



## THE AYR CLASSIC NEWSLETTER

August 2023

ISSUE 261

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## **From the Editor**

In this month's edition we have the conclusion of Nigel's Motogiro d'Italia and an interesting article by Owen regarding an engine rebuild that he has undertaken. In addition, there are coffee gathering and run reports. I would however, like to encourage some of the "Club Run" members to submit articles of their day, as I am sure their stories would be appreciated by the members.

As you should be aware the show was a success and thankfully the club has remained solvent. With this in mind the current committee have once again provisionally booked the Princess Suite at the racecourse for Saturday 15<sup>th</sup> June 2024. So, please put the date in your diary and let your friends know.

Finally, I need to apologise to member Phil Hendry as I described his classic car in the July newsletter as an Austin 7, when in fact it was a 1947 Morris 8e 918cc side valve. However, I did explain to him that I find these cars confusing. In the late 60's my father had an Austin Cambridge Estate. After a while he changed it for a Morris Oxford Estate. To me as a child the only difference I could see was the external colour and the badges, the rest was identical. That was my excuse - they all look alike as they are badge engineering.

Paul Wilkinson

*(Front cover: Gordon McConnell and his class wining Yamaha YL1E at this years Show)*

## **Club Member of the Month**

Name – **Gordon McConnel** Age - **72**

Club Position – **Member**

How old were you when you bought your first bike? - **I was 15 years old when I bought my first motorcycle. It was a wreck of a BSA Bantam which I repainted and eventually got running. I suppose this was my first attempt at restoration! My father, being concerned about the safety of me on a motor bike, was not impressed with the roadworthiness of this machine and insisted when I was sixteen and could ride legally that I should get a better bike. I sold the Bantam and I was very fortunate that he bought me a Honda S65 from Harry Fairbairn in Irvine. My school friends had bikes as well, either small Hondas or some British machines. Being typical teenagers, we went out most nights for a run and finished at Joe's Coffee Stall at Ayr Harbour or the Vesta café for refuelling. Having small bikes, these were generally ridden flat-out in the countryside. Being Hondas, they did not seem to mind that at all!**



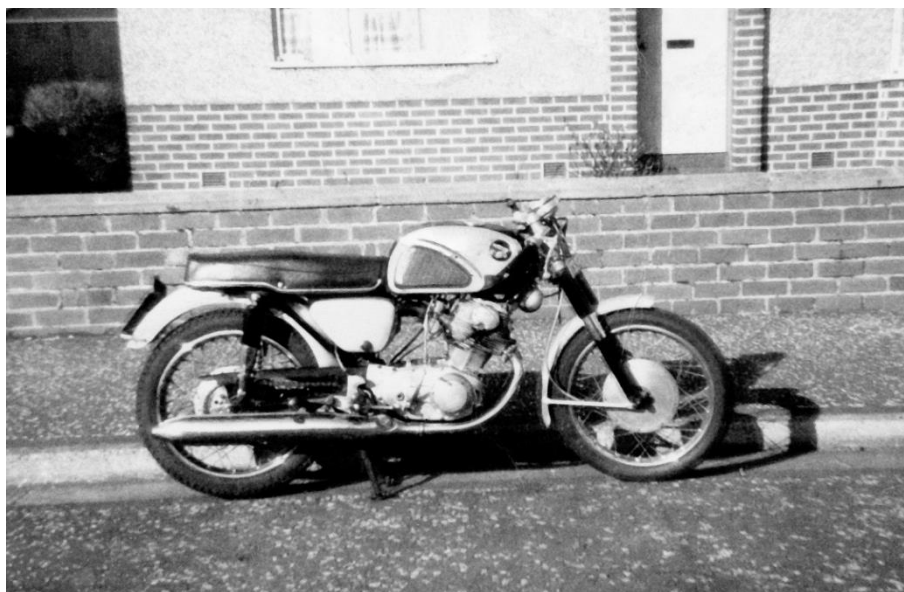
**After I passed my test, I soon wanted a bigger bike and bought a second-hand Honda CB72 250cc Super Sport. It had a white Peel Engineering fairing with a rectangular headlight and clip-on bars, otherwise it was standard. Unfortunately, I don't have a photo of it with the fairing installed as it looked the business. Now, of course, I wish I had kept it but the desire to have a car got in the way of my motorcycling for the next 45 years!**

