



THE AYR CLASSIC NEWSLETTER

October 2022

ISSUE 251

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From the Editor

At the recent show committee, it was suggested that we should try to encourage the display of exotic motorcycles. The proposer recommended the replica Honda race bikes constructed by George Beale. I am not sure, though, if any members have one. However, other exotica such as Brough Superiors, Vincent's, MV Augusta's etc will do just as well. This idea got me thinking. Perhaps in the newsletter we could have some examples from members on their pride and joy? A few words about it, when you got it, what you have done to it and a few photos to show it off is all that would be required. I already have a very good article for the next newsletter, so, put your pen to paper (or fingers to keyboards) and send me your stories.

Given the success of the coffee morning runs, I have been asked to continue these during the winter. I am already working on venues, but propose to miss December when we have our annual club dinner.

Many thanks to Jim Hamilton, Stuart Dykes, Brian Baillie, David Rowell, Owen McGeary and Drew Robertson for their run reports and article this month.

Paul Wilkinson

(Front cover: Bill Pettigrew on his award-winning Triumph Tiger T100)

Club Member of the Month

Name – **Bill Pettigrew**

Club Position – **Honorary Member**

Age – **91**

How old were you when you bought your first bike? – **17**

What was it? –

1936 AJS 250cc

Do you still have it? – **No.**

What do you currently ride? – **My last bike was a 1965 Triumph Tiger T100**

How long have you been a club member? – **Since 1989**

What is your favourite club event or memory? – **So many great memories with the Club. Travelling to Portpatrick with my friend Willie McColm. Going to the Stafford Classic Bike shows with other club members. Being the Chairman for 10 years and the Treasurer. Helping out wherever necessary.**



What is your favourite motorcycling memory? – **Perhaps not one of my favourites, but one I remember well. My wife: Ena and I had visited friends in Sanquhar and had stayed a little too long. The weather had changed for the worse while we were there and by the time we came to leave it was raining quite hard. In those days we didn't need helmets and all Ena had was her headscarf. Unfortunately, the rain turned to hail and by the time we had reached Kirkconnel (4 miles) our heads were white. We eventually got home to Ayr cold and thoroughly soaked, but I was told quite firmly "Never again".**

Any other information – I have owned a number of bikes over the years including a Le Velocette, Ariel 500, Norton 16H and a very nice Triumph Bonneville. My last purchase to restore was a 1936 Triumph 3/2.



31st Scottish Classic Motorcycle Show – an update

Following numerous discussions at committee meetings and the request for volunteers, the decision has been taken to bring back our popular Scottish Classic Motorcycle Show. This will be our 31st event and will take place on Saturday 17th June 2023. The location will be, as usual, the Princess Royal Function Suite at Ayr Racecourse. The show will open at 10:00am and close at 4:00pm.

47 club members, to date, have volunteered to assist and at the first show committee meeting the following positions were filled -

Show Co-ordinator – Robin Burnside

Entries / Security – Nigel Wanless

Treasurer – Stuart Miller

Hall Layout – George Campbell

Traders – There is a vacancy for this position, although David McLeman and David Rowell have indicated that they will help.

Show Catalogue Advertisers – Gail Hunter and Paul Wilkinson

Additional positions will be filled when these activities need to be actioned.

If you have details of any companies who may wish to advertise or run a trade stand please contact the relevant person above.

The following publications have been informed: SVVF, Old Bike Mart, The Classic Motorcycle, Classic Bike Guide, Real Classic and Classic Bike. All have expressed their support and have confirmed that the date will be published in their events calendars. Further advertisers will be approached nearer the date. (*Note: CBG have already published the news in their latest edition*).

Another show committee meeting will be held in November. Details of the date and location will be issued shortly. All members are welcome to attend, particularly those of you who have volunteered.

Ad-Hoc Club Run, 25th September – Jim Hamilton

To Portpatrick and beyond ...

We had 10 bikes & 11 riders (14 bikes and 15 riders if we count the shadow riding group of David Anderson, Robert Campbell, Owen McGeary and John Webster who were always just behind us on route) with the muster point being a chilly 10am at Girvan. It was a great turnout and the main group comprised Alan Johnson, myself, Lyn Dorrington, David Rowell, Fabio Camocardi (visitor, more later on), Campbell McCreath, John Stewart, Alex Hamilton, David Tudhope, Graham Lauder, and Gordon McNair. Alan is an aspiring member, who will hopefully be joining the club, Graham is a former member, who will hopefully rejoin next year.



We headed along the coastal route to Port William then Portpatrick and Big John had to exercise great effort holding back the big Honda which was itching to pick up the pace as we sped along the beautiful Scottish coast.

