



WMCC GAZETTE OCTOBER 2025

wmcc.editor@gmail.com

EDITORIAL.

Recently, nearly half a dozen friends or neighbours, who had been motorcyclists in their youth and suddenly stumbling upon retirement, had bought the models that they once owned (the old, old story?). Not quite our story, as they have all now sold the bikes! I wonder why. They are all a decade (or two) younger than me and their objects of desire were Japanese and one Harley. The Japanese bikes were

more frantic, the new owners, a little put off by modern roads and road users. Without exception they didn't have the wing men they once had and solo rides had lost their appeal. A quiet mention of the WMCC fell on deaf ears. A loss to us and them.

In contrast, my first ride on my preunit Thunderbird was - well, in the words of John le Mesurier "rather lovely". Forty years plus since last riding, after nervously campaigning the middle lane at Hilsea roundabout, I turned off into our lovely Hampshire country side. Bimbling along at 30 to 40, you can appreciate the smells and sounds of the countryside before a touch of nostalgia at the old Horndean bypass.

A little later, as the autumn weather turned to winter and approaching Bedhampton railway gates, I remembered being there on my first bike, teeth clamped against the cold. And what about the Harley chap? A life in the building trade had left him with dodgy knees, but he had also not managed to get back his old enthusiasm. Such a shame and a loss to the two wheeled fraternity. I was surprised when watching a recent "Bangers and cash" programme to hear Paul Mathewson denounce old British bikes and describe them as fit only for museums.

Steve Cox disproves this theory with his very pre war Velocette up next.

Happy trails. Ed.

John Jenkins, Chris and Steve went to Beaulieu for the Graham Walker Memorial Run on the 10th August organised by the Sunbeam M/C club and Southampton and district M/C club. The qualifying year for entries was up to 1940, so Steve entered on his 1935 Velocette MAC.

Steve's account of the event follows.

"Unfortunately the bike Chris had intended to use wasn't available and his back-up machine wouldn't start...don't these old british machines have a charm all of their own. We got their just before 11.00 and had a look round the bikes before the Off at 12.00. Typically having started first kick Saturday, today the Velocette decided it didn't like being started while being stared at by a crowd and defied my efforts to start it.....but Chris came to the rescue and got it started.

I chose to do the intermediate route of about 30 miles, so had a nice jaunt round the New Forest on some main roads and some back lanes with lots of ponies wandering about. There wasn't too much gravel and the route was reasonably well marked, although I did tape the route map to my tank just in case. I was back about 1.30ish and after a lazy lunch watching other machines return, we packed up and came home.

Lovely day out. Cheers Steve







TEA BREAK.

As mentioned in lots of comedy shows by Mickey Flannigan and the like, there are certain rules of engagement with meeting friends and neighbours in the street. A passing mention of the weather, the state of modern local parking and the like. (An interesting observation on "men are from Mars, women are from Venus"; A van driver who "didn't see me" left me with a plate in my throttle hand. On my daily dog walks with a sling with blue sausage fingers protruding, women would say "oh you poor thing Etc. Etc. The blokes always said "bad luck... how's the bike?). The Harley chap and I, were talking about the number of push bikes, motorbikes and cars on the street then and now. We both remember hordes of push bikes coming out of the dockyard ignoring road signs, usually six abreast in the rush home! As I remember the ratio was 80% push bikes. 15% motor bikes and 5% cars in the 1950s on local streets and roads.



Late
'50s. My
chum
Ray, with a
new tiger
cub. Only
two cars
in the
street.



Still in my
street, in
'60s half a
dozen
cars. Bob
Dean was
living next
door to

me. Bob's AJS or Matchless in the foreground, his brother's Standard pick up then my friend Paul's B31 (my A7 out of shot), and Tony's Arrow. Tony, later surprised everyone, not by "turning Japanese", but turning "MOD". Out on his Lambretta, we had to pretend to ostracise him in the best Mods and Rockers tradition.

From secretary, Sue- Thank you to all members who attended the EGM on Thursday 4th [Sept.](#) It was great to see the turn out and a good opportunity to chat over tea and biscuits

The EGM was called as a proposal was made to change the date of the AGM from the first Wednesday in February to a later date. After discussion a vote was taken and we were unanimous in voting for the change. The date agreed at the meeting was 1st April.

