

Utah British Bike Club

NEWSLETTER



Published by the Utah British Bike Club

December 2019

Greetings Club Members!

I know you are probably shocked to be seeing this newsletter. It has been far too long since I have published an issue. My apologies for this. In my defense, I have had an awful lot of stuff going on in my life much of which I would have liked to avoid. But life has a way of doing what it wants regardless of our personal feelings. It is best to roll with it rather than fight it; much more sane that way.

The highlight of the crap to come my way was a pretty nasty wreck riding the BSA Rocket Three. This was in search of the club riding members on the Oil Bath ride. The bike suffered a full blown engine seize at full speed. I suffered a high side flip that sent me on my head along with the bike. I am mending, the bike is not. It is sad to see it almost everyday, but perhaps this is a good reminder of how things can go. Keeps me grounded when I start feeling too big for my station.

I also have built a detached garage at my home. This has proven to be a huge project, especially considering that I am doing most of it myself now. It started quickly because I hired a lot of the work out to subcontractors. This also went through my money quickly too. It is all spent now so the remainder of the garage finish I will be tackling myself. Currently I am hanging sheetrock and insulating. Who knows, maybe I will have it done before Spring.

I have also started the restoration of my 1948 AJS model 18. Already encountering difficulty sourcing some parts. My bike came without any fenders, and they are unavailable from England. The only spot that has something like them is India, and the quality is sorely lacking. I have to say I am enjoying this rebuild though!

I plan on attending the Mecum motorcycle auction in Las Vegas this year. But I am not looking to make any purchases. It is a great place to check up on build quality and lots of bike to see and review.

Everyone, please plan on attending the UBBC Winter Party this year. Saturday, January 11th at 6:00pm at Harrison Eurosports in Sandy. Please watch for the email sign up sheet to bring food for the group. This is always a fun well attended event with raffle drawing prizes, good company and great food. Don't miss it.

Some of you may remember Ted Smith, a longtime member of our club. Ted moved to Kentucky a while back. His 80th birthday is on New Years Day. His wife and Bruce Simon would like Ted to receive 80 birthday cards to celebrate the milestone event. If you would like to participate, please send a birthday card greeting to:

Ted Smith PO Box 4563 Frankfort KY 40604-4563

The Almighty Editor

SCHEDULE OF EVENTS

December
Merry Christmas

January
Winter Party

6:00 pm
Saturday January 11th
Harrison Motorsports
339 W. 90000 So.
Sandy Utah

Mecum Motorcycle Auction
Las Vegas NV
South Pointe Hotel & Casino
January 21st - 26th

February
Monthly Meeting
Thursday February 20th
Left Fork Grille
68 W. 3900 So.
SLC Utah



Joe Cash & friends at this years Torrey rally. Joe suffered a serious crash on this trip which messed up him and this Triumph bike. Joe is on the mend now. Wish him well when you see him.

Photos by:
Marie Midboe.

Ken Wheadon's beautiful Triumph Speed Twin, also on the Torrey Rally. This bike looks even better than the Steve McQueen owned version sold at the Bonham's auction in Las Vegas last year.



Jim Church and Ken Wheadon made a trip to England this summer. Here is their report on the motorcycling events and the Stafford show they attended.

Jim and Ken's Motorcycle Excursion in England 2019

After rendezvousing in Horley, we set off to Croydon Surrey to meet Anthony Curzon the U.K. P11 expert who wrote an article 2017 for the NOC on the 50th anniversary of the Norton P11 so that Jim could pick his brain on the two P11's that Jim owns. The library tour included a look at the "book" on P11's that is waiting for some publisher to take it on. While there, the subject quickly deviated to the two prototype 750 Norton unit construction motorcycles and the Matchless Pluto in one of the sheds. After lunch we went back to the house and we were offered the chance to ride one of the prototypes and the Pluto. Low speed fun as each of us plodded around the yard. Each shed had a few different P11's totaling at least one of each model in the P11 range plus a few others. As a side note Anthony has a 1978 Camaro of which Jim brought over a load of parts in a suitcase to grease the invitation to talk P11 and see all the unique bikes.

