

BEDS VMCC NEWS

KEEPING YOU INFORMED DURING LOCK-DOWN



Tony Dickason RIP

The section has suffered another great loss. Tony Dickason, of Oakley, died suddenly of a heart attack on Wednesday evening 9th September. The news was unexpected and close friends Norm Lorton and Rod Atkins (pictured above either side of Tony) were quite shocked at the suddenness. Tony was close to Dave Watts, and with wives they often socialised together; he was upset at that recent loss. Funeral arrangements will follow when known.



IN THIS ISSUE

**SECTION
NEWS**

**MOTORCYCLE
FOOTBALL**

**WHAT'S IN
A NAME?**

**WHAT IS
IT?**

**NATIONAL
RALLY 2020**

EDITORIAL

Very sad news about Tony Dickson, taken well before his time.

As I put this newsletter together, I'm looking out on a glorious day and wondering why I'm not out riding. Mind you, I have done 193 miles already this week, split between three of my Triumphs, and I have a fairly big mileage weekend planned in Somerset and Devon, albeit on my modern bike. I hope some of you are also taking advantage of this warm and dry spell.

Last weekend saw the postponed ACU National Rally, an event with a great tradition dating back to 1934. I'm sure many of you will have taken part at some time. This year things were a little different because of that nasty virus, described in a short article later in this newsletter.

I've just finished reading "Stealing Speed" by Mat Oxley, sub-titled "The biggest spy scandal in motorsport history", telling the story of how the East German two-stroke expertise from DKW/MZ found its way to Suzuki in Japan. What a marvellous read! I'll try to put together a brief review for the next issue.

Currently I'm reading the story of two Hungarians and a dog (originally two men and a woman but she got sick) travelled the world, on a Harley-Davidson outfit, from 1928 to 1936. A fascinating story.

Many thanks to this week's contributors: Chris, Don, Ivor, Richard and Will – as always, please keep the contributions coming.

Bryan

Section news and local events

VIRTUAL CLUBNIGHT

Did you remember last week's virtual clubnight from Will, on the subject of "Weather"? I was away so I couldn't send a reminder – but it's still available on the following link:
http://wcurry.co.uk/vmccbeds/net_night_sept/w_001.html

MIDWEEK DAYTIME RUNS

The next run, weather permitting, will be on Thursday, 24th September. Please contact Bryan if you'd like to come along, either by email: bryan.marsh@btinternet.com, or by telephone on: 01525 877585.

No idea where we're going yet but will intend to finish somewhere where we can get a coffee and a snack. Strictly limited to six, I'm afraid – blame Boris.

We will try to keep these runs going every couple of weeks through Autumn, and for as long as anyone still wants to come out to play.

BEDFORDSHIRE NAVIGATION EVENT

Last issue, I mentioned that one of the navigation event locations, St Mary's Church in Potsgrove, would be open 11.00-16.00 daily from 11th to 20th September as part of the Heritage Open Days scheme. Well, unless you had better luck than me, that didn't prove to be the case. I tried to contact the Churches Conservation Trust office in Cambridge several times for an explanation, only to be greeted by the same answerphone message. Rather disappointing.

MILTON KEYNES MOTORCYCLE SHOW

A reminder that, as far as I know, this is still going ahead on Sunday, 27th September at Stadium MK from 10am-4pm. Entry is free. Probably mainly modern stuff.

AUTUMN GOLD RUN

As mentioned in the last issue, this is cancelled for this year.

Words of Wisdom from HQ

[The following is taken from a lengthy newsletter sent to Section Secretaries and Chairman, and was requested to be communicated more widely]

COVID-19

In the current climate, indoor meetings, however well organised and controlled, are not to be encouraged.

The Government are clearly committed to re-establishing a suitably high level of COVID safety discipline across the whole of society and we must support - and be seen to support - this and play our full part in helping to suppress the rate of infection. In the VMCC, as in most other clubs, individual Sections know their own members and their own circumstances best and they must be asked to take time to consider all available advice and use their best judgment to arrive at suitably rigorous solutions which enable them to organise Club activities while keeping members and others safe.

THE VMCC LIBRARY

The Club's Library is still very much alive and active under the capable management of Roz Williamson, but service on anything like the same basis as in the old normal is not going to be possible for some months. Because social distancing is not realistically possible within the limited space available, the Library has been closed to readers visiting in person since March, and this is likely to remain the case until social distancing becomes significantly less necessary.

The Enquiries and Research services provided by the Library, including assistance with DVLA registrations, is facing a very substantial backlog of work. There are several reasons for this. The Library was closed completely for the entire period of lockdown, but people continued to send in enquiries and requests for registration support: when the staff returned from furlough, they faced an immediate four-month backlog. Beyond this, there have been some staff changes, partly as a result of the summer's restructure within Allen House: It takes time for people to become familiar with new roles, and the staff changes have identified a need for some system changes. There has been some staff sickness, and there is a vacancy we are seeking to fill as fast as possible. Social distancing limits the number of volunteers who can be in at a time and the amount of work done is thus reduced, which is not good news at a time when the services we offer have almost never been in such demand. Oh, to be wanted and popular!

