

VMCC Warwickshire Section Newsletter

news letter No. 40

March 2023

The days are lengthening slowly, the weather has been fairly kind so I hope that you are preparing for the new riding 'season' if you are not already riding and just wrapping up well.

Our next club night is imminent and we have another very good speaker. I have been to a talk By Mark Bryan whose job includes following up calls from people who have an 'old bike' in the shed, possibly from a deceased relative. Some times a whole collection! It should be a very interesting evening. He may even give some advice about a bike you own.

Chairman's Chat – The shock of the new!

For as long as I can remember, I have always worn traditional style motorcycle jackets while riding my bikes. They were either made from leather or a wax cotton garment, usually complete with many useful pockets fastened down with brass poppers. Most modern motorcycle clothing I have passed over as being too bulky, too bright or having downright daft names like "Pro tech", "Pro Series", "Raptor" or "Traction Evo". So imagine my surprise when I was recently tempted over to the dark side...or should I say, florescent side of life. While perusing my favourite and local 'Age UK' charity shop, I #came across some motor cycle riding gear for sale. One garment stood out...it was a very bright florescent yellow and black modern jacket "thing" complete with shoulder, elbow and back protector. I duly paid the princely sum of £15.00 and took it home. I then hung it in the shed and waited for a dry/cold day for a full road test and assessment.



In conclusion..

After recently riding to a committee meeting in my new (modern) Richa jacket, I can confirm the said garment is keeping me warmer and cosier than other jackets before it. Stopping the cold wind whistling into all the nooks and crannies was aided by something called 'Velcro' on all the adjusting straps. The Acid house rave scene florescent colouring may even be useful when negotiating some of Warwickshire's finest road traffic junctions...Kamikaze Island springs to mind. And if I really don't feel ready for the modern age just yet, I could always wear it at a Power Rangers convention...or simply bring it along to our Bring and Buy night on May 10th at 7.30.

Ride Safe.. David Kendall

As the owner of a Triumph Tina I can see the unintended humour of this front cover. Can you?

I'll give you a clue, the word 'sport' and a photo of a Tina do not usually go together.

I believe that the article refers to Ken Craven (*who built bike rear carriers etc*).

Back in 1962 he managed to borrow a Tina from Triumph and successfully ride it to a motor show in Germany, via the Alps.



ETHANOL FUEL - A SALUTARY TALE

Has there been any discussion on the effects ethanol fuel can have on a fuel tank which has been left unused for many years? I have certainly seen none relating to my particular story. Whatever the case, I think it could be useful to share my own experiences with you.

I recently acquired an Ariel Arrow which had lain in an abandoned state for some years. The bike's history was uncertain but my challenge was to recommission it for the road. The job involved a *significant* amount of work which resulted, amongst other things, in a rebuilt engine complete with new pistons in freshly bored barrels.

Initially, I fired up the rebuilt engine on a remote fuel supply and, after much further work (details not relevant here) I had it running sweetly though I'm not sure the neighbours were so enamoured with the copious emissions billowing from the exhaust pipes. (I'm not really a 2-stroke fan; why did engine designers think it was ok to deliberately burn oil and send the smoky consequences into the atmosphere?)

Once the engine was running ok, I turned to the job I had been avoiding; cleaning out the fuel tank. You may know that, on this machine, this is buried deep in the bowels of its pressed-steel monocoque chassis and a good deal of work is required to extract it. I therefore chose to clean it out in situ. Once done, I poured in some two stroke mix and fired up the engine – vroom cough vroom!

After a short work-shop run, I switched off to carry out some adjustments and take a 2-smoke break! When I returned and attempted to turn the engine over on the kick-starter it refused to move! After preliminary checks I resorted to lifting the head and barrels. The evidence of my discovery is graphically illustrated in the pics below.

I could have literally kicked *myself*! I should have known better!! This is not the first time I have experienced this phenomenon and it is something I have warned others about for years!



