

## HEREFORDSHIRE & MID-WALES SECTION NEWSLETTER



.....Issue 68 – February 2022.....

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### PAST EVENTS

**Thursday Jan 20<sup>th</sup> - 19:00 – Club night East - The Moon Mordiford. HR1 4LW**

A good turnout on a frosty night. Well done to those who actually rode there! Nice to be able to welcome some new faces too.

**Thursday Feb 3<sup>rd</sup> 19:30 – Club night West - The Greyhound Hotel, 3 Garth Road, Builth Wells, LD2 3AR.**

An excellent turnout for a cold February evening. A little bird tells us that our chairman left without paying his bill! He did settle it by phone the next day!

### FUTURE EVENTS

**Given the prevalence of the Omicron variant of the COVID virus, we should still assume that any of these events may be subject of restrictions or cancellation**

**Sat & Sun Feb 12<sup>th</sup> & 13<sup>th</sup> – “The Classic Dirt Bike Show”  
Telford International Centre, Telford TF3 4JH on  
February 12-13, 2022. 10:00 – 16:00**



If Classic off-road is your thing, then this is the only show for you. The autojumble is a major attraction, but go on the Saturday as anything worth buying has gone by lunchtime!

There's always a fabulous display of rare and important off-road machines and the halls are crammed with excellent trade and club stands. Best

to buy your tickets in advance as there's always a long queue for “pay at the door”.

**Wednesday Feb 16<sup>th</sup> - Brightwell's Timed on-line Classic Car & Motorcycle Auction - Easters Court, Leominster, HR6 0DE.**

Still a small catalogue, but it does include this spectacular “Marmite” 1958 Triumph T100.



Whilst it might not be to everyone's taste, this US styled beauty, is superbly executed. With its well-chosen accessories and its mix of Ronart and Craven luggage, it will certainly turn heads.



The smart, low mileage 1973 Honda CL175, which failed to sell in the December sale is on offer again, this time with a guide price of £3k - £4k. It looks to be worth every penny of the lower estimate. The 1950 ES2 Norton which failed to sell in the Oct '21 and Dec '21 sales has now appeared at Pugh's. It will be interesting to see if it sells and what it makes there. You can find the full auction catalogue here.

<https://www.brightwells.com/timed-sale/5237>

**Thursday Feb 17<sup>th</sup> - 19:00 – Club night East - The Moon Mordiford. HR1 4LW**

All existing and intending members welcome. Nothing formal, just a chance get together for a pint and a chat.

**Friday & Saturday February 18<sup>th</sup> and 19<sup>th</sup> – 2 day auction of motorcycle memorabilia, petroliana, spares and motorcycles – HJ Pugh Hazle Meadows, Ledbury, HR8 2LP.**

There's a lot more to this excellent catalogue than the Italian bikes we featured in issue 67, but I make no apologies for featuring 3 further southern European beauties in this issue.



This handsome 1973 Moto Morini 3.5 features the spoked wheels and the twin-leading shoe Grimeca front brake that the collectors are looking for. It is generally in good condition and if the milometer is to be believed then it has done less than 10,000 miles.

It's big brother the 500 is a much later iteration made in 1983 and features 12 volt electrics, an electric starter, two single pot discs up front and cast wheels.



Morini "Vee" twins have always been considered riders bikes and their performance often outperforms their numbers. The 500 boasts a modest 45HP and the 350 about 35HP, but both weigh around 400lbs wet, some 25lbs heavier than the class leading Yamaha RD400, but still light enough to make for a sporty ride. First announced at the Turin show in 1967, the Benelli 650 twin was aimed squarely at the dominance of the British twins.



Unfortunately by the time of its launch in 1969, the Triumph Trident, the BSA Rocket 3, the latest Norton Commando and above all the Honda CB750 had disrupted the complacent big twin market and rendered Pesaro's finest more or less redundant. Positives like the right side gear-change and the mighty Twin-leading shoe Grimeca front brake, were

offset by dated looks, a high price and the lack of an electric starter (remedied in later models). Although very few Tornados found their way into the UK, they have a strong and loyal following. If you dare to be different, then maybe this is the bike for you. You can see the full catalogue by following the link on HJ Pugh's website.

