



# **THE AYR CLASSIC NEWSLETTER**

**Spring 2024**

**ISSUE 265**

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**Happy faces from our stand at the Haggis Gathering 4<sup>th</sup>. Feb.**



# **EDITORIAL**

All members appreciate the dedication of past editor Paul Wilkinson in doing so much for the Club organising the Membership, starting the coffee mornings in addition to producing the Newsletter. The Club really needs someone to take up the Editor's role if we want the newsletter to continue, even if only on a quarterly basis. In the meantime I've been **volunteered** to be Newsletter Editor for one issue.



I apologise if this edition is a bit clunky, like finding first gear, as I have neither the skills nor the software to hand...but here goes.

Spring is upon us, so before you forget to remember to put your clocks forward, check out our 2024 Runs programme in this issue.

We have, I expect, all been working on our motorcycles to ensure they are ready for the new season. It's time to tax our bikes (if not exempt) and check our bike insurance for the first ACMC run on April 7th 2024 to sunny Portpatrick and to recall Willie McColm sitting on his rock gazing out to sea. Please make an effort to ride a classic or at least ride like a classic for our first outing.



Show planning is well underway and the Show Committee are burning the midnight oil in trying to ensure this year's event is the best ever. The show progress to date is outlined below but some Committee members are taking on a lot given their other duties. If you feel able to assist a committee member in the weeks running up to the show please come and attend the next committee meeting on Tuesday 16<sup>th</sup> April.

Bike entry and trade entry forms are now on the website with Nigel Wanless and Robert Mitchell correlating bike entries. Niall Sommerville has stepped in to look after trade entries with Gail Hunter and Paul Wilkinson attending to catalogue advertising.

George Campbell is looking at the exhibit placement in the hall, same layout as last year. Robin Burnside and Brian Baillie are coordinating the show. David Wilson is assisting with the duty rota and this year but we need additional volunteers for a range of duties on the day to assist with the show. If you can help please email David now at [membershipsecretary@ayrclassicmc.com](mailto:membershipsecretary@ayrclassicmc.com) The more helpers we have on the day the better it is for all. This is critical.

If we are to have a regular newsletter we need your stories, pictures, tips, suggestions (*steady*). Let us know whether your insurance premiums have risen or if you have experienced difficulty, especially with Carole Nash, in renewing because of age. Thanks to those who have contributed this month.

Please send newsletter contributions to **Secretary Niall Sommerville** by email to [sec@ayrclassicmc.com](mailto:sec@ayrclassicmc.com)

### **Back in 2014 at Willie McColm's memorial bench.**





# Ayr Classic Motorcycle Club



## Runs Programme 2024

The following is a list of events planned for the summer of 2024. All members are welcome to come and enjoy these events. Runs usually start at either the [Monkton Lodge BP station on the A77](#), or vehicle park next to [Cumnock Bus Station](#), or lay-bys just south of Girvan (David's snack Bar) and Dalmellington. Sundays, - unless stated otherwise. Check your Club [Website/Facebook/Newsletter](#) for updates and late additions. **Please note runs can be amended to suit weather conditions etc at short notice. Always ride to the rider behind.**

<u>DATE &amp; TIME</u>	<u>DESCRIPTION/DESTINATION/ORGANISER</u>	<u>MEETING PLACE</u>
30th March 12.00 FYI	Hillbillies MCC Easter Run to Crosshouse Hospital	Mauchline Primary School
7th April. 10.30 & 11.15am	Portpatrick Run (Willie McColm Memorial)	Monkton & Girvan
14th April 11.00am	Peebles Show (St. Mary's loch)	Cumnock
28th April. 10.30am	Largs Hop (Loch Thom/Lochwinnoch)	Monkton
12th May 10.30am	Wanlockhead, Leadhills or D&G Aviation museum	Monkton
19th May 10.30 & 11.15am	Stranraer Yesteryear Show	Monkton & Girvan
25th May 10.30am	Burns Centre Display promo for our show	Alloway
26th May, 11.00am	Erskine Hospital Motorbike meet	Monkton
9th June, 10.30 & 11.15am	Short run Barr/ Glentrool/ Straiton	Monkton & Girvan
<b>14th JUNE 4.00PM</b>	<b>SET UP FOR OUR SHOW</b>	<b>AYR RACECOURSE</b>
<b>15th JUNE ALL DAY</b>	<b>THE SCOTTISH CLASSIC MOTORCYCLE SHOW</b>	<b>AYR RACECOURSE</b>
16th June 11.15am	Girvan for post show reaction.	Girvan
23rd June 11.00am	Isle of Whithorn	Dalmellington
30th June 10.30am	Short run Largs/Millport or Moffat Classic show	Monkton
14th July 10.30am	Trossachs ( <i>Kirkcaldy show on same day</i> )	Monkton
28th July, 10.00am	Mull of Galloway	Monkton & Girvan
4th August, 10.00am	Argyll run (or Dunaskin Steam day TBC)	Monkton or Dunaskin
11th August, 10.30am	Biggar Rally	Cumnock
18th August, 10.30am	St Marys Loch 169mls	Cumnock
25th August, 11.00am	Kirkcudbright Classic Car Show TBC	Dalmellington
1st Sept, 11.00am	Sanquhar Classic Car Show TBC	Cumnock
8th Sept, 11.00am	Ayrshire mini tour	Monkton
22nd Sept, 11.00am	Kipford, Rockcliffe	Dalmellington
6th October, 11.00am	Clatteringshaws Closing Muster.	Dalmellington

