



THE AYR CLASSIC NEWSLETTER

DECEMBER 2021

ISSUE 241

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From the Editor

Welcome to the first club newsletter from its new editor. I hope you approve of the style and the contents, some of which are also new.

I appreciate that it has been some time since the last edition was published. The club has struggled to persuade (strong arm) a volunteer to take over from David Wilson who did an excellent job, not forgetting Robert Mitchell who produced an edition for the website. It may also be that due to the pandemic there has not been as much for the members to report about.

The newsletter can only be a success if it receives articles / photographs from the members on what you have been up to. Therefore, if you attend a club run, please write me a short article, e.g. where did you go, who attended and what bikes were they riding? Include any photographs you may have taken of the event. If you post your activities on the club's Facebook page then send them to me as well, as not all of our members use Facebook. In addition, if you have spent time during the pandemic in your garage working on your pride and joy (or should that be in the plural?) some photographs or an article would be welcome.

A new item which will be repeated each month is "The Club Member of the Month". We have over 100 members in the club, and if you are like me, I doubt if you know all of them. Therefore, I have created a short list of questions for the invited member (selected at random) to answer about themselves and their bikes / biking history. The first one is Ricky Leiper as he was elected our new Chairman at the recent AGM.

I would like to thank Alan Kempster and Drew Robertson for their contributions this month.

Paul Wilkinson

(Front cover Ricky Leiper's Guzzi)

Club Member of the Month

Name – **Ricky Leiper**

Club Position – **New Chairman**

Age – **62...yeah!**

How long have you been a club member? –
Around 7 years

Favourite club event? – **Favourite club event is obviously the Classic Show. It's where I joined, got involved in the show, then onto the committee, and here we are.**

How old were you when you bought your first bike? –
13ish, a Raleigh rm 6. We were on a farm so was ok. A crashed honda ss50 followed when 16, then a Kawasaki ke 175 which my dad signed guarantor for. Bought from John George in Glasgow.

Still owned? – **None of them now, come through a few xl250 hondas, one a motosport built in east Kilbride then ridden to Motherwell under cover of darkness..lol**

A long layoff from bikes, then a beautiful xs650, traded at Scarys for a 750 virago which was traded for an 1100 virago which I still have.



Current bike? – **Usual bike is madame guzzi, a 95 California. Really nice until she throws a stop...usually electrical..italians eh..lol Other bikes in the stable are a BSA B40 and an AJS 16ms, oh and a Puch maxi which was found in a church..**



Favourite biking memory? – **I have a picture taken in 2002 of myself, Anne and the previously mentioned virago 750, way overloaded on a 3week wander through France and Spain. Were with friends on their Harley and, well happy days. Married Anne 3yrs later, so that worked..lol**

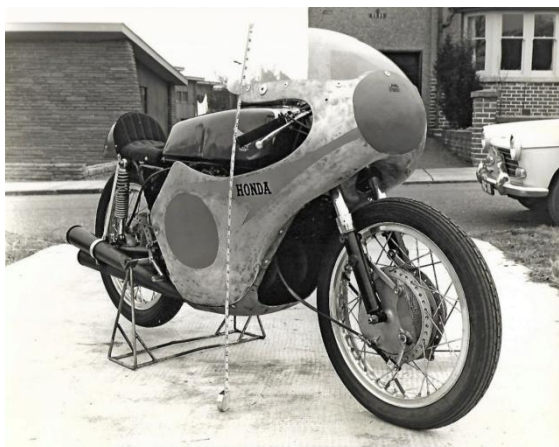
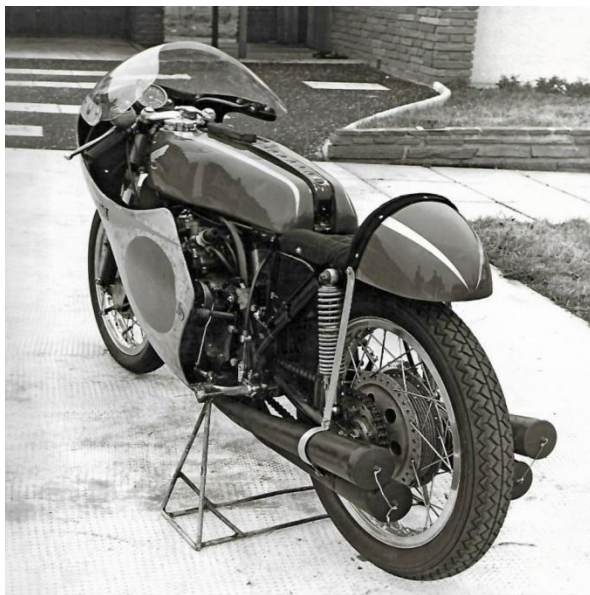
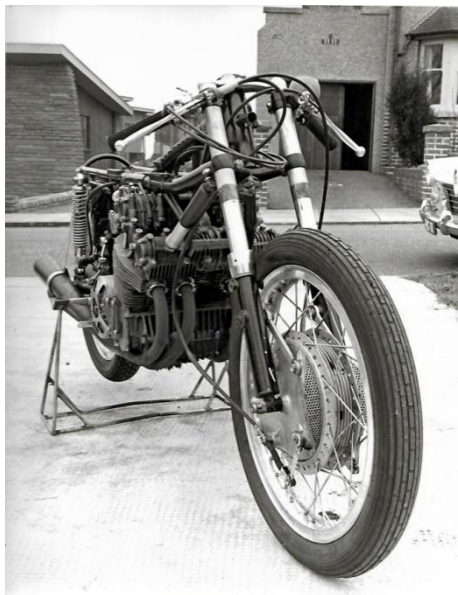
Any other words? – **Really enjoy being around older bikes. Not much time for newer stuff, in fact being self-employed sometimes not much time for bikes but hey ho.**

