

VMCC Warwickshire Section Newsletter

news letter No. 58

Early Winter 2024

As our events wind down towards the end of the year there is less to report on so the next 2 news letters will be bi monthly. That said we hope to have them full of articles on other subjects of interest. In this edition there is the second part of David Smiths life in motorcycles. Also featured is the first episode of Steve Bradwick's build of a special Bonneville. Besides these there are a host of other reports and articles. You go for years with no articles on Ner-A- Cars then like buses, 2 come in almost together! Your contributions are vital to the success of these news letters so please keep them coming.

Chairman's chat....from the archives.

Those were the daze.....!

I have submitted a photograph of myself as a young man, with my favourite motorcycle of that time period. The machine is a customised Honda 750 four K1. In those days most of my bikes were non-standard; notice the extra chrome on the front brake calliper, clocks and engine casings, not to mention the alloy rims and non-standard paint job. I bet it's been restored to showroom condition by now. How times change!



David with his Honda 750

The Honda 750 with its lovely sounding four into one exhaust system was used extensively, including going to pubs and concerts (David Bowie springs to mind) and touring Europe complete with camping gear

strapped on the back. The shirt I am wearing, of course pre dates the current hipster trend. This one was more attuned to the 'Neil Young' look, of which I am still an admirer. Apart from the bike, a battered Lewis leather jacket and some other items of motorcycle gear were basically the sum parts of my life's belongings.

Take note of the gates in the background. My father would religiously repaint them along with other parts of our family home once a year. He never bothered with an official colour chart, instead, any leftover tins of paint were all mixed up to create an original and hard-wearing finish to be applied to window sills and other parts of the woodwork. These days, the posh paint companies would name that particular shade 'brazed salmon' or some such cobblers, not forgetting that this was before people could afford plain white UPVC double glazing.

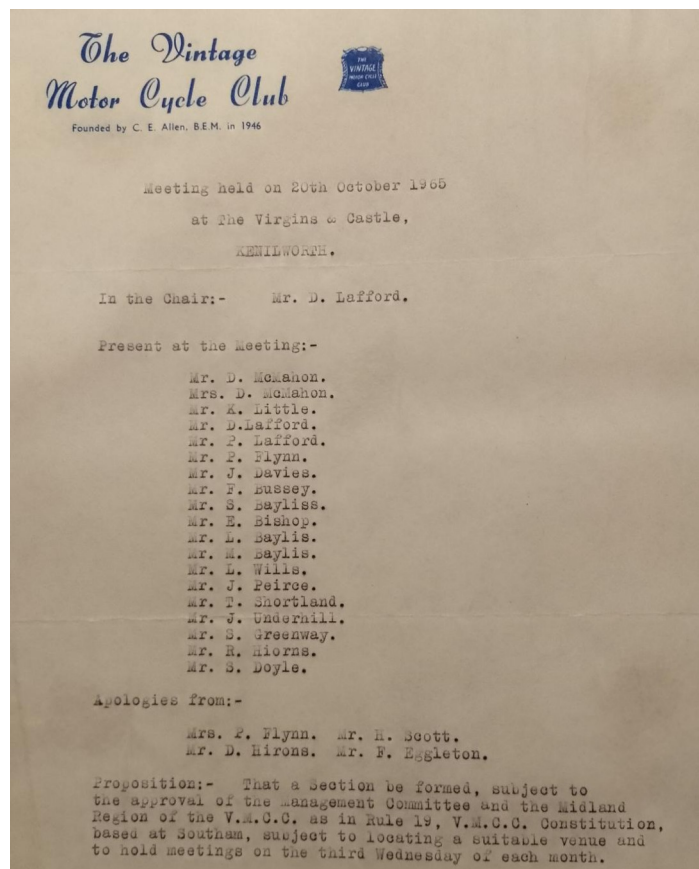
Eventually my Honda was part-exchanged for another customised motorcycle. This time, a Triumph Thunderbird resplendent in extra chrome, metal flake gold paint, high handlebars and loud exhausts. I often wish I still had the Thunderbird because that unique customised motorcycle was a gorgeous thing to look at and to ride. If I was lucky enough to own it now, it would certainly not go back to showroom condition!