Our special guest (on Jim's borrowed Triumph Thruxton R) was Fabio Camocardi from Brazil who's dream was realised that day (riding a motorcycle in Scotland). It was also Fabio's first time to visit Scotland and despite the weather being up and down he told me excitedly afterwards he is now planning a return motorcycle holiday with his friends from Brazil, hopefully in 2023. So, we definitely did something to promote the great country we all live in. Fabio also said thanks to big John whose Tardis Panniers supplied heated gloves and jackets / extra layers as he gradually became adjusted to the Scottish climate.

On the way home, we stopped at Clatteringshaws (The monster cake and coffee went down well) and after this the rain came on so we carefully worked our way back (with Gordon's guidance) towards home separating the group around 5pm. We recorded 170 miles on what was a memorable day indeed.



Peebles Autojumble Club Run 2nd October – Stuart Dykes

I meet up with David Rowell at ASDA Heathfield at 09.15, as no one else had intimated that they were meeting us there, we made our way to the meeting point at Cumnock.



We got to Cumnock good and early (09.35), stood chatting until John Stewart arrived, followed by David Tudhope and Robin Burnside and just as we were all leaving Grant Allan joined us. Weather was dry and overcast with damp roads.

Our route was A70 to Douglas, where we had to take to the footpath at the school to get around the road closure, much to the amusement of the workers. Then it was right onto the B7078 to Abington, the roads were quiet and we were making good progress. Left onto the A702 to Biggar, then right onto the A72 to Peebles and the Lothian and Borders Auto jumble.

We all went in and had a browse round the stalls. We all managed to resist the temptation of buying something. Grant decided he was going to have another look around and managed to come out clutching a jacket! John agreed to stick it in to the Pan's pannier.



We decided that it would be lunch at St Mary's Loch and just as we were leaving 6 more members arrived (David Anderson, Robert Campbell, Owen McGear, Ricky Leiper, Jim Webster and Gayle Hunter).

Robin choose to stay and catch up with the others, we were now down to 5. So off to Innerleithen we went. John and David T were in front and decided to extend the run a bit, by missing the turn! The rest of us turned into the B709, and waited for the 2

missing souls, David R went back and retrieved them, so we were back on track to the tea room at St Mary's Loch. It was really busy, so we put in our order and sat in the sun chatting while we waited for the food.

Quickly an hour had passed and we thought we should make tracks. Heading for Moffat, past some wayward sheep. Through Moffat and up the A701 for a stop at the Devil's Beeftub (David R had always wanted to stop there, so we did). Grant now realised he was low on fuel, so we turned around and cut across to Greenhillstairs on the B719, then right onto the B7078.



We had been planning to come back via the Leadhills, but with the fuel issue, it was decided we would head to the services at Abington, for some really expensive petrol. Consensus of opinion, we would just go back the way we had come, minus the footpath ☺. As we came through Murkirk, we had a shower, that quickly dried up, but on leaving Cumnock the heavens opened up to Drongan, then dry all the way home.

Excellent run with good company. For me, 191 miles door to door.

Club Night 11th October – Brian Baillie

Last night we had 31 people attend the first of the winter evenings. Ricky welcomed everyone especially the new members.

Ricky started selling both lapel badges and stickers, and before long he had gathered £70. I think he must have worked in sales at some point.



Robin had arranged the pies and beans for the evening and at 8.30 Ricky announced that the food was ready. I served the teas and coffee along with Robin.

It was good to see some new and well kent faces, nattering away, talking about future plans.

Some members managed to come by bike, namely Tony Morrell, Kevin Wood, Niall Sommerville and Bob Young on his Triumph.

It is worth noting Bob Young, Allan O'Pray and Iain Howie have been members for approximately 30 years. This year we have had some 20 new members join the club taking the numbers up to 116. Fantastic. Roll on next year.

Coffee Morning Run 12th October – Paul Wilkinson

Although I was unable to attend I understand that it was another excellent turn out with 15 members present at the Coo Shed. Due to the weather all went by car. The staff were very helpful and the group managed to all sit together. The food was good and the decoration on top of the coffee cups was amusing.

Another good day out.



Clatteringshaws, Closing Muster Run 16th October – David Rowell

From Dalmellington to Clatteringshaws Visitor Centre, Newton Stewart and Girvan.

This was our last scheduled run of the season and after missing out 9th October due to adverse weather, staying home just wasn't an option. Initially the BBC Weather forecast wasn't good, but it gradually improved until by the end of the week there was a possibility of sunshine on Sunday.