Been a member of a few clubs now and on a few sites\pages as well and enjoy being around people with a real passion for what we do.

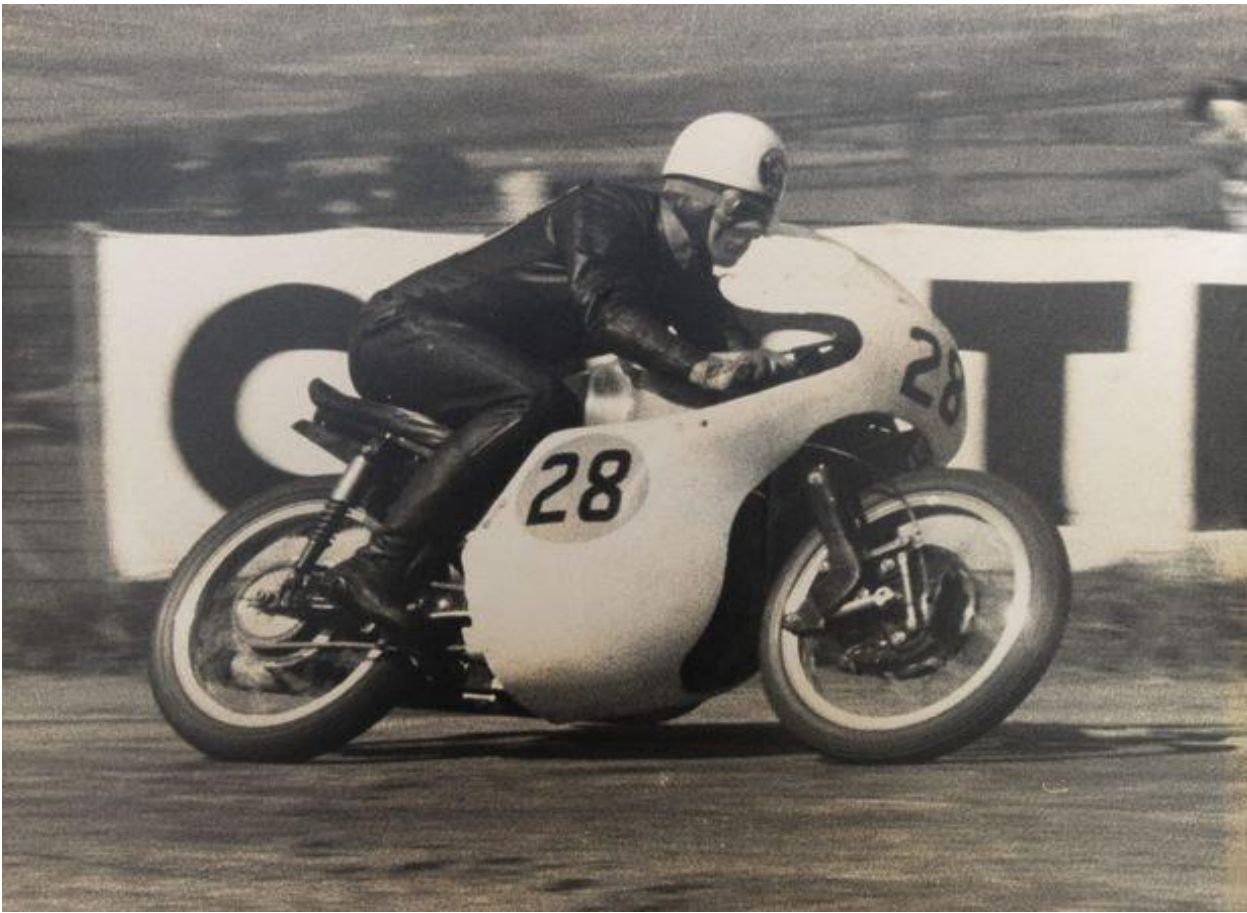


Ayr's Honda Race Bikes. (Alan Kempster)

Back in our June 2020 issue of the ACMCC Newsletter, Stuart Miller had posted a few old photos he'd been given showing a Honda race bike. Photographs were taken by Graeme Morrison of Prestwick Road in Ayr. They came into his possession through a friend of the late Glen Henderson, who we understand had run bikes at the TT Races. Is this one of the bikes that raced there?