For members who have submitted enquiries or registration support requests since March, please bear with us whilst we catch up. We haven't forgotten you and we are working through things as fast as we can, but it is going to take a while. If you wish to check that your enquiry has been received, please email us (library@vmcc.net): we will check our log and respond by email, but please don't phone for this or to try and chase up progress - the person that answers the phone will not be able to give you any more information than is set out here, and the more time we spend on the phone the less we have for the work itself. If there are special circumstances which you believe mean you should be given preferential treatment, you should email me direct at chair@vmcc.net, making your case. If you have paid for something, don't want to wait and would like your money back, please let us know by email and we'll arrange this. We are not accepting any new registration support requests until December, but are happy to put you on the waiting list if you want – we'll then contact you when your turn comes round. You can still submit enquiries and research requests, but please recognise it will be a while before we get back to you. Normal service, as they say, will resume as soon as possible, and updates will be given here and at <https://vmcc.net/Library>.

A NATIONAL QUIZ

One of the members of the Blackpool & District section has offered to host a nationwide VMCC quiz via the "Zoom" on line medium.

If anyone would be interested in participating please contact Henry, his mail address is henrygregsom9@gmail.com

The page 3 girl



The advertising said you meet the nicest people on a Honda. I'm inclined to believe it.

What is it?

CHRIS ILLMAN

Perhaps I might beg our Members indulgence to assist in identifying these Crank Cases:



I am still sorting through Hoppy's stuff and this one has beaten me! It may be very grubby but it looks in pretty good order and may do someone a turn.

Before anyone says it's JAP, it isn't!

Interesting feature are the 3 'Clack' valves in the Timing Side. The Engine Number may help. It is A9374.

My initial thought was Ariel but, somehow, I now think otherwise.

[Chris suggests there might be potential scope for a regular 'What is it?' column – how about it?]

A sinking feeling about Sweden

DON MCKEAND

In response to Will's Pin-up Bikes, shipping bikes from Sweden appears to have been a hazardous business as the Husqvarnas were not the only victims. Jack Stocker participated in several trials in Sweden and one year was given the prototype 500 Bullet to use. On the return journey the ship carrying the bike sank, which delayed the launch of the 500cc version of the Bullet. Jack was not on the ship which sank but was particularly miffed as his leathers had been used to provide padding to protect the bike.

The midweek run report

DON MCKEAND



Nothing but blue skies from now on...

Four of us assembled at the same start point at Baldock services as one month ago, but mercifully without a torrential downpour, or indeed any rain. The previous attempt at a run from there was held on 13th August, so probably qualified for Will's article on motorcycling superstitions. However, undeterred, Will, Norman, Don and Eddie set off around the byways of Hertfordshire and Cambridgeshire.

The route skirted around large towns such as Royston, Buntingford and Stevenage, by taking the more obscure country lanes. But the intended route was rudely interrupted by a road closure at Litlington which necessitated a lengthy diversion to get back on track - but is easier to manage with a small group. All was well until a second road closure, frustratingly almost within sight of the intended finish at the Lilley Arms, resulted in yet another diversion. At Great Offley an alternative lunch stop was found at the Green Man, which happily provided a very enjoyable lunch outdoors in the sunshine.

ACU National Road Rally 2020

BRYAN MARSH

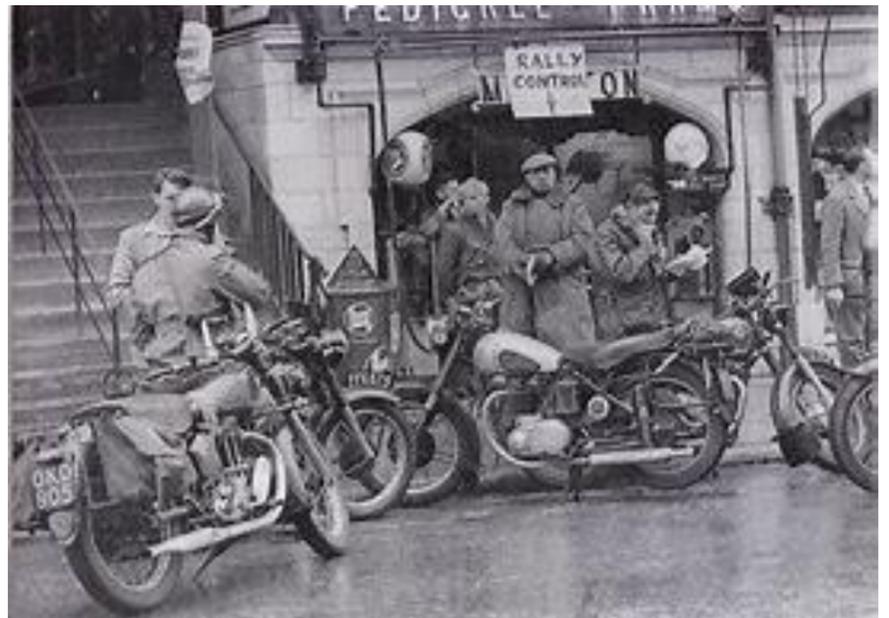
Postponed from its normal July date, the ACU National Road Rally this year also took on a new "Covid-friendly" format. Gone was the overnight run and gone were the normal *manned* "controls". Instead, the rally was daytime-only, starting at 9-10.00am and finishing by 8.00pm, but still with a variety of awards, from chrome to platinum, depending on the number of controls visited. More significantly, however, manning of the controls was replaced by a code displayed on a yellow poster at the location, and the signing-on and reporting were done entirely "on-line".