<http://www.hjpugh.com/new.html>

**Sunday Feb 20<sup>th</sup> – Breakfast ride-in to the Watering Hole Cafe, Aymestry, Herefordshire, HR6 9SR, from 10:00 a.m.**

We are guests of the Worcestershire section for this first ride of the year. You choose your route there and back.

**Saturday & Sunday 26<sup>th</sup> & 27<sup>th</sup> February – The Bristol Classic Motorcycle show. The Royal Bath & West showground, Shepton Mallet, BA4 6QN. 09:30 – 17:00**



Smaller than Stafford, but preferred by many. The club stands are one of the highlights of the show and are worth the admission on their own. As with the Dirt Bike Show, it's worth buying your tickets in advance to avoid queuing. Be warned, despite the title, its miles from Bristol! - About 1 hr in a van/car, but quicker on a bike if you're prepared to filter.

**Thursday March 3<sup>rd</sup> 19:30 – Club night West - The Greyhound Hotel, 3 Garth Road, Builth Wells, LD2 3AR.** All existing and intending members welcome. A good chance to get together and chat. **(Don't forget to pay your bill before leaving..... Ed)**

**Tuesday March 8<sup>th</sup> 11:00 Brunch ride-in - The Bean Box café, 4 Bridge Street, Hay -on-Wye, HR3 5DE.**

Just meet up for Brunch (Breakfast or morning coffee if you prefer), choose your own route there and

back. Ride what you fancy and feel free to bring a friend.

**Thursday March 10<sup>th</sup> 10:00 - Tesco to the Moon. Meet at Tesco café – Belmont, HR2 7XS.**

Meet at the café from 09:30 for a 10:00 a.m. start. A short ride of less than 40 miles, pausing for a look around the stunning Grosmont Castle (free) and stopping for coffee along the way, before finishing at the Moon at Mordiford, HR1 4LW for (optional) lunch.

**Thursday March 17<sup>th</sup> - 19:00 – Club night East - The Moon Mordiford. HR1 4LW**

All existing and intending members welcome. Nothing formal, just a chance get together for a pint and a chat.

**Wednesday March 23<sup>rd</sup> 11:00 Brunch ride-in, Kirsty's Café, New Street, Bishop's Castle, SY9 5DQ.**

Just meet up for Brunch (Breakfast or morning coffee if you prefer). Choose your own route there and back. Please note that this event has been moved from its original date in October.

The change has been made in order to give South Shropshire members an early season opportunity to get together. The Shropshire Section has ceased to function and we hope that in some small way, we can help to re-energise it. Until a new section is running effectively, we are inviting members in the area to join in with our activities.

## **RICHARD TAYLOR – NORWAY**

Way back in issue 54-2 (November 2020), we ran a piece about the famous Norwegian Trondhjemsridtet



Rally. Following the strong recommendations of Jon Hodges, who has done the event himself, Richard Taylor has entered the 2022 Trondhjemsridtet and is wondering if anyone else

has done so. Richard is looking for a riding partner. If you or anyone you know has entered this world renowned event, please get in touch and we will pass the details on to Richard.

## LARA – The Motoring Organisations' Land Access and Recreation Association

LARA is an umbrella organisation and forum that brings together the leading national associations in off-road motor sport and recreation. LARA promotes and advocates responsible and sustainable motor sport and recreation, and offers advice and training on all aspects of land use and is indisputably the lead body in this field (no pun intended!)

Unfortunately, and somewhat controversially, the VMCC is no longer a member of LARA, the Board, taking the position that the expense of joining these "umbrella" organisations wasn't justified. It would appear that following pressure from individual members, your Board is considering a change in its position. Several VMCC members independently subscribed the equivalent of an Associate Membership fee into the LARA Fighting Fund in order to retain a creditable and participative VMCC presence at meetings and to remain on the information circulation list. Our club's own RAG group has now sent to the Board a formal recommendation to re-affiliate not just to LARA, but to FHBVC and MAG too. LARA Membership is particularly important at this time as an amendment to the Environment Bill is under consideration and could possibly lead to significant restrictions to Green lanes. We need to be sure that our case is heard. Why not take a look at LARA's website – you can find it here:-

<https://laragb.org/>

*(I am indebted to David Giles, our unofficial representative on LARA for much of this information ...Ed)*

### TOP QUALITY PAINTING

You may recall from issue 67 that Keith Apperley was looking for someone (locally) who could repaint parts for his Honda CB500. Keith eventually took the tank and panels to the well established specialist "Ace of Sprays" a few miles North East of Bristol.