Three years ago, in 2017, Glen Henderson, one of Ayr's most renowned sons died at the age of 84. Engineering was in his blood. Born Frederick Glen Strathern Henderson, he was a grandson of Sir Frederick Henderson of D&W Shipbuilders of the Clyde, who built many well-known marine vessels. He was brought up by his granny in her flat in New Bridge Street. Glen went to nearby Ayr Academy until he was 15, although his interest in motorbikes outstripped his interest in school. That was due to his friendship with photographer Graham Morrison, who had a studio in Academy Lane. Graham raced motorbikes in the pre-war days and was an inspirational figure for Glen. Completing the trio was Paul Biagi, whose parents had the Academy Cafe. Paul was a lifelong friend of Glen's, and a born engineer. Glen was also a keen speed skater and broke the quarter mile British speed skating record in 1954.



Glen Henderson at Isle Of Man TT races in 1958

Granny Ann Aitken bought him a 250cc Triumph motorbike in 1947. She also paid the 15 shillings a week rent on a lock-up in Alloway Street. Glen started repairing motorbikes, and was gaining a profile as a racer. Ann even pawned her fridge to purchase fuel for her grandson's racing bike - Glen won the Scottish Motorcycling Championships on the sands at St Andrews aged 16.

In business he expanded into an adjacent lock-up, and soon acquired a shop in Kyle Street and became one of the largest motorcycle dealers in Scotland at that time. By 1957 the Glen Henderson business was selling Bubble cars, then in 1958 came the first NSU Prinz 600CC cars – and an Austin franchise.

Jack Adam, one of the top riders of the day, teamed up with Glen, working on engines for Grand Prix Motorcycle Racing. Glen himself kept riding motorbikes up to 1958, coming 10th in the Isle of Man TT. He raced at Brands Hatch, all the British racing circuits and all over Europe taking part in Grand Prix events. When he sustained a serious crash at Kirkcaldy in the Scottish championships he stopped racing for good and took to preparing racing bikes.

Business prospered and in 1961 a young up-and-coming Irish rider, Ralph Bryans teamed up with Glen. He caught the eye of the emerging Honda racing team, and went on to be a world champion. Glen also became associated with legendary engine designer Jack Williams of AJS.

In 1963 the pair prepared a special works Honda for top rider Jim Redman, who had a protégé, Bruce Beal, from Rhodesia. Jim Redman won the world championship that year, with Bruce clinching second in the last race of the season at Monza. Both were using Honda engines prepared by Glen and Jack. The bike in the pictures, which came from a friend of Glen's and taken by Graham Morrison, could well be one of these, maybe a Honda RC162?

In the eyes of Honda, Glen could do no wrong, and he was selling hundreds of their motorbikes. Glen also became the Scottish dealer for Lancia and Porsche cars, and later Volvo, BMW, Mercedes-Benz and Mazda. More on the business can be found on the web.

Bob Mac...etc,

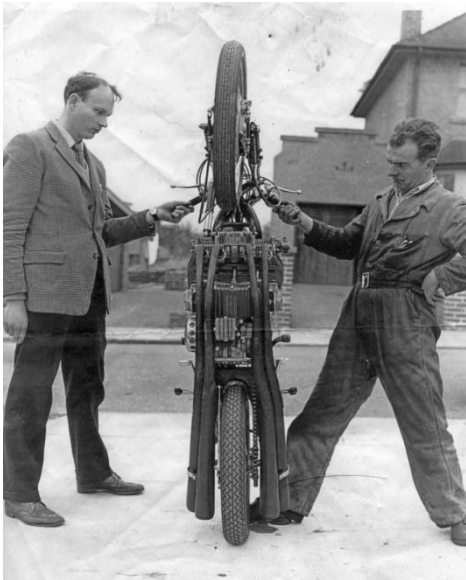
Trying to do a bit of research into this, I had a good look around the web and also contacted a couple of good friends of the club, Willie Muir and Lenny Hartley on Arran.

Lenny and Willie came up with lots of good stories. Willie it seems had been involved checking out the Honda works racers of Jim Redman, Ralph Bryans and Bruce Beale bike's electrics before they went off to the Isle of Man TT. Lenny understands that Glen Henderson was instructed by Honda to dispose of the bikes in the Clyde at the end of each season! This seems to have been true, although Willie reckons that around 40-50 bikes (mainly 125s), were taken away by Honda on a lorry down to Liverpool, and then put on the Isle of Man Ferry and dumped overboard into the Irish sea! Maybe not all of these were Hondas, as its rumoured a few were swapped with Bantams before the trip and many of the 125s continued racing in Britain. However, 2 Honda fours and possibly a 250 six engine, maybe Redman's bikes, never made the boat trip, having been left behind in Henderson's workshop.

