

Lockdown News Issue Sweet Sixteen (and never been kissed) *Brought to you by the Dorset section VMCC*



The thoughts of Chairman Paul

Dear friends,

Here we all are again, waiting for our great leader to reveal the future. I meant Boris of course; our other leader, Bob Clarke, has resigned as chairman of the VMCC, leaving the future of the national club uncertain. It was ever thus. It's a different story at section level and especially for us in the mighty Dorset section. Through the great work of Paul Wirdnam and his team our website and Facebook pages continue to be visited regularly and we can all start to think about meeting up and riding together, hopefully very soon.

In my capacity as section chairman I've written to my counterparts across the SW suggesting that we liaise and jointly promote VMCC activities in the so-called 'Western Region'. The response has been encouraging and the first job will be for all sections to nominate somebody to contribute to a newly set up Facebook page –

The Vintage Motorcycle Club Western Region Events

It is envisaged that major section activities will be promoted and reported upon throughout our region in the hope of encouraging the less active or prospective members to attend at least some of our events. Future possibilities include holding our own, regional training days and more co-operative classified events; the rolling 25-year rule almost enforces sections to include them, going forwards.

With luck, this the coming of age edition of LDN will be the last time we need to keep in touch electronically and we can all be together again. Until then, please enjoy issue 16 and a huge thank you to the members who answered the call for articles, without you etc.

Keep well and thank you for supporting your section.

Paul Miles – *Editor in chief for the International Dorset section lockdown news (retired)*

Last month, Paul Wirdnam kept us enthralled with his Ariel restoration tale. I'm sure you're as excited as I am to see how it turns out. I've only ever seen the bike been trailed to a show, so my guess is it doesn't end well. Thinking about it, we met briefly for 'exercise' a couple of weeks ago and he came by car, so I wonder if any of his bikes work at all, in fact.

Anyway, back to the tale, I think he'd just completed the, in his case essential, tool boxes...

New Year's Day 2012:

Just a small update. Lots of hand painting going on and bits hanging from all high places in my garage. But have made some progress on the bottom half of the engine. All Helicoiling done, new main bearings fitted in the crankcase and new big end has arrived. I've bought and fitted a new timing side mainshaft as the oil pump driving scroll was badly worn; this new shaft is shown in the photo below:



February 2012:

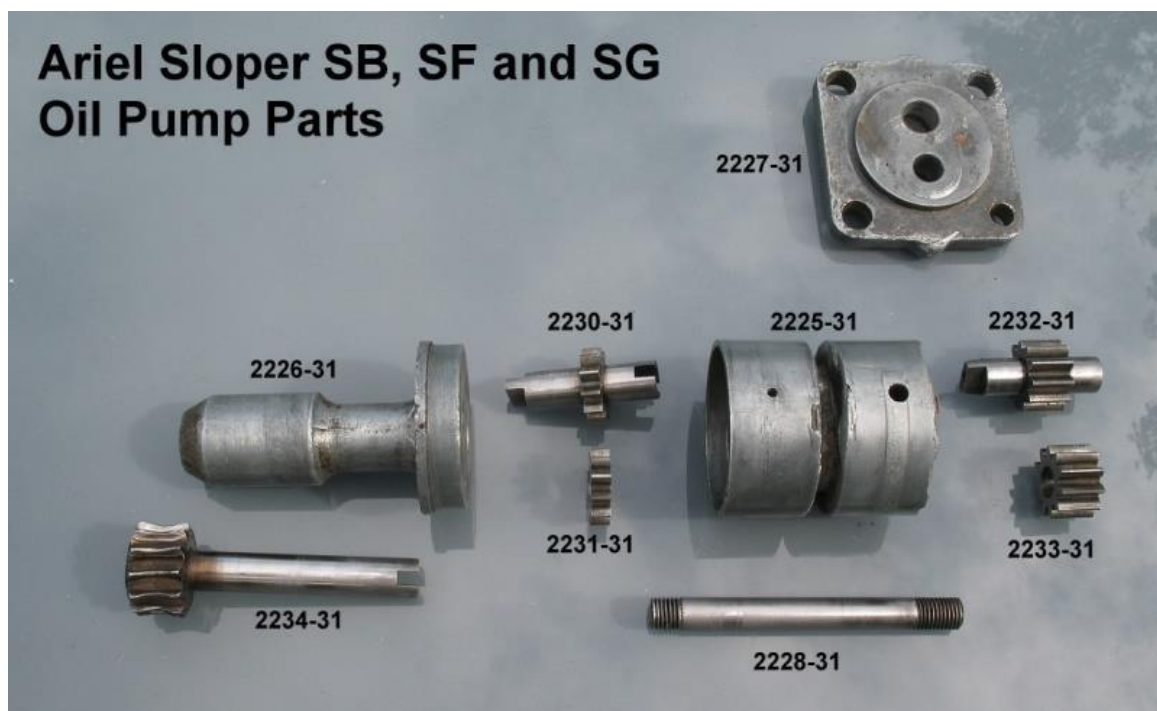
With the temperature in my garage at -1C, progress is slow but I did pay a visit to the platers today



Early March 2012:

Started work on the engine at the beginning of the year but the oil pump has caused me no end of problems. I had been warned, by other Sloper owners, that this was the Achilles' Heel of the model but I didn't think it would take me quite so long to sort it out. To those not familiar with the model, the pump is made from Mazac / monkey / pot metal and, as a result, swells over time --- it then gets jammed in the crankcase and the steel gears within it also seize on their shafts. In severe cases, the driving dogs break.

