



## **THE AYR CLASSIC NEWSLETTER**

**July 2023**

**ISSUE 260**

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## **From the Editor**

Well, what has happened to the weather? May and June were mainly excellent, but July has been predominately wet, especially here in Beith. In fact, I have just read that July was the eighth wettest July on record for Scotland since records began. Hopefully August and September will be better. I don't know about you, but I do find it frustrating that the forecasters can predict that the world will be very hot by 2050, but they cannot accurately predict what the weather will be like the next day!

In this month's newsletter we have an interesting article from Nigel Wanless about his exploits on the Moto Giro in Italy. I am looking forward to the conclusion next month.

Some of you may be aware that committee member and runs coordinator – David Rowell had an accident whilst out on his bike. Apparently two vehicles stopped abruptly in front of him and although he managed to stop in time there was gravel on the road and he suffered a low speed off which resulted in a trip to hospital and 16 stitches in his leg. I am sure we all wish David a speedy recovery and that he is back on his bike soon.

Paul Wilkinson

*(Front cover: David Wilson and his Moto Guzzi)*

## **Club Member of the Month**

Name – **David Wilson** Age - **67**

Club Position – **Member, previous committee member/ Newsletter Editor**

How old were you when you bought your first bike? - **At age 15 I bought a motorbike which was hidden from my disapproving parents.**

What was it? - **It was a Honda 50 C100, repaired and ready to use when I turned 16. In those long bygone years, I could ride with L plates and no crash helmet.**

Do you still have it? – **No. Since then, I have had a large turnover of motorbikes, maybe over 40 different machines.**

What do you currently ride? – **I use a 1979 Moto Guzzi Strada SP 1000 and a Triumph Tiger 885 Steamer.**

**Other bikes in the garage are a 1948 BSA Bantam; a 1978 Trident Sprint and a 1981 Yamaha XS 250.**



How long have you been a club member? – **I joined APMC when I retired nine years ago.**

What is your favourite club event? – **I enjoy many aspects of the Club. Shows are always a highlight for me as I can stay onsite after setting up and maybe enjoy a wee bit of socialising the night before. I also particularly enjoy the Sunday Runs, especially when we attend shows in other places. The addition of the Coffee Mornings to the programme has been a great success, giving us a chance to have a blether to other Club members.**

What is your favourite motorcycling memory? – **Several! Although I have had motorcycles since my teens, I only passed my test 29 years ago. That allowed me to try out the thrills of trail riding in the Galloway Forest for a couple of years. Inevitably, age caught up with me so nowadays I get as much pleasure rebuilding old bikes as riding them. From Ariels to Hondas and Triumphs, I've worked on quite a range!**

**Until recently I've worked mainly on Japanese bikes, consequently I struggle with right hand gear changes. After a six-month restoration project, working on a 1971**

Triumph Bonneville, the first run ended with a locked back wheel and a lucky recovery with no damage.

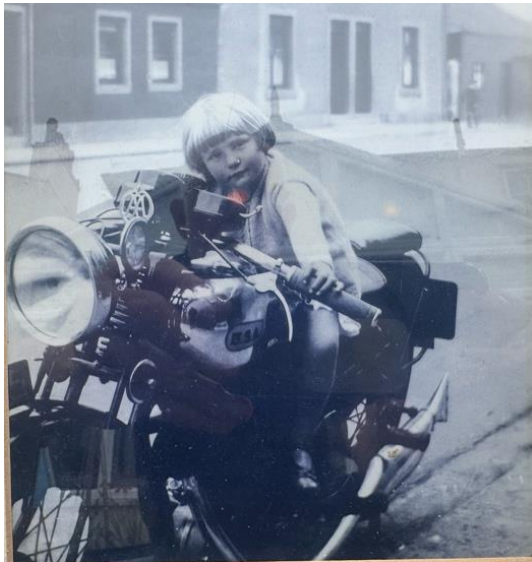
I had a two-year blip with Harley Davidsons when I completed a trip to the amazing event which is Thunder in the Glens at Aviemore, a run to the north west coast of Scotland and a tour of the Northern Ireland coast. Normality returned when the 1700 Harley was sold and a series of old Guzzis and Triumphs found their way into my garage.





