

# BEDS VMCC NEWS

**KEEPING YOU INFORMED DURING LOCK-DOWN**



## Welcome to Issue Eight

### EDITORIAL

Important information on the next page about the procession for Dave Watts' funeral, and the next (restricted) midweek run. Apart from that I was originally worried that we wouldn't have enough content to fill the newsletter this week but, no, our wonderful contributors have excelled themselves yet again; so much so that I'm having to hold an item I was going to include about the cartoonist, Alex Oxley, over until next week. Please keep the articles and photographs coming in – the personal reminiscences are particularly positively received. Don't be shy, something embarrassing or amusing must have happened in your riding career or, put modesty aside, and tell us about any proud achievements. I'd particularly like some striking images suitable for the front page; your fifteen minutes of fame available here.

Many thanks to all this week's contributors: Will, Brent, Nige, Mick and Don. Apologies to Matt for forgetting to acknowledge him last week for submitting the bit about Captain Tom.

Bryan

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NEWS**

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BREAKDOWNS**

## Section news

### DAVE WATTS FUNERAL PROCESSION ARRANGEMENTS – TUESDAY, 23 JUNE

Anyone wishing to ride in the procession from Dave & Jennifer’s house in Shefford to the Bedford Crematorium should gather at 09.45 (for 10.00 departure) in Beechwood Rise, off Ivel Road. Numbers will not be restricted but please observe the usual Covid precautions when parked up.

We have been told that we will not be permitted into the crematorium grounds so we will have to disperse at that point.

### DETAILS FOR THE NEXT MIDWEEK RUN

Bryan Marsh will lead a run on the morning of Thursday, July. To sign up and get details of the start time and location contact Bryan preferably by email: [bryan.marsh@btinternet.com](mailto:bryan.marsh@btinternet.com), or by telephone on: 01525 877585. The run is likely to start in the Flitwick/Toddington area and will finish at Pure Triumph Woburn where it will be possible to obtain refreshments (outdoor café).

Numbers will again be restricted to a maximum of six (including Bryan) and VMCC guidance will be observed (see Issue Seven) for details.

### LOCAL CLASSIC OIL SUPPLIER

Finding a supplier of suitable oil for our machines can be a problem, especially with no autojumbles or shows on the horizon. RS Cars Ltd carry a very wide range, see their “oil shop” on <https://eshop.richard-shrive-cars.com/>.

The oil is kept at a separate location so give them a call first and they will bring it down to their premises, near Flitwick, at Cornerways Garage, 2 Flitton Rd, Greenfield MK45 5DJ.

### OTHER LOCAL SUPPLIERS AND SERVICES

If you know of any good local suppliers or services relevant to riding, maintaining or restoring our machines (or if you offer something yourself) please let me know and I’ll be happy to include them here.

## Meanwhile, back in the shed...

### WHO LIKES A CHALLENGE?



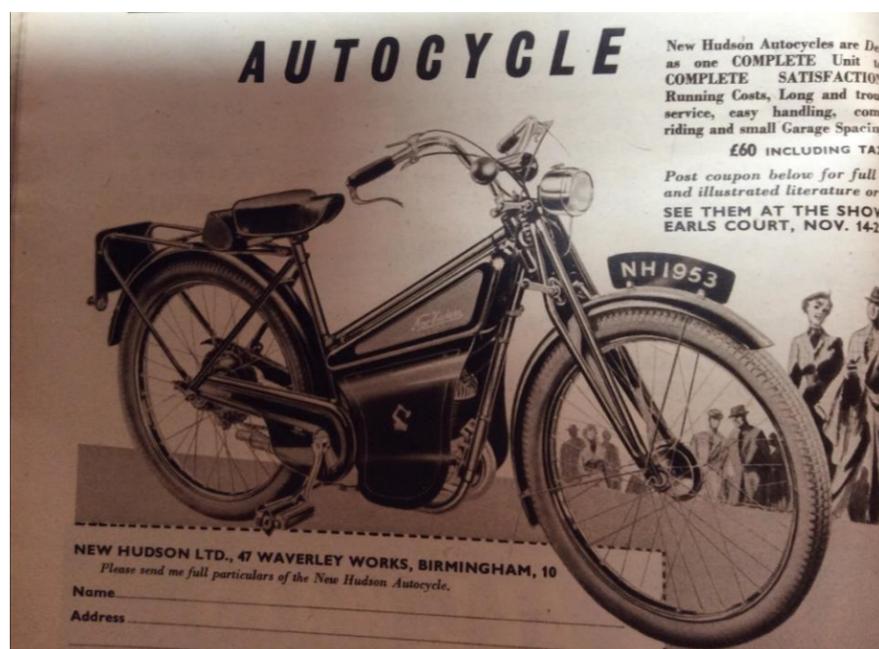
This is Lot 109 in Spicers auction of Classic Cars, Motorcycles and Automobilia on July 4<sup>th</sup>. It’s described as “A Veteran Triumph project, probably a Model H, no frame or engine number visible.” Estimate: £50 - £80. I think it’s an “H” from 1920 or later, simply judging by the round fitting below the seat post which I think is for the gear lever.

