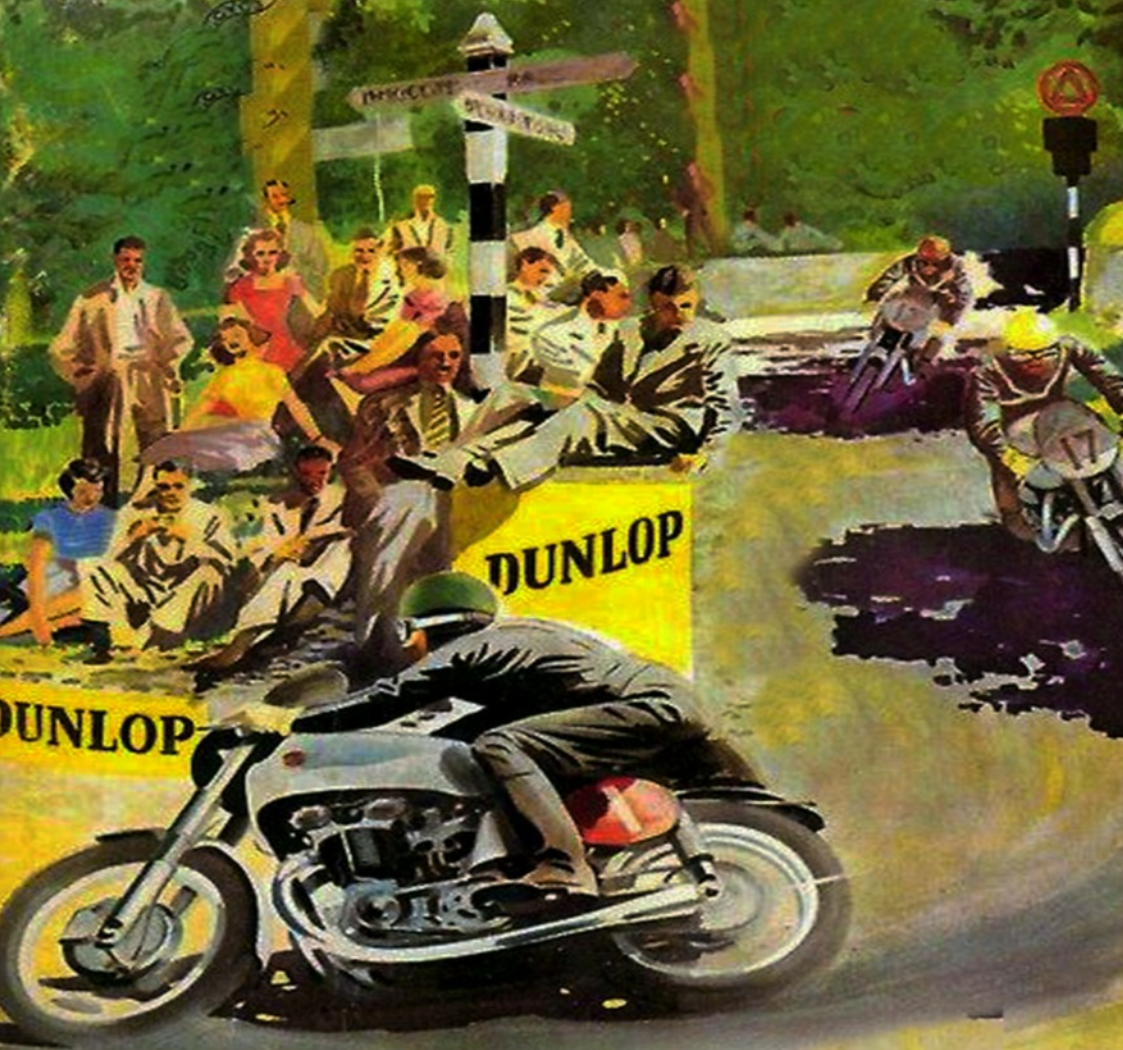
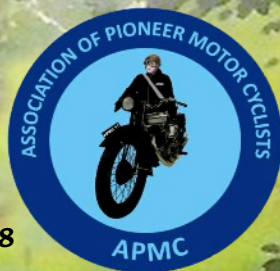


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Summer Supplement 2021

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EDITORS RAMBLINGS *Geoff Davies*



It's the 21st June and we were all expecting to return to normal life, but it's not to be. We have to wait another four weeks, and then we can't be certain. I was going to ask if anyone was going to set up a APMC run for our members and friends, but it's unlikely at the moment.

