

VMCC Warwickshire Section Newsletter

news letter No. 41

April 2023

2 years ago I wrote this piece below for the March 2021 news letter. I have just come across it again. So its 3 years since the idea was born! Since I wrote this piece we have thankfully come out of lockdown and I have learnt a little more about the technicalities of laying out the content. Your constructive comments regarding any aspect is always welcome:

Editors notes

I have been checking back. At the end of March 2020 I sent the first of my emails which became the 'lock down newsletter'. I don't think any of us expected to still be in this Covid situation 12 months down the line. I like to think that the newsletters have given some continuity to club involvement. Also, looking back at them I am sure that they have improved both in content and technically. We intend to make them a permanent feature even after normality is resumed.

However we do rely on contributions from members so please, if you have been mulling over whether to put something in print then please do so. If the thought of using technology puts you off then just put pen to paper and send it to me. I can sort it out and get you in an upcoming edition. Barry.

Chairman's Chat – Braving the elements.. In a recent episode of Father Brown the village of Kembleford was terrorised by a gang of Ton up boys, yes Rock and Roll has arrived! These terrible teenage delinquents were of course dressed mainly in black leather and rode a collection of noisy Triumphs and BSAs. Did any of our gang do a bit of moonlighting.. and secretly take part in the filming? and all the faces were all conveniently covered up! On Wednesday 8th March (last months Club night) 24 hardy souls braved the snow and sleet to come along for our March Club night. Our guest speaker was Mark Bryan who gave a fascinating insight into Barn and Shed finds while working for Silverstone Auctions. While on the subject of the weather, I do hope you have managed to gravitate towards your shed, especially after the clocks have gone forward and we now get extra daylight. If you have a new restoration project on the go, or

anything else interesting on the workbench try and take some photos and send the images to Barry for a feature in our newsletter...every little helps. By the time you read this we should have enjoyed our first run of the year..The three counties run. A gentle meander around country lanes kindly organised by our own Beezer Dave....but I don't think Kembleford will be on the route..well perhaps not on this occasion! Ride safe.. David Kendall

Mark Bryan at Club night in March

At our regular meeting on Wednesday 8 March at KRC we had the pleasure of welcoming Mark who is the motorcycle specialist at locally based Silverstone Classic Auctions. His main role is to deal with potential clients who have motorcycles they are looking to sell. He regaled us with tales of visiting properties where bikes were in sheds, garages, in kitchens, front rooms, under the stairs and even in bedrooms! His slide show showed a whole range of machinery worth from a couple of pounds to a couple of hundred thousand pounds! A really nice man. He brought with him a rare Excelsior that once graced the racetracks back in the 1950's. Although it was worth quite a bit he allowed us to sit on it and imagine tearing around the T.T. course.

Mark, George and Alan talk bikes.



Ian riding in the T.T.



They are saying "its too fast for you!"

Brian Clark braved the weather at Mallory

The annual B.H.R. practice day wasn't blessed with the best weather so I decided to go in the car instead of on one of my bikes. About a dozen hardy souls did arrive on two wheels. There were probably fewer race bikes in the paddock than in past years but enough to make it an enjoyable day. Amongst them were: Manx Norton's, Velocettes, Honda's, 2 Rudge Ulsters, Triumphs, B.S.A. Bantams, plus 25 sidecars both 'kneelers' and 'sitters'. There was also a good number of surprisingly fast scooters, compared to the road going versions.

The downpours and hailstorm did not seem to put the riders off as they rode flat out. Thankfully there were no crashes. The only hold up was to clear standing water off the hairpin. Most of the sidecars went out on the track to complete a good days action. I trust the weather will have improved by the time we attend the first race meeting, hopefully on our bikes.

Neil Ives gets a shock!

In 1972 I was employed as a mechanic at a shop, (Chambers of Rochester in Kent) that sold bicycles, Puch mopeds and Honda motorcycles. I was using my current bike back then, a 1955 BSA Golden Flash. The Honda machines were very nice to ride, civilised you might say. One day a chap brought in a Kawasaki 350cc two-stroke triple to have a puncture repaired. I grabbed the job as I was keen to try the bike on a test ride. After changing the rear inner tube and putting the machine back together I got my biking gear on and pushed the Kwaka out of the workshop. The smell of the two-stroke fumes enveloped me as I got ready to join the flow of town traffic. Next, a gentle tootle for 100 yards to the next junction and a stop at traffic lights.

