



## **THE AYR CLASSIC NEWSLETTER**

**October 2023**

**ISSUE 263**

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## **From the Editor**

It was at the AGM of 2021 that I agreed to take over at the helm of the club's newsletter. Nearly two years have gone by and during that time I have enjoyed, for the most part, putting together the articles and information you have provided. However, I have now decided that it is time for a fresh pair of hands to take ownership and the November edition will be my last.

In addition, I have also decided that I need to step back and have some time for myself. Therefore, I will also be relinquishing my roles of Membership Secretary, Coffee Gathering instigator and Committee Member. As well as myself, Brian Baillie: Club Secretary and David Rowell: Runs Co-ordinator will also be stepping down from their posts at this year's Annual General Meeting on the 14th November.

Consequently, there are some key roles within the club's committee that need to be filled. So, if you wish the club and its activities to continue to be a success and you think you can contribute, then please make yourself known to a committee member or attend the AGM and offer your services.

This month saw the last run of the season and as you will read later on there was an excellent turn out. Let's try and have the same numbers next year. Unfortunately, I had to miss out as I was getting my flu and covid jabs.

Paul Wilkinson

*(Front cover: Bob Young and his 2005 Triumph Bonneville)*

## Club Member of the Month

Name – **Bob Young**      Age – **81**      Club Position – **Member**

How old were you when you bought your first bike? - **20, though I had a Vespa scooter (RSD 125) for two years before that.**

What was it? **I must only have had the Vespa for about a year or so when I got the chance to buy a Triumph Tiger Cub for forty pounds from a work colleague of my dad. This is the bike (OCS 886) that I still have in my possession. The Cub travelled to Arran on holiday with the full load of two guys with rucksack, and tent, though I did have panniers fitted with ex-army knapsacks. Maybe that's why the shock-absorbers are shot now!**

Do you still have it? – **Yes**

What do you currently ride? – **A 2005 Triumph Bonneville and the 1959 Tiger Cub.**

How long have you been a club member? – **25+ years**

What is your favourite club event or memory? – **The Scottish Classic Motorcycle Show, mainly because I was organising the show when we first moved it to the Ayr Racecourse. It was great working with all the club members and seeing the show develop over the years.**

What is your favourite motorcycling memory? – **Among many motorcycling memories there is one that stands out and that was travelling to Arran on the Waverley paddle steamer with the Tiger Cub in the 1960s. My pal and I arrived at Ardrossan to find that the ferry was having difficulty entering the harbour due to the stormy weather. All foot passengers were despatched by train to Fairlie to catch the paddle steamer and I was also sent up to Fairlie, but by road on the bike. This was in the days when Fairlie Pier was quite a prominent departure point for the ferries, and the trains ran right onto the pier, under a timber canopy. This was all burned down some years ago and the facilities minimised.**



**After everyone had embarked on the steamer the crew put a long plank down on to the pier for me to run my bike up. It was not a case of pushing it up as the plank was only about 10" (250mm) wide, so I had to start the bike and ride it up this plank. Bear in mind that it was stormy and the pier at Fairlie was not the most sheltered of places. As the boat rose and fell and all the passengers crowded along the rails to watch the performance, I felt like Blondell cycling his bicycle along the rope suspended above the Niagara Falls. I didn't fall off, and the bike was safely lashed to the railings for the trip to Brodick. I felt like an old hand at it when I had to repeat the performance at Brodick pier, and was quite disappointed when the return to the mainland the following week was on the normal ferry.**

Any other information? - I had tried to sell the Cub in the early days, when I bought an Austin J2 van, but no one was interested so I hung on to it rather than scrap it. I'm glad that I did. I used to wheel the bike into the back of the van if I wanted to leave the van anywhere so it was very handy. My dad used the Cub for work and around the town while his car was off the road, and I know at least one club member, a former workmate of my father, who remembers him running it. He was still riding it in his late seventies when he gave up his car, and used to take the occasional run up to see us at Trabboch. The sound of the cub in the distance was quite distinctive.

During the mid-nineteen seventies I had a series of bikes again, including a wee Honda 90 which cost me a fortune in spares until I finally got rid of it. I managed to pick up a Triumph 3TA which had been hacked about and had lots of bits missing, but it was a runner. I scrounged parts and sent away for stuff from the scrappers that advertised in MCN at that time. In a very short time I had a very practical bike with 12v electrics, full Avon fairing, and a pair of Lucas LR90 long range lamps to help with the country lanes I travelled.