Now I have shown you a glimpse into my past, how about you doing the same? Drainpipe trousers or flares, mopeds or monsters – share with us a snapshot into your misspent youth, and your best or worst bike.

Stay safe..... David Kendall

Next October is our 60th anniversary.

If you have any relevant stories or thoughts on how we should celebrate this milestone then please let me or one of the other committee members know.



Another great tale by David Smith, father of Graham Smith.

Feet first.

Wilfred was an engaging character with a soft Bucks accent, and a way of wangling what he wanted from you. Bearded, with horn rimmed spectacles and a small Trilby hat, he was often to be seen fiddling and diddling deals with stall holders at auto jumbles and local steam rallies. He rode a smart 250cc two stroke GTP Velocette in VMCC events but never joined in with the saloon bar hearties after a run and never served on committees. Not a loner exactly, but one who pursued his own agenda.

Sensing a putative deal in conversation he would exclaim "I know a man who has what you're looking for, leave it to me, but don't say a word to anyone."

Wilfred had a mental list of 'useful' people in which I featured, and he could wangle a day's workshop effort from you with some request for "just a little five minute job."

My mistake originally had been to line-ream his Velo's new main bearings for him and finish building it up again. Just a favour really, but a really Big mistake. I became one of his "I know a man who can..." ghostly company

Which is how I came to be involved with that most outlandish of all two wheeled contraptions, the Ner-A-Car. A man call Bert who ran an old fashioned motorcycle shop mall local town had been persuaded to lend Wilfred an early twenties two stroke example on condition that he 'restored' it and got it running. "No problem," said Wilfred, thinking, "I know a man who can..."

I got his 'phone call about a week after it had been collected by the Transit van owning bloke next door (another listed 'useful') "What's up now?" said I, with a slight sinking feeling.

"Well you see" said Wilfred, "I know you're an expert on tuning carburettors and I can't get it to run despite my adjustments." I was aware that Wilfred's idea of 'carb tuning was to screw any and every adjusting screw randomly and hope for the best. "I'll be over tomorrow" I said.

I was quite surprised at first sight of the Ner-A-Car. Nice shiny paintwork, new tyres, the correct transfer decorating the side of the round petrol tank. It was an "A" model with a two-stroke of 221cc poking its cylinder up between the riders knees from an all-enclosing cowling. Closer examination revealed the neglect so often found in machines from collections. Carb and pipe-work full of crud, no spark at the plug. "I tried several plugs," said Wilfred. A sad collection of rusty 18mm items from his damp shed lay on the garden path. Discarding the modern plug cap I bared the wires. Prodding the sideways kick-starter produced the sweetest little blue spark you ever did see. I wound it on to the plug top.

A proper terminal can come later. "I don't like to have a bare plug top; you could get a shock in the leg," said Wilfred. "That's original," I advised, "Live dangerously for once".

We soon had it running, producing a large quantity of blue smoke that set the dog next door barking and other people slamming windows shut.

Now pay attention! To initiate forward motion one selected via a ratcheted lever the lowest of five options offered, then wound the left-hand twist grip to engage the pivoted, traverse shafted, frictional drive wheel against the plated face of what looked like an outsized Villiers style flywheel magneto. The further to the outside of the 'mag face the drive wheel was indexed, the higher the gear. A lever throttle was to be found on the right-hand handlebar, along with a brake lever. (The rear brake had a pedal on the left) Once engaged, the left end of the drive shaft mounted sprocket drove the rear wheel via a chain on the near side. What could be simpler?

Wilfred's first riding attempt was good in parts, like the famous Curate's egg, marred only by the snatching of the friction drive, as the relevant parts had not played together for decades. Exiting the front gate he scraped his elbow and uttered some unseemly words that would be considered unfit for the clergy, who were significant customers in the Home Counties. Indeed the Ner-A-Car company had a regular advert in the Church Times.

