



**Berkshire Section
of
The Vintage Motor Cycle Club Ltd.**

A Compilation of Events in 2017

We meet on the last Tuesday of every month
from 7:30pm at

The Englefield Social Club
The Street
Englefield, nr. Theale
Berkshire
RG7 5ER

Officers

Chairman: Bill Barnes
Secretary: Malcolm White
Treasurer: David Bryant

Committee: Vic Blake
Lorraine Carter
Derek Carter
Bruce Spiller
Mike Allaway

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January

Mid-week Lunch Meeting There was a very good turnout for our mid-week lunch at the Longbridge Mill, Sherfield-on-Loddon. The original booking was for 24, which was slightly complicated by the 'Mill requesting pre-orders for which 19 were received. However, by the time everyone had settled down the number had expanded to 31.

Thankfully, the staff were willing and able to accommodate the additional places with extra tables and chairs and no-one was left out in the cold. They also managed to handle the extra food orders and I think, in general, everyone was served with their meals at or around the same time. Giving plenty of time to catch up on Christmas events and so forth.

Bill was the only stalwart amongst us, who arrived on two wheels on his BMW.

Cyclemotor Quiz Evening Following on from Berkshire's success at the Chiltern Section in December, the Berkshire 'A' team (Doug Ellis, Allan Herbert, Robin Strange & Michael Bryant) scooped the prestigious Cyclemotor Section trophy and some bottles of ale at England's Rose public house in Postcombe.

Five teams took part from Chiltern, Cyclemotor and Oxford with Berkshire fielding two teams to improve the odds(?). Lorraine was in the hot seat (next to the fire) asking the questions and adjudicating where necessary. The questions encompassed both motorcycling and general knowledge. They also included sections relating specifically to Harley Davidson and to Japanese manufacturers, which suddenly had seasoned campaigners from all sides scratching their heads. One of the additional challenges was to identify machines from cleverly snipped and arranged portions of tank badges. It wasn't, by any means, as easy as it first appeared.

At the end of the evening, Berkshire 'A' were victorious on 56 1/2, Oxford second on 46, Chiltern third on 43 with Berkshire 'B' and Cyclemotor bringing up the rear.

Thanks very much to Derek and Lorraine and the Cyclemotor Section for a very enjoyable evening of fun and the wonderful spread of sandwiches and cake served at the halfway point.

Annual General Meeting The Berkshire AGM was held at the Englefield Social Club at 8.00 pm on Tuesday, 31st January 2017.

There being no one else willing to stand as Chairman, Bill Barnes kindly agreed to stand for one more year. Thus, the Officers and Committee remain the same with the exception of the addition of Mike Allaway, who is a welcome new recruit to the Committee.

Chairman: Bill Barnes

Secretary: Malcolm White

Treasurer: David Bryant

Committee: Vic Blake, Lorraine & Derek Carter, Bruce Spiller and Mike Allaway.

February

Mid-week Lunch Meeting 21 members gathered at the New Inn in Heckfield for February's mid-week lunch meeting. 3 braved the cold and damp conditions to ride over on two wheels; Bill on his Honda Four, Ian on his BMW – all the way from Gosport – and another Ian, with whom I'm unfamiliar, also on a BMW.

This was my first visit to the New Inn, although I'd ridden past it several times on the way to and from the Coach & Horses at Rotherwick. The staff were friendly and accommodating and the food was piping hot. Just what was needed on such a dank day.

Another pleasant interlude while we wait to break our machines out in earnest.

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Many thanks to Lorraine for organising the lunch and for chasing up the pre-orders that now seems to be de rigueur for restaurants and groups these days.

Club Night – Guest Speaker Our guest speaker at our club night was John Bottomley, who gave a very informative talk on the history of Brooklands (Motor Course).

Starting with a short review of historical motoring facts, he carried on to tell of the sponsorship and construction of the Brooklands Motor Course by Ethel and Hugh Locke King who, inspired by the racing held on public roads on the Continent, decided to design and build what was to become the first purpose built racing circuit in the world.

It was an amazing development given that the only experiences the designer, Colonel Henry Capel Loft Holden, could draw upon were from the inclination calculations used by railway engineers for track laying on bends, and methods and procedures used in horse racing. Themes from which made their way into the enterprise, such as: Motor 'Course', 'Race Card', prize money in guineas and the drivers' racing colours.

It was the first time for many things, not least of which was pouring concrete along a banking with a 1:1.66 gradient and building a bridge across a river while still on the banking. Although the design and formulation took some years, the whole building project was accomplished in only 9 months in 1907 with the help of a thousand or so navvies.

[Editor' note: In contrast, a developer in Bracknell has closed a busy through road for 3 1/2 months to tinker with a new roundabout.]

The first event was a 24-hour endurance event on 28-29 June won by Mr Selwyn Edge in a Napier at an average speed of 65.91 miles per hour. This was especially noteworthy, as he did it on his own without benefit of a second driver. The first motorcycle race was held on 20th May 1908, had a field of 20 riders and was won by a Mr Cook on an NLG (North London Garage) at an average speed of 63 miles per hour.

March

Mid-week Lunch Meeting A select group of 13 members attended the mid-week lunch at the Jack O'Newbury in Binfield for an enjoyable meal and a chat. Peter Jones, a not often seen member, decided to risk the possibility of a shower and rode over on his BMW R80 CS. The rest of us perhaps using the justification that there will be plenty more opportunities to ride in the coming months.

Club Night – Bring & Buy Books Doug Ellis kindly performed the auctioneer activities and the two main money raisers were a collection of late 30s motoring magazines and a copy of Bert Hopwood's book "Whatever Happened to the British Motorcycle Industry". A copy of the New Scientist "Does Anything Eat Wasps And 101 other questions" plus heaps of motorcycling mags failed to attract any bidding.

Many thanks to Doug for officiating and a thank you to all those who brought books to sell and to all those who bought books to take home.

April

Mid-week Run There was an excellent turnout for the first organised run of year with 16 riders and passengers putting rubber to the road.

Although the day started a bit on the chilly side, welcome breaks in the cloud were appearing as we assembled at the Holiday Inn at Padworth. I had volunteered to be run leader and after mapping out the route, had conducted a virtual run through using a Google maps application without leaving the comfort of my armchair. This, as I was to quickly find out, has a serious disadvantage in that it doesn't

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account for temporary roadworks or diversions.