Any other information – **Interestingly, although my parents disapproved of me having a motorbike, I have since found photographs of my mother and grandfather on motorbikes!**

**I am keen to find out the makes and models of the bikes. See attached photographs.**



## **Jim McDermott RIP**

Former member Jim McDermott sadly passed away on Monday 24<sup>th</sup> July. During his membership he served on the committee, developed the security system utilised by the club at the show and often attended club runs on his BMW R100.

His funeral will take place on Tuesday 8th August, 10:00am at St Peter in Chains Catholic Church, 1 South Crescent Road, Ardrrossan KA22 8DU and then followed by cremation at 11:30am at Holmsford Bridge Crematorium, Dreghorn KA11 4EF.

I have been advised that motorcycles are welcome.

## **Classic Runs Programme**

Why has a classic run programme been issued?

The committee had become aware that there had been an increasing number of comments being made by members about the lack of suitable runs for their classic bikes. Their comments reminded us that we are a **Classic Motorcycle Club**.

Although the current runs programme for this year has an excellent selection of long and short runs it had become apparent, from reading the runs reports, that very few classic bikes and riders were attending on Sundays and some were even thinking of leaving the club.

To address these concerns the decision was taken to create an additional runs programme for the remainder of the season to introduce a number of shorter runs which go to a destination. This is more in keeping with the traditional format of club runs when we attend either a vintage rally or similar event. This enables us to support other organisations, like ourselves, which they hopefully reciprocate, and provides the opportunity for a coffee and a blether. You could say that they are similar to the successful coffee gatherings, but can include those members who are still working.

The hope is that this programme will encourage more of you who like to get out on your classic bikes to participate in club runs and events.

Both runs programmes are open to all our members.

## **Andiamo in Italia pt 2 – Nigel Wanless**

### **The 2023 Motogiro d'Italia Days 1, 2 and 3**

Those of you who may have endured my previous ramblings will know I was registered to participate in the Motogiro d'Italia 2023 on my 1957 Mi-Val 200TV. The event itself commemorates the original road races on Italian roads back in the 50's which were called to a halt due to a number of fatal accidents both on 2 wheels and 4 (in the similar Mille Miglia races). Since then it has transformed into a regularity event over six days, drawing participants from all over the world. It is an official date in the Italian motorcycling calendar, overseen by the FIM (Federation Internationale de Motocyclisme). This year was no exception with 200 historic, classic and semi-modern motorbikes taking part on roads throughout Tuscany and Umbria, starting from and eventually returning to Pisa.

The day had finally come and I set off in my van to Barton-Upon-Hull to collect my pal Sascha and his early 60's Honda CB160. We loaded his bike up and set off for Dover at a crazy 0130 hours, eventually ending the day's travels that evening at a funky and most welcome hotel in Sankt Wendel in mid-west Germany. The next day saw us travel through Switzerland and the famous Gotthard Tunnel (a mere 10.5 miles long!), finally arriving at Pisa that evening – we were both pretty pooped after two long day's travelling.

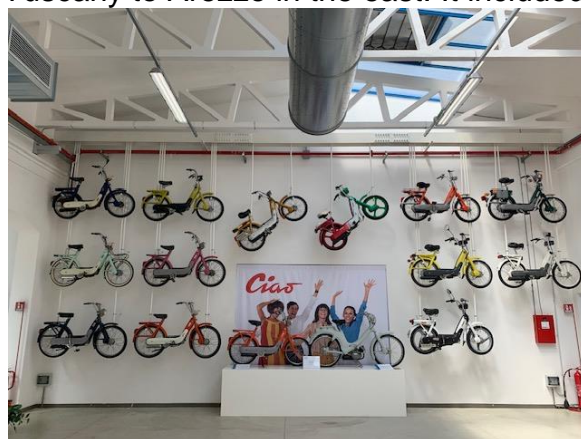




The next day was spent with a quick whizz on the Mi-Val into the historic centre of Pisa to look at the famous leaning edifice in the flesh, followed by the infamous lengthy process of rider registration back at the hotel (Italian organisation is, erm, quirky), combined with a check on the 2-wheelers which, when passed, received a lead seal attached to the headstock. We also received race plate numbered stickers which had to be attached at each side and to the fore of each machine and the riders were given a corresponding numbered tabard to be worn during the next six days' riding.