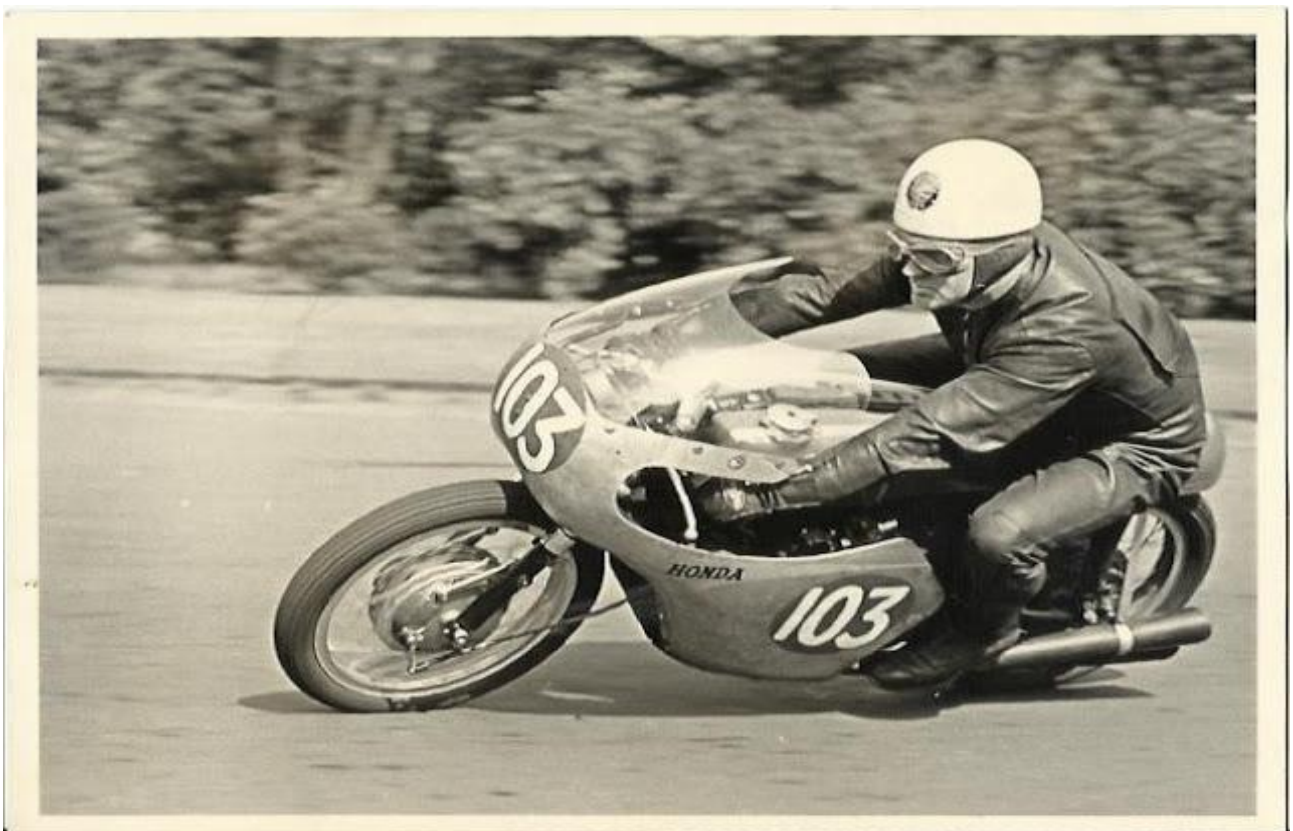
Willie told me he obtained two 250 fours, and a spare engine etc, that he'd had an eye on for a while in the corner of Glen's workshop. When he caught Glen in a good mood one day he did a deal. It is said Mike Hailwood had also been involved acquiring some of the best parts to keep his bikes going. He says that the bike in the Sammy Miller museum was one of these two, while the other ended up with Maurice Ogier on Jersey. Ogier was the sponsor of famous racer Alan Cathcart, and they planned to rebuild the Honda, get the missing engine internals made, and race it.

Apparently, there was a series of articles in Classic Motorcycle Mechanics Magazine telling the story of the rebuild (has anyone got any of them?). Lenny met a guy at the Classic bike show at Stafford about two or three years ago who was from the Channel Islands, so he asked him about the Hondas. He advised that he was a friend of Ogier, and that a lady from Honda arrived at his door and said they wanted the bike back! She supposedly offered him any bike he wanted in exchange and he asked for, but I don't know if that really happened. Willie gave Ogier the best part of two bikes, and reckons Honda realised that Ogier was intending to put the bikes on the racetrack again. Honda may have threatened to reclaim the bikes. Willie said of his two, one ended up going to a German collector, and the other to the Sammy Miller museum.

Lenny dug out another photo taken at the same time with Glen on the left. *(From Gordon Brown of Eclipse Motorcycles - permission to use here, do not reproduce or share elsewhere)*



Above right (from Phil Edge - IoM) - Bob Mac on a Honda four at Oulton Park in 1962, before his fatal crash. Possibly a 285cc(?), which he may have ridden instead of the Norton in the 500 race, had it not broken down.



