBM" recently carried a letter from someone who hadn't considered these implications. He bought a Moto Guzzi seat from a German supplier for what he considered to be a reasonable cost - £184 including delivery. A few days after placing the order he was stunned to receive a bill from **Parcel Force** for **£56.74!!!** The breakdown of that amount is:-

- Customs Duty - £7.93
- Import VAT £36.81
- "Clearance" Fee £12.00

HOW THE SYSTEM SHOULD OPERATE.

Goods bought from EU Suppliers up to the value of £135.00 will have VAT added at source. Therefore, no additional VAT is owing and it should not be charged. Goods Over £135.00 should **not** have VAT added at source and in this case VAT and any duties owed will be collected by the shipping company. So you need to check that you are not paying VAT twice. If you have been charged twice, you will have to refer in the first instance to the carrier and you will need a copy of your supplier's invoice to prove your case. This level of additional charges will be a familiar story for those who buy parts from the USA, but it may still come as a shock to buyers of parts from Europe. You have been warned!

GREEN CARD

My Green card arrived today. Slightly disappointed to find that it wasn't green at all, but aside from that, the process was quick, simple and **free**. It took just 2 days to arrive from insurers Admiral. Don't forget these are normally valid for a 3 month period which you can specify. You should carry one of these documents which are issued by your insurer on behalf of UK Motor Insurance Bureau in your vehicle. They are not insurance documents in themselves, they simply guarantee to the country in which you are travelling that your policy complies with the compulsory insurance regulations of that country.

INTERNATIONAL CARNETS

There have been several press reports which suggest that under certain circumstances, you may need a "Carnet" to take classic bikes (or cars) to Europe. Don't panic if you're going to ride your bike for the whole journey, there is absolutely no need for a carnet. If you carry your bike in a van, on the back of a campervan, or on a trailer, it could potentially be classified as "goods" and would therefore be liable for local sales taxes (VAT) in each country you travel through. A Carnet, which can be arranged through Birmingham Chamber of Commerce, avoids you having to actually pay those taxes.

PROOF OF OWNERSHIP

As we currently understand the system, if the bikes you are carrying actually belong to you or your passengers, and you intend to ride them in Europe, then you are not liable for any import duties and you do not need a Carnet. You will probably need to show the vehicle logbook.

We are seeking clarification from a number the relevant agencies and will give you the full story as and when we know it.

NATIONAL WAYPOINT RALLY

As there will be no VMCC Founder's Day Relay Rally this year, Neil Lewis and his fellow Area Reps have come up with a great idea – **The 75th Anniversary**

Waypoint Rally. The event will be open from Wednesday 16th June until Wednesday 15th Sept.



Similar to our Compass and Cwmpas rides, but on a National scale, the event, is conceived to celebrate riding motorcycles whilst still allowing members to comply with the Covid Rules that are likely to be in place this summer. Members can ride in groups or as individuals, visiting the Way Points as they please over 3 months. Proof of passage will be by emailed photographs.

There was a brief mention of the event on Page 5 of the VMCC's March Journal, but the release of the full event details will be in the April Journal.

Sections have been asked to nominate a maximum of 3 locations in their area worthy of visiting on a motorcycle – the Way Points are to be selected for interest, the view, or just a good place to get a bacon sandwich. Our section has offered three waypoints, all from the 2021 Compass and Cwmpas events.

ETHANOL IN FUELS



After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades

to remain E5 to provide protection for owners of historic vehicles. This product will be designated as the 'Protection' grade.

REVIEW IN 5 YEARS

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure VMCC members that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

E5 ASSURED AT LARGER FILLING STATIONS

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The FBHV recommends that all vehicles produced before 2000 are considered non-compatible with E10 and should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. It should be noted that some Super E5 Protection grade products do not contain any Ethanol as the E5 designation is for fuels containing up to a maximum of 5% Ethanol.

MURRAY WALKER (1923 – 2021)

Its sad to record the passing on March 13th of the legend that is Murray Walker. The 97 year old was the last of the great post-war BBC commentators who became synonymous with their sport. Voices like

those of Henry Longhurst. Brian Johnston, John Arlott, Dan Mascall, Raymond Baxter, Peter O'Sullivan, and Kenneth Wolstenholme painted pictures in sound like none before or after them.



Murray Walker and F1 were joined at the hip, but what is less well known is that he was a passionate motor-cycle fan and a regular commentator. He made more than 100 broadcasts from the TT and the Ulster GP and was the voice of BBC Grandstand's legendary Scrambling events in the 1960s.



I was lucky enough to meet Murray at Oulton Park in the mid-eighties. He was criss-crossing the paddock, talking to riders and their connections, completing his

notes prior to his TV commentary slot. He was humble, meticulous and very professional.

GRAHAM WALKER

Murray's enthusiasm for bikes clearly came from his father, Graham. A works rider with a successful TT career on both 2 and 3 wheels. Graham won the 1931 Lightweight TT on a Rudge and finished on the podium on several other occasions. He took the runner up spot on a Norton outfit in 1923, underlining his versatility. A versatility which extended to being a member of the winning 'Trophy' Team in the ISDTs at Buxton in 1926 and Ambleside 1927. He was also a member of the successful 'Silver Vase' team in the ISDTs at Harrogate in 1928 and Merano in Italy in 1932. Off the bike, Graham had an extraordinary career as Editor of 'Motor Cycle' Magazine from 1938 – 1954 and as a Director of the Montagu Motor Museum, responsible for starting its motor cycle section in 1956.