I assumed that Stafford show would be put back four weeks, but Morton's are sticking with the 3rd and 4th of July dates. There might be extra regulations, but we have to wait and see.

Getting out occasionally on local runs, keeping distances when off the bikes, but there's a feeling of not normal behaviour. It will get better one day.

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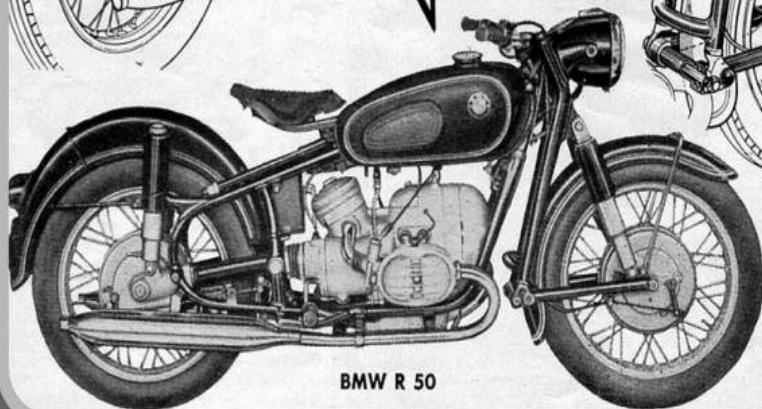
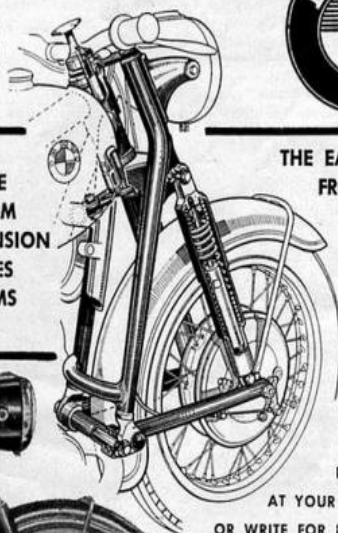
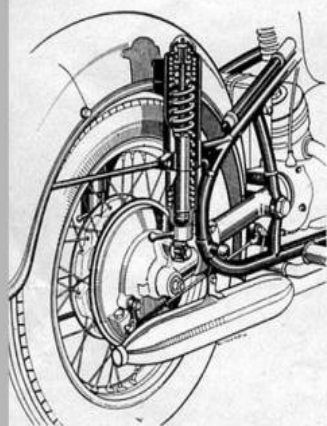
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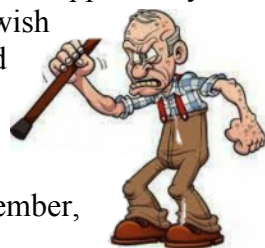
BE CAREFUL WHAT YOU WISH FOR



A couple in their early 60's were celebrating their 40th wedding anniversary in a quiet yet romantic

restaurant. Suddenly a tiny, yet beautiful, fairy appeared and said she would grant each of them a wish. The wife said she would love to travel around the world with her darling husband. The fairy waved her wand and – poof! A pair of tickets for the Queen Mary 2 appeared in her hands. The husband thought for a moment “This is all very romantic, but an opportunity like this will never come again. I am sorry my love, but my wish is to have a wife thirty years younger than me”. The wife and the fairy were deeply disappointed, but a wish is a wish. So the fairy waved her magic wand and ‘poof’ ! ... The husband became 92 years old.

The moral of this story: Men who are ungrateful should remember, fairies are female



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Book Reviews – May 2021

Life on the Edge

Anybody with an interest in Speedway and its history will know the name Split Waterman; some will also know his name thanks to his business activities after his career on the shale was over. In fact, it was probably the later activities that resulted in obituaries appearing in the Times and the Daily Telegraph who rarely mention Speedway.