If it wasn’t for the transport cost, I’d bid £50 for it as a work of art.

## Coincidence?

Last week, don’t tell him but, I had to edit Brent’s Secretary’s Scribbles because of space constraints. The bit I took out was about the New Hudson autocycle:

“What about the hard-working chap just wanting a simple device to get him to and from his place of work? For only sixty pounds, including tax, the New Hudson autocycle was all yours. I rode one of these a few years ago and have to say that it was pretty good, especially at the price, it was the forerunner to the moped and the ubiquitous Honda 50 of a decade later.”



Then, spookily, what should arrive in my virtual in-tray but this picture of just such a machine from Alan Course from the Cambridgeshire VMCC section:



He says he couldn’t resist it despite being derelict as it has a Cambs County Council registration. Incidentally, he recently discovered it’s the next number to the late Archie Scott Brown’s Lister Maserati that sold for £575,000 at auction in March.

According to “The Wilfred Saga” by David Beare and Ian McGregor, New Hudson first developed an autocycle in 1940, using the Villiers Junior Deluxe engine. In 1943 the New Hudson bicycle business was bought by BSA and production of the autocycle recommenced when the war was over. A redesign was forced for 1949 to accommodate the upright Villiers 2F engine. The green and cream colour scheme was introduced in 1953 to replace a rather sombre funereal black. This was changed to dark maroon and cream for 1954 but back to green in 1955 until production ceased in 1958 when Villiers stopped making the 2F engine because of low sales against competition from scooters.

