



THE AYR CLASSIC NEWSLETTER

April 2023

ISSUE 257

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From the Editor

Well, after asking in the last newsletter if you were all ready for the start of the new riding season my own main bike let me down. I had carried out a full service on the Trident and once it was refreshed with clean oil and fuel it wouldn't start. Investigation revealed that the compression figures were very low, 35 – 50psi across all 3 cylinders. To cut a long story short, with help from Owen McGeary we eventually got it going. Owen thought I had set the tappets incorrectly, but they were correct. My school friend Raymond thinks that the bores were dry and that kicking it over eventually threw enough oil splash to lubricate them and seal the rings. Certainly, once it started the compression was back to a healthy 130 – 140psi. What do you think was the problem?

As the Trident was sulking in the garage I took the 1972 BSA A65 to Girvan for the Portpatrick run, but didn't go any further as we had family staying. I had forgotten how nice the bike is to ride. It is fast enough to keep up with most of the traffic and handles well. I must try and use it more often.

It is only 6 weeks until the show. Have you entered a bike yet? At present the number of entries stands at 76 and disappointingly there are more from non-members than members. Please help to offset that imbalance by entering your pride and joy.

And finally, I would like to thank the following for their contributions this month – Jim Downie, David Rowell, Owen McGear, Nigel Wanless, Ricky Leiper and Drew Robertson.

Paul Wilkinson

(Front cover: Grant Allan with his Yamaha SCR950)

Club Member of the Month

Name – **Grant Allan**

Club Position – **Member**

Age – **70**

How old were you when you bought your first bike?
– **From a young age I have had a passion for bikes. My first memory of a motorbike was a Phillips/ Rally Gadabout which had a square wooden box behind the seat. My Dad and I would use it to go on journeys around Ayrshire to repair clocks.**

At 13 I would ride the bike in my parents back garden, at 16 I had L plates on it. As a 50cc moped it wasn't the fastest bike in the world but as a daft lad I would always ride it full throttle, stopping every few miles to de whisker the plug.



What was it? – **Phillips/ Rally Gadabout**

Do you still have it? – **I'm not sure what happened to it. All I know is I moved on to many, many more bikes.**

What do you currently ride? – **Yamaha SCR950 and when I get the chance my Son-In-Law's Moto Guzzi.**



How long have you been a club member? –

I was a founding member from the beginning.

What is your favourite club event?

The club shows were always my favourite: a great opportunity to look at all the bikes I wish I could have.

What is your favourite motorcycling memory? –

These are too many to choose from, but one that stands out in my memory was when I was in my twenties with my friend Dee McGinn up at Rankinston. We were lucky enough to be taken out by Ralph Bryans and Andy Alexander for our first experience on trials bikes. Up a farm track we went as Ralph and Andy cut across the ruts, with both myself and Dee falling off. “Keep the front-end light laughed Ralph”

We then came to a ditch which Ralph and Andy hopped over. Dee and I both lost our front wheels into the ditch and went straight over the handle bars. Lesson learnt, I traveled all over the country doing trials and the odd enduro. Not always successful, but having great fun.

Any other information –



Grant on his travels in Tunisia



and Himalayas



Another of Grant's bikes, a Royal Enfield Trials Model

Jim Corney RIP

Honorary member Jim Corney who passed away peacefully on 16th March was cremated at the Clyde Coast & Garnock Valley Crematorium. Jim had joined the club in its early days and regularly attended club runs and the show on his pride and joy a 350cc Matchless. Twelve members attended to pay their respects.

John Findley RIP

Former member and vice chairman John Findley passed away on Saturday 25th March. His funeral was held at the Masonhill Crematorium, Ayr on Wednesday 12th April. The hearse was accompanied by six club members on their motorcycles. Eight members were in attendance to pay their respects. His wife, Hazel and family thanked the club for their support and for making his final bike trip so memorable.

“A grand send off to a really nice man” – Brain Baillie.

Alister M Nixon RIP

Member Alister M Nixon. passed away after a long illness on Tuesday 28th February. The funeral took place on Monday 28th March.

For those that did not know him, he often helped out at the show and entered his beloved Honda CB500 which he had owned from new.