The next day it was off to Wisbech Cambridgeshire to meet with Stu Rogers the Manx expert so that Jim could talk about the excessive oil leakage from his 1947 Norton International that Stu had a hand in assembling. Along the way we stopped off at Redhill the former WWI and WWII airfield and former facilities for Bristow Helicopters, Jim's former employer. The airfield was a grass field of which there were various vintage aircraft as well as new aircraft including helicopters. We stopped for a cup of coffee in the café observing the aircraft take off and land. Even the trip to the non-gender toilets rooms was an adventure in that we had to pass through a part museum type hanger. Once we reached our destination signaled by the white van that had SRS Norton on the side we were greeted with 1978 Ducati 900SS that Stu was modifying and testing. We asked about it and apparently Stu is also a Ducati Desmo expert as well. As you enter the big door you are greeted with a Jaguar Hearse project and once your eyes are adjusted to the dimly light space there are motorcycles everywhere tucked into that nook and this cranny. Stu was once big into sprinting (drag racing) so there are experiments of configurations along walls on the floor and on work benches as well. Some of the wall art is hanging parts identifying charts using actual parts labeled separated by the specific type of parts from chain guards to license plate/tail light holders. On the main work benches were two Manxs and a Koehler-Escoffier. These were surrounded by an array of motors, sprinters, parts trophy's and advertising in a chaotic order. Each section of the shop was set up to work on a specific component of a bike starting with the motor and ending with the frames. At each station we were enlightened as to the modifications Stu had developed over the years to improve performance of the Norton Manx. In the last shed were the majority of the Manxs and Ducatis along with a Manxman Excelsior. After supper we went to Roger Trundle's place with Stu to look over the streamliner from Team N-Z that has stalled due to various problems that have come up. This was to be an all United Kingdom attempt at bringing the outright motorcycle record back to England last seen in 1936. We thank Lynn and Stu and the rescue greyhounds for putting us up for the night.

Off to Hinckley and the Triumph Factory tour in the morning. In the front is the café and museum. Once we had our toasties, we perused the museum prior to the scheduled tour. I could not take pictures inside the factory suffice to say the word is measure before and after assembly and recalibrate after 20 pieces have been fabricated. There are tidbits of information such as each factory around the world assembles different models, all frames are fabricated in Thailand because they have fastidious welders and the Hinckley location services all racers and promotion bikes. We saw Peter Hickman's and Gary Johnson's TT bikes being rolled in for servicing. The Triumph race bikes were going to be prepped for the Isle of Man TT race in the Super sport class.

After the tour we headed off to a buddy of Jim's, Colin Wilkinson in Great Haywood Staffordshire. We went to the backyard which there was a small shed. Along the way we were told of tales of buried vehicle which we were walking over. It had something to do about avoiding paying taxes. Anyway in the shed there was replica Geoff Duke race bike that Colin had put together with original parts he had acquired while putting together the original Manx race bike with the Geoff Duke designed frame and forks fabricated by Reynolds at the hands of Ken Sprayson. On the bench was a Manx engine powered BSA Goldstar framed motorcycle. The front forks are in question as Colin had fabricated a Vincent type Girdraulic setup but also had another set of Geoff Duke forks and was going to try each to see which worked best. During all the discussion the misses came by with cup of tea. This was typically at each person's house we visited, quite the hospitality.

The next day we had an appointment to visit the Norton Factory on the Castle Donington Estate grounds. The approach was quite different as we drove down the drive we saw a Norton Sign where the stable and stores used to be and then there was an office building nearby with Norton on it as well. The show room is part of the estate buildings that form a courtyard. From there the tour began and once the orientation was done we walk to the estate grounds then the new pre-fabricated steel buildings to for a limited vie of the fabrication. From there we went to assembly in the office building. Upstairs they assembled engines and wiring looms (we were not allowed to see). On the ground floor in an office space workers were assembling a few models. We were told that if they built 1,400 bikes a year it was a good year. At the Triumph factory a good week was 4,000 units. We saw the affordable Atlas model and a V-four model. To test and tune a worker would push a bike out the door on to the sidewalk. We saw this when we first parked and thought it was his own bike. Quite a different atmosphere, almost a cottage industry feels. After the tour we were looking for a bite to eat, Jim asked and we were directed to the Priest House which had quit a history that is so lengthy that they will connect you with the web page. The food and cider were very good. The grounds were interesting with ruins of water mills and the building itself. Off to Stafford.

We got there early, it was pouring rain and there was a breeze. Jim and I parted ways after entering the gate. I walked through the outdoor swap meet and Jim went somewhere. There are some many items that were tempting including whole motorcycles from the earliest to the classics. There were so many available parts and period accessories it was quite overwhelming. One of the vintage trials clubs was putting on a demonstration as a side attraction. After perusing the outside stalls there were three big buildings that had various clubs from around the U.K. displaying their particular interests, some were specialized to one model of a particular brand, some had veterans only, others Eastern Block models only. Mixed among all this was the corral for the Bonham's auction bikes on display. Jim sweet charmed the lady at the gate into getting me a catalog which meant I could go into look at the bikes and attend the auction. In addition there were vendors for everything newly manufactured for your vintage bike, license plates with stamped letters and numbers. I came upon one vendor who had reprinted vintage tax discs. He would look up the year provide what the tax would have been and gave instructions on how to fill it out using a fountain pen. I asked about online sales and he only does trade shows. I had asked other vendors about online service and the answer was no, then they would hand me a card to call. After the day was done I realized that the two days we were planning was almost going to be enough.

