



THE AYR CLASSIC NEWSLETTER

June 2023

ISSUE 259

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From the Editor

This month I thought I would produce a newsletter based around the show. I have articles from various people who helped with either the overall organising, the set-up on the Friday or the show itself on the Saturday. There are also words from both exhibitors and members. The articles include both positive and negative aspects of the show and will be useful should the Club decide to run the show again in 2024. Overall the show was very successful and I am pleased to announce that we made sufficient profit to keep the club solvent for another year.

I would like to thank all of the contributors this month. In addition, Alan Kempster has created a montage of photographs of the show and a link to them can be found on the Classic Show page of the Club's website. Also, Jim Downie videoed the second parade of bikes and this can also be found at the same location.

Paul Wilkinson

(Front cover: Paul Wilkinson and his "Best in Show" 1971 BSA B25SS Gold Star)

Club Member of the Month

Name – **Paul Wilkinson** Club Position – **Membership Secretary & Newsletter Editor**

How old were you when you bought your first bike? – **I was an 18 years old student living in Hamilton. A friend who was into British bikes persuaded me that I needed to get something in order to become more mobile.**

What was it? – **I bought a 1968 BSA Bantam D14/4 rolling chassis, (in the dark!) from a man in Douglas. My friend and I then sourced a complete D7 engine (175cc two stroke with a 3-speed gearbox) from a dealer in Glasgow. We managed to build a bike and it ran for about 100 yds before it died. Subsequent investigation revealed that one of the piston circlips had come out, got trapped in a transfer port, snagged a piston ring, broke it and scored the barrel deeply before embedding bits of piston ring in the cylinder head. An excellent start to my motorcycling life.**

Do you still have it? – **No. I sold it in the 2000's.**

What do you currently ride? – **I have a number of British bikes. My main bike is a 1975 Triumph T160 Triple, but I do rotate it with a 1972 BSA A65 Lightning.**



My other bikes include 5 more BSA's and 2 more Triumph's. These are a 1950 D1 Bantam that I bought in 1984 in Dundee and was a pile of parts in two tea chests. This was my first attempt at restoration and, as I was working away from home as a setting out civil engineer, it gave me something to do rather than go to the pub. I kept it a secret from my wife until it was built, but that is a completely different story.



A 1960 A7 which I bought through the club, but have never touched. A 1968 B25 Starfire. A 1971 B25SS Gold Star and a 1971 A65 Lightning.

A 1960 Triumph T21 and a 1964 Triumph T90.



How long have you been a club member? – **Although I attended a lot of the shows as a visitor, I did not join the club until the early 2000's. This was because my work was predominately in England and it meant involved staying away from home for a week at a time. I joined the club once I had been transferred to a contract in Scotland.**

What is your favourite club event? – **I cannot say that there is any aspect of the club that is a favourite. I've always enjoyed the club runs, winter nights and the shows.**

What is your favourite motorcycling memory? – **In 2001 I, along with 39 other BSA enthusiasts, shipped our bikes to Australia for the International Rally which was being held in Victoria in April. In order to comply with Australian regulations, the bike had to be spotlessly clean. The meant I had to remove the wheels and scrub the inside of the mudguards clean, plus no dirt in the tyre treads. As I had fully restored the bike for the event it looked like it was straight off the production line.**



Collecting the bike in Frankston, Victoria with other BSA owners

The rally itself was about 60 miles north of Melbourne at a holiday park outside Kyneton. I had a great week. There were over 400 attendees and every day had a different activity. We visited the gold mining towns of Bendigo and Ballarat. Toured the area of Hanging Rock, where the picnic supposedly took place. Saw lots of Kangaroos, wombats and a Koala.



BSA's lined up at Hanging Rock



BSA's lined up at Campase Downs

Any other information – **I think I must have motorcycles in my blood, as when my mother was in labour with me, my father passed the waiting time by carrying out a decoke and service of his Norton Dominator. He was apparently ably assisted by his mother in law. In addition, even in her elder years my mother liked her motorbikes and insisted on her 70th birthday that she rode pillion for one last time. The one request she stipulated was that as she was 70, we had to reach that speed at some point in the journey!**



31st Scottish Classic Motorcycle Show, 17th June

Paul Wilkinson

I arrived early on the Friday afternoon and made a start marking out the positions for the bikes. This year there was a lot of help from other members and the work seemed to pass fairly quickly. I must thank Scott Robinson for putting up with my poor directions on where to hold the tape. He was very patient! It wasn't long before bikes began to appear and were soon being placed in the hall.





A selection of photos prior to opening.

On the Saturday I arrived just before 9 and placed my Triumph in its designated space. I carried out the judging of two classes with the assistance of Ian Howie. It is not easy to decide on who the winners are when all of the bikes are immaculate. Ian, though, made the final decision on a number of them and that was when he checked if they were runners. Stick a finger up an exhaust pipe and if it came out dirty then the bike got an extra point!

Following the judging I was an escort for the parade bikes. I have to say that Nigel had selected a comprehensive cross section of bikes to display. When they were all running and waiting under the grandstand tunnel the noise was powerful, especially from the T150 Pastiche Rob North replica with open pipes. Despite my duties, I did have some down time and was able to have a good look at the show bikes and scour all of the stalls for parts.



When it came to the prize giving I was very surprised to win two best in class awards with my Triumph T160 and my BSA B25SS Gold Star as I thought that there were some far more worthy entries. However, this surprise did not compare to the shock of being informed that I had also won "Best in Show" with the BSA. It certainly rounded off an excellent day.



Saturday 10:05 and the public have arrived!