The next day dawned and we were set to travel a course, following red arrow stickers at every junction, from Pisa in the West across Tuscany to Arezzo in the East. The riders were started in pairs at one-minute intervals from 9am and Sascha and I, at rider numbers 178 and 179, soon realised we were to wait until almost 10.30am! We were disappointed in this as we felt the historic, smaller capacity bikes should start early (as was the case in my previous 5 'Giros). We were later advised that this was because we had asked to have race numbers close so we could ride together, but we failed to understand the full 'logic' of this – hey ho! Our disappointment was matched by our neighbouring rider on number 177 – Barry from Stafford on a MV Agusta 175. We also noticed there was a large emphasis on official team riding (again, more so than in previous 'Giros) – so as time went on the three of us unofficially called ourselves 'Scuderia Espresso' – to herald our penchant for that famous shot of caffeine along the way!

So, Day 1 Involved a relatively hilly route across Tuscany to Arezzo in the east. It included a fab rest stop at the Piaggio factory museum at Pontedera. Not just a fantastic display of scooters and 3-wheeler ape's but also seriously mouthwatering classic competition machinery from the likes of Gilera and Moto Guzzi. Following this we travelled through Chianti countryside, passing many vineyards along the way. The day's route didn't go without issues for us. My Mi-Val suffered loss of spark a couple of times, apparently being resolved by plug changes until I snipped ½ inch off the HT lead, re-made the plug cap connection and the problem never reappeared.



A greater delay to our proceedings occurred, however, when the silencer on Barry's MV decided to part company from its mother-ship upon exiting a busy roundabout. It took some time to recover the recalcitrant item which by this time it had been footballed about by a number of passing cars and lorries. By the time we were back underway, we were very delayed in our progress and were arriving way too late for the time stamp controls on the course. When we arrived at the final 'closed park' at Arezzo after approx. 150 miles of fun but exhausting riding, the organisers were clearing away the banners, tables etc. – we were none too pleased!

Day 2 was to be a circuitous route starting and ending at Arezzo. Fuelled up, Scuderia Espresso set off en-route via Anghiari, Caprese Michelangelo, Montalone, on to Bibbiena

and then a proper stop at Poppi. Having looked at the route map we could see we were going to be climbing to 1055m which I thought would be fun. However, the poor road conditions made it painful to navigate, with cracks and potholes in abundance – I was none too happy on my wee bike with 1950's suspension. However, Poppi is a gem of a village and the locals were out in abundance to see the bikes passing through. After a shoogally run so far that morning, our stop there raised my spirits and we set off again, down a steep,



straight road out of town – methinks the Romans might have had some influence here! Our route took us back up to 1050m to the Passo Della Consuma – a regular on the original Motogiro bike and Mille Miglia car races back in the day. The views were fantastic – Tuscany at its best! We carried on through this fine countryside until, after 230km of hard (and hot!) riding, we arrived back to the busy town of Arezzo. We were ready for a beer and then some bike checking and fettling!

Day 3 was to take us eventually to our next hotel stop, at the spa town of Chianciano Terme. Setting off from Arezzo, we headed south via some great country roads, passing through Cortona until we arrived for a stop at the swish town of Castiglione Del Lago which sits on the west shore of Lake Trasimeno. After enjoying the views across this not insignificant stretch of water, we proceeded through fabulous roads in the outer reaches of the



Tuscany countryside into neighbouring Umbria where we eventually halted for a lunch stop at a typical Italian town perched on a hill, Allerona. We entered the Piazza Attilio Lupi of this historic town by the eastern archway, known as the Sun Gate and exited via the western archway, known as the Moon Gate. Not before, however, we enjoyed the hospitality and superb lunchtime snacks laid on for us by a group of local folks, proud of the produce this region boasts – superbo, molto gustoso! The views were breathtaking, although we could see plenty of clouds building!

That afternoon's riding took us back into Tuscany, not without dark clouds finally finding us with a downpour of biblical proportions which saw us park up and shelter inside a bus stop for 20 minutes while we watched the road turn into a river. As the clouds passed we set off again into brilliant sunshine, the road surfaces drying in front of our eyes. We gained height to 814m for a very scenic stop at yet another typical hilltop village, Radicofani. Moving on, we finally arrived at Chianciano amidst the pizzazz of the Motogiro entourage reception in the town's main drag. Scuderia Espresso couldn't resist a pose at the finish line!





