



THE AYR CLASSIC NEWSLETTER

September 2022

ISSUE 250

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From the Editor

Since the last newsletter my life seems to have suffered more downs than ups. The club put on an excellent display at the Doon Valley Railway Vintage Rally. Well done. I enjoyed a good run to Dumfries with Gordon "Taff" Bee until my clutch cable snapped south of New Cumnock on the way home. (Thank you to the rescue service, you know who you are). I was shocked by the response to this month's coffee run (see report). I spent 10 days on and off at Castle Douglas Cottage Hospital, with family, by the bedside of my mother in law who passed away on 16th. And finally, I managed to stab my left hand, between the thumb and index figure with a screwdriver whilst working on my latest BSA: this warranted a trip to A&E. Perhaps not a month I want to remember.

The first winter meeting night will soon be with us. If you are a new member, and, we have recruited 21 new members so far this year, why don't you come along to the Glenburn Miners Welfare club at 7:30pm on Tuesday 11th October and get to know other members of the club?

There was an excellent response to the request for volunteers for a potential show in 2023. Thank you to all that have replied positively. Based on this information the committee are investigating potential dates with the owners of Ayr Racecourse. Further details will be released shortly.

Many thanks to David Rowell, Owen McGeary, Gordon Bee, Philip Brown and Drew Robertson for their run reports and article this month.

Paul Wilkinson

(Front cover: Robert Mitchell)

Club Member of the Month

Name – **Robert Mitchell**

Club Position –

Vice Chairman

Age – **57**

How old were you when you bought your first bike? – **16**

What was it? –

1977 Suzuki AP50

Do you still have it? –

No, but wish I had given the silly money they are getting now!



What do you currently ride? – **Aprilia Tuono, BMW R1150R, Suzuki GSF1200S, Honda CBX550, Aprilia Caponord, Aprilia Shiver, MZ301, Moto Guzzi V65 Lario**



How long have you been a club member? – **Since 2008**

What is your favourite club event or memory? – **So many great memories with the Club from the excellent runs programme to the annual dinners and Shows. The thing that ties all of these together are the like-minded members that are great company. We**

all share a passion for motorcycles and it's great to see the diverse nature of the bikes in the Club



What is your favourite motorcycling memory? – **So many to choose from, including my first Club run and a ride I made a few years ago with a fellow member from Ballater to Blairgowrie along the A93 through Glenshee.**

Any other information – **It's good to see the Club gaining strength again after the 2 years of paused activity during the pandemic.**



Kirkcudbright Club Run 28th August – David Rowell

Doon Valley Railway event, followed by Kirkcudbright Classic Car Show ...

Our first port of call was the Doon Valley Railway Classic Vehicle Show, where club members were displaying 12 Classic motorcycles. Our first challenge was getting there after the Ayrshire Roads Alliance closed the A713 after Hollybush. Thankfully, Paul Wilkinson emailed members at 06:45 that morning, describing a short detour off the A713 on Craigs Road, getting back on at Polnessan.

So, we got there earlier than anticipated, meeting up with the Girvan crew in the car park. The Doon Valley Railway guys have done a great job and I would encourage anyone to check out their website and check out their open days. There were some great Classic cars on display - and inevitably some not so great. Of course, our club's display of 12 classic motorcycles were stars of the show and well presented in a prime location. I'll leave further commentary to the ACMC display team.



We got 9 riders ready to roll out of the valley around mid-day, with Scott even pulling his Classic BMW R80 off display. Our run to Kirkcudbright was uneventful, in brilliant sunshine - we didn't lose anybody and I didn't get lost. The precincts of the car show were full to capacity and it was way too hot to enjoy a walkabout in motorcycle gear. It was so busy, I missed the fact Scott & Colin left early. Grant & Chris elected to head home directly, then the rest of us encountered Dave & Robin who had gone directly to Kirkcudbright.



On the day, we had myself and John, together with Scott, Colin, Chris, Grant, Gordon, Lyn and Davie Tudhope heading south from Doon Valley. Dave & Robin, together with new member Gayle went direct, as did Robert & Ken, who we encountered at the show and again at David's Snack Bar, in Girvan.

This was another run in 2 parts, in ideal conditions, promoting classic motorcycles, alongside exciting cars, a couple of big trains and even a light battle tank & tank transporter. We covered just over 150 miles over great roads, in good company.

Doon Valley Railway Vintage Rally – Paul Wilkinson

Back in July, I had called in to the DVR one Sunday when the engines were running, as I wanted to find out if somebody from their organisation would be available to deliver a talk on their activities to the club. This proved to be lucky as it turned out that they were planning to hold a vintage rally and were looking for a local motorcycle club who would be willing to exhibit. So, that is how the club came to be involved.