Hillbillies Charity Easter Egg Run, 8th April – David Anderson

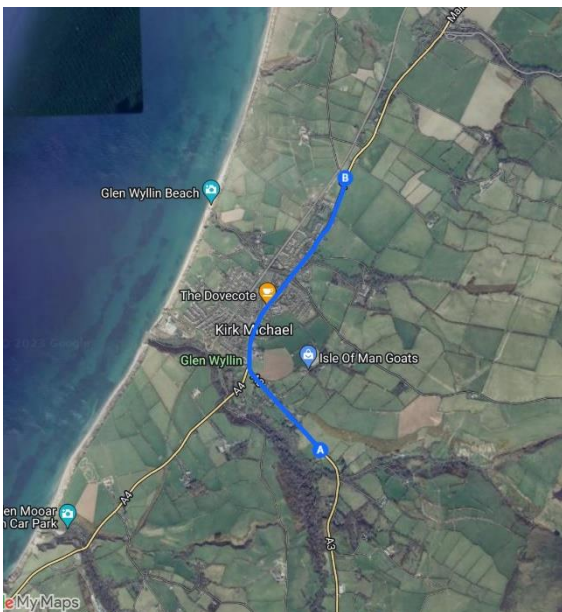
Great day at the [Hillbillies MCC Charity Easter Egg Run](#) today loads of bikes and a few club members. Glorious sunshine and plenty to blether about with kindred spirits.





Road Racing on the Isle of Man (Part 2) – Jim Downie

Of course, the roads are closed during practice and racing, most places can be reached by using the back roads but there's a problem at Kirkmichael.



The blue line shows the circuit between the 14th milestone and Rhencullen and, as that road is closed there's no way to get past Kirkmichael unless you're on foot. The old railway line runs N/S just West of the circuit so you could park at Douglas Road Corner (where it says Glen Wyllin) and walk up to Rhencullen, it's a good place to watch.

The table below is taken from the Manx for last year (2022)

Road Closures

Sun 21st August	Roads	close	12:45	to	no	later	than	18:00
Mon 22nd August	Roads	close	18:00	to	no	later	than	21:00
Tue 23rd August	Roads	close	18:00	to	no	later	than	21:00
Wed 24 August	Roads	close	18:00	to	no	later	than	21:00
Thu 25 August	Roads	close	18:00	to	no	later	than	21:00
Fri 26 August	Roads	close	12:30	to	no	later	than	16:30
Sat 27 August	Roads	close	11:00	to	no	later	than	21:00
Mon 29 August	Roads	close	09:30	to	no	later	than	21:00

Contingency Road Closures

Wed 24 August	Roads	close	12:30	to	no	later	than	16:30
Thu 25 August	Roads	close	12:30	to	no	later	than	16:30
Fri 26 August	Roads	close	18:00	to	no	later	than	21:00
Sun 28 August	Roads	close	12:45	to	no	later	than	18:00

It's essential to have a portable radio that can tune-in to Manx Radio AM 1368 kHz. FM coverage is patchy on the West side of the island, but you need to know what's happening with the road closures and what's going on in the race, especially the longer races with, probably two pit-stops.

The riders start at 10 seconds intervals, so during the first lap, generally speaking, the bikes appear along the course in numerical order; 1 – 2 – 3 etc. However, as the race progresses the rider leading on the road isn't necessarily leading the race. For example, the first rider to start the 2019 Senior TT (six laps, 226 miles) was Conor Cummins. His race time was 1 hr 44 mins 48.4 seconds (6288.400 secs) and he finished 3rd. The winning rider was Dean Harrison. His start number was 2, so he started 10 secs after Conor. His race time was 1 hr 43 mins 49.521 seconds (6229.521 secs), 58.879 secs ahead of Conor even though he started 10 seconds behind him. 2nd place was the rider who started 10th, Peter Hickman. 90 seconds after Conner 80 secs after Harrison. Hickman's race time was 1 hr 44 mins 42.583 seconds (6282.583 secs), 5.817 secs ahead of Conor even though he started 80 seconds behind him.

The regulations state the maximum size of a petrol tank is 24 litres (say 5 gallons). The Superbikes do around 14 miles to the gallon and a lap takes just over 2 ½ gallons, so there isn't enough fuel for three laps, which means the guys have to stop for fuel on laps 2 and four. Interestingly lap 6 is the only "flying" lap., lap 2 is a fuel stop, lap 3 leaving the pits, lap 4 fuel stop, lap 5 leaving the pits lap 6 straight over the start/finish line and the chequered flag.

The riders usually change the rear tyre during pit stops with 113 miles (3 laps) being a bit of a stretch for the tyres. They don't use "wets" because *usually* not all of the course is wet and a "wet" tyre wouldn't last two laps if 50% of the course was dry. A race is usually postponed to another day. The Superbikes don't have wet races, although the production bikes and super twins *might*. The sidecars do race in the wet but not when there's mist on the mountain.