I used this to travel the 16, or so, miles back and forward to work, right through winter with the hail, rain, snow and ice. It was very reliable. I never did any painting of the bike and it ended up with the tank the only thing with any colour, (it was a scabbie red) and everything else, including the fairing, was various shades of black.



*The 3TA with #1 son astride it.*

I heard of a dismantled T21 for sale at Douglas so, thinking of spares, I travelled up there with car and trailer to see it. It was complete with everything that the 3TA had been missing and I bought it. The guy who was selling the bike was commuting to Leeds on a weekly basis using a big Honda, and had his garden shed filled with BSA Bantams. He wanted some room so he sold the Triumph.

Once I returned home with the Twenty-One and identified what I had it was obvious that it could be completely re-built, so I started to prepare for a longish project. The frame and panels were sandblasted and I started to repaint it as near to the original colour as I could. Eventually I could partly assemble the components to see what the final bike would look like. It was about this time that I changed employment and had a car supplied with the job, so, with finances running tight at this time and the need to purchase a car for my good lady to transport children and shopping etc., I

had regretfully to part with my bikes. It was the one occasion, when parting with a piece of equipment, that I actually had tears in my eyes. This was when watching the 3TA going away up the road on someone else's trailer. The Twenty-One did not concern me as much, but the 3TA had been my favourite.

While I was running the 3TA I came across an advert for a Panther and sidecar but by the time I got to the place in the hills near Dalmellington it was gone and only a Watsonian double adult sidecar was left. I eventually bought it and the following weekend transported it home to Trabboch with a lash-up of galvanised conduit, pipe clamps, and rope. It was a hairy experience!

I dismantled the sidecar to rebuild it and sent away to Watsonian Squire for the necessary couplings for the Triumph frame. Unfortunately, the bikes were sold before I progressed any further with it, but I kept hold of all the parts in the hope that I would return to motorcycling, eventually selling it.

The wee Cub eventually ended up in my Dad's shed when he was unable to continue driving and I had to retrieve it to stop the rust taking a hold. After a bit of persuasion by a former chairman of the bike club I decided to strip it down and get it back up to scratch again. Unfortunately, available time for this work evaporated and it lay in pieces for a while until #1 son started taking an interest and bought himself a 100cc Yamaha to learn on. Helping him understand the workings of his wee bike stimulated a desire to get the cub running again and I eventually put it back on the road.

The interest in biking had really returned now and I got back into the spirit of things again when #1 son bought a right 'Pig in a poke' while he was working down in Chester. I spent ages on the telephone trying to interpret descriptions of problems with a Japanese machine that I didn't know. It turned out to be a Honda 400/4. I can assure you that it was nothing like the superb machines belonging to our club members. When he returned home, we eventually ended up rebuilding the engine and reworking the electrics. His work in Chester had been a year out from university and he had to return to his digs in Paisley before the bike was complete. I remember setting off to visit him on the bike once it had been put on the road again, and eventually riding it to his house in Aberdeen when he had got a job up there. He eventually decided to cut his losses and got rid of it after further problems, buying another bike to replace it. Marriage and a job in NZ called a halt to further biking by him.

Not to be outdone, #2 son, while working for a year in the forestry dept at Atholl Estates, decided to buy himself (You guessed it!) his own "Pig in a poke". Having had a colleague who "knew about bikes!" to accompany him when he went to look at it and decided on the purchase. It fell to me to collect it with him and take it up to Blair Atholl. It was a Yamaha RD125 and once I saw it, I knew that it needed a hell of a lot of work to get it fit for the road. There was no way that he would be able to do this at Blair Atholl and it ended up coming back to Trabboch with him promising to come down at the weekends to help work on it.

"The best laid plans of mice and men .....!" He broke his leg at work the following week and was unable to assist with the stripping of the bike. I worked at it, traipsing round bike breakers looking for parts, and, I must admit, thoroughly enjoying myself. Eventually the bike had its MOT and was delivered to Blair Atholl where he used it

to run around the countryside, even venturing to Aberdeen on it one weekend. He eventually took it to Aberdeen with him when he returned to university and after passing his test, and graduating in Forestry, he took it to North Wales where he had a job as a forester. He used it for a while there then sold it to a neighbour before moving to Yorkshire to work. He is now married, with children, and unfortunately has had to put motorcycling on hold for a while. We've all been there, haven't we?