Things weren't too bad on my pump. The internal steel gears were fine although a previous owner has emeryed the shafts a little so as to free them off in the pot metal. The bottom flange on the main central section had largely broken off and the top driving gear (2234-31) was badly worn...as was the worm gear on the timing side mainshaft.



With a great deal of help and expertise from Paul Meredith and Clive Jones, my pump now looks like below. Parts have come from all over:

1. Internal steel gears are from the original pump above
2. Main central section (2234-31) and the top (2226-31) came from Clive....who I think got it from Kim Mortensen...who got it from ????... (I added the two O rings as per Paul's design)
3. The new top is for the Cammy version of the pump and therefore was too short for the Sloper. Extension piece with O rings was made by Paul
4. The new driving gear and shaft (22234-31) also came from Paul.
5. The new base (2227-31) made by me

Have obtained all the parts and then bolted it together, it wasn't exactly turning smoothly in either direction. It took copious amounts of engineer's blue, lots of man hours, etc to work

out where it was binding and then relieving it. I certainly didn't want to remove too much metal and lose oil pressure, so it was a slow process to repeatedly dismantle and reassemble each time. And then there was the problem of adjusting the end float between "crankcase stop-and-driving gear" and "driving gear-and-extension piece bush" on the outside of the pump --- too detailed to try and explain here.

Does it work? Yes, at least on the bench. In practise? No idea and Paul would like me to stress that his bronze gear and shaft remain untested at this stage but I don't mind being the guinea pig --- I have every confidence in this pump; and that confidence comes from his engineering skills and the number of hours I've spent working on the bl**dy thing!

Now the pump is finished, it can be assembled into the crankcase half and then the flywheel mainshaft passed through its ball bearing in this crankcase half to mesh with it. i.e. you cannot remove this pump once the flywheels are installed and the crankcase halves are together....so it needs to be right first time.



Mid March 2012:

Time for a few more photos of the engine rebuild. Not much needs doing on the barrel and piston; just some Cylinder Black and some new rings:



But the head does need some work: new valves, new guides, new springs and some repairs to broken fins. I've probably restored 10-15 vintage bikes over the last 25 years but have never attempted fin repair, so this was a first. Wasn't nearly as bad as I was expecting. Having made and shaped the missing part out of some appropriate thickness steel plate and cleaned up the broken area on the head, I "tinned" both surfaces with flux and silver solder and brought them together. The joints look good but I guess I'll tell once the bike is on the road...make sure you're not following me :lol: . BTW: not going to attempt to repair the tall fin on the right side of the spark plug hole.

Of course, you do need to heat the head up to a fairly high temperature for silver soldering, and I used one of these:



And on to the guides. Real mixed bag here: my inlet guide (left) was in upside down with a new oil hole drilled and with the top cut off...and my exhaust guide (right) was the wrong length and possibly from the side-valve sloper.

So new guides have been made from cast iron bar (Meehanite) and to dimensions supplied by Paul Meredith (thanks Paul!). New valves start life as Manley BY11875-1 from the RealSteel.co.uk website. Their head size is very close to original valves, the stem diameters are 11/32 inch and they are very long...which means they can be cut to length and the stem reduced to take the collets:



April 2012:

Bike just about assembled but still struggling with the primary chaincases. Having tried to clean and paint them twice, they continued to corrode / oxidise under the paint...so I have now decided to leave them unpainted but with a healthy coating of waxy maintenance oil.

Boiling them to remove all traces of the 1950s salt-based flux that was used at the time to weld them:

May 2012....and the end of my restoration blog because the bike is now finished!

1. Bike is insured (on frame number)
2. Bike has been officially dated (thank you Paul J)
3. V55/5 has been completed
4. MOT next week
5. Visit to Local DVLC next week (not looking forward to it....when I picked up the V55/5, there looked to be a 2 hour queue)