What was it? - **It was a Honda S65**

Do you still have it? – **No.**

What do you currently ride? – **Before I retired from full-time employment in 2014, I knew that I would need some engineering projects to keep me interested and occupied. The desire to have another motorcycle had never diminished so I started to look**

around for a second-hand bike. In 2012 I bought the CMM magazine and there was an article on a restored Honda CB72 and this sparked the notion to get a classic bike. My search turned up a 1964 Honda CB77 (305cc version of the CB72) at a good price. The only problem was that the bike was in New Zealand. After negotiations, phone calls and videos of the bike running, I arranged to get it shipped to the UK for a modest cost. I still have it today and have done a partial rebuild. The engine needed to be stripped as whoever had it apart last had fitted the wrong camshaft part no and missed out some needle roller bearings in the gearbox. Lesson learned about buying over the internet from abroad but very satisfying to have rebuilt the engine.



A 1967 Yamaha YL1E (American import) followed on and I completely restored it with a new paintwork and chrome, etc. A school friend had one of these and we all thought at the time that this little 2 stroke twin was amazing. In 2014, I also bought a 2012 Honda CBR250R to get back into the riding without any concern about the reliability of a classic bike. It is interesting to compare it to the similar capacity CB77 to understand how technology in bike design has advanced the last 50 years.

How long have you been a club member? – **I joined in June 2022 when I met an ex-colleague Robert Mitchell at the Burns Museum and talked to a few other members.**

What is your favourite club event or memory? – **I have attended several of the Classic Motorcycle Shows over the years and been very impressed by the excellent restorations of some iconic bikes. The friendly atmosphere and meeting the knowledgeable owners make it an event not to be missed.**

What is your favourite motorcycling memory? – **Probably my favourite memory is a motorcycle tour of the Highlands I did with a good friend in 2015 after I retired. We hired bikes in Inverness and headed West to Coast and went over to Skye. Neither of us had done a long bike ride for many years and had been planning to do this trip for a while. Good weather, wonderful roads, stunning scenery and great memories.**



**Honda CB77, Yamaha YL1 and Honda CBR250R**

## Andiamo in Italia pt 3 – Nigel Wanless

### The 2023 Motogiro d'Italia Days 4, 5 and 6

Continuing into the second half of the 6-day Motogiro event with my route buddies, the following three days were fun-packed and filled with highs and lows. I was travelling the route as part of the unofficially named Scuderia Espresso, comprising myself along with Sascha (from Barton Under Humber) and Barry (from Stafford), who by now had been nicknamed Calvin due to his crouched riding position displaying the upper part of his designer underpants!

Day 4's route was to take us on a very scenic circuitous 160-mile route around that part of the Tuscany region. Setting off from Chianciano Terme we passed through Chiusi and Cetona before a brief stop at Sarteano, yet another typical hill town of Etruscan origins with a castle at the top, where we enjoyed some tasty munchies provided by the proud local folk. From there our wee bikes throttled on to the spa town of San Casciano Dei Bagni, then San Quirico D'Orcia and Pienza until arriving at our next scheduled stop at Trequanda. Getting into this village centre was, erm, interesting. The route's red direction arrows took us up typical uneven flagstones, around a narrow sharp right turn down an even more uneven alleyway (where one of the travelling medics on a big modern touring bike had toppled!) before arriving into the teaming village centre. I, and my little Mi-Val, had taken a pummelling along those alleyways and we were both ready for a rest! As we set off again the weather was sunny and HOT and as we progressed through country lanes the road surfaces were again poor in places and not helped by shaded areas where potholes could not be easily seen coming in from the bright light. On one such instance I hit a pothole so hard the Mi-Val's front end bottomed out badly and the engine died. Initially I thought a previous HT lead issue had reappeared but then I saw that the bump had been



so hard with 6ft 4in Me hanging over the bike that the key had literally jumped out of its headlamp ignition switch! Key back in place, I was able to carry on, even more wary of the condition of that particular stretch of road. Somehow, we had lost track of Barry on his MV Agusta, but waited for him at the next scheduled stop at the ancient town of Sinalunga. (Another boiling town square where the first thing to do after dismounting was to find shade, and water!).