Like many others, Squire Francis Waterman – soon to become known as ‘Split’ – had watched Speedway prior to the outbreak of the Second World War. It was during his time in the army that - due to injury in action - he got a posting to Naples with the Royal Electrical Mechanical Engineering (REME) which saw him develop his own speedway talent and gain his moniker Split.

After the War, many Armed Forces motorcyclists sought fame and fortune in Speedway and Split was one of the most successful in a period when the sport was at its height. It should be remembered that the crowds far exceeded any football match then and now and the potential earnings eclipsed those of a professional football player in that period.

Apart from his outstanding success on the track, he was blessed with film star good looks and a charismatic personality which made him a household name in the national press – think Barry Sheene in the seventies, but this was the late forties and early fifties.

Riding for the famous Wembley Lions - amongst other big name teams - where he began his 15-year career after leaving the army, he regularly represented England and in the early 1950s, he was twice runner-up in the World Championship, before retiring in 1962.

In this soft-back authorised biography by well-known Speedway journalist Trevor Davies and published by London League Publications, you get a real insight into Split Waterman, on-and-off the track. It includes contributions from other riders, speedway officials and supporters, and outlines the facts on his brushes with the law.

It seems that even when riding he had several legitimate business interests - as well as a few other activities - and 1968 he was convicted of trying to smuggle gold bullion out of the UK that had come from a bullion robbery and firearms. Although never charged, his name was also mentioned in several cases concerning weapons and the Krays. Later, in the seventies, he again served jail time in Italy for currency counterfeiting.

Waterman moved to Spain at the beginning of the seventies where the warmer

weather helped his major Speedway injury (a broken kneecap), running an estate agency amongst other business activities. He kept in touch with Speedway through the TV and some of his old friends in reunions and during the odd visit before his demise in October 2019.

In many ways the book not only gives an insight to the man, but also on the history of Speedway and is something of a glimpse of social history being well illustrated with period black and white images. Davies has written other Speedway titles and knows how to write; I found myself reading the 130 pages from start to finish, totally absorbed. A really good read on all fronts and well worth the modest £14.95 for a quality publication.

ISBN:-978-1-909885-25-7

Available from all good bookshops or direct from London League Publications www.llpshop.co.uk

Royal Enfield – A Complete History

Arguably Royal Enfield is one of the best-known names of the British motorcycle industry, despite the fact that the machines are not as sought after and do not command the same level of value as, say, comparable machines from Norton, BSA, or Triumph.

Royal Enfield's famous slogan - 'made like a gun' - hints at the factory's origins that are similar to BSA. But, unlike the now defunct Birmingham firm, they are now the oldest motorcycle manufacturer in existence that can boast of continuous production, providing you accept the move to India from Redditch. To be fair though, its most famous model, the Bullet, can claim the longest motorcycle production run of all time without question.

While the bikes have often struggled to gain the respect they deserve, authors too seem to have shied away from writing the story of a company that started in the Victorian era manufacturing needles - apart from concentrating on the Bullet - and who also more than did their part in the second world war effort.

In fact, it is a company of many parts, including being a car manufacturer, as well as being responsible for many features found on all brands of motorcycles even to this day, like cush-drive rear hubs. They also pioneered air-cooled diesel engines and were even involved in the development of atomic energy, so there is lots to tell.

Accomplished motorcycle author Greg Pullen has now charted the whole story bringing it right up to date, including the current Indian ownership that has kept the name alive and brought machines bearing its moniker on a par

with others in the 21st century.

As part of the 'Complete Story' range from renowned automotive publishers Crowood, he has updated the story with help from those who were part of the UK story and those that are taking the story onward under the new ownership.

The lavishly illustrated 176-page hardback has nearly 200 colour images to go with the period shots and advertising posters spread throughout the well-researched text. Thirteen chapters chart the company's progress and obviously highlights competition success, with notable ISDT achievements, including star rider Johnny Brittain and racing the big twins, not to mention Geoff Duke and the GP5 all featuring, as well as machine specification panels throughout the quality pages.