My turn with this pioneer of 'feet-forward' style riding was uneventful except that the brakes, both operating on the rear wheel, seemed very period, they would slow you sedately as

Handling with the centre hub steering was distinctly odd at first but if one never rode anything uncertainly followed by a vague recognition of the required direction, like a befuddled drunk in the pub searching for the gents.

In the summer Wilfred took the Ner-A-Car to the local traction engine rallies and displayed it in the ring, along with the usual flock of Bantams, old Honda Gold Wings, khaki painted 16H Nortons and M21 BSA's and that immaculate trailered plus 80 Douglas that nobody had ever seen running. It was something he liked doing. He enjoyed the chance to display his erudition. We all have moments of madness when the arrows of common sense and desire point in opposite directions. Such was the case when I got wind of a 'dismantled' 'A' type Ner-A-Car in Bewdley-on-Seven, I had to have it, and for £250 I did.

It stood on end in the corner of an empty stall in the stable yard. I thought at first it was a rusty tin bath. In a pile in the corner were the rusted out remains of the wheels. There was a cylindrical petrol tank, a saddle base, bits of the engine and transmission and a pair of handlebars. There was not a lick of paint on any surface. Somewhat subdued, I paid my due and loaded it in the Volvo, with the body on the roof rack. There were rust stains on the roof for many months after, as it rained all the way home.

Wilfred was sympathetic but couldn't provide much help; his summer charge had gone back to its owner. I wish I had taken more photos of the works.

Of the engine I had the crankcases and a fixed head cylinder with the top sawn off, and missing! I was toying with the possibility of converting it to a type B with a Blackburn side valve 350cc with three speed conventional gear box, or whatever I could get, when the almost impossible happened.

I am not a fervent autojumbler, but the big ones attached to club events are worth the trip just for the atmosphere and to meet people you haven't seen for ages. So the Banbury Run jumble is not to be missed. That year it was held in a vast car park on the edge of town. By noon it was baking hot and I was thinking about lunch when I felt a tap on my shoulder. It was Wilfred. "I've got something for you!" said he. "What's that then?" said I. He gave me a crafty look. "I've got an engine for your Ner-A-Car!" And so he had. He said he paid £45 for it and had to borrow the cash to get it, so please could we settle now. I never knew what stall he found it on, (there could have been other bits) He avoided telling. However, it was all there, even the carburettor, moreover it turned over freely. I was speechless with wonderment. A complete, obscure engine for an obscure bike just falls out of the sky at my feet. Is some strange destiny at work here?

Some months later an attractive young lady called with a clip board and sheaths of important looking paperwork. Could I spare an hour or so? She was from the DVLC (Or whatever they called themselves then) and were desperately keen to get all our old bikes and cars on their shiny new computer system. And so we spent a pleasant afternoon noting all our family bikes and spare frames, old log books etc until we came to the Ner-A-Car. Now, if you viewed the rusted rear number plate at the right angle to the light you could discern the original number. She happily agreed and a month later a nice new log book arrived in the post for the Ner-A-Car with the 'original' number. I was delighted. The gods of old bikes had smiled on me again!

The body of the Ner-A-Car hung upside down from the garage rafters like a giant tawny fruit bat while months then years passed. I faced the prospect of a couple of years work restoring a vintage Wolseley Hornet (No, not the booted Mini, the 1931 original) so something had to I put the Ner-A-Car in a monthly publication for around £400 with a mitigating description. Soon a phone call arrived from a well respected restorer/dealer, he would have it, no, he didn't want to see it, he would pick it up later. A mutual acquaintance would give me the deposit if I wanted? No, it was OK with me. So that was that then. No other calls.

A week or so later the 'phone didn't stop ringing from eager buyers. Very odd! The dealer's last remark when he collected it later was "Oh well, I expect I'll get around to restoring it sometime..." Well, I did tell him it was a rusty heap.

