

# Shetland Classic Motorcycle Club Newsletter

## Winter 2021



### Interim-chairman's intro.

This newsletter finds me wearing two hats. Not only as Editor, but Chairman as well. Following Dean's resignation from the dual-role of Chairman/Treasurer, a hastily arranged Committee Meeting took place on 26<sup>th</sup> May. Following much discussion, I agreed to take on the position of Chairman on a temporary basis, until such time as a full AGM can take place. Sadly, with the ongoing Covid restrictions, this has still not been able to take place. Rest assured, you will be kept updated as to when this can happen.

Theo Smith kindly agreed to take on the role of Treasurer, similarly on a temporary basis, until the next AGM. Theo's tenacity and financial acumen have already paid dividends (pun intended), as he has now got the Club accounts set up for on-line banking, which will make things so much easier than getting signatures for a cheque book (remember them?).

On behalf of the Committee, I'd like to thank Dean for his dedication and hard work for the Club over the years, not least in his office-bearer roles.

With the Covid restrictions on outside gatherings easing by Spring time, we were able to resume Club runs, with the first one to Eshaness taking place on 6<sup>th</sup> June. These continued throughout the Summer

and early Autumn, and were well attended, with a good mix of bikes and riders. This year, the Club's annual *Road Runs Trophy* was won by yours truly!

The Shetland Classic Motor Show is still planned for the first weekend in June 2022, with much work already done to make this happen. However, like everything else, it will ultimately depend on the local and national guidance on what gatherings can take place, with respect to the pandemic situation at the time.

Finally, it is with great sadness that I note the passing of Robbie Burgess. I am indebted to Geordie Jacobson for the following photograph and very fitting tribute. Robbie's family have opened a "justgiving" page (link below), with donations being split between the Levenwick Medical Practices, and other local charities close to his heart. The Club will be making a donation in his memory.

Thanks to all contributors for the continued support. This newsletter couldn't happen without you.

Best wishes to all readers and your families for 2022.

Colin Nicholson

[www.justgiving.com/crowdfunding/leona-smith-rbrb?utm\\_term=Z47Q3BD2g](http://www.justgiving.com/crowdfunding/leona-smith-rbrb?utm_term=Z47Q3BD2g)

### Robbie Burgess

Robbie died peacefully at home on 2nd. December 2021 aged 80. I've known him for about 70 years and an early memory is getting a lift to the Boddam school on the

crossbar of his pushbike. That typified him, always ready to lend a helping hand ...or crossbar, tow-rope or a fiver ..to other folk. This kindly trait continued throughout

his life and many an individual has cause to be thankful that JRLB was about in time of need. Usually accompanied by fun and often ribald laughter.

An immense interest in, and knowledge of, anything mechanical fitted well with his early work at Ganson Bros., and later in the fire service at Sumburgh Airport.

One of the first members of our Club, he was an accomplished restorer of motorcycles and the appearance of 'Mrs. Ariel' our 'hauvers' Ariel VB at the first Classic Motor Show at Gibbie Games Hall amply demonstrated that. As did his MG Midget, the later 'Company' Ariel KH and his own superb Velocette MSS.

Another love was stationary engines .... perhaps not entirely shared by spouse Lorna..!

A fine, convivial companion, many of us enjoyed his company to 'classic' events at Waas, Orkney, Faroe and on the Scottish Mainland and he made friends wherever he went.

Ever a practical man, he worked with Lorna and their family to run the croft and help make the Robin's Brae Stud a fine enterprise.