On producing the route sheet, I was quickly advised that Henley, through which we were due to ride, was likely to be gridlocked due to major roadworks on the High Street. After some debate, I decided it should be worth a go, as we were coming from a different direction, but in doing so had identified an alternative route, should it be necessary.

It wasn't long after the start, on our way to Upper Basildon, that we ran afoul of a diversion due to motorway bridge closures. Thus we dropped down through Bradfield and joined the A340 and A329 to Streatley somewhat earlier than intended, but at least we were back on the right route. Taking a westerly direction out of Goring, we rode through Crays Pond, Cane End and Gallowstree Common with the intention of riding down into Henley via Greys Green and taking a rather circuitous route back to the Fox & Hounds. However, for some unapparent reason, I missed the turnoff sign and found myself on the alternative route. So, rather than try to turn 16 bikes around, I went with plan 'B' and took the more direct route through Nettlebed and on to Christmas Common, where we arrived not long after midday.

The landlord at the Fox & Hounds, Reiner Hecken, had arranged a long table for us to sit at in the restaurant and was able to accommodate those who had not pre-ordered meals on a table nearby. Muriel and Keith had driven over and Alan and Robert Hummerstone also joined us, arriving in his 3 wheel BSA. So there was quite a gathering of 24 or so to savour the food and drink on offer, which, from my perspective, was excellent.

There was no specific route for the afternoon, so everyone chose their own paths home. I took the route I'd planned to arrive from, but in the reverse direction. It was worth doing and one which I'll have to incorporate in a future outing.

Calleva Gallop The Calleva Gallop, our first main run of the year, was well supported with 17 machines lining up outside the Calleva Arms in Silchester. Notably missing from the line-up were Doug Plester and Allan Herbert, co-organisers of the event for as many years as I can remember. Doug, of course, having re-located to the Isle of Man and Allan and Jean being elsewhere in the country on holiday. Mike Allaway, however, stepped into their proverbial shoes and did a grand job of organising the run.

Route sheets having been handed out, riders set off in smallish groups to navigate the highways and byways of West Berkshire under a patchy blue sky. The route was similar to that gone before, broadly taking in Wolverton, Hannington, Overton, Whitchurch, Hurstbourne Priors and back through Kingsclere, Wolverton Townsend and Pamber Heath to the Calleva Arms. From which comment, one might make the incorrect assumption that it should have been different. Not so. It's rather comforting to take a somewhat familiar journey, to know what is expected of man and machine – an ideal shakedown to flush out those winter moths – and to know that there's an enticing roast lunch or one's alternative choice of fayre at the end of it.

Traditionally, the landlord and landlady of the Calleva Arms choose the best machine for the award of the John Moore Cup, but as they were busy looking after their clientele, your Chairman, Bill Barnes, and Secretary, Malcolm White, made the choice for them. And the John Moore Cup this year went to John Campbell with his gleaming BSA 650 Lightning. Congratulations John.

Many thanks to Mike Allaway for organising the day and to everyone who took part and joined us for lunch afterward.

Participants: Mike Allaway – 1982 Honda 250N, Roy Headon – BSA GB40, Alan Hummerstone – 1932 BSA TW32, Chris Green – BSA, Roger Hunter BSA A7, John Campbell – BSA 650 Lightning, Malcolm White – 1926 Rex-Acme Blackburne, Roger Prew – 1939 Triumph Speed Twin, Bert Appleford – BSA A10, Mike Ashfield – Matchless G3, Doug Ellis – 1957 Norton, Lorraine Carter – 1951 Ariel Red Hunter, Derek Carter – 1941 Indian, David Bryant – 1955 Triumph T110, Malcolm Bryant 1956 Triumph TR6, Michael Bryant – 1957 Triumph TR6 and Alex Taylor – 1958 BSA BB3.

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Club Night – Video Evening April's club night was our video evening. An evening where we are treated to a selection of motorcycling video clips from Michael Bryant's archives and, more recently, available from the 'net. This year was no exception. The opening clip showed what it is now possible to do with a trials machine, even though the laws of rationality suggest otherwise. Toni Bou hopping from rock to rock on the back wheel of his Montesa Honda is quite amazing and shows why he has been a multiple world champion in this branch of motorcycling sport.

Putting it into perspective, the next video clips were of the Alan Jefferies and the Scott trials in Yorkshire in 1951, where the majority of machines had rigid rear ends, which just shows how far technology has developed in the last 60 years. A number of the bikes were BSA D1 Bantams with rudimentary front suspension at best bouncing from rock to rock. It made one quite worn out simply watching the riders manhandling their mounts over rocks and streams that are so much a part of the terrain in that region. It's not surprising that so many champions have their roots in the north. We, in the south, appear to have had it quite easy in comparison. I rode in the Scottish at the end of the '60s, so have some small inkling of what it might have been like, but upon reflection this morning I can't get my head around how challenging it must have been with the unending rocks and the steepness of the climbs on the machinery of the day. (I suspect that advancing age has also a part to play in this consideration.)

Other clips were 'Hot Work', a Hepolite promotional film narrated by Geoff Duke of 1955, that covered a variety of motor sports from Grand National scrambling to Sports Car Club hill climbs, Scarborough road races, speedway, stock car and the Banbury Run.

There was also a "Look at Life – Scrambling for it" clip narrated by Eamonn Andrews in the 1960s, extolling the competitiveness of the manufacturer in Essex, while carefully avoiding the mention of their actual name (Greeves for those in doubt). The clip continued with three riders testing the new 360 which started out as 2-strokes when they set off, but magically morphed into 4-strokes, courtesy of the sound department, later on. No doubt on the assumption that nobody would notice – even if, indeed, they had themselves recognised or known that there was a difference.

The evening finished on a light note with a BBC report of April 1957, that documented the harvesting of uniform lengths of spaghetti from native trees in Switzerland that the growers had successfully bred into the genus over the years. It's quite surprising what one is able to do with genetics even back in those days.

Many thanks to Michael for an entertaining evening.

May

Mid-week Run – Museum of Army Flying At the beginning of the year, the committee asked for volunteers to help organise a few of the runs that the section puts on throughout the riding season. Paul Fenton was willing to put himself in the frame and took on the task of running May's mid-week outing. And what a grand job he made of it.

The start was at The Shack cafe on the A30 just to the east of Hook. Some members took the opportunity to grab a bite of breakfast while others just a tea or coffee. By 10.30 riders assembled numbered 13 plus Keith and Muriel in attendance. Our destination was the Museum of Army Flying at Middle Wallop.