The pictures clearly show the thick ‘gloopy’ residue which I found adhering to the pistons, barrels and any cavity through which the fuel had passed. Please remember that the engine had been run only for 10 minutes or so on the main fuel tank and these were *new components*! So what is the cause? My belief, backed up by other previous experiences, is that a fuel tank which has been laid up for some years allows the fuel to quietly evaporate away leaving a ‘residue’ on the inner surfaces. When Ethanol fuel is subsequently poured in, its aggressive nature scours the surfaces and dissolves this ‘residue’, putting it into solution with the fuel which is then delivered to the engine via the fuel lines and intake etc. You’ll see evidence of this occurring in the change of colour of the fuel – it goes into the tank perfectly clear but exits the tap with a golden brown hue. You’ll also notice, with an engine that has been run, the inlet tracts, ports, inlet valves (in a 4-stroke engine) etc will display a similar surface colour. The engine continues to run whilst hot but once cooled down, the ‘gloop’ solidifies and glues up the works.

The answer is to ensure the tank is not just visually clean but also free from the ‘scouring’ effects of ethanol fuel. My method is to pour in E10 petrol, leave it a while to help dissolve the residue, swill this around and continue until the colour of the fuel exiting the tank is the same as the stuff poured in.

The first time I became aware of the phenomenon was when I undertook a total restoration of a Triumph Speed Twin some years back. The bike had been slumbering in a shed for decades, probably with some fuel in the tank but when I received it, all fuel had evaporated, leaving some obvious debris which I carefully cleaned out. The engine ran fine in numerous workshop tests using fuel from the bike’s own tank but I noticed, after a while, that it had turned a strange colour...

Now, because the chrome on the new exhaust pipes were showing signs of crazing (and after no more than 30 mins of use!) I returned them for replacement. It was a week-or-so before the replacements arrived; I fitted them and, in preparation for running the engine, I pushed down on the kick starter somewhat *gingerly* (I can’t say why) and heard an odd ‘click’ from within and was aware also of unexpected resistance on the pedal. The cylinder head was removed to reveal that one of the inlet valves was ‘glued’ open with a golden-brown residue residing up inside the valve guide.

Yes, the piston had risen up and clouted the open valve, bending the head (this was the click I’d heard) fortunately there was no other serious damage. A new valve and a seat re cut was required to rectify the situation! I’d like to say that I had learned my lesson...

Clive Rickman (*Clive is a well respected restorer of classic bikes as well as one of the main organisers of the Kineton classic vehicle events*)

WANTED — a plea by Arthur Farrow

I recently bought a 1956 Triumph Thunderbird motorcycle with an SU MC2 carb which seems to be a mis match of parts in the CV piston area (only opens about 50% of the way) as think the piston is a car one...any parts or anything for these anybody?

Burlen the "so called" manufacturers are of little help sadly. Ace in London who are pre unit Triumph folks have nothing at all and Draganfly (Ariel square 4 fitted them) have only a few minor bits.



If you can assist then please phone him: 024 7501 1213 or Mobile: 0771 007 8586

More handy hints from "The Motorcycle" booklet costing 3/6d in 1959



FAULTY EARTH

Corrosion is the enemy of all electrical circuits. When the headlamp switch is operated and, say, the tail-lamp or sidecar lamps fail to respond a likely cause of trouble is a faulty

earth contact where the lamp is attached to the number plate or mud-guard. A smart tap with a clenched hand will usually produce results. The remedy, of course, is to clean away any rust formation at the lamp flange. Another cause of poor continuity is between the bulb and its contacts; bulbs and holders, as well as the "pips" in the base of the bulb, must have good contacts.

INSTRUCTION-BOOK COVER

So that it is handy for quick reference, your instruction book probably spends the great part of its life in your garage or shed, with the result



that its covers in time become very grimy. An additional cover made from a plastic bag or sheet (polythene is impervious to oil) will provide the necessary protection. The edges of the plastic can be stuck to the inside surfaces of the cover with transparent adhesive tape.

MONOBLOC TUNING

To tune an Amal Monobloc carburettor for economy the throttle needle can be lowered by one notch from the standard setting. Throttle valve cutaway can be increased—i.e., by fitting a replacement slide with greater cutaway—but the mixture should not be weakened to the extent that acceleration becomes "patchy" when the throttle is

opened quickly. On oldish models a new needle jet will often be found to provide an improvement—needle jets wear. . . . Pilot air screws should be set to furnish as weak a setting as possible consistent with reliable idling. The pilot jet itself must be properly tightened, since otherwise there may be a leak between the jet and its holder. Finally, a check should be made to ensure that the rubber tube connecting the air filter and air intake is not distorted or fitted in such a way that it is affecting the supply of air to the main-jet system. If that is happening there will be erratic running and, possibly, high fuel consumption. A dirty air filter will also, of course, cause heavy consumption.