A while later Barry arrived but with a leaking petrol tank. We quickly removed it to find the underside seam had failed in a tiny area. The best I could offer was the famous gaffa tape but this quickly proved ineffective in stemming the flow. The Motogiro mechanics back-up van arrived and they produced a bar

of soap and rubbed this into the affected area (*I kid you not – see pic of mad mechanic soaping the tank up!*). We continued on our route but soon after the soapy fix failed and Barry had to admit defeat and was consigned to the sweeper van while his bike was collected by the pick-up truck to take it back to Chianciano.



For Sacha and me, we journeyed on, meeting yet another biblical downpour, this time avoided by stopping at a café and enjoying a doppio espresso (and cake!). With the dark clouds having passed, the route took us through various villages in the Siena area, until the penultimate scheduled stop at Montepulciano. If you like that wine, you'll love this town! I've been fortunate to have been there three times over the years and it is indubitably fabulous! Steeped in history and utterly Italian. After refreshments we pressed on, finally arriving back at Chianciano Terme where we were re-united with Barry who had arranged for the mechanics to araldite his stricken tank ready



for the next day.

If day 4 was eventful, it proved nothing compared to day 5! Our route was to take us back from the eastern side of Tuscany over to San Vincenzo, a popular seaside resort on the west coast. With the MV's now araldited tank back in situ, Scuderia Espresso set off back into the Siena area of Tuscany. However, we lost track of Barry and the MV once again some 40 kilometres in. We waited for him at the first scheduled stop at Montalcino which happened to be by a petrol station and it was already hot and sunny. We were aware of some commotion at the entrance to the forecourt and then saw Barry's bike being pushed away and the tank quickly removed – it was leaking once again and with the machine's hot engine it was not the ideal thing to be near petrol pumps! So, once again the MV's metaphorical goose was cooked and Barry was back in the sweeper van.

Having purchased a souvenir t-shirt from the local Montalcino Bike Club I set off again with Sascha and his Honda CB160. We could see the rest of the morning's route was to be spectacular climbing Mount Amiata at 1738 metres – that is almost TWO Munros in height! Passing through various villages the scenery gradually turned into dense woodland and the road became steeper, rougher, damp and covered in leaves and pine needles – dodgy!





Hairpin after hairpin, the temperature dropped dramatically and soon we could see patches of snow and our progress slowed significantly. There was a point where I just couldn't imagine us reaching the top but we finally did and enjoyed another doppio espresso at the ski resort's café near the summit – much needed and well deserved in my book! We didn't relish the idea of our descent in those conditions but as it happened we had gone up the north sun-sheltered side and went down in a

much more enjoyable and sunny south side of Amiata. I have to say, of the six Motogiri I have been on, going up and down Mount Amiata is definitely one of the most memorable events. After that morning's 'high', however, was to come inevitable lows. We stopped for lunch munch at Cinigiano where it was sweltering and as I stood in the shade I watched an Italian participant being followed around by his dachshund and when it was time for him to set off he picked the dog up, put it in his open knapsack, kickstarted his bike and rode off with the pooch quite happy in his passenger role! *[I have a video of this if anybody might want to see it.]* On our own way again, I was tootling along quite happy when I lost drive with the engine still running. At the roadside I could see one of my 'trusty' bungees holding my wetproofs on to the rear saddle had failed and had wrapped itself around the chain which in turn dislodged itself from the rear sprocket. Problem sorted within 10 minutes and I was back on the road again. Lucky me, I thought. Hmmmmm. Little did I know this was the harbinger of what was to come. A few clicks on, by now Sascha and I were roughly 4/5's through that day's route approaching Massa Marittima and we came across some typical Italian roadworks – i.e. not a lot of signage and the road surface disappears. Suddenly the Mi-Val started lolloping like a wild horse. I stopped immediately and it was Sascha who saw it first – the bottom yoke had split right through. Game over for me. I called the Motogiro Team and the bike was collected and I spent the rest of the journey in the





sweeper van – along with Barry and three other unfortunates. Boohoo. At the beachside resort in San Vincenzo I had a consoling dip in the Med (I was that hot and sweaty you could almost see the steam come off me) and spent the rest of the evening surmising that 5 days hard riding with me hanging over my poor little Mi-Val on some stretches of poor road surfaces had probably weakened the yoke and the roadworks had been the final straw. Perhaps the beer and pizza that evening allowed me to adopt a philosophical view on things - I had by now participated in 6 Motogiri d'Italia and have only missed a day and a fifth of the action. Not a bad attrition rate given the age of the machines involved.