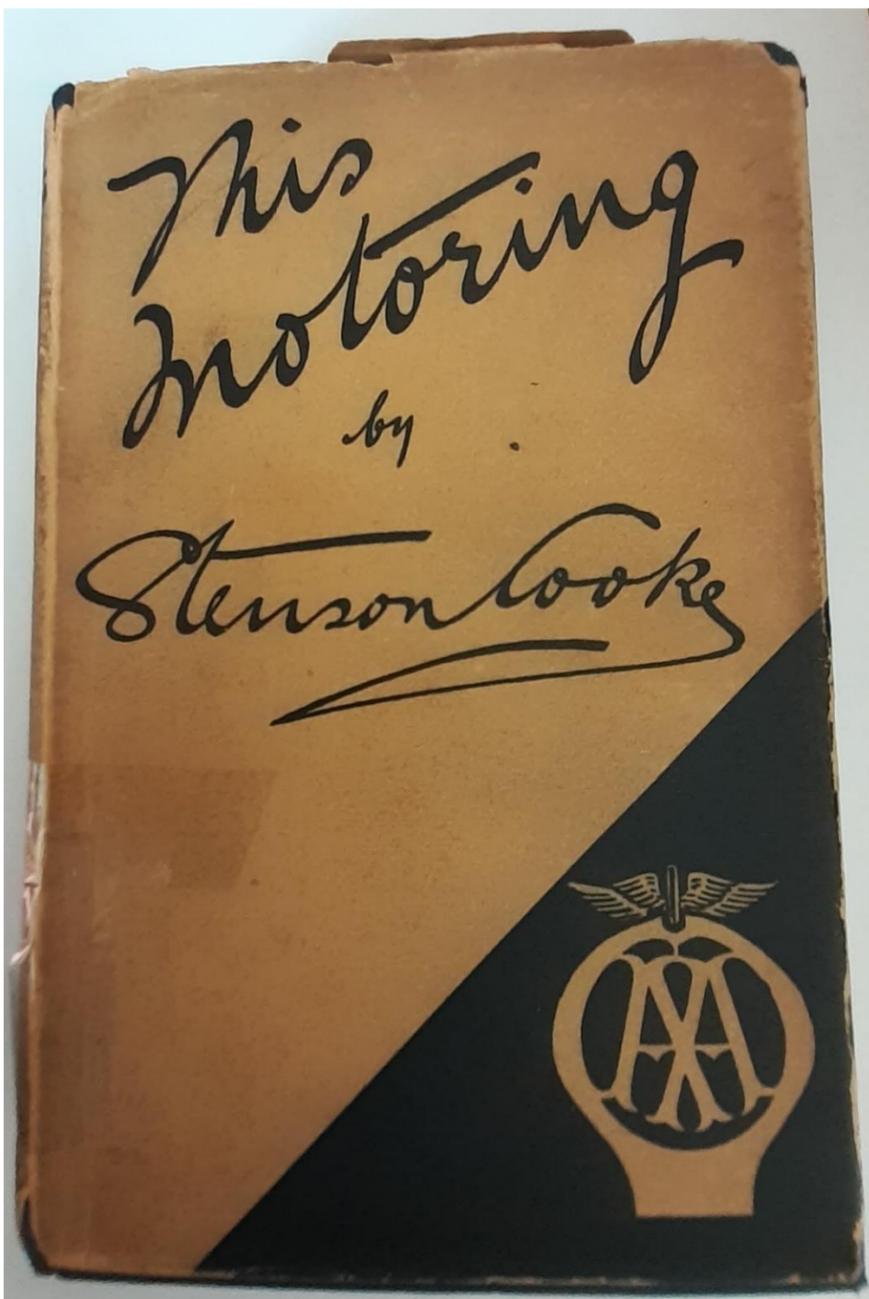
## The page 3 girl



The gallant RAC man guides the lost lady on her way – when, perhaps, he should be doing something to stop his RAC box falling over!

## “This Motoring” by Stenson Cooke

BOOK REVIEW BY BRYAN MARSH



I've mentioned this one before, but I bought this book right at the beginning of the lockdown, stuck a chair outside in the sun and read it cover-to-cover in just a few short days. Not a topic that might immediately grab one's attention, the story of the AA, but I can honestly say that it's the most enjoyable book I've read in a quite a

while. At £4.71, including p&p, from Ebay, allowing for inflation that's probably a bargain compared to its 1931 cover price of 3/6 (I'm sure I don't need to convert that into 'new pence' for this readership).

The dust cover notes describe it thus:

“THIS MOTORING is a simple, human story of the World's largest Motoring Organisation, told by the man who saw it grow from ninety members with a hundred pounds in the bank, to over four hundred and thirty thousand members, with an annual income of nearly a million sterling; all in twenty-five vivid years.

Every motorist should read how it was done.”

What the cover notes don't say is that the author, Stenson Cooke, first secretary of the Automobile Association in 1905, is a very talented and amusing writer, causing me to laugh out loud every few pages.

We probably think of the AA these days largely as a breakdown service, unless you've been hitting the bottle too much during lockdown, in which case you have the wrong AA in mind. But that's far from what it was in the beginning.



A dead battery and electronic ignition make one appreciate the AA

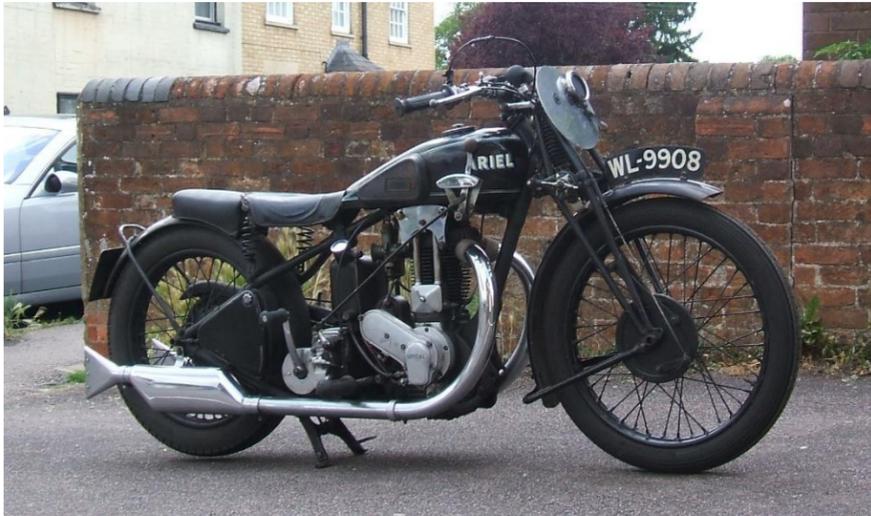
‘This motoring had certainly startled English country life out of its usual calm. The roads were rich in dust, and passing cars churned it up over all and sundry, and the sufferers naturally cursed both driver and machine as a nuisance. “This is awful,” was the wail. “Why can't somebody do something about it?”

The something that somebody did about it was to set up speed traps for the unwary motorist bound by the 20mph speed limit. In court the poor motorist didn't stand a chance against the inevitable officiating horse-riding member of the gentry, regardless of actual guilt. AA patrols were recruited to warn motorists of such speed traps and we all know about the patrol's salute, or lack of it, to members. This book tells the whole story of how this developed.