CIRCLIP TOOL

An excellent tool for removing circlips which have no loops on their ends can be made from an old screw-driver. The end should be shaped

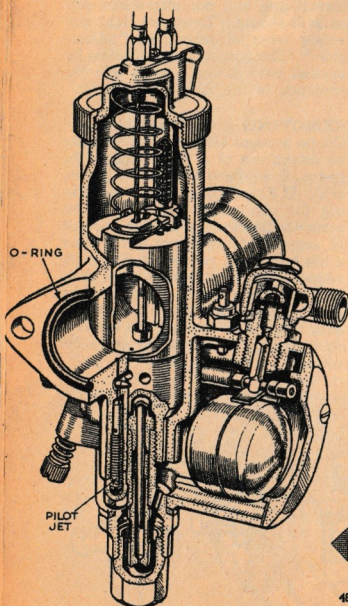
by grinding into a hook-like pointer. Its width is such that it will slide easily into the small, vertical grooves machined in the piston just below each gudgeon-pin boss.

WET IGNITION

When an engine is sopping wet and the ignition cuts out the plug (or plugs) should be inspected to ensure that its gap is not too wide. When the plug body and high-tension lead are damp the current will feed back externally instead of overcoming the "obstacle" of jumping the excessively wide gap.

CIRCLIP REFITTING

When refitting circlips which have no loops at their ends, the gap should be positioned at "seven o'clock." In this way subsequent removal is very much easier because a hook-shaped tool can be inserted close to the gap and one "tail" of the circlip readily prised out.



Upcoming events

Wednesday March 8 Club night 8.00 pm

We will welcome mark Bryan who is the motorcycle specialist at Silverstone Auctions. They are “a world-class, specialist auction house for the sale of classic cars, modern supercars, competition cars, historic motorcycles and automobilia.”

He will be speaking about his role and how he follows up enquiries about selling classic bikes, visiting dusty sheds and advising on what he finds there. Very interesting, and he may bring an interesting bike with him.

He may even advise on items of interest to individual members.

Friday March 24. B.H.R.practice day Mallory Park

This is not a section event. For the past several years I have attended to see the classic racing bikes being fettled and run on the circuit. There is unfettered access to the pits area where one can watch the activities and chat to the riders and back up teams. The pits cafe serves hot drinks and food all day. Entrance last year was a very reasonable £5 and is a great way to spend a few hours. As last year I will offer to meet riders who wish to accompany me for the half hour ride there. An email will be sent out a day or two prior.
British Historic Racing is a section of the VMCC

End of March. Mike Hailwood anniversary

Mike lived – and died – in Warwickshire. He died on 23 March (1981) and his birthday was 2 April (1940). It is a nice ride to a little village where he is buried with a lovely view over the countryside. I will be riding there mid week between those dates. Last year I led a small group there to a rural cafe outside the village. We then rode in to the village to visit his grave. More details nearer the time. This is not a section event.

Sunday 2 April The 3 Counties Spring Run

This most definitely is a section event. We meet at the Willoughby cafe on the A45 around 10.00am for a 10.30 start. David Barnes will be leading on a scenic run from Warwickshire into Northamptonshire and Leicestershire along country lanes finishing at a good refreshment venue. A great Spring ride, well worth supporting.

VMCC Warwickshire Diary of events for 2023

This is a provisional diary which may change. More events will be added nearer the dates

