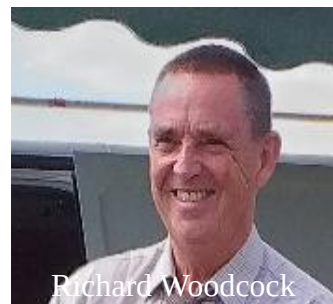


VMCC Warwickshire Section Newsletter

news letter No. 57

Oct. 2024

As you will have read in last months news letter Geoff Booth and Rob. Thomas, the organizers of our 'Coventry Parade' for the past 11 years have decided to hand over the task to other members. We therefore are asking for members to step forward and help continue this long and very worthwhile tradition. You will not be expected to do it for umpteen years. Just next year will suffice. Richard Woodcock has kindly said that he would lead a small team of say 3 or 4 others for next year- the 70th year of the event - Then we will decide where the future lies. So please let us know if you are at all interested. "ask not what your club can do for you but what you can do for your club



Chairman's Chat

The illustrated motorcycle.....



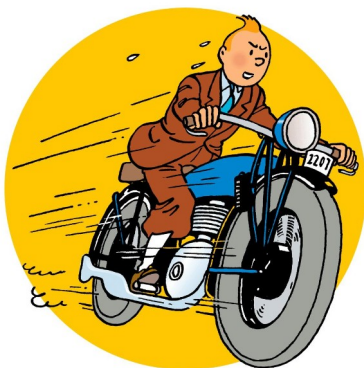
When I was a young tearaway starting out as a Motorcyclist, Biker or even Grebo....do you remember that phrase..? Every month I would purchase my monthly periodical 'Bike magazine' - in those days, a very independent and free thinking motorcycle journal. And, straight away I would turn to the back pages to see what my motorcycling hero had been up to. The hero of course, was Ogric. A wonderfully illustrated single page cartoon adventure by Paul Sample and our leather clad hero rode a Vincent engined cafe racer....often accompanied by his faithful dog 'Kickstart'.

But motorcycle illustration is nothing new....the cartoon character Tin Tin can often be spotted riding a motorcycle....possibly chasing a car or escaping the baddies. The image shows Tin Tin riding King Ottokar's Sceptre motorbike.

Just recently while flicking through some early motorcycle magazines at Allen House, I came across some examples of humorous motorcycle illustration. The subject for the

artists pen, and hilarity in those days seems to be breaking down...possibly a common theme. I hope you enjoy them as much as I did..?

David Kendall



Bikes in my life *great tales by David Smith, father of Graham Smith.*

It seems motorcycles have left their grubby fingerprints on my life story for almost its entire length, and yet as a spotty youth mad about aeroplanes, I had no interest in them at all.

.Leaving school at fifteen in the early fifties I secured an apprenticeship at our local motorcycle dealers, a job that any bike keen lad would have relished.

In my workshop duties I encountered most of the bikes then current and also the Second World War survivors, some had lurked in hiding, but many were ridden to exhaustion.

Of the general public, nobody had any money and everybody smoked. My 'Thirty Bob' (£1-50p) a week soon disappeared by about Wednesday and I cycled everywhere.

Those only just able to run a motorcycle of some sort practised extreme economy. Bodging was endemic, tyres were often bald, sprockets almost toothless, and chains were replete with lots of connecting links due to breakages. The only fear was of being stopped by a knowledgeable copper and getting the once over. No MOT's then.

My first bike, like many, was a D1 BSA Bantam. It had however Lucas electrics that suffered none of the usual shortcomings of glow worm illumination and degenerative sparks. It cost twelve and sixpence (62.5p) a week on Hire Purchase. Due to its coil ignition it could be persuaded to start and run backwards. This encouraged the feckless display of how far I could ride backwards without falling off. Tuning consisted of removing the 'carb strangler and fitting a silencer off a Matchless G9 twin. It didn't go any faster but at least it didn't sound like a Bantam.

Weekends, it could not keep up with the rest of the local lads on their bigger bikes so I travelled many miles on the pillion of a mate's Vincent Comet.

In due course that great nemesis of youthful male indolence arrived, National Service.

Posted to a bomber base in rural Rutland as a shiny new jet engine mechanic I faced the reality that getting home and back on weekend passes on the Bantam would devour most of the available forty eight

hours. However, my mate Nobby, recently demobbed from the RASC, had his Ariel NG 350 available for fifty quid, so, Bank of Dad, and flog the D1, Problem solved.