When the lights turned to green I opened the throttle to nip across the junction smartly. What I was not expecting was for the bike, with me gripping the bars for all I was worth, doing a full wheelie across the junction! Goodness that bike was an utter beast! I took a quick route back to the shop to calm down with a strong cup of tea.



Kawasaki K2 350. Image from internet

Up coming events

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 10.30am for an 11.00 start. **beware loose gravel in the car park** 'Beeza' Dave Barnes will be leading on a scenic run from Warwickshire into Northamptonshire and Leicestershire along country lanes finishing at a good refreshment or light lunch venue, The Denbigh Arms, Monks Kirby, CV23 0QX. A great Spring ride, well worth supporting.

Wednesday 12 April. Club Night

8.00pm at Kenilworth Rugby Club. We have what promises to be an interesting talk by Keith Edwards on caving in Warwickshire. *Who knew that we had any?*

Please keep a lookout for the emails that are being sent out and the information on our website. A version of the Diary of this years events can be found on page 5 of this news letter.

Tales from my shed

I have to admit that not a lot of progress has been made towards getting my Bridgestone or Tina back on the road. The latter has been treated to a new Mikuni carburetter which I am hoping will be less of a problem than the very elderly incontinent Amal that was fitted. Because of the different design I have had to use a short length of reinforced hose to mate the carb to the cylinder inlet. This in turn brings the carb inlet up against the side panel which I will have to 'modify' once I ensure that the carb will work properly. So far I have not managed to start the engine! I hope to have it back in action this month. (April).

Tiger 90 brake light would not work when pressed into action. A simple fix one may assume. The bulb and contacts were sound. The switch was behaving correctly. The connections to it seemed good. So it had to be the wiring. Problem is the wiring runs up inside the bikini fairing. This needed to be unbolted after removing the seat along with the light switch and ignition switch.

There were soldered joints which were heavily corroded so both wires had to be changed. I then found that the wire from the battery to a soldered joint where 3 wires were joined to it was hanging on by a thread. This was rectified although my soldering is not that good and a neighbour took pity on me and helped.

I also found that the inline fuse had been overheating so that was changed as well. The brake light is now back in action.

I was pleased that these faults were found now as I am riding it around Yorkshire in May.

VMCC Warwickshire Diary of events for 2023

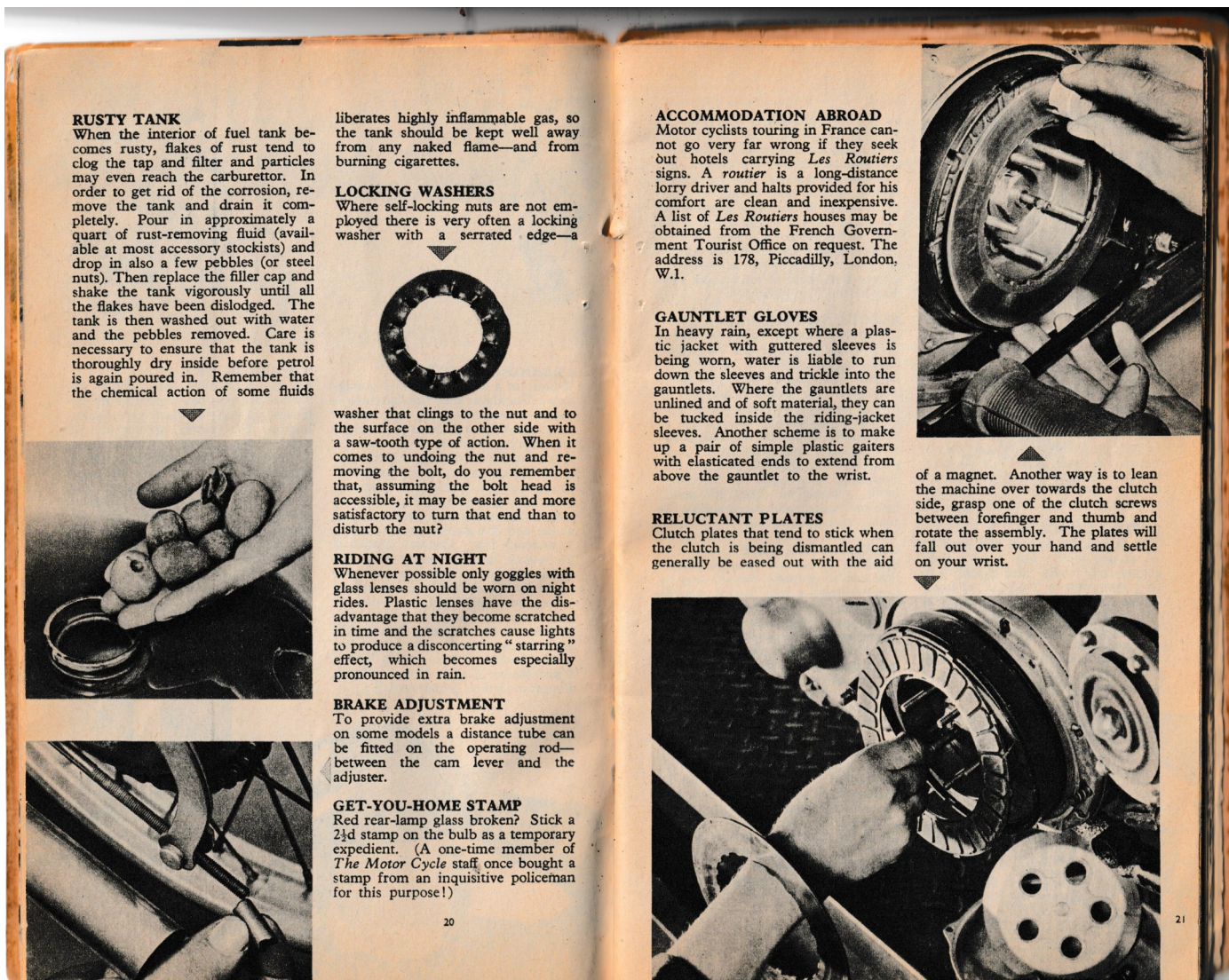
This is a provisional diary which may change. More events will be added nearer the dates