Paul had evidently been casting the right spells, as the bitterly cold wind, prevalent at the beginning of the week, had dissipated and there was a hint of summer warmth in the air.

Setting off south through Odiham, the route dog-legged right at South Wanborough to Upton Grey and on to Nash Green and Axford. Thence to Dummer, North Waltham, Overton, Whitchurch, Tufton, Longparish, Wherwell and Longstock. A decidedly more interesting route than the A30 or A303 that one might have usually taken to Stockbridge. Climbing out of Stockbridge, we took a right turn and

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rode past the Iron Age Hillfort at Danebury Hill. (Some may remember sheltering from the rain on that very same hill a couple of years ago when that was our destination.) It was then only a short jaunt along the A343 to the museum.

It was an excellent run along lanes and single track roads which criss-crossed the major routes and was very enjoyable with no issues, except for a brief episode with Roger Hunter's A7, which, after a longish period of idling at a necessary break, developed a vapour lock and chose not to restart for a while.

Lunch was taken in the Apache Cafe. After which Roger Prew and I enjoyed a leisurely couple of hours wandering around the museum, as we hadn't been before. It was hoped that we would see an Apache helicopter up close, as there was an estimated training departure at 3.00 pm. Sadly, it didn't appear.

Many thanks to Paul for arranging the run. I'm sure he didn't find it too daunting a task and hope that this will inspire others to have a go.

Participants: Paul Fenton – 1955 Triumph 110, Malcolm Bryant – 1956 Triumph TR6, Michael Bryant – 1957 Triumph TR6, Roger Prew – Triumph Bonneville, Malcolm White – 1975 Triumph T160, Roy Alexander – 1976 MZ, Lorraine Carter – 1978 Suzuki GS550, Derek Carter – 1979 BMW R100RS, Mike Allaway – 1982 Honda N250, Ian Thompson – BMW 100R, Roy Headon – BSA B40, Roger Hunter – BSA A7 and Allan Herbert – Honda 200.

The Owen Tyler Cup Run The Owen Tyler Run attracted a comfortable entry of 26 bikes and riders for this annual event.

Sadly, there were no Veteran class entries, but perhaps this is unsurprising, as the machines – and generally the same riders – continue to increase in years and the combination becomes less practicable. Six machines made up the entry for the Vintage class. It was intended to be plus one, but my 1926 Rex-Acme Blackburne, that had steadily made it around the Calleva Gallop a few weeks previously, slipped her timing a mile and half outbound from home. Thus necessitating a quick change of plan and an outing for the '39 Speed Twin instead. The Rex-Acme Blackburne colours were, however, ably picked up and carried by recent member, Tony Heyworth, on his 1927 machine. There were three entries in the Post Vintage class and eight in the Post War 1 category covering years 1946 to an arbitrarily decided 1960 with the remaining nine making up Post War 2 1961 to VMCC eligible at 25 years old.

There were two options. A shorter route of approximately 50 miles and a longer one of 70 miles with a break for lunch at the Rising Sun on Witheridge Hill near Stoke Row. Being somewhat delayed with the machine change, my choice of route was determined for me, as all had already left and there were only short route sheets remaining. It was, however, quite fortuitous, as I wouldn't normally have ridden this route and it gave me an opportunity to do it. I wasn't disappointed.

I was pleased to see Tony's Rex-Acme on my arrival at the pub, but saddened to hear that it had seized on the way and was now devoid of compression. 0 for 2. Not a good day for the marque.

Awards

Best Vintage – Vic Blake 1926 Raleigh Sports

Best Post Vintage – Bill Martin 1937 New Imperial

Best Post War (1946 – 1960) – Chris Green 1958 BSA

Best Post War (1961 to 25 years old) – Tony Wright Norton Rotary

Best Non-British – Mike Allaway 1982 Honda CB250N

Best 250 – Derek Carter 1963 Greeves Scottish

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Oily Rag Cup – Alex Taylor 1959 Royal Enfield

Highest Combined Age – Vic Blake 1926 Raleigh Sports

Owen Tyler Cup for Best Entry – Brian Sarney 1928 Indian Scout

Many thanks to Vic Blake and Bruce Spiller for organising the event, Laura and Muriel for doling out refreshments and washing up afterwards, the Air Scouts for the use of their facilities, all those who donated cakes and sundries, the Rising Sun's new proprietors who accommodated us for lunch and to everyone who entered and supported said entry.

Club Night – Girder Fork Evening Twenty two riders motored up to the girder fork night with 8 veteran, vintage and post vintage machines sporting forks of the designated variety. In addition, I'm pleased to report that Allen Millyard rode over from Thatcham on his Flying Millyard and, yes, it does have girder forks.

Michael Bryant brought his veteran Premier accompanied by Malcolm on a New Imperial. Thus bringing the number of New Imps to four – common as muck, as they say – and thereby outnumbered the usual clutch of Triumphs for a change.

June

Chairman's Ride-In & Barbecue The Chairman's Ride-In and BBQ again proved to be a great day for the Section. The weather was near perfect and 40 riders and drivers brought their machines along to the Air Scout Hut at Hurst for what is becoming a popular annual event for spectators, enthusiasts, supporters alike. Or, perhaps, it's simply the barbeque'd sausages and burgers, mountains of cake and convivial chitchat that are the main attraction.

Machines ranged from a pair of 1927 Rex-Acme Blackburnes to an early '30s Matchless Silver Arrow to a 1977 Quasar owned and ridden by the son of Malcolm Newell, one of the designers of the feet forward bike.

Many thanks to Bruce and Derek for taking up the Master Chef challenge and cooking the burgers. Many thanks, also, to Muriel, Laura and Maryan for dispensing refreshments.

Mid-week Run – Watt's Chapel June's mid-week run, organised by Lorraine and Derek Carter, started at The Shack cafe on the A30 at Hook. There were already a good number of bikes and riders at the cafe when I arrived at 09.45. My intention being to tuck into the smaller of the breakfasts on offer before our departure at 10.30, which I duly did.

Lorraine provided route guidance for those who had the means to fit the sheet in route holders – my T160 with US export bars is problematic in that regard – and everyone was set to depart around the given time. All except Brian, who was unfortunately unable to find the keys for his Fanny Honda. There was then much searching around the cindered car park trying to locate said keys when Brian, much to his chagrin, found them secreted in the corner of one of the pockets in his jacket. Well, we've all done that at some time, haven't we?