*Runs have deliberately not been arranged for every week but members are free to meet anytime given suitable climatic conditions. Monkton with a 10.30am start recommended for Sundays.*

## Ayrshire Touring Motorcycle Club hosted the Annual Inter-club Quiz night, 21<sup>st</sup>. February.

The Club was well represented at the annual interclub quiz in the Townend Community Centre, Dreghorn. There were around 40 attendees in total from the 3 clubs. We had the winning team comprising Ricky, David, Billy and Niall.



... our club also had a team who looked even more pleased to finish last.



*“Thanks to Ayrshire Touring Motorcycle Club for putting on a really good show and to all who participated in making it a memorable and fun evening.*

*Fantastic catering sets the bar really high for our return match.*

*Great to hear about the Evel Kneivel tour for worthy causes, seeing that lot in full regalia going down the road might think Elvis was still alive.*

*The Hillbillies were well represented and, although ACMC might actually have been a bit over represented, it was good to see so many members having fun.*

*A few of us actually remembered some quiz stuff and were able to nudge ahead of the Hillbillies at the chequered flag: but where all my 10mm sockets are is still a mystery to me.*

*A big thank you to Paul Hamilton Motorcycle, Kilmarnock, who donated the very generous prizes.*



*Thanks again to our generous hosts, to Maurice, quizmaster and to the kitchen fairies for the excellent spread. We host next year where we will probably revert to norm.”*

**Niall**

## **A wee reminder to those still to pay 2024 membership subscription.**

Thanks to all who have renewed memberships for 2024. I encourage you to visit the Club website <https://ayrclassicmc.com>.

Here you can keep up to date with upcoming events; view past newsletters and admire the photo galleries.

You can also visit our Facebook page Ayr Classic Motorcycle Club and our Flickr pages.

To the few who have forgotten to renew their memberships, 31st March 2024 will be the cut-off point.

**David Wilson, Membership Secretary.**

## Coffee mornings

The coffee mornings have continued to be very popular even in the winter months. More pictures on facebook.

In January the first meeting was at the Burns Centre with 22 in attendance, In early February at Hays garden centre, 24 in attendance.

Later in February 26 attended the Puffers cafe in Irvine.





Early March was at the Da Vinci Cafe with 26 in attendance including 8 on motorcycles.



As the weather improves the number of motorcyclists attending should increase and we can have the option of a wee run after the refreshment. Roll on the summer!

Coffee morning organiser **Brian Baillie**

**Club member of the month.** *( it could be you next issue)*



Name: Ken Robson    Age 73    Club position: Committee Member.

**How old when you had your first bike?** I was 39 and it was a Honda CX500. I did have a Vespa 150G1 scooter when I was seventeen (not a bike?) for about three years from 1967 with which I passed my test, and clocked up many miles going to Ayr United's away games in all weathers. I was knocked off the Vespa by an Army tank operator (so it could never be his fault??) driving a Morris Oxford. The Stadium helmet saved my life as I landed on my head and then over back onto my feet. The badly damaged scooter was repaired at no cost to me. Sadly my 2 wheel exploits were ended when the scooter was later stolen and wrecked in Glasgow as I was walking a girlfriend to the late night bus from

Georges Square. The insurance payout bought me a Ford Anglia (£59) and I was lost to motorcycling for about 20 years.

