

Utah British Bike Club

NEWSLETTER



Published by the Utah British Bike Club

August 2017

Greetings Club Members!

We have made it to the last month of summer. If you haven't ridden your vintage bikes as much as you would like, there is still a bit of time as the end of summer and all of the fall season presents the nicest bike enjoyment weather. I have worked on my bikes all summer long. Most of the work has been an exercise in frustration. It seems to me that the vintage motorcycle industry is turning into a "make a quick buck at the expense of all else" affair. Almost all pattern parts do not fit, and to make them fit requires, what the English call a bodge. Many of my bikes feature numerous bodes. Most of these were performed by a DPO, another English term-Dumb Previous Owner. I would wager just about every vintage bike out there has multiple bodes by various DPOs. I can only just shake my head every time I find a new one. I think, almost always, money and time are best spent reworking original old parts rather than trying to use new pattern parts made in India, China, or wherever. The problem is finding skilled people who know how to tin pick, do magneto repair, Smiths instrument repair, brake relining, painting, fuel tank reconditioning, Amal carb sleeving, wheel building, engine mechanics, machining, etc., etc., etc. is getting much more difficult. Those who had a reputation for doing quality work in the past are either retiring or are dying. Others coming in to take their places are, for the most part, hacks with much less skill, but more critical is their lack of interest in what they do. Do I sound frustrated? It's because I am!

Were you able to attend the Torrey rally this year? It was an almost perfect event, with spectacular weather. My youngest brother, Christian, who inherited my father's Norton came as well. I am unsure of his enthusiasm for riding a vintage British bike all weekend, but he did it, and garnered one of Steve's rally awards. Fostering an appreciation for vintage iron in a younger crowd is the only way our club will survive. I don't see it happening.

The Velocette report- talk about frustration? Still waiting on the clutch. I sent it up to Washington state for review by my friend, Ed Gilkison. He confirmed that the clutch springs are too long, the chainwheel bearing is too tight, the plain clutch plates are bent the wrong way, the friction plates are too thick, and all parts need to be deburred. This is a prime example of pattern parts being crap, as all of this I purchased new from the premier Velocette supplier in England, Groves Classic Motorcycles. I can't even get them to confirm there is a problem. So the Velo sits on the lift, unloved and unappreciated, for several months now. As you may recall, this is the same Ed Gilkison who had my crankshaft for over 6 months. He has had my clutch now for almost 3 months. I hope I see it soon.

If you are so inclined, get a vintage bike ready and attend the Classic Kick Start rally on August 26th. Postponed one week due to the museum opening in Eureka. See details at right in the schedule of events column.

As the English so profoundly put it "Keep Calm & Carry On"
The Almighty Editor.

SCHEDULE OF EVENTS

August

Kickstart Classic Rally

Saturday August 26th
9:00m

Meet at Dave Munk's house-
555 So. 10th West.
Farmington, Utah

September

Bonneville Vintage GP

Friday Sept 1st thru Sunday Sept
3rd.

Miller Motorsports Park
Tooele, Utah

See feature ad in this newsletter.
Contact Tom Kullen to volunteer
for many needed positions.
tom@bonnevillevintagegp.com

Monthly Meeting

Thursday Sept 21st
7:00pm

Blue Plate Diner
2041 So. 2100 E.

