

North Birmingham News

NEWSLETTER

The Flight of Fantasy Run

Thirteen riders and one pillion turned up Noel Clark's, Bluntington, for the start. Well done to Lizzie Terry for navigating from the rear seat, clutching the route sheet in her hand!

Several apologies were received from holidaymakers and folks with more pressing duties. We duly headed off in the direction of Drayton and Belbroughton, past George Yeomans' old emporium at the mill. Plenty of memories there for many of us. George was kind enough to lend me a panel light, saddle frame and lower chain-guard so that I could fabricate them for my bike. I also bought barrel, crank, rods and other important bits to get my Tiger on the road.

We continued around some glorious Worcestershire lanes, admiring wonderful late-summer scenery. The weather was kind and we arrived at the Coach and Horses, Weatheroak Hill for lunch. Most people were able to take lunch outside.

Voting for the Flight of Fantasy has never been closer!

This is not a concours competition, though some very tidy machines were there, including Graham Ash's Bonneville, good to see Graham out with us after a sabbatical. Also, Andy Denham's very well presented black Gold Flash.

The fourteen votes panned out as follows, Bob Terry's '56 Tiger 110, Roger Poles' '61 Venom and Graham Ashe's '61 Bonneville, 1 each. Andy Denham's A10, 2 votes. Trevor Bull's '40 Tiger 100, Peter Ashen's Sunbeam model 7 and Paul Harris's BSA, 3 votes each. In the event of a tie, the organiser has the deciding vote and as I cannot vote for my own bike, the choice was now between the Sunbeam of Peter Ashen and the Trials BSA of Paul Harris. As I coveted the BSA the first time I saw it, I chose the very handsome '51 Gold Star trials.

Well done to Paul and to everyone who turned out for this event.

Trevor Bull.



A VIEW OF A RIDER RETURNING TO THE FOLD

Is this Progress? --- from "Expert" to "Novice" in 43 years !!

I joined the VMCC after a visit to a rally in Kent which gave me the "I must have one ---" craving, in 1964. I acquired a 1926 SD Triumph from Brian Verrall which I restored and rally'd along with many other bikes over a period eg OHV James, Rudge Special & Veteran, 1000 BSA, Terrot 2 stroke etc. I even became an event organiser and considered myself at least "very experienced" if not an expert in the art of the use of an old motor cycle for pleasure and competition after 21 years practice of the art.

I went overseas to work and never came back to riding seriously till my first ride with the North Birmingham section of the VMCC on the Long Mynd Run in July 2007. The period of 22 years off a bike took their toll and progress seemed to go into reverse gear !!

The ride was well organised, started at Bridgnorth with an excellent Tulip Rally Type map - route - how could I go wrong? After all I'm an **old hand!!!**

I am not too proud to admit my mistakes, after all, my father said to me many years ago, "---- your best learnt lessons will be from the mistakes you make son, ... more haste, less speed!!"

For the novice with no idea or the older rider who has forgotten the basics,(like me---) I have listed below the not-to-dos for a bike event - I've learnt again to increase the pleasure and safety by following the rules!

- **Don't Dither** - make a commitment to go or not to go, don't sit on the fence, prepare well in advance -the night before at least - not at the last minute when you always forget something e.g. a map of the area should you get lost .
- **Don't be late** - fill up with juice, make sandwiches, check the bike over etc and leave enough time to arrive early for all the matey chat and to collect your instructions, pay fees etc - everything on a timely basis.
- **Don't be a Know -All** - listen carefully to all instructions including the verbals , read the route before leaving, preparation is the way to success and maximum enjoyment. I went to the wrong starting Car Park - empty! what now?
- **Don't Ride Unsafely** - map reading cannot be done safely without a good map holder cum display device, --- wrapping around your arm, cellotaped to the tank is hopeless and distracting - I got lost due to not having such an aid - and I used to make the "Roll-a-route" for club members back in the 70s!!!

I have now made a "**Ride-a-route**" which is very effective and clear (if you want one ring me on 07794-384-693) *

- **Don't be Over-confident** - we're none of us perfect! - prepare for possible cock-ups, -if lost , have you got the mobile telephone number of the organisers or another rider to tell them of your plight or to ask for help? If you break-down have you got the basic tools and spares with you?
- **Don't go half -dressed** - put on all togs, **before** the start, that the day/weather might be expected to require. Stopping spoils the fun, loses your concentration and makes you late or worse - last?
- **Don't lose your place** - the map holder is essential here but also in preparation know your starting mileage (if you have a mileometer) or translate your expected average speed into minutes. Write either or both down the edge of your map - my 'Ride-a-Route' has a means of noting where you are now and the next destination. A great help particularly in adverse conditions, when its hissing with rain or you've lost the rest of them.
- **Don't be Smart** - the route has been written after detailed and cross-checked hard work by the organisers - do not assume it's wrong if the next junction does not suit! Look further , go back, think & try try again.

Hope these notes are useful. I did dither, was late, ill-prepared, half dressed, got lost etc and suffered accordingly. The last straw was seeing two of the lads going in the opposite direction waving with huge smiles!

I won't be such a 'novice' for the next ride - What about you ???

B L HARRISON
Membership No. ...1288

Ps. I've just finished the Breakfast run , 60 miles in pouring rain and damn cold too. All went well except that the front brake gave up and the chain-guard disassembled itself off the bike -----there's always something to do ----- if you're a committed **old biker** (man & machine !!)