HAR 885 was a civvy version of Ariel's 350 military bikes, ridged rear end but now with teles at the front. It sported a large tank panel containing the speedo, oil pressure and a large filler cap.

Like most of Val Page's singles it was a cheerful easy starter and not fussy on the road.

Fifty ish was a comfortable lope and we seldom exceeded this by mutual agreement.

Expensive riding gear was not possible on RAF pay but cold weather working kit was issued to ground crew servicing aircraft, so that stuff had to do.

The principle garment was a plastic refuelling suit of a lurid green that would today evoke unkind comparisons with Kermit the frog. Beneath this was an inner flying suit that probably first saw action with Biggles in Sopworth Camels. Rubber 'Waders,' gauntlets, and a white Corker helmet completed the ensemble.

It was sorely tested when with Noel, a fellow squadron mate on the pillion, we rode down to the 1955 London Bike show at Earls Court.

It snowed on the return trip, this turned into freezing fog. After three red-eyed hours in second gear I woke up in a ditch. Noel laid a tumbled, a frozen hulk, dressed only in his uniform and greatcoat. He had been asleep behind me for hours. We dragged the bike out. After unsticking the valve lifter it started first kick.

We got back to camp taking five hours. My plastic over suit we stood up against a wall to thaw out. We had about a pint of petrol left. Noel survived and continued to occupy the rear of the Feridax duel seat on future occasions.

Not so an old school acquaintance National Servicing at the camp who bummed a lift one weekend. Everything went fine until the last mile of the return journey when we hit an ice patch and the bike went into a series of manic broadsides and much furious footwork was required. I lost him overboard early in these proceedings. He was quite frosty about it afterwards. Much later he became the Mayor of Tring, no less. The Ariel showed its further resilience when borrowed by a fellow squadron 'mechanic,' as his 250 BSA was sick. After an all day forty mile round trip he returned it with the remark "Don't half rev in top." It later transpired that as his own bike was a three speeder it never occurred to him to try for a fourth gear. The oil tank was nearly empty after this escapade.

I have always had a soft spot for Velocettes. In my RAF biking days we kept our bikes in a big shed designated for that purpose. 'Shed, Airmen, motor-bicycles, for the use of.' In its dark corners were abandoned bikes usually robbed of vital bits. There was a Velocette, 1937 MAC 350, deserted by a corporal who hastily took a posting abroad (rumour said he'd been a bit of a lad with the local ladies.) Nobody wanted bits off it and nobody could start it. I could, I knew the drill, so I had it all to myself. It was a lovely little romper with that eager personality that all good bikes have.

Soon I scuttled into four wheels with a decrepit Morris eight, and in the fullness of time returned, married, to Civvy Street.

I last saw HAR 885 years later parked in a lay-by as I was driving home from work. I pulled in. "Are you all right?" "Yes", said the owner, "I just stopped to have a fag."

I mentioned that I had owned it years ago." "Go on," He said, "Really?"

I was a bit late home that day.



1937 Velocette Mac 350



Ariel NG 350

Both images from the internet

To be continued

Alan Jennings has been out and about:

Hi Barry, a few lines for the mag:

Last month I attended the Vincent Owners Club annual Rally at Stoneleigh so not far to go! I have seen hundreds of Vincents as I have been in the club since 1975! One bike caught my eye - an Egli type special with lots of self made parts in alloy and stainless, a credit to it's long term owner! I have just returned from an AJS/Matchless rally in Belgium. In the town of Leopoldsburg about 200 vehicles from the War paraded through the streets to celebrate the 80th anniversary of the allied invasion to free Europe of the Nazi scourge.



Handy Hints from 1959

For both information (and amusement)

ROADSIDE INSPECTION

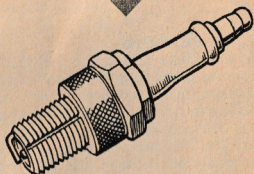
The bulb from a speedometer makes a useful emergency inspection lamp should you be caught out at night. The scheme is first to cut the lead a few inches below the bulb and insert a push-in, rubber-covered connector of the type fitted as standard in motor-cycle and car electrical equipment. A length of wire is then made up for carrying in the tool kit with a terminal from a push-in connector at each end. When the need arises take out the bulb with its holder from the speedometer head and interpose in the lead the length of spare wire.