I updated Facebook and WhatsApp regularly to keep members focused on the run and arranged to meet big John and Jim Hamilton early in the car park of QM Academy, where we were joined by Symon and Mark to run out to Dalmellington together.



As always happens when we take our muster group photo' other members arrive soon afterwards, so our best photo' opportunity was at Clatteringshaws where 18 club members assembled in the car park. This included John Hay jnr on his Classic Triumph 3TA, however, we were missing John Hay snr due to last minute technical issues.





From Clatteringshaws we headed off to Newton Stewart planning to take the A714 to Girvan. Despite David Wilson trying to head us off I blissfully carried on until Janice McGeechan directed me how to cut back onto the A75 turning off after Castle Kennedy onto the A78 just in time to pick up ferry traffic at Cairnryan.

As well as David Wilson we spotted Niall Somerville - also diverted off the A714, but they eventually got back together and made their own way to Clatteringshaws. One reason I missed David's frantic signalling attempts was because I was distracted by his superbly turned out black Tiger 955i, which was only rivalled by Niall's equally splendid red Tiger 955i. They were not the only classics out on Sunday, I already mentioned John Hay's Classic Triumph, but we also had Stuart Dykes' Honda Deauville over 16 years old and Jim Webster's 40-year-old Kawasaki Z1000 import. Sorry if I missed anyone out, or got nomenclature mixed up.

We all agreed this was a special day, not just because it was our highest turnout this year (for many years), but I can truthfully say that we enjoyed each other's company. Already looking forward to next year's Braveheart Run 8th January to the Boar's Head at Colmonell.

ACMC 2022 Club Run Group Factfile:

Total runs 26 only missed 3 Sundays including ad hoc'

Total member participation 228 with multiple offenders

Average group size 8.8 - let's round up to 9 members

Average distance travelled 175 miles on each run

Total distance travelled 4,537 miles overall

Extrapolated distance 38,460 miles (*Cumulative Members x Miles*)

Stafford Classic Mechanics Show 15th & 16th October –

Paul Wilkinson

Owen McGeary, Jim Young, Iain Howie and I ventured to Stafford for the October Classic Mechanics Show as Owen had been asked to provide one of his Benelli Tornado's for the Benelli Owners' Club stand. The club was celebrating 25 years since its' inception and wanted to provide a good representative display of the models produced by the company over the years.

I travelled to Hurlford to join Owen and we headed off at 10:30am to collect Jim and Iain before hitting the M74 and travelling south to Stafford. The journey was fairly uneventful, with only a few relatively short delays due to either accidents or road works. We eventually reached the show ground at about 5:30pm and proceeded to unload the bike. The Benelli stand was up on the balcony of the main hall and the only way to get the bike there was via a steep ramp made from steel mesh. Unfortunately, the ramp was wet and greasy and it proved impossible for three of us to push it up. It also proved rather difficult to negotiate going backwards and we worried that the bike was going to go over the edge and take Owen with it! Eventually it was agreed that the only way to achieve it was for Owen to ride it up, which he duly did. The bike was quickly placed with the others and after a brief chat with other club members we departed to our hotel. Over the weekend there were a number of complaints raised by exhibitors about the arrangements, but the organisers did not listen.



On Saturday we headed out early and were at the show ground by 8:30am. After a brief discussion we agreed to meet up at noon at the bandstand and we all went off to see what bargains we could find.

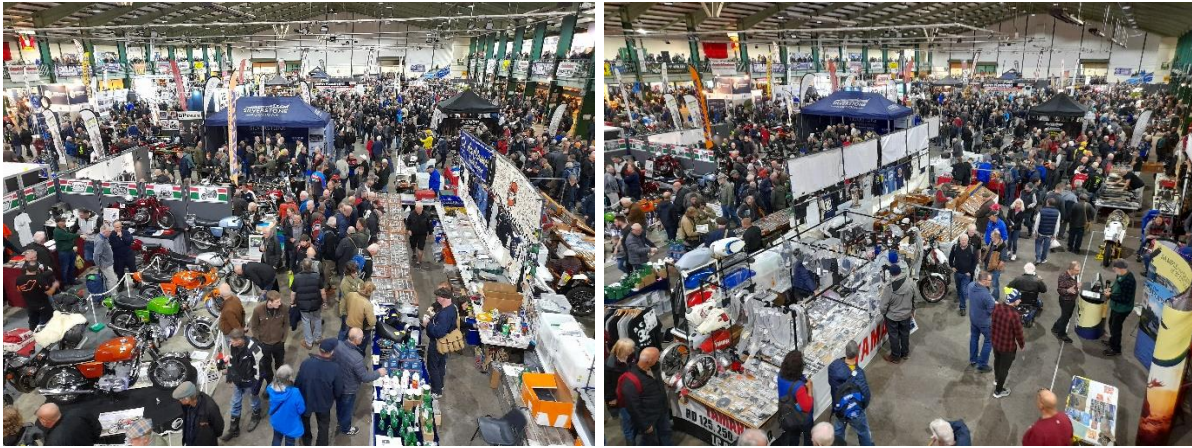
My first impression was that the halls and showgrounds were a little quiet. This proved to be correct as in the main hall there was only four lines of exhibitors, club stands and traders, where there are normally five. There was also a number of gaps where exhibitors had just not turned up. This was also apparent outside where there were some big gaps.