That was all many years ago now, Wilfred has passed away, and today I ride a modern 'Feet-forward' Honda 'Helix' scooter. I often picture that Ner-A-Car poppling along sunny country lanes with perhaps a rubicund Rector in full canonicals at the helm, gaitered boots planted well to the fore.

But the past is another country, they say.

Building a special Triumph Bonneville.

Steve Bradwick, who has rebuilt several Triumph twins, was asked by his friend, dealer Rob. Pettipher to build him an iconic T120 TT. This is part one of a series telling the story of the project:

It started a couple of months ago when Rob asked me if I would like to build him a TT. After carefully considering it for almost half a second I said yes, why not? He had a frame and a pair of crankcases with correct matching numbers and the remains of a 1965 Bonneville in poor condition that could be used as a donor bike. The donor bike had returned from across “the pond” unfortunately it looked as though it had been stored in one!



Basically it was a lump of seized parts held together with rust.

The brief was to make the bike as correct as possible but to use 9:1 pistons instead of the original 11:1. Also to use electronic ignition as the original energy transfer coils are unobtainable. As the bike wasn't going to be used in anger it would make it more practical for today's fuel.

On getting the donor bike back to my garage I started to strip it down. Surprisingly after a good soaking with WD40 it came apart quite easily. I only needed to use the angle grinder on one bolt. However, the engine was locked solid. At some point the rear chain had snapped and its remains were wrapped around the sprocket. This I could see



through the hole in the crankcase.

Opening up the primary case I was pleased to see that everything looked like new. The sprocket was perfect and the chain looked excellent. It all came apart easily. With the bit of broken chain removed the gearbox was still locked up, as was the engine. The gearbox cover came off to find it half full of mud! After hammering out the gear cluster it was apparent that it was all

scrap. Most of the layshaft had rotted away and the main shaft was not much better.

Onto the engine. The rocker boxes came off quite easily. The exhaust shaft was rusted solid Whilst the inlet one was ok. The cylinder head came off next with no problems. However the pistons were stuck halfway down the bores. On top of them was about an inch of clean oil. I suspect that someone had poured it down the plug holes in an attempt to free them and then given up. Copious amounts of penetrating fluid, heat and generous use of a large hammer would not shift them. Luckily the main bearings and big ends moved when I started to lift the barrels. After removing the engine from the take out the crankshaft with the rods hanging out the bottom of the barrels. With no

resistance on them I could hammer the pistons out without doing any more damage. It was going to need a rebore anyway.

Good news at last, the small end bushes were fine and the big end journals were good with no signs of ovality. The timing gears and oil pump were also in good condition.

The rolling frame came apart fairly easily. The rear tyre was more like Bakelite than rubber. The spokes were carefully undone with the angle grinder so the hubs could be salvaged. New tyres were bought; new rims and spokes ordered. The kick start and gear levers were taken for re chroming. The following day I received a phone call from the platers. The levers were done and ready for collection. Wow! Less than 24 hours. Could this be an omen, *you'll have to wait until the next instalment to find out.*



A quick hack to help you stay a bit warmer.

I don't know if this is in any way original but I have recently started using it.

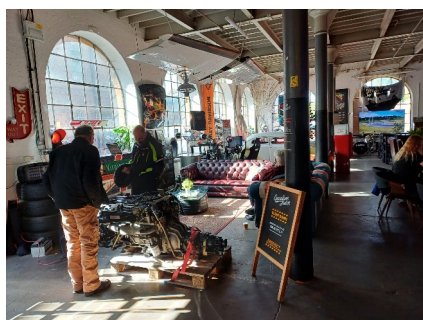
An old pair of socks with the feet cut off are slipped over my hands and over the open ends of my riding jacket sleeves. Then my short gloves fit over the other ends of the socks. This stops the wind from whistling up my sleeves and really makes a difference for no money! What's not to like?



What we have done recently

Ride out to Gasoline juice 3 October, This was rescheduled.