Bob Mac Racing the 285cc Honda at Beveridge Park, Kircaldy in 1962. (photo by Andrew R Bell)

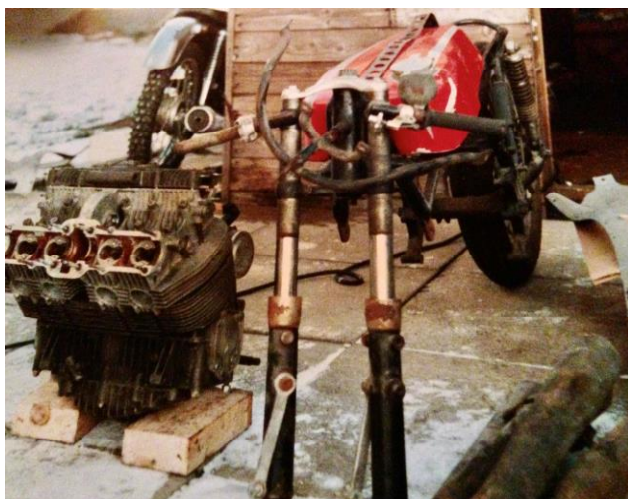
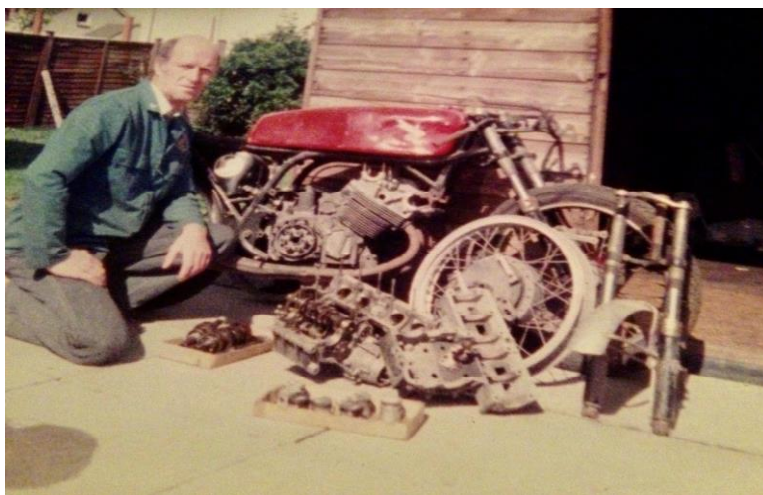
During 1962 McIntyre, a pal of Henderson, was blessed with full works machinery from Honda. He finished 2nd in the Spanish, French, Dutch and German 250cc Grands Prix but had little luck at the Isle Of Man TT with a non-start in the Senior TT and mechanical problems in both the 250cc and 350cc events. His best performance of 1962 was probably

the Belgium 250cc GP at Spa-Francorchamps, which he won in front of 100,000 spectators. A week later he finished 2nd to Jim Redman in the 250cc GP in West Germany and finished a credible 4th on a rare outing in the 125cc GP.

According to Willie all these bikes had slight differences, but he confirmed that Bob's Honda had the single leading shoe front brake that is clearly visible in the photos, but he reckons Bob got his bikes through Artie Bell's Honda dealership in Belfast. It is unlikely this bike in the photos taken in Ayr was one of Bob MacIntyre's Hondas?

Hopefully more information will come to light and we can add to the story. I managed to check out more of Willie's recollections of those interesting days when we were allowed to meet up again recently after lockdown.

Willie with the bikes, in his back garden, any years ago.





A few bits and pieces Willie still has today.

Many thanks to Willie and Lenny

Useful links:

<https://motogp.hondaracingcorporation.com/history/>

<https://www.classicbikeguide.com/mike-hailwoods-machines-2/>

<https://nationalmotormuseum.org.uk/vehicle-collection/honda-rc162/>

https://www.vf750fd.com/Joep_Kortekaas/1961.html

<http://www.mikethebike.com/index.html>

<https://www.motorsportmagazine.com/archive/article/november-2019/104/honda-1960s-motorcycles>

<http://blackcountrybiker.blogspot.com/2011/06/bob-mcintyre.html>

<http://www.saltmine.org.uk/kgb/sammy.html>

Minutes of the 33rd Annual General Meeting of Ayr Classic Motorcycle Club
Held on Tuesday 9th November 2021 in Glenburn Miners Club, Prestwick
Meeting opened at 19.45 with 31 members present.

Robert Mitchell gave a warm welcome to the assembled company and opened the meeting.

Apologies for absence were received from, David Mcleman, Neil Cowan, Chris Jackson, Bob Faulks, Nigel Winless, and Joseph Keefe.

The minutes of the 32nd AGM were proposed as correct by Ian Howie and seconded by George Campbell.

Chairman read out his report and thanked everyone present for their support over the last eight years.

Treasurer's Report:

Stuart gave a thorough report on the finances of the club. Detailed Accounts were provided bank balance very healthy.

Stuart thanked Paul Wilkinson for auditing the accounts; he then gave a detailed breakdown of figures.