Much, much more than just that. The first roadside petrol station, telephone boxes, hotel ratings, even transporting of troops; it's all in this fascinating story. In case you haven't worked it out by now, I highly recommend it. Loads of copies on Ebay at the moment from just 99p + p&p.



## Another fine Ariel Display from Will Curry



According to its documentation it's a 1929 Ariel 'Special'.

500cc Overhead valve twin-port single with a three-speed hand-change countershaft gearbox.

The centre stand, saddle, mudguards and stays are wrong and the exhaust system is pattern from Armours. Apart from this, however, the rest of the machine is genuine. The gearbox is a close-ratio one and the magneto is a Lucas racing magneto. It also came with a 'Track' carburettor about which more later. The engine goes like stink and needs careful application of the advance/retard lever. Despite this the Armours exhaust system is still beautifully unblued - which brings us to the last not-quite-right. According to the Ariel sales literature 'Bright Chrome' was first available in 1930.



### Homemade centre stand and questionable chrome exhaust

Of its history pre-me I know nothing. It came from a friend of a friend via Brian Verrall's when they were still just opposite the tube station. My wife and I had seen this Ariel at the house of the friend of a friend while looking at something else. On the way home we both agreed that it warranted some further action. When I finally managed to make contact again I was told that Brian's van had just collected it. Five minutes on the phone to Verrall's and we'd agreed a sum and that we'd collect it the following afternoon. It was a fascinating afternoon as I'm sure anyone who had the privilege to witness Brian Verrall and Major 'Tiny' Ayers in full flow will agree.

### Ariel's Val Page history

Ariel took a giant step forward in 1926 when Val Page joined them. All that could be managed for 1926 was to replace the aged 'miles-apart' side-valve engine with the Val Page's new OHV and to fit some decent brakes. Thus was born the first of the 'Black Ariels'. I had the use of Ray Newell's beautiful example for several years in the early '70s. Great fun but it will have to be the subject of another article.

For 1927 they modified the frame, not altogether successfully. The modification included a curved front downtube. Development testing showed no problems but the general public broke them like carrots. Original 1927 frames are rare. As an aside, HRD apparently commented that if Ariel had asked him he would have told them as the frame bore a marked similarity to a frame he'd used which had also broken.

By 1929 Black Ariels had centre stands, awkward, prone to wear and soon to be replaced by a much more practical rear stand. They also had a front fork spring in tension. Fine until it breaks - think about it. It was soon replaced by a more conventional compression spring.



### Fork spring in tension

The Ariels still fitted a saddle which used a stem, like a bicycle, to attach it to the frame. Not as comfortable as the later version fitted to this one and prone to self-adjust. Another replacement was the aforementioned track carburettor. Completely worn out and almost totally unpredictable it was replaced with a much more modern Amal 276. Pleasantly boring for one who shuns excitement.

Chain drive, clutch and gearbox, wired-on tyres, drum brakes and automatic lubrication are all advances over the veteran Ariel. There is however, a price to pay for all this sophistication: the vintage Ariel is considerably heavier.

It's worth expanding a little on the idea of automatic lubrication. While the engine uses a conventional dry sump system to lubricate the bottom end and cylinder, the valve guides and rockers rely on timely application of the grease gun. As far as the transmission is concerned engine breathers deal with the chains and the grease gun looks after the gearbox and the engine shaft shock absorber. With one exception this works quite well although somewhat tedious at times. The exception is the greasing of the valve guides. I've not found one which hadn't blocked with burned-on grease. Within a few years Ariel had tried running breathers and oil feeds to the valve guides. The only effective way finally came when the valves were properly enclosed just pre-war. I've always followed Ray Newell's advice from all those years ago: an oil dropper with a fine spout and a few drops at lunchtime.



### Hand gearchange and grease oozing from the rocker spindles

## Ascension Weekend 2003

**DON MCKEAND**

Thinking about Dave Watts and seeing Lew Birt's name in the 1996 programme which appeared in the last newsletter triggered a connection – Belgium. More specifically, the Ascension Weekend Rally run by a Belgian classic motorcycle club with British riders invited.

The first year it was run in 2003 the Bedfordshire Section was represented by Lew Birt, Paul Nicholson and myself. Dave Watts went the following year with Lew, but complained that the pace of the rides was far too fast for comfort. I whole-heartedly agreed with Dave and so here is the story of the Bedfordshire Section's continental jaunt in 2003.