Rather cleverly, this meant no need for any contact at all (distanced, or not) with anyone else in connection with the event. As it was, the Ely

control did have some people stationed there - probably just lonely souls who couldn't face the thought of not being there to greet the itinerant motorcyclists.

Having completely forgotten about the new date, it was only an email on Friday evening telling me I hadn't signed on for the event the next day, that forced me to spring into action. Once I'd signed on, I got access to the list of controls and the complicated "matrix" showing which controls could be travelled between and how many points (roughly equivalent to the distance in miles between them) would be gained by doing so. The various awards have a minimum number of controls to visit and a range of points to be gained in order to qualify for that award. The right number of controls but too few or too many points result in disqualification, as does not visiting the minimum number of controls, not taking the required rest breaks, or not finishing by 8pm. As you can imagine, all this takes quite a bit of mental effort to sort out a suitable route meeting the strict criteria for number of controls and points. Having left very little time for planning I opted for the lowest award "Chrome" with a minimum of just five controls to visit. As it was, I had to increase it to six to amass sufficient points.



I normally like to do this rally on my 1969 Tiger 100 but that currently has the front wheel off awaiting relined brake shoes, so I opted for the 1953 6T Thunderbird. Off to the services at Marston Moretaine to find the code outside Greggs for my start control (notionally Bedford), then over to a back street motorcycle shop in Stevenage, Hideaway Leathers near Saffron Walden, BP Service Stations at Ely and Wyboston (notionally St Neots) before finishing back at Marston Moretaine. Having been seduced by the wonders of technology, I set up my preferred relaxed route on my sat-nav avoiding major roads as far as possible. And it worked quite well, apart from a hiccup at the Saffron Walden control where the sat-nav had me going up and down the same stretch a couple of times before breaking Earth orbit and heading off in the direction of Newmarket on the way to Ely (road atlas to the rescue).

By the time I got home, mid-afternoon, I'd covered 161 miles which is the farthest single trip I've done on that bike since I got it. It ran beautifully and the Sprung Hub gave a generally comfortable ride provided the worst of the potholes were dodged. Approaching the Ely control, a sign warned of roadworks with "long delays expected" - boy, was that an understatement! Having filtered up to the temporary lights at the head of the queue of cars and lorries I felt obliged to keep the engine running so I didn't hold anyone up when they finally changed. Without a word of a lie, I swear it was at least five minutes before they turned green. Unfortunately, there was no other way to get to the control and, to make matters worse, the service station was within the roadworks with the exit also controlled by lights with the same delay between changes. Having already enjoyed the aroma of a very hot engine enough for one day, this time I risked stopping the engine while I waited. Luckily it started up first kick - otherwise I think I might have been somewhat unpopular, to say the least, with the cars behind if they didn't get through until they changed again.

All-in-all, a very enjoyable solo ride with no increased risk of exposure to the dreaded virus. The ACU did extremely well to come up with this format and retain this long-standing highlight of many motorcyclists' calendar. It's been going since 1934 - and long may it continue.

What's in a name?

WILL CURRY

Sooner or later we need to be able to distinguish between things: spanners, motorcycles, even people. "Hello, you with the white helmet" isn't all that specific. "Hi Bryan" works much better, as long as he hasn't got his earplugs in.

One way to classify members of a group of people - the Beds Section for instance, is to sort them into those who use numbers and those who use names. Again, "Hello 722" probably won't work that well either - "Hello Will" does rather better but I did have to look up my membership number first. The other snag with "Hello Will" is that there could well be more than one Will present. Try it at one of my very infrequent family gatherings - by tradition eldest sons are William.

I've gone on about numbers and how useful they are in previous ramblings. Now it's the turn of names.

Manufacturers have to identify both themselves and their products. I can't think of a UK manufacturer using a number, they're all names. I can't help but feel the sales potential of 'Manufacturer 13' might not be all that large, however we all know the sales potential of 'Triumph'. Manufacturers' names cover a wide range. Some are personal - Norton and Vincent for example. Others are aspirational - Triumph, a few mythological - Hercules and Mercury.



Definitely 'levis' but not that 'celer', methinks



Certainly 'celer' . . .

Levis is classical, from the latin 'Levis et Celer' - 'Light and Swift' while Excelsior is poetic from Longfellow.



That banner with the strange device, Excelsior!

When it comes to identifying their products, some manufacturers seem to have given up almost entirely with names and just used numbers. Names are fairly unusual pre-WWII. The offerings from AJS, Matchless and Norton are all numbered - 7R, G80, 16H are all numbers to me. On the other hand, Scott had various Squirrels, Panthers had Redwings but these are more like model ranges than individual model names. Similarly, Triumph had Tigers and Ariel their Red Hunters.



What we wanted

That Tiger designation caught me out many years ago. I replied to an advert in Exchange and Mart for a Tiger 90 head and barrel which I wanted to fix up a blown-up 350 Tiger 90 twin. When I got there, they were in beautiful condition but for a pre-war 500 single not a postwar twin.