The next day it was not raining and it seemed the vendors had brought out even more items. We ran into Stu Rogers and his pal who happen to own the Koehler-Escoffier we saw at Stu's a few days earlier. We went to Stu's van for a cuppa' and chatted a while. Stu was there looking for Manx parts and he invited us to a display booth that had a couple of bikes he had put together. Jim asked the owner if starting one could happen. The owner obliged and while he was revving it a lady came over hand signaling to cut it out as there was demonstration on the other side going on and they could not hear. We parted ways with Stu and proceeded to see all the other stalls missed the day before, quite a day. Jim was correct in advising to check a baggage for all the items being brought back. I ended up checking and expandable bag on the way back. For supper we went back to Great Haywood Staffordshire to eat at the Clifford Arms. After dinner we walked to the canal toward Shu borough Hall and happened upon a couple on manual locks and a couple of working barges moored. Jim can tell you of his and Greta's adventures aboard barges in the U.K.. The walk along the path near the estate had a few follies, one of which was the greeting house for visitors and the other was being renovated. While crossing the bridge we noticed a sign that stated that fishing was only allowed by permission of the local fishing club. Rabbits and cows roamed the estate.

The last day we headed to Birmingham and the National Motorcycle Museum. My son and went there on our way back from the Isle of Man, the displays were quite different from the last time. Fortunately the bikes were arranged from the earliest to the latest so you can compare. Unfortunately they were packed so tightly there was no good angle to see the entire bike. The feature bikes like a Brough Superior Dream were easy to see all the motorcycle. With 850 motorcycles and paraphernalia it is a lot to see.