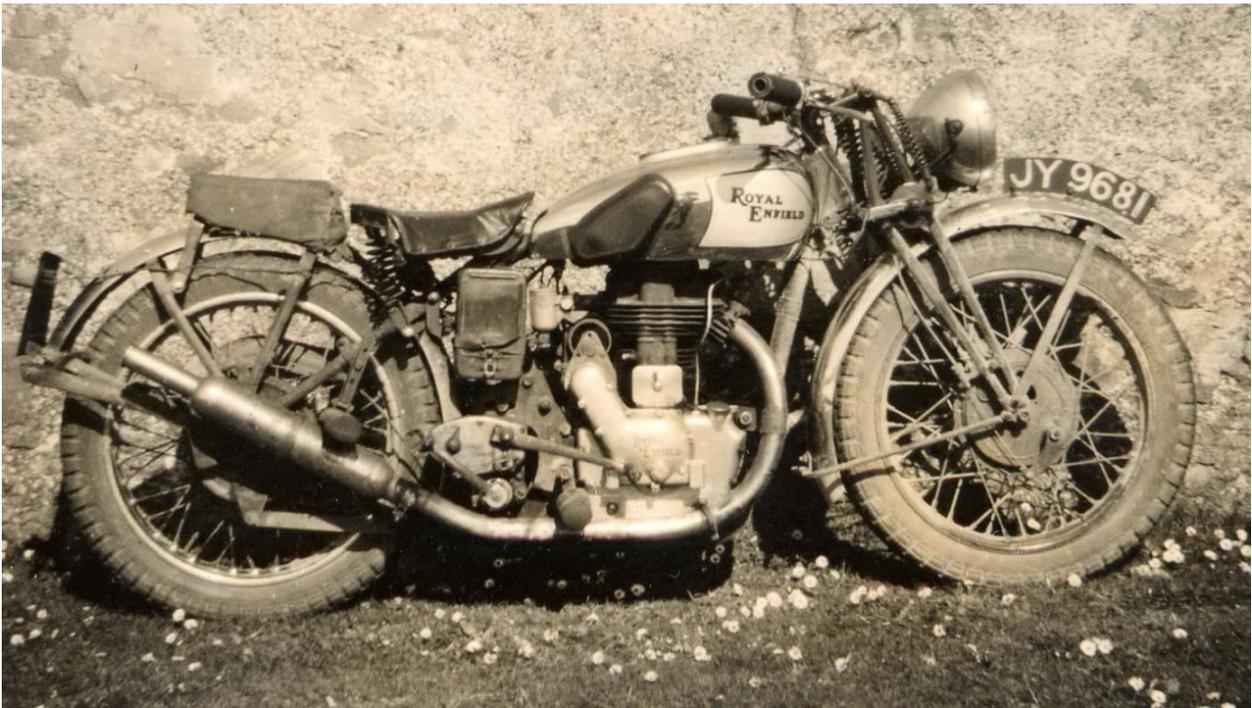
Robbie was a man of many and diverse interests. Shetland boats, books and culture, Quendale Mill and coin collecting were interests as was Up-Helly-A'. He'd not been able to attend Club runs for a while but all the same, he'll be a real miss to the Club.

It's Lorna and the family that are in our thoughts just now, and it's to them that we offer our sincere sympathy.

GAJ



## Rare Bikes in Shetland No. 37



This sporty, Royal Enfield, 350, was first registered in Plymouth in 1937. I have no knowledge of how, or when, it winged its way from the far south of Britain to the far North, but it belonged at the time of the

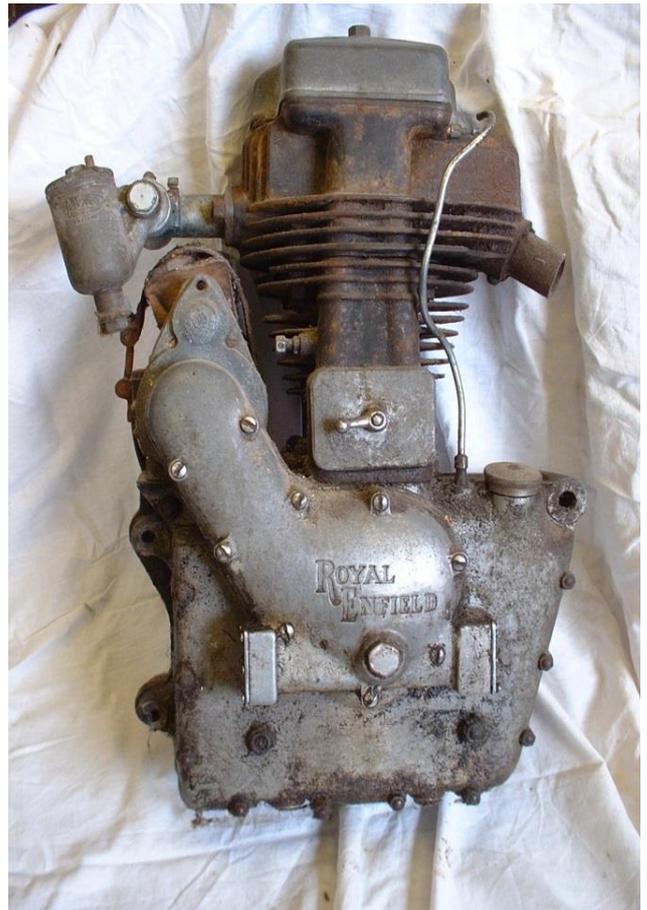
photo to Horatio (Ray) Cumming, from the Gruting area of Shetland. The next photo below shows him on the bike with his pal, the late Tammie Jeromson from the same area, on the back.