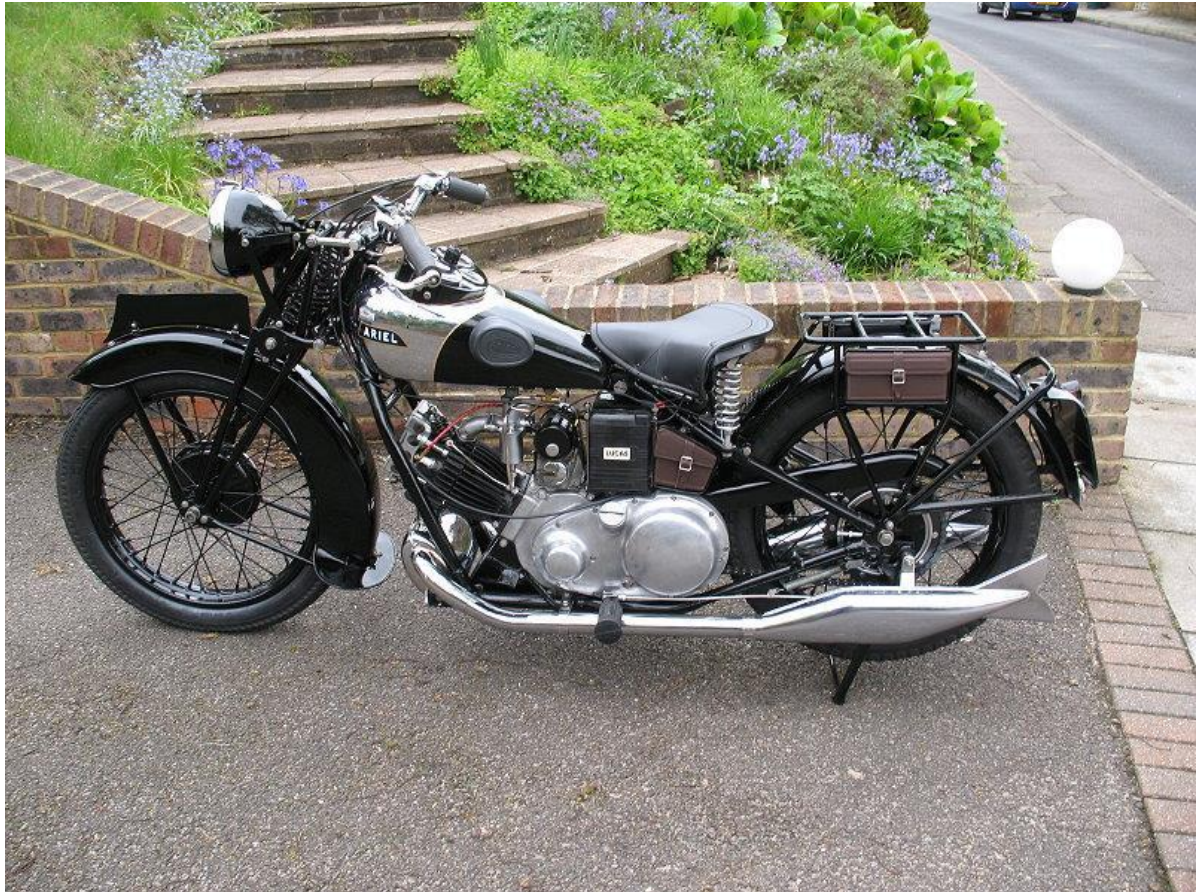
I've had the bike running a few times, ironed out a few problems like a flooding carb (tickler too long), faulty mag (poor points assembly), and a couple of disturbing "clunks" from the engine...latter turned out to be a cam follower catching slightly on the wrong cam; there seems to be a need for a fairly thick washer / shim on the cam follower shaft to ensure the followers are perfectly in line with the cams...the washer is not listed in the parts book but I know Paul Meredith / Clive Jones also found this on their Slopers. I had already used a washer, but had to increase the thickness from 48 thou to 90 thou. Cured the problem.

I really thought I'd done everything in the correct order on this restoration: repair, fabricate, assemble to check, strip down, paint, chrome and re-assemble....but as usual, there is always something you forget. On this one, I had a scary moment when I thought I may not be able to assemble the tank binnacle with speedo, speedo cable, clock and oil gauge. I had to make the binnacle and although I thought I'd checked everything, I had forgotten to do a full assembly with speedo cable....the angles are very tight but got there in the end without the need to modify anything or re-paint etc.

One thing I did end up doing was making a pair of stainless steel handlebar clamps. I knew it would happen ... and it did... the new chrome all flaked off the old clamps as soon as I tightened them...it always happens. The club or Drags should make some stainless steel ones...I don't want to have to make another.

She (I'm sure it's female) starts very easily and sounds lovely...much smoother than my '29 Model F. The oil circulation and pressure seems great and I've adjusted the pressure to read 12 psi on the gauge.

As so to the photos:



February 2021

I still have the bike and rode it in our GIANTS Run in 2019, although it did breakdown when the magneto filled with water just north of King's Stag (*not saying a single word- ed*). Lesson learnt though: always fit a rubber boot on your advance / retard cable. When we're finally able to ride our bikes again, I hope to be riding this Sloper again in 2021. Stay Safe everyone.

Great article, Paul, such a shame it's not the rarer and better four valve version, though. I think somebody in Stonehenge section has one if you'd like to take a look sometime!

Rod Hann has also been busy in the workshop, as you can read and see here.

Building a Special

In recent years I have been restoring old bikes as near to original as I am able. At the completion of my Humber I started thinking of what project to do next. The thought of another complete restoration did not appeal and I felt that something different was in order. But what?

I have been thinking of building a 'Special' for some time and the freedom to do as I liked seemed more appealing, so that became the masterplan. The bike had to be attainable with my limited skills and equipment. Nothing too sporty but more of a soft touring type bike. I only had myself to please so I could do as I wished and if no-one else liked it then that would be fine with me.

I had bought a 1960 Slimline Featherbed frame a year or two ago and I decided that this was the basis I needed. I thought of getting a small car engine for a powerplant but decided that would be beyond my capabilities so that idea was discarded. I next thought of using a modern motorcycle engine and gearbox unit and started measuring different makes and models and settled upon a Suzuki SV650 unit. I bought a complete bike for that purpose but friends told me that if I tried the bike I would like it so much that I would not have the heart to cannibalise it. Those wise words proved correct as the bike performed faultlessly but being similar to my Honda I decided to sell it on.

My next thought was to look around the garage at what I already had. I had a good frame and parts of a Norton gearbox and decided that was the direction I should go. I purchased another Norton gearbox and from the two I built up one good box complete with all new bearings and seals. I polished the outer cases and a start had been made. To date the gearbox is the only item to have remained standard.