With the time difference in start times, quick and not so quick pit-stops and different lap speeds it can be tricky keeping abreast of how your favourite rider's getting on. There are four commentary positions on the course and the commentators are excellent. Usually you're within earshot of the many loudspeakers in place around the course, but your wee radios tuned to Radio TT will echo the commentary. If you're not on the Island you can listen and watch at tplus-checkout.iomtraces.com

TT 2023 will see changes to the Regulations that affect the grid formation for each race. 70 entries will be accepted for the shorter Superstock, Supersport and Supertwin Races and 60 will be accepted for the 6-lap Superbike and Senior Races. Of these entries, the fastest 60 will qualify for the shorter races and the fastest 50 will start the 6-lap races. For each race, the 'seeded' riders from 1 to 20 will start in number order at the usual ten-second intervals. The rest of the field will then be ordered by qualifying speed, retaining the same racing number they used in Qualifying and can be found in the Official Program. Race organisers explained the decision to revert back to the previously used format: "We trialled a revised system last year which saw every competitor set off in number order, irrespective of qualifying speed. Whilst the Race Management Team worked hard to assign race numbers in order of speed by using data from past performances, some competitors far exceeded expectations whilst others were perhaps not achieving the lap times we had anticipated. Having all the competitors start in number order clearly makes it easier for the fans around the Course to follow the action, but reverting to the system that was used in 2019 means there will be less disparity in speed between competitors throughout the grid, which has obvious safety benefits as the speeds are now so high that safety takes absolute priority."

As well as adverse weather, hot weather can cause problems with melting tar, as can race delays. Historically, there was the dreaded 5am early morning practice. They don't do that anymore because the riders were blinded by the low Sun on certain sections of the course. The same can happen with late evening Sun.



So, armed with all this info and with your radio permanently tuned to Radio TT you can keep abreast of road closing times. In 1996 my pal and I left the digs in Douglas meaning to spectate at the 11th milestone, but we didn't allow for traffic and queue at Ballacraigne, so we lost some time. We got as far as Laurel Bank before the Marshall closed the road and we were instructed to go up a wee track to the left, the spectating was good and there were nae midges!



Here's a piccy of the Marshall closing the road as we sat on the grass verge at Rhencullen in case you think the 40 sign's in the way here's what the Marshall did next



So, it pays to make allowances for traffic and keep your finger on the road closures pulse.

The info below is taken from the Manx for last year (2022)

Afternoon Sessions

Afternoon contingency sessions will only run if sessions earlier in the week have not taken place. In the event of contingency sessions not being required, evening sessions will take place as planned.

Access Road & Crossing Points

Restricted vehicular access to the inside of the course, including Noble's Hospital, for cars and small vans below 3,500kg, is from the A5 New Castletown Road near the junction with the Quarterbridge.

The TT Access Road is narrow with passing places and traffic is controlled. Pedestrian access is not permitted. Crossing Points may be open between races. For details of up-to-date opening and closing times, please phone the Road Information Hotline: (0)1624 685888

Roads Open Car

On completion of each day's racing or qualifying session, the Course will be re-opened for traffic by an official car displaying a Roads Open notice. Only when the Roads Open Car has passed along that part of the course is the road open to pedestrians and traffic. You must not enter the road while roads are closed.

Road closures are very important.

The Isle of Man has its' own laws, similar to English law and Scottish law but not exactly the same, for instance speed limits. The Island has speed limit laws, but more than half its' roads are derestricted, that is to say they have no specific speed limit. In particular the road from Ramsey over the mountain and down to Douglas has no speed limit. The Sunday between practice and race weeks is known as Mad Sunday; the mountain section is made

to be one-way with Manx Police posted at adjoining road junctions to make sure no one joins the closed section or goes the wrong way!

If you've not visited before it would be wise to avoid the closed section and use a back road to find a vantage point where you will find out why it's called Mad Sunday. In Scotland the law requires that two Police are needed to make an arrest, not so on the IOM.

Driving and alcohol, the legal limit in the island is 80 milligrams per 100ml of blood, which, I think is the same as Scotland *used* to be. Penalties can include heavy fines and imprisonment, if the Court on the IOM bans someone from driving that ban stays current in the person's own country.

Island laws make it illegal to enter the circuit without permission from the course clerk. On my first visit in 1977 *the lads* told me not to put one foot on the course when the roads are closed, it's a HUGE no-no; the rule is taken very seriously. The paragraphs below taken from news sources.

A motorcycling fan who walked across the Isle of Man's TT course during a race has been fined £2,500.