We met up at the South Mimms services on the M25 and rode in company round to Folkestone. Paul was on a 350 plunger BSA B31, Lew on an AJS 500 twin and me on my "big head" 500 Bullet. We crossed the Channel using the Tunnel to Calais and planned to continue to Dunkerque where we would stay the night before heading to the start of the rally at Ypres the following morning.

Exiting the Tunnel Shuttle train at Calais, there is a long motorway slip road which takes you up to the main motorway. Lew set off like a greyhound out of the traps with me following. It was not long before I realised that Paul was not following, so I pulled over onto the hard shoulder to wait for him. All the other traffic from the train passed and then a solitary police car came along. I assured them I was OK and was just waiting for a friend and they carried on. The road was now deserted and still no sign of Paul, so I decided to go back the wrong way down the slip road to see what had happened. At the side of the road Paul had already undone the numerous small screws holding the primary chaincase and was tackling the clutch. Having carried out remedial work, (I can't quite remember what) the challenge was to replace the large central nut which was a two-person job to compress the spring enough to get it started. Our tools were not really up to the job, but we did manage to get the bike mobile again. More by luck than good navigation we found the hotel at Dunkerque and Lew, who had already been there for some time, socialising with a group of AJS & Matchless club members who were heading for the same rally.



**Lew's AJS and Don with his Bullet**

The next morning we set off for Ypres. Shortly afterwards, Lew pulled over to say that his bike was only running on one cylinder. We carried on for another few miles but the bike was seriously overheating and was obviously not going to make it to the start. We decided that Lew would stay put and Paul and I would continue to the start and explain the situation to the organisers – none of us had mobile phones in those days.

Just after crossing the border into Belgium, Paul pulled over with a loss of drive. Our efforts at replacing the clutch the previous day had not been effective and the clutch had dismantled itself, so we spent about an hour and a half trying to make a better job of re-assembling

it. We eventually got to the starting point at a hotel just outside Ypres, covered in oil, at about the time the rally should have been moving off. They nobly sent their back-up vehicle and trailer back to rescue Lew and it was decided there was not enough time to try and fix the AJS so it would be left at the hotel and picked up on the return to the UK. Lew would travel in the rescue vehicle. Much later than intended, we started the long ride down to the base for the rally at a conference centre which had been developed from a disused glass factory in the south of the Ardennes near the French/Belgian border. The accommodation was good and so was the food.

Our hosts were determined that we should see as much as possible of the beautiful Ardennes region in only a few days. To achieve this the participants (about a dozen bikes if I remember correctly) would ride in a tight formation with the Belgian leader, on a large Moto Guzzi, and another Belgian rider as whipper-in at the back, on a large capacity Kawasaki. When we approached a junction, the Kawasaki would overtake the whole formation and park his bike across the road to hold up any traffic so that we could sweep through the junction without stopping. The pace was hot and Paul in particular was having difficulty in keeping up on the oldest & smallest bike. The other bikes included a BMW, a couple of 500 Velos, a 500 Indian Bullet and a brace of AJS 650 twins. The singles were having to work pretty hard to maintain the pace, especially as the route included a lot of steep hills for which the Ardennes is famous.



**Pussemange border crossing, with the big Kawasaki at the rear**

On the first day in the Ardennes, Lew opted to come on the pillion of my Bullet. By the end of the day he had had enough and opted to spend the rest of the rally in the back up vehicle! When we returned to base, the riding had been punishing the B31; the petrol tank was leaking. Lew concocted a repair from toilet paper and super glue. Paul and I were sceptical about its effectiveness but, surprisingly, it was still plugging the leak when we returned home several days later. It only remained to clean out the layer of silt from Paul's carburettor float chamber for the bike to start and run well for the rest of the rally.

There was much to enjoy – glorious weather, visits to a Trappist beer brewery, excellent picnics during the ride-out, superb scenery, lovely towns and villages, places of historic interest, including where Hitler launched his Blitzkrieg on France from the camouflage of a Belgian forest. One day we visited the race circuits at Chimay and Mettet which were basically public roads with a grandstand or two and some barriers. Hacking round the circuits was irresistible but, as subsequent events proved, probably unwise.

One of the highlights was a festival at Rochfort where the streets had been closed for the Ascension week for festivities, food and beer. They were selling souvenir packs of the local cheese and beer and Lew and I eagerly bought some.

That evening there was a terrible smell in our accommodation. We all accused each other of being responsible until it was traced to the cheese in the souvenir packs. These were quarantined outside and Lew formulated a devious plan to dispose of his. On the final evening there was a farewell dinner and Lew made a speech thanking the organisers. He also praised the endurance of the lady rider of the Indian Bullet and presented her with a token of his esteem, to much applause – a souvenir pack of cheese and beer. We made our escape before the

cheese made its presence felt, but I hung on to mine. I actually enjoyed the cheese and very much enjoyed the beer, but every now and then my panniers still give me an olfactory reminder of the event.