Day 6's route was to take the Motogiro d'Italia entourage back inland, heading north and to eventually coming in to Pisa from the hills. Not for Barry and me though. Scuderia Espresso was down to one runner now, so we saw off Sascha on his Honda and then took a cab on a more direct, motorway route up to Pisa where we spent the afternoon watching the bikes come in to the finish area, literally 100 metres from the leaning tower itself. It was some feat for the Motogiro Team to have organised that location. You have to love the Italians – bikes and cars are in their DNA! We eventually returned to our original Pisa hotel and enjoyed a Gala Dinner event that evening and the many prizes for the different stages were awarded – needless to say the Scuderia Espresso scallywags didn't win anything!

The journey home the next two days followed the same route as the outward journey, with a much-needed over-nighter at Sankt Wendel in Germany again.

Epilogue:

Back home, the Mi-Val went on to the bench in the garage and there it remained until the Club Show where I had previously entered it. The bike was displayed in its Motogiro livery, broken yoke and all. There was no way I was going to find a replacement yoke for the very rare Mi-Val so after receiving sage advice from a number of pals I decided welding repair was the only way. At the Show I approached Club member Alex Crawford, an expert welder in his day, who said he would have a look at it. Back on the bench the following week, I dismantled the front end and took the yoke, along with the front mudguard (it had a ding in it where the headlamp had come into contact) up to Alex's house in the hills above Newmilns. A week later I was back to collect the repaired yoke (Alex had left a good bit of strengthening material on the unseen underside of the join) and he had even taken the mudguard ding out without affecting the paint. What a guy!

Back home the yoke was repainted and I re-assembled most of the front end but had to call upon some judicious top yoke re-alignment with the engineering eye of John Shaw to finish the job. The bike's final rodeo before Massa Marittima must have stressed the top yoke and bent it slightly.

Since then I have serviced the bike and taken it out on two successful testing runs. It is a fine little machine and always brings a grin to my kisser!

## Coffee Run, 2<sup>nd</sup> August – Paul Wilkinson



Another successful coffee gathering, this time at "Trae Bakes" Ballantrae. 12 members and 2 wives present.

## Dunaskin & the Doon Valley Railway, 6<sup>th</sup> August - Bob Faulks

Hi everyone, just checking in to give a little tale of Dunaskin on 6 August, which had been on the club schedule for a while. This year it was a "down to the individual" opportunity to take a not too taxing ride out towards Dalmellington and enjoy what turned out to be a "day among days" as far as the weather was concerned, with bright warm sunshine and light winds and yet a nice fresh feel to the temperature making it great to be on two wheels.

I turned up with a couple of the guys already there, and it not being clear how many were expected I had a quick explore to see what the home team had to say. Not much as it turned out, as the classic cars had been out the previous weekend and when Sid arrived it was clear that we were really just around for the jolly and the coffee, nothing formal. No matter, not having been at the railway for many years, it was great to see how much effort had gone into building up the facilities including the very welcoming and well-run cafe, the museum and the shop, and of course the railway itself. This weekend was a "steam" weekend, and even when it's not this is a great little visit for all generations if the weather is good. The ironworks site oozes its history and in certain weather and light conditions must be quite eerie, dominated by the two tall furnace chimneys (good landmark if you plan to arrive by helicopter). Readers may be aware from local press that the Ayrshire Railway Preservation Group (ARPG) who run the site are having the building with all the domestic facilities sold out from underneath them, and a significant investment is required to recreate the cafe/museum/shop and other facilities elsewhere and hopefully down nearer the "action" at the station.

Wanting to find out more, and coincidentally knowing the ARPG chairman Archie Thom personally, I made a little foray down to the station with coffee etc (among the "etc" being the bacon rolls and hot dogs) still ongoing back at the cafe, to see if I could just say hello, see the engine and find out more about plans for the site. The single coach train was in, awaiting its next run (coo, slam doors and all!), and Archie and I met up having not seen each other in some time. Archie is also the engine driver, in other words he's in charge of a real 1:1 train set (!), and he explained that the engine NCB No.10 was in fine fettle with a long boiler certificate left and the last 10 tons of fine Ayrshire coal, yes, COAL out of Killoch which should see them through this season and probably next year as well. They're looking to buy land immediately behind the station, a large flat site of former ironworks sidings, which would allow them to rebuild all the other facilities close by. It's a huge undertaking and by no means an assured future for the ARPG. Archie also told me that the line to the site from the junction off the Ayr to Girvan line near Mount Oliphant through Hollybush and Patna is still in place would you believe, though probably not passable without major works, but what price some point in the future a steam train ride from Ayr down to Dunaskin, and maybe even reopen the Dalmellington branch? (ah, dreams).



