

Edition 16, August 2020

## Welcome to the first monthly newsletter.

I hope that you are well and surviving this on going ordeal. Just when you think that things are resuming some normality along comes a spike and knocks things back. We are looking at ways of organising meet ups, rides and other events. Our first meeting was held on Sunday last. Report and pictures on page 6 For our new readers, the artwork above was created by our 'chair' David Kendall and coloured by his daughter – a talented pair.

### Chairman's Chat

Welcome everybody, to our first monthly version of our Warwickshire Lock down Newsletter, and I hope you are all coping well with the latest government guidelines?

The biggest change, of course, is the mandatory wearing of face coverings in shops, restaurants and other retailers. I have resorted to wearing my collection of gaily coloured Buff's....those stretchy tubes worn around your neck and face to keep your neck warm, and stop those pesky flies from hitting you in the face while on a ride. Very convenient and cosy, and can be easily pulled up over mouth and nose when entering a shop.....although I do get some furtive sideways glances when entering my local building society! These colourful multi use items can be bought online from most sports, outdoor, or motorcycling emporiums....in fact, the VMCC also do their own version of a Buff, one size fits all for £2.50 and available from the VMCC shop.

By the time we get the all clear to ride our bikes, we can do so in the knowledge that we can also keep our necks and faces warm, cosy and free from flying insects....let's just hope we don't have to wait too long.

Stay safe...David Kendall

# THE HISTORY OF MY VETERAN MOTORCYCLE

## Part 2 of 2

In the last of the weekly newsletters (no. 15) I printed the first half of a tale submitted by ex section member **David Payne** who has now moved out of the area, It concerned a family heirloom. The second half of the tale follows this brief recap:

This is the story of my veteran motorcycle, a **1912 Triumph Free Engine Model**, or hub clutch as we generally know it these days. The model was introduced by Triumph in 1909 after they had patented their multi-plate metal clutch for the rear hub. Still a single speed belt driven bike but riding made easier by not having to 'pedal-off' or 'run and jump' to start, as most bikes were up to that time, although a stop to lower the gearing by opening the 2 piece engine pulley and shortening the belt were still necessary to accomplish an ascent of the steeper hills.

Bought a couple of years old, It was well used. Then passed down through the family till it ended up in David's uncles loft for many years. Prompted by David, the uncle decided to restore it and was given the name of VMCC member Colin Missen as some one who could help:

Being given the name of Colin Missen proved to be the help he needed. Not only was Colin willing to help him with some of the missing parts but his enthusiasm and knowledge for old motorcycles was infectious. He gave my uncle information about where items could be obtained and detailed instructions on the subsequent assembly. Even with this help though due to the pressure of home and business the assembly took over 10 years. The bike was finally completed in 1976 and uncle was proudly photographed with the bike by the local paper. For some reason my uncle never started the engine, although he had promised the first ride to Colin for all his help, and the bike was kept under an old velvet curtain in the front room of the house. Sadly, three years later in the winter of 1978/79 after clearing snow from the path he came back into the house, suddenly collapsed and died.

Some weeks later I discovered that he had left me the Triumph in his will, so the bike was duly collected and stored in my garage. At this point I have to say that because my parents had not allowed me to have a motorcycle when a teenager my license did not cover me to ride a bike, and as the Triumph is 499cc I had to purchase a smaller engine bike to be able to take the necessary test. Whilst this was going on, I still wanted to get the

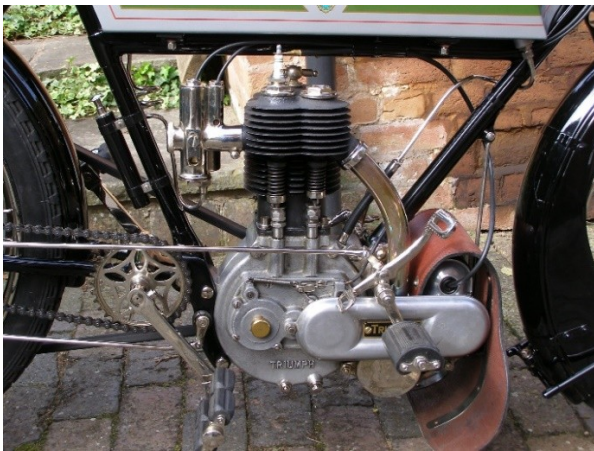
Triumph going and Colin Missen again came to the rescue being pleased to help with the timing of the magneto and instruct me in the finer points of riding a veteran bike.

