

# VMCC WEST WILTS SECTION

## Newsletter from Section Meeting 13<sup>th</sup> March 2025

1. People: best wishes to Owen Bourne who is recovering from a hip replacement – hope to see you back very soon. Welcome to Colin Woodley from the flat tank section – hopefully see you and your Triumph Ricardo at a future event – not least the White Horse Scatter and the W.W. Scamper!
2. Recent events:

First run of the year on Thursday 6<sup>th</sup> March was ably led by Simon Hewitt, despite a couple of tricky road closures. The route was complimented by many and took in a café stop at Honeystreet, and lunch at The Crown at Broad Hinton. Twenty bikes joined the ride from the start, with some peeling off after Honeystreet and others riding in separately to both venues – in total 26 bikes appeared. Chris Wastell even turned out twice with Indian fettling in between, but we'll keep quiet about that. The final leg to the Atwell-Wilson museum was omitted; perhaps another day. Our thanks to Simon for organising the run, and also to Tony Penzato for riding his very nice CB250 Four and occasionally demonstrating what 17,000rpm x 4 cylinders sounds like.

The full day Green Lane run on 11<sup>th</sup> March saw 9 riders in two groups led by Keith Johnston and Jon Cull on a c.80 mile route stretching around Bruton with big views, good climbs and water features. No notable incidents and no mechanical maladies to report (no, not even Simon's B44 !), just one puncture – leading to a superb demonstration of field repair skills and much admiring of special lightweight tools. The end result was a victory of determination and numerical superiority over arthritis and Honda precision spindle tolerances. A great day out on largely dry going; many thanks to Keith for organising the route and cafe stops.



Sean goes deep



There's a bike in there somewhere

### 3. Forthcoming events

- a. The Cotswold section has a café meeting at the AV8 (Cotswold Airport, entrance off the A433 near Kemble) on Friday 14<sup>th</sup> March, 10am onwards.
  - b. Next Wandering is on the Spring Equinox, Thursday 20<sup>th</sup> March. Lunch destination is the Westbrook at Bromham, via a coffee stop at the Sticks & Stones (me neither, but apparently it's at Pewsey). Colin Smith will lead a ride to the venue, meeting at the Red Lion car park, Lacock at 9:30 for 10am departure. Pre-orders for lunch are not required but the pub needs to know numbers so please look out for email from Colin on this.
  - c. The next Café meeting is Tues. 25<sup>th</sup> March at Honeystreet Mill Cafe, 10am to noon.
  - d. The following section meeting is 27<sup>th</sup> March (**this is an evening meeting at 7:30pm**). This will feature a talk from Ian Clarke on the Elephant Rally and his exploits and experiences of it.
  - e. The next mid-week run is Thursday 3<sup>rd</sup> April, the Spring Forward run. The ride will start from Morrison's Chippenham carpark at 10am, and loop North through Sapperton with a coffee stop at The Jolly Nice Farm Shop Café, then back around Nailsworth to lunch at the Salutation Inn near Castle Combe around 1pm. About 65 miles on lanes and B roads with a small stretch of A46. With luck, at some point we will get to ride alongside Stanley Woods, surely a treat for VELOCETTE owners and historic racing enthusiasts! Subject to weather, a further 20 mile afternoon loop on minor Roman roads will probably be on offer leading to another popular farm café...
4. Colin Smith noted that 9 bikes had attended Marian Groves' funeral, which was greatly appreciated by Richard and family.
  5. Section holiday in Wales. Thanks to those who have now paid the balance of their hotel costs; please will those yet to pay please do so asap to enable Martin to make payment to the hotel.
  6. The meeting was followed by a talk from Dr. Reg Eyre KOBI. The subject was Val Page and his influence on motorcycle design, taking in particular the evolution of Ariel motorcycles and some novel engines including an early Ariel race bike with desmodromic OHC engine, all the way to the Leader/Arrow and the blocked development of a 700cc flat 4 Leader-based machine. Plus the impact of some personalities and rivalries in the British bike industry. All naturally entwined with Reg's own bikes and some ones that got away or have not as yet been caught. Many thanks again to Reg.