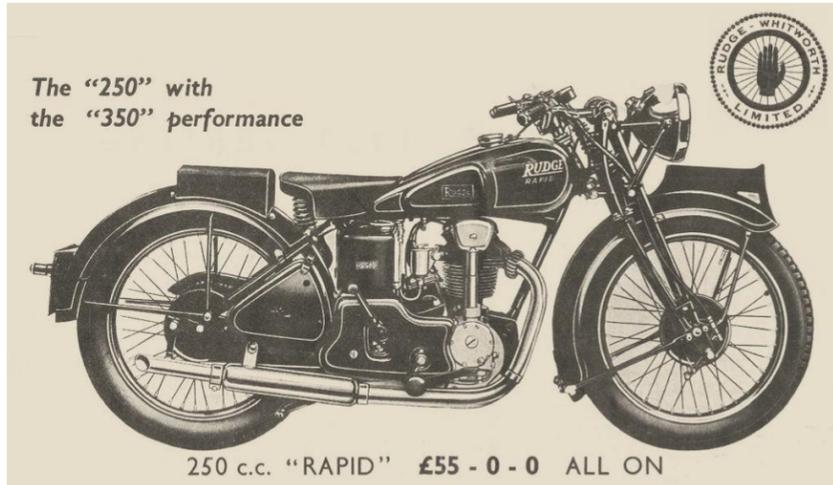
And what we found

Triumph postwar continued with numbers and expanded their Tigers (T90, T100, T110 and T120, the latter getting the Bonneville name) and then added a Tiger Cub (T20). The prewar Speed Twin (5T) carried on and grew into the Thunderbird (6T) and various Trophies appeared (TR5, TR6). The final flowering - so far - of these classic names is their use on the Hinckley Triumphs.

BSA likewise continued with numbers and expanded their Star range - the Star Twin (A7) was added to the Gold Stars (B32 and B34), Rockets, Road and Super came and went (A10) as did Rocket Gold Stars (A10 again). There were other stars - Fleetstar, Starfire, a Sportsman and a Victor too. Finally, the Gold Star name was reused on a pair of rather

uninspired unit construction singles. It didn't work, BSA went bust anyway.

When Velocette finally went for names they made a big thing of alliteration: Viceroy, Valiant, Vogue, Venom, Viper and a Veeline version of the latter pair.



Introduced for the 1936 season

When it comes to naming your product there's a good chance that the best names have already been used. If the previous user is no longer in business, naming your flagship twin the Commando isn't going to cause too much confusion with the James product of 15 years before. If the name is still in use another approach is necessary. You probably wouldn't want to use the name of somebody else's 250 single for your 1000cc V-twin. So, add a touch of French exotica by adding an 'e' and calling it the Rapide. Given the Argentinian connection it might easily have been Rapida. Once you've decided on your ideal name there is nothing to stop others, in this case the motorcycling press, from giving it another, unflattering name - Plumber's Nightmare.



Introduced in October 1936, a Plumber's Nightmare

Some care is needed with names. They can have unexpected associations and meanings. The classic example is the Vauxhall Nova - in Spanish this is 'Don't go'. No cigar there. Why Dayton chose Albatross is understandable - capable of flying for months at a time over the oceans and travelling thousands of miles without a break. It's the association with the Flying Dutchman which would make me nervous. Similarly the Heron is stately bird and company for the Drake and Cygnet. Why Dunelt chose Vulture as a name to go with them is not so obvious.



No visible means of support

Tandon of Watford produced a competitions 125 with a novel rear suspension. This used a rubber block as the central spring unit with a pivoted rear fork. This looked as though the rear suspension units had been forgotten. There was another feature which only became obvious when moving: there was no damping.

This made the Kangaroo name so appropriate. One Mick Reilly was involved with competition Tandons and if this is the same Mick Reilly who had a shop by the canal basin in Aylesbury in the 60's the name was inevitable. The Kangaroo name was used by Morini for an off-road styled V-twin in 1983. This was after producing an enduro 500 called the Camel in 1981. Almost right.



Morini Kanguro - A Kangaroo by any other name

Riders also need to distinguish between their bikes - is there anyone who has only one? "I'll take the James today rather than the Norton" is straightforward enough but when you've got a number of Ariels or Royal Enfields there needs to a greater degree of specificity. With my Ariels there is only one veteran and only one vintage and only one scrambler - simple enough. With three trials Ariels it's a bit more complicated. One is the 'Little Ariel' - obvious enough, as is the 'Outfit' and the last is '28U' because that's its registration number. I've said before I don't have any imagination. Even my Square 4, called 'Fred', is so-called because its registration is 'FRD'.

Don's "Big Ed" is, I think, a reference to the fact that the engine is one of the latest series with a visibly larger cylinder head rather than to a larger-than-life character called Edward. Both Edward and Frederick are good examples of names from the old Germanic tradition. The names are made up from two roots. In the case of Edward they are 'ead' - wealth, prosperity, riches and 'weard' - guardian. For Frederick they are 'frid' - peace - and 'ric' - ruler. It's possible to play pick-and-mix with the roots to get other names: Eadric for one.