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

April 02	Sun	3 counties Spring Run	Meet Willoughby Cafe 10.30 am for 11.00 start. (D.B.)
April 12	Wed	Club night	Kenilworth Rugby Club 8.00pm. Caving in Warks.
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	National 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. Tickets £6.50
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. More details later.
Sept. 03	Sun	Genteel Run	Run mainly 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 our 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.

More handy hints from "The Motorcycle" booklet costing 3/6 (17½p) in 1959



N.B. The get – you -home stamp cost 2½d which is about 1p!

VMCC National Annual General Meeting

This has been held recently with some interesting voting! I will leave the details for you to read in the upcoming Vintage and Classic journal. Suffice to say more changes are happening!

My Triumph T80ish resurrection

Part 1 the engine

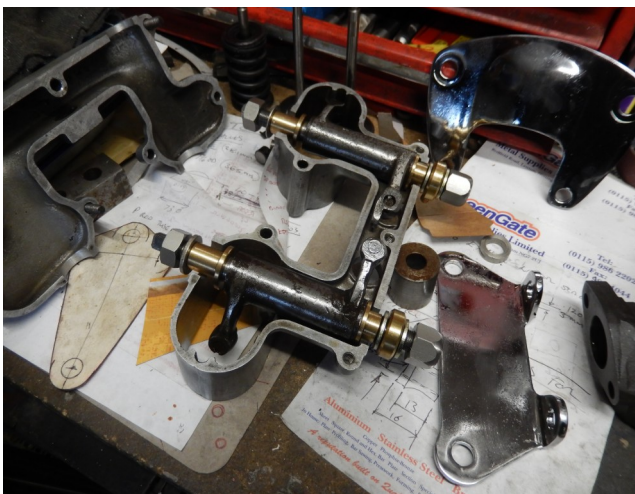
The bones of this bike has been in the family for decades. I remember seeing it scattered around Pops (my dad) garage when I was a child, along with other bikes. Its a 39 bike (well most of it is)

I started sorting parts out about 2 years ago in Covid and the bike should have been finished last spring. However I have had a medical problem which stopped me doing lots of things last year except visiting the Hospital on an almost weekly basis.

However fortunately I have managed to get it all together and this is the tale how it happened. Please. if you are some sort of rivet counter or it has to be 100% original sort of person, please do not read any more of this article. It will upset you.