Norwegian tourist Robin Peterson, 27, entered the circuit near Sky Hill during Saturday's Superbike race, in which bikes average 130mph. Douglas Courthouse heard Peterson tried to jump over a 12ft high hedge but "bounced off" it before returning to the other side of the road. Magistrates criticised his "stupidity" and "extremely dangerous" actions. The court heard Peterson had travelled to the island three days earlier and watched qualifying sessions from the grandstand in Douglas. On Saturday he took the bus to Ramsey to watch from another vantage point. When he arrived in the town, he was told he would have difficulty getting to the area of the "K bend" because it was five fields away. 'Stupidity' At about 13:45 BST, while the race was in progress, he was seen walking across the road and trying to jump over a hedge. He then returned to the other side of the road where he was stopped by marshals and reported to police.

The court heard the lifelong road racing fan had saved for five years to afford his first trip to the Isle of Man TT. He had not been drinking prior to the incident, the court further heard. Peterson's defence advocate said his client had not known it was illegal to walk on closed roads and thought staying off them was just based on "common sense" when motorbikes were in the area. Peterson pleaded guilty to contravening the Road Racing Act 2016 by entering a closed road without reasonable excuse.



Magistrates chairwoman Carol Maddrell said the bench was "amazed" by the 27-year-old's "stupidity", which had put himself and others in danger. He was also ordered to pay £125 in prosecution costs.

Spectator jailed after walking on closed TT course

A man has been jailed on the Isle of Man after walking on the closed TT course shortly after the end of yesterday's RST Superbike race. The man and three friends entered the

closed course at Union Mills before verbally abusing marshals who asked them to wait until the roads were open.

Charged with a public order offence, the man, named as 47-year-old David Seager of Bristol, appeared in court this morning and was sentenced to eight weeks in custody and was excluded from the Isle of Man.



It wasn't the only incident of spectators walking on closed roads either, mobile phone video footage from the Crosby Leap shows a dozen spectators on the course moments after the race was red-flagged on the last lap. The video goes on to show the deviant fans being narrowly avoided by the Subaru course car as it passed through at high speed. "The public are reminded that during pre/post-race

and closed road times the instructions of Race Marshals are to be obeyed at all times", said a statement issued by the Isle of Man Constabulary. "They have been given similar powers to Police Officers and you may be subject to prosecution should their instructions not be heeded.

This morning's sentence should send a crystal-clear message that anti-social behaviour towards fellow spectators and marshals, as well as being on closed roads contrary to a road closure order, will simply not be tolerated. Behaviour of this sort puts people at huge risk, and we will do everything in our power to ensure the marshals' difficult job is supported."

Travel Insurance, this taken from a travel website. "No vaccination certificates are required to enter the Isle of Man. The British government ended the long-standing bilateral health care agreement between the two countries in 2010, meaning that the Isle of Man Health Service is not part of the NHS and except for immediately necessary and emergency treatment that does not require admission to hospital, visitors to the island who require treatment will be expected to pay for it. It is therefore recommended that all visitors to the Isle of Man ensure that they have appropriate insurance in place. This ought to cover any treatment costs as well as repatriation to the UK by air ambulance should that prove necessary. Dental treatment and prescribed medicines must be paid for."

Mobile phones. "Manx Telecom is the Island's main telecommunications operator for landlines, mobiles and Internet services. Our mobile network supports EDGE, 3G and 4G services, which operates over GSM 900 Mhz frequency, so your mobile will need to work on this frequency or be a dual-band GSM phone.

Manx Telecom has the best coverage in the Isle of Man. Coverage is generally very good, except in some mountainous or remote areas. Using Data, check with your operator if 3G or 4G is available whilst roaming. Remember that data usage whilst roaming can be expensive if it isn't included in your allowance. Check with your operator for these charges before using a data connection.

Making and Receiving calls. When you switch on your mobile when arriving in the Isle of Man if it doesn't automatically attach to Manx Telecom, you should select it manually via your handset network settings the display will usually read 'Manx Telecom Mobile,' 'Pronto GSM' or 'Manx,' although some handsets may display '234-58' or 'UK-58'. To contact you,

friends and family at home just need to dial your mobile number as normal. Check your display to see who is calling you may have the option of diverting calls to your voicemail. When calling a landline or mobile outside the Island you'll need to use the full international code. The same goes if you want to call the mobile of someone who has travelled with you your call will be charged at the international rate. If you're roaming from the UK, you'll only need to use the national code to call home.

Vintage & Classic Motorcycle Autojumble, Forfar, 26th March – David Anderson

On Sunday 26th March Owen McGear, Paul Wilkinson, Jim Young, Ian Howie and myself attended the Vintage & Classic Motorcycle autojumble at the cattle market in Forfar (The site of the former Forfar railway station).