Moving off in a cavalcade made up of 15 riders and machines, we headed east on the A30 to the turn off for Winchfield and down to Odiham and then through narrowish lanes to Well and Bentley. At which point, I noticed that the LED charging indicator I'd fitted to the triple had turned from green to red and no amount of revs encouraged it to be otherwise.

Having had a brief word with Derek and checking that my 'phone had signal, I suggested that he continue and that I'd find my way back home. I spent a little time taking off the covers and checking for loose wires, but there was nothing obvious, so decided to make my way back via main roads just in case I needed to call for recovery.

I naturally had some trepidation at the beginning of the journey, about how far I'd be able to go before

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running out of sparks. However, I became more confident of making it when I worked out that with a fully charged 18Ah battery and an estimated 2A drain from the Tri-Spark ignition system there'd be 9 hours of operation. So, working on a worst case scenario of one quarter charge, I'd still have more than enough to get home, provided I didn't do anything silly, like use the electric start or turn on the headlight.

Safely back in the garage, I confirmed with a meter that the solid state regulator was not giving any output and promptly ordered a replacement from Rex's Speedshop, being thankful that I'd fitted the charging indicator some years ago and was able to be warned of such a failure more or less immediately.

On that occasion one of the tags had broken off the original rectifier element and I'd run the battery flat. Fortunately, a bit of wire and electric jump start from the breakdown man got the bike going again, but with modern regulators and no outward indication of a problem there's little recourse, but to call for assistance.

Sadly, I am not therefore able to comment on the rest of the run to the Watts Chapel, but I'm told that it was worth a visit, if one is in the area.

Thanks to Lorraine and Derek for the organisation of the run.

Mystery Run The Mystery Run started at a new location, the Ashridge Manor Garden Centre, Forest Road, Wokingham. A good location for me and for organiser, Bill, as we only live a few miles down the road. Makes a bit of a change from the usual 20 mile or so trip out to West Berkshire for the majority of our runs – more of that later.

It being the Mystery Run, Bill had been quite guarded about the itinerary, indicating only that the route had elements of north, south, east and west in it. He did, however, mention at the start that the lunch destination was the Red Lion in Little Missenden in case anyone became detached from the group.

Unfortunately, due to some miscommunication, David Bryant and Keith & Muriel thought the start was elsewhere. So each found themselves in different parts of Berkshire that were not the Ashridge Manor Garden Centre. David's presence would also have addressed the imbalance between Japanese and British motorcycles that on this occasion now numbered 4 (Hondas) to 3 (BSA, Matchless, Triumph).

Bill's route took us along back roads to Burnham and Beaconsfield and then through Penn to Little Missenden where we arrived just before 12 noon. The 17th Century Red Lion was a bit of a surprise in that it had trout in the river garden and a number of exotic rabbits and poultry on the loose. It also had an eclectic range of motorcycles and stationary engines on show, under cover, but somewhat neglected.

After a very nice Sunday lunch (I can recommend the pork belly), we set off to run through other parts of Buckinghamshire, including Bryant's Bottom, and took an untimed run up Kop Hill outside Princes Risborough.

Bill then apparently took pity on all those who had made it all the way over from West Berkshire and ended the run by travelling west through Nettlebed, Highmoor Cross, Stoke Row, Checkendon, Goring and ending at Tidmarsh. So I still had 20 miles to ride home!

Many thanks to Bill for organising the day.

Club Night – Car Park Concours The scheduled Car Park Concours evening was postponed to July due to a rather wet weather front moving in. So, 4 wheeled transport was the order of the day and a select gathering repaired to the meeting room for a noggin and natter with fingers crossed for better conditions the following month.

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July

Brooklands The Berkshire Section were invited to staff a display stand at the Motorcycle Day at Brooklands to advertise the Section along with a number of other clubs and groups. Derek and Lorraine brought along their soon to be road legal MV Agusta, veteran Douglas and Greeves Scottish; Mike Allaway his Montesa Impala; and Bill Barnes and Malcolm White their Triumph Tiger 80 and Tiger 90, respectively. We also hosted John Bottomley's somewhat modified MAC Velo.

There was a lot of interest and a number of VMCC membership forms were taken away. Hopefully, one or two will consider joining.

Mid-week Run – The Swan at East Ilsley 18 riders and machines gathered at the Holiday Inn at Padworth for the start. There should have been 19, but Derek was having problems with his Indian and returned home. Which explained why I saw him on the Amners Farm Road in Pingewood going in the opposite direction. Lorraine then left to see what he was up to and then there were 17.

The destination was the Swan Hotel at East Ilsley. A firm favourite, as they put on an excellent carvery, provided there are sufficient in number. Fortunately, the headcount for this choice was 20 (included supporters in cars and passengers, if anyone is doing the maths) – apparently the magic figure – which Vic Blake then conveyed to the landlord before we set off. How would we have done this before the era of mobile telephony? A 'phone box, perhaps?

Sadly, Roger Prew's Bonneville refused to start and he was gentlemanly enough to wave us off with a promise to catch us up at the pub, if he could. As it turned out, this was not to be and he arranged recovery back to base. He was, however, able to report that the Holiday Inn does an excellent breakfast bap, eagerly consumed while he was awaiting transport. And then there were 16.

Vic had worked out the route, which, in order to circumnavigate Newbury, swept down to the south to Aldermaston and west through Brimpton, Crookham and Newtown. Thence to Woolton Hill, Kintbury, Wickham, past the Bell at Boxford, up to Peasemore and then along some delightful lanes to East Ilsley.

I'm pleased to advise that there were still 16 at the end and we all arrived together. I am able to attest to this as I, with my Ariel Arrow and in due consideration of others, was at the tail of the group. She went very well, by the way. Feeling very positive and surefooted in the twiddly bits and exhibiting a commendable ability to soak up the bumps and potholes with her big 16 x 3.50 tyres. Definitely worthy of more outings, even if I do feel the need to ride at the back.

The carvery at the Swan was not disappointing. Most managing to put away a selection of everything and a few desserts besides. There being no planned route for the return, we made our separate ways back to our respective abodes. A very nice day, made more so by the weather which improved throughout the morning – after torrential rain overnight – and left us with an afternoon bathed in sunshine under fluffy clouds.

Many thanks to Vic and Laura for organising the day and the landlord and staff at the Swan Hotel for an excellent repast.

Club Night Concours Postponed from last month due to inclement weather, riders appeared pretty much on the dot at 7.30 pm to make the most of the slightly shorter evening – besides the bar didn't open until then.