The frame fortunately had a log book. I had no forks which were used years ago. The tank was past repairing and looked like it was made of lace, Pre war lightweight Triumph tanks are scarce to say the least. I had a slightly later Triumph tank, and with a bit of welding fitted the frame and looked good ish. I had a rear wheel, oil tank, tool box (not on yet} no mudguards but some alloy ones in stock. gearbox which has a T140 5 speed internals from my racing days and the bottom half of the engine. I had no chain cases so made some patterns and had them cast. I machined these in the shed on my miller, Just like that.

The engine was a spare which I built up many years ago when I raced with the vintage club. Having blown many std bottom ends up with its crowded cluster big ends and taper crank pins. I fitted a 500/350 Velo rod and big end into a set of Triumph T70 80mm stroke steel flywheels and made the bore bigger to make a shorter stroke 350, the std Triumph T80 is 89mm stroke. I also welded the original holes up where the barrel bolts are in the top of the crankcases and re-drilled new holes to line up with the cylinder head and used through bolts. This bottom half of the motor had sat all greased up under my bench for almost 40 years.



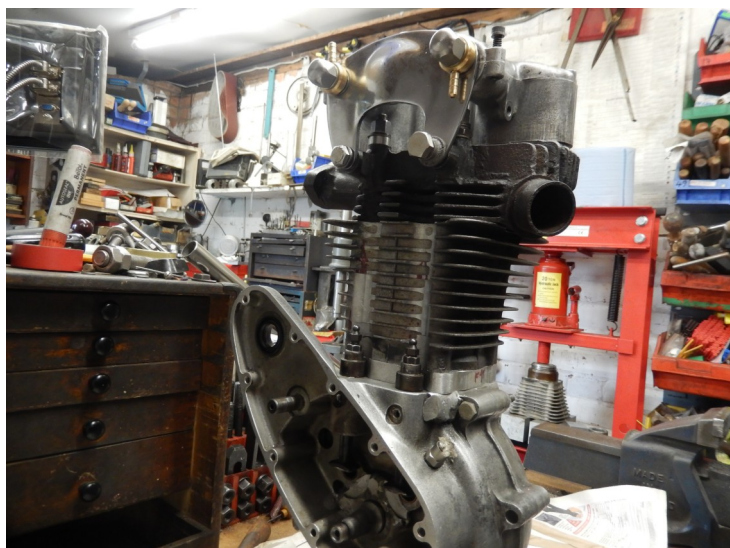
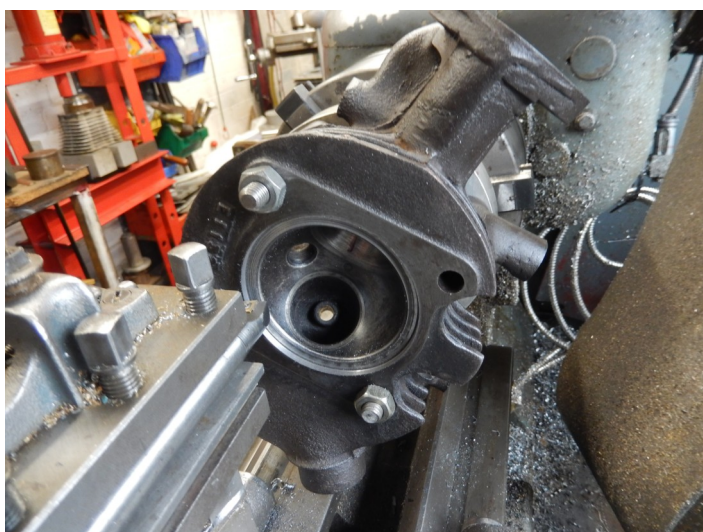
Sadly the barrel I had had most of the fins broken and I could not find a suitable replacement. Eventually I used a Harley 888 alloy barrel bored to 77mm and fitted with a Triumph T140 +40 piston. The std T80 cylinder head was used. The inlet port was quite rough so I popped it on the miller and bored it parallel to 1 1/16" bore. I had to open the counter bore

up and machine a spigot to match on the barrel. I had no pushrods so made these to fit with no adjusters. To get some adjustment I knocked up some eccentric rockers shafts to adjust the tappets. I also modified the original rocker box for proper lipped oil seals to stop the leaks created by the felt seals on the original set up.

I had already decided there would be no lights so I use one of my Self generation electronic magnet like all my old bikes. I did keep a few back when I sold the business some years ago.

There should be pictures to show some of the work. This should keep Barry happy for a while, also you may be asleep already so I will save some for Barry's next mail.

Cheers Tony Harris



The next news letter should be out about the end of April. Don't forget to send in your contribution.

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