**Lew trying to stretch a few more miles out of Paul's B31**

At the end of the rally we headed back north and dispersed at the hotel where we had gathered at the beginning. Lew's bike was transported to the Channel Tunnel by the hospitable Belgians and once in the UK was relayed home by his breakdown service provider. Subsequent investigation showed that one of the magneto pick-ups was cracked.

On the return leg, my Bullet was feeling a bit rough. At a petrol stop just before leaving Belgium I checked the oil level and found silvery flecks of white metal on the dipstick. The Enfield floating bush big-end is coated with white metal and once that breaks down the big end needs replacing. However, it was still running but became increasingly clattery as I limped home around the M25. It kept going until I arrived home sounding like an old cement mixer. I had seen signs by the roadside in Belgium which I presumed were warning people about speeding. They read something like "Te hard rijden kost U wel". I don't speak Flemish but guessing at the meaning I think it also applied to the Bullet.

The next year Lew returned to the Belgian rally to try to redeem his reputation and persuaded Dave Watts to join him. I declined the offer.

## Feeling down in the dumps?



**Mick Ward's 16H Norton not looking very happy**

The picture opposite bottom is how Mick Ward found his 16H when he went to the garage, having embarrassed itself by wet-sumping - one of the problems of advancing age I'm afraid. He then tried to cheer it up with a string of good, old Ken Dodd jokes:

When Ken Dodd attended court re his tax scandal, he told the Inland Revenue he believed in income tax which was invented a long time ago for everybody's benefit. "I'm still paying it now", he said, "It's just that they hadn't told me that it had increased from tuppence in the pound !!"

Ken was asked - do I believe in safe sex? Of course, I do. I have a handrail around the bed.

The man who invented cat eyes got the idea when he saw the eyes of a cat in his headlights. If the cat had been going the other way, he would've invented the pencil sharpener !

I used to think that I was marvellous in bed until I discovered that all my girlfriend suffered from asthma!

I went outside the house and there was this man with his head sticking out of the pavement. I said are you from the gas board? No he said - my parachute didn't open!

This lady stopped me the other day; She said hello handsome; can you tell me the way to the opticians!

## *Secretary's Scribbles – Brent's Bit*

Hello Playmates,

Last week's Scribbles considered the machinery on offer to the London Show-goer in 1953. This week we move forward to 1958, again looking at what your wages could have bought you back then. Any prices mentioned include the dreaded Purchase-Tax.



The cover shot was of the strikingly styled Ariel Leader, it's eye-catching red and white bodywork with full screen certainly caught the attention of any fashion-conscious young riders. The 250cc twin-cylinder two-stroke was available for £209.11.9.

**ALL LEADING MOPED AGENCIES**

## MOBYLETTE

49 c.c. MASTER MOPED  
**£45.19.6**

Deposit £5  
24 monthly payments  
**£1.19.8**

Cash Price		MOBYLETTE	49 c.c. de luxe	£5	£2	6	5
£52	19	6	MOBYLETTE	49 c.c. Super de luxe	£6	£2	12
£59	19	6	MOBYLETTE	49 c.c. Mobyomatic	£10	£2	18
£69	19	6					

*All de luxe models fitted fully automatic DIMOBY clutch.*

		N.S.U.	49 c.c. Quickly	£14	£2	10	5
£66	1	7	N.S.U.	49 c.c. Quickly	£14	£2	10
£65	2	0	NORMAN	49 c.c. Nippy springer	£13	£2	10

For the impecunious or, dare I say tight-fisted, one of the new breed of mopeds was available. This was the Mobylette, my first ever legal powered two-wheeler incidentally. Priced at £45.19.6 it was cheaper than the, arguably superior, NSU Quickly. The German machine came in at £66.1.7. Again, the pricing, right to the penny, seems unusual now but the Purchase Tax added to the manufacturer's price was responsible.

# BELSTAFF

**BLACK PRINCE P.V.C. SUIT** Royal  
This suit made from heavy weight Black plasticated fabric with warm fleecy lining

**MEN'S** Garments are supplied in the standard sizes. 34 to 44in. chest. LARGER SIZES SUPPLIED TO ORDER

If you smoked a pipe and wanted a jacket and trouser combination to reflect your briar-puffing skills, the Belstaff Black Prince was the suit of choice. The black suit made from heavy weight black 'Plasticared' fabric and fleecy lining became one of the all-time classics of its day.