Anybody looking for a complete models list with specifications may be disappointed, likewise those who seek minutiae about a bike or the company as a whole. But, given the hundred and fifty year plus history, this book delivers in giving the reader a serious grounding in the Royal Enfield history.

As with Pullen's previous works, it is well-written and researched and, due to the excellent layout, can be dipped in and out of besides being used as a reference work, all for a modest £25.00

Obviously one for the RE fan or owner it is also one for those who are fed up with the endless tomes on Triumph, BSA etc, and want to understand the whole of British motorcycling history in the UK and around the world.

Besides, Royal Enfield has come back to the UK and is very much part of the current scene as well!

ISBN:-978-1-78500-852-8

Available from all good bookshops or direct from the publishers
Crowood www.crowood.com

Barry Sheene and my part in his downfall

The title of this self-published book by Ian Burgess is a little misleading, as while the legendary Barry features throughout, it is more about Suzuki GB at the time that Sheene was riding for them. Burgess started as a part time PR man for the racing club BEMSEE while working for Motorcycle News, before ending up as the PR manager for Suzuki GB and being in charge of racing PR.

Obviously, he was placed to see the side of Sheene that others did not, as well as knowing about the deals that were done at that time in the world of racing. In over 200 pages in this soft-bound book, Burgess spills the beans about the

industry as well as racing with a degree of honesty that has been lacking in the past.

I found it a fascinating read knowing many of the characters mentioned personally, as well as some of the scenarios. Ardent Sheene fans may well find some of the text and views contrary to what they may believe, but one has to accept that the author was part of the industry surrounding him and well placed to make the observations and comments.

Certainly, the book is an interesting read to get an idea of the truth behind the media hype and get an insight into the motorcycle industry and their support of racing during the period covered - all for a modest £11.99.

ISBN: - 978-1-913179-83-0

Available from Amazon Books

Ian Kerr MBE

My Travel Plans for 2022

I have been in many places, but I've never been **in Kahoots**. Apparently, you can't go alone. You have to be **in Kahoots** with someone. I've also never been **in Cognito**. I hear no one recognizes you there.

I have, however, been **in Sane**. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my children, friends, family and work. I would like to go **to Conclusions**, but you have to jump, and I'm not too much on physical activity anymore. I have also been **in Doubt**. That is a sad place to go, and I try not to visit there too often. I've been **in Flexible**, but only when it was very important to stand firm.

Sometimes I'm **in Capable**, and I go there more often as I'm getting older. One of my favourite places to be is **in Suspense!** It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get!

I may have been **in Continent**, but I don't remember what country I was in. It's an age thing. They tell me it is very wet and damp there.

Please laugh insanely, love truly and forgive quickly! From one unstable person to another.

I hope everyone is happy in your head - we're all doing pretty well in mine!

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FROM 1992 HONDA 750, TO 1925 AND BACK A LITTLE - TO 1930.

A journey for all. By IVVMCC Member Philip Maguire.

I hope readers knew Patrick Moore, Amateur Astronomer, and Murray Walker Commentator, (nice piece in Exhaust Notes on Murray Walker last Month). Men with passion. Monty Don, from gardener's world another man of passion. I find their enthusiasm infectious. I'm not that interested in Astronomy, Formula One or Gardening but I feel these men would understand my passion for my machines. (I think we are called "Anoraks" or "Nerds" by the non-believers) Although we are dedicating this May Issue to Pre-31 it is important to note and appreciate that our club caters for all those interested in the resto-ration, preservation and riding of motorcycles built before 2000.

I have a 1992 Honda Night Hawk 750cc, 1969 Triumph Trident T150, 1949 BSA A7 500cc Twin and a 1930 Rudge Special 500cc Single. For me, each one requires a different skill set to work on and ride – I would not like to say which gives me more pleasure. So, from the Hanged Man's to the Pre-31 Slievenamon, I enjoy the passion and enthusiasm each member brings to the runs.