Long time former member John Sykes reintroduced me to biking by convincing me to purchase a candy blue Honda Cx500 as I couldn't afford a Panther.

**Do you still have it?** - No but I do have one very much like it.



**What do you currently ride?** - A 2005 Honda Hornet 900, the 1979 CX500 and the good half of a 1998 VFR750.



**How long have you been a Club member?** – 25 years+ and can remember attending meetings in Geordies Byre for the first Show at Dam Park.

**What is your favourite memory of the Club?** – Although I really enjoy being a part of the Scottish Classic Motorcycle Show I much prefer the relaxed pace runs to places like the Cowal Peninsula or down along the Solway. Best run was on my 1979 Honda CB900F many years ago up to Crinan Canal via two ferries featuring George E's (*pic*) swinging arm held on by cable ties. Route was ferry to Dunoon, B836 then on to Portavadie, across to Tarbert then up to Crinan. I've enjoyed many great runs in fine company over the years both long and short and I can think of quite a few members who have "had an off" and accepted it as coming with the territory..We've all been there!



**Any other comments?** I thought the speed on last 2023 run to Newton Stewart was not appropriate for the road and weather conditions or the riding skills of some of our members. I was not alone in thinking this: other members commented they had witnessed dangerous overtaking by those at the front. Club runs should be enjoyable and we should always ride to the rider behind. Someone sensible at the front and a "Tail Gunner "at the rear.

**What other bikes have you owned?** I've had a few steeds that were aesthetically challenged but I've never been tempted to be an operator on a BMW. I prefer the Jap stuff because it is more reliable, better engineered, and easy to work on; however something Italian is on my bucket list. I've had the following:- Honda CB250, CB650, VFR750FJ, Vf750, Kawasaki GT750, GPz 500, Gpz900R, Suzuki GS650GT, SV650, Triumph Sprint 855, Yamaha FZ6 and fazer600 plus some I've probably forgotten....which have all needed some fettling , often assisted by our Club members.



**Ken**

## **Contacts / Useful Links.**

**Chairman Ricky Leiper** E: rix37@hotmail.com T: 07866 468 222

**Vice Chairman Robert Mitchell** E: Robert.mitchell@bt.com T: 01292 443 891

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**Treasurer Stuart Miller** E: stuartjmiller3@hotmail.com T: 01292 475 909

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**Newsletter Editor** - Temporary Ken Robson E: kenrobsonal@talktalk.net

**Runs Co-ordinator Ken Robson** E: kenrobsonal@talktalk.net 01292 266775

**Show Co-ordinators Brian Baillie** E: bbaillie44@yahoo.co.uk T: 01292 289 518

And **Robin Burnside** E: jan.ayr@sky.com T: 01292 284 174

## **Please note the new office bearers and contact details.**

**Members are encouraged to login to the Club's website. If you have forgotten your password just click on "lost your password?"**

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

**Club Facebook -**

**<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>**

## **Duelling Banjos with Niall Sommerville.**

Have you ever experienced a weep from a banjo connection during brake caliper work? Or got everything built up and fresh brake fluid bled perfectly, only to find the lever going soft after a few hard applications? Changed the aluminium sealing washers or fitted freshly annealed copper washers and you still can't get the system tight? The following might help you resolve a relatively minor issue, and understand what's happening if you want the full geek.