Free of the complicated advertising requirements of the present day, the Varley battery company breezily announced their battery to be 'The Finest Motorcycle Battery in the World.' Who am I to argue? Their advert had what looked like a grinning skull advocating the use of their products, how could anyone fail to be impressed?

## NOW—the 3-wheel or the 4-wheel Isetta

3-wheel or 4-wheel! This is the dramatic choice made possible by the new 3-wheel addition to the Isetta range. Its many advantages include:  
LESS ROAD TAX (only £5. 0. 0.)  
LARGER TYRES  
NEW 7" HEADLAMPS and separate side lights, built-in heater and new ratchet-type hand-brake (on "Plus" model).

besides the proven qualities of the famous 4-wheel Isetta

4-wheel version prices include Purchase Tax £365 19. 6. ("Plus") or £349 19. 6. (Standard)

3-wheel "Plus" model  
MOTOR CYCLE SHOW STAND No. 91

Cheapest car in the world to buy and run. Cruises at 50 m.p.h. — 93 m.p.g. at 30 m.p.h. Tubeless tyres giving up to 40,000 miles. Robust, smooth-running 4-stroke air-cooled engine. Easiest car in the world to park. Built in Britain.

ALSO: New self-colour fibre-glass 4-cwt. van: £347 7. 3 inc. P.T. Finished any colour.

AND: Carriage for disabled drivers with tiller control: £424 19. 0 inc. P.T.

Standard Saloon—  
£270 7. 2.  
plus P.T. £69 12. 4.

"Plus" Model—  
Heater, Front Bumper Horns, Rear Bumper with Overrides, Door Pocket, Grab Handle, Hub Cap—  
£291 1. 6.  
plus P.T. £74 18. 0.

ISETTA OF GREAT BRITAIN LTD., BRIGHTON 1. Tel: 26256

The world of the three-wheeler was closely linked to the motorcyclist sixty years ago; passing your test on a two-wheeler allowed the driving of a combination or even a triple wheeled car. The Isetta was produced in three and four wheel trim. The standard three wheeled model went at £270 but should you have required the extra corner it came in at another £95. Amazingly the BMW could also be bought as a 4-cwt van! Whatever next?

OVER TO  
**John Arlott**

I want two things from a tobacco . . . and St. Bruno has them both. It has a very special flavour and it's slow-burning. So when I want to relax and really enjoy myself I fill a pipe with St. Bruno and settle down to the best part of an hour of perfect contentment. Frankly, St. Bruno is the only pipe tobacco that satisfies me.

You're bound to like  
**ST BRUNO**

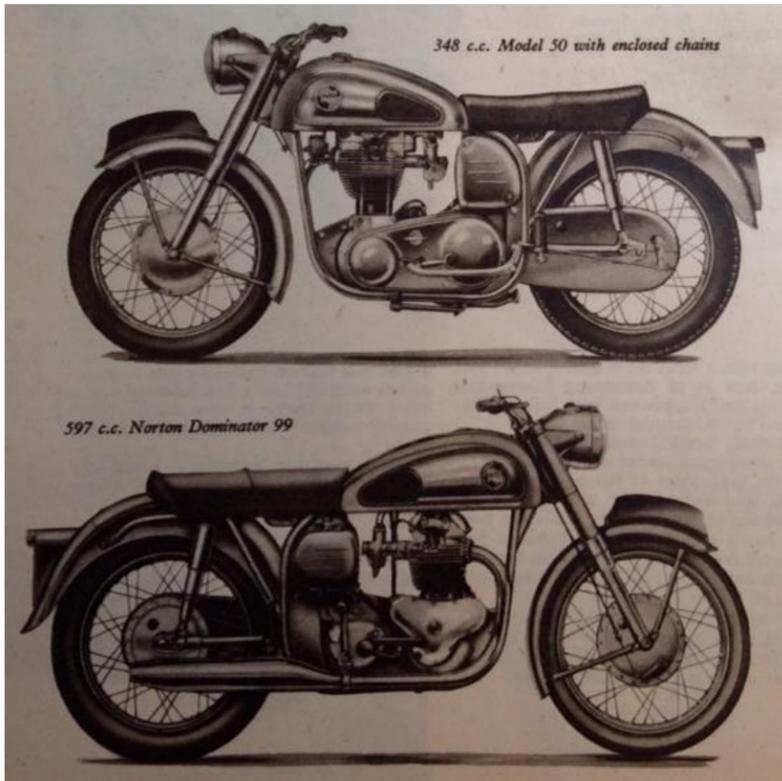
Once you had acquired your Black Prince jacket at the show the question of which tobacco to put into your pipe arose. Fortunately, there to guide you, was cricket commentator John Arlott. Tapping his pipe on the tin he opened, in his soft Hampshire burr 'I want two things from my tobacco, smooth-flavour and slow-burn, St. Bruno has them both.' Perfect.