I am a great fan of the IVVMCC, and I wanted to do something for the club, but not gone on committee work, so I volunteered for sweeper at the Slievenamon working with Sean Whyte. Sometime prior to 2010 a member gave me his Pre-31 machine for a short trip around the car park at the Clubhouse Hotel in Kilkenny – our Pre-31 HQ. It was a large V twin. There was no gearbox as such – and you decompressed one cylinder for slow riding and manoeuvring. That was me hooked – I loved the challenge of operating these old machines – the extra levers. In 1979 I flew an aircraft called a Piper Twin Comanche – solo from Oxford to Cardiff at night. It had three levers per engine, throttle, mixture and propeller pitch as well as an abundance of engine and flight instruments – loads of switches and levers for flaps and wheels. (PS – Two Spark plugs per cylinder – Two Magnetos per engine – each Magneto had its own set of plugs), an "Anoraks" dream. The car park at the Club House brought me back.

In 2010 I purchased a 1925 Triumph Model P, 4 levers excluding the clutch and front brake – Fuel, Air, (The Carburettor had two controls – one for fuel, one for air) Ignition (Advance, Retard) and decompression. Gear change was on the tank and the oil pump for the engine was operated by the rider, also on

the tank. A magnificent machine – fabulous for the organised Pre-31 runs but too much of a handful for me on a spin starting in the Dun Laoghaire area. This machine could easily do 50 mph – but planning braking and stopping in suburban traffic was too demanding for me – so I sold. Next up a 1930 Excelsior 196cc Two Stroke – a risk – a non-runner but I managed to get it running just in time for the Mountains of Mourne Pre-31 run. However, it wouldn't pull the skin off a rice pudding – the casings were shot – no compression in the crank case. Damaged – a sad story. I am now – hopefully on my final Pre-31 machine – 1930 Rudge Special – just the Covid-19 to sort.

It's been a magnificent journey back to the Pre-31 – but I still love a spin on my '92 Night Hawk – might make the Rudge all the more special.

Sean Whyte asked me to assist in the running of The Pre-31 Slievenamon Event with a view to managing it. We prepared and ran the 2019 together and at the Saturday night dinner it was announced I would be taking over from Sean for 2020 and as agreed with the then Chairman and President I would run the event for three years – a three-year commitment. My event manager's licence expires 31st March 2022 – and I have yet to run the event. Sean and I had all the preparation work done for the 2020 event – but that's history now – but I do have plans for 2022.

I am responsible for the Pre-31 Slievenamon event however, obviously, answerable to the committee of the IVVMCC. I hope to leave all the same – Sean ran a wonderful event and I hope to carry on the tradition. The team is in place – the key players being the route planners, Paul Campion and Austin Ryan backed up by Ian Brennan, Manager of The Club House Hotel, HQ for the event and a team of sweepers, Morgan O'Sullivan, Michael Curran, Derek Michell, Denis Henderson and of course the Committee of the IVVMCC and in particular the treasurer, Garret Fitzgerald. A chain is as strong as its weakest link – there is no weak link – so without this team I'd be lost.

There is a lovely story about a priest “giving out” to the congregation at early mass on a 1st Friday – he was giving out about how few people attended the 7am Friday Mass – to who? – the people who were in attendance. It's easy to concentrate on the people who didn't come and forget those in front of you. If there is only a handful of you at The Slievenamon my team and I will be looking after you. Be assured. I hope to see the Slievenamon survive and grow slowly – but in the meantime I will do my best to ensure that those who attend have a wonderful social event and are well looked after and supported on the road.

I would love if there was an overnight event for my 1994 Honda 750 Night Hawk. North County Dublin and Meath have great roads for the more modern machines and places like the Snail Box could make for a good overnight. If a couple of owners of these machines did the event managers course it would be great for our club. The Event managers' course makes an interesting day. If you are thinking of doing this, team up with a like minded pal – it's much nicer to work on a team – I am lucky – I was given a team. Call me anytime if you would like to chat about what it is like to run an event. I have no experience

I haven't run one yet – but I will share my enthusiasm – it's a lovely way to serve the club and its members.