Niall S proposed the acceptance of accounts seconded by Brian B

Club membership stands at 97 members (14 New)

Election of Office Bearers and Committee:

Chairman	Ricky Leiper	proposed by Davie A	seconded by Niall S
Vice chairman	Robert Mitchell	proposed by Stuart M	seconded by Brian B
Secretary	Brian Baillie	proposed by Robert M	seconded by Stuart M
Treasurer	Stuart Miller	proposed by GeorgeC	seconded by Nigel W
Auditor	Kevin Woods	proposed by Brian B	seconded by Ken R
Newsletter Editor	Paul Wilkinson	proposed by Alan O.P	seconded by Kevin W
Show Co-ordinator		Robin Burnside and Committee	
Membership Secretary		Paul Wilkinson	
Webmaster		Robert M and Paul W	
Runs Co-ordinator		David Rowell and small sub committee	

Committee members elected for two years:

Ricky Leiper (Chair) ,Robert Mitchell (vice chair), Alan O Pray, Iain Howie, George Epsworth, David McLeman, Neil Summerville, David Rowel, Neil Kershaw, Robin Burnside, Owen McGeary, David Wilson, Scott Robertson, George Campbell, Ken Robson, Paul Wilkinson, Scott Robertson, Brian Baillie, Nigel Wanless.

New committee member:

Kevin Woods proposed by Alan O.P seconded by Brian B

Those stepping down from committee: Nil

A.O.C.B

It was proposed that subscriptions be increased to £20 and accepted.

This was partly due to us having no show income.

Membership fee and Serial Number

Paul will allocate all members with a number which can be used as proof for insurance purposes.

Show for 2022

Robert gave an accurate account of complex rules that need to be followed to hold a show at the racecourse.

Due to many rules and covid it was decided to change the format of a show for next year, perhaps a lower key event.

Club Dinner

Many thanks Niall for organising the club dinner for next year Friday 25th February, the cost of the meal will be subsidised by the club. The meal will be held in the Burns Centre.

Further details to follow with sample menu. Discussion followed by the membership asking why the club should supplement the cost, this might need to be reviewed in the future.

Club /runs

David Rowell gave an excellent presentation to the membership explaining the new runs programme proposals. He answered many questions from the audience. One idea was for a couple of shorter runs to encourage the older classic bikes on a shorter run as most members use a modern bike on runs.

Club Regalia

Niall S asked the membership might want to purchase, T Shirt, sweat shirts, Polo, Cloth Badges, stickers and neck tubes. From the survey he will see if it is possible that members could place an order from the club website.

Coffee meet

Paul W would like for members to meet for a chat and a coffee, on a regular basis venue to be arranged.

The first meeting of the new committee and show committee will be on Tuesday the 16th November at 7.30pm at the Glenburn club hall.

Vote of thanks to all by Robert.

The meeting closed at 21.20.

Treasurer's Report – (Stuart Miller)

AYR CLASSIC MOTORCYCLE CLUB

These are the accounts for Ayr Classic Motorcycle Club covering the 1st November 2020 to 31st October 2021 accounting period. They do not include the costs of holding the Annual Dinner in 2020 (cancelled due to Covid19) or the deposit to Ayr Racecourse for the 2020 Scottish Classic Motorcycle Show, this was shown in the 2018/19 accounts and has been carried over to 2022.

Summary of Club's Accounts for 2020-2021 (2019 - 2020 figures in brackets)

The Club accounts were checked by the Auditor and found to be correct.

The Club continues to have a healthy Bank Balance of £14,366.33 (£14,927.35) though a decrease of (£561.02). In addition, the Club is holding cash in hand of £108.74 (£180.59).

The deficit for the year was £632.87 (Deficit £2,593.84).

There were no Show Costs in this period £0 (£577.49).

We continue to show a healthy bank balance for a club, the committee has managed expenditure to best of ability with outgoing in the main limited to required items and committed expenses.

A review of the Club accounts reveal the following:-

Club Income - £1,057.85 (£2181.50).

1. Subscription income at £1,047.85 (£1,098) shows a small decrease, our Membership Secretary keeping the membership numbers accurate and stable year on year with a number of new members this year and the use of PayPal payments through the website accounting for 32 members.
2. No Show income has been reflected in the overall Club income.

Club Expenditure - £1,690.72 (£4,775.34).

1. Show costs were £0. Ayr Racecourse have been good enough to allow the transfer of the £300 deposit to 2022.
2. We made a £75 donation to the Boars Head in Colmonnel when we had to cancel the Braveheart Run.
3. The Club Christmas Dinner was cancelled due to Covid19 therefore zero cost.
4. BMF affiliation fees are due in December as normal.
5. Club nights and meetings cost £70 (£201.70) with increased numbers attending the one evening we managed in October 2021.
6. Our webpage and miscellaneous expenses cost £1,168.72 (£1,645.62). This included the website Phase 1 completion costs and support costs £863.75

Show Income - £0 (£0)

1. The show was cancelled again due to Covid 19

Show Expenditure - £0 (£577.49)

1. No show costs due to cancellation

Prepared by Stuart Miller, Hon. Treasurer.