2017 12th Annual Bonneville Vintage GP

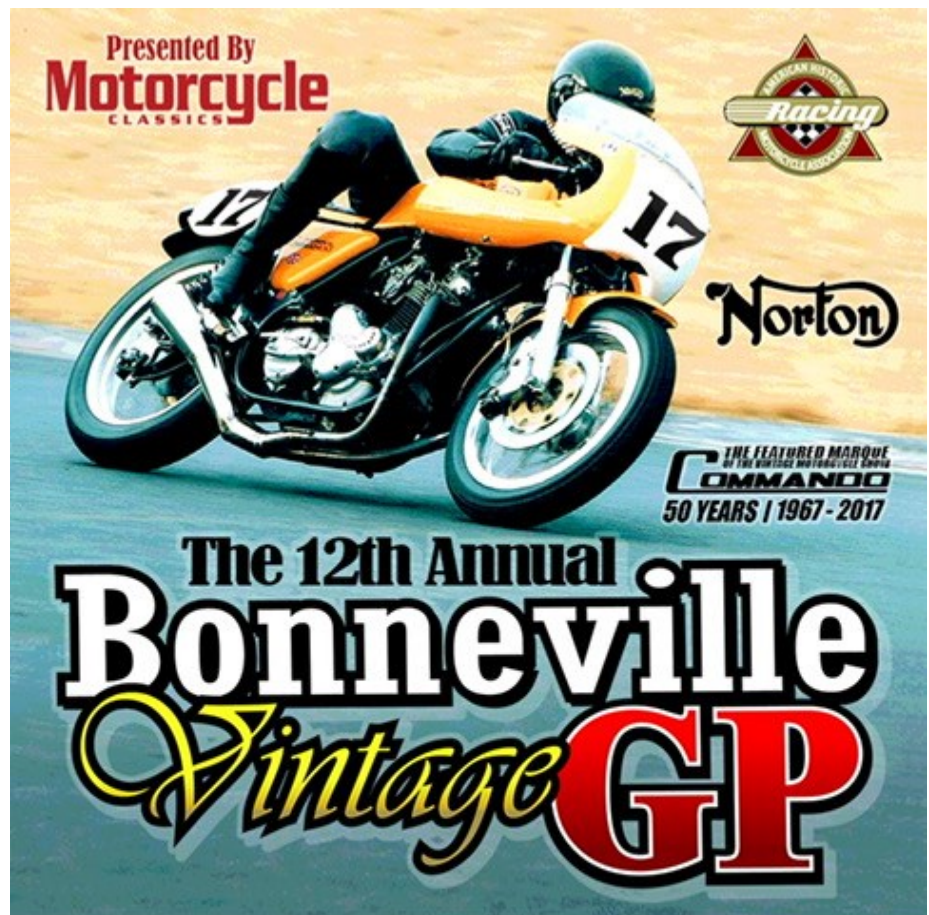
The 12th Annual Bonneville Vintage GP is fast approaching and I'm working on our volunteer list. For those new to the club, apparently some misinformation went out so I want to clarify. There is only one volunteer list that I maintain since I have to coordinate all the positions and make sure they are covered. You can easily do this by either calling, texting, or emailing me.

I will also have a signup sheet at the UBBC dinner Thursday. Help includes the gate (initial racer registration), Motorcycle Classics Magazine Motorcycle Show (Saturday), T-shirt sales (helps subsidize the racer/volunteer barbeque), track safety and tech. I will make sure your name is on the Racer Registration located in the main building to the right of the gate as you drive in. There is a parking lot in front of it. If you are a registered volunteer you get free entry, free T-shirt and dinner at the Racer barbeque Saturday night but again only if I have you sign up as we have to pay for them. Please note that if you are just bringing a bike to the show or coming as a spectator...that does not qualify for the volunteer perks.

The featured marque this year at the Motorcycle Classics Magazine Bike Show celebrates 50 Years of the Norton Commando. There is no charge to enter as many bikes in the show as you want and includes categories for Best Norton Commando, British, European, American and Japanese bikes.

The Suicide Lane Custom Bike Show is Sunday and will have various trophies for different custom bikes. No bike entry fee for this show either.

Thank you,
Tom Kullen
Event Coordinator
Bonneville Vintage GP
www.bonnevillevintagegp.com
tom@bonnevillevintagegp.com
tom@smithsgaugesusa.com
801.557.4255-cell/text



**MOTORCYCLE RACES
AND TWO MOTORCYCLE SHOWS
LABOR DAY WEEKEND 2017
= WWW.BONNEVILLEVINTAGEGP.COM =
UTAH MOTORSPORTS CAMPUS TOOELE, UT.**





Editor - Greg Fullmer
12883 Cindy Lane
Draper, Utah 84020
gregfullmer83@yahoo.com



Super T-Shirt and Pin Sale

UBBC T-Shirts
UBBC Rally Pins
UBBC Ball Caps and Visors
Call Gordon Days: 801-956-3168
Eve: 801-558-7821
E-mail glyman@gmguy.com

To submit articles or post events
gregfullmer83@yahoo.com
or call (801) 598-4668