We had a good turn out of approximately 15 bikes from all post war genres, but not a pre-war bike in sight. That said, there was an opportunity to ride pre-war bikes at the girder fork evening in May, so some of us were able to bring out something a bit different.

Allen Millyard came over from Thatcham on his Honda SS100 V twin (an SS50 with an extra SS50 cylinder grafted on) ably supported by his son and friends. One of whom had a Honda 140cc motor fitted in a Honda Cub frame. Apparently, it goes extraordinarily quickly.

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There was also an interest from several potential members, one of whom, Paul Digweed, rode down from Benson on his Triumph T150 Trident having just that day ridden down with his wife from Yorkshire on a modern Triumph. Well done Paul. It was good to meet you.

Roy Alexander was deemed by the Chairman, Bill Barnes, to be the worthy winner of the informal concours award of shampoo and polish with his shiny MZ. Well done Roy.

Girder Fork & Low Power Run

The Girder Fork and Low Power run was well supported with 15 participants, especially given the torrential downpours overnight and the threat of heavy showers later in the day. There were the customary two routes, a shorter one of 38 miles for lower capacity machinery and the other at 52 miles for those willing to go the distance.

The mileages have inadvertently increased over the past couple of years, in an endeavour to add a variety of going to each of the routes and, although not a stated goal, it seems that an optimum may have been reached in that riders from both routes arrived back around the same time after a riding duration of approximately two hours. Which is generally enough for one sitting.

I was the run organiser and had intended to include the ford across the River Pang off the Bucklebury to Marlston Hermitage road (it was dry in Google Street View), but decided against it on the prior Thursday's recce when it looked to be several inches deep at that time. Heaven knows how deep it was after the rain on Saturday night.

Riders set off in individual groups under leaden skies with more than just a hint of damp in the air, but apart from a brief, heavy shower, I didn't experience more than a few drips from the trees. It was, however, apparent from the wet roads that the rain had not long been gone. Fortunately, the weather front was moving west to east and we were riding east to west, so skipped out from under it. It was well away by the time we turned around to come back.

A new section, consisting of single track roads between Chilton Foliat and Wickham, proved interesting, not only for the green grass in the centre – a portion of which appeared to have been mowed – and muck and gravel, but that there were houses of some stature widely scattered along it, miles from anywhere. I wonder if Ocado or Tesco Home include places such as these on their delivery routes.

Doug Ellis' New Imperial required a bit of encouragement with a push to start at the pub, indicating that all was not necessarily well, and sadly succumbed to a total loss of spark just beyond Stanmore. He was, however, in the company of Chris Green, who kindly rode back to the pub to pick up his van and complete the recovery. They also made it back in time for a late lunch.

Derek and Lorraine admitted to being a bit optimistic with their Puch and Itom mounts and chose a different route, nevertheless covering 20 or so miles before lunch.

Welcome to Paul Digweed on his first run out with the Section. He had hoped to ride his newly acquired Ariel 350 W/NG, purchased soon after riding at the VMCC training day, but it refused to start despite many attempts the previous day. We're pleased that he borrowed his son's MZ and joined us, anyway.

Participants:

Allan Herbert – 1970 BSA Bantam B175; Nigel Beale – 1938 Rudge Rapid; Alex Taylor – 1954 Le Velocette; Doug Ellis – 1936 New Imperial; Roger Hunter – BSA Bantam 175; Roy Headon – BSA B40; Brian Morse – Francis Barnet Honda; Callum Ives – 1956 Ariel HT5; Chris Green – New Imperial; Paul Digweed – MZ TS250/I; Lorraine Carter – Itom Tourist; Derek Carter – Puch MS50V; David Bryant Triumph 2/I; Michael Bryant – 1928 New Imperial; Malcolm White – 1937 Triumph Tiger 90.

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August

Popham Bike Mega Meet The Section, once again, took the opportunity to man a stand at the Bike Mega Meet, which seemed bigger than ever this year. We had been allocated a nice corner of the large marquee next to an entrance/exit, so we were in an optimum place to advertise the Section. Sadly, I'm not sure that there was much direct interest in what the Section had to offer, but the display of bikes certainly got some attention.

More to the point for those of us who were able to ride there, it was a lovely day and I, for one, had a great run down from Bracknell through Wokingham, Arborfield Cross, Three Mile Cross, Grazeley, Burghfield, Padworth, Kingsclere, Whitchurch and Overton. Though I could have done without the unintentional via through Whitchurch.

Likewise, the run back was equally pleasant. I followed Allan, Roger and Roy, who at various junctures departed my route home to go their separate ways. I then caught up with Bill at Three Mile Cross, due to the fact that I'd taken another unintentional detour out of Burghfield and found myself approaching Amners Farm Road, when I should have been way to the east of there. So what the heck. It was a nice day, the Rex-Acme was running well and I really enjoyed the ride.

August Amble Fifteen members gathered at the Holiday Inn in Padworth Lane for the August Amble. Mike Allaway had his tool roll out and was busily trying to re-assemble the right rear shock absorber on his BMW on which the piston rod had become unwound from the top. While I effected a quick repair on my '38 Speed Twin that had shed a bolt on the battery carrier on the way over with a plastic tie. Mike's efforts were frustrated by the spring compression until a fellow member offered to take him back to his local workshop, where they managed to repair the unit and Mike returned to the car park in time to refit the damper for a slightly delayed departure.

This was to be Allan Herbert's final organisation of the event that he's been running for many a year having taken it over from Bill Dorling when it was named the Bucklebury Run.

Allan didn't disappoint. The route took us up to Bucklebury via Woolhampton, thence to Hermitage, Chieveley, Winterbourne, Boxford, Hoe Benham, Wickham, Kintbury and to the top of Inkpen Hill, where we had wonderful views across the Vale of Pewsey to the west and the Test Valley to the south.

No time, however, to ponder on the fate of George Broomham and Dorothy Newman, who were hanged on the Combe Gibbet in 1676 for certain indiscretions and murder, as lunch was beckoning and there were 14 hungry motorcyclists in tow. Down the hill into Ham and on to the George Inn at Vernham Dean via Shalbourne, Oxenwood and Fosbury. A nice sedate run of 35 miles to whet the appetite.

Lunch at the Inn wasn't quite as organised as in previous years, where we were able to pre-book our orders. Nevertheless, apart from a couple of exceptions, the food was served quickly enough and there wasn't anything to complain about regarding the quality or the portions. Not that we were in any hurry, as it was very pleasant sitting in the garden.