## **Ad-hoc Run, 2<sup>nd</sup> July- David Rowell**

ACMC ad hoc road crew stayed dry today & enjoyed a great run!  
— feeling happy.



## **Rowan Tree café run Sunday 9<sup>th</sup> July 2023 – Brian Baillie**

After a terrible week of rain, I woke up with the sun splitting the sky. I pushed the yellow pearl (Honda 400/4) into the garden and started it up. I had arranged to meet Kenny on his Triumph SP4, but unfortunately the battery was flat and it refused to start and at the last minute he took his Triumph triple. Ricky had phoned me earlier in the morning to say he was coming too, so I made my way to his house.

We set off with Ricky on Madam Guzzi as he affectionately calls her and made our way to the meeting point at Monkton.

On arrival Paul was already there talking to Kenny, I was apprehensive and unsure of how many bikes would arrive, however before long there were ten classic bikes in attendance and all lined up ready for their photo shoot.



Not all riders were local, David Wilson had travelled from Girvan on his Triumph Tiger. Phil Brown from Erskine on his Honda CBX1000. Paul Wilkinson from Beith on his Triumph T160. Others who came along were Alan Kempster on his Moto Guzzi V50, Sid Brierley on his BMW R100RS, Iain Howie on his Triumph Thunderbird, Owen McGeary on his Triumph T150, Ricky on his Californian Guzzi and myself on the Honda.



We set off with Owen leading the group. The route was to take us through Loans, Irvine, Saltcoats and Ardrossan. Soon we were on the Largs coastal road and arrived safely at the Rowan Tree café.

We sat chatting to each other for a while in brilliant sunshine, admiring the coastal views, enjoying the food and drinks. The café was busy with others doing the same.







Soon it was time to head home. Five of us headed back along the coastal route through Ardrossan, Saltcoats and onto the main carriageway back home. Paul and Phil headed north to Largs and took the road over the Haylie Brae to Kilbirnie and then headed to their respective homes.

What an enjoyable day I had with great company and the bonus of good weather. Looking forward to the next one.

## **Isle of Whithorn Run, 9<sup>th</sup> July – David Rowell**

Just another Sunday scheduled run to the Isle of Whithorn. 13 riders at Dalmellington muster for 10:00h departure and collected 3 late arrivals who joined us at Isle of Whithorn.





## **Coffee Run, 12th July – Paul Wilkinson**

The coffee run this time was a return to the delights of the River Garden Café at Auchencruive. There was a good turnout of 16 members, along with three wives. Unfortunately, the weather was not favourable and only two members ventured out on a motorbike (Kenny Brown – Triumph) and a moped (Alan Kempster - NSU).





## **Ad-hoc Run, 16<sup>th</sup> July – David Rowell**

ACMC Sunday 16th July ad hoc run was joined by 8 members, who elected to head to Portpatrick; Port William; and Newton Stewart. 163 miles under blue skies on an incredible journey, ending up back to Girvan. Another great day out in good company.





## **Festival of Waves, 23<sup>rd</sup> July – Paul Wilkinson**

Sunday morning started wet and dull in North Ayrshire, but by 9:00am it had stopped raining and the roads were beginning to dry. So, it was on with the motorcycle gear and off to the Maritime Museum, Irvine for the Festival of Waves. This was part of Ayrshire's summer food, drink and craft market combined with a display of vintage vehicles. Our bikes were arranged beside the Triumph TR4 club and an E Type Jag, Triumph Stag, a couple of Morris cars and a fire engine.

I was first to arrive and I parked up in the designated space. Unfortunately, the weather south of Irvine had been abysmal that morning and only David Wilson and Alan Kempster had met up at Monkton for the group ride to Irvine. David admitted later on that it had been so wet when passing Maybole that he had nearly turned back for home. As the morning progressed more members arrived including Nigel Wanless, Colin McKellar and Fred & Pat Parslow. As the weather down south had improved Brain Baillie also joined us. In addition, a former member (name not taken) joined us on his 1937 BSA B32.

The selection of bikes on display were very well received by the public. A number of whom asked a variety of questions and children or "future motorcyclists" were allowed to sit on some of them. The Inside of the museum was crammed full of craft displays and the choice of merchandise was impressive. The whole day was very well attended and, I am sure that the organisers and the Maritime Museum will have concluded that it was a successful event.