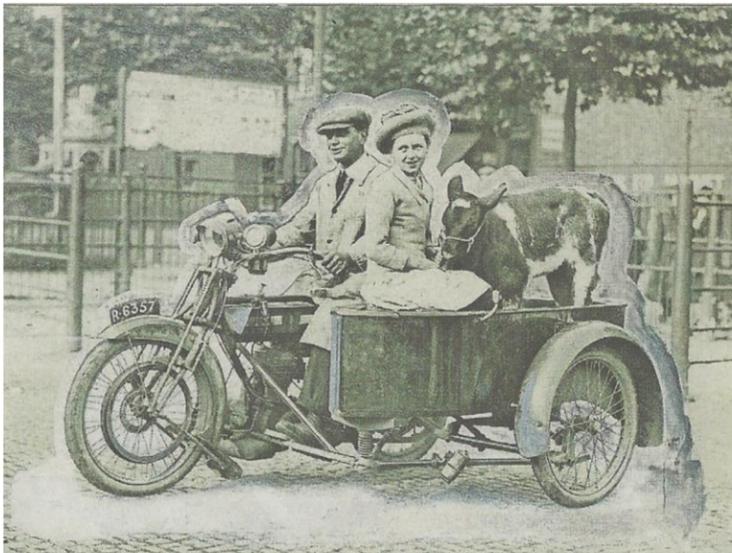
Ivor's Motorcycle Miscellany

IVOR RHODES

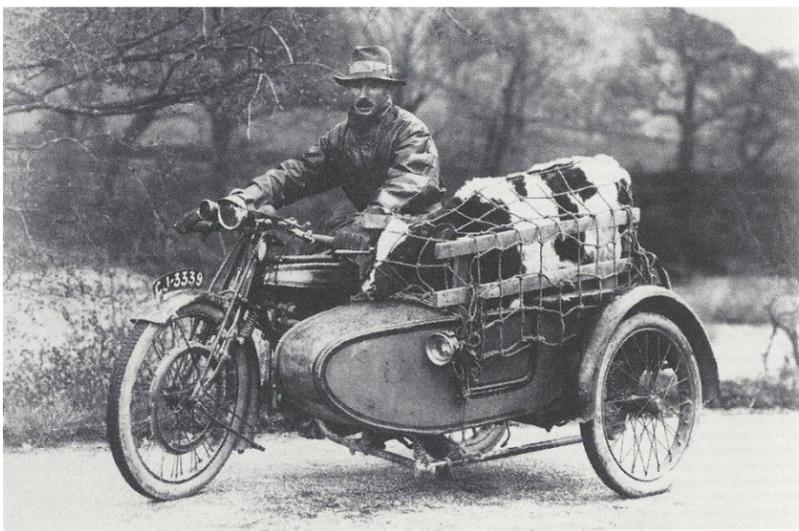
[Due to circumstances beyond editorial control, i.e. he forgot to send them, some pictures were missing from the article in the last issue]

BEASTS OF BURDEN.

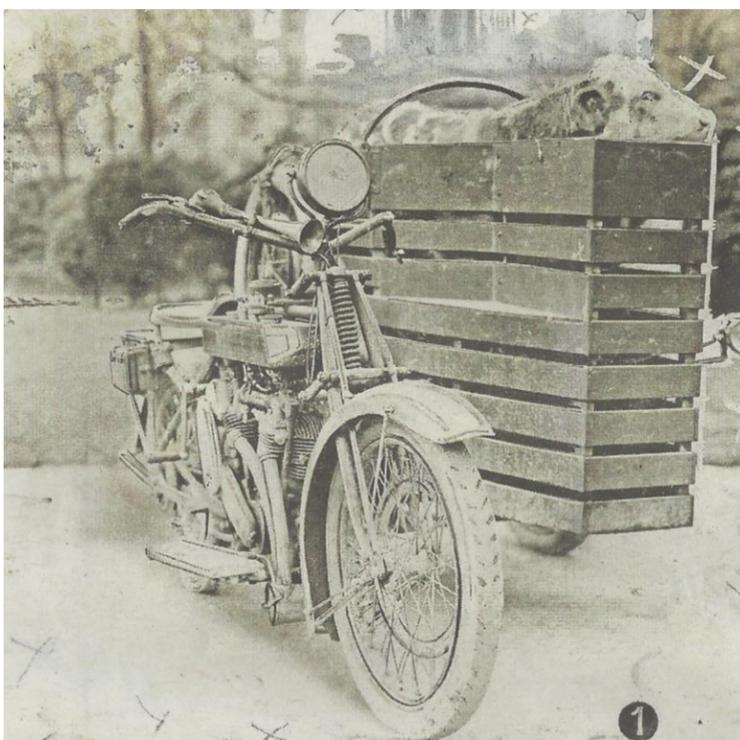
Using motorcycles to carry goods is not unique to the Far East we have been doing this since motorcycles were invented. I came across Calf carrier 1 in a book by Valerie Porter - English Villagers, Life in the Countryside. This practice must have been popular in the 1920's and 30's for an article by Pete Kelly in the October 2018 Old Bike Mart shows a further two examples of carrying cows in sidecars Calf carriers 2 and 3. No, not the mother in law!



Calf carrier 1



Calf carrier 2



Calf carrier 3

AUTOFAUTEUR ENVIRON

[Ivor's conclusion that the 1905 Autofauteur Enviorn was an old engine in a bodged-up child's cycle frame was disproved by the following communication from Don]

Despite its Heath Robinson appearance, Ivor's mystery motorcycle is a genuine production machine. I remember seeing one at the Pioneer Run (pictured below) and wondered whether it is was a genuine Pioneer bike.