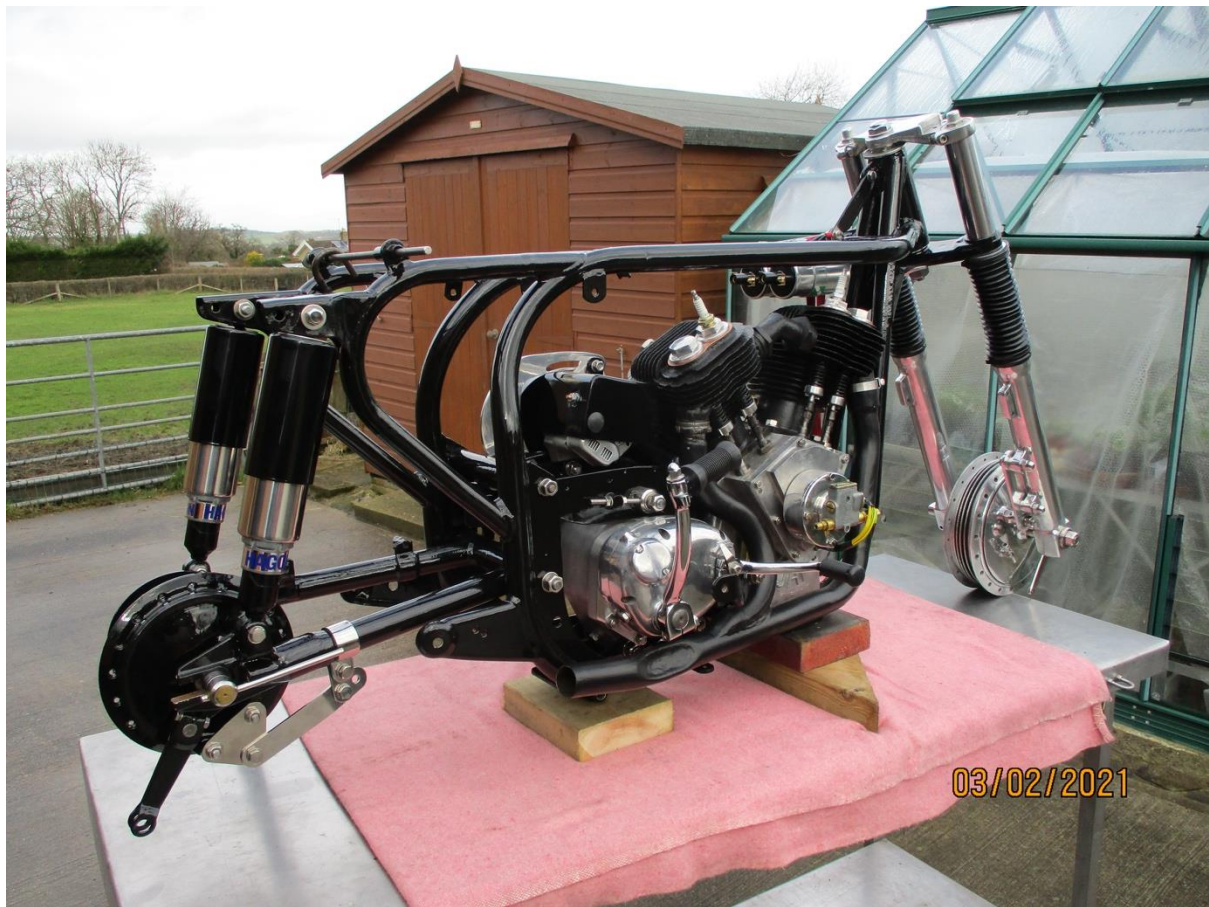


In my garage I had a spare JAP engine for my Sunbeam. As it is a 1000cc V twin I thought that would do the job I sought. All in pieces I sorted out all the bits and set about restoring the engine. Starting with the bottom half I removed the big end and the two crankpins. Both crankpins had thread problems so these were turned and fresh threads applied. The big end pin looked quite good so new roller bearings were obtained and fitted. All seemed good. I cleaned up the crankcases and made all new fixing bolts and soon the lower half of the engine was reassembled. The pistons and bores were serviceable so new rings sorted that bit out. Not so good were the valves and guides. I got some more valves and then made new guides to suit both the barrels and the valves. It all sounds very easy but it was not and much thinking and head scratching took place.

I had a damaged set of Norton engine plates so I chopped off the rear section and was then able to attach the gearbox into the frame. The engine was positioned on blocks and cardboard templates were cut to form the remainder of the engine plates between the engine and gearbox. Quite a job to sit the engine in the correct position in the frame as well as looking at chain lines. A quarter of an inch plate steel was then cut by hacksaw and file to the desired shape before welding the two sections together. Small triangular plates were made in the same way to attach the front of the engine to the front of the frame.

Slight alterations were necessary to the frame to get the engine low enough but with the engine and gearbox secured into the frame things seemed to be progressing quite well. I got hold of some clutch parts and bought some new parts and made up a complete clutch. I bought a new alternator and mounted that behind the engine. I was then able to turn up a boss which goes on the engine shaft which allowed a chain drive to the clutch and a groove

belt drive to the alternator. The alternator has plenty of ventilation holes so a cover was made up to stop the ingress of water. That done I made a cover for the primary drive which also incorporates the drive to the alternator.