<https://www.aceofsprays.co.uk/>

He was delighted with the result and with the service. Ace of Sprays worked with him on the colour match and sent photos at each stage of the process. As you can see below, the results are outstanding.



David Silver pattern parts were the only option for the side panels and they too were beautifully painted by Ace. What Keith hadn't realised was that they weren't drilled to accept the badges, so he was faced with the sphincter clenching task of drilling holes in the right place in his (now) very expensive side-panels. He's made a great job of the first one, but has had to go for a lie-down before attempting the second.



We are as impressed as Keith with the painting, and the service, but it seems a shame to have to travel so far. Is there anyone in our area, who can paint to this standard? Please let us know if you have any recommendations.

### UNDER £1000 –

**Another in our series which finds useable bikes, ready to ride away, with current V5Cs and MOTs (where required) for less than £1,000 and all VMCC eligible (made before Jan 1<sup>st</sup> 1997).**

Back by popular demand after a couple of months of "rest and recuperation", and showcasing an odd couple for your delectation.



We have featured MZs before, but never an ES 125/1. Distinctively styled with their odd looking tank/headlamp units and leading link forks, they were soon replaced by the more conventional TS models. This 1974 bike is one of the last of the line which first emerged in the mid-sixties. For sale on Gumtree and said to run and ride well, its owner is asking £990.



With a reputation for seamless power, these "bomb proof" air-cooled, 5-speed, 4 cylinder Yamaha FJ 1200s became the most popular of all the Japanese Sports tourers. Despite weighing in at a hefty 571lbs, they handled well and, thanks to twin 4-pot calipers up front, stopped well too. Good for 150mph and a sub-11 second quarter mile (1.6 seconds quicker than a BMW K100RS), the XJ was no slug.

A sensible seat height (30"), a long wheelbase and adjustable front and rear suspension made the FJ an ideal 2-up tourer. This 1991 example comes with 12 months MOT, new tyres and battery and a full set of panniers. Also for sale on Gumtree, it could be yours for a mere £900.

**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.**

### THREE INTO ONE DOES GO - BMW K75 RE-BUILD by Tony Page

Back in July 2014 I was knocked off my blue BMW K75RT in West London. The front forks were badly bent and the fairing smashed. The left hand footrest plate was also smashed off.



I was paid out by the insurance company and left the sad-looking BMW at the back of my workshop.

### BOREDOM LOOMED

Having run out of suitable projects, and none of my bikes needing work or attention, boredom loomed, so I decided to repair the BMW using parts taken from two other K75s I still had, but each had covered over 220,000 miles.



Yes, I had bought one new in 1998 and had stopped using it at 223,000 miles as the clutch had begun to slip badly (!) and it had started to use oil. I bought another one, a 1995 model, from an old guy that was immaculate and only had 87,000 miles on it. I rode this until the clutch began to slip and it began to use oil. It has over 220,000 miles on it. The 1991 blue K75RT has a mere 86,500 miles showing so it is only just run in!

I removed the forks and saw that the yokes were also bent. The red BMW provided a replacement front end and my original BMW provided footrests and various other parts such as injectors, as the originals had all stopped working. The two redundant K75RTs

were basically donor machines. In the end I decided to swap all the bodywork from the red BMW as it was in better overall condition.

### WOKEN UP AFTER A 7 YEAR SLUMBER

To my complete amazement once I had fitted a new battery the bike started very easily and ticked over happily. Impressive, after being asleep for seven and a half years. I did not even fit new spark plugs. I decided to build it without a fairing as I have another K75RT, and a K1100LT, both with fairings.

### ONLY BOUGHT A HEADLAMP AND A BATTERY

I had to buy a new suitable headlamp (£30) and fit indicators to the front which I already had. Oh, and the battery (£50). Everything else came from the donor BMWs.