We travelled up in Owen's van with glorious weather and spectacular views of surrounding hills and countryside with plenty of comments on prospective purchases. Plenty of banter was exchanged which appeared to shorten the journey a bit.

There was ample free parking, a few jumble tables and a variety of bikes outside so we had a quick look around them before going inside to the main hall (£3 admission) where every slot was taken by vendors selling anything from floor sweepings to unobtainium. There were also club stands and a good café service with plenty of seating for the weary.

We met up with club members Ian Bell, George Epsworth and Nigel Wanless and had a blether before having a final sweep for hidden bargains and then heading home.

There were a few project motorcycles to be had, for example a Triumph Rocket 3 and a Triumph Daytona suitable for the enthusiasts amongst us. Some small purchases were made amongst which Owen purchased a rare Lucas stop tail light which he insists is the starting point for his next project.

We had sunshine all the way home and the journey was, again, shortened with stories and banter.

All agreed it was an excellent day out.

Portpatrick Willie McColm Memorial Run 2nd April – D Rowell

The annual Willie McColm Memorial run to Portpatrick was attended by 30 runners and 32 riders, not including a couple of ride-along aspiring members. This was not only a fitting tribute to Willie's memory, but also the recent passing of Jim Corney and John Findlay. After the ceremonials it was left up to members to head home directly, or to make a day of it - we headed along the coast and back home through Newton Stewart



Andiamo in Italia! (Or, preparations for the Motogiro d'Italia, 2023)

It cannot be denied, I'm a lucky boy. I've had the absolute pleasure of participating in five Motogiro d'Italia events (Motogiri for the cognoscenti) since my first trip back in 2002. A fantastic way to tour the best parts of Italy (what a country!), enjoy the culture, people, architecture, countryside, hotels, food etc. etc. All wrapped up in 6 days of motorcycling on classic Italian two-wheelers. You really should Google this commemorative event to find out more.

Although the last one I went to was back in 2014, I still receive email announcements from the husband and wife team, Massimo e Laura, who are the linchpin organisers. Back in September last year they announced the 2023 Motogiro will be subtitled 'Monte e Mare' (mountains and sea) and staged in the Tuscany and Umbria regions, starting at Pisa – tempting indeed! Not long after that I received a message from long term pal and previous co-participant Sascha, a German and somewhat enigmatic solicitor who lives in Yorkshire, saying/ordering 'we must go!' It wasn't long before I was on the hook.

So, my early thoughts were around what machine to take. All my previous Motogiri have been in the 'Classica' class (2 on the Ducati Darmah and 3 on the Ducati 450 R/T #1). This time I want to participate in the 'Storica' class in the true style of the original 1950's races on a small capacity bike. I therefore entered my 1957 Mi-Val 200TV as it not only suited this category class, but it is also a very rare model and the Italians always love to see such bikes on these events. In addition, as many will testify, it is a pretty little thing!



With my application completed online and deposit paid, my thoughts turned towards the Mi-Val. It is a sweet running machine but can be a little smoky when idling. If I am to give my best chance of completing the 6-day event (around 900 miles in total) I would need to give this little Italian beauty a good going over (ahem). It is a single cylinder, push rod, 4-stroke, 4-speed motor with separate oil tank and external oil lines going to and from the underslung oil pump (more on that later). A plan was hatched with good pal John Shaw to unzip the engine for inspection and repair or replace if/where needed.

While I was waiting for John to clear the decks in his busy garage (The Playpen as it is fondly known), I set about inspecting all the running gear, greasing swinging arm, tightening steering head, checking electrics, brake shoes etc. I then removed the engine ready for work at the Playpen. Some while later, John advised he was ready, so off I went with the engine and the very basic owner's and parts manual copies. The first session saw us disassemble the motor to inspect the clutch, generator/dynamo, points, oil pump, kick-start mechanism, cylinder head and barrel.



I must admit that I was fearing the worst once things could be inspected. However, we were able to stop at this point and not split the crankcase completely. Why? Well, there was absolutely no play in the con rod (yippee!), the gearbox works perfectly (lovely, snicky thing!), and the crankshaft showed negligible play across the bearing train. The clutch plates look almost new. There is historical damage to a non-critical, out-of-sight area on the cylinder head.

Using John's expert engineering eyes and equipment, the barrel was measured and the ring gap across top and bottom is within spec. The barrel itself shows slight scuffing on opposing sides of its lower section which, we determined, was the reason for the slight piston slap type noise on start-up, but which soon disappears once the engine is warmed up. At this point, John and I decided to call a halt to the proceedings (time was getting on) – John would keep the cylinder head to disassemble, inspect, lap in the valves and make up gaskets and I would take the rest of the motor home to thoroughly clean and remove all gasket material from mating surfaces. This included the tricky union area of the flow and return rigid oil lines which attach to the underside of the crank case (the Mi-Val Design Team didn't cover themselves in glory in this particular aspect of the engine's layout). I was also to source a suitable oil seal to replace the failing one on the points cam shaft.