Problems arose on the timing side of the engine. How do you drive two things from the one shaft. Also I had no magneto and to get a 50 degree mag at a reasonable cost was impossible. So to get over this problem I used a large billet of aluminium and turned up a housing into which I made an adjustable back plate to mount two sets of points and two condensers. An extension to the shaft meant I could make a cam to operate the points and then extend the shaft further and mount an oil pump on the outside. Up to this point I had assembled all these bits into a dry build. With all the workings of the bike now complete I dismantled everything. I prepared and painted all bits needing paint before reassembling everything back together. I now considered the centre of the bike complete and ready for service.

Now was time to consider the rest of the cycle parts I needed. I only had a few odd bits of Norton forks so I decided to look for an alternative. I plumped for a set of modern Triumph forks bought on Ebay. These I stripped and replaced all seals. All unneeded lugs were hacksawed off before cleaning up and polishing the alloy sliders. I thought that rubber gaiters would look nice and protect the stanchions so these were purchased and fitted. The steering stem was not compatible with my frame so a new steering stem was turned up making everything fit as it should.



I had a Norton front wheel so that came next. I fitted new bearings and brake shoes and made an extended brake operating lever to gain more stopping power. The wheel does not of course fit the new forks so adapters and spacers along with a new spindle were turned up to get everything to fit together. A new brake anchorage point was also made. I had no rear wheel but my brother kindly donated a spare Suzuki wheel I could use. Again, new spindle and spacers were needed along with new bearings and seals. I now had both wheels mounted in the frame. New wheel rims and spokes are now on order to complete this job.

That is as far as progress has reached at this time. I have purchased a few electrical items in readiness and other bits and pieces. Plans for the rest of the bike are still being made and perhaps all will come together in due course. So far I am pleased with what has been created but what is of more importance is that I am enjoying every minute of this build. The Corona Virus has been awful in every way but it has at least afforded me lots of time in the workshop. This has been a huge project for me but I would encourage anyone with a willingness to give it a go.

Rod Hann

This looks superb, Rod and I can't wait to see it, having always had a fondness for specials over stock machines.

You'd think that by now Andy Grew would have realised Italian electrics are the path to ruin. Unlike Lucas and Miller stuff that never works, the conductive Spaghetti wiring works just well enough that you take the wretched things out for a ride, before the inevitable happens and you end up stranded. I was once told (by Roy Bacon, no less) that the reason Italian machines are so gorgeous is so you can sit by the roadside admiring their powerful beauty whilst waiting for the AA man to arrive! You'll not be surprised to hear that Andy also has a large van...

BLOODY ITALIAN ELECTRICS!

Any knowledgeable motorcyclist will tell you that Italian bikes have appalling electrics, so bad in fact that if rain is forecast during the next week you should not venture out.

I have, however, never subscribed to this point of view and continue to ride various Italian bikes in all winds and weathers. Having lived in Wales for many years my bikes were subjected to thorough soakings on a regular basis!

Apart from a Ducati GTS 860 whose wiring was obviously constructed from spaghetti I have not found Italian bikes worse than other bikes of a similar age. Infact the only time we have been totally stranded with an electrical problem was with a faulty ignition switch on my supposedly reliable Honda Pan European.

When I purchase a new bike I always go through the electrics and repair the years of damage and bodes and remove all the horrible garage forecourt connectors that always seem to increase as a bike gets older.

The beauty of many Italian installations is that standard connections are used rather than bespoke connector blocks. May not be neat but they are easy to work on. Morini fusebox birds nest installation is shown below.



The Italians were quite early in producing bikes with electronic ignition and electric start, being common from the early seventies. In fact, Laverdas were fitted with an electric foot from the late sixties, and they did not even have a backup kickstart. These items generally last well, I have not had to change many components.



left- the original switches and clocks on a Benelli Tornado, nearly 50 years old and still going! The rather impressive button on the right is for the electric start.

However, by the late seventies most Italian manufacturers had bowed to the general view that their electrics were rubbish and fitted either Bosch or Nippon Denso equipment.

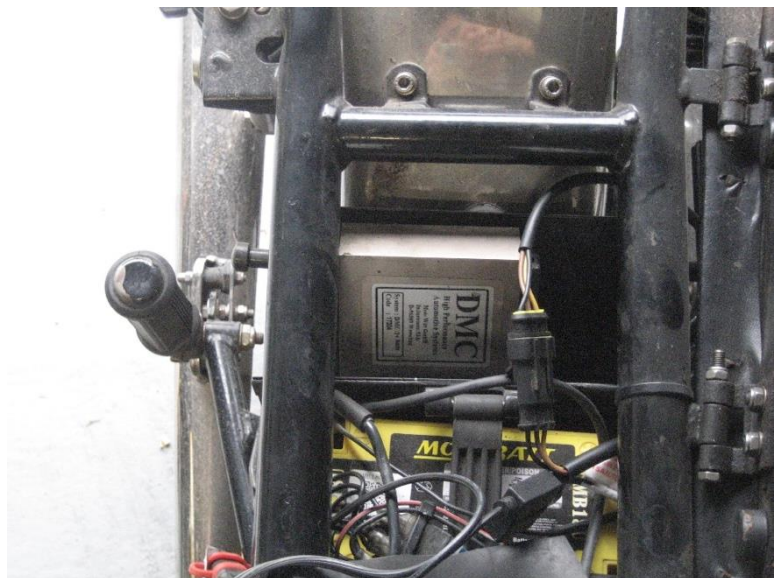
Below is the usual Laverda combination of Nippon Denso clocks – the same as fitted to Honda CB750s and switches as fitted to most Suzukis of the period. The left hand switch in this case has been changed by a previous owner.