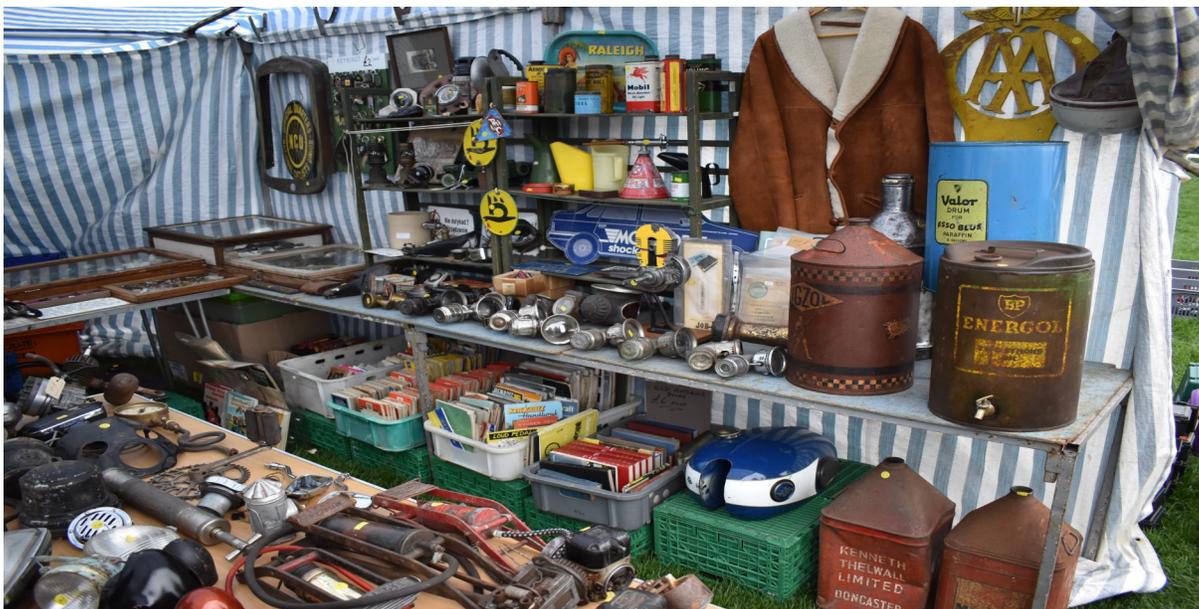
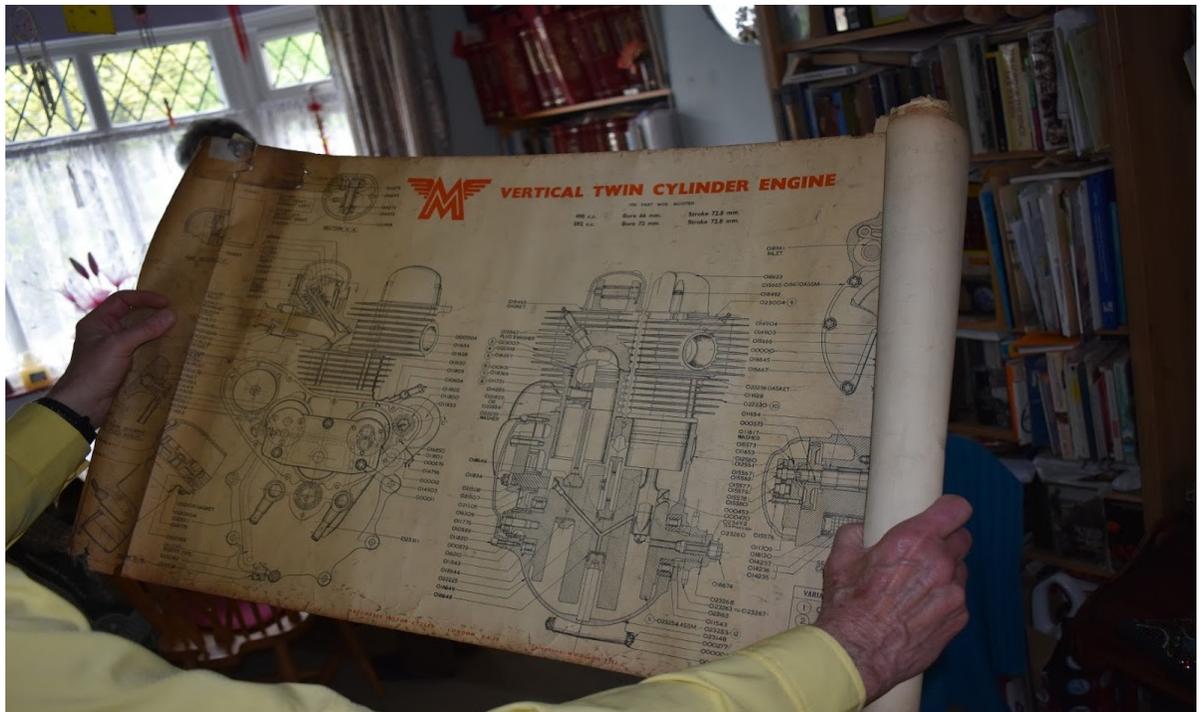
Jim had a flight out that evening so he dropped me off at the airport for me to take a shuttle to the hotel. That was the trip in brief.

Ken Wheadon



A Jaguar Hearse.

Jim Church reviews the drawings for a twin Matchless.



See anything you may need from the Stafford show?



Ken tries out the prototype Pluto.



Jim Church's friend Stu's Manx and Ducati shop.



See anything for your old bike? I cant tell if these are 1948 Matchless model 18 parts or not.



The Stafford show looks like it was perhaps a rainy affair.



Lots of very nice bikes to view at the National Motorcycle Museum.



Rivet Counters Beware!

(If you don't know what's a rivet counter, google it)

During Ken and Jim's excellent adventure to England this Spring I became aware of a phenomenon I had never noticed before.

I couldn't understand why old and in sometimes not very good condition original parts would cost more than modern reproductions.

I then realized there were reproductions, replica parts and new old stock etc. "My" definition: reproductions or replacement parts are look alike parts and replica parts look exactly like the old parts completely with trade marks (i.e. Lucas etc.). The price difference between the two is sometimes twice. A really good replica a lot more. Old original parts sometimes more than either! That's what shocked me. I have included an example of hand grips and magneto parts to illustrate the example. I just happened to stumble across this article from the New York Times that best describes what is happening in some circles of vintage collecting. I don't think our members have gotten this extreme. For me I am lucky if I can just keep them running with whatever parts are available.

JUST LIKE NEW, AND THAT'S THE PROBLEM

By Roy Furchott, New York Times May 16, 2019

Need a part for a 1964 Mustang? Online catalogs offer a heater knob, a complete unibody or anything in between. With easily found replica components, you could effectively build a new '64 from the tires up.

But what if you had a 1917 Hupmobile? Or a Willy's-Overland? Or a Peerless? For decades, a loose network of machinist and tradesmen would supply collectors and museums with cast bearings, or one-off radiator cap or a custom-milled crank, as needed.