*: David and Colin with the Triumph*



I then told Colin I would like to keep my uncle's promise to him and give him the first ride on the bike. He didn't take any persuading and after

the bike had passed its Mot test it was entered for the 1979 Coventry Parade. Colin duly completed the run with no problems and to my surprise was awarded the Triumph Cup by the judges. Having passed my motorcycle test I rode the bike for a year or two but then with business pressures had little time to use it and unfortunately, as we had moved house, the Triumph was relegated to an old barn and subsequently a shed in the garden, where it remained until 2004 when we moved home once again. This time it was at least kept in a dry brick store however it's time in the barn and the shed had taken their toll and it was in a sorry state. When I finally got around to recommission it a few years later it obviously needed a considerable amount of work, so I took the decision to strip it down and completely rebuild it. Several of the nuts and bolts which had been fitted previously were not the original Triumph design and were replaced with the correct shape components, the frame, tank etc., repainted and the nickel plating re-done.

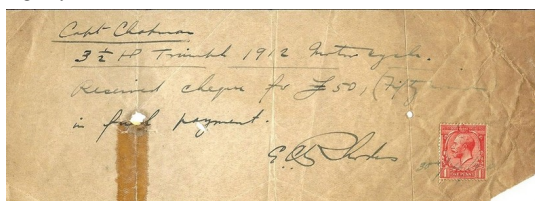


Picture showing modification Grandfather made to the tappets and the Binks 3 jet carburetor he fitted.



The Banbury Run 2015  
Passing the Antelope Inn at Lighthorne

The restoration was completed in 2010 and has since been ridden regularly, however riding a bike with little power in modern traffic can, shall we say, be 'challenging'. The brakes are primitive, the front one being a bicycle stirrup type operating onto polished nickel plate – I call it my rim polisher! The rear one is the main brake, but it has nowhere near the stopping power of modern vehicles so one always tries to leave plenty of room, hoping you don't have someone overtake and then decide to brake sharply. The rocking front fork can cause problems when negotiating corners on our uneven road surfaces, but it does keep you concentrating on the road! Having said all that riding a veteran is a great experience and one I thoroughly enjoy. I have used it in local Warwickshire VMCC Section events as well as completing several Banbury Runs and SMCC Pioneer Runs. Much to my surprise it was awarded the Harold Scott Trophy at this years' (2015) Banbury Run.



£50 Receipt to Captain Chapman for the 1912 Triumph

My thanks must go to the late Colin Missen and Ian Jennings for all their help and advice during the restoration.



These are 2 popular runs from better times



*Start of the Spring run 2017*



*End? of the 2017 Spring Run*



*Autumn Run 2018*



*Autumn Run 2018 rogues gallery*

## THE WORLD'S FASTEST INDIAN

By Judith Coote,

On holiday in 2017 in New Zealand, I was looking on the map to find our next overnight stop and suggested Invercargill to Malcolm, who immediately said “the world’s fastest Indian, Burt Munro”. I must have looked uninterested at this point because I then received the full explanation. “The World’s Fastest Indian” was a 2005 film depicting the efforts and success of Burt Munro, a New Zealand motorcycle racer, famous for setting an under 1,000cc world record at the Bonneville Salt Flats on 26th August 1967. This record still stands; Munro was 68 and was riding a 47 year old machine when he set his last record. Burt Munro had lived in Invercargill and his motorcycles were still there. In the late 1970’s, following a stroke, Munro sold his motorcycles to his friend Norman Hayes and Norman is part of the E. Hayes & Sons family business which is based in Invercargill. However the E. Hayes & Sons store is so much more than just a hardware and engineering shop. Within the store and free for all to view, is an eclectic mix of classic, vintage and modern motorcycles, cars,

engines, equipment and memorabilia which today makes up the E. Hayes Motor works



Collection. The centrepiece of the collection is Burt Munro's authentic, original and legendary "World's Fastest Indian", and the complete wall from Burt's shed of the 'Offerings to the God of Speed' which are all the failures from his numerous record attempts. The infamous 'Offerings to the God of Speed' 1 of 5 Replica Streamliners made for the film. 1 of 5 Streamliner Replicas made for the film. Burt's other bike, a 1936 MSS 500cc Velocette, which was known as the Five Pound Velo because of what he paid for it (\$10.00). Burt developed this over many years and in the end had a capacity of 650cc and runs on methanol. The bike has been timed at 138mph and has done a standing quarter mile in 12.3 seconds. Burt had hoped to take the bike to Bonneville and achieve 160mph in the Indian streamliner but failing health prevented this. we are quite sure is the "World's Fastest Velocette"



*one of the 5 replica streamliners  
used in the film*



*1936 MSS 500cc Velocette,*

## True ....or False?

- 1 T.E. Lawrence, better known as Lawrence of Arabia, was a Harley-Davidson aficionado.
- 2 Honda had a successful ad campaign featuring the tag line, "You Meet the Nicest People on a Honda."
- 3 At the turn of the last century, there were only two motorcycle manufacturers in America.