Nigel Wanless

Well, the day finally came. After months of sending out email invitations, acknowledgements etc. and receiving bike exhibit entries, mainly through our wondrous new online jotform system, the 31st Scottish Classic Motorcycle Show was finally with us. Very ably assisted by Bill Bryans and Gordon Fodder and his Jacqui at the booking-in desk, this Team already had half of the capacity 126 bikes in the hall by close of play on the Friday. Saturday morning, up sharp with my pals visiting from Wales and Cheshire, we were in before 7am. The remaining bikes for display in the exhibit hall were a steady stream up to the 9.30 deadline. With some 'no shows' the helper team was able to place Late Entry machines in their place before 10am, including the Alan Shaw dedicated Yamaha FJ1300 Blood Bike.



With the booking in process complete, there was enough time to go around all exhibits as a final check, have a quick chat with each Parade Bike owner to confirm the process of their contribution and a very quick walkabout outside to see the traders and catch up with old friends Bill and Agnes Cadger amongst others who have all waited for four years for the return of our Show. After helping out with general stewarding duties, it was then time to get organised for the first bike parade at 12.30. As well as the excellent PA announcements coming from our Club Stand, the firing up of the raucous Rob North replica soon enticed people from the exhibit hall to see the parade. It was great to see the variety of bikes (and riders!) circuiting the parade area and a privilege for me to be able to commentate on this. The time between the parades zipped by, with a hurriedly snatched lunch and more parader briefings. I managed to cajole some more folk to participate in the second session, including the afore-mentioned Alan Shaw dedicated Blood Bike and Lauren Wright on her much-travelled Honda Transalp – many thanks to those who came up with the great idea of including these machines.

Returning to the hall I was somewhat surprised to see a Runner Up rosette on my trusty old Guzzi Superlce – I can only think this was a sympathy award! The rest of the Show passed in a whirr until it was time to check out all the bikes securely with the Team, by which time other helpers had amazingly cleared most of the hall of carpet protectors, bike-stand boards, banners etc. and outside the barriers were just about rounded up too. I loaded up my three exhibits in the van, helped others do same and finally



drove home after a long but most enjoyable day. Great to catch up with so many familiar faces, make new acquaintances, and just generally being amongst like-minded classic bike buffs! Oh, and despite some dark clouds lurking during the course of the day, it didn't actually rain – what more is there to like!

Best Day Ever 2023 – Gail Hunter

I wasn't quite sure what to expect on the day of the show. The last show I was at it was held at the Dam Park. Driving into the racecourse I found myself behind a modern Triumph which turned out to be with the Triumph Wagon, I was relieved to see they had made it.

Paul had kindly saw my Excelsior into the show so I was looking forward to seeing where it was positioned. It sat proudly next to Pauls Bantam and when I looked round the back, I thought Paul must have reregistered his bike at the same time as mine. The registration being so similar.



Everyone had worked very hard, and the layout was tremendous. It had been difficult to imagine how the space would work when I showed the old catalogue to advertisers. Now it was coming to life. Paul showed me where to leave my bag and it was then I thought I'd stumbled into a prayer meeting led by Robin. Turned out it was the judge's brief.



All the bikes looked incredible, and I was glad I didn't have the difficult decision of choosing the best.

Towards the end of the day, I had the chance to sit on one of the new Triumphs. It was a bit heavy for me, but I got talking to a visitor. He asked me what bike I had. Well, it turned out my MT-07 had been owned by his friend's wife. Not only that but he had been a member of the Club with his brother John Sykes. Small world – he took me pillion when the club rode out of the County Hotel in Ayr. It was fantastic to meet up with so many enthusiasts and chat about the bikes.

All too soon the day was over. The bikes lined up - reminded me of the last people to leave a party when you don't want the day to end. Here's to next year!



Phil Hendry

I thought it was an excellent show. The security was very good. With the help of the racecourse we didn't have to manhandle the barriers this year. The bikes going out to the parade could have been better. Overall, I would have another show.

Winner of Best BMW

George Campbell

After a four-year break and with many new helpers supporting the members with previous Show experience, the 2023 show was a great success. Yes, it can be improved, but that is true for almost everything in life.

Everything went smoothly, at least outwardly, although enormous superhuman unseen efforts made by many to make our show happen this year. You know who you are. Thank you to all concerned and your efforts are greatly appreciated.

All the visitor comments that I received at the club stand were extremely favourable. Two people told me that it was the "best show in the country". I have no reason to disagree with them.

We had a wide range of bikes on display going from work in progress to concours and it was nice to see some bikes actually driven to the show among the prize winners.

Traditionally, we always worry that rain on the day of the show could deter people from coming along, but this year I was concerned that a heatwave could have similar results. Never thought that would ever be a problem in Ayr.

Well done all involved. Nice to see a profit generated once again to allow us to continue to support important charities.

David McLeman & David Rowell

Our experience ...

It started innocently enough with an invitation to 'help out with the traders' from Brian. It was reassuring to find out I would be collaborating with Captain Dave, an experienced committee member - until we both found out that almost everything anyone knew about show traders left the club when the redoubtable George Epsworth moved away to Dundee.

Then someone recovered George's black bag that contained various 'how to' notes from 2018 & 2019 shows, including partial trader registration forms. So like detectives supplied with partial fingerprints, we got to work. Upon contacting historical traders, or in some cases their next of kin - we learned they all missed George's enthusiasm & experience, almost as much as we did!

Fast forward to 16th June when old Dave & ~~young~~ older Dave finally got together at Ayr Racecourse with our list of 38 vendors in hand, only to find one vendor already set-up in a prime location and gone home. The others were scheduled to arrive in a steady stream between Friday pm and Saturday am - which almost all of them did, as promised. Some turned up in cars; some came in vans; some with trailers; some towing caravans; some in motor homes; we had one 7.5t truck; and at least 2 tents pitched alongside Ayr racecourse. I almost forgot the vintage Bedford Ice Cream van and generator, but that's another story for someone else to tell!