Autofauteur - spotted by Don at a Pioneer Run

The name Autofauteil literally means motorised armchair, and you can't argue with that when you look at the appearance! They were built near Blois in France by a prodigious inventor called Georges Gauthier, and is hailed in his native country as the world's first motor scooter.

The first one was built in 1902. Originally a side valve Aster engine was used in 3hp and water-cooled 3 ½ hp versions and later an engine of Gauthier's own design and they were fitted with a clutch.

Production ceased after WW1. The open frame was said to be much appreciated by the clergy as it was easier to mount and dismount when wearing a cassock! Another unusual feature was that the exhaust could be used as a foot-warmer. There is also a 1908 example in the US Motorcyclepedia Museum.

[Yesterday's Antiques in Holland sold one a few years ago, priced at 29,500 Euro. The following, which concurs largely with Don, is taken from their archive where there are many more pictures:

<https://www.yesterdays.nl/product/auto-fauteuil-1908-3%2%behp-427cc-1-cyl-sv-3009/#>]

Auto-Fauteuil 1908ca "Ecclésiastique" 3 ¾ HP 427cc water cooled single



The Auto- Fauteuil is often regarded as one of the forerunners of the modern scooter. It was an unusual machine, manufactured between 1902 and circa 1922 by the firm of Georges Gauthier and Cie. in Blois, Loir-et-Cher.

At first the power units were supplied by De Dion Bouton, but by 1906 Gauthier used his own engines. These engines could be ordered in several capacities, with magneto or battery and coil ignition and engines could be air-cooled or water cooled.

The sales brochure stated clearly that the Auto-Fauteuil was neither car nor motorcycle; it should be regarded as a lightweight two-wheeled automobile that combined all advantages of cars and motorcycles, without suffering from their respective weaknesses. (The writer wisely didn't go into details.)

It was also clear who the prospective customers were: the gentry, doctors, lawyers, solicitors and clergymen. The "Ecclésiastique" reference on the headstock badge points to the latter category. All these persons, the brochure went on, had to uphold a certain dignity in their appearance and the seating position on the Auto-Fauteuil was just perfect for that.

Technically the little vehicle was very interesting: a low seating position was assured by the use of small diameter wheels. The engine was placed vertically under the comfortable sprung seat and could be started by a hand crank. The right-hand side handlebar grip controlled the clutch and in case of cold weather the exhaust could be used as a heating source for the rider's feet. Two small coil springs acted as front suspension.

Two speeds were available and two engine types: a 3¼ HP air-cooled single with bore x stroke of 76x85mm giving 386cc and a Luxury 3¾ HP (427cc) water cooled single with dimensions of 80 x 85mm. A very innovative item on the machine was the centre stand, seen on many machines only some 45 years later!

Brake Failures – part two

BRYAN MARSH

[Don recounts an incident with riveted brake linings – it seems the jury is still out on the question of bonded vs. riveted.]

On the last mid-week run of 2019, the back brake on the 350 Bullet lost efficiency and eventually became useless as I approached home. The linings had broken into three pieces. The linings were replaced 8000 miles ago and had been riveted but had not worn down to the rivet heads.



Shoes for the twin-leading shoe front brake on my 1969 Tiger 100, freshly re-lined by Villiers Services. I opted for bonded rather than the original riveted linings because my experience with this woven material used by Villiers Services is that it provides excellent stopping power. Good value at less than £30/pair including p&p. New replacement shoes aren't available for the 7-inch TLS Triumph brake, just the 8-inch - and they would be a bit of a tight squeeze.

Just messing around

RICHARD CHAMBERS

[“messing” was not exactly the term Richard used!]



Anyone fancy a kick-around?

BRYAN MARSH

[From The Motor Cycle Book for Boys, 1928]

MOTOR CYCLE FOOTBALL A NEW FORM OF SPORT CROWDED WITH INTEREST AND CALLING FOR CONSIDERABLE RIDING ABILITY

“In a matter of only two or three years motor cycle football has grown wonderfully in popularity, from being a qymkhana curiosity to a real, self-contained game, with properly drawn up rules and regulations. And what a fine game it is! It combines all the thrills and interest of a “soccer” game with the artistry of superb handling of a lively motor cycle on a difficult surface. In the main, the rules follow those of “soccer”, the chief departure being the absence of an “offside” rule. Motor cycle football, too, is usually played with a smaller side than is “soccer”.

The game is emphatically not one for weaklings or nervous riders. Anyone who has seen a good match will have realized this fact within a

few seconds of the kick-off. The ball is set in motion and the teams, lined up at opposite ends of the field, make a simultaneous rush at each other, some riders bouncing in their saddles to get better wheel-grip, for grass is horribly slippery stuff in anything but the driest weather. Just when it seems that the opposing sides must meet in a series of dangerous collisions the riders turn the slippery grass to their own advantage by locking their back wheels, putting out a steadying foot, and thus skidding the machines round in a circle and pulling up in their own lengths. This method of sudden pulling-up is the whole essence of the game; were it not possible, a motor cycle football match would be either an appallingly slow game or a holocaust of serious crashes.

To return to our match: the sides meet and the ball disappears for a few seconds in a mass of machines, riders, and exhaust smoke; rather like a “rugger” scrum, this; then a rider breaks away from the mêlée, dribbling the ball alongside his machine with what appears to be consummate ease. There is a concerted roar as the men of the opposing side open out in pursuit, while the rider’s fellow players rush up to support him. These charges up and down the field are one of the finest sights of the game, and are excelled in excitement only by the scoring of a good goal. And so the game continues, with scarcely a dull and certainly not a quiet moment.