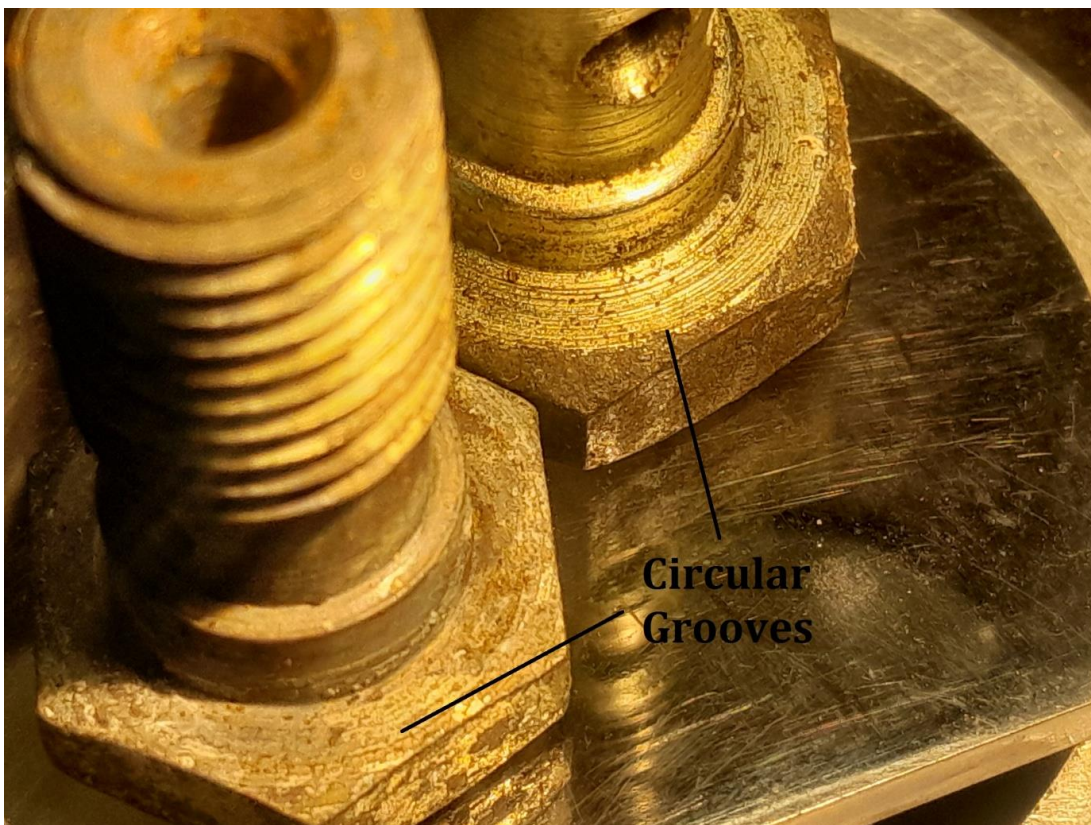
A banjo bolt has to allow transmission of fluid through it, therefore it is hollow drilled and has at least one cross hole through the shank / shaft. This makes them much weaker both in tensile and shear strength, so NEVER apply more than the makers recommended torque, even if it doesn't shear, it can be easily distorted without being visible.

In addition to allowing fluid passage, a banjo bolt has to be able to apply enough compression force to the sealing washer/s to force the seal material to comply with surface imperfections on the bolt sealing surface, the hose end banjo/s and the calliper / master cylinder, multi hose connections have longer (weaker) bolts and more sealing surfaces, hence are even more prone to damage. In order to convert the torque into linear force, a finer thread is used, keep this in mind if you have to repair a thread.



The bolt and banjo hose ends are more commonly a steel alloy, these will have small imperfections from manufacture which are concentric with the bores, essentially grooves and are less prone to pitting type corrosion. Aluminium alloy castings such as callipers and master cylinders are much more prone to pitting type surface imperfections over time.

When tightening the bolt, the sealing washers will rotate until they begin picking up the surface imperfections. Continued rotation will generally achieve a good seal on the grooves of the steel parts through the sealing washers being forced to comply as they rotate. When this occurs at the aluminium contact surfaces, rotation will stop due to the pits being non concentric. When that happens the linear force has less effect and hence this is the joint where leakage is more likely.



There is a technique that can help the sealing washer at the aluminium surface. First turn the forks against the steering stop away from the calliper you're working on, restrain the wheel or have an assistant hold them firmly. Next tighten the bolt to the recommended torque for that size. Take a drift / punch, preferably of a softer material than the bolt, such as copper, brass or

aluminium (please don't use a screwdriver) and place it squarely on the bolt head in line with the length of the bolt and hold it tight against the bolt head, ideally the drift should be as long as will allow a comfortable grip while leaving the free end clear of obstructions. Now apply one or two sharp blows squarely onto the drift end, only apply as much force as you would to hammer a medium nail into soft wood. DO NOT try to apply the blows directly to the bolt head, you will almost certainly not be able to hit it squarely and will probably damage something, new discs are expensive.



Now re-torque the bolt with the same setting, you will see that the bolt rotates slightly before it achieves the same torque as initial tightening. If you want to see how much difference this has made, mark along the length of the bolt / banjo to the calliper with a felt pen after the initial torque. In effect this will have applied enough additional longitudinal pressure to force the sealing washer/s to comply with the surface imperfections and hopefully a much better seal.