Simon reports: Due to inclement weather our proposed run from Long Itchington diner to Gasoline Juice was rescheduled. We assembled on the 3rd of October on a fine Autumn morning. Seven signed on. Although a route using A roads would have been quicker, we kept to the side roads instead. Opened two years ago, Gasoline Juice is a petrol head themed cafe. It's full of assorted motor memorabilia. Inventive artwork adorn the walls. There's even an executive Cessna (minus it's wings) displayed there. The cafe is a converted ammunition factory and one of many repurposed buildings at Weedon Bec. It has a canal link. It's use goes back to pre WW1 times. A few members took a tour of the extensive site and visited the information centre. A first for us, but it will appear on next years calendar.



Gilk's pre 1940 Run. Sunday 6 October. A new event aimed at pre-war machines, and in conjunction with the Midland Section.

Simon reports: Despite the forecast for rain, which didn't materialise, a reasonable turnout for the Girder Fork meeting at Gilks' cafe at Kineton. It was chilly, overcast, but dry. There were a few girder forks present: Panther, Norton, a BSA Sloper outfit, Cotton, James, Sunbeam and AJS were present. Also some interesting later machines. A Ducati V-twin, a Matchless jam pot G80 in lovely condition and a brace of Norton Commandos. The Midlands section met with us at Chesterton Windmill and we had a short spin along some lovely lanes leading to Morton Morrell. Then across the Fosse Way to Kineton. Gilks' was busy as ever, with the parking area full of motorcycles, where we complimented the assembled Banbury section machines. They continued their run to Galanos House cafe for lunch. The Midlands members, with much further to go headed home. It was deemed a success and hopefully we can have another combined Girder fork run next year.



Club Night bring and Buy at Kenilworth Rugby Club.

This biannual event at which members bring in items vaguely related to motorcycles to be sold for the benefit of the club. This time there were less items but still managed to raise over £110 for our funds. Thank you to those who donated and bought bits and pieces.

Autumn Leaves Run. One of our annual fixtures.

Several bikes met at the Long Itch Diner in dry, cool weather and enjoyed a pleasant ride around Warwickshire ending up at the Fox and Hen, Bascote Heath near Long Itchington.

Lighthorne Meet. Ride in from Chesterton windmill to a meet -up at the Antelope Pub in Lighthorne. Sunday, 27 October, 2024

The Sunday meet for lunch at the delightful Antelope in the village of Lighthorne in Warwickshire has been an annual fixture on our calendar for a number of years. Around 15 riders met on the lane along side the iconic windmill in bright sunshine. Around the appointed time of 11.30 a.m. we rode a mile or so down to meet the Fosse Way near where it crosses the M40. On down to the B4100 towards Gaydon then right onto the tree lined lane which enters the village and leads to the centuries old hostelry.

As we milled about admiring some of the bikes more arrived one by one till about 2 dozen graced the ear bike park. The oldest being a 1924 FHW – a very rare machine – the newest made in 2022. Also a Moto Guzzi combination from 1979 and a quad bike!



Once the doors opened the assembled throng made their way in for refreshments, whilst one or two of us rode off to attend domestic events. A very pleasant way to spend a Sunday morning and to round off our pre arranged bike events for the year.

Pop up at Farmers Fayre, Sunday 3 Nov.

Who would have thought that a bike meet in November, at short notice would result in one of our best attended bike events of the year. 27 members assembled at the cafe in the Stoneleigh show ground to enjoy a coffee, a pastry and a chat. The 25 bikes included 4 with girder forks. The other 2? Peter Knight and Pete's mate (Nigel) arrived in a cute little DKW F11 Junior 2 stroke car from 1961.

The group of bikes was much admired by passers-by. So a very good end to our section riding year....or is it? If the weather stays mild and dry you never know.





Pop up' ride out to 'the View', Wednesday 6 November.

It was decided that as the next Sunday is Remembrance Day and the weather was mild for the time of year we would have a mid week ride out.