A week or so later the engine and chassis arrived back at the Playpen. John reported the valve stems, guides and rockers were good, he had replaced the rocker shaft seals, and lapped in the valves – the cylinder head was good to go! We surmised that the smoky exhaust on extended idling would be down to the lack of oil seal on the valve stems – common to the design of these 50's Italian engines. John had also made up new cylinder base, oil pump and 2 x rocker cover gaskets. In turn, I had sourced and fitted the points cam shaft oil seal and all parts were ready to be re-united.

With the motor sitting on a workmate, we worked on either side of the engine (have to admit, John was a lot quicker than me!). Once complete, we set about the process of re-mounting the motor back into the frame – made particularly tricky by the need to align the oil lines union to its receiving engine stud whilst doing so. Every day is a school day, and on this occasion, I learnt the correct term for the metal rods or screwdrivers used to adjust and align the engine in the frame – 'podgers'! With some guile, effort, and the odd expletive we managed to get the engine back into the frame. Not long after, the tank and seat were back on, the engine oiled up



and the bike kicked back into life. I went for a proving tootle up and down the lane and returned with the proverbial Cheshire Cat grin on the kisser.



Since then, I have enjoyed 100+ miles on the Mi-Val and then changed the oil, re-torqued the head and re-set the valve gaps – all good so far and I have good reason to be confident the machine is Motogiro-ready. I have also fitted rear side race plates and have a front-mounted item, with brackets, ready to fit before the trip to Italy. Oh, and I've fitted a gel cushion to the seat to eliminate that well-kent medical term – numbus bumicus!



Strathaven & Peebles Run, 16th April – Ricky Leiper

11 bikes left Cumnock for the Peebles Classic Bike Show. Cheryl, Mark, Gordon & Jacki, Alan J, John W, Robin C, David A, Grant, Gail, George and I. A very pleasant wander to Peebles via Biggar with Robin on point.

Good to see the show well attended and after the usual bacon roll and coffee, finished my purchases and walked around the bikes outside as well. Met Paul, Niall and Alec there, as well as a couple of auld pals that I hadn't seen for years. The group then split and returned via various routes. I rode back through Tillietudlem and down the A71. Cracking day.





(The Triumph T150 Trident had an interesting history. It was number 50 off the production line and was sent in the first batch of 100 to the USA. The first owner was Bud Ekins, friend of Steve McQueen and the actual person to do that jump in "The Great Escape" – Editor)

Coffee Run, 19th April – Paul Wilkinson

This month's coffee run was held at the Food Hub, Crossroads as it had been recommended by Iain Howie. There was another excellent turn out with 18 members and 3 wives being present. The weather was ideal for riding and 16 bikes graced the car park. Unfortunately, I once again forgot to take a photo. Perhaps other attendees could take some in future and save my embarrassment.

Triumph Trident T150 Ignition Problems – Owen McGeary

A lot of club members will be aware that my latest running classic bike is a 1974 Triumph Trident T150 750 triple cylinder bike. I had an itch that needed scratching, lol. I had not been into Tridents, but my attitude has changed over the last few years. After looking at the bikes and hearing them also, lovely sound from the exhaust.

I purchased mine from a gentleman up north, who had tried setting up a classic bike touring company. The insurance costs for this turned out to be very high, and the company never happened. The gentleman had sold all of his other classics with the Trident being the last to go. He was, though, thinking of keeping it. The Trident started 1st kick from cold and sounded great. Sold! I loaded the bike into the van and brought it home.

The Trident needed some tinkering with the wiring and the carbs and a service. Once I got it running nicely, it's a great bike to ride. I used the Trident on various club runs last year, really enjoying it and it never let me down. I had fitted panniers to the Trident, which were great for carrying my packed lunch and odds and ends. It was on one such run back from Inveraray that the heavens opened and we all got drenched. I could have rung out my pants, lol. The Trident never missed a beat though. After this I started looking for a fairing to fit to the Trident. I managed to get one on eBay and collected it on my way down to the Stafford show last October. I also managed to pick up a matching set of Rickman panniers and all were fitted over the winter. I had to adapt the fairing and make brackets to allow fitment, plus adapt the wiring to suit, including moving the ignition switch from the headlamp bracket. To a custom-made panel on the fairing I added warning lights, voltage and oil pressure gauges. The bike was taking shape.