I was desperate now to get a decent sized bike project and after locating something interesting in Northumberland I set off down there, with trailer, to see what was available. The one I had been interested in had gone but there was this heap of stuff that I was assured was a Triumph Tiger. If I had had someone with me to comment on it, I would probably have headed straight home empty handed but I didn't. I brought this home to the exclamation of my wife "That heap of stuff is what!!" and "How much!!!" Most of you have been there too. That was how I ended up with my 1979 Tiger 750, which was the subject of an article in the Ayr Classic Motorcycle Club newsletter some years ago. I got it running a year later after several visits to auto jumbles, and Grace and I toured the Western Isles with it, as well as having an interesting holiday in the Yorkshire Dales.



That bike eventually went to finance a newer Triumph, a 2000 Sprint ST which I enjoyed, after taking about 18 months to settle in to it. I had that for four years and used it for touring holidays, including a trip to Devon where, two days before we were due to return home, it side-slipped on a muddy lane doing about 10 mph! Carole Nash shipped us all back to home without question and the result was that the bike was declared an economic write-off by

the insurance company. I bought my present Triumph Bonneville on the pay-out.

I bought a 1939 Norton 16H (Reg No CGE 515) in July 2005 and spent the next 2 ½ years rebuilding it into a super pre-war bike. Unfortunately riding it was not doing my back any good and I eventually sold it, by auction, at Stafford in April 2010. It had been fun to ride but with only springs on the rear saddle and girder forks at the front the ride over our roads was definitely not vibration free!



The next project was an Armstrong MT500 (Reg No C736MDS) which had been ex-army and was in the standard olive green. It was an interesting rebuild as it was a single cylinder Rotax engine with a left foot kick-start. This was fun to ride but if you happened to stall it at the traffic lights, you had to get off, put it on the stand, and then put everything into swinging that kick-start to get it going again!

The Armstrong was followed by a 1959 Triumph T120R Bonneville to rebuild which was a most dis-satisfying and expensive re-build! That was the last re-build project!



In my younger days I didn't have the variations in bikes that I hear other folk talk about, and I didn't have mates with the same interest in them, but I have enjoyed working on and running the bikes that I did have, and hopefully I'll still be able to enjoy that for some time to come.

## **Membership Renewal**

With the AGM soon upon us it is perhaps time to remind all members that your membership renewal will shortly be due. The membership period is from the AGM until next year's AGM and under the rules of the constitution you have until the 31<sup>st</sup> December to comply or your membership will cease.

Membership renewal can be paid in a number of ways. You can use the club website - <https://ayrclassicmc.com/> and click on the Join Membership tab. Follow the instructions and pay by PayPal. You can pay by BACS at the bank. The club account details are; sort code 80-09-88 and account number; 00105520. Finally, you can pay by cheque made payable to Ayr Classic Motorcycle Club and post it to the membership secretary.

I will notify members who have already paid for 2024 by e-mail. Therefore, if you do not hear from me, then you know your renewal is due.

## **Minutes of the 2023 AGM**

### **Minutes of the 34<sup>th</sup> Annual General Meeting of Ayr Classic Motorcycle Club**

**Held on Tuesday 8<sup>th</sup> November 2022 in Glenburn Miners Club, Prestwick**

**Meeting opened at 19.45 with 31 members present.**

Robert Mitchell gave a warm welcome to the assembled company and opened the meeting.

Apologies for absence were received from Ricky Leiper, Nigel Wanless, and Kevin Woods.

Robert read out the chairman's report. Ricky wished to thank the committee for their support in his first year in office. Thanks to Niall for organising the Burns Display and also the club meal that was organised in February. Thanks to Paul for the excellent newsletter and for success of the morning coffee meeting.

Treasurer's Report:

Stuart gave a thorough report on the finances of the club. Detailed Accounts were provided, bank balance is healthy.

Stuart thanked Kevin Woods for auditing the accounts; he then gave a detailed breakdown of figures.

Robert proposed the acceptance of accounts seconded by Brian B

Club membership stands at 116 members.