We worked with some wonderful people, met up with old friends and made many new friends at the 31st Scottish Classic Motorcycle Show. So much effort was made by enthusiastic club members, helping to make this show the success it was.

Brian Baillie

Friday set up.

The set-up day started at 2pm, there were around 10 helpers in the hall. The first thing that happened was the unpacking of the van with all the stuff from the lockup. Next, 6

started to position the first of the clock positions using string, soon the first section of the clock face was formed. Then the film was rolled out to protect the carpet. I worked with Owen. Before long all the circles were marked out in the hall. I went outside to check with the grounds man to mark the barrier positions and helped position them. When I returned inside all of the hall was marked out. More helpers arrived and by 4.30 the hall was ready for the first of the exhibitor's bikes. Left late in the evening.

Saturday

Arrived on site at 6am with Ricky and David. Soon traders started to arrive along with exhibitors. By 9am most of the helpers had arrived. At 9.30 the stewards meeting started and by 9.50 we're ready to start. The show got underway at 10 am and the public started to arrive. The day ran smoothly, both parades were great and the wheelie school lads got underway. The burn out was fantastic. Lastly, the awards ceremony got underway, I even gained a rosette. A perfect way to end the show. Lastly it was tidy up time. I slept well that night. Great show.



Dean Darlington - P&M Flat Tanker

Just wanted to thank you and your hard working team for putting on a superb show. One of the best I've attended in many years. Your club members I met with were very friendly and knowledgeable and of course, had some lovely stories to share. My very best regards to you and all I met.



Willie Malone

Many thanks to yourself, David and the team for a thoroughly good day out yesterday. Well planned and organised as usual. All the effort worthwhile.



Bob Young

Good afternoon Nigel. I thought I would drop you a wee note to say thanks for the show. I thoroughly enjoyed it and it was nice to see it return to the venue at the racecourse again we established all those years ago. I hope the takings are up to expectations.

Please pass on my thanks to the many helpers from the club and I hope they also enjoyed the day.



Steve Rose

Pass onto the club my regards for a great show and well worth the 10 hours round trip to be amongst friends.

Richard Winn - 1963 Dot Scrambler

The show was absolutely great.



Gordon McConnell



It was my first time with a bike in the Ayr Classic Bike Show. In fact, the first time I have ever entered a bike for any show so I was a rookie!

I thought the club's organisation was excellent and I am sure all the exhibitors appreciated the friendly assistance of the officials and volunteers.

To top it all, I was surprised to win a Best in Class for my Yamaha YL1E, considering I only entered it to let like minded enthusiasts have a look at a rare model. Thanks to the organising committee and volunteers for a great Classic show.

Mark & Barbara Reid (Belfast)

Just a short note to say how much we enjoyed the Ayr Show. Thank you to all that gave us such a warm welcome on the arrival and throughout the day.

Look forward to coming over in the future.



Bob Faulks

It certainly felt like a happy day all round although I didn't get to see anything outside the hall or front desk, which is quite ok! A couple of things struck me:

1. Having chairs in good numbers around the display hall allowed people to sit and chat, or just take things in without having to be on their feet all the time - great!
2. The cafe could be better signed with something out nearer the club stand - quite a few people seemed to overlook the signs tucked away in the corner near the cafe door.
3. Did we have "no shows" for some duty slots? At one point I counted we were supposed to have 5 or 6 people on the front desk in the afternoon, but we were three most of the time and managed just fine.
4. I agree with the view that if a bit more "off" time other than one hour for food can be arranged, it would give club members more time to go and browse the trade stands etc. Difficult to do I know...
5. The electronic card payment system, once learned, worked very well and I think was appreciated by some punters, although we were not very good at keeping a check on the transaction numbers!
6. Other than keeping an eye on the charity staff and supporting them as they needed, the club member assigned to the helmet park has the opportunity to "floor walk" at that end of the display and it proved very positive being able to say hello to people and give them a friendly welcome. Same applies to the fire wardens I think.
7. Having the "breakout" room for the club was great to be able to store kit and have food etc; it was a good quiet place to take a deep breath out of the hubbub, and no doubt good for the judges' deliberations.



Best of luck with the wash-up meeting tomorrow.

Stuart Dykes

As my first time of being involved with the show, here are my observations:

When I arrived on Sat morning, there appeared to be too many helpers, with a lot not doing anything (that included myself), as when I asked what needed done, there didn't appear to be anything specific left to do. Must admit, it gave me a chance to meet up with some old friends I hadn't seen for a while.

My rota was Tesco entrance from 09.55 – 12.00; to me there was too many of us (5 on the motorcycle gate), so we split up the rolls (I was taking the money and handing it to Phil (who held the money bag), Ian was handing out paper ticket, John was handing out programmes and someone else (didn't catch his name) looked after card machine and when I look at the roster, there should have been even more (not sure if this was everyone that was at that end, as no specifics). Then there was 2 in the pedestrian gate and Katrina on the actual gate plus one up at the road.

We did have comments from some of the guys that were coming in, that we were mob handed.

12 o'clock came and we had no relief, when I came down and spoke to you and Ricky, Ricky had asked someone to stay down to direct bikes coming in (that should have come to the booth) and Ricky was also due to come on at 12 and was going to get something to eat.

This meant that I could go to my next shift at the parade, these things always have a knock-on effect. I eventually got off at 13.00.

Think it's important that everyone sticks to the plan, but also realise that things sometimes have to be dynamic and fluid at times.

After that I was able to go for my lunch at the allotted time (13.00) and continue with my allotted duties.

When it came to the end of the show and all the bikes were leaving, we again had lots of people standing around looking for something to do.