With Archie then pressed by his team into taking the train of excited passengers out for its jaunt down in the direction of Dalmellington (and back of course), and that wonderful unique and heady aroma of "eau de steam locomotive" fresh in my airways, I made my way back to the car park, had a few bikey type words with the people on the bikes with "NL" plates (it was all Dutch to me), and took the run back to Troon. There are probably many good reasons why the club haven't had a "formal" gathering with the ARPG this year, but I'm sure they'd be open to thinking about it again. Meanwhile, go and see them while you can folks, get the aroma of hot oil, steam and smoke into your nostrils and have a great day out with a genuine local attraction.

## **Dunaskin Steam Day, 6<sup>th</sup> August. - Ricky Leiper**

Steam trains were running.

It was a bright sunny morning and I made my way with Sid Brierly and Owen McGeary. I was on my Californian Guzzi, Sid on his BMW 100RS and Owen on his Triumph T150. An additional five bikes made their way to Dunaskin for the 11.30 start.

Bob Faulks had arrived on his HondaCB400N, Iain McEwan from East Kilbride on his Panther 50SS, Campbell McCreath on his Triumph Bonneville and new member Gerry Mullen on his BSA B32.

Plus, new member Gordon from Alloway with his Red Honda CB 77.



After some tea and coffee and a walk around the exhibits, we decided to make our way back home. A nice we catch up in superb weather.





*Sid discussing the 1937 BSA B32*

## **Peebles & St Mary's Loch Run, 6<sup>th</sup> August – David Rowell**

ACMC Sunday 6th August run to St Mary's Loch from Cumnock. John Stewart and I attended muster at 10:00h, but we were unable to join them on their run. Hope they had a great day.



ARMCHAIR Sunday 6th August 2023: with Alan Johnson; Mark Cairns; Colin Munroe; Colin Grant; and John Doolan.

**Peebles & St Mary's Loch Run, 6<sup>th</sup> August – David Anderson**

Run to St Mary's Loch today via Cumnock, Biggar and Peebles with Robin Campbell, Gail Hunter and Dougie Minto in dry weather. Returning home with a stop at Moffat for a cuppa and a blether with like-minded people. Another great day and with great company.







## Commando Engine Rebuild – Owen McGeary

I have recently been asked to rebuild a Commando 750 engine, after it had been ridden until it seized. The bike had a major oil leak and the owner tried to ride it home after putting some oil into the oil tank.