Election of Office Bearers and Committee:

Chairman	Ricky Leiper	proposed by Davie A	seconded by David R
Vice Chairman	Robert Mitchell	proposed by Brian B	seconded by Stuart M
Secretary	Brian Baillie	proposed by Robin B	seconded by Robin C
Treasurer	Stuart Miller	proposed by George C	seconded by David R



Auditor Kevin Woods proposed by Robin B seconded by Stuart M  
Newsletter Editor Paul Wilkinson proposed by Brian B seconded by Robert M  
Show Co-ordinator Robin Burnside and Committee  
Membership Secretary Paul Wilkinson  
Webmaster External support Nick Taylor  
Runs Co-ordinator David Rowell

Committee members: 14

Office Bearers

Ricky Leiper (Chair), Robert Mitchell (vice chair), Brian Baillie, Stuart Miller, Paul Wilkinson, Kevin Woods and Robin Burnside

Committee members

Nigel Wanless, Alan O' Pray, Iain Howie, David McLeman, David Rowell and George Campbell,

New committee member:

Gail Hunter proposed by David Anderson seconded by Robin Campbell.

Those stepping down from committee:

Ken Robson, Niall Somerville, Scott Robertson, David Wilson, Neil Kershaw and Owen McGeary.

Constitution

The proposed alterations to the constitution were read out by Paul Wilkinson. These included changing the date of the AGM to November, the financial year is 1<sup>st</sup> November to 31<sup>st</sup> October, club fees must be paid by 31<sup>st</sup> December and the requirements for Honorary Membership. The motion was passed by the members present.

Show for 2023

Robert gave an accurate account of complex rules that need to be followed to hold a show at the racecourse. A show committee has been formed and 47 willing members have signed up to organise and help on the day.

Club Dinner 13<sup>th</sup> December 2022

The meal will be held in Western House Hotel, the cost of the meal will be subsidised by the club. 52 members have booked tickets for this event.

Club runs

David Rowell gave a short presentation to the membership explaining the proposals. He answered some questions from audience; he has fleshed out a programme with a number of shorter runs to hopefully encourage more classic bikes out and about. Safety issues were raised and members were reminded of the protocol when out on a run.

Coffee meet

Thanks to Paul for this very successful venture. It is his intention to keep this going over the winter months.

The first meeting of the new committee and show committee will be on Tuesday the 15<sup>th</sup> November at 7.30pm at the Glenburn club hall.

Vote of thanks to all by Robert.

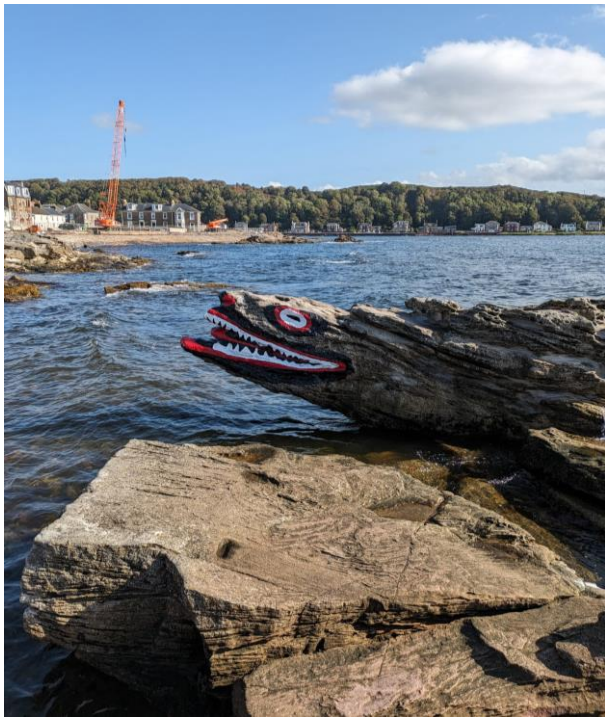
The meeting closed at 21.10.

## **Club Run to Largs & Millport, 1<sup>st</sup> October – David Rowell**

Penultimate club run of the season to Cumbrae on Largs ferry. There were 15 runners & 17 riders at muster, then Steve Mostyn boarded the ferry at the last minute. We went around the island once anti-clockwise, enjoyed island hospitality at the Dancing Midge Cafe - then after another circuit headed over the top, in time to see a nuclear submarine heading off somewhere! We covered 80 miles in glorious sunshine and excellent company ...







## **Ad-hoc Run, 8<sup>th</sup> October – David Rowell**

ACMC Sunday 8th October ad hoc club run our wishes came true and it was sunshine all the way to the Mull of Galloway Scotland's southernmost point. I'm pleased to report 17 club members were mustered in Girvan and 16 joined the run.