It was earlier this year on a nice day, that I was talking to friend and fellow club member, Sid Brierley. When I spoke of taking the Trident a run, Sid mentioned that the Triumph Owners Club (Glasgow) was having a coffee morning at Lochwinnoch that day. We arranged to meet up. This would be the Trident's first road run since fitting the fairing and all the changes I had done. I must admit to wondering how the bike would feel on the road, but it was really good. It kept the wind blast off and hopefully the rain too when it did rain.

I was late at arriving at our agreed meeting point and phoned Sid who had gone ahead to Lochwinnoch. I restarted the bike and headed to the coffee shop. On arrival, I stopped the bike and headed in to meet Sid and the guys. I had a very nice coffee and bacon roll, plus a chat with the guys. When leaving Sid and I were going to carry on to Largs. However, the Trident would not start. I kicked it over, it popped and farted a couple of times, but would not run. This is when you start to think, what have I done? A loose or broken connection etc etc. I tried various things and discovered that the spark plugs would all spark when the ignition was switched on or off, plus when the kill switch was pressed, but no spark at the plugs with the ignition on and the bike kicked over. The Trident is fitted with a Boyer Bransden Mk3 electronic ignition. This is a wasted spark arrangement which means all the spark plugs spark when triggered by the system. I tried various things after pulling the wiring to bits, the bike ran for a couple of minutes once, before cutting out.

I then remembered that Paul Wilkinson had a spare trident Boyer Bransden ignition and he was only down the road in Beith. I phoned Paul and like a true trooper, he was soon on the way to meet up with his spare ignition system. On Paul's arrival, we started changing parts of the system over, black box, fibre pickup disc etc. No luck and still no start. I then phoned my son in law to collect my van from home and to come on a rescue mission. The bike had run very well on the road over, so it was very confusing as to what had happened. Once home the bike was put in the garage in disgrace, lol.

The next day I checked the Boyer Bransden web site, which Sid reminded me had a fault-finding section. Reading this, informed me that the magnetic rotor behind the fibre pick up plate, mounted on the taper on the end of the camshaft should hold its own weight, when suspended by each of the three magnets, one at a time from a flat iron bar e.g. a spanner. On trying this, only one of the magnets would hold the rotor for a fraction of a second before it fell off. The other two would not even attempt to hold the weight of the rotor. So, the rotor had lost its magnetism. I know how it feels, LOL



Stafford Classic Bike Show 22nd April – Paul Wilkinson

Owen McGeary, Jim Young, Iain Howie and I made the long journey to Stafford for the April Classic Bike Show. As we were only going for the day I had to be up at 2:00am and at Owen's for 3, ready to start the journey. We managed to reach the show ground by 9:15, and, as we had advanced tickets, we were soon routing through the autojumble looking for those elusive parts needed to complete a project or to have.... just in case. Despite some very heavy showers on the way down, the weather remained dry and relatively warm.

Late morning, I met my school friend Raymond and we spent quite a bit of time browsing the displays of beautifully restored motorcycles in the main hall, before heading out to see what bargains we could find. Raymond was especially interested in a beautifully restored

WW1 Douglas dispatch bike and as he had just sold a 1920's Sunbeam he had a pile of money burning a hole in his pocket! I have not heard yet if he did the deal.

I managed to chat to a number of friends, including Rick Partington of Classic Bike fame and it was interesting to hear from him that younger restorers who had been working on 60's and 70's Japanese bikes are turning to British singles and twins. The reason being that parts for Japanese bikes are getting scarce and very expensive, compared to the easier to source and cheaper British bits.

In the afternoon I caught up again with Owen, Jim and Iain and we had a last walk around the showground. There were still a few bargains to be had, but by now we were all getting tired and we still had the journey home. We left around 5:30 and after a couple of stops for food and refreshment and to give Owen a chance to relax and recover from the driving we were back to Hurlford for midnight. It was a long day, with excellent company, but well worth the effort.









Ad Hoc Sunday 23rd April 2023 – David Rowell

The most surprising thing about our run 23rd April was that it happened at all! My early warning Thursday post only spoke about the weather making it doubtful we would go anywhere on Sunday. Then my Saturday follow up reflected BBC forecast of sunshine and proposed we risk getting wet and muster in Girvan at 10:30h on Sunday, with a suggestion we go to Portpatrick.

So, when John Stewart and I rolled into the Ainsley Car Park we were pleased to see 10 motorcycles and riders dressed to get wet.