On the day, the weather was superb which helped immensely as the event was very busy all day. The site is of historical significance as over the years it has been an iron works, brick works and a coal washing facility. There is a lot to view and the volunteers at the DVR have created an excellent working museum. They provided train rides along their one and a half miles of track throughout the day. The queues for this and the café, at times, seemed to overwhelm the volunteers.





There was a good selection of classic cars and modern sports cars to drool over. A Scorpion tank was also present allowing children to climb all over it. One disappointment was that the heavy haulage group were unable to attend.

The club were allocated a prime location, near to the station, which meant that the public had to walk past us twice. We provided a good display of bikes, both vintage and modern, with examples from Britain, Germany, Italy and Japan. The presentation attracted a good deal of interest from both the other exhibitors and the members of the public. I believe that we recruited one new member from our efforts, although not on the day.

Overall it was an outstanding event and perhaps one that we should try and support every year.







Some additional images of the day

Sanquhar Rally, 4th September – Owen McGeary

Nice run to Sanquhar classic show, I was late leaving and I think I passed David Anderson and Robert Campbell at New Cumnock heading the other way. When I got there the exhibitors were saying it had been very wet. No other club members were there, so I had a good walk around talking to various people and looking at the cars - some were very nice. Campbell McCreath and Gordon arrived, just as I was about to leave and had a chat, good to see them. Nice wee run and got it dry there and back, happy days. Trident running very nice.



My “Run Home” – Gordon “Taff” Bee

Most of my family still live in North Wales, in the Snowdonia region, specifically Gwynedd. As this is over 300 miles away, I normally go by car with my wife. This August / September,

my wife was away on a cruise for 10 days with an old friend, so I decided that a long weekend in Wales would be a good excuse for a ride...

Those of you that know me are aware that I'm not the fastest thing on 2 wheels, so I decided to break the journey both ways in Wigan, where I could catch up with a friend who's really struggling with "post-op" and cancer treatment. (She's really doing well, bless her)

Paul volunteered to join me on my first leg, down to Dumfries, and I was very grateful as it was nice to have some company. We had a lovely run down, but Paul was struggling with "clutch" issues all the way. He persevered and it meant that I was (mostly) keeping up with him, apart from the long winding stretches where he took all the bends with far more confidence than I did. However, I was comfortable at my speed. I think the road is also far more familiar to him!!!

We pulled in at the Starbucks services, just outside Dumfries, had a short coffee stop, and then we parted ways. (Thanks Paul) I understand that once Paul left his Father's on his way back home, his clutch cable failed completely, and he had to be recovered. Thankfully, I gather one of our members was able to assist.

I had decided that I would use the A6, in the main, for my journey and it (mostly) didn't disappoint. I had a great run down through south of Carlisle, on down to Penrith, stopping there for fuel and a short break in lovely sunshine. Then on down to Shap, a beautiful road with great scenery.



Next stop was beautiful Kendal. This was a bit of a nightmare as there are loads of roadworks going on at the moment. Although I was on the A6 the signposting was pretty poor all through the town, so I kept getting caught in the traffic. Stopped on the outskirts, for a comfort break. Beautiful scenery once again.

On down to Lancaster: I've never been here before so had to keep my wits about me. Again the signposting was pretty rubbish, so maybe next time I will hop on and off the M6 to go round it. Next stop Preston, then cut across to Wigan for my overnight at my friends'. Nice 200 miles plus under my belt.

Next morning, headed off through Warrington and cross country to the A55 North Wales expressway, skirting Chester. Onwards towards the coast at Colwyn Bay, following the coast all the way home to Caernarfon, via, Conway, and Bangor. This was a beautiful scenic ride and I arrived at my base for a few days, "Plas Menai", on the outskirts. Another 100 miles done.



Whilst there, I visited, Holyhead and Llanfairpwllgwyngyllgogerychwyrndrobwyllyllantysiliogogoch on Anglesey, Caernarfon, Portmadoc and Portmeirion. Rhyd Ddu, on the Beddgelert road, and Llanberis.



Lovely winding “B” roads, with spectacular scenery. Not even part of the Snowdonia 360, these locations are “within” the 360 circuit, where I was brought up... my playground as a youngster, many moons ago. Altogether I clocked up approximately 250 miles in those 4 days, just “visiting” family and a bit of sightseeing.



On my return trip, again planned an overnight in Wigan, so enjoyed a wonderful ride back along the coast of North Wales, then cut across reversing my previous run back via Warrington, under the M6 motorway at Haydock Park Racecourse and then across to my friend's. This added another 100 miles again.