Now finished and with the red body work fitted, I think it looks okay. (And so do we ...Ed)

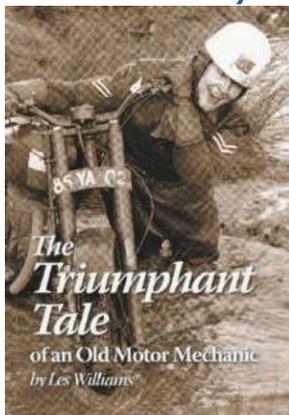
### ROYAL ENFIELD HIKER 6.5



**“Will they – won’t they?”** Enfield are using pictures of this concept **“Hiker 6.5”** to test the market. Styled by Oberdan Bezzi, a freelance Italian designer, who’s internet offerings have a strong following, there are no official plans to build or sell the Hiker. It is undoubtedly a logical step forwards from the popular, but underpowered Himalayan and I would be surprised if it doesn’t become a reality. Is it just another overweight underperforming pastiche of a real off-road bike? Probably. Will it be popular? Certainly. Will it be a comfortable easy-riding long-legged tourer? Definitely!

Enfields, with their low prices and strong “retro” feel have long been popular with classic bike fans and VMCC members in particular and the Hiker 6.5 will be no exception, but it may not be cheap. Enfield’s prices have been rising steeply in India and these will filter through to the rest of the world.

### LES WILLIAMS – THE TRIUMPHANT TALE (of an Old Motor Mechanic)



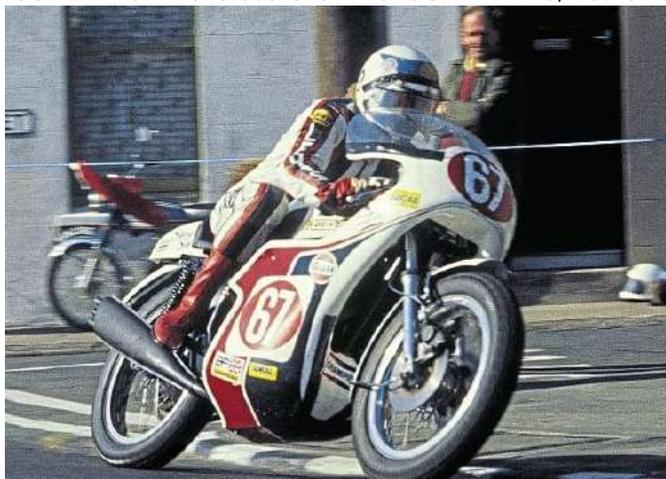
This charming, well observed and honest autobiography charts the progress of Les Williams from 1947 and his first day at work as a 15 year old apprentice at Central Garage in Brecon, until his “demob” from the Royal Signals in 1956.

Extraordinary in its ordinariness, the book speaks from a simpler time a very different time to the one we inhabit today. In just 3 generations, our world has changed in so many ways. “The Triumphant Tale” doesn’t glamourise or excuse, it doesn’t preach or apologise, it just tells it like it was and it will



remind many of us of our early lives.

Of course many of you will be familiar with Les Williams’ achievements in his post military life. You will know that he went straight from the Royal Signals to the Service Department of Triumph motorcycles, where he progressed through the Experimental and racing departments to head the Triumph Racing Team. After the closure of Meriden in 1973, Les and



his team transferred to NVT to work on the Triumph Trident and then on the Wankel-derived Rotary Nortons. When the Triumph racing department closed Les bought that most famous of all racing Triumphs – “Slippery Sam” from the factory and continued to race it (with some factory support), winning 4 more TTs.



Then in 1975, after redundancy, Les started his own business as a Triumph specialist, and will be remembered for the best bike Meriden Triumph never built - the Legend.

Based on the T160, most of the 60 or so Legends were made from customer’s “donor” bikes.

It’s such a shame that Les wasn’t able to add further volumes to “The Triumphant Tale”. Sadly, after a long battle with cancer, Les passed away in July 2019.