I hope it doesn't sound too negative, that's not my intent and I thoroughly enjoyed the day.

I also think it's important that you get true feedback, this allows you to see what went well and what might need changed in the future.

Hopefully I will be able to help out again next year.

I'm happy to discuss any of these points in person, if you feel it might help.

Anyway, well done on an excellent show.

Scottish Classic Motorcycle Show 2023 – Prize Giving

CLASS	BEST IN CLASS	RUNNER UP	HIGHLY COMMENDED
Pre 1953	1925 Phelon & Moore (002) Dean Darlington	1948 Moto Guzzi Superalace Nigel Wanless	1947 BSA B31 (005) John Hay
1953/60	1958 Ducati 125 Sport (018) Stephen Rose	1955 BSA Gold Star (015) Peter Jung	1960 Excelsior Consort (024) Ian Bell
1961/67	1967 Yamaha YL1E (037) Gordon McConnell	1962 Ducati Daytona (028) Michael Bracken	Rickman BSA (034) William Malone
1968/73	1971 BSA B25SS Gold Star (042) Paul Wilkinson	1972 Suzuki T350 Rebel (046) Derek Crossley	1973 Triumph T150 TT (047) Brian Chapelhow
1974/76	1975 Triumph Trident T160 (054) Paul Wilkinson	1976 Kawasaki Z900 (062) Hugh Adams	1974 Honda CB750K (053) Hugh Adams
1977/81	1979 Honda CB400N (070) Robert Faulks	1978 Moto Morini 3½ Sport (064) Martin Drake	1977 Honda CB400/4 (063) Brian Baillie
1982/88	1985 Kawasaki 1100R (082) Mark Pellegrini	1982 Honda CB1100RC (076) Stuart Miller	1985 Yamaha RD500LC (084) James Hamilton
1989/93	1989 Ducati 851 Strada (090) Martin Drake	1989 Honda Dominator (088) Steve Mostyn	1990 BMW R100GS PD (091) Joe McIlwaine
1994/99	1997 Triumph Thunderbird (108) Peter Jung	1997 Harley Davidson MT350 (107) Ian McPhee	1999 Moto Guzzi V11 Sport (109) Joe McIlwaine
2000/2008	2007 Triumph Speedmaster (120) Andy Kirkland	2002 Ducati ST2 (114) Kevin Wood	2007 Suzuki Hayabusa (119) Robin Burnside
Competition	1994 Ducati 888 Corsa (125) Stephen Rose	Blank	Blank

Best in Show : 1971 BSA B25SS Gold Star (042)

Best BMW: 2001 BMW R1150R (112)

The number in brackets refers to the show catalogue listing. A link to the catalogue can be found on the website on the Classic Show page.

Aberfoyle & Duke's Pass Run Sunday 28th May 2023 – D Rowell

This article is a collaboration between David McLeman and myself, which makes a nice change for me. My invitation for someone (anyone) to write the Newsletter article is normally taken as a signal to start their engines, saying "we can't hear you".

Paul had warned me to expect a couple of new members on Sunday in time for 10:00 hours departure from Monkton, so it was nice to meet Colin Munroe and John Doolan for the first time. Not a new face, but Alastair Macqueen also joined us, riding his new Triumph Bonneville T100, albeit he was still wearing his Harley Davidson regalia.



Right to left Jim Hamilton; John Stewart; Pat & Fred Parslow;
Colin Grant; Alan Johnson; Colin Munroe*; David McLeman;
Alastair Macqueen; David Rowell; and John Doolan*
*new members

You can see and identify the rank and file members in the group photograph, including Fred & Pat Parslow on their Honda Deauville, having left their venerable Gold Wing at home. They elected to leave ahead of the main group, planning to get to Aberfoyle a wee bit later than the rest of us ... except for gentleman Jim Hamilton who was riding in the sweep position. He hadn't heard Fred's invitation for everyone to pass him along the way, so stayed true to his role and lost contact with the group, after we all passed Fred & Pat.

We realised he was missing when Fred & Pat rolled into Aberfoyle and we then found it they had taken a different route to the rest of us, leading Jim astray. John got him on the 'phone waiting for us at the Green Welly, much as we were waiting for him in Aberfoyle!?

So, rather than wait another hour for us to arrive, he headed off on his own for Inveraray and home, which is a shame because he missed going over the Duke's Pass. This was a new experience for a couple of the guys and as far as I can tell they enjoyed themselves, certainly Colin did as he was following me. Fred took the easy option and headed back the way he came, I'm still not sure what way that was, but says he enjoyed revisiting Aberfoyle.

The group was by then a wee bit strung out alongside Loch Venachar, until we regrouped at the left turn onto the A84 towards Crianlarich and Tyndrum. Since it was Spring Bank Holiday weekend, traffic was quite heavy, so once again we regrouped at the Green Welly for lunch. Then we got split up again on leaving, since the traffic coming down from Bridge

of Orchy wouldn't allow motorcycles to exit, so I dropped off on the A85 junction to pick up keep the group on route. Then I played catch up, dropping off again at the A819 Inveraray junction. This was after John overshoot the junction just as I was recounting over the intercom how Alastair had done the same thing on a run last year - my ears were burning!



We regrouped again in Inveraray heading out on the A83, dropping off again at the A815 junction, before refuelling on the outskirts of Dunoon. Then we were onto the ferry, I posted last week the following ticket price information -

Purchased onboard the Dunoon ferry a book of tickets costs £32.20 for 10 tickets, or 5 journeys with a motorcycle costing £6.44 each. Alternatively, you can buy the same book of 10 tickets at Weymss Bay Co-op for £28.30 or £5.66 each. Otherwise they will charge you £11.00 for single journey on board - I think they charge the shop price for a book of tickets, from the ticket office. I got to everyone but Colin (sorry), who got charged the full price. We dispersed at McInroy's Point, the Western Ferries Gourock Terminal.