The Auto Cycle Union has greatly popularized the game by instituting a Cup Round – on the same principle as the F.A. Cup Competition – which draws keen competition from the various clubs.”



A Cheltenham shot saved by the opposing goalie in a 1940s game

I read somewhere recently, possibly last week’s Motor Cycle News, that there is going to be a game of motorcycle football (aka motoball) played at Brooklands sometime soon. That got me thinking about a great friend of mine, Jeff, sadly no longer with us, who had some wonderful stories about the time he played for a team somewhere in North London.

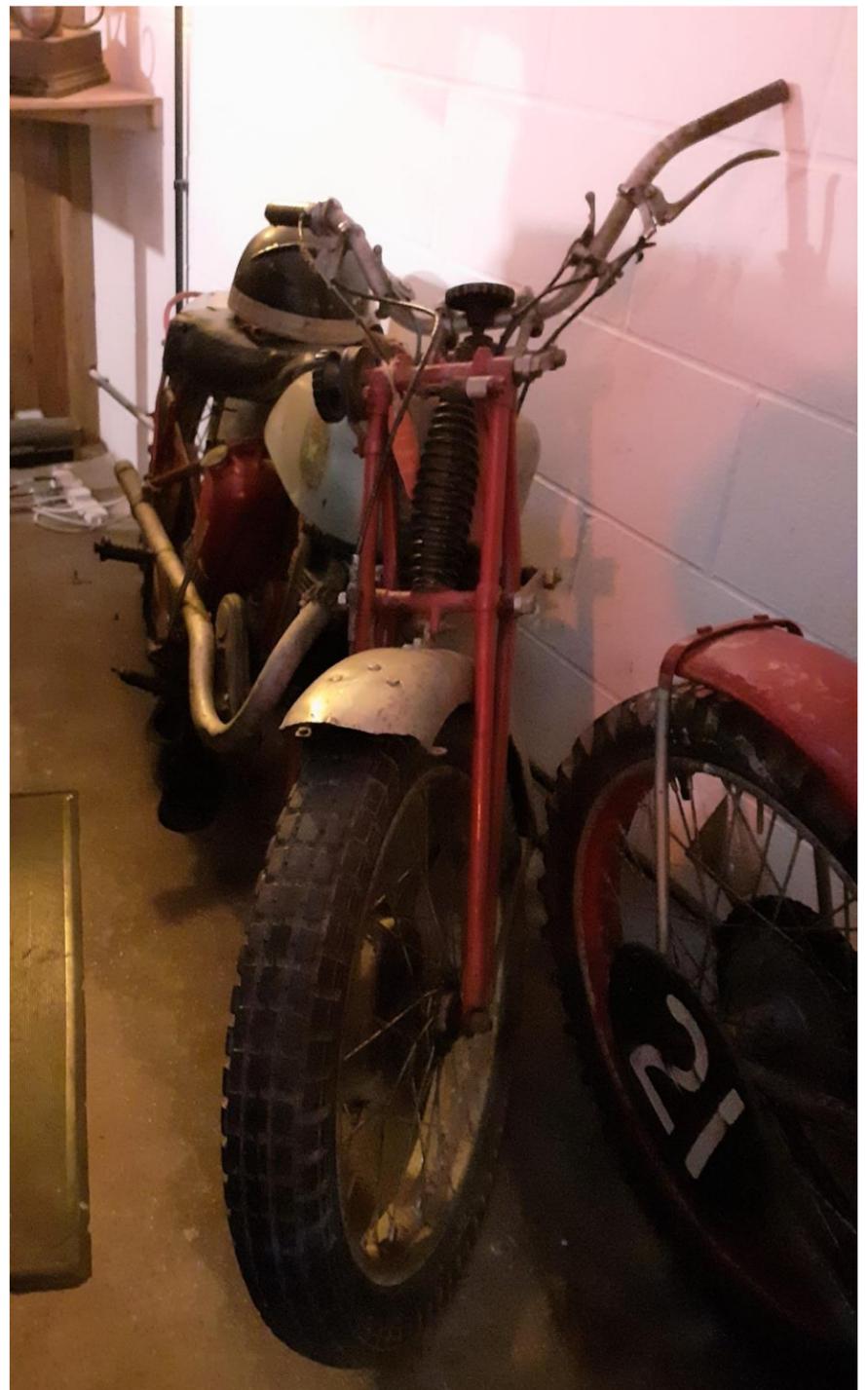
I don’t think they took it too seriously but they used to travel to Germany for tournaments where, apparently it was quite a big deal – although it seemed to involve at least as much beer-drinking after the game, in which the Londoners were always firmly trounced, as over here.

I’ve never seen a live game myself but there are several videos available online, spanning the decades from the 1920s until the present day. This one <https://www.youtube.com/watch?v=oJZzCgYR1J8> is well worth watching, if only for the dry humour of the narrator. It plays constantly on a loop at the Cotswold Motor & Toy Museum, where I volunteer once a week. They are preparing a special exhibit on motorcycle football centred around two bikes in the museum which once belonged to Harold Breach, who played for Gloucester both before and after WW2. The bikes, a Levis and a Calthorpe, are untouched, just as they finished their last game, although for some unknown reason the Calthorpe has a mannequin of a policeman aboard. Please excuse the quality of the pictures, the bikes are in a location that’s not easy to photograph.