There was, though, the usual display of stunningly restored motorbikes. Probably not a lot of them had ever been started or ridden, but they did look superb. A typical example was on the Benelli stand; a beautiful 6 cylinder 750 sei which had just 12 push miles on the clock! At least Owen's bike looked used and it did have a poster on it saying "Ridden not Hidden".





When we met up Owen seemed to have done the best, turning up some really good finds on a number of stalls. Jim had done well also, but Iain had not bought anything yet. Although I had gone with a small list of items that I required I didn't find much of what I wanted. I did, however, manage to buy some Morris oil at a very good price.



After a busy and enjoyable day, we headed back to the hotel.

On the Sunday I spent some of my time talking to the traders and asking if they would be interested in attending our show. Regrettably, for a lot of them, the cost of diesel outweighed the cheap fee for our trade plots. During these discussions I also got the impression that quite a few thought the Mortons Media Group are charging too much for the plots and a lot said they would not be back e.g. a 12' plot cost £220 for the weekend.



One attraction I had been asked to visit, was the Wall of Death, as it could be a statement attraction at our show. The one at Stafford is run by Ken Fox, who taught Guy Martin how to ride the wall, before Guy challenged and broke the world record on a BSA Rocket 3. You may have watched the programme about it on the television. Ken was very helpful and offered a couple of options, but sadly the lowest price to hire them for the day was £6,000 which is a little too steep for us.



There were a number of other attractions which were entertaining. The Bolddog Free Style Motocross Stunt Team delivered a very professional display of high-flying tricks, including 360-degree spins and rotations while soaring through the air. The Old Codgers trials riding members gave a special demonstration of how to ride at walking pace and negotiate a muddy bank with trees and logs in the way. Owen was very impressed by their skill. The GP paddock provided a display of some famous race bikes from around the world. On the Sunday at 2:00pm, all of the race bikes present were fired up and ran full bore for two minutes in memory of Phil Read MBE who had died earlier in the month. It is a good job the organisers were handing out ear plugs as the noise was deafening.

Eventually we all met up again and went back to the Benelli stand for a photo opportunity, before helping to dismantle the exhibits and then get Owen's bike back to the van.

Overall it was a good weekend with pleasant company. However, we all had different impressions of the success of the show. Owen enjoyed exhibiting his bike, meeting fellow enthusiasts and was very pleased with the bargains he got, whereas I didn't find anything I was looking for and was disappointed by the reduced turn out of traders and exhibitors. It didn't compare well, for me, with the April show, which is a different matter.



P.S. Owen spoke to another Benelli owner at the show and followed this up by heading back to England a few days later and bought 3 more Benelli Tornados. Rumour has it that he is opening a shop!