Kind Regards Sue.

The next edition of YOUR Gazette will be the Christmas issue (where did that year go?).

Please send me something-anything to rescue readers from the predictable self-indulgent format, as Keith Scott has done. As the annual BBQ was cancelled, a get together/social event will take place at St. Wilfrids Church, Padnell Road on the 22nd November between 2pm and 4pm.

BE THERE, OR BE SQUARE! As we used to say in the swinging sixties.

.....and a flashback to earlier than the '60s; I was out and about without my watch. No problem, I had the time displayed on my phone! Everything you need is on a modern phone, emails, contacts, facebook-the list goes on.

Unlike early days when you would rely on the humble phone box when out on your bike, today help is a few clicks away!

....but the flash back; In the '50s Wink Martindale recorded "Deck of cards", about a soldier who relied on his deck of cards for everything. ... "nothing new.." as they say!

https://www.youtube.com/watch?v=brSdqjCkUgQ&list=RDbRsdqjCkUgQ&start_radio=1

RIDER RETARDED

Royal Enfield is a British marque that has for some years been associated with it's Indian successor who initially continued to produce the old models with their charm and unreliability.

In recent years however they have introduced a range of new models in order to conform with EU and other environmental requirements. Amongst the many new models is the Interceptor 650 which not only rapidly became a best seller in it's intended market India but elsewhere in the world, including the UK.

The engine was reputedly designed in the UK by the former Harris Performance team (bought out by the RE parent company Eicher Motors), allegedly also including a number for former Triumph employees. However there seems to have been an intention to reinforce the British heritage by building in certain failings.

The Interceptor is great fun, very old school within the limitations of having to comply with current legislation requirements. It is significantly lighter than the Hinckley Triumph T100 and is 'cheap as chips' (might be an outdated expression given the price of everything nowadays).

One of the failings is to position the regulator/rectifier (R/R) unit low down bolted to the back of the hot engine in the path of cooling road spray and mud. Even Triumph with their cunningly designed sludge trap in the crank that required an engine strip down to clean did position the Zener diode in the airstream under the headlight and their current models put the R/R in the same place. Fortunately both Hichcocks and a Video blogger. 'Slick' England have produced 'plug and play' extension leads that allow the R/R to be repositioned beneath the headlight.

On a ride out just before the Fossils run I made the mistake of parking too close to an AJS trials special owned by a member, Andy. At the time I didn't realise the potential problem until the following Wednesday morning when I was all toggged up with some pace to go (Denmead car park) and the 'bike wouldn't start. It seems that Andy's AJS puts a 'hex' on any motorcycle parked within 10 yards.

My Powerline brand battery had failed, it had a 1 year warranty but I had bought it 54 weeks previously. I decided to replace it with a Yuasa this time and also new relays as the originals are widely regarded as being suspect. The relays are a tight fit in the connector blocks and have to be prised out. Stupidly (a specialisation of mine) I used a screwdriver rather than a plastic or wooden implement, both of which were available to me, This resulted in a few crackling sparks as I shorted the contacts, nothing spectacular (e.g. Royal Fireworks) but enough to elicit an "Oh dear I shouldn't have done that" reaction.

Having changed the relays and installed the new battery the 'bike started and ran okay except for the Engine Management Unit (EMU) light remaining on. This feature is designed to lighten your wallet by requiring you to visit a dealer to have it turned off even though you know the original reason for it coming on and have rectified the issue.

However it is possible to eliminate the problem by purchasing an Engine Diagnostic Scanner. I made a Google search for a RE Interceptor Euro 5 'compatible' scanner and bought one for £29.95 but was unaware of the brand when I ordered it. When it arrived I found it to be an AY101. When I subsequently searched under AY101 I found that I could have got it for £12.45. As I mentioned previously, it is a speciality of mine.

The unit is obviously designed for cars and when plugged in offers menus for a wide variety of merely makes including Chevrolet, Dodge and Lincoln. Being RE Euro 5 compatible evidently relates to the fact that it has the Euro 5 connection. That said it did allow me to 'delete all fault codes' and the light has remained extinguished after the engine has started.

Rather disturbingly though, when I first plugged it in the reading was 'IGNITION OKAY, RIDER RETARDED'.

Keith Scott