Seven riders met at the Hatton lay-by – one of our favoured starting points – for a 10.30 start. The bikes ranged from Peter Wilson's FHW to my 2024 Triumph Speed 400. A several mile run along A roads and narrow lanes led us to Hill Farm Marina where a modern 2 story cafe/restaurant commands views over the marina and miles of countryside. We all arrived without a problem and parked on the gravel car park. The hot drinks and bacon sandwiches went down well. We then went our own ways. A good event and so the season continues.



Left to right: (Beeza) Dave Barnes, Brian Clark, David Kendall, Simon Dudfield, Peter Brown, Peter Wilson, Barry Heath.

A tale of a different Bridgestone

A tale of woe related by Nigel Morris



Pete (Knight) and 'Pete's mate' (Nigel) went to Founder's Day in 2023, had an entirely normal enjoyable walk around the event, marvelling at the club displays, and enjoying coffee and cake. It was decided that after the cake a brisk stroll around the Auto jumble section was in order.

Never ceases to amaze me just what a crazy mixture of golden nuggets and absolute tat can be found in such jumbles. A vintage crash helmet seller missed out on the deal of the day by refusing to even begin a negotiation on one crash helmet, completely unaware that Pete was eyeing up a purchase of all ten that he had in stock. Always pays to talk!!

With the tour of the auto jumble nearing completion, Pete spotted an unusual bike, which I took on first glance from quite a distance to be a Suzuki 350, so we strode over for a closer look. Well I got the cc correct but the bike was a Bridgestone and not a Suzuki, though the overall designs are remarkably similar.

Discussions were undertaken, and a sale was agreed in principle subject to a satisfactory test ride at the seller's location in the coming days, if the bike didn't sell at the Founders Day event. As both the seller and I were reasonably local to one and other and with the bike still for sale after the event, said test ride was booked. The deal was done, and I loaded the Bridgie (as she was now known) into my van for the journey home.

1st ride out to the VMCC monthly meeting – a bike night - was a partial success. We made it to the KRC, but there were some strange noises coming from the engine. Said noises caused me to check the head bolts the following day, and having found them to be slack they were re torqued and a short test ride revealed that the strange noises had gone. Happy days.

2024 rolls around and an early ride out on Bridgie revealed that all was not well, not well indeed!! I popped Bridgie up onto my bike lift at the workshop, and removed the heads, having done this it was clear that the head gaskets were shot. New copper ones were ordered and using Pete's regular US imports provided a fast and cost-efficient delivery method. So fit new gaskets, test fire the engine, and were sounding good.

Following the advice and strangely for me I re torqued the head nuts for the second time and yes you guessed it, one of the cylinder studs pulled out from the crank case.

Not a happy boy! But you know in life sometimes what seems to be a disaster is actually your saviour!!

Heads off, cylinder barrels off, and OMG what do we have here?? I can only describe what I discovered as a scene of utter carnage!! Severe damage to both pistons, both barrels, this was now a big job..

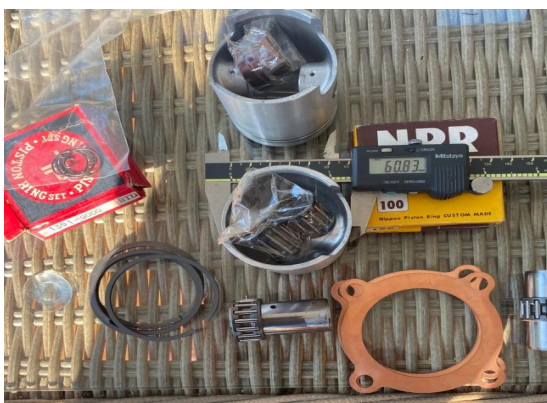
Further inspection lead me to believe that the guy who last had his hands in this engine was a rock ape of biblical proportions.. Yamaha pistons, with the incorrect rings for use in chrome cylinders was the reason for the crazy amount of damage in the bores. Looking back, I have no idea how this engine ran as good as it did! The little end bearings which should have been needle rollers had some kind of home made bronze bushes in them and had obviously been very hot..