The bike was fitted with Royal Enfield's 350cc, OHV engine and a four-speed foot-change gearbox. The carburettor was made, as usual at the time, by Amal. However, on this bike, it's unusual in that it had a horizontal slide and mixing chamber, which required the special side mounted float chamber. Ignition was by the usual Lucas *Magdyno*.

It appears that the dynamo must have been giving trouble, as it has been removed and replaced with a plain bit of steel pipe! The bike might also have been in a smash at some time, as I am pretty sure it has a pair of Norton forks fitted.

I have no knowledge of what came of the bike but several years ago a friend gave me the engine (pictured right) which, although the bit of steel pipe has been replaced by a block of wood, could well be the engine out of this bike.



Joe Gray

Footnote: By strange coincidence, just after I had finished writing this epistle, I received my monthly copy of "*The Classic Motor Cycle*" which featured an article on the same model of Royal Enfield. Not only the same model, but one also

bearing a 1937 Plymouth registration, JY 9508! It appears that this model, the G2, confirmed by the number prefix on my engine, was a deluxe sports version of the standard 350 and was only made for the 1937 season.

## The £100 Guzzi (or da bargain fae Waas)



I was in the Waas shop one day back in 2018 and was speaking to Kevin who owned the shop at the time. He invited me to take a look at his bikes. Kevin is in to Royal Enfields but I also noticed a very rusty and sorry looking 1980 Moto Guzzi V50, lying against the wall outside. I had always fancied a Moto Guzzi, after having a shot of one belonging to a certain Mr Jacobson several years before, and Kevin mentioned that he only wanted £100 for it. However, I dismissed the idea and left. Once I got home, I started to think a bit more about it and started looking up Guzzis on the internet. After a while, I decided to give it a go and if the bike turned out to be beyond economic repair, I could always just sell the parts on eBay.

I got back to Kevin and arranged to go and pick up the bike. *Her indoors* wasn't too impressed by my purchase as she helped to unload the rusted wreck from the back of the van, and to be honest, my first impressions were not good either. I noticed that the cylinder bolts had been removed on one side, and on closer

investigation, I discovered that the engine was seized solid. Even with a pry bar on the starter ring gears there was no movement. I removed the heads and barrels with some difficulty and found that the Nikasil coated barrels had failed and were basically scrap. When I started pricing new parts to rebuild the engine, it became clear that the restoration would be economically unviable, and this was the first of several low points during the project!

I started looking at parts for sale online with a view to breaking the bike and selling it for spares, but then I came across a V50 engine for sale down in Falkirk. Around the time my bike was made Moto Guzzi had briefly changed to electronic ignition but found it to be unsuccessful and so had reverted back to points and coil. I contacted the seller and his engine was from the same year as mine although his was a points model, while mine was electronic. But the seller assured me that his engine was in good running order so I went ahead and bought it for £450.

Once I had the replacement engine on the bench, I removed the sump and checked it over, cleaned the oil pickup gauze and fitted a new filter. Having cleaned and painted the frame tubes, I fitted the engine to the bike. When it came to fitting the carburettors, they would not fit and I discovered that the points ignition engines used larger carburettors. I contacted the engine seller and fortunately he still had the carburettors from the engine. It turned out that he was in the process of breaking a complete bike so I was able to get more parts from him including stainless exhausts, a main stand, rear shockers, a head lamp and indicators which were all missing on my bike.

The wiring had to be modified to accommodate the points ignition system and new coils were required.

The forks were stripped, cleaned and refurbished, though replacement fork sliders were required as the originals had cracked at the pinch bolt holes. I found a second-hand rear mudguard on eBay. Both master cylinders were fitted with new

seals, new brake calipers and braided hoses were fitted along with a new battery.

The gearbox and final drive were okay and just needed their oils changed. One benefit of working on a continental bike is the metric fasteners can be bought off the shelf locally; no cycle threads to deal with here!

The cast alloy wheels were fitted with new tyres and tubes. They are alloy wheels which meant there were no problems with rusty rims and spokes and no wheel building was required.

The bike has only been refurbished to make a usable machine, not a show piece. There was no paperwork with the bike but it was on the DVLA computer system so a V5 was easily obtained.

Now that the bike is in use, I find that I like it. It is light and powerful enough for me, and the electric start and disc brakes are a bonus.

John Peterson



Finished Moto Guzzi V50 on an evening run

## Boe to Bäretswil...and back! Part 3

### Ludwigshafen by the Lake

Leaving Boxenstopp Museum well satisfied with our visit, a pleasant drive of some 80 miles saw us arrive two hours later at a roadside diner at Hegau West where we were met by our German hosts who had driven north to greet us. For the first time I 'preeved' schnitzel and can thoroughly recommend it to any hungry traveller. A further drive of half an hour or so took us to the Hotel Adler, beautifully situated by the shore of Lake Constance at Ludwigshafen...just look at the view!