LAST DROP OF FUEL

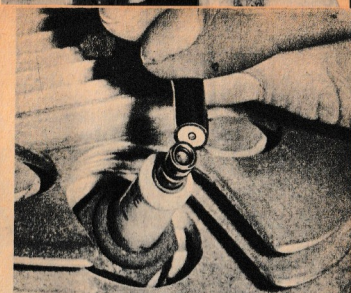
It is unusual for fuel tanks to be completely empty even when you "run out of fuel." The last quarter of a pint or so is likely to be trapped below the level of the fuel tap boss. A scheme, therefore, that will often get you to a filling station is to run the front wheel up a grass bank or even, sometimes, up on the kerb, to drain the dregs into the carburettor. You will probably have to repeat the chore three or four times before the tank is absolutely empty.

PLUG BOSS CLEANING

It sometimes occurs that when a short-reach plug has been used in place of one of long-reach type, the lower threads in the cylinder-head boss become coated with carbon. The build-up may be so bad as to prevent a long-reach plug being refitted. However, when the head is removed the threads can be cleaned up if a scrap long-reach plug is obtained



and four longitudinal grooves cut in the thread, at 90 degrees to one another, by means of a hacksaw blade. The thread thus becomes a die and by screwing it home, turning it alternately clockwise and anti-clockwise, the cleaning up process can be safely completed.



IGNITION TIMING

The exact instant at which the contact-breaker points are about to break is not easily determined with machines on which the contact-breaker or distributor is partly shrouded by another component. Slipped between the points when the engine is being slowly turned by the kick-starter, a cigarette paper, which is only 0.0015in thick, gives accurate enough indication of the instant of points opening.

FITTING VALVE SPRINGS

Replacing valve springs is simplified if a wood block is fashioned so that it fits snugly inside the combustion chamber to support the valve heads.

CASH EN ROUTE

To be warm, riding gear must be carefully arranged before the start of a run. So keep cash for fuel stops handy in an outside pocket.

LEAKY TYRE VALVE

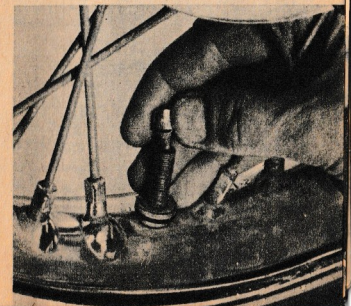
Most of us have had the experience of feeling a pump being forced upward when a tyre is being topped up. The usual cause is a speck of grit and it can generally be dislodged by waggling the valve core with a match or with the little slotted spanner formed on the end of the valve cap. Of course, provided valve caps are always employed, and the business end of the pump connector is kept clean, grit can be kept out of the valve altogether. Old hands give the pump a few quick strokes to clear the connector before attaching it.

DE-OILING A PLUG

Should the sparking plug of a single-cylinder engine oil up—become so thickly coated with oil that there is no spark between the electrodes—the only course is to take it out and clean it. With a twin- or four-cylinder engine a simpler remedy is worth trying. While the engine is running on the other cylinder (or cylinders) the high-tension lead of the offending plug is held $\frac{1}{4}$ to $\frac{1}{2}$ in from the plug terminal. After a few seconds the plug is likely to start functioning again. It is as well to remember that the fingers should be kept away from the end of the high-tension lead and that a wet cable can administer quite a powerful kick.

NOISY GEARS

Some car back axles are lubricated by what are known as extreme-pressure oils. Two or three grease-gun fillings added to the gear-box lubricant will often serve to reduce noisy operation in the indirect gears.



Book Review

Barry Heath

Winning ideas

Norman Hyde

As someone who worked as part of the team who developed new projects as well as upgrading existing ones Norman has intimate knowledge of the way things worked and perhaps why the company ultimately failed.