The last day, however, was not so much fun!!!

Set off from my friends in slightly overcast conditions, but the forecast was quite dire. I had already decided that I would avoid Lancaster, so headed up the M6, planning to drop off onto the A6 north of Lancaster. On joining the M6, the rain started, and got progressively worse, until it was a constant downpour... I decided that as I was soaked already, and there was no sign of the rain easing, I would be "safer" on the motorway than having to negotiate junctions, bends and roundabouts on the A6. Right decision?

Don't know!! All I do know is that I sat in the same position for what seemed like an eternity, being pelted by the rain, trying to keep my visor from fogging up, struggling to see, and keep my safe distance. I made a couple of stops, just to have a break from the rain, but I was absolutely drenched. All that was dry were my feet and my head. The absolute worst part was when the cold water first made its way through to my crotch, what a horrible feeling!!!

I came off the motorway at Gretna Green and headed for Dumfries, with a planned stop at Starbucks. As I arrived there, the clouds broke and the sun came out. Stayed there for a good half hour, hoping that things would keep improving, and they did.

Had a lovely ride home from Dumfries: sunshine and scenery all around. I was never more pleased to make it home so I could have a hot shower. My kit took 2 days to dry out.

Over the 6 days, I clocked about 850 miles, but can't be accurate as my speedo snapped somewhere near Lancaster.. Worst day's riding ever!!!

Would I do it again? Yes, of course I would. Looking forward to the next time already.

Ad-Hoc Club Run, 11th September – David Rowell

The Kelpies, Helix Park and The Falkirk Wheel ...

The good news was we had 6 riders at muster ... in a way this was bad news too, because at least one regular 'lost' the WhatsApp message amongst the higher than usual 'chatter' last week and was then distracted by the 'gentle run' option posted on Facebook. I'll add a Saturday REMINDER message on WhatsApp!



Anyway, my out-of-date SatNav wasn't picking up The Kelpies and trying to avoid central belt motorways made some 'exploring' inevitable. Gordon's SatNav was up-to-date, so we

got there without losing much time. The other runners were big John, Alistair, Lyn and Campbell, having received apologies from Jim Hamilton and it was Daniel who admitted he would've and could've, but didn't!

We diverted a wee bit south due to roadblocks around Kilmarnock before heading up the 719 to Galston, which I'm reminded is a much better way to get onto the A71, going past the Route 71 Diner. Lots of traffic coming the other way, but not so much traffic in our direction, apart from two - too close cars behind a tractor, which held up the boys at the back for a wee while. Anyway, we got there dry and sunny, which describes not only our mood, but the weather and the spectacle of The Kelpies. It's fair to say the big horses' heads did not disappoint and being such a popular attraction, there were lots of options available for whoever didn't bring a packed lunch - as usual John had brought sticky buns for afters.





Seeing as The Falkirk Wheel was less than 5 miles away, we elected to go there next and parked at the top of the hill overlooking the 'rotating boat lift joining the Union and Forth & Clyde canals. This 'wheel' is another example of Scotland's engineering heritage, especially set against the awesome 18th century canal network. It also provides a stark

contrast between local authorities over there and our lot, who rely too much upon an 18th century philandering poet and exclusive golf courses to attract visitors. Of course, there is so much more to Ayrshire, but this is more the gift of our natural environment than ... you know what I'm saying.



Why are so many car parks for visitor attractions at the top of steep hills? - I suppose we could have paid for parking on the level, but didn't! After climbing back up that hill, we realised that the predicted rainfall was between us and home, so got serious and used the motorways to get us half way, exiting through Hamilton and heading for Strathaven. Then we did get wet, but this was a small price to pay for such a happy day. We returned through Muirkirk, which was a better option for the Girvan guys, eventually parting company in Coyton.

This was a 150-mile round trip in great company, exploring West Lothian and learning a wee bit more of the history and heritage of Scotland.

Coffee Morning Run 14th September – Paul Wilkinson

As I approached Auchencruive from Ayr I saw Jim Fulton heading the wrong way on his BSA B31. A quick turn around and I managed to catch up and stop him before he got even further lost. I had thought that my directions were pretty clear, but when I got to the designated entrance I found that road works were taking place and it was easy to miss.

After parking, I counted 9 other members milling about looking at the bikes that had been ridden in and chatting. This was a good turn out as I had advised the manager of the River Garden Cafe to expect 10 – 12 people. A couple of regulars were missing, but I was sure they would turn up.



Imagine my surprise when entering the café to discover that 9 other members were already there! A quick re-arrangement of some more tables and we were all settled in. A few minutes later Alan Kidd arrived, followed by Scott Robertson who had cycled from Mauchline. Finally, Niall Sommerville and a friend joined us making a grand total of 23.