31st October 2021

AYR CLASSIC MOTORCYCLE CLUB			BALANCE SHEET 2020 - 21 - AS AT 31 OCTOBER 2021		
CARRIED FORWARD	2020	2021		2020	2021
Bank Current Account	£ 17,550.49	£ 14,927.35			
Cash in hand	£ 151.29	£ 180.59			
TOTAL	£ 17,701.78	£ 15,107.94			
The figures as shown on this sheet includes all payments made or received and all cheques issued up to 31st October 2021					
INCOME			EXPENDITURE		
Subscriptions	£ 1,098.00	£ 1,047.85	Stationery & Postage	£ -	£ -
Dinner (incl Raffle)	£ 1,053.50		Dinner (incl Raffle)	£ 1,710.53	
Bank Interest	£ -		Newsletter publication		
Scottish Classic Motorcycle Show	£ -		Scottish Classic Motorcycle Show	£ 577.49	
Merchandise	£ -		Club Merchandise	£ -	£ -
Miscellaneous Income	£ 30.00	£ 10.00	Equipment & Cartridges	£ 43.00	
TOTAL INCOME	£ 2,181.50	£ 1,057.85	Club Nights & Meetings	£ 201.70	£ 70.00
			Club Runs & Events	£ 70.00	
TOTAL	£ 19,883.28	£ 16,165.79	BMF & SVVF Affiliations etc	£ 377.00	£ 377.00
			Donation to Charity	£ 150.00	£ 75.00
SURPLUS / (DEFICIT)	-£ 2,593.84	-632.87	Miscellaneous & Website Expenditure	£ 1,645.62	£ 1,168.72
			TOTAL EXPENDITURE	£ 4,775.34	£ 1,690.72
Signed:		Date: 31 October 2021			
Stuart Miller					
Hon. Treasurer			CARRIED FORWARD	£ 17,701.78	£ 15,107.94
			TOTAL INCOME	£ 2,181.50	£ 1,057.85
I the undersigned have examined the books and receipts, etc. and to the best of my knowledge would agree that this is a true statement of the monies of the Club			TOTAL	£ 19,883.28	£ 16,165.79
Signed:		Date: 31 October 2021	TOTAL EXPENDITURE	£ 4,775.34	£ 1,690.72
Auditor			Total Balance	£ 15,107.94	£ 14,475.07
			Cash on hand	£ 180.59	£ 108.74
Prepared by Stuart Miller, Hon. Treasurer			Bank of Scotland - Bank Account	£ 14,927.35	£ 14,366.33

Technical Article – (Drew Robertson)

Brian Ballie recently had a weeping nipple problem. Nothing to do with pregnancy, 'twas the front calliper on his much loved 400/4. So, we had a good old scrutiny and 'twasn't obvious but the calliper had been sleeved. Threads were gunged, but worse it was off-centre so the nipple seal would be unreliable. Miracle it lasted so long.



Brian had bought a M7 stainless replacement which appeared to be the same thread but it wasn't quite right. Much measurement and cogitation, the sleeve had been tapped for an imperial nipple. Duh. Nevertheless, it looked like the tap he'd brought with him would do a reasonable job of cleaning it up and all went rather well till finishing off then "ping", that sickening sound of a snapping tap. Brian was not particularly impressed. Honest, I rarely break taps and drills, only crap ones, honest.

It is possible to drill out HSS using a decent carbide cutter if everything can be jugged up really tight. Done it in the past but not for this sort of situation. So, Brian left disconsolately, slightly unconvinced that I'd a snowball's chance with diamond burrs in a Dremel type thing (a gift from Naill, thanks). Oh ye of little faith. Gentle high-speed pressure, water lube, it's quite easy to direct round nose burrs right down the middle. A mere three hours later the cutting tines



separated and fell out. Judicious cleaning up with another tap and the thread was pretty good.

Thinking I could re-form the nose seat with a good crank on the nipple, the nose bent. Oh come on, gives a break. The nipple had been over-generously drilled and slightly collapsed the side hole. So, I drilled it through to make a corresponding hole on the other side such that it might collapse straight, then skimmed it true on the lathe. For the off-centre hole I made up a drilled plug, slavered it with Loctite and pressed it home with the nipple. Not to be recommended for brake burners 'cos it would soften at high temp but I've never seen Brian doing a stoppy and the nipple keeps it right anyway.

All seemed air-tight. Brian refitted and filled the system then ty-wrapped the lever hard to the bars overnight. Didn't weep. Result!

So, learned from the experience.....

- 1) As always, what has someone done before?
- 2) Some imperial nipples are very close in thread pitch and diameter to metric. Check very carefully.
- 3) Best to drill through stainless nipple nose hole to make corresponding hole on t'other side.
- 4) Main thing though, HSS *can* be ground out with cheap diamond burrs. And it's great fun.

Club Tools

The club own a selection of tools which are available for borrowing by club members.

To borrow tools, please contact Ian Howie (pictured)

M: 07792 827 835

In addition, some members may have specific workshop tools that are relevant to the marques they are interested in. Contact the specialist for more information.