### VMCC MEMBERS’ INSURANCE SCHEME

Following our piece in issue 67, I am pleased to report that I now have new insurance documents which grant me the facility to ride other bikes not belonging to me!!! Has anyone else had their policy “corrected”? If you have, please get in touch.

Section member John Munday was in a similar position and contacted Peter James Insurance to get his policy corrected. Sadly, it didn’t go well and John was told .... “They (PJI), couldn’t change it for me as I don’t have a bike over 350cc and it’s the insurance companies that don’t allow riders of small bikes to have the ‘ride any bike’ clause..... He explained that some people buy a small bike in order to get permission to ride bigger bikes owned by someone else - a form of fraud”

Brian Keeling, the Secretary of the Cotswold Section has had a similar response. I have passed both of these concerns on to club insurance guru Bob Clark, who has advised Peter James Insurance of the issue. It seems that senior management of PJI was “surprised”, but has since had a change of heart.



It has told Bob Clark that **“...the only limits on including “riding other bikes” in Club Cover policies will be those about age, occupation, claims and convictions history, etc. There will be no requirement that one**

**of the bikes insured must be over 350cc.”** Bob suggests that policy holders contact PJI directly and ask for an updated policy. If the call handler/agent declines to re-issue the policy then the member should ask the call handler to check with their head of department. If the problem persists, the member should contact Bob Clark directly. [Bob.Clark@VMCC.net](mailto:Bob.Clark@VMCC.net)

We would also be interested to hear if any members have saved money by insuring with PJI. Initial responses we received seemed highly positive.

## SOME SPRING AND SUMMER DATES FOR YOUR DIARY

### Saturday May 7th WELSH NATIONAL ROAD RALLY 2022

After many years of organising this much loved event, the Clive MCC find themselves without enough knowledgeable volunteers to run it in 2022.



Following a National Road Rally (NRR) committee meeting it is confirmed that the event will run by the NRR in conjunction with the ACU and the BMF on Saturday May 7th

2022. Firm details are elusive at the moment, but should be available on the event Facebook page, which seems likely to be the only source of event information.

There is currently an interesting debate raging about using a unproven smartphone app to manage the whole event. (I fear the worst...Ed). Don't let any of this put you off – this is a wonderful day out and it should be on everyone's bucket list.

Entries will open in March and we will bring you any firm information as soon as we have it.

[https://www.facebook.com/groups/303544471616607/?notif\\_id=1642880918833840&notif\\_t=group\\_invited\\_to\\_group&ref=notif](https://www.facebook.com/groups/303544471616607/?notif_id=1642880918833840&notif_t=group_invited_to_group&ref=notif)

### Sunday May 22nd - Wistanstow Vintage and Classic Motorcycle Show

Many of you will remember this popular show under its old name – The Shropshire Vintage and Classic Show and Autojumble. It has suffered from cancellations in the last



three years, but it seems to be back, although re-named "Wistanstow Vintage and Classic Motorcycle Show". More details will follow.

### Saturday June 11th – The Golden Valley Classic Show GWATKINS CIDER, Moorhampton Farm, Abbey dore HR2 0AL.



Now incorporating the Golden Valley Vintage and Country Fair, this well-loved show makes a welcome return. For full details and tickets, log on to their website. <https://www.vintageandcountryfair.co.uk/>

## Provisional 2022 Western Region Road Trial Championship Dates

The qualifying events for the Western Region Road Trials Championship, which includes our own **Herefordshire on the Edge 2022** are listed below. The events in bold type are confirmed.

- |                             |                                       |
|-----------------------------|---------------------------------------|
| <b>April 2nd &amp; 3rd</b>  | <b>Cheddar Weekend</b>                |
| <b>April 9th &amp; 10th</b> | <b>Felix Burke Weekend</b>            |
| May 22nd                    | <b>White Horse Trial (W Wilts)</b>    |
| May 22nd                    | <b>Black Mountain Trial</b>           |
| <b>June 26th</b>            | <b>Herefordshire on the Edge 2022</b> |
| July 9th & 10th             | <b>Flat-Tank Cotswold Weekend</b>     |

### Aug 7th (Sun)

- August 13th (Sat)
- September 11th
- Sept 16th – 18th
- September 25th

There is no need to formally enter the Championship. Entering any of the events automatically enrolls you.