Meanwhile The Slievenamon for Pre-31 machines – what are my plans? With the support of the committee, I hope to run the event three times. I am a member of the VMMCC, The Rudge Enthusiasts Club and The British Two Stroke Club so I hope to use this to our advantage to advertise the event abroad. However, my main focus will be on members of our club and trying to encourage them to go back in time as I did – have as many Pre-31 machines on the road as possible. As I mentioned before The Clubhouse Hotel, its manger Ian Brennan and his staff are part of the team. I will not allow the event to outgrow this hotel – it is synonymous with the event – more than that – it is an integral part. If you were in the car park at start up time or in the evening when the bikes return you would need no further

explanation. The fettling, fiddling, tuning, fixing – low slow RPM thumbing with a background noise of trashing machines. Pure magic.

There are often different groups at events – I always felt there was only one group at this event – they are welcoming and encouraging. If you are with us for the first-time next year my team and I will make you feel you were there many many times before.

Take Care and Ride Safe. *Philip Maguire*
Maybe some our APMC members might consider it next year.



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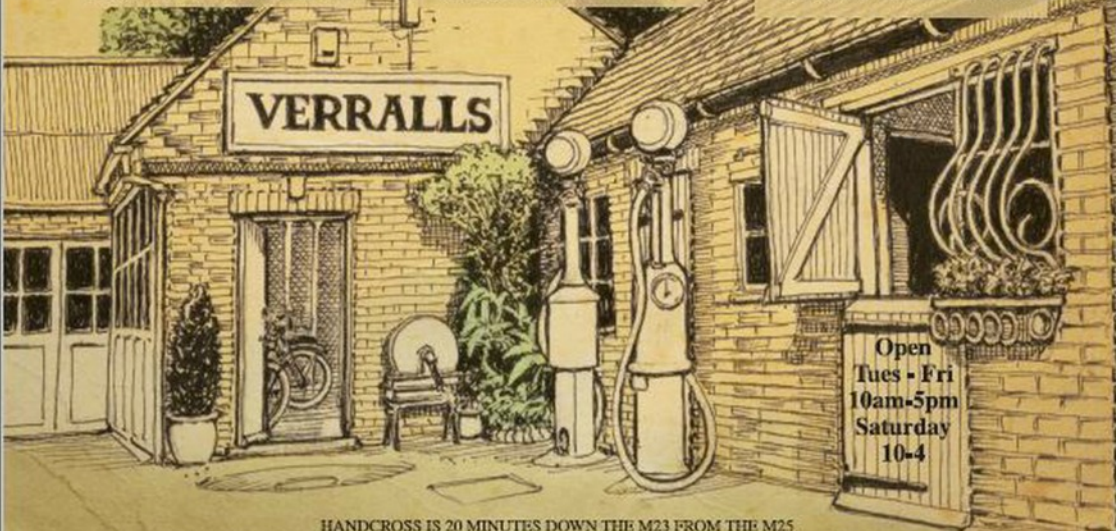
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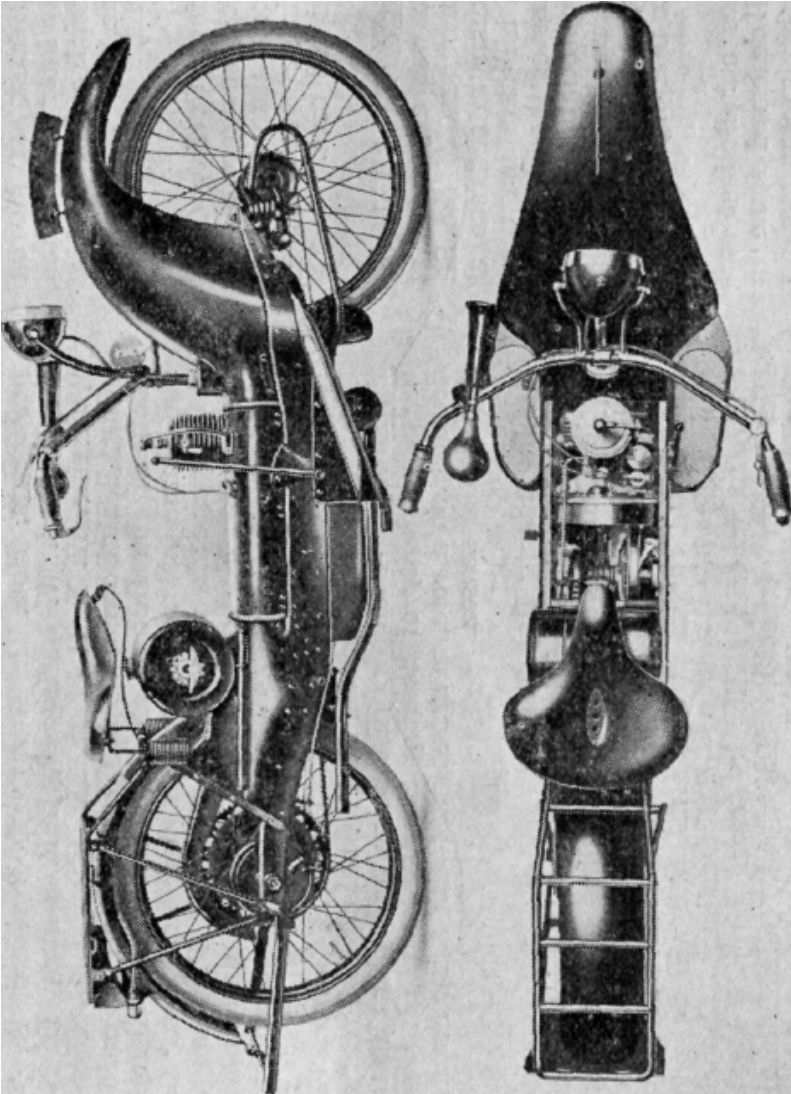
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The Ner-a-Car.