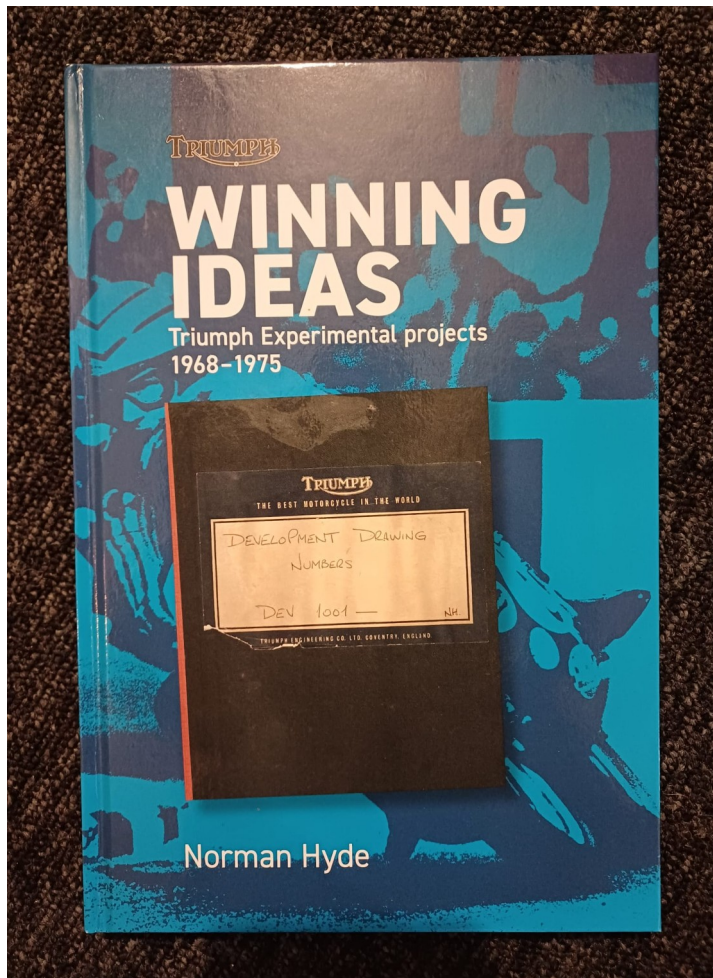
The book covers the years 1968 to 1975 and shows the detailed list of each item that was worked on by the team. Some successfully others less so. In the 60's the companies racing activities – as well as his own – was a driving force in developing upgrades which then, once proved, fed down into production bikes.

The main resources for the book were the records that Norman kept meticulously throughout this period on behalf of the team as well as his own memories. Because of the ties between the group companies some BSA and Norton developments are also included.

I found it generally interesting with some parts even more so. Anyone who has an interest in any of the 3 companies, or indeed a general interest in British motorcycle manufacture would find it a

good insight into the ground level machinations of one of our major motorcycle manufacturers.

This hardback book, printed on glossy paper, contains many drawings and photographs. It is self published by the author and costs £40 from him. However If you are a TOMCC member then you can borrow the copy I read from the Meriden branch's library at no cost.



Motorists over the age of 70 could benefit from a test every three years when they renew their driving licence, according to an expert.

IAM RoadSmart, formerly the Institute of Advanced Motorists, has warned a one-to-one driving check can give drivers an "extra level of confidence". Drivers over 70 are required to renew their photocard driving licence every three years to stay on the roads. Road users are not required to take any assessment and must simply declare any medical conditions to the DVLA. However, experts suggest an assessment can also help road users "make the right decision" whether to stay on the roads or hand over their licence.

In a statement online, IAM RoadSmart even admitted some individuals sign-up for a driver assessment every three years just to be on the safe side.

They said: "All UK driving licences expire when the holder reaches 70, but that doesn't necessarily mean you have to stop driving at 70.

"You just need to renew your driving licence with the DVLA if you want to continue, and will need to renew it every 3 years after that.

"For many drivers, knowing whether or not to renew their licence is an easy decision. However, one-to-one driving reviews can offer that extra level of confidence that you're making the right choice.

"Some drivers even choose to have an older driver assessment every three years to coincide with their licence renewal dates. "The Older Drivers Forum is looking into the feasibility of a "standardised mature driver assessment" across the UK. This would set out a series of standard checks older drivers would face in assessments across the UK.

The Parliamentary Advisory Council for Transport Safety (PACTS), Older Driver Task Force (ODTF), and the University of Warwick is also involved.

However, there are no plans to introduce any mandatory driving tests for the over 70s with motorists above this age urged to voluntarily have their skills checked.

IAM RoadSmart added: "Having an independent older driver assessment can help to top up the driving skills you first learned when passing your test." For many older drivers, a review of their driving results can give them a renewed sense of confidence to carry on driving safely for years to come."

Source Daily Express online

What we have been doing recently

Genteel Run. 8 Sept. (Beeza) Dave Barnes was on it:

Thanks to the half a dozen brave souls who ventured out to take part in the Genteel Run on Sunday 8th September after a very inclement weather forecast for the morning, but as it happened, luckily, none of us got wet (only on the inside later on). The run that Dave K had described the previous day to me over the phone took the route through Stockton onto Napton on the Hill meandering through the gated Jubilee Road to Shuckborough, across to Sawbridge through to Birdingbury and returning to the Blue Lias Inn after approx. 17mile route for refreshments. Sitting in the hot sun, relaxing, enjoying a cold one next to the canal towpath in the Blue Lias Inn garden I thought of the Small Faces song Lazy Sunday Afternoon..... A very enjoyable run despite the Met office forecast.