### Somerset Signpost Rally

- Cotswold Signpost Rally
- Vale of Glamorgan
- Saundersfoot Weekend
- Levis Trial

## CHANGES TO THE HIGHWAY CODE

From 29th Jan '22 it is a requirement for all vehicles to pass horse riders at speeds under 10mph and allow at least 2 metres of space.



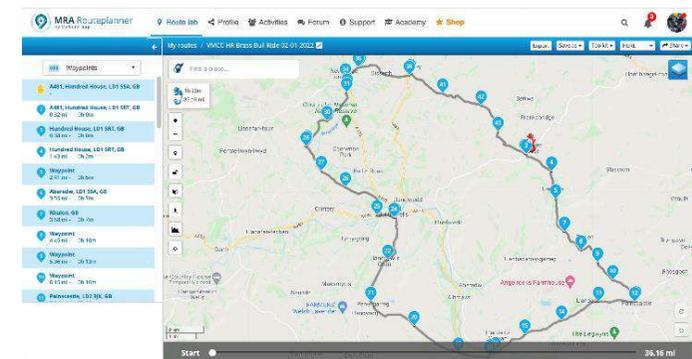
I have always been impressed by the courtesy and consideration shown to horse riders by

participants in our section runs. On very small lanes, riders will often stop altogether, turn off their engines and allow the horses to pass before re-starting.

## DIGITAL NAVIGATION

We are indebted to Rob Holliday for offering to hold our hands through, what for many, can be the daunting process of using satnavs to follow and ultimately to plan rides. This is the first article in the series.

### Part 1- On Road Planning and Navigation for Road/Tarmac routes



I've been planning Tarmac based Motorcycle Tours for years in the UK, Europe and further afield using

reliable software and a 'programmable' Satnav, most often a "Garmin" or sometimes a "Tom Tom". These devices are tried, tested and ultra-reliable especially when supplemented with some brief paper notes/map copies in waterproofed covers in the top of the tank bag - bulletproof.

The result is accurate Verbal and Graphic 'Turn by Turn' Navigation anywhere in the World, AND everyone on the trip has the same route - brilliant!

More recently the specialist/built for purpose Satnav's have been supplemented by some really good and versatile options that work on Smartphones. This article is centred on specialist Satnavs and Planning Routes and Navigating those routes on those devices. The Smartphone options will be covered later in the series.

### Different types of Satnav

Many 'off the shelf' Satnav devices are totally useless for 'customised & pre planned' navigation so getting the best from a Satnav requires some thought before you buy a device.

A standard Satnav works by taking you on 'its' chosen route to a destination you have specified by either the fastest or shortest route, it does this by using its known position from GPS (Global Positioning System), combined with the inbuilt mapping on the device and the GPS position of the destination. Great if you want to travel on the route all the other Satnav users are using and enjoy sitting in Traffic Jams. A 'Programmable' Satnav can do this (Standard Navigation) too, **but** by using specialist software on a PC/Computer you can instruct the Satnav to take you along a pre-planned route that 'you' have created or by receiving and using a digital GPX route someone else has created (Let's say your VMCC ride leader for instance).

### What equipment do you need?

As we are talking about Motorcycles you ideally need a specialist Bike Satnav that is robust and waterproof. At this point the ~~££££~~'s start flashing, however a good second hand or refurbished device can be acquired online from outlets and online sites like eBay quite reasonably.

As an example, I recently bought a Garmin 660 motorcycle Satnav (same as BMW NavIV) complete

with Bike and Car fitting kits and Full Europe mapping for £120 on Ebay – an absolute bargain.

An alternative is a smartphone (subject of a later article in the series) Car Satnav in a waterproof wrapper or tank bag but proper kit is way better. Both Garmin and Tom Tom produce Bike specific devices.

### Mounting your chosen device

The choice is yours, but you must consider easy visibility and try to incorporate some measure of crash protection (for you and your device).