With Roger having established an ETA with Maryan to get the tea brewing, Allan took the lead again and we set off on the 27 mile return leg. I was nursing a somewhat sick Speed Twin at this time, as she would misfire for a period and then cough out black soot, as though clearing her throat. While this kept my attention, I didn't miss – literally – the washboard ripples in the road through Hurstbourne Tarrant that were very noticeable on the pre-war Triumph. At that moment, I envied Allan gliding over these undulations on his Honda Benly, as though they weren't there.

We then navigated a familiar route through St Mary Bourne to Whitchurch, Kingsclere, Aldermaston and to the Hunter's at Ufton Nervet. I must admit I approached the relatively long hills between Whitchurch and Kingsclere with some trepidation, as it seemed that she was now also losing power. However, she revved freely enough with the clutch pulled in, which gave me the confidence to continue to our destination.

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Bill Barnes thanked Allan on behalf of the Section for organising the run that was very enjoyable in all aspects and for all the previous events he has put on. Thanks, also, to Roger and Maryan for allowing us to drop the odd spot(?) of oil on their driveway and for their hospitality. Also, the kind suppliers of cake and sundries for our afternoon tea.

September

Mid-week Run – Flower Pots Inn Blue skies were in evidence over the Bushe Cafe at Blackbushe airport, as riders gathered for a scenic meander to the Flower Pots Inn at Cheriton – a marked contrast to the storm clouds and rain that would have been experienced just the month before if it hadn't been postponed. That's not to say that there wasn't the chance of a shower, but it was hoped that these would be missed or at least only encountered on the way home.

A number of our regular members were elsewhere on holiday, but there was still a nice group of eight riders who signed up for the run, including Mike from Brooklands and new member, Graham Denton, on a very sprightly Cub, while not forgetting Keith & Muriel who took up the tail end Charlie position in their car.

Briefing over, I led off west, a mile and half along the A30 to the left turn towards Elvetham, that would be, by design, the longest stretch of main road to be encountered on the 35 mile trip. Some of the route had been explored before, but a couple of variations had been added to keep things interesting. The only point of trepidation for me was when we were descending towards a road junction under some trees and the reflection from the wet surface ahead momentarily suggested that the road was flooded to biblical proportions, but, fortunately, the waters had parted leaving a muddy track through the middle. Divine providence or just dumb luck?

Arrival at the Inn was about on schedule at a quarter after 12, which, as it turns out, was great timing, as there weren't too many in the queue ahead of us for food and they were shorthanded in the kitchen. Meaning that, although there was a wait, it wasn't too long and we weren't actually in a great hurry anyway. When we arrived we were also pleased to see Doug and Christine Plester, who were over from their new abode in the IoM visiting relatives.

We were also pleased to see the arrival of Roger Prew, who had experienced a clutch release issue with his black Speed Twin within a quarter of a mile of setting off from home. Returning quickly to his garage he discovered that the primary chain had become very tight and required slackening off. Having re-adjusted the chain, he missed the start, but happily made it to the Pots via a somewhat less scenic route.

Annual Holiday Bill Barnes, having organised this event for the last three years, asked for a volunteer to take it on for 2017. Sadly, no one was willing to step up and, as a result, the section holiday did not materialise.

Stonehenge Inter Section Quiz Eight members of the Berkshire Section made the trek down to the Stonehenge Inter Section quiz at the Redlynch Sports and Social Club in Woodfalls, just a spit to the north of the New Forest National Park.

Berkshire A was represented by Doug Ellis, Michael and Malcolm Bryant and Robin Strange and Berkshire B by Chairman, Bill Barnes, erstwhile committee members Lorraine and Derek Carter and Malcolm White.

Kick-off was sharp at 8.00 pm with an explanatory word from the quiz master that proceedings needed to be completed by 9.30, in order that the Isle of Wight contingent were in time to catch their ferry back an hour later.

There were six sets of 10 questions that were all motorcycle related and soon the eight teams were scratching their heads – some more than others. After each set of questions, the papers were handed to a panel of ladies who checked the answers and totted up the scores, thus allowing the quiz to go

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on unabated. Leaving time at the end for all to dig into the sumptuous selection of tasty treats before the IoW team's departure.

Score's at the finish found the Wessex V & V 'B' team triumphant with an impressive score of 55. Berkshire 'A' were second with very creditable 48 with Stonehenge and Wessex V & V 'A' very close behind. Berkshire 'B' finished 5th on 38 with which we were quite pleased.

Many thanks to the Stonehenge Section and its members for putting on the event and for their hospitality.

Club Night – Inter Section Quiz September's club night was our turn to play hosts in the round of quizzes that take place between Sections in the autumn and winter months. Five teams from Berkshire, Chiltern, Cyclemotor, Oxford and Stonehenge assembled in Englefield to battle it out with wits, augmented with some knowledge of motorcycling trivia.

The question master was our inimitable Michael Bryant who had trolled through many years of archives past to pose obscure questions, uttered along with encouraging comments, such as; "Everyone knows this" or "You'll kick yourself, when you know what it is".

One section within the assemblage of 80 questions involved visual clues, where it was required to identify manufacturers from exploded views of the heads and valve gear of engines. Surprisingly, this proved more difficult than it appeared for Berkshire and the team only managed to correctly recognise 50% of the 10 images.

Nevertheless, the team consisting of Doug Ellis, Robin Strange, Bill Barnes and Malcolm White had made sufficient progress in the earlier rounds to recover the trophy from the Cyclemotor Section with a score of 54 1/2. Followed closely by Chiltern with 53, Stonehenge on 52, Cyclemotor on 45 1/2 and Oxford on 43.

Refreshments were served to conclude the proceedings.

Many thanks to Michael for compiling another set of interesting questions and to all who had made the journey over to Englefield to participate.

October

Mid-week Run – Eddie Cochran's Memorial October's mid-week run started from Little Nellies' Diner on the Kingsclere road. It was formerly known as Nelson's Diner – perhaps he got the boot – but there was little to determine the difference apart from the name. The music emanating from the speakers was that of early '60s rock and roll, which was quite apt given where we were going that morning. Some of the assembled group indulged their stomachs by inhaling stacks of American style pancakes, others just tea or coffee, until it was time to depart.

Doug Ellis distributed maps of our intended destination in Chippenham, which turned out to be the location of the accident that took the young life of rock and roll legend Eddie Cochran in April 1960. Hence the aptness of the '60s music.