After surveying the horizon we elected to by-pass Portpatrick and head for Port William, influenced as much by the menu at The View harbourside cafe, as the weather. We enjoyed a controlled run down the A77 before joining the A75 and taking the A747 to Port William, under azure blue skies, witnessing waves breaking lightly against the shoreline. Our speed was governed by (not so) young Alastair Hamilton on his Aprilia 125, who was concerned not to hold up the group's progress. Little did he know that some members of the group were more concerned with keeping up!



After a fuel stop in Newton Stewart, we headed for home on the A712 making an obligatory stop at Clatteringshaws, before our group dispersed in Dalmellington.

We had a great day out, made even better because it was unexpected! The only downside was that we 'lost' David, Robin and Brian, who missed our departure from Girvan, then found each other in Portpatrick.

Technical Article – Drew Robertson

From the faults of "own goal".

David (Wilson) is rather pleased with his Guzzi Spada though head scratching with a persistent problem, very smoky. So was mine but It's been round the clock and new rings cured. I checked David's breathers, pipe-work, feed tubes etc, potential blockages, all was modded almost the same as mine. Low mileage, so unless the unlikely of a broken ring or bad guide it was a bit of a mystery. Bit of disassembly required and we whipped the rocker covers off. Port was fine but starboard dumped copious quantity of oil on the deck, at which point he phoned me. I asked if he could get a welding rod down the drain hole. No, it stopped after a couple of inches. I shan't repeat my expletives; some previous owner had fitted the head gasket the wrong way round.

Head whipped off faster than Marie Antoinette and so it was. Some head gaskets come with two holes as idiot proof insurance but not this one. The base gasket can't be made dual hole and indeed at least it was correct, accepting David's welding rod. When a head job is done on the old Guzzi's there are 4 rubber o-rings on the studs which must be replaced or oil weeps down the studs. Gotta have the right ones or they could oversquish or heat die. One was torn and another was absent. Thankfully the knuckle dragger's exploits don't seem to have extended further than a head off job, though why that was done in the first place is a bit of a mystery.





For Sale

1965 BSA A65 Lightning. (Clubman). Please phone Jim Fulton for details. 07711 322 781



Events Calendar

Date	Event
30th April 2023	Wanlockhead & Leadhills Run Approx 50 miles Meet at Cumnock Bus Station at 11:00
13 th May 2023*	Summerlee Speedway Day Summerlee Museum, Coatbridge ML5 1DL 11am – 4pm
14th May 2023	Kirkcudbright & Dumfries Car Show Run Approx 120 Miles Meet at Dalmellington lay-by at 10:00
14 th May 2023 *	Annual open run from Dumfries Historic cars & motorcycles South of Scotland Veteran & Vintage Club
20 th May 2023*	Wigtownshire Yesteryear Transport & Machinery Club Rally Rugby Field, Stranraer DG9 8BN
20 th & 21 st May 2023*	Drumlanrig Offroad Motorsport Festival Drumlanrig Castle, Thornhill
28th May 2023	Aberfoyle & The Dukes Pass Run Approx 140 miles Meet at Monkton at 10:00
28 th May 2023*	Erskine Motorbike Meet 17 Erskine Veterans Village, Bishopton PA7 5PU at 13:00pm
11th June 2023	Glenbuck Heritage Village Run Approx 40 miles Meet at Cumnock Bus Station at 10:00
17th June 2023	31st Scottish Classic Motorcycle Show The Princess Suite, Ayr Racecourse, Ayr 10:00 to 16:00
17 th June 2023*	Rock “n” Roll Run VMCC Clyde Valley Meet at the Oven, Overton Farm, Rosebank at 10:00
18 th June 2023*	Father’s Day Vintage Vehicle Rally Scottish Railway Preservation Society Bo’ness & Kinnell Railway EH51 9AQ
18 th June 2023*	62 nd Annual Jimmie Guthrie Memorial Run Hawick & Border Motorcycle Club The Green, Denholm, Hawick
25th June 2023	Tyndrum and the Green Welly Stop Run Approx 180 miles Meet at Monkton at 10:00
23 rd , 24 th & 25 th June*	Bob McIntyre Memorial Classic races East Fortune Raceway
24 th & 25 th June 2023*	Moffat Classic Car Rally Moffat & District Motor Club Showground, Hammerlands, Moffat

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
Vice Chairman	Robert Mitchell E: Robert.mitchell@bt.com T: 01292 443 891
Secretary	Brian Ballie E: bbaillie44@yahoo.co.uk T: 01292 289 518
Treasurer	Stuart Miller E: stuartjmiller3@hotmail.com T: 01292 475 909
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Runs Co-ordinator	David Rowell 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 Members and Friends Group –
<https://www.facebook.com/groups/ClassicMCCMembersAndFriends>

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

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