A quick google search let me know that parts would not be easy to locate. Many hours were spent trying to locate OE pistons, with no joy, so I finally resorted to Face Book and posted what I was looking for. A very nice man in Dorset kindly sold me a pair of pistons, NOS rings and gudgeon pins and needle roller bearings for a VERY reasonable price.

With the NOS pistons in hand the cylinders were sent to Lancourtes engineering in Weston Super Mare for re plating after the damage was repaired.

This brings us almost up to date where I have everything except the base gaskets in hand for me to rebuild Bridgie's engine. Once again, no NOS gaskets could be located at anything like a reasonable cost, so I decided to make my own. I prefer not to use cornflake packets so went to Stephens gaskets who are now going to make me 50 gaskets for less that the cost of 2 OE ones..

Maybe by the next news letter I will have her up and running again..



Talking of 'Pete' (Peter Knight) here is news of his latest acquisition:

I gave a friend a hand when he took part in the Banbury run in with his V twin AJS in 2022, and we hatched a plan to both enter in 2023. He kindly offered me his 1926 BSA and so we both entered with good intentions.

Unfortunately I suffered some health issues on the run up to the event which left me hospitalized for a while, and I wasn't well enough to take part.

Moving on, I still fancy a go, and we're going to enter it again...so I began looking passively for a suitable ~~vietim~~ bike.

I settled on the best thing for me...a 1914 Douglas, with gearbox & clutch, which, although not ideal for Banbury, would be Stealth Fighter technology for the Pioneer Run (I actually have no serious intentions or probability of doing any good in either event!)

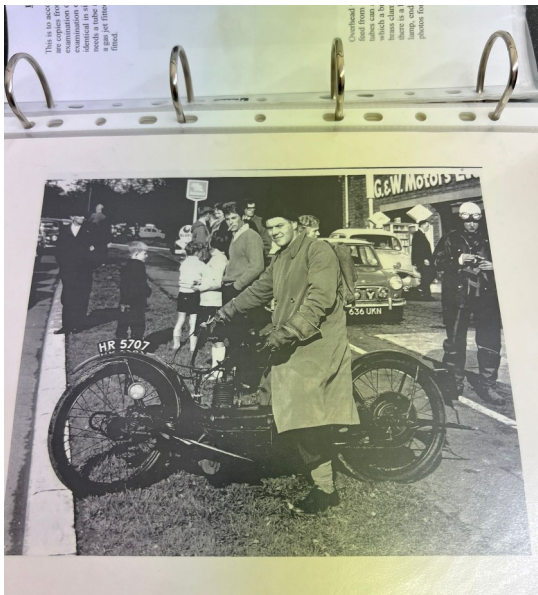
Then, the plan got heavily diverted by events....

After seeing an article on the Ner A Car in 'On Two Wheels' magazine as a kid, I was always mildly intrigued by these quirky motorcycles.

The old black & white picture of a man standing on the bike riding along with his arms outstretched obviously left a strong impression.

I never managed to get hold of one when they came up for sale; they were either spectacularly expensive, or sold immediately, or usually, both.

Anyway, I always kept an interest in them, and thought, one day....I'll get one if those.



Having joined the Ner A Car Facebook page (!) I was delighted to log on & find one advertised from long term ownership. I managed to contact the owner & buy it before anyone else got a sniff....I think I was four minutes from advert to purchase...!

I was delighted to find that this is a very early Model 'A', UK built machine, from 1921, with a 221cc engine, frame No 560. Out of 6500 UK



bikes, that makes it pretty early.

The amount of history with this is frankly staggering, including Buff Log Books going back to 1924; actually, although the bike was in Dorset, it spent a lot of it's early life in and around Leicester & Loughborough. There are also pictures of it with previous custodians long into the past.

I can confirm that wheeling it around is indeed like pushing a twisted wheel barrow, but I'm looking forward to that 'hands off balanced riding experience'...once I've got a spark!

So, the plan is to get the thing working for the Banbury Run...or the next one...or the one after that...!