- 4 The value of a vintage motorcycle is determined exclusively by its age.
- 5 Vintage bikes are generally considered those made before 1974.
- 6 Philip Conrad Vincent, the founder of Vincent-HRD, studied at Oxford.
- 7 Steve McQueen, James Dean and Bob Dylan all rode Triumph motorcycles.
- 8 Cafe racing describes a type of racing that involves drinking coffee while riding.
- 9 T.E. Lawrence named many of his Brough Superior motorcycles after Queen Victoria.
- 10 Elvis Presley rode only Honda's.
- 11 BMW motorcycles are known by many fans as "the thinking man's motorcycle."
- 12 Moto Guzzi motorcycles have been in production for 100 years.
- 13 Before it made motorcycles, Kawasaki made furniture.
- 14 At the time of their release, some Brough Superior motorcycles cost as much as a house.

### Answers on page 8

A 10-year-old girl was walking down the street when a big man on a big-old motorcycle pulls up beside her and says, "Hey little girl, do you want to go for a ride?"

"NO!" says the little girl as she keeps on walking.

The motorcyclist pulls up beside her again and says, "Hey kid, I will give you £10 if you hop on the back."

"NO!" said the little girl and proceeded down the street a little quicker.

The motorcyclist pulls up to the little girl again and says, "Okay kid, I will give you £20 and a BIG bag of sweets if you hop on the back of my bike for a ride."

At this point the little girl turns to him and screams angrily, "Look Dad, YOU bought a Harley instead of a Triumph so, YOU ride it!"

### Our first post lock down 'meet-up'

Last Sunday we held an informal meeting at The Dog Lane Fishery situated just outside Napton village in South Warwickshire. The site comprises 2 lakes, a touring caravan area and, more importantly for us, a cafe serving hot drinks and a variety of hot breakfast rolls. About 2 dozen members and friends of members arrived on a



variety of bikes, 2 cars and a very nice 1938 Morgan 3 wheeler. The oldest bike was a lovely 1926 Sunbeam ridden by Alan Jones,



*Alan's Sunbeam*



*Some of the assorted bikes*

The other pre war bike was an equally desirable Triumph 3H from 1939 ridden by Eddie Workman.

Another bike that caught the eye was a rare 1975 Silk 700S. A water cooled 2 stroke.



*A smooth looking Silk*



*bikes and riders*

The event seemed to go down well with lots of favorable comments. We are planning a similar event at another location on Sunday 23 August. So if you missed this one perhaps you will attend the next?

If you know of another suitable location in your area then please let us know.

Upcoming sale at Bicester Heritage Centre including this Vincent



Remember when dad took you and your family to North Wales in the Vincent? He ran out of petrol and you had to walk five miles to a garage, and then you got a lift back to the bike on a coal lorry? On the ride home you went blackberry picking and you ate too many and was sick. And then it rained and everyone got drenched. If you haven't got memories like these, you simply ain't trying hard enough. And this 998cc 1952 Vincent Series C Rapide and Watsonian Albion rig is crying out to make those kinds of memories—and you only need one such ride to last a lifetime. Bonhams will be auctioning this bike at the (online) Bicester Heritage Sale, 14th - 16th August 2020. The estimate is £22,000 - £28,000. The Vincent, apparently, was originally fitted with a chair. But that got detached somewhere (North Wales maybe), and another was fitted in 1993. People generally think of Vincents as high speed solo velocipedes. But we actually prefer 'em like this. Big, strong, long-legged family plodders. If you buy this bike, don't leave it in a shed. Go to Margate, Brighton, the Lake District, Peking. Splash some stickers everywhere. Break down somewhere memorable. Run out of petrol. Do some gun running. As we're fond of saying around here, the great affair is to move. This motorcycle could provide you with the greatest trip of your life if you handle it right. Are we right?

**Courtesy of Sump magazine August 2020**

### Secretaries Shorts

Someone 'in the know' has told me that a 'major event' involving classic cars and bikes will take place in Coventry on 26 September subject to the council's approval....so keep this date free! More details later.

My Tina project is on hold at the moment awaiting the auto-electrician to come out of lock down. Do you know of a reliable motorcycle electrician, reasonable rates?

My Bridgestone .... Still awaiting news from the DVLA regarding registration.

We are planning another Sunday morning meet on 23 August as well as a mid-week one. More details to follow.

The entries for our virtual Fantasy Coventry Parade are being 'pored over' now and the trophy winners will be announced very soon.

**Stop Press!** Got my T90 started this morning (Monday)....no fire this time!

### Answers to True or False:

1 false he rode Broughs

2 true



3 false there were hundreds, but most didn't survive

4 false !!

5 false !!

6 false he studied Mechanical Engineering at Cambridge

7 true

8 false It was the length of a song.

9 false All his Broughs were called George I, George II etc He died on George VII.

10 false. Elvis rode all makes.

11 true

12 false Only 99 years! Next year the centenary.

13 false The Japanese company made just about everything but furniture, including ships, jets and heavy machinery before it got into the motorcycle business .

14 true

Thats all for this issue. If you can submit an article whatever length please email it to me.

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