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The Irish Cyclist and Motor Cyclist 1922



The 1923 Ner-a-Car two-wheeler.—On top is a side view of the machine and below a plan view from above, showing engine and transmission details with cover removed.

Rather more than a year ago we took over a 1922 model Ner-a-Car for a week-end test and, as recorded in the Irish Cyclist and Motor Cyclist, were greatly impressed by its outstanding characteristic features, in spite of two or

three more or less obvious faults. Just recently we have repeated the performance on the latest 1923 model and can unreservedly state that it amply fulfils the promise of the earlier type and in practically every respect appears to be ideal for the purpose for which it is designed. We have indeed been converted to a Ner-a-Car enthusiast, in spite of a decided preference for the 500c.c. engine for solo work. But one cannot class the Ner-a-Car with the conventional motor cycle. It is so entirely different from it in practically every way; yet the only method of describing the performance of this unique machine is by comparison with the ordinary petrol-propelled two-wheeler.

Its outstanding merits are stability, cleanliness, comfort and ease of control. As regards the first two of these qualities the Ner-a-Car is quite definitely superior to any motor cycle we have yet ridden, and of the last two we can truthfully say that the Ner-a-Car is at least equal to the best two-wheeler in our experience. Other excellent features which become apparent on longer acquaintance are simplicity of design, robustness of all parts liable to wear or breakage, and ease of maintenance. In case any of our readers have formed the opinion that our enthusiasm has got the better of our judgment and caused us to become too optimistic as to the merits of this machine we can only recommend him (or her) to make a personal trial of the Ner-a-Car at the first opportunity. It will not, of course, appeal greatly to the speed merchant and long distance tourer—it is not intended to be the ideal mount of such as they—but it is not by any means far removed from the ideal of that very large body of people, men and women, young and old, who desire a simple, rapid, easily controlled and looked after form of mechanical transport. This class boggles at the genuine motor cycle on account of its difficulties of control and instability (both real and imaginary), its dirt and the necessity for special clothing, its noise, and the fear of "something going wrong." In the Ner-a-Car these troubles are to a very large extent overcome—its control and stability are excellent, it does not throw oil or mud over the clothes of its rider and the novice's ever-present fear of mechanical trouble is largely allayed by the simple expedient of covering in the "works." (At the same time we might remark, for the benefit of the initiated, accessibility to those parts which occasionally do require attention, is unimpaired.)