We enjoyed a great day out in great company, enduring temperatures up to 20c and by the time I got home we had covered 220 miles. Jim was surprised to hear we intended to travel beyond the Duke's Pass, so I have to be clearer in my advance communications with members, especially new members.

Ad hoc Run Sunday 4th June – Lyn Dorrington

Sunday 4th June at 10.00am, 9 intrepid adventurers mustered at New Cumnock health centre car park on a warm, bright and sunny morning that held the promise of a super ride out. As David Rowell, our tour guide for the day, Sat Nav had spat it's dummy out earlier,

the day promised to be a bit of a mystery tour, however that didn't deter Davy Rowell, John Stewart, Lyn Dorrington, Davy Tudhope, David Watson, Alan Johnson, Alastair Macqueen, Daniel Gourlay and Symon Noble (our very own, Patagonia or bust Nick Sanders), from setting out from Cumnock and heading towards Peebles on the A70.



After David pinned the directions to the now obsolete Sat Nat mount, we headed out of Cumnock and into the sun, not really caring where we were going it was such a lovely day we didn't really care. After some fabulous traffic free, twisty roads, we stopped in a strangely quiet Biggar for a coffee, blether and for some, a comfort break. The public toilet there was wanting 40p to be able to get in and as Davy, Symon and I were rummaging around for change, the door was opened from inside by Big John and we all entered for free. Refreshed, the merry band resumed the ride out of Biggar and the few miles left that would take us to Peebles.

On reaching the popular and busy town of Peebles that was heaving with motorbikes, tourist traffic and cyclists we gathered at the bp fuel station to refuel. We then realised that three riders that had been behind me had got waylaid and were nowhere in sight. I had last seen them when I overtook a camper van, but they hadn't followed my cue, so we were hoping that they had followed the right road even though they had lost sight of us because of said camper van. While we waited, there was some light-hearted banter exchanged with big John and me about his heated jacket and gloves that were suitably redundant on this fabulous summer day.

Soon the stragglers caught up with us at the petrol station, and as suspected had got stuck behind the camper vans and tourist traffic, However, now reunited, we headed out to find Eskdalemuir and the Samye Ling Tibetan Monastery/Centre.

As we left the town the traffic began to thin out, we travelled along the A72 toward Innerleithen, along wide roads with long sweeping bends, the River Tweed on one side of the road and wooded hillsides on the other. The sun was sparkling off the water, and that

feeling that life could not get any better resulting in a silly grin on my face, something that I think was shared throughout the whole group.

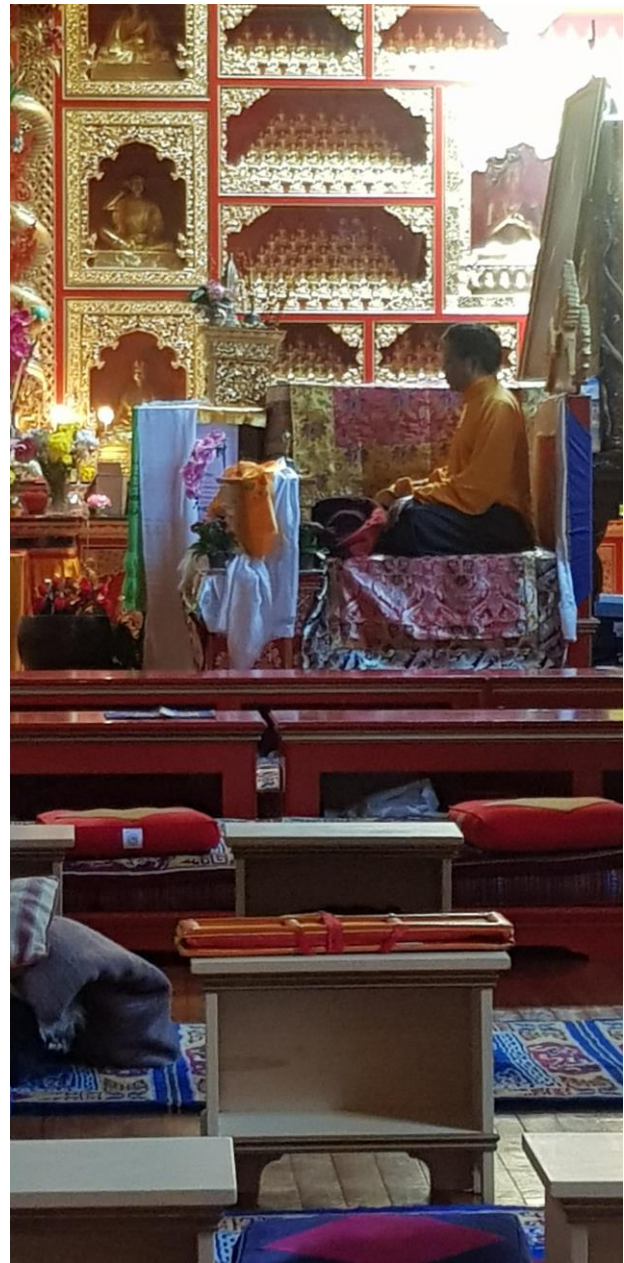
After passing through the town of Innerleithen we headed toward the Buddhist centre on the B7009 we encountered a single track, traffic free road, the only traffic being the odd sheep and lamb and their indecision on whether to run across the road at the last minute or not!!

After crossing over the main road to Selkirk travelling through forest covered hills towards Samye Ling monastery and Tibetan centre, which incidentally is situated in the county of Dumfries and Galloway and 15 miles from the town Lockerbie.