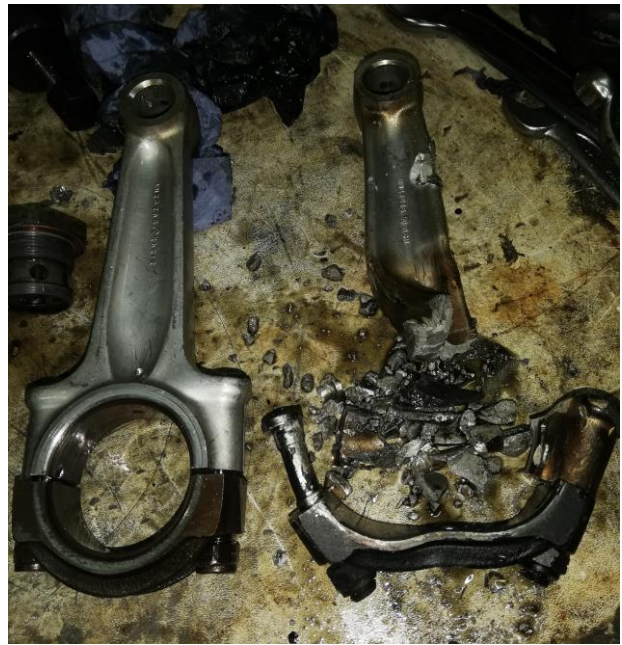
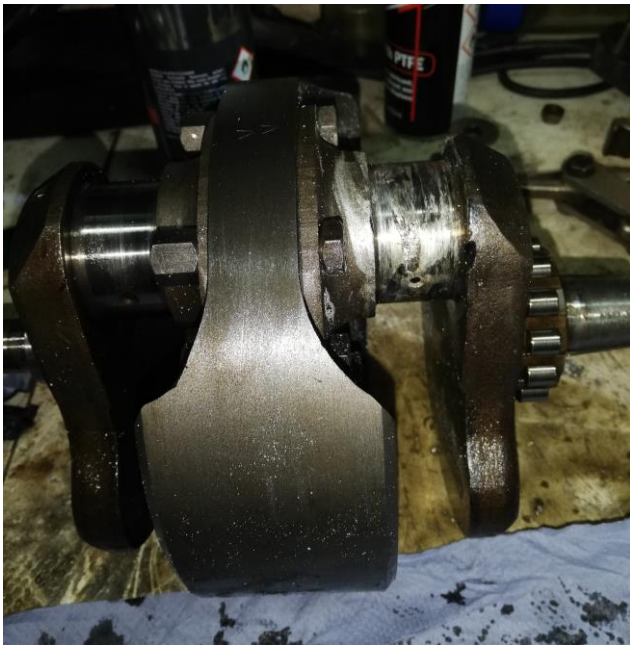
I had previously worked on the Commando to get it running properly. Once complete the bike was running very well and I had covered 100 miles testing it prior to returning it to the owner. The owner had wanted an anti-wet sumping valve fitted, but I had advised fitting an oil gauge to show that the engine was getting oil. The Commando does not come fitted as standard with any type of oil pressure warning for the engine. However, the owner did not want an oil gauge fitted, so I advised him to check that oil was returning to the oil tank on starting the engine.

The owner had covered an additional 400 miles, when I received a phone call from him advising me that the engine had seized. The owner informed me that he had been out on a run, stopped and had noticed that the engine and rear of the bike was covered in oil. He put some more oil into the oil tank and tried to ride it home - needless to say he never made it. The engine started to knock and then seized. The first thing I thought was that the anti-wet sumping valve had not opened and had cut the oil supply to the engine. I also considered an external oil line. The Commando being a dry sump engine has various external oil lines to the engine, oil filter and valves at the top of the engine. I assumed one of these had split or come adrift. It did turn out that an oil line at the oil tank had come adrift and with no oil pressure warning gauge fitted, to highlight an impending problem, the engine had seized

I made arrangements with the owner to collect the bike, to remove the engine and return the rolling chassis to him. My garage is very busy, to put it mildly, and space is at a premium. This would allow me to work on the engine and when complete, collect the rolling chassis and refit it. The Commando is a typical British parallel twin engine, with the two pistons moving in parallel up and down the barrels.

I set the engine up in my engine cradle on the workbench to begin the strip down. The crankshaft could only be turned about a quarter of a turn before locking up. The cylinder head was first to be removed and this revealed some of the internal carnage that had occurred. Instead of both pistons moving in parallel, one was at top of the barrels the other half way down, not good. Splitting the crankcases revealed the drive side con rod had broken. This is the one furthest from the pressure oil supply at the timing side of the crankshaft. The big end shells had friction welded to the crankshaft. I was amazed that the alloy crankcases were still in good shape, only a couple of minor marks.





Most of the engine was reusable. I fitted new main bearings to the crankcases. Split and cleaned out the crankshaft and had it reground for undersized big end bearings. Cleaned out all the oil passages and sump filters. Freshened up the barrels with new paint and zinc plated various nuts and bolts. With a new gasket set I started the rebuild.



On completion, I collected the rolling chassis from the owner, to refit the engine. The refitting went smoothly: chaincase, clutch alternator, timing engine, carburetors, new oil and filter. Double checked everything, poured some oil down the tappets. Kicked the engine

over with the plugs out to prime the engine. Refitted the sparkplugs, fuel on, tickle carbs, ignition on and a hefty kick of the kick starter. The bike coughed second kick and she started, much to my amazement. Check oil returning to the oil tank, and 60 psi showing on the now fitted oil pressure gauge. I set the carbs to give a nice idle and let her warm up a bit. I took her for a short run, not over 3000 rpm or 50mph and not labouring. She ran well. Various runs testing and re torquing nuts and bolts as the engine settled in for the first 100 miles. The bike was ready to return to the owner, with the instructions to take it easy for the next 250miles at least. I met the owner a few weeks later at the Tiger club show in Kilmarnock who informed me that the bike was running fine.