This is my chosen layout for Honda MTX 125 'Cockpit' with Garmin 660 Satnav, Smartphone X Grip holder and twin outlet USB socket for power to Smartphone or other accessories. 'Hardwired' on a fused homemade loom direct to the Bike Battery. **The assumption is that your bike will have 12 volt electrics. We will cover how to make this work on a 6 volt machine later in the series.**

### How do I create and use digital/GPX routes?

Creating your own routes is quite easy once you 'know how to do it'.

As an example, using the paper 'Tulips' that were produced for the recent (2<sup>nd</sup> Jan) Brass Bull Run, I created a GPX version and loaded it onto my Garmin 660 Satnav in about 45 minutes, however I've got over 10 years of experience and regular practice behind me.

The really useful element from that 45 minutes work is that I could share that route electronically with anyone, all the users would have exactly the same route on their device so no one should get lost and everyone would know where the Lunch, Rest Stops

Start & Finish points are AND instead of wrestling the paper version on your ride you can just enjoy the view.

Also once you have the digital route but can't make the group ride, you can always ride it anytime you choose at a later date.

### Downloading a route

So, as a 'Digital Navigation' beginner, the best and easiest option is to download the route that the ride creator has provided which isn't so difficult. BUT you do still need some software to do it, (or access to a 10 year old grandson or similar).

For tarmac routes I use My Route App (MRA), <https://www.myrouteapp.com> MRA was created by a very enthusiastic bunch of Dutch bikers, their previous version was called TYRE which you may have heard of. MRA is, bar none, the easiest and most comprehensive mapping tool I have ever used!!.

MRA is available as a 'Free to download' version which will enable you to experiment with route creation and 'Export/Load' routes onto your 'programmable' Sat Nav. (See home page below) I will be creating some Digital/GPX routes for the Section website on the 'Routes & GPX files" page soon and will update the list regularly.

Experimentation is the route (excuse the pun) to successful Digital Navigation, download the MRA software (other software is available) and give it a try. It's fun getting lost anyway and the Satnav **WILL ALWAYS** take you home.

I'm also happy to talk about, offer advice on or generally discuss Digital Routes, Satnavs and any related subjects any time you find me on VMCC events.

**Rob Holliday**

### E5 PETROL UPDATE

Mark Evans called in to Griffiths Garage in Leintwardine recently and was told that due to lack of demand, they were no longer stocking E5 fuel. This will be a disappointment to many members as it is a popular destination. Remember the old adage - "If you don't use it, you'll lose it!" The schedule of E5 suppliers on the website has been updated. Please

take a look at it and if you are aware of any changes or know of any new E5 stockists in the area, please let us know.

<https://herefordmidwalesvmcc.org/fuel-e5/>

## TRAVELLING ABROAD WITH YOUR BIKE

As Covid loosens its grip on the world, many of us are thinking about riding outside the UK again. For many this will be their first trip since Brexit (remember that?) and although much has stayed the same, a lot has changed and we need to be aware of those changes.

### French Speed limits

Under the banner of "Safety", on 1st July 2018, a maximum speed limit of 80km/h (50 mph) was introduced on all French highways that have no central barrier, and where road signs indicate no other speed limit applies.....However, in the time-honoured French tradition, this is not as simple as it sounds. There was a huge protest against this new limit, particularly in rural areas. Central Government relented and passed limited powers to local authorities (Departments) to revert to the previous national limit of 90kph (56mph). Many departments used this power and many didn't, resulting in a patchwork of speed restrictions, which might be well-understood by the locals, but is incomprehensible to visitors. The limit on motorways remains the same 130km/h (80mph)- at least, for the time being and for dual carriageways is 110 km/hr (68 mph). The limit in towns and built up areas remains the same as the UK – 30mph. For full details of these regulations, use a reputable web site such as RAC, the AA or Eurotunnel.

### Green card

Since August 2021, you are **no longer** required to carry a "Green Card" to drive in the EEC. You may need one for Albania, Azerbaijan, Belarus, Moldova, Russia, Turkey and the Ukraine, so check before you set off.

### Documents

You should always carry your driving licence and copies of your MOT, Insurance Certificate and V5C. Officially these should be originals, but except for the licence, I have always used good quality

scans/photocopies and never been challenged. Remember, your old European Health Insurance card will no longer be valid..To ensure that you're covered against hospital treatment bills, you should consider private travel and healthcare insurance.