Watch out for emails or visit our website <http://vmccwarwickshire.co.uk>

Date / day	event	details
Mar. 08 Wed	Club night	Kenilworth Rugby Club. Speaker Mark Bryan Silverstone Classic Auctions 8.00pm start.
Mar. 24 Fri	British Historic Racing Practice day, Mallory Park.	A good day to see close up classic racing bikes with full access to the pits and a good cafe.
Mar. 30?? Th.	Mike Hailwood born/died	Ride to visit grave. Nice location. T.B.C.
April 02 Sun	3 counties Spring Run	Meet Willoughby Cafe 10 am for 10.30 start. (D.B.)
April 12 Wed	Club night	Kenilworth Rugby Club 8.00pm
April 22 Sat	Cov - Brighton Run	National Motorcycle Museum
April 23 Sun	Cov - Brighton Run	Return from Brighton area.
April 22/23 s/s	Stafford Bike Show	Need I say more?
April 30 Sun	Nat. Relay Rally	Long Itch Diner CV47 9QZ
May 10 Wed	Club night	Kenilworth Rugby Club. Bring and buy. 7.30pm
May 21 Sun	Rugby Bikefest	Probably a ride – in. T.B.A.
June 04 Sun	Kenilworth Run	Meet Hatton lay-by 10.00 for 10.30 am start.(M.G.)
June 10 Sat	Daventry Bike Day	Similar to Rugby Bikefest. A good event
June 11 Sun	Breakfast Ride in	Malt Kiln Farm, Stretton u. Fosse. 10.00am.(H.W.)
June 14 Wed	Club night	Fish & Chips + bring a bike. 7.30pm
June 18 Sun	Banbury Run	National Motor Museum, Gaydon.
June 26 Mon	Cassington Bike night	Cassington Village, OX29 4DN
July 05 Wed	Chairperson's Social	Blue Lias, bikes and buffet. from 6.30pm
July 09 Sun	Pailton Steam & Bikes+	Fairfield lake and Smite Brook Steam Railway
July 12 Wed	Club Night	Kenilworth Rugby Club. Bike night. 7.30pm
July 23 Sun	Founders Day Rally	Stanford Hall. From 9.00am. Display bikes wanted.
Aug. 06 Sun	Bill Lacey Run	Evenly, Northants. (more details TBA).
Aug 09 Wed	Club Night	Kenilworth Rugby Club. bike night
Aug 13 Sun	The Coventry Parade	Coombe Abbey
Sept. 03 Sun	Genteel Run	Run for smaller, older bikes. (details TBA). (D.K.)
Sept 10 Sun	Atherstone Motorshow	Great town centre free event. Lots of cars/ bikes.
Sept 13 Wed.	Club night	T.B.A.
Sept 17 Su	Afternoon Tea and cake run	Meet at Hatton lay-by. 2.00 for 2.30 (S.D.)
Oct. 08 Su	'Autumn Leaves' run	Meet at Long Itch Diner. 10.00 for 10.30 (S.D.)
Oct 11 Wed	Club Night	Kenilworth Rugby Club. 8.00pm
Oct. 22 Sun	Antelope Ride In	Meet at Antelope Inn, Lighthorne, 12.00 or ride in from Chesterton Windmill. At 11.30 am (S.D.)
Oct 28/29 s/s	Nat. M/c Museum	Open Day. Free entry + trade stands + guests.

Attendance at most of section events will count towards the 'Rider of the year award'

(D.K.) etc. indicates run leader. Events in purple are section events, others may be of interest.

Alan's Bikes for sale



Long time Committee member Alan Bailey still has for sale his 2 bikes from different eras.

1928 Model E Ariel.

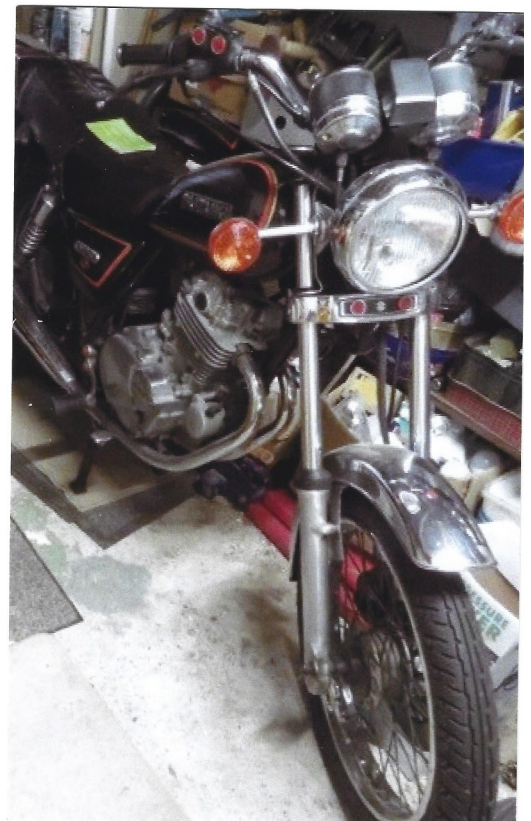
Owned by him for 23 years.

It has been very well cared for and is in great condition.

It has been used on many occasions during that time.

Eligible for the Banbury Run.

Sensible Offers



1992 Suzuki GN 250

Single cylinder, twin port. Electric starter.

This bike has also been well cared for and has a current M.O.T.

Offers around £1200

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