Club Night, Wednesday 11 Sept. This evening event was well attended. We

enjoyed a talk by long time member and Bradbury specialist, Mike Wills, on the origins of the Lands End to John O'Groats runs (and vice versa) in the very early 20th C. and his involvement with them in more recent times. Having done it once myself I can only marvel at those early pioneers and indeed Mikes rides on bikes from those early days. Thanks go also to Simon who stepped in to 'm.c.' the evening in place of Covid victim David *who is now fully recovered*.



Pop up meet at Hillmorton locks, Sunday 15 Sept. Once again (Beeza) Dave Barnes was on it:



Sunday dawned with blue skies and quite warm. It was time to fire up the A65 and make my way down to the Wateryleaf café down at the canal locks for our pop-up. A few bikes were already there waiting for the café to open at 10.00 am and as the morning went on there was a steady trickle of arrivals, a dozen or so, some classic, some modern and Simon, on the only girder fork bike, riding his 1930 Rudge. All in all a good meet.



Pop up (or ride in) to Gasoline Juice, Weedon Bec, Sunday 22 Sept.

Due to very wet weather this event had to be postponed on Saturday evening. It will be rescheduled.

McMillan Charity coffee (& cake) morning, VMCC HQ, Allen House, Burton on Trent. Friday 27 September.

The weather did not look promising first thing but the rain stopped around 9 a.m. So I was a little disappointed that there were only a few bikes parked outside Allen House when I arrived around 10.30. Shortly after then David Parry and Bob Badland rode up. Only those 2 rendezvoused in Meriden for the Midland Section ride in. I had parked my new Triumph 400 next to one other, from the North Birmingham Section, which was being tried for size by Terry who runs the VMCC shop.

We were greeted by a table laden with cakes and little savoury tarts. The two ladies who run the office made us feel welcome and 'forced' me to eat a cake or two. A pleasant hour or so was spent chatting, browsing the library and buying a couple of bits from Terry. The amount of stock had diminished drastically since my last visit, no doubt a planned rationalization.

Generous donations were made to the McMillan charity.



Terry, The owner of the 400
And myself



Dave Parry with cake. Bob Badland sat
under the bunting.



The library is a great resource for classic m'cycles.

Tea and Cake Run to Wren Hall, Sunday 29 Sept.

After earlier weather forecasts predicted a wet Sunday afternoon it was good to wake up to a more promising one. So one by one we rode into the lay-by Near the Hatton Arms in dry conditions. A slight issue with Ron's exhaust on his '64 Tiger Cub required a bit of attention. Then Sarah Brook-Taylor shot past on her unhealthy sounding '39 Matchless. Minutes later husband peter arrived in his replica Jeep and explained that her bike was not running well so had decided to ride straight to the venue. He then drove off to join her.

Peter Wilson then arrived on a very rare bike from 1924 FHW (hopefully more details next month). About 9 riders then rode along mainly small lanes to Wren Hall.

This iconic building Built as Wroxall Village School and attached School House in around 1853, now with added space, is now a community hub used for various activities. On Sunday afternoons groups, on a rota basis, sell hot drinks and cakes to raise funds for their activities. These events are very popular and well attended.

We enjoyed the wide range of lovely cakes and individual pots of tea whilst sat round large tables enjoying the company and the surroundings. We then made our own way home. A few minutes after entering my house it started raining. Perfect timing to end a very pleasant afternoon.

Sarah reports that the Matchless ran well on the way home. The problem remains a mystery.



A recalcitrant Matchless



D.K. test rides the FHW



An exhausting job on the Cub.



Upcoming Events either section ones or of interest

October 6 Combined Run in association with the Midland Section.



Ride Out Midland and Warwickshire Section.

Sunday October 6th (10.00am for 10:30 Departure)

We have, once again, arranged for a Combined Section Run
Starting from Chesterton Windmill to Gilks Café.
Any Bike Welcome but come on an old one if you can.

Gilks' Garage Café is not just another 'themed café'. It is run by the same family that originally ran the garage business and who share the same passion as their forefathers, to deliver honest friendly service to the highest possible standard.