The run to Chippenham from Little Nellies couldn't have been more straightforward, since it simply involved getting on the A4 and heading west. A little un-forecast rain made the roads wet in places, but it soon cleared and 11 machines (of which only 3 were British) with riders and pillions sped along to Hungerford, where we picked up Chris and Rose Green (British + 1) for the onward leg.

In Marlborough, the lead group undertook a small diversion to miss the market square, but I wasn't sure of the way, so followed the A4 signs and experienced a near encounter with a driverless car. I was moving forward behind one vehicle, when suddenly another appeared from the central parking area on the right causing the car in front to stop. I thought "that's a bit cheeky", given how close it was, but then it continued to trundle across the road and bumped into the side of a parked delivery

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truck with no driver to be seen. Fortunately, there didn't appear to be much damage to either vehicle, so I managed to ride around the errant vehicle and was back on my way. I imagine, however, that there were some red faces soon after, when the driver realised that he or she hadn't applied the handbrake sufficiently.

The rest of my run was uneventful and I caught up with the group, as we entered the outskirts of Cheltenham and made our way around the loop road to Rowden Hill. I wondered about the others behind, but they weren't held up much by the incident in Marlborough and arrived about 5 minutes later.

Parking up in a nearby side street, a local resident commented that they don't often see groups of motorcyclists, but do have to cater for the odd tour bus.

Lunch had been arranged at Roy and Olwyn's just a mile or so away. Roy and Olwyn were regular members of the Section until they moved to Chippenham and had very kindly invited us to partake in sandwiches and savouries at their home before we made our way back to our respective abodes.

Many thanks to Doug for arranging the pilgrimage and especially to Roy and Olwyn for their wonderful hospitality to many who had never met them before.

TVAM Display The Thames Vale Advanced Motorcycle club meets in Wokingham each month with the following aim: 'To advance education and to benefit the public by encouraging and promoting advanced motorcycling standards and road safety education.' They are also dedicated to supporting one another, having fun and helping all to continually develop and improve their riding skills. Several Berkshire members are also members of TVAM.

While the majority, if not all, have modern machines, some are known to have VMCC eligible bikes, so the purpose of our display was to show that the VMCC catered for all years and types and to try to expand the number of active members in the Berkshire catchment area.

To that end, the following members turned up with their respective mounts: Andy Dean – 1914 New Imperial, Vic Blake – 1926 Raleigh, Malcolm White – 1939 Speed Twin, Bert Appleford – DMW, Mike Allaway – Montesa, Bruce Spiller – Benelli, Bill Barnes – Honda CB900. We were also pleased to see Brian Sarney, who arrived a little later on his 1920 Indian V twin.

There was quite a bit of interest and a number said that they'd been considering buying something a little older or had bikes that were eligible. So we may have a couple of new members. Only time will tell.

Thanks to all who turned out and to Mike for bringing the gazebo.

Autumn Frolic I believe many potential participants on Sunday's Autumn Frolic had been carefully observing storm 'Brian', as it made its way across the Atlantic, impinging on our shores during Friday and whistling across the UK over Saturday. Fortunately, however, although blustery, our part of the British Isles remained largely dry and come Sunday morning the roads weren't as wet as they might have been had we been further west.

As a result, a comfortable group of twelve assembled at Little Nellie's Diner for the second time in as many weeks. Bill provided route sheets and gave a short briefing before we set off toward the George pub at Lambourn, stoked full of tea and American style pancakes to keep the chill wind at bay.

The run followed much the same route as last year, but given that that was a year ago and memories fade over time, it felt quite fresh and especially so for the single track road down through Ashley Warren that was quite off our normal beaten track. The road runs for about 4 miles through wood and farm land and just as I was thinking that we hadn't seen another vehicle coming in the opposite direction a Land Rover entered the roadway as we turned onto the main road to Whitchurch. Not generally a problem for us on two wheels, but Keith & Muriel were following in their car and that might have been a bit troublesome had it occurred earlier.

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Travelling in a clockwise direction, under blue skies peppered with puffy clouds, we took in Whitchurch, Hurstbourne Priors, St Mary Bourne, etc. on our way to Lambourn and The George. A very nice run on a pleasant autumn morning.

Having heartily tucked into and finished a selection of sumptuous, Sunday lunches, we hastily got going as the blue skies had turned to shades of grey and there was rain in the air. Continuing in the same clockwise direction up to Wantage and then down through the Ilsleys to Compton, Ashampstead and to Theale, where the run ended. Still largely dry, but some of us still had a ways to go and it was going to be a close run thing.

Many thanks to Bill for arranging a very enjoyable Autumn Frolic.

Club Night – Bring & Buy Sale Although the evening was well attended by members, there was sadly very little on offer. It appears that the plethora of spares and parts available over the years has finally been subsumed into projects or otherwise become unavailable. Long gone are the days I remember in the Chiltern Section where trestle tables were full of useful stuff, but that, of course, was before the advent of motorcycle jumbles and eBay.

Still, we shouldn't knock it, there are many hundreds, if not thousands, of bikes back on the road that would have been scrapped had it not been for the present interest in the restoration of machines to their former glory.

In any event, I believe all the items kindly donated by club members found new homes and £32 was raised for Section funds.

Thanks very much to Doug Ellis who again displayed his talent as an auctioneer and to all those who brought or purchased an item or two.

November

Mid-week Run – The Four Points at Aldworth Once again we managed to luck out with the weather on this our last formal run of year. The previous day had been wet and windy, but the rain squalls and clouds were now gone and, while temperatures at dawn were hovering above freezing, it was anticipated that these would rise a few degrees more by the start time of 11.00am.

Eighteen riders and one passenger assembled at the Holiday Inn, Padworth, for the run with the expectation that there would be another 5 meeting us there courtesy of 4 wheels. I had booked for 20, but was asked by the staff to confirm numbers before we left. Requesting a seating of 23 (Bill wasn't able to join us for lunch) brought forth a gasp, but, after a short delay, an affirmation that that would be OK and that it was going to be cosy.

The run of 35 miles took us up through Upper Woolhampton, Bucklebury, Marlston Hermitage, Hermitage, skirted Chieveley and thence to Downend, Peasemore and Leckhampstead. At which point we found we were down to half our number, the latter cadre having inadvertently missed the turn to Downend and thus ending up at Worlds End. Not the end of the world, but difficult to get back on the route once off it.

Striking north up the B4494 from Leckhampstead, the lead group forked right toward Catmore and over the top of the downs to West Ilsley with a further stretch along Bury Lane through open farmland to the A34. All the while under more or less cloudless, blue skies. A short deviation onto the A34 served its purpose and one junction later the group took off toward West Hagbourne and Blewbury and then down the A417 into Streatley, turning west at The Bull and making our way the final three miles along the B4009 to The Four Points.