THE MOTOR CYCLE  
**Varley** for QUALITY & LONGER-LIFE WITH  
**POWER in HAND**

**10 IMPORTANT FACTS**

- 1. VIBRATION AND SHOCKPROOF.
- 2. NO FREE ACID—UNSPILLABLE.
- 3. CAN BE DESPATCHED ANYWHERE FULLY CHARGED & WORKS.
- 4. GREATER CAPACITY—Longer parking.
- 5. WILL WITHSTAND FAR MORE NEGLECT.
- 6. NO CORROSION—Lasts 18m.
- 7. FOR ALL MACHINES INCLUDING A.V.C. MODELS.
- 8. RECHARGEABLE AT NORMAL RATES.
- 9. 12 MONTHS GUARANTEED SERVICE.
- 10. THE FINEST MOTOR CYCLE BATTERY IN THE WORLD.

- QUICK-FIX CORROSION-PROOF TERMINAL
- NEGATIVE PLATE
- POROUS SEPARATOR
- POSITIVE



If you fancied a Norton with exemplary handling and a 600cc twin cylinder power plant, the Dominator 99 could be yours. If you just wanted the cornering prowess then the Model 50 was 350cc of single cylinder power. Sadly, lots of these were destined to become the basis of many a home-brewed Triton.



Had you wanted to 'Meet a Great New Rider' then who should this eighteen year old up-and-comer be than a certain Mike Hailwood, not riding a bike but playing classical piano.



Finally, if you'd ever wondered what the 'Sleekest Smoothest Scooter Ever' would look like, it turned out to be the Triumph Tigress. The young lady wearing nothing but a Tiger-skin bodysuit was knelt artistically on the Tigress seat, pretty daring by the standards of the day.

Keep well pals.

All the best,

Brent

## Seen in the papers:

### LUTON REPORTER - THURS 06 MAY 1909

#### The Hill Climbers.

The announcement that the members of the Motor Cycling Club had a very enjoyable contest on Coombe Hill, near Tring, on Saturday afternoon, will recall to many Lutonians and people in the district the hill climbs which were associated with Sharpenhoe last season. Until complaints were made which caused the police to put a stop to the proceedings, some very interesting and capital contests were frequently held on Saturday afternoons upon the steep rise which runs parallel with Barton Cutting. These competitions were the means of bringing very large numbers of motoring people to Luton. These motorists, during their visit to the district, used to spend money in purchasing of refreshments, petrol, and other liquid commodities. Then somebody complained of danger, or nuisance, or something of the sort, and a ban was put upon the proceedings, with the result that the hill-climbers had to seek fresh ground. Luton's loss means somebody's gain, and so on Saturday last the delightful little town of Tring benefited by a visit from a large number of enthusiastic motor cyclists, who, under other circumstances, would more than probably have shown their prowess on the hill at Sharpenhoe.

### BEDS TIMES & INDEPENDENT – FRI 18 AUG 1905

A nasty accident happened to a lady and gentleman with a motor bicycle and trailer attached. They were descending the Turvey Hill into Stagsden, when by some means the man was thrown off and the lady found herself in the ditch. They were not badly hurt. The motor had a crank bent, which was repaired at the local smith's. When both were seated ready to re-start, from the house outside the blacksmith's shop, the motorists went down the kerb, which is very high, with disastrous results. Bike and trailer had to be garaged at Mr. Chas. Stevens, and the lady and gentleman hired a trap to home.

### LUTON REPORTER - FRI 05 OCT 1906

#### A Motorists Dilemma

While proceeding on a bicycle to his home at St. Albans from Luton, on Thursday evening in last week between seven and eight, Mr. F. Gutteridge had a curious experience. He saw a flaring light in front of him and immediately after heard a cry "Help me to put this out." He dismounted and went in the direction from which the shout came. Arriving at the spot he saw a motorcycle in flames, the owner striking at the flames with his cap. Mr. Gutteridge followed suit, and after about a quarter of an hour's hard work they extinguished the fire. The motorist explained to Mr. Gutteridge that he was on his way to Luton from London, when something went wrong with his motor, and he had to dismount. It was impossible for him to find the cause of the stop in the dark and so he struck a match, and accidentally held the light too near the petrol, which quickly ignited. He then belaboured the flames with his cap until the arrival of Mr. Gutteridge, whom he thanked for his assistance.

## NIGE DELVES INTO THE ARCHIVE – NO ALBERT BROWN RUN THIS YEAR BUT...