CAUTION - if you use this technique with a bolt into a master cylinder, much less force should be applied and care taken to prevent deforming the less rigid master cylinder / reservoir or the handlebars.

This technique can also be used to compress sealing washers to aid removal.

**Niall**



## ***A Shocking Tale from Nigel Wanless.***

Some ACCM members will know I have a soft spot for Italian classics and the first full restoration I did began in 2005 when a pal sourced a Ducati 450 R/T 'fresh' from a container-load of bikes just arrived across the Big Pond from Stateside. When I say 'fresh', see pic to see how beaten up it was at that stage.



A closer inspection will show that the original Marzocchi shock absorbers had been replaced by aftermarket, orange-bodied items. Some research identified that these were a reasonable replacement in the day, being Mulholland items manufactured, weirdly, in Mexico.



Wishing to be more of a purist, I sourced a pair of Koni dial-a-rides in black and silver finish (as were the original Marzocchis) and these have performed admirably ever since. The orange-bodied Mulhollands were consigned to a dark corner of the garage.

It is only recently that I revisited that dark corner and decided to tart the shocks up since they appeared to be in full working order apart from their well-worn cosmetic appearance. So, with thanks to APMC's venerable tool coordinator Club's shock absorber spring extractor kit and dismantled said items.

The paint on the springs were in a poor, flaky state so holding them in the workbench I set about hours of mindless repair using strips of emery cloth to bring back to bare metal. Why not blast them? I hear many say – well, this was to be a low cost affair and I don't have a blast cabinet of my own!

Similar treatment on the orange shock bodies ensued and I was ready for the rattle cans! Red oxide primer first, followed by black Plasticote on the springs (hoping that will provide enough elasticity for the movement in use) and an application of silver smooth Hammerite (sourced at the recent Haggis Gathering) was made to the shock bodies. Duly reassembled, they now look like this.

I shall mount them on my other 450 R/T in due course and we'll see how it goes...



*Nigel*

## For Sale

Hello everyone,

I've made the difficult decision to part company with BES745V, my 1979 Honda CB400N Superdream. Those of you who have managed to get along to recent June club shows at Ayr Racecourse may have seen the bike there (please see picture), and currently she's registered to be there again on 15 June this year, so if she's still mine at that point and if you're interested you could look her over and speak with me then. She was class winner last year.



The story? Well, I got the bike in 2011 from my old Royal Navy mucker, GP Practice Manager and colleague Kevin Wood after a professional GP business call when we fell into discussing motorcycles. I explained to Kevin that I had bought a 1979 400 Superdream new, only for him to say "Oh, I've got all the bits for one of those". Well, you know how it is! The bike was a real basket case but I could see the potential and after three years and mucho input from David

Silver and other sources, including an engine donor bike, I have to say I have been delighted with the result.

The bike is running well, looks great and has given and is giving me no real concerns. She sits around too much and deserves to be used far more than I can from now on. Yes, there's one or two jobs I'd want to tackle if she was to stay with me, but nothing I wouldn't take on myself even though I'm no engineering expert and if I had the time. The bike is "Historic Vehicle" taxation class. Subject to a potential buyer's wishes I would get the bike a fresh MOT. I have a raft of spares and bits that would naturally fall to the new owner.

I have no idea what sort of price I should be asking for the Honda, so that's all open to reasonable and hopefully friendly negotiation, but a good home is the first priority!

I mentioned a donor bike for the current engine, and BHN675T is also up for disposal as a sorned bare rolling frame with a V5 to go with it. I have the makings of a couple of other engines, but my best prospect for this machine would have been to recommission it as a 250 as there are more bits hanging around my garage to do that than a 400. This bike would go for a song, but it is basket case stuff I'm afraid.

So please do get in touch on 07808 055263 or 01292 318743 if you're interested in either prospect, or email me with any questions at [bentinck23@hotmail.com](mailto:bentinck23@hotmail.com) and please tell all your muckers if you know anyone who might be interested.

Thanks for reading this; I'm sorry not to have been a bit more light-hearted about the whole thing but I need to transit the pain barrier.

***Bob Faulks***

And finally a reminder:

**27th March - Coffee Gathering at Ayrshire Food Hub,  
Kilmarnock KA1 5JQ**