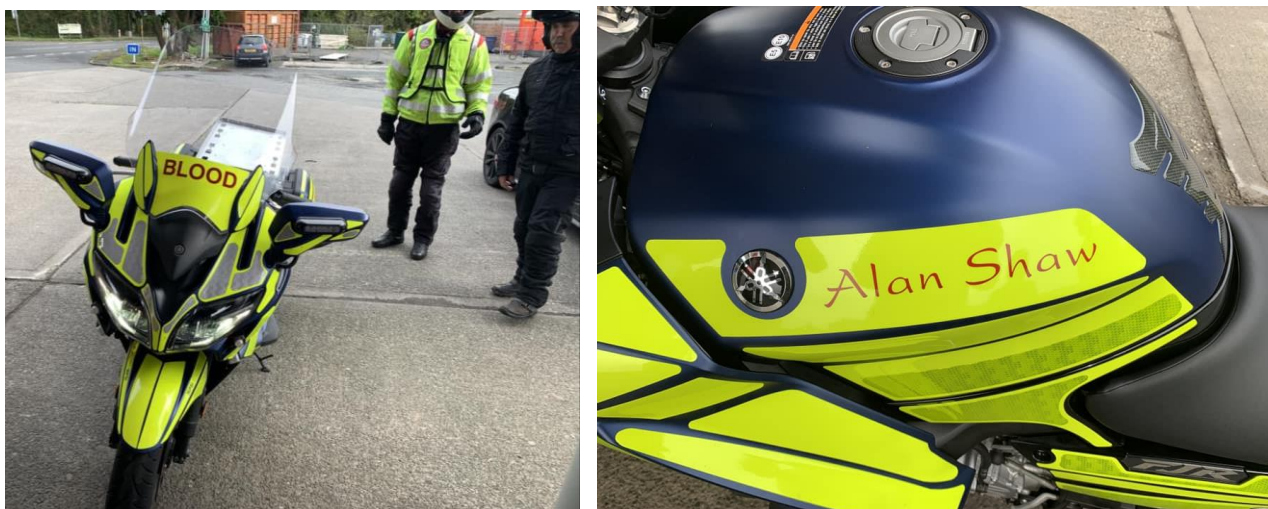
Response from Owen

Further to the rumours, I'm not opening a Benelli shop. Lol. But I did receive an offer that I couldn't resist, 3 Benelli 650 Tornado's. A Mk1, Mk2 and a Mk2 classic racer. The Mk1 and Mk2 are a bit rough, but mostly complete. The racer has a rebuilt engine, wheels and frame. I have the majority of parts to complete the three, to get them up and running. I headed down with Jim Young on the 14hr journey to collect them on the Thursday after the Stafford show. The weather was very bad; heavy rain, road works and various accidents. But we got there and back safely. I checked the bikes over the following day and I am very pleased with them



Remembering Alan Shaw – David Anderson

Nice run out today for the last club run of the season to Clatteringshaws and onward to Girvan via Newton Stewart and Stranraer. Stopping off for fuel at Castle Kennedy we met a Blood Bike rider who was also in for fuel. While chatting to him I noticed a name painted on the tank - "Alan Shaw", who was a past member of our club and a dedicated Blood Bike Rider. The bike is to commemorate Alan's work with the group.



Technical Article – Drew Robertson

George Ep asked recently if there is an easy way to check his Ducati charging system, suspecting either an iffy alternator or rectifier/regulator. With any two wire "dump excess" system it's cheap and easy to check -- by "dump excess" I mean a modern version of the old zener system but using transistors or thyristors. Just as primitive.

Before diving in though, make sure the battery is OK and charging to full voltage with a plug-in charger. There are faults which can cause excessively heavy current loading and poor charging, such as shorting filaments in H4 bulbs, but usually fuses will be blowing.

Monitor the battery voltage at tick-over, main beam on, it should be a bit over 14 and rise a bit as revs are increased. If this ain't happening then procure a beefy bridge rectifier, minimum 25 amps, 100 volts, spade terminals, less than 4 quid from eBay. Mount it on a decent bit of alloy for heatsinking and slap in place of the rectifier/regulator. Monitor the battery voltage, switch on the main beam and fire up the motor to tick over. If the alternator is OK the voltage will rise to a bit over 14 volts. Blip the revs a bit and the voltage will rise to over 15. Don't overdo the revs and only run long enough for voltage checking. If the volts are OK then the rect/reg is duff. If the volts are still low then the alternator is guffed.

It's easy to temporarily wire in a bridge rectifier, nothing fancy. The body is always floating so don't worry about earthing the heatsink, doesn't matter. Opposite corners are always the AC input, the other two are always the +ve and -ve. Get the connections the right way round or you'll grenade the bridge rect. Lots of pickies on the interweb showing how to wire them up.



Wanted

Does any member have an oil-in-frame BSA B25 or B50 tucked away in their shed? I am currently restoring a B25 and need to see how the wiring was routed around the electrical box. As you can see from the attached, although all the wires are together it looks a mess – spaghetti comes to mind. Plus fitting the tank over them all could be difficult. Any help appreciated. Paul Wilkinson (Contact details below).



Events Calendar

| Date | Event |
|--------------------------------------|-----------------------------------------------------------------------------|
| 8th November 2022 | AGM Glenburn Miners Welfare Club 7:30pm |
| 13 th November 2022* | Auto Jumble at Route 71, Galston |
| 16th November 2022 | Coffee Run at 11:00am Puffers Café Montgomery Street, Irvine |
| 13th December 2022 | Club Dinner |
| 8th January 2023 | Braveheart Run to Colmonell Girvan at 11:00am |

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

| | |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Chairman | Ricky Leiper E: rix37@hotmail.com T: 07866 468 222 |
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| 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/ClassicMCCMembersAndFriends>

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

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