With regard to noise the Ner-a-Car is, frankly, capable of considerable improvement. Last year's model was distinctly noisy, and though the 1923 type is greatly improved in this respect, the exhaust is still noisier than is either necessary or desirable. We should say the silencing is just about as efficient as the better-class two-stroke motor cycles—but the producers of the Ner-a-

Car should not be satisfied with this ; and, after all, it is a quite easily remedied fault. As regards mechanical noises and rattles there is no fault to find. The comfort of the machine, we believe, could be even further improved by fitting larger tyres (say 26 x 3 in. or 26 x 2½ in. in place of the 26 x 1¼ in.) and by incorporating some form of rebound damper to the front springs. The front of the machine shows a tendency to bounce when ridden fast over pot-holes. Strange as it may appear, the engine shows no tendency to overheat, the special shape of the very wide front mudguard causing the minimum obstruction to the free flow of air on to the cylinder.

In spite of the fact that the machine we rode was absolutely new and had not done ten miles on the road, the engine ran very freely and pulled well, though inclined to four-stroke when idling and under light loads owing to the excess of oil necessary for the first few hundred miles. At no time, even when climbing a slope of stiffer gradient than 1 in 6 with a twelve-and-a-half stone rider, did the friction transmission gear show signs of slipping. Two sets of gear ratios are standardised, the lower ranging from a top of 5.5 to 1 to a bottom of 11.1 to 1, and the higher from 4.9 to 1 to 9.8 to 1. We believe the machine we tried was fitted with the former, judging by the way it surmounted the hills we encountered, but we would certainly recommend intending purchasers to specify the high ratios, as the engine is fully capable of pulling it in any but the very hilliest country. We should say that a speed of 40 m.p.h. would be easily obtainable. The engine is well balanced and causes practically no vibration, and both brakes are as near perfection as any we have sampled.

A brief specification of the principal features of the machine may not be out of place. The frame consists of two long pressed steel side members braced together with substantial transverse members. The side members terminate at the front ends in horn brackets supporting a spring suspended front axle on which the front wheel is pivoted. The front mudguard, footboards, undershield and petrol tank support form an integral part of the chassis frame construction. Two stands are fitted. The engine is a two-stroke, of the usual three-port type, of 70 mm. bore and 74 mm. stroke (285 c.c. capacity) and is carried in the forward end of the chassis with the flywheel to the rear of the cylinder rotating in a plane at right angles to the line of the machine. The ignition is effected by a flywheel magneto which also supplies current for the electric lighting system, and a B. and B. carburetter supplies the mixture to the engine. The lubrication is carried out on the petroil system. Mounted on a cross-shaft in the middle of the chassis is a friction wheel which bears against the rear face of the flywheel. As the friction wheel can slide sideways on splines on the cross-

shaft, varying gear ratios can be obtained by moving it either towards the centre of the flywheel or out towards the rim. A heavy chain conveys the drive direct from the cross shaft to the rear wheel. Both hand and foot brakes are of the internal expanding type, Ferodo-lined, and act in drums at each side of the rear wheel. A very comfortable saddle is provided, resting on the cylindrical petrol tank, which has a capacity just short of two gallons. A simple form of kick-starter is used, while the usual exhaust release valve is dispensed with. Avon 26 x 2¼in. tyres are fitted to both wheels, and the weight of the complete machine is approximately 190 lbs.

The chief improvements over last year's model consist of a much more efficient front mudguard ; improved and strengthened steering gear; ball bearings in the steering head ; a larger engine ; better lighting system ; more simple and efficient gear lever; better clutch control mechanism ; strengthened frame ; and a really strong carrier.

An excellent instruction book is issued with each machine, which fully and simply explains every part, the methods of adjustment, etc. The lubrication chart shows how exemplary is the Ner-a-Car in this respect, for there are only some nine points which require to be oiled once in every 500 miles, and five bearings to be packed with grease once every 3,000 miles. The price of the machine ready for the road with electric head and tail lamps, good bulb horn, licence holder, pump, tools, etc., is £65. Full particulars can be obtained from the Dublin agents, the Lincoln Motor Co., Lincoln Place.

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