The Picnic Concours Run



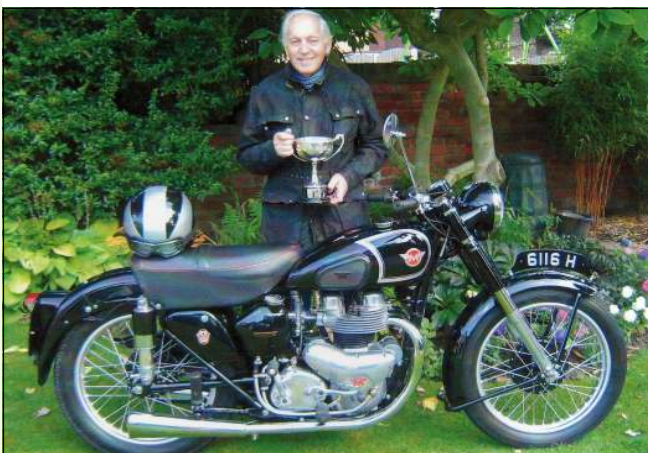
It is always rewarding to see a good turnout for a run, when the weather forecast is less than optimistic. So blessings to the 20 riders who signed on with machines ready for the concours judges to be dazzled by the reflected sunbeams from the polished crankcases & petrol tanks. Actually it did not turn out like that! It started raining about 20 minutes into the run - light rain it must be said, but just as wet - and it didn't stop until the lunch stop when a good brief downpour would have washed the machines of 60 miles of accumulated mud, making the job of the concours judges a little bit easier.

The day was planned to show some of the glorious views of distant horizons and sunlit fields, narrow woodland lanes and all that nostalgic stuff about the summers of our childhood. One memorable part of the morning was the coffee stop at Warren Farm, high up on Bromyard Downs. Having broken



Through the clouds the distant view of Abberley and the Clent Hills was briefly visible. The clouds closed in again and we were given shelter, coffee and buns in the barn. There was a decided reluctance to put the wet riding gear back on our wet shirts and sally forth to the picnic stop at the Lenchford Inn. In fact some of our family had given up waiting for our arrival and treated themselves to Sunday lunch in the hotel (sensible), or gone home to get warm (even more sensible). We must apologise to John and Marion Walter, in particular for our delay, as John has not been in the best of health this past 12 months.

The conditions of the day brought forth much dry (wet) humour, mostly aimed at the organiser



The winning machine for being the most highly polished example of the day.



This just about best sums up the morning run to the coffee stop.

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And his lack of rapport with the almighty, but one has to say, days like this are often the memorable ones. I for one will cherish the heroic endeavours of Skippy Lockry on his model H belt drive 1919 Triumph, who was often seen pushing or paddling up steep hills, or flying at rocket assisted speeds to take the next hill by surprise. Belts slip in the wet and new belts have to bed into the "V" rim. Skippy's belt was 4 links shorter by the end of the day, but grip was restored along with his good humour. Our good wishes go to Skippy's friend over here on holiday from Sydney, on his first run on a motorcycle! What must he think of road maintenance in our countryside.

The highlight of the day—judging the concours by Messrs Maurice Trupp & John Aston. This was somewhat problematic due to the all embracing camouflage liberally sprayed over all machines in equal measure. However they had wisely kept their eyes open throughout the day and agreed that of the three faultless restored machines on display, the G9 1953 Matchless of Martyn Griffiths would receive the Harry Haddock cup, and the George Burrow cup would go to Ian Harris for his consistent hard riding on his trusty 1927 flat tank Sunbeam.

Thanks to all of you who participated for making it an enjoyable if rather different sort of day.

Peter Ashen



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Six Ashes Rally at College Farm

Congratulations must go to Colin Lloyd who won the Best Motorcycle at the show with his 1960 Norton 500cc.

Breakfast Run

Richard Sly is organising a Breakfast Run on the 18th November, meeting up at Barr Beacon 9.00-9.30am for an approximate 25 mile run. Anyone interested in coming along is most welcome. Further details from Richard 07957-462222 or Maurice Trupp 07836-538193

FORTHCOMING ATTRACTIONS FOR 2007

	CLUB NIGHTS
SEPTEMBER 26th	A talk and slide show on "International trials riding" by Scott Ellis
OCTOBER 31st	Slide show by Stephen Mills on the History and development of Morgan, AJS, Austin 7, and the pocket watch.
NOVEMBER 28th	Bring and Buy evening
DECEMBER 26th	No Meeting

CLUB RUNS

DATE	RUN	ORGANISER	Tel No
<p>The Autumn Run on October 14th</p> <p>This year will start from Noel Clarke's place as before (meet from 10.00am for a 10.30am start, please). I haven't finalised the details of the morning route yet, but it might include a bit of un-metalled road for a change - don't worry, it's not too scary! - and the coffee stop should be at the Jinney Ring Centre as last year. The lunch stop will be at Upton on Severn, post-flood repairs permitting. The afternoon route will probably be the same as last year; that is around the south and west of the Malvern Hills and back via Great Whitley etc. I'm expecting the autumn countryside of Worcestershire and Herefordshire to be beautiful, as ever, so come and enjoy it!</p> <p>Andy</p>			
September 16th	Levis Cup Road Trial		
September 30th	Clun Run	Paul Harris	01952-299118
October 14th	Autumn Run	Andy Briggs	0121-544-5938