## East Ayrshire Tour, 20<sup>th</sup> August – Paul Wilkinson

I arrived at Morrisons to find a few hardy souls gathering for today's run. Eventually there were 12 of us present on a variety of classic and modern makes and models. Unfortunately, Brian Baillie was unable to join us due to illness and nobody present seemed prepared to lead the run. The plan was to ride to a number of villages around Ayr, finally finishing with food and drinks at The Coo Shed. John Warnock had advised though that the previous Sunday he had had to wait 30 minutes just to get a table.



Eventually I agreed to lead and we got ourselves ready to set off.

Upon leaving Morrisons we headed out of Ayr on the A70 for Cumnock. At Coylton we turned right at the first set of traffic lights and on to Dalrymple on the B742. After passing thru Dalrymple we took a C class road to Kirkmichael. This was a delightful single-track road with passing places. There was a good selection of straights, hairpin bends and blind summits. Thankfully we met only one vehicle, a TP Niven milk tanker, and that was at a junction, so there was plenty of room to pass. The view across the hills was impressive.

As we were going thru Kirkmichael, I suddenly remembered that there was a community hub shop and café, so I pulled over and suggested that we should stop here for food and drink. The response was positive and we all lined our bikes up at the side of the road opposite the hub. Photographs were then taken and I must thank Steve for his evocative black and white shots.

After being well fed and watered we gathered outside to discuss what next. We all had different ideas so we decided to split up and go off in smaller groups. Robin needed to go home to walk the dog. Taff and Chris had decided to ride to Dailly along some twisty roads that had just been resurfaced. Naill and David were going to head to their respective homes. The rest decided to head back to Ayr via the coast road. Unfortunately, at Maybole the group managed to be split by a bus when we stopped at a junction and only 4 of us took the correct junction to travel the coast road. It was a good day out in good company, but perhaps the length of the run was a bit short.

Present were Robin Burnside (Suzuki XN85 Turbo), Gerry Mullin (Triumph Tiger 750), Alan Johnson (Triumph Tiger 750), Steve Mostyn (Honda Dominator), Taff Bee (Honda Pan European), Chris Jackson (Yamaha FJR), Niall Sommerville (Triumph Tiger), David Wilson (Triumph Tiger), John Warnock (Yamaha), Ian Howie (Triumph Street Triple), John Doolan (Triumph America) and myself (Triumph Trident T160).







## Portpatrick & Mull of Galloway Run, 20<sup>th</sup> August – David Rowell

ACMC Sunday 20th August a story of 'lost & found' when we found some old friends in Portpatrick, then we lost Alastair & Colin after changing our route - on route. Most importantly we all enjoyed a great day out in Dumfries and Galloway.





## **Coffee Run, 23<sup>rd</sup> August – Paul Wilkinson**

The coffee gathering this time was to Gemmell's Garden centre near to Trabboch. I had warned the staff to expect up to 20 individuals as that appeared to, be the numbers we had been seeing recently. However, upon arrival I was rather shocked to discover 28 members plus 8 wives already seated and enjoying breakfast rolls, coffee and the chat. Eventually with two late arrivals there were 38 of us present and 17 motorcycles in the car park. An excellent turn out.

I did ask if the group wanted to continue with two visits per month or cut back to one as winter approaches, but the overwhelming vote was to continue with two. I have been advised of a few other cafes that might be suitable, but if you have any suggestions then please let me know and I will check them out.



## **For Sale**

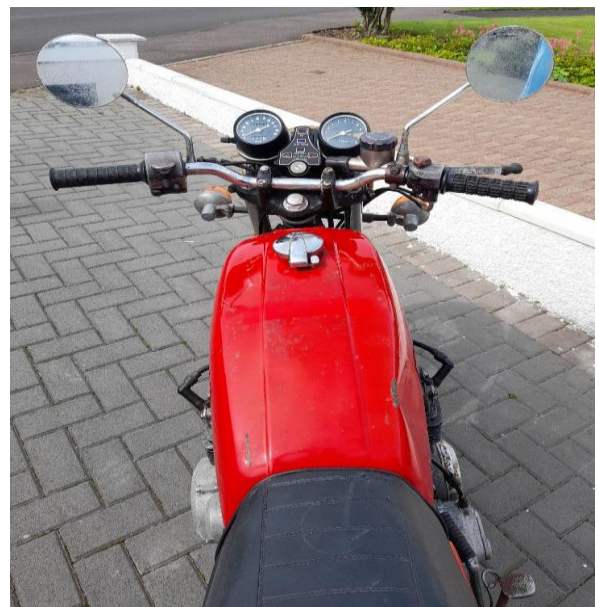
I have four bikes that have been sitting in my garage for 20 to 30 years awaiting restoration. Unfortunately, due to two recent hip replacements and lack of mobility I am now unable to work on the bikes.