Worse news, in the 'are you looking for anything else' conversation, it transpires he has a 1914 Douglas, with clutch & gearbox.....

Pete

Upcoming events either our section or of interest

Club night at Kenilworth Rugby Club Wednesday Nov.13. 8.00pm start.

A talk by Steve Allen, son of VMCC founder 'Titch' Allen. He is also a former director of the club, but still involved. Promises to be an interesting and entertaining evening.

Christmas Lunch. Wednesday November 27. From around 12.00pm.

We have held our festive get together at the Leamington golf Club for the past 2 years and it has been hailed a great success. The room is super with views over the golf course, the meal has been very good and the company, very pleasant. Tickets stay at a reasonable £25 per head and this year are payable in advance. You are most welcome to bring a guest if you wish. Please contact one of us or ask at one of our events. Below are a couple of pics from the last years lunch. **Tickets on sale now.**



Club Night at K.R.C. Wednesday December 11. 8.00 pm start.

Our festive evening with a slide show of the years events, a quiz, a raffle, plus free mince pies etc. your attendance would make the evening even better.

11 January 2025 to 12 January 2025 The Classic Bike Guide Winter Classic. Newark Show ground, Notts. NG24 2NY

For Sale and wanted.

Honda Deauville NT700V

Fuel injected 700cc v-twin on a 59 plate with 29k miles. Easy to ride and great all-weather bike with full fairing, heated grips, adjustable screen, built-in panniers, shaft drive and ABS. I bought it as a Cat N *project, stripped it and repaired or replaced anything that needed fixing. Also gave it a full service, including valve clearances.

MOT to next July, everything works and it's in nice condition but not a show bike,



so I'm only asking £1,500 with it being Cat N and no history apart from what I've done. If anyone is interested I can let you have all the details as well as photos of the refurb. MOT records on the DVLA website back up the low mileage and the V5 is in my name.
Mark 07772 402515

*Category N damage to a vehicle refers to non-structural damage. It means that the vehicle's structural frame or chassis have not been damaged in an accident. A Cat N bike is one that has been written off by an insurance company but could still be repaired and put back on the road

Triumph Bonneville

My 2011 Triumph Bonneville is still for sale. A club member can buy it for just £2750. It was advertised elsewhere at a higher price.

Triumph Bonneville S.E. ~~£3500, £2995~~, £2750 or near.

I am selling my 'Bonnie' as I have bought a new Triumph Speed 400 and do not have room for both. Tel./text 07786718867. Barry.

2011 reg. 32K miles. New M.O.T. Numerous extras fitted. Owned 6 yrs.

Kept in dry workshop. Reliable – toured Yorkshire last year. 800 miles across Wales and England this year.

a couple of small dents in the fuel tank.

No known problems. Fair condition.



I (Barry) also have for sale a brand new good quality fabric case/bag.

It measures 16 inches (41cm) by 12 inches (30 cm) and will hold a 16.5" laptop. It has 3 large compartments, 1 medium sizes, and 2 small ones as pictured. All zipped. As well as handles, it also has a shoulder strap. Many uses. £5 only.

Would make a good Christmas present! **See it on club night.**



Derek and Lorraine Carter are selling 2 very interesting bikes

Derek and Lorraine have decided to sell two of their bikes, due to the lack of use of both of them these days. They are the: 1913 350cc Douglas,

Pioneer certificated, and seen on many Pioneer runs up to the Covid outbreak. It has done some local trips since then, but needs a more enthusiastic rider now.



1913 Douglas 350cc. Image from Verralls of a similar bike

The other is the formerly 350cc M V Augusta, now 420cc, which doesn't have a kick-start, so needs a fit and healthy new owner. It is now an historic vehicle, and was registered by DVLA as a reconstructed classic, although the engine and frame are, we believe, 1972.

Both are up and running and on the road, so if anyone is interested and want more details, please feel free to contact us on carter06@btinternet.com. We are now in Barton on Sea.

Please contact them directly if you are interested.

Merry Christmas