## **Club Winter Programme - Bring and Buy, 10<sup>th</sup> October – Brain Baillie**

Twenty five members came along to the bring and buy, In the absence of Ricky Leiper (Chairman), Nigel Wanless welcomed new and old members to the evening.

Only a few members brought some parts and clothing along. I brought the club regalia and set up a display of what we had available. Managed to sell some stickers and a couple of badges.

Later in the evening pie and beans were served up along with tea and coffee.

It was good to catch up with folk considering the terrible rain we had.

## **Coffee Run, 11<sup>th</sup> October – Brain Baillie**

The venue this time was held in Souter's Inn, Kirkoswald. It's a very homely place, in a beautiful setting. The breakfasts were served very quickly. I would recommend the scones, they were very tasty indeed.

A total of twenty folk were in attendance including two ladies. It was a dry morning and it was great to see a good number of motorcycles in attendance, both modern and classic bikes (15 machines).

The car park was quite challenging as most of it is on a very steep slope.

John Stewart even managed to meet one of his childhood hero's and mine, Glen Michael.





## **Classic Motorcycle Classic Show Stafford, 14<sup>th</sup> October – Brian Baillie**

This was my first visit to the Classic show held in the Stafford Show ground. Allan O Pray and I travelled down together by car on the Friday, staying in a local Travelodge. Nearer our destination Allan suggested we made a detour to a garage that imports mainly Japanese bikes. I felt like a kid in a sweet shop. The name of the importers is DK Motorcycles.



After a meal and suitably refreshed, we met up with some fellow enthusiasts in the Travelodge, who were also going to the show in the morning. The next morning, we set off

and made our way to the show ground. It had been raining, but luckily when we arrived the rain stopped.

On entering the site, I was surprised at the number of tents and Gazebos there were. Allan had visited Stafford many times and made an excellent guide. We started going up and down the roadways which had lots of stalls to gaze at, along with a plentiful supply of motorcycles for sale. There was plenty to see and grab my attention.



We timed it well for the start of the stunt show in the outdoor arena. I took a number of photos of their performance jumping over a van at varying distances. We stood for a short while then Allan suggested we make our way to the paddock area.





Once again, our luck was in. There was a large crowd gathering, listening to some racing machines running. In the middle were the stars of the show Henry Cole, plus his TV pals, Alan Millard and Guy 'Skid' Martin. What a hoot it was listening to some of their antics.

The day was passing very quickly, we still had the indoor halls to visit, once again there was plenty of machines to look at and a huge number of clubs in attendance.







Soon it was time to leave the show and we made our way to the car and onto the motorway home. If you have never been I would try and get yourself down to enjoy the action.

Thanks Allan you made an excellent guide and great company.

Note - the only purchase I made was a wire brush for my toolbox

## Closing Run, 15<sup>th</sup> October – David Rowell

24 motorcycles and 25 riders converged on David's Snack Bar before going to the Belted Galloway in Newton Stewart for this season's closing muster. We welcomed new club members Chris & Zy and extended our day by stopping off at Clatteringshaws. I'll take this opportunity to thank all of you who participated in club runs, since this was my last outing as the Club Runs Co-ordinator.



## **For Sale**

1997 Honda Rebel 233cc

MOT till November, 5000 miles, £1800

The bike is for sale by Ian Mullet, who due to ill health is in hospital. He is no longer able to ride it. His Neighbour Noreen Chaudhry (07513 884 553) is selling the bike on Ian's behalf.





## Events Calendar

Date	Event
<b>25<sup>th</sup> October 2023</b>	<b>Coffee Gathering 11:00am Waterfront at Coyle Water Fishery, Coalhall, nr Coylton KA6 6LZ.</b>
<b>14<sup>th</sup> November 2023</b>	<b>Winter Club Night – AGM Glenburn Miners Welfare Club Meet at 7:30pm</b>
<b>15<sup>th</sup> November 2023</b>	<b>Coffee Gathering 11:00am Venue to be advised</b>
<b>29<sup>th</sup> November 2023</b>	<b>Coffee Gathering 11:00am Venue to be advised</b>
<b>12<sup>th</sup> December 2023</b>	<b>Club Dinner 7:00pm for 7:30pm at Western Hotel, Ayr</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:stuartjmillier3@hotmail.com">stuartjmillier3@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
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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>