They serve local produce where possible, homemade cakes and of course great coffee in a genuine friendly, fun and funky environment.

Meet At Chesterton Wind Mill
Windmill Hill Lane
Leamington Spa
CV33 9LB
10:00 for 10:30 Departure



October 9 Wednesday. Club Night @ K.R.C. Bring and Buy night.

A chance to bring in some useful but unwanted items to be sold by auction to other members. A fun evening with lots of banter with the aim of raising funds for the section's coffers.

October 13. Autumn Leaves Run.

A leisurely ride around the county's leafy lanes to a hostelry for refreshments. More details will be emailed nearer the date.

October 26. Open Day at the National Motorcycle Museum, Bickenhall, Nr. N.E.C.

Not one of our events but one well worth attending. Free entry to the collection, special guests, trade stands, food and drink. Plus hundreds of bikes in the car park. No charge for bike parking but loads of money for cars. So well worth riding in! A helmet/clothing area is provided for a nominal fee.

October 27. A ride in to the Antelope Pub in Lighthorne.

This is basically a 'pop up' to meet there, but there may be a short ride in from Chesterton Windmill. More details will follow.

Christmas Lunch. Wednesday November 27.

We have held our festive get together at the Leamington golf Club for the past 2 years and it has been hailed a great success. The room is super with views over the golf course, the meal has been very good and the company, very pleasant. Tickets stay at a reasonable £25 per head and this year are payable in advance. You are most welcome to bring a guest if you wish. Please contact one of us or ask at one of our events. Below are a couple of pics from the last years lunch. **Tickets on sale now.**



For Sale and wanted.

Honda Deauville NT700V

Fuel injected 700cc v-twin on a 59 plate with 29k miles. Easy to ride and great all-weather bike with full fairing, heated grips, adjustable screen, built-in panniers, shaft drive and ABS. I bought it as a Cat N *project, stripped it and repaired or replaced anything that needed fixing. Also gave it a full service, including valve clearances. MOT to next July, everything works and it's in nice condition but not a show bike, so I'm only asking £1,500 with it being Cat N and no history apart from what I've



done. If anyone is interested I can let you have all the details as well as photos of the refurb. MOT records on the DVLA website back up the low mileage and the V5 is in my name. Mark 07772 402515

***Category N damage to a vehicle refers to non-structural damage. It means that the vehicle's structural frame or chassis have not been damaged in an accident. A Cat N bike is one that has been written off by an insurance company but could still be repaired and put back on the road**

Triumph Bonneville

My **2011 Triumph Bonneville** is still for sale. A club member can buy it for just £2995. It was advertised elsewhere at a higher price.

Triumph Bonneville S.E.

£2995 or nearest.

I am selling my 'Bonnie' as I have bought a new Triumph Speed 400 and do not have room for both. Tel./text 07786718867. Barry.

2011 reg. 32K miles. New M.O.T. Numerous extras fitted. Owned 6 yrs.

Kept in dry workshop.
Reliable – toured Yorkshire last year. 800 miles across Wales and England this year.

a couple of small dents in the fuel tank.

No known problems.

Fair condition.



I (Barry) also have for sale a brand new good quality fabric case/bag. It measures 16 inches (41cm) by 12 inches (30 cm) and will hold a 16.5" laptop. It has 3 large compartments, 1 medium sizes, and 2 small ones as pictured. All zipped. As well as handles, it also has a shoulder strap. £5 only.



VMCC Warwickshire Section Events diary 2024

(see notes at the bottom)

Oct.	9	Wed.	Club night – Bring & buy. Kenilworth Rugby Club. <u>NOTE 7.30 start.</u>
	13	Sun.	Autumn Leaves Run (SD)
	26	Sat.	Open Day at National Motorcycle Museum. Free parking for bikes.
	27	Sun.	Ride in to the Antelope Inn, Lighthorne
Nov.	13	Wed.	Club night – Guest speaker Steve Allen
	27	Wed.	Christmas Lunch. Leamington Golf Club. Great venue. Highly recommended. Well attended last year. £25 each. Guests very welcome. Details to follow. Tickets now on sale on club nights or at events from committee members.
Dec.	11	Wed.	Club night Christmas Quiz

* all events and dates are subject to change. Please check before travelling.

* events will be added (or deleted) as we go through the year.

* if you know of an event you think members may be interested in then please contact one of the committee

* *events in italics are NOT VMCC events but may be of interest to members.*