On arriving at Samye Ling's and parking up in a gravelly car park Alistair and Symon spent no time in deciding to head straight for lunch at the Hub a mile further down the road, Symon complaining that his stomach was thinking that his throat had been cut! Some stayed in the car park for a leg stretch while four of us: Davy Rowell, Davy Tudhope, John Stewart and I went to have a look around the centre. We encountered statues of Buddha, still ponds, prayer wheels, Tibetan flags, a gift shop, café and the star of the show, the temple. Some other visitors took some photos of us four on the steps, but only I went inside to see the decorations of the temple. After taking my boots off, I went inside and took some pictures of the beautiful decorations and gold Buddha inside the temple. There is also a shop full of very beautiful things, every time I go and visit Samye Ling going to visit the shop is always a treat. The goods are very good quality and very reasonable priced needless to

say.....



Curiosity satisfied we returned to the bikes and headed to the Eskdalemuir Hub (old school house) for lunch.

The Eskdalemuir Hub, located in the Northeast of Dumfries and Galloway, lies within the tranquil and beautiful Valley of the White Esk. Here at 'The Hub' there is a warm and welcoming café, with designated areas for motorcycle parking. There is an extensive menu of delights, including all day breakfast, Sunday lunch, with vegetarian options for both and plenty of cake (Symon had two different pieces, chocolate and carrot). The food and staff were lovely, this place is certainly a gem and a must to call into, if in the area.

After lunch and a false start, we headed out of Eskdalemuir on the B723 to Moffat, with the promise of coffee and more cake at the Green Frog campsite. From the B723 we joined the B7076 running alongside the M74 heading towards Moffat. What a fantastic road this is, no other traffic going either way, where is everyone?? (at the seaside eating ice cream and burying the kids in the sand, methinks). I was tempted to misbehave but reined it in out

of respect for my fellow riders. After a pit stop in a layby it was decided to bypass Moffat (as it would be too busy, so no Green Frog today) and head to Elvanfoot.

Turning off the B7076 and onto the A702 towards Elvanfoot, the Dalveen Pass beckoned, with its breath-taking scenery, stunning views and twisty roads. The pass threads its way south from the M74 through the southern part of the Lowther hills before descending into the village of Carronbridge.

We were now looking at stopping at Carronbridge for a blether. Big John was leading, however, after an unforeseen detour by Symon who turned right onto a side road that was marked for Drumlanrig castle and the A76 leaving big John, heading toward Thornhill, by himself..... another coffee stop was missed. Big John soon caught up with us as we turned onto the A76 and headed towards Sanquhar. On arriving at Sanquhar we found the highly expectant café shut, so continued down the road towards Cumnock. We saw a promise of a café sign in Kirkconnel only to find on arrival that it too was also closed, however, we took the opportunity to park up and have a blether. Looking at the time we decided to head for home, the time was getting on for 5, so we parted company and Davy Tudhope , Symon and I headed towards Dalmellington for fuel and home and the rest toward Ayr.

All in all, today has been one of the best ride-out to date, perfect weather, perfect roads and perfect company. This is going to be hard to beat.

Coffee Run, 7th June – Paul Wilkinson

There was an excellent turnout of bikes and members for our return to Boswells Coach House Café, Auchinleck. There were 21 members present and at least 15 bikes. A good proportion of them were classics. The food was good and all present appeared to be enjoying the company and conversation.





Glenbuck Run Sunday 11th June 2023 – David Rowell

THUNDER IN AYRSHIRE

My advance notice of this run contained encouragement for the classics to join this short run to the Glenbuck Heritage Village, as well as discouraging extreme weather warning forecasts! So, I wasn't surprised to find raindrops falling on my head after stepping outside early Sunday morning, but I was surprised to find another 10 crazy club members at Cumnock Health Centre.

We had the usual suspects of John Stewart; Jim Hamilton; Lyn Dorrington; Alan Johnson; Kevan McGuire; and Gordon McNair. It was also good to see Alastair Bruce; John Hay; John Doolan; and John McKnight, back out. John McKnight is a renewed member and, in our twenties, introduced me to the fear and excitement of travelling by motorcycle off the Arran ferry from Brodick to Whiting Bay. If I had known then, what I know now - I would have got on the bus and not on the back of John's Norville.

After Alan's exciting ride over the Duke's Pass on his classic Ducati, he turned out on Sunday with his recently acquired 1976 Triumph Tiger 750. My guess is he only brought the Triumph planning on the short run to Glenbuck and back, but he stayed with us and more importantly his Classic Triumph went the distance with distinction!



So, after introductions, we set off for Glenbuck at a leisurely pace, completing the 20 miles in 30 minutes. Not long after arriving big John's acute hearing picked up the distinctive cadence of an approaching Harley Davidson, so I immediately thought that Gordon & Jacqui had a change of heart and were joining us at Glenbuck. After 5 minutes there was still no sign of them, but we could still hear 'Thunder in Ayrshire' coming from the direction of Muirkirk!?

Then with a unique cacophony of sound Grant Allan appeared negotiating the tight right hand turn uphill onto the gravel surfaced car park on his 1947 Harley Davidson Knuckle Head, complete with foot operated clutch and hand operated automotive style gear shifter. All I can say is 'what an entrance' and Grant was probably more surprised than us to arrive so ceremoniously and safely on this maiden outing of his vintage Harley.



After paying homage to the former residents of Glenbuck and the Shankly family in particular, Grant; Alastair; John Hay; and John Doolan, headed home hoping to avoid promised thunderstorms. The less sensible amongst us carried on aimlessly to Glespin - saying we had no particular place to go, was an important factor making this another day to remember. The only hard resolution we made was to be home by 3 o'clock when the weather was forecast to change!?