### Vehicles in vans or on trailers

A tricky one and still subject to clarification. This is an unintended consequence of the Brexit withdrawal agreement, which (probably) accidentally, classified all vehicles carried in vans as "freight". **It appears** that where the owners of the bikes are travelling in the van and have the appropriate documents for the machine, (see documents above) that they will be permitted to pass through borders without charge or delay, but where the machines belong to a 3<sup>rd</sup> party who is not with the vehicle, the machine will be classified as "freight" and will need an ATA carnet. We are still investigating this area more thoroughly and will try to give clearer answers in our next issue.

## ANSWERS TO THE CROSSWORD IN ISSUE 67

### Across

**1**, Montessa (yes I know its spelt wrongly) **4**, Beta **5**, CZ **8**, Excelsor **12**,VFR **13**, Ural **15**, Hesketh **16**, Hodaka **17**, OK Supreme **20**, MZ **22**, Sears **23**,Indiian **24**, Wilkinson **27**, Ivel **29**, Bantam **30**,Bown **32**,Goldstar **34**, Zundapp

### Down

**2**, Ariel **3**, Mars **6**, ZZR **7**, Brand **9**,Calthorpe **10**, Puch **11**, Panther **14**, Kawasaki **15**, Husqvarna **16**, Humber **18**, RD **19**, Morini **21**, HRD **25**, KTM **26**, New **28**, Laverda **29**, BSA **31**, Norton **33**,DPP

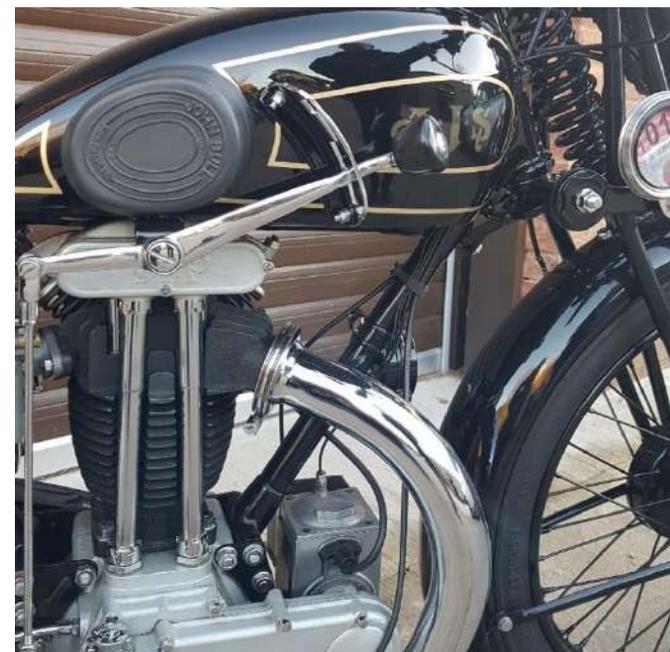
## SECTION WEBSITE

You can find almost everything you need to know about our section and its past present and future activities on our website. Why not take a look?

### BIKE OF THE MONTH

The February edition of "Bike of the month" features lots more pictures of Terry Pickering's handsome 1930 350cc "Big Port" AJS. (see below)

We are now looking for next month's bike. Do you have anything to offer? Bikes don't have to be veteran or vintage, they don't have to be "counours" standard, They don't have to be British, they simply need to be interesting .



## BIKE OF THE MONTH FINDER – WHY DON'T YOU VOLUNTEER?

We need a volunteer to search out suitable bikes to post to the website's "Bike of the Month" page in the future. There are no qualifications, you simply need an eye for interesting machinery of any era and a network of friends who can help you to track down the right machinery. Don't worry about posting to the site, our webmaster will take care of all of that for you.

### WEBMASTER

Due to increased personal commitments, Graham Walsh who has done such a fantastic job of setting up and running our website does not feel able to continue as webmaster beyond the mid-year. We need to find a volunteer to take over this vital role as soon as possible. If your interests lie in this direction, please give some thought to volunteering. You will be given all training needed to run the website.

<https://herefordmidwalesvmcc.org/>

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>