*David Wilson talking to a former member about his 1937 BSA B32*

## Technical Article – Drew Robertson

I had the oil banjos off my heads and since I'd recently bought a copper washer assortment, rather than resuscitating the old ally ones, I treated the Guzzi to new ones. Don't know what I was thinking though, or more likely not thinking at all, I didn't anneal them. What could possibly go wrong! Well, they peed oil. Of course they did.

I prefer copper to ally 'cos it's easy to accidentally melt ally ones when annealing -- if I'd remembered! So, a salutary reminder, don't forget to anneal your washers and head gaskets.



On the subject of materials, I use a lot of superglue, fleabay packs of small tubes 'cos open-life is short. Last year I bought a pack of "one use" non resealable tubes and the glue was pretty useless. So much for all superglues being the same. More recently though my usual multipack purchase didn't seem to stick as before so I bought a more expensive named brand and what a transformation. Over the years of using my usual stuff it's become incrementally poorer so I didn't notice how rubbish it had become. I'll still carry the cheapo's in the panniers for emergencies but not for anything demanding.



## Events Calendar

Date	Event
<b>2<sup>nd</sup> August 2023</b>	<b>Coffee gathering at Trae Bakes, Ballantrae at 11:00am</b>
<b>6<sup>th</sup> August 2023</b>	<b>Peebles &amp; St Mary's Loch – Runs Programme</b> <b>Approx 160 miles</b> <b>Meet at Cumnock at 10:00am</b>
<b>6<sup>th</sup> August 2023</b>	<b>Dunaskin Steam Trains – Classic Runs Programme</b> <b>Arrive at venue for 11:30am</b>
6 <sup>th</sup> August 2023*	Lothian & Borders Classic & Vintage Motorcycle Club, Dam Bike Run, Depart from Eastgate Car Park, Edinburgh Road, Peebles EH54 8FB
13 <sup>th</sup> August 2023*	Biggar Vintage Rally, Show Field, Edinburgh Road, Biggar ML12 6QX
<b>20<sup>th</sup> August 2023</b>	<b>Portpatrick &amp; Mull of Galloway – Runs Programme</b> <b>Approx 120 miles</b> <b>Meet at Girvan at 10:00am</b>
<b>20<sup>th</sup> August 2023</b>	<b>East Ayrshire Tour with coffee at Bacas Café,</b> <b>Dalmellington – Classic Runs Programme</b> <b>Meet at Morrisons, Ayr at 11:00am</b>
<b>23<sup>rd</sup> August 2023</b>	<b>Coffee gathering. Venue TBA</b>
<b>27<sup>th</sup> August 2023</b>	<b>Kirkcudbright Car Show – Classic Runs Programme</b> <b>Meet at Dalmellington Lay-by at 11:00am</b>
<b>2<sup>nd</sup> September 2023</b>	<b>Ayrshire Mini Run – Classic Runs Programme</b> <b>Meet at Morrisons at 11:00am</b>
<b>3<sup>rd</sup> September 2023</b>	<b>Dumfries Camera Obscura – Runs Programme</b> <b>Approx 90 miles</b> <b>Meet at Cumnock at 10:00am</b>
<b>17<sup>th</sup> September 2023</b>	<b>Sanquhar Car Show – Classic Runs Programme</b> <b>Meet at Cumnock at 11:00am</b>
<b>17<sup>th</sup> September 2023</b>	<b>Portpatrick and Port William – Runs Programme</b> <b>Approx 140 miles</b> <b>Meet at Girvan at 10:30am</b>
30 <sup>th</sup> September 2023*	Scottish Autojumblers Scottish Vintage Bus Museum, M90 Commerce Park, Dunfermline KY12 0SJ
30 <sup>th</sup> September and 1 <sup>st</sup> October 2023*	VMCC Clyde Valley Veteran and Early Vintage Motorcycles (pre 1926) Lochside Caravan Park, Castle Douglas DG7 1EZ
<b>1<sup>st</sup> October 2023</b>	<b>Largs and Millport – Runs Programme</b> <b>Approx 70 miles</b> <b>Meet at Monkton at 10:30am</b>

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

## **Club Tools**

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

To borrow tools, please contact Ian Howie (pictured)  
M: 07792 827 835

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



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

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

## **Contacts / Useful Links**

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

**Club Facebook 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>