I am prepared to take a reasonable offer for the job lot or individually. I am moving house shortly and they need a new home.

**Brian Saunderson** M: 07710 474806

**Honda CB 400 FOUR** 1976. Mileage 41102

I drove it home 20 years ago and it has not been started for over 7 years. The bike is complete.



**Suzuki GS 550**      1983    Mileage 30039Km  
Imported from South Africa. Has been reg in UK, V5



Yamaha XS 400 cc 1981 Mileage 19277 No V5



**Honda CB 900 F Bol D'or 1981 Mileage 21241.**

I bought this bike in 1989 and used it daily. I started to strip it about 30 years ago to replace the cylinder head gasket. I did not get very far. Still in bits but all there. A bit of a rebuild project but a nice bike.







## Events Calendar

Date	Event
<b>6<sup>th</sup> September 2023</b>	<b>Coffee gathering Ayrshire Food Hub, Crossroads, Hurlford KA1 5JQ Meet at 11:00am</b>
<b>12<sup>th</sup> September 2023</b>	<b>Winter Club Night – New Members Glenburn Miners Welfare Club Meet at 7:30pm</b>
<b>17<sup>th</sup> September 2023</b>	<b>Ayrshire Mini Run – Classic Runs Programme Meet at Morrisons at 11:00am</b>
<b>17<sup>th</sup> September 2023</b>	<b>Portpatrick and Port William – Runs Programme Approx 140 miles Meet at Girvan at 10:30am</b>
<b>20<sup>th</sup> September 2023</b>	<b>Coffee Gathering Venue TBC</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 Approx 70 miles Meet at Monkton at 10:30am</b>
1 <sup>st</sup> October 2023*	Motorcycle Autojumble Lothian & Borders Classic & Vintage Motorcycle Club Drill Hall, Peebles EH45 8AU
<b>4<sup>th</sup> October 2023</b>	<b>Coffee Gathering Venue TBC</b>
<b>10<sup>th</sup> October 2023</b>	<b>Winter Club Night – Bring &amp; Buy Glenburn Miners Welfare Club Meet at 7:30pm</b>
<b>15<sup>th</sup> October 2023</b>	<b>Clatteringshaws Closing Muster – Runs Programme Approx 60 miles Meet at Dalmellington at 11:00am</b>
<b>14<sup>th</sup> November 2023</b>	<b>Winter Club Night – AGM Glenburn Miners Welfare Club Meet at 7:30pm</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**

Chairman	Ricky Leiper E: <a href="mailto:rix37@hotmail.com">rix37@hotmail.com</a> T: 07866 468 222
Vice Chairman	Robert Mitchell E: <a href="mailto:Robert.mitchell@bt.com">Robert.mitchell@bt.com</a> T: 01292 443 891
Secretary	Brian Ballie E: <a href="mailto:bbaillie44@yahoo.co.uk">bbaillie44@yahoo.co.uk</a> T: 01292 289 518
Treasurer	Stuart Miller E: <a href="mailto:stuartmiller3@hotmail.com">stuartmiller3@hotmail.com</a> T: 01292 475 909
Membership Secretary	Paul Wilkinson 5 Roebank Road, Beith KA15 2DX E: <a href="mailto:membershipsecretary@ayrclassicmc.com">membershipsecretary@ayrclassicmc.com</a> T: 07753 951 061
Newsletter Editor	Paul Wilkinson E: <a href="mailto:newslettereditor@ayrclassicmc.com">newslettereditor@ayrclassicmc.com</a>
Runs Co-ordinator	David Rowell E: <a href="mailto:rowell-d@sky.com">rowell-d@sky.com</a> T: 07836 573 743
Show Co-ordinator	Robin Burnside E: <a href="mailto:jan.ayr@sky.com">jan.ayr@sky.com</a> 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>