Two recent problems did for a while dent my confidence in this belief.

First incident involved my very reliable and extensively used Laverda SF750. I attended a run with the Somerset Section between the various lockdowns. The trip to Bridgwater was uneventful and I set off on the run with no problems. About 5 miles into the run the bike went onto one cylinder. Various roadside fiddlings did not resolve the issue, but I managed to limp home on one cylinder.

The problem turned out to be one of the newest components on the bike, the supposedly very reliable and robust Witt DMC electronic ignition. After much toing and froing with Ewe Witt via E Mail, he did eventually concede that the ignition box may indeed be faulty. He suggested I send it to him for testing, which confirmed that one channel was indeed faulty. A replacement box resolved the issue. (*Gawd, I've got that on mine-ed*)



The second issue was when I dragged my Morini 3 ½ (*The Italian Honda Superdream-ed*) from the back of the garage after being inactive for about 6 months. As usual it started 2nd kick and ran perfectly. But when I got out of the drive I noticed the electronic rev counter was not working and further investigation revealed that none of the electrics were working. I thought that this was probably being due to a flat battery, and running for a few miles would resolve the problem. One of the advantages of a Morini is that they will run without a battery as the electronic ignition is self-powered.

Unusually running did not resume normal service, so further investigation was required. I traced the fault to the main inline fuse holder, where the internal connection to the fuse had recessed to the point it was not making contact.

A swap of fuse holders sorted the problem. Where was the fuse holder from? Japan!

So, I would suggest that if anyone is thinking of joining the wonderful world of Italian motorcycles, don't be put off by the idea of electrical gremlins. After all, isn't Joe Lucas called the Prince of Darkness? (*NOS smoke available for Lucas electrics-ed*)



Ian Clarke likes BMWs. What You hadn't realised? Best read on, then...

THE BMW R57 By Ian Clarke

During 2021 I will have been riding BMW's for 54 years, having bought my first BMW, a 1958 R50, in May 1967. Over those years I've had the opportunity to own, ride (and in a number of cases restore) bikes from the 30's, 50's, 60's, 70's, 80's, 90's, Millennium right up to my current 2016 R1200RT LC. I never bothered with the 40's, where the majority of the machines manufactured were either for the military or of small capacity, but always hankered after riding a machine from the late 1920's. BMW machines from that era are quite rare here in the UK and it's doubtful many, if any, were imported 'in period'. A number have been brought in over the past 50 years, mostly side valve models such as the R42, R52 and R62.

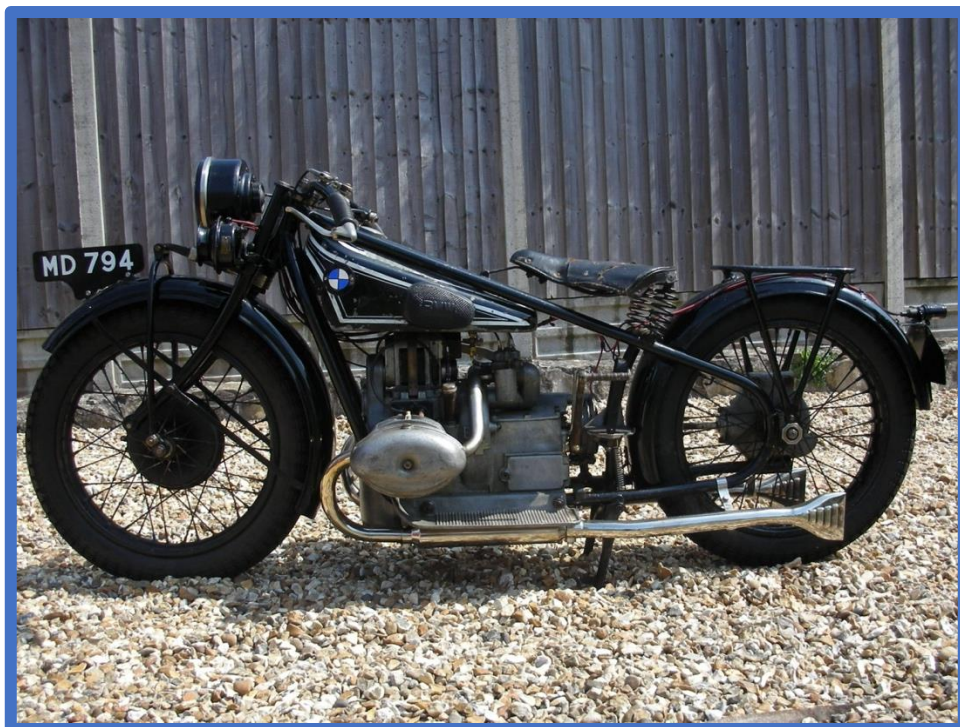
When I started looking seriously at late 1920's machines I'd already compiled a 'wish list'. Ideally it would be an unrestored, unmolested 1928-1930 OHV model. Unrestored and unmolested because you know and can see exactly what you're getting, 1928-1930 because they had the 200mm front brake and as I also ride a 1905 Chater Lea and (at that time) a 1913 New Hudson 'Big Six' with wicker sidecar I know how essential good brakes are these days! Whilst I'm sure the side valve models are charming, I personally like OHV models. As a regular visitor to Mannheim I'd seen plenty of restored 1920's machines over the years, almost all originating from the old Eastern Bloc countries where these bikes had been run well past their sell by dates before restoration with replica parts. Ideally, I wanted a bike that had spent its time in the West. Some 'wish list' and one I knew would be difficult to fulfil.