Fortunately for the others, Michael Bryant was able to take up the baton and made his way over to the Ilsleys – how close he must have been to being back on the right track – and then over familiar roads to Compton and down to the pub. Arriving not more than ten minutes after us.

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I'm not sure exactly how the pub had initially intended to cater for us – it most likely would have been in the smaller back room – but they excelled themselves by giving us seating in the main area which we took up entirely and while crowded it wasn't unpleasantly so. The food was good and the Senior's menu was plenty adequate for most. A vote of thanks to the staff at The Four Points.

Oxford Inter Section Quiz Three teams from Berkshire made it over to Oxford on a somewhat damp and misty evening to join teams from Chiltern, Grasstrack, Cyclemotor and Matchless & AJS to pit their wits against the home team from Oxford in another round of the annual Inter Section quizzes.

The majority of the questions were of a 'supposedly' general knowledge nature. That should have helped those of us who have an inability to store and retrieve obscure motorcycling facts on demand. But that sadly wasn't the case, since many of the questions were numeric in value, e.g. specific years, thus leaving no margin for guesswork. Most galling, since there were a number of occasions when the Berkshire 'B' team was only out by a factor of one. Still, a very entertaining evening, nonetheless.

The Berkshire 'A' team of Vic Blake, Michael Bryant, Doug Ellis and Robin Strange were again victorious with a winning score of 35 (out of 80) and carried home the prize of a quartet of beers. They were followed closely by Chiltern on 33 with most others lagging quite far behind in the 20s. Berkshire Ladies comprising Laura Blake, Denise Bryant, Lorraine Carter and Liz Ellis matched the Berkshire 'B' team of Bill Barnes, Malcolm Bryant and Malcolm White on 21 apiece.

Many thanks to the Oxford Section for hosting the evening and for providing their signature chili con carne, chicken curry and other delights at the break.

Club Night – Les Taylor "In Another Time." Les Taylor was our guest speaker for the November club night and gave a talk and film presentation entitled "In Another Time – The Build Up to D-Day". There are many reports of the landings of British and American troops on the beaches in Normandy on 6th June 1944, but little if anything about the airborne landings which took place some six hours earlier with the objectives of securing some bridges while destroying others, capturing strategic points and, in the British case, taking out the Merville gun battery that had a direct line of fire to the beaches.

It was an interesting topic for us as five wartime RAF airfields in Berkshire were the staging points for the American 101st Airborne Division that was assigned strategic objectives beyond the western perimeter of the landing beaches. RAF Greenham Common – subsequently the focus of anti nuclear protests that took place between 1981 and 1991 – was one of them from which 84 C-47s (US military designation of the Douglas Dakota) took off with 794 troops on board as part of the first wave.

Unfortunately, things did not go as planned, due to a combination of cloud cover and poor navigation that resulted in the troops missing their appointed drop zones and being scattered over a wide area. (This was also true for the British 6th Airborne contingent dropped to the east.) However, most objectives were accomplished, which allowed the troops from the D-Day beaches to establish a foothold and from then on, as they say, the rest is history.

Les then concluded with a short film that he and his son had produced, which included interviews with a couple of local residents who had lived through the build up and clips of aircraft and troops preparing for that eventful day.

Many thanks to Les for coming along to give us the talk. A collection in aid of the Air Ambulance was taken, which I'm pleased to report amounted to £32.75.

December

Chiltern Inter Section Quiz Due to a bout of the lurgy, a mixed team comprising 50% of the usual 'A' team, Doug Ellis and Robin Strange, and 50% from the 'B' team, Bill Barnes and Malcolm White, represented the Section at the Chiltern Quiz last evening.

Glyn Chambers was again on form and challenged the members of the six teams with a series of 100

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questions consisting of 10 groupings aligned to letters of the alphabet. e.g. the first 10 were questions relating to A & B. Unusually, a general knowledge question was included for each letter among those specifically relating to motorcycling. It at least gave some of us the hope of making a contribution.

In a strategic play, Cyclemotor decided to play their joker – the opportunity to double the points scored in the round – at the outset. Thereby appearing to leap ahead of the opposition. Given that there wasn't any way of knowing what questions would appear in the round and that we'd done rather well with eight in the first, Berkshire decided to play their joker next. Disappointingly, the questions didn't fall as hoped and we generally felt that we had squandered the joker for a score of four doubled up to eight. We were now on a par with Chiltern, who hadn't played theirs, and behind Cyclemotor. Things did not look promising for the remaining rounds.

Nevertheless, we chipped away and even though Chiltern bested us by some margin with their joker play, we were only 1/2 point behind at the conclusion of the penultimate round. Once again it was to be a nail biting finish and when the scores for the round were tallied, Chiltern scored seven, but Berkshire were able to trump that with a maximum of ten and arose from the ashes (unlike England's cricketers' attempts downunder) and were classified as the winners.

The top three were Berkshire on 78 1/2, Chiltern with 76 and Cyclemotor with 69. A repeat of last year's placings and the third year that we have come home with the bacon. Not only that, but, by way of a bonus, each one of the team picked up a raffle prize.

Many thanks to Glyn and the Chiltern Section for their hospitality and the plentiful supply of sausage butties, mince pies and refreshments at the break.

Christmas Dinner 35 section members and their partners met up at the Wheelright's Arms in St Nicholas Hurst for the annual Berkshire Section Christmas Dinner. I believe there might have been a few more, but space was limited and 35 was the most that could be accommodated. The advice being for those who missed out to get their orders in early next year.

The Christmas menu selection was as varied as one might expect, but naturally included seasonal favourites, like Turkey and Xmas pud, as well as pear salad and pumpkin ravioli for those with a vegetarian disposition.

After the coffee was served, Bill gave a short report on the activities undertaken during the year and, in addition, was pleased to acknowledge Allan Herbert's long contribution to the Section by announcing that Allan had been awarded the E. E. Thompson Award by the VMCC for outstanding efforts in promoting or organising club events.

The raffle was then drawn with Denise Bryant taking home the main prize of the Christmas hamper.

Many thanks to David Bryant and Bill Barnes for organising the evening and to the committee members who donated the other raffle prizes.

In conclusion

Many thanks to everyone who participated and contributed to the Section during the year and best wishes to all for 2018.

Malcolm White

Secretary

For full details of Section activities
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