Valve Lifter
Engine compression tester
Battery Charger
Oil Filter Wrench
3 Jaw Ratchet Wrench
Multimeter
Carb Balancer (4,3 or 2)
Impact Driver
Norton Clutch Tool
Tyre Bead Breaker
Motor Cycle Wheel balancer

Gudgeon Pin Remover
Torque Wrenches, Med& Large
Voltmeter Ohmmeter (self powered)
3 Prong Puller
Set of Circlip pliers
2 Micrometers
Timing Disc
Set of Taps
Norton Exhaust C Spanner
Chain Breaker and Riveter
Valve Grinders (suction cups with paste)

The Club Dinner

This year's club dinner will take place on Friday 25th February 2022. It will be held at the Robert Burns Museum, Murdoch's Lane, Alloway KA7 4PQ. Access will be available from 7:00pm, with the meal being served from 7:30pm. It will be a set meal (details of the menu are provided below) and the cost is £35. The club will subsidise this by £15 as in previous years.



Dinner Menu

Seasonal Soup

Served with a Crusty Roll

Haggis Bon Bons

Served with Mustard Mayonnaise

Local Smoked Salmon

Capers, Shallots, Lemon and Buttered Brown Bread

Chicken Balmoral

With a Whisky Sauce & Seasonal Vegetables

Braised Shin of Scotch Beef

With Red Wine Jus & Seasonal Vegetables

(Vegetarian Option)

(Mushroom Risotto)

Freshly Baked Apple Crumble

Served with Ice Cream

Cranachan Cheesecake

Served with Raspberry Coulis

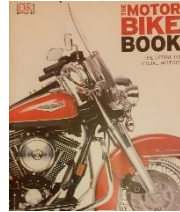
Lemon Posset

For Sale

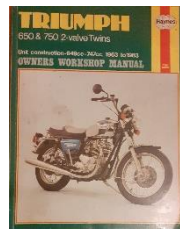
GeoRgE Campbell has 3 motorcycle books that he wishes to be relieved of as he has no room to keep them long term.

Available to any members and a suggestion of a small donation to Club funds would always be appreciated. Contact GeoRgE at: ghcc@btinternet.com if interested.

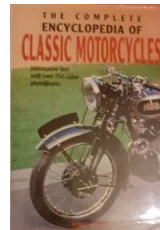
Motor Bike Book 2015, 320 pages
ISBN 978-0-2412-4021-2



Haynes – Triumph 650 & 750 2 valve twins
ISBN 0 85696 890 0



Encyclopaedia of Classic Motorcycles 2005
299 pages
ISBN 90 366 1497 X



Events Calendar

Event	Date
9 th January 2022 *	Braveheart Run to the Boars Head at Colmonell. The meeting point is Girvan at 10:30 David Rowell will post on Ayr Classic MC Members and Friends Facebook site to try and identify how many members will be attending.
11 th January 2022 *	Bring & Buy Club Night at Glenburn Miners Club, Prestwick
6 th February *	Haggis Gathering, Lanark
8 th February 2022 *	Inter club quiz night at Glenburn Miners Club, Prestwick
8 th March 2022	Visit to Cumnock Vintage Village Museum
12 th – 13 th March 2022	The Scottish Motorcycle Show, Ingliston
23 rd – 24 th April 2022	Stafford Classic Bike Show

* Please note that these activities will be subject to any Covid-19 restrictions that might be in place at the time of the event.

Contacts / Useful Links

Chairman	Ricky Leiper E: rix37@hotmail.com T: 07866 468 222
Vice Chairman	Robert Mitchell E: Robert.mitchell@bt.com T: 01292 443 891
Secretary	Brain Ballie E: bbaillie44@yahoo.co.uk T: 01292 289 518
Treasurer	Stuart Miller E: stuartjmiller3@hotmail.com T: 01292 475 909
Membership Secretary	Paul Wilkinson 5 Roebank Road, Beith KA15 2DX E: membershipsecretary@ayrclassicmc.com T: 07753 951 061
Newsletter Editor	Paul Wilkinson E: newslettereditor@ayrclassicmc.com
Runs Co-ordinator	David Rowall E: rowell-d@sky.com T: 07836 573 743
Show Co-ordinator	Robin Burnside E: jan.ayr@sky.com T: 01292 284 174

Club Website – <https://ayrclassicmc.com/>

Club Facebook Page – <https://www.facebook.com/groups/AyrClassicMotorcycleClub/>

Club Flickr Photo Stream – <https://www.flickr.com/photos/ayrclassic>

And Finally, If I had known then what I know now.....

Several decades ago when I met my husband and we began to get to know each other he talked about his enthusiasm for his motorbike. He and a friend spent many happy hours repairing their respective bikes in their student halls of residence rooms. Being rather naïve I assumed this was a harmless enough hobby at the time and something I assumed he would grow out of. Not so!

It quickly became apparent that “Classic” bikes were his first love. I’ve come to understand through the intervening years, and have had to accept, that this was always going to be the case.

Our homes have been bought on the basis that there was space for the ever-increasing number of vintage British bikes, spare parts and whatever else is currently lurking in his garage. (My car is parked outside). I am, however, repeatedly reminded that each house has had a larger garden for me than before. Although, in theory, the garden is my territory, the washing line is often to be found with freshly painted motorbike parts hung out to dry and a number of my planters are old motorbike tyres.

Anonymous