Lake Constance

Hotel Adler, yet another top-class establishment just a stone's throw from the open parkland where the 'Oldtimer' event would take place at the weekend. Suggestions in the comprehensive 'Road Book' Graham had provided as to how to spend the following day included visits to the Zeppelin and Dornier museums, a nearby Auto and Tractor Museum and sightseeing at Konstanz and the area around the lake.

Feeling that I had almost reached museum 'overload', sister and I had a lazy day 'chilling out' around Ludwigshafen. Roll on the evening and the train to Uberlingen for a wine tasting session in the totally inappropriately named Vinogreth winery. Hosted by a feisty young lady, a selection of the vineyards delightful wines was sampled. Much mirth accompanied efforts to

explain to the dear girl just what type of liquid the word 'greth' conjured up back in our native isles! Spirits were high as everyone alighted back at the station next to the hotel much later in the evening.



Taking the (Vino)Greth!

Saturday, day one of the event, dawned hot and sunny and we made our way to an allocated area amongst the trees. A formal welcome to 'the friends from Shetland' was made and Arwed replied on our behalf. After that, it was time to soak up the sunshine and explore to savour as many of the 700 or so vehicles displayed as possible.

As expected, German motorcycle manufacturers featured strongly with machines from BMW, Zundapp, MZ, NSU and Adler well to the fore but in addition, examples of marques I'd scarcely heard of such as Hoffman, Phänomen and Panther (Germany) were also represented.

The Japanese were there too. What better to represent them than this lovely KH500 Kawasaki. Complementing it, I was particularly taken with another Oriental classic on display, a beautifully restored Honda CB500 Four. Resplendent in stunning blue and chromium, it even

featured an original spec 4-into-1 exhaust system.



Kawasaki KH500



Honda CB500

Sometimes it's difficult to choose between two lovelies (or so my friends tell me!) so let's have 'em both. Parked right next to the Kwacker, this superb BMW sidecar outfit featured exquisite finish and detailing.



BMW outfit

Prefer a solo? The black finish on the BMW Boxer twin, shown top right, could rival that of its chair pulling sister.



BMW solo

If you prefer an NSU, either of these two singles shown below will surely fill the bill. Like the Beemers, the quality of restoration was superb.



NSU



NSU

As it was on another big single, the Horex. I'd been very much impressed by the one at Boxenstop and the one here, pictured at the top of the next page, didn't fail to do so either.



Horex

Also impressive was the big Zundapp K800 flat four (below). The beautiful example seen here hitched to a sidecar, as I gather most of them were, is of unit construction with shaft drive. Thought to be the only four-cylinder motorcycle used by the Germans in WW2, the model was produced from 1933 until 1938. After 1945 the company, like a good many others in Germany, concentrated mainly on lightweights, the KS601 twin cylinder machine and the Janus microcar being typical.



Zundapp K800

The word 'Lightweight' to many of us in the UK, signals cheaply finished, low spec., utility motorcycles....prepare to be enlightened! Continental and Oriental manufacturers often chose to endow their products with the quality of finish and manufacture similar to that of their larger, upmarket models.

Perhaps my favourite on show was a lovely French 1931 Dollar 250. Or possibly the tiny Adler?

Others to drool over included Zundapp, Moto Morini, Puch, Phönix, Hoffman, Jawa and MZ.

Just a few of these are pictured below.



1931 Dollar 250



Adler



Puch

Pictured below is a nice flat twin Hoffmann 250 Gouverneur. Designed by well-known German motorcycle designer Richard Küchen, these top-quality bikes featured shaft drive with 'plunger' type rear suspension and were expensive. Hoffmann (1949-'54) initially produced two strokes with 'bought in' Sachs and Ilo engines and marketed Vespa scooters.



Hoffmann 250 Gouverneur

advantage was to be gained by drilling the front mudguard stays!



Moto Morini 125

As to the Ariel below, I'll let you decide!

Next time, a trip to Bäretswil, Switzerland and then home!

GAJ

The pretty little 125cc Moto Morini (top right) is quite typical of post WW2 Italian lightweights. One wonders quite what



Franken-Ariel!

## SCMCC Regalia



Metal pin badge: £3.00



Sticker: £1.00



Toorie: £8.00



Fleece snood: £8.00



T-shirt, various sizes and colours: £10.00



Hooded sweatshirt, various sizes and colours: £18.00

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