The museum kindly let me have some of the surplus material, most of which I’ve included here. They also let me have some material from the Cotswold Cups Reliability Trials and the Gloucestershire Grand National “rough-riding event for solo motorcycles only”, which I’ll try to remember to include in the next issue.



The Calthorpe, with mystery police mannequin on board



The Levis, left as it was when it finished its last game

MOTOR-CYCLE FOOTBALL

WEDNESDAY, AUG. 18th, 1948

GLOUCESTER
v.
CHELTENHAM

BENEFIT MATCH

Book the Next and Final Home Date—
WEDNESDAY, AUG. 25th.
C.M.C. v.
REST OF ENGLAND



AT THE ATHLETIC GROUND, CHELTENHAM

OFFICIAL PROGRAMME 3D.

Shentons Printing Works, Cheltenham

ACTION SHOTS FROM THE 1948 GLOUCESTER VS CHELTENHAM LOCAL DERBY:



Yes, that really is a smoke trail



Looks like there's a bit of argy-bargy going on off-the-ball



A fine save from the Gloucester, or is it Cheltenham, goalie

95 YEARS AGO

HENRY LOCKE SET HIMSELF THE TASK OF MANUFACTURING THE BEST BREAD AND CONFECTIONERY POSSIBLE TO PRODUCE. ON THIS PRINCIPAL HE FOUNDED THE BUSINESS OF—

LOCKE'S BAKERIES LTD.

CHELTENHAM Reserves—6. G. FRY ; 7. F. BURKE
GOAL JUDGE—S. WHITTAKER

1. E. GORE
2. R. PARTRIDGE
3. G. STANNARD 4. E. MARSHALL 5. S. BARNETT (Capt.)

REFEREE  A. SINKINSON

4. C. M. FRYE 3. HAROLD BREACH 5. KEITH CASSWELL (Capt.)
2. E. REES
1. TINY JONES

Reserves—6. T. SLADE ; 7. ARNOLD GREGORY **GLOUCESTER**
Goal Judge—E. H. GITTINGS

CHELTENHAM'S MOTOR CYCLE SPECIALIST
PHONE 53985 **H. HULIN** PHONE 53985
21—23 PRESTBURY ROAD, CHELTENHAM

- Any Make of Motor Cycle supplied for Cash or Deferred Terms
- Highest Prices Paid for used Modern Motor Cycles.
- The Largest Stock of Spares and Accessories in the District.
- Repairs and Overhauls carried out in Cheltenham's most up-to-date Workshops.

Officially Appointed Stockist for **HEPOLITE** Pistons, Liners, Rings.

I particularly like the programme cover on the next page. Surely every Village Flower Show should have its own motorcycle gymkhana and football game. Maybe we could put something together for the Shefford Town Fete once things get back to normal, or maybe not.

And what better to fill the gap between the two events than exhibition dances by Miss Evelyn Courtney's Pupils. Quite what they thought about entertaining a crowd gathered to watch fun and games on motorcycles is, unfortunately, not recorded.

And didn't there used to be a motorcycle "spot-the-ball" competition in one of the motorcycle weeklies?

**MOTOR-CYCLE
FOOTBALL & GYMKHANA**

OFFICIAL PROGRAMME

Charlton Kings Flower Show & Fete,
Charlton Park, Old Bath Road.



August Bank Holiday, 1931.
MOTOR-CYCLE FOOTBALL.
Kick-off 3 p.m.
Cheltenham Motor Club
v.
Gloucester Motor-Cycle and Light Car
Club.

4.30 p.m.
EXHIBITION DANCES
by
MISS EVELYN
COURTNEY'S
PUPILS.

5.30 p.m.
MOTOR-CYCLE
GYMKHANA.

POOLER, PRINTER, CHELTENHAM.



Action shots from the Sweden vs. Britain game



The British Team in Sweden, with lady guest kicking-off (no comment)



MOTOR CYCLE FOOTBALL

FOR DICKINS' CUP.

Longford, Nr. Gloucester,
THURSDAY, AUGUST 7th, 1930.
Gloucester v. Cheltenham.

THE TEAMS:

<i>Gloucester.</i>	<i>Cheltenham.</i>
1. F. G. MORGAN (Capt.)	1. L. PAYNTER
2. H. BREACH	2. G. STANNARD (Capt.)
3. B. W. MOULDER	3. E. DANIELS
4. L. W. HALL	4. F. C. DAVIS
5. G. KINGSCOTE	5. J. WILLIAMS
6. H. WALL (Goal)	6. F. BARNETT (Goal)
Reserve: R. JOHNSON	Reserve:
Goal Judge: A. HURRAN	Goal Judge: J. WALKER
Linesmen: W. MEREDITH T. V. WARD	Linesmen: F. BOND H. H. LOCKE
Colours: Red and Black	Colours: Yellow
Referee: Mr. H. A. GREEN.	
Kick Off 7 p.m.	
BOOK THIS DATE.	
Gloucester v. Cheltenham	September 11th.
The Lucky Number Ticket will be announced at Half Time.	