The stretch of the A70 to Glespin has some lovely sweeping bends and some tight turns, not the least being a wee reverse turn onto the unclassified road heading to Crawfordjohn, then it was on to Leadhills and another tight left hand turn onto the B7040 toward Elvanfoot. For whatever reason this is another favourite road that encourages you to go slower, for all the right reasons. After turning off on the A702 we found our way back on the B7076 (A74) to Moffat, where we stopped at the Green Frog for lunch. Some of you will know that some of our group are very particular about where we stop; when we stop; and what we eat - but on this occasion everyone was very happy.

One notable feature of our journey was passing 100 tractors on their way to a show somewhere nearby, we slow passed their procession getting to the head of the line just as the lead tractor was passing & waving to their photographer sitting in the back of his van. I'm sure we will be edited out, but if not, our run might be featured in the pages of the Dumfries & Galloway news.

After leaving Moffat we retraced our steps to Elvanfoot and heading across the Dalveen Pass, another group favourite. We were still clock watching getting ready for the skies to open at 3 o'clock, so when Gordon (tricked him into swapping his sweep position, with my lead position) turned left at Carronbridge I thought he hadn't read the script. Then I realised my temperature readout was 29c and really didn't care, anyway Gordon turned right at Thornhill taking us to Moniaive and another cafe, sorry 'welfare stop'.



We dispersed from Moniaive, with John; Alan; Jim; and myself heading back to Thornhill and home on the A76, saying goodbye to Alan passing by Cumnock. Lyn; Kevan; and Gordon went their own way home. It was well past 3 o'clock by now and we were all still dry, at least on the outside.

The short version of our run was a nice morning 'bimble', then the rest of us covered another slow & easy 120 miles under blue skies, on some great roads, which seeing as it was a close call about leaving home that morning, made our day even better!

Ad Hoc Run Sunday 18th June 2023 – David Rowell

AFTER-SHOW: AFTER-SHOCK

In the afterglow of the Scottish Classic Motorcycle Show, my feet were sore and my back was hurting - my good lady already hadn't seen me for 2 days and my children guessed, rightly, I would rather ride my motorcycle, than celebrate another Father's Day. So, when I got home on Saturday night I cranked out a quick invitation for members to meet up at David's Snack Bar in Girvan at 11:00h ostensibly to reflect upon events the day before, but more importantly to indulge in some motorcycle therapy!

I was out early, waiting patiently for big John at Doonfoot, until he zipped past me on his X-ADV, then we enjoyed a leisurely run down to Girvan. We started using Sena intercoms fairly recently and indulge in ~~insane~~ inane chatter, talking most of the time about John himself, his favourite subject. This morning we speculated about who else would be crazy enough to be in Girvan when we got there?

Final numbers comprised Kevan McGuire; Davie Tudhope; Mark Cairns; Taff Bee; Alastair Macqueen; Gordon & Jacqui Fodder; Stuart Miller; Robert Mitchell; the aforementioned John Stewart; and myself. Then John McKay made a welcome appearance, to say hello and catch up with what's been happening at his club.



After exchanging views about how well the show went, Tudhope headed home (500m); Stuart; Robert; Taff; and John McKay went their own way(s), leaving eight of us heading down to Portpatrick, including one non-member ride along. Once again, we were happy to set aside any need for speed, except for 'noisy boy' - you know who you are!?. The roads were quiet (except for him); the surface was dry; the sun was shining; and our mood was mellow. After attending to the group's welfare needs, we headed back to Girvan and indulged in some more mutual appreciation.



As it happened our ride along show Sunday was an old acquaintance from 1975 in my Arran days, who I had met the day before and then again, the day after - nice to see you again Kendo.

Then John; Alastair; and myself headed back up the road to Ayr & Prestwick, with another 150 miles recorded. I'll update the FactFile next week, this day was more about warm & fuzzy stuff (Ricky's words) and camaraderie.

Coffee Run, 21st June – Paul Wilkinson

This time the club ventured out to the North of Ayrshire and visited the Lochshore Hub at Glengarnock. This is a new facility which has only been open for about 6 months. It is part of the redevelopment of the former Glengarnock steelworks which closed in 1985. It offers good views across the Glengarnock Rugby pitches and onto Kilbirnie Loch. The food is good too and very reasonably priced. 16 members braved the weather on a variety of classic and modern bikes, although I was informed that one person abandoned the journey as it was too wet. Plus, Phil Hendry and his wife drove over in their beautifully restored Austin 7.



Rest and be Thankful Run Sunday 25th June 2023 – D Rowell

We planned to run up beside Loch Lomond to Crianlarich following the A82 all the way to Tyndrum and The Green Welly, but the weather had other plans. We knew all week the weather was likely to be bad on Sunday, so only John Stewart; Kevan McGuire; and yours truly were optimistic enough to go for it!

That being said, we agreed contingency checks at Milton (dry); Balloch (dry); and Taret (wet); which resulted in a quick diversion onto the A83 'crossing' The Rest and be Thankful and heading for Dunoon earlier than expected. When we got there, it was still raining hard, but we could see our ferry docking in time for us to roll on and get off our bikes.

Once again, our plans were thwarted and despite our encouragement, we were not boarded and had to endure a stationary downpour for 15 minutes, before boarding the

second ferry. We promised ourselves a welfare break at The Paddle Steamer, in Largs as a reward for our stupidity heroics and it was so good!