Over the past 25 years or so, in fact since I first went to Veterama with BMW Specialist Bob Porecha, we've had a German friend who seems to have the ability to source what always appear to be good 1920's and 1930's machines. So it was to him I turned when I finally decided that if I really wanted to ride a 1920's BMW I probably had to buy one of my own. Over the years he'd had several for sale but each time I'd expressed mild interest he'd say 'no, you don't want that one!' By 2006 I was beginning to think I'd never find exactly what I was looking for and that maybe I'd have to lower my sights. At Mannheim that year I raised the subject once again with my friend, restating my 'wish list' and saying I was now serious about buying a machine. This elicited a response from him to the effect that he had recently acquired such a machine, one with two previous owners, was original and unrestored, that hadn't seen the light of day for over 60 years as it had been in a private collection in Stuttgart. The only problem was that he'd bought it for himself as he reckoned it was the most original pre 1930 machine he'd ever seen, complete down to the original tool kit, and it certainly wasn't for sale.

Several months later I received a phone call from him to say he'd just been offered the bike of his dreams, an ex-works DKW 350cc race bike and needing to raise €165,000 to buy it his R42, R68 and several other machines including the R57 were now for sale. If I was interested the R57 was priced at €30,000, non-negotiable. At the time this equated to £22,500 Now we were making an annual pilgrimage in those days (2007) to the Elephant Rally in Solla, Southern Germany each February and as my friend lived in Bavaria we were able to incorporate a visit to see the R57. What I found was a very original machine with the last three digits of the engine number matching those stamped on the gearbox and the bevel. Although there was nothing to salvage on the exhaust system and all the rubber items were hanging

off, the original tool kit was, as he said, still present and intact in the toolbox. I was told I could look in detail at any aspect of the machine so promptly removed the barrels and heads! The R57 was still on original Mahle 2 ring pistons (2 compression rings, no oil control ring) albeit first oversize. The inside of the engine was remarkably clean whilst most of the nuts and bolts on the machine seemed never to have had a spanner on them. The only nut I found with rounded corners was the same size as the box spanner in the tool kit which had a split in its hexagon.....There were 3 gears in the box, little play in the bevel drive and negligible play in the rear transmission brake but the bike was a non-runner. I really felt I'd never again find anything approaching the original condition of this machine so I left a €500 deposit with an agreement I'd collect the bike in the spring and pay the €29,500 balance in cash on collection. In April 2007 we returned with a Motorhome to collect the bike. It was our intention to carry the machine on the camper using the rack on the back we normally use for carrying the 1905 Chater Lea. Unlike the v-twin Chater Lea the R57 obviously has its cylinders sticking out at the side, something that made it impossible to mount it vertically on the rack so we removed a head and barrel, set the piston at BDC, wrapped it in rag and taped everything up in case it rained on our return journey. We put a canvas bike cover over the machine to keep prying eyes from seeing exactly what was being transported and parked the back of the Motorhome hard up against a wall making it impossible to remove the bike when we stopped for our only overnigher. We came back through the 'Nothing to Declare' lane in Dover and didn't get challenged. After all we had purchased the R57 in the EU so there was no liability for import duty. This was well before the introduction of the NOVA (Notification of Vehicle Arrival) system in the UK.

Once the R57 was 'home' I did little to it other than make a list of the items needing to be sourced that October when we made our next visit to Mannheim. Fortunately spares for pre 1930's BMW's are fairly easy to come by and by the end of the Veterama trip I had all the parts including a complete nickel plated exhaust system. With many other projects needing completion the R57 went on the back burner for quite a few years.