Now those ranks are thinning, replaced by technology, so a scan of a single part can become a digital blueprint that anyone with a special machining tool or 3-D printer can use to churn out a replacement.

This shift is convenient if you need a semi-rare part to get your old car back on the road, but for collectors, it's a headache. The value of a car is based largely on scarcity. The ability to inexpensively make formerly hard-to-find parts diminishes the scarcity and can drop the value of a collectible car - sometimes by hundreds of thousands of dollars and, in extreme cases, millions.

While technology like 3-D printing makes car collecting less expensive and more accessible, it has also made it easier for counterfeiters to pass off "replicas" to astronomical heights and cleared the way for car manufacturers to remake parts that are questionably deemed "factory original."

How much difference does an incorrect aftermarket part make? It varies greatly depending on the rarity of the car, but on average a car found to have an ersatz part instantly loses about 15 percent of its value, said Steve Linden, a collectible car consultant. That may not matter much for a \$10,000 1960's Volkswagen Beetle, but take the case of a 1967 Ferrari 275 GT/4 that Mr. Linden appraised for a lawsuit. The car changed hands for \$2.5 million. But after the sale, when the engine's heads were removed for restoration, the wrong numbers were found on the engine block - it wasn't original.

"That has a huge impact on the value of that car," Mr. Linden said. In this case, \$400,000 worth.

Some kinds of replacement parts preserve value better than others. First are "new old stock" replacement parts from the original manufacturer that had not been used. Then come used original parts, like what you might find in a junkyard. Then come newly made replacement parts, which are not all created equal. The optimum replica part is add with original manufacturing techniques, whether that means hand-forming body panels or pouring bearings. Next come parts made with more modern materials and methods, including 3-D printing.

The lines begin to blur when it comes to printed parts. They can be made relatively cheaply and - except under very careful examination - are often indistinguishable from original parts. Paul Vorbach of HV3D Works in Sewickley, Pa., uses a 3-D scanner to recreate broken parts that are otherwise unavailable, then produces them with a 3-D printer.

That's is where it gets tricky, Mr. Vorback said. For instance, he was asked to create a metal replacement Mercedes 300SL trunk emblem. "They are pretty hard to come by," he said, and using original manufacturing methods would cost "several thousand." Mr. Vorback printed one in a steel and bronze mix, then chromed it for about \$500. But the originals are made of pot metal. If judges at a car show discovered the difference, they might deduct points. And points off means dollars off the car's value, especially in an elite competition like the Pebble Beach Concours d'Elegance, where a 100 point score ensures top dollar.

In fact Mr. Vorback said, two cars with his 3-D printed parts were in the Pebble Beach Concours this year, although he was hesitant to say which ones before the event, for fear the judges would object. "You never know with judging," he said.

Even more complicated is when the 3-D parts are made by original manufacturer from the original plans. Many venerable car companies have their own factory-supported restoration. Businesses, including Aston Martin, BMW, Ferrari, Jaguar, Lamborghini, Land Rover, Mercedes-Benz and Porsche. Most share the philosophy of Porsche. The overall mission of Porsche Classic is to keep the cars of our customers on the roads," said Alexander Fabio, director of Porsche Classic. But many Porsche parts came from subcontractors that are gone or no longer have the tooling they used 70 years ago. Sometimes Porsche has to turn to 3-D printing. "Reality doesn't give us any alternative," Mr. Fabio said. The bias against 3-D parts isn't due to quality. "If you look at it from technology, safety or quality, the 3-D part is often the better part Mr. Fabio said. "You can argue it is too good."

It raises the question, then, is a part made from the original blueprints in the original factory an original part? Scrupulous restorers like Porsche mark the new parts as new, but not all restorers may be as forthcoming. The difficulty of authenticating parts may help account for the soaring prices of survivor cars, classics that have been maintained but not restored. "If you buy a car that is a true survivor, you don't have to be an expert," said Mr. Linden, the appraiser. Their patina-covered parts reassure that they are original.

In an extreme example, one of two 1935 Duesenberg SSJs was auctioned at Pebble Beach in August. "It was the hot rod of the day, biggest engine in the smallest body," said Christopher Bock, chief judge at Pebble



Beach. One belonged to Clark Gable and one to Gary Cooper. In 2012, the fully restored Gable Duesenberg brought a bid of \$6.4 million, below the reserve the unrestored Cooper Duesenberg brought a record \$22 million last year.



Can you spot the reproduction, the replica and the original hand grips. They are left to right. You can just notice "Amal" on the middle replica one. I paid twice as much for the replica vs the reproduction.



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