This ended up a classic story of 3 men in a boat, either the ferry, or the steamer - we covered 145 miles, a wee bit longer for Kevan. It was a strangely

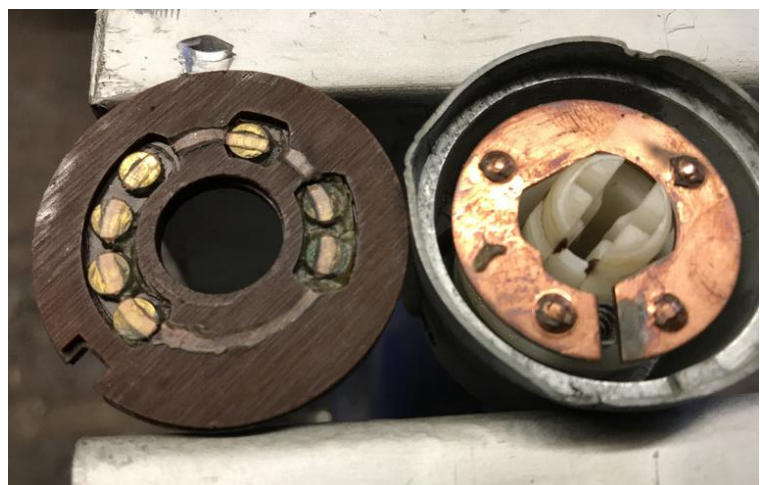


enjoyable day, but not one we plan to repeat, if we can avoid it 😊

Technical Article – Drew Robertson

Paul doesn't like me being idle so a couple of months back he presented me with a pile of Lucas ignition switches needing restoration. "Prince of Darkness" truly deserved, lamentably awful they are. What amazes me is that they were fitted to high end cars, Jaguar and the like, not identical to ones fitted to bikes but no doubt built to the same non-exacting standards.

Just to confuse things, the 4-way switch goes under several different part numbers so don't worry if you can't get an exact replacement, most bike ones will be compatible. Restoring them ain't too difficult unless badly damaged, but one of the saliently ghastly aspects is they have a 4-contact thick copper switching plate. Think of a pub when you see people shuffling the tables and putting beer mats under a leg to stop them wobbling. Same story. OK the plate is slotted so can flex to make contact but not a lot. If restoring the switch plate and contacts, flatten them all down to give the best chance of contact. Liberal greasing will give them a fighting chance of functioning.





Amongst the assorted horror show was the new type 35351. A supposedly genuine Lucas item which improves on older ones by having a 3-contact plate. However, the 3rd position ident is very poor and is difficult to find with a gloved hand. But that's not the end of the problems, the metal body material is less forgiving than older ones and the tabs break off. New peening slots have to be cut on the plastic base. They are also impossible to reassemble unless

you know how. The plastic shaft extends to the underside and you align the internals then use a small self-tapper in the hole in the end of the shaft to hold all together against the strong spring. Then the outer body is slid on. The reason I had to disassemble the unused 35351 in the collection is because the rivets were loose and guaranteed to cause intermittency.



So, all in all a pretty depressing story but I have become very proficient at fixing Lucas ignition switches. So, feel free to avail yourselves of my service if you're not happy fixing 'orrible finicky things yourself. In case anyone doesn't know, to remove the key barrel put the switch in the off position and insert a thin rod into the hole in the side to compress the sprung assembly, then withdraw the barrel.



For Sale

1965 Triumph Tiger

Previously restored to beautiful standard

Runs well and won numerous awards (trophies included)

New battery

Prefer to retain reg number

Sensible offers to John Pettigrew: - 07929 266 129



Events Calendar

Date	Event
1 st July 2023*	Tiger Ride in Show Kilmarnock Rugby Club, Queens Drive, Kilmarnock KA1 3XF 11:00am – 4:00pm
2 nd July 2023*	Kirkcaldy Motorcycle Show Fife Ice Arena, Kirkcaldy 10:00am onwards
2 nd July 2023*	Glasgow Vintage Vehicle Trust, Bridgeton Bus Garage, 76 Fordneuk Street, Glasgow G40 3AH
8 th & 9 th July 2023*	Strathmore Vintage Vehicle Club Ltd., 47 th Scottish Transport Extravaganza, Glamis Castle, Glamis DD8 1RJ
9 th July 2023	Isle of Whithorn Run Approx 120 miles Meet at Dalmellington at 10:00
9 th July 2023	Largs Meet at Monkton at 11:00am
16 th July 2023*	VMCC Clyde Valley, Sound of Singles Bike Run through the Borders, Big Red Barn Café (junction A702 & A721) at 10:00am
23 rd July	Festival of Waves, Maritime Museum, Irvine Meet at Monkton at 10:00am
23 rd July 2023	Inveraray Run Approx 160 miles Meet at Monkton at 10:00am
30 th July 2023	Dumfries Car and Motorcycle Show College Grounds, Dumfries DG1 4FD Meet at Cumnock for 11:00am
30 th July 2023*	Glasgow Vintage Vehicle Trust, Bridgeton Bus Garage, 76 Fordneuk Street, Glasgow G40 3AH
6 th August 2023	Peebles & St Mary's Loch Approx 160 miles Meet at Cumnock at 10:00am
6 th August 2023	Dunaskin Steam Trains Arrive at venue for 11:30am
6 th August 2023*	Lothian & Borders Classic & Vintage Motorcycle Club, Dam Bike Run, Depart from Eastgate Car Park, Edinburgh Road, Peebles EH54 8FB
13 th August 2023*	Biggar Vintage Rally, Show Field, Edinburgh Road, Biggar ML12 6QX
20 th August 2023	Portpatrick & Mull of Galloway Approx 120 miles Meet at Girvan at 10:00am

20th August 2023	East Ayrshire Tour with coffee at Bacas Café, Dalmellington Meet at Morrisons, Ayr at 11:00am
27th August 2023	Kirkcudbright Car Show, Meet at Dalmellington Lay-by 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

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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 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>