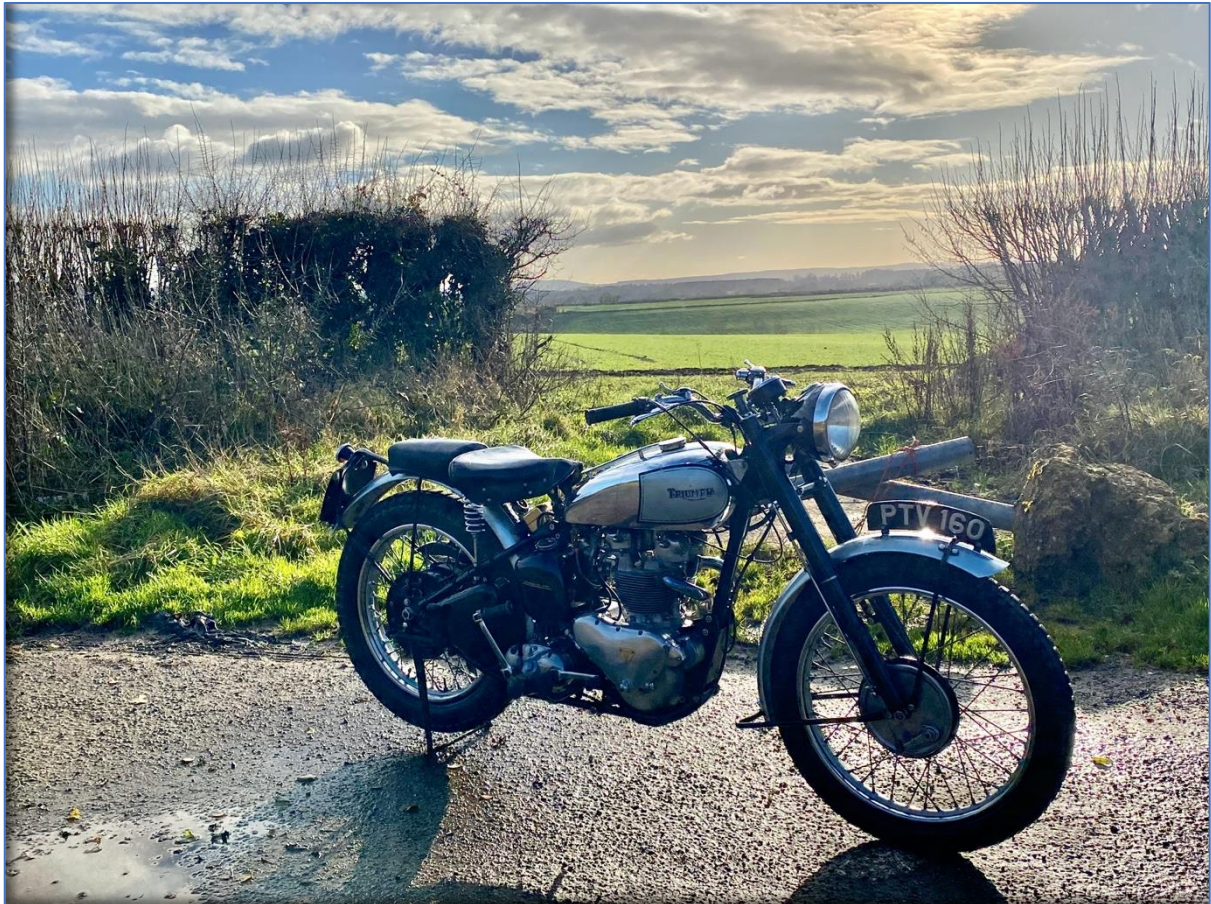
When I did get around to working on it I was surprised to find how little fettling was required to make the pattern parts fit. I removed, cleaned and rebuilt the Bosch magdyno as initially there was no spark and replaced the rubber HT leads as they were badly perished. Once rebuilt there was a good spark although many friends told me I'd need to get the magneto rewound as once it got hot it would break down. In the event this has proved not to be the case as the R57 starts very easily, hot or cold. Having checked everything out, reset the tappet clearance, gapped the new 18mm NGK plugs and put the correct amount of oil in the rocker boxes it was time to try and start the machine.

Now early BMW's (like many other early machines) don't have self-mixing carburettors, the 'best' mixture has to be set by the rider, something that requires almost continuous input. There's no automatic advance and retard meaning that, once again, input from the rider is required. Too much advance and the machine will 'kick back' when you try and start it. Too much retard and it possibly won't start at all. So you have three levers to play with. A bit of practice ensures that the three levers can be set in the correct positions and, having first flooded the carb, first or second kick starting is the norm. Once the engine is running the inverted clutch lever can be pulled to the bars and the right hand gear change lever pulled up to engage first gear. The clutch is light and the revs are picked up using the two carburettor levers on the right handlebar as the clutch is engaged. Once on the move the advance/retard lever on the left-hand handlebar can be pushed forward to advance the ignition as the revs rise. Soon the clutch lever can be pulled in, the revs dropped using the twin lever throttle, the gear lever pushed down past neutral and into second gear. These early boxes are 'crash' boxes and it requires a lot of practice to undertake a quiet change, particularly when changing down. In fact when ridden solo it's quite possible to pull away, under most circumstances, in second gear of the three speed box. The claimed 18BHP of the R57 gives quite sporting performance for the 135Kg machine making cruising at 50-55mph perfectly feasible. Progress can be made safely knowing that the 200mm SLS front brake is a reasonably good retarder coupled with a heel operated transmission brake which, on my machine at least, is quite lethal and easily able to lock the rear wheel. I wonder if this is because you have so little 'feel' with a heel operated brake? Handling is good and on the modern compound old tread pattern Continental tyres fitted it would certainly be possible, with over enthusiastic cornering, to ground the footboards. Not that this has been done so far. The engine does burn a bit of oil, perhaps not so surprising as there's no oil control ring on the (original) pistons. The only issue to date has been with the NGK plugs. A couple of times I've flooded the engine and wet the plugs. In spite of heating them on the gas stove to dry them out they never sparked again. At Veterama a few years ago I managed to find some NOS Bosch M240T1 plugs (at the extortionate price of €50 a pair) and since fitting them, there's been no further problems.

So, it goes well, stops fairly well, handles well, is pretty oil tight and is a real pleasure to ride.

NOW you're talking, Ian. That's my kind of bike, absolutely lovely. Paint it orange and the job's a good'un.

All I seem to have done since Christmas is polish and fettle the bikes. Just before lockdown I bought a Triumph TR5 Trophy from our very own Rod Hann, despite my declared intention of reducing my collection! Following on from adding the Triumph to my pile of clunkers, I've just spotted something 1930s and exotic, doubtless another money pit, to further swell the numbers. It's a disease really. Here's the Triumph, taking a rest just before Christmas. I'd popped to Waitrose in Gillingham and gotten myself lost, little surprise to most of you. Wave to me as you ride past, laughing...



Better times ahead. Stay safe and well, we'll be together again soon.

In peace