Murray, pictured (above) with his father in the TT winners enclosure never raced himself, but was the proud owner of many road bikes, usually BMWs, but he owned and enjoyed a Tiger 100 as a youngster. There was a flip-side to Murray's "pants-on-fire" style, typified by this thoughtful and perceptive comment

on James Toseland's transition from World Superbike Champion to Moto GP rider in 2008.



"I know James well, we sat together at the BBC sports personality of the year where he created a sensation playing the piano. James is a lovely bloke and a bloody good rider, but lets not fall into the British trap of going wild about somebody before he's had a chance to settle in. He has a lot of hard work to do in learning the bike, the tracks and the procedures of MotoGP. If he gets points this year he will be doing well, if he gets on a podium he will be doing extremely well. I certainly don't expect him to win a race. That is no reflection of James' talent, he is going to be in an extremely difficult environment which he has to conquer before he can succeed. I wish him all the luck in the world."

Murray was spot-on. Despite some promising results, Toseland finished 11th in the 2008 Championship, 44 points behind his Yamaha Tech 3 team mate Colin Edwards.

WHO WAS THE BEST?

As a close observer of motor cycling in the post-WWII era, Murray was often asked the inevitable question, "Who was the best rider in that period?"

Whilst acknowledging the greatness of Agostini, he always gave the same answer.

"From a personal point of view, I'd say Hailwood because when he was at his height I commented on him and I knew him, but I'd hate to put a cigarette paper between him and Rossi."



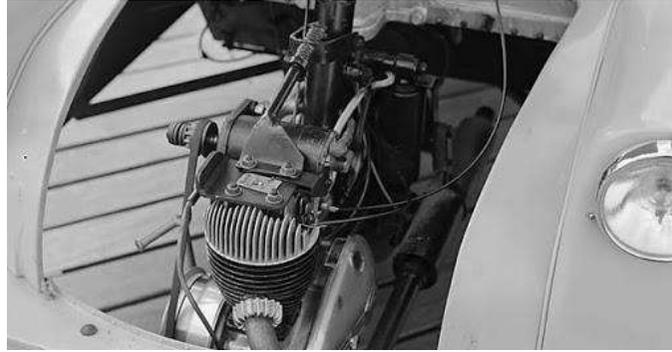
Murray and father Graham were co-commentators on the British Grand Prix at Silverstone in 1949 and Murray went on to be the BBC's voice of Formula 1 from 1978 until 2001, winning the affection of the fans with his unique and passionate style. Thankyou for the memories Murray.

WHEN WE WERE YOUNG BONDS AND BANTAMS – Richard Caddick



I did note a mention of Bob Joyner in issue 57. His motorcycle shop was in Oldbury on the Wolverhampton Road and near enough to where I lived as a seventeen year old to visit in 1968. At that

time I had bought a convertible Bond Minicar model D. for about £25 - powered by a somewhat tired Villiers 8e 197cc engine, started by lifting the bonnet, kick starting it and then running back to the driver's seat before it stopped!



It must have been about that time that MOT tests became obligatory and Bob Joyner's were the only test station locally willing to test three wheelers. The worm and sector steering head was somewhat [very] worn but the introduction of a baked bean can bush helped lose some of the play.

THE WORST BRAKES

They informed me that the Bond had failed on its brakes. These were rod operated to the rear wheels only and I had adjusted them to their best performance for the test [The Bond had the worst stopping distance on any road going vehicle at the time save a London Taxi]

Anyway, I said if they could improve the braking then they were free to do so. A few days later they rang to say the car and MOT could be collected. They had not improved the brakes, in fact made them worse but also in the days before rolling roads they had sat someone in the driver's seat and lifted each rear wheel off the ground using the fibreglass rear wings to see if the wheel would turn round with the brakes applied, sophisticated or what? This had resulted in the rear wing parting company with the bodywork. They were none too apologetic and as a youngster, desperate for the MOT, I accepted the car minus its wing and had to repair it myself. I had only bought the Bond because my Mother banned me

from buying a motorbike but after six months with it blocking up the front of the house she relented.

RAN INTO A LAND ROVER

I sold the Bond to a lad living at the top of Drew's Holloway just beyond Halesowen. I adjusted the points to make sure all was well only to strip the thread on the back-plate. An application of rapid set Araldite stuck them and the screw in the right place and then he asked me to drive it home for him. That morning it flew up the 1 in 5 hill and had never gone so well. I later saw the Bond and it was wrinkled from front to back and looking very sad. The stopping distance had caught the new owner out and he had run into a Land Rover. The Bond had come off much the worse for wear. I then bought a D3 Bantam in trials trim (another £25) which was a much better prospect.



I Hope this little tale raises a smile, the Bond ownership did not put me off three wheelers it just taught me that the two wheels were better at the front!!

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Updates and other stuff can be found on our Facebook page – Feel free to add your views.
<https://www.facebook.com/VMCCHerefordshire>