When I raised the idea of coffee runs for retired members I had never expected this kind of response. I can only assume that it is something they are enjoying and long may it last. My only problem now is finding larger premises which can cope with these numbers.

New attendees this month were John Hay Snr, Alan Kidd, Fred Parslow and his wife and John Findlay.

Portpatrick & Port William Run 18th September – Philip Brown

Hi all, left Erskine at 8am to meet up with John Stewart, David Rowell, Alistair McQueen and Stuart Dykes at the Doonfoot Co-op.

We headed to David's snack bar at Girvan and met up with Gordon McNair, Mark Cairns and Peter Gardner. Just as we were leaving the two John's, (John Hay snr and John Hay jnr) arrived on their classic bikes and it was agreed they would head for Portpatrick at their own pace.



The eight bikes were off and rode on sunny dry roads, wet roads and eventually rain before, arriving at Portpatrick. After a comfort break we headed for Port William on the Isle of Whithorn and the excellent café attached, which partially funds the Port William RNLI.

After a lengthy break we made our way across country to Newton Stewart and back to Girvan for a coffee and an impromptu meet up with another three members on their bikes. 250 miles in great company, patchy weather, but I can say that a good day was had by all.

Thanks gents.



Technical Article – Drew Robertson

Campbell reckoned his rear end was getting a bit wobbly. The Bonnie that is not his..... oh you know what I mean. So, he ripped off the swinging arm to inspect what 45 years of joyous riding had done to it. Not too good but quite reasonable considering, and should be an easy enough fix. Heard that one before.



Words of wisdom on ye olde interweb were a little iffy to my mind. Blooter out the old shells with close fitting sockets, naw. I found a suitable diameter howk of steel and lathed up a puller incorporating a 10mm thread. If I wasn't such a cheapskate I'd buy decent free-turning steel rather than picking up rusty scaff in farmers' fields, but it tore into reasonably decent shape. Could use it as a drift if the shells weren't tight and indeed the first pair came out without too much objection, surprisingly. The other pair was much more obdurate. So, I used the drift in puller mode and with hard cranking they slid out. According to a crude calculation the pull was about a third of a ton, which ain't a lot in terms of torqued down injin bolts but it's more than one would be happy blootering.



There were conflicting reports as to whether the new shells would need reaming. After cleaning off a little corrosion, three of the shells pulled in nicely but the fourth, I reckoned, much too easily. Needless to say, the bushes wouldn't fit so the shells would indeed need reaming and I doubted the fit on the fourth shell was tight enough to stand the process. And so it was, damned thing spun. Dunno which was out of spec, the shell or the swinging arm, but a good clanging of permanent Loctite cured its tantrums.

So, if you have a T140 (or late oil-in-frame T120) or a triple which needs the swinging arm rebushed you are welcome to borrow the tool. You'll also need the following....

- 1) 4 shells and 2 bushes (includes rubber shrouds in the kits).
- 2) The puller and spacers (washers, ball race shells etc).
- 3) Reamer.
- 4) Loctite possibly.
- 5) A few spare hours.

For Sale

Suzuki Bandit GSF1250FA

Very good condition for year, low miles, lots of paperwork, Scorpion can, Hagon shock, heated grips, brand new tyres, fairing lowers, Scottolier, Renthal bars, MOT until next August 2023



Events Calendar

Date	Event
25 th September	Portpatrick & Port William Approx 140 miles Monkton at 09:00 & Girvan at 10:00
1 st & 2 nd October 2022*	John MacMillan Early Motor Bicycle Run Lochside Caravan Park, Carlingwark Loch, Lochside Park, Castle Douglas DG6 1EZ. 10:00am start
2 nd October 2022*	Classic Autojumble Lothian & Borders Classic & Vintage Motorcycle Club. Peebles
2nd October 2022	New Lanark Heritage Village Approx 70 miles Cumnock Bus Station at 10:00
4th October	Show Committee Meeting Glenburn Miners Welfare Club 7:30pm
8 th & 9 th October	Galloway Motorcycle Club Classic 100 Mile Team Scramble Cumstone Farm. Lockerbie
11th October	New members welcome, chat and catch up. Glenburn Miners Welfare Club 7:30pm
16th October 2022	Clatteringshaws Closing Muster Approx 120 miles Dalmellington lay-by at 10:00

Items in **bold** are club events. * Alternative event, sometimes on club run days.

Club Tools

The club owns 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)

Contacts / Useful Links

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

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

Club Community Page - <https://www.facebook.com/AyrClassicMotorcycleClub>

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