









## **“This Beats Working for a Living” (“So what the heck is that?”)**

Geoff Booth writes about his ‘day job’

For those of you who don't know, my day job is as an Academic Lecturer at Coventry University, working in (where else) the faculty of Engineering.

As with all jobs, there are good bits and bad bits, but, I don't expect that you wish to read about me on my soapbox banging the table about the bad bits, so I will, at least for once, attempt to be positive.....

Ah, positive, yes some good bits..... well, I have taught some excellent individuals.

Final year projects are an opportunity to attract suitable individuals through suitable titles that we are required to submit on the system. One such individual included the young Richard Molnar (current 350 and 500cc CMRC champion), who did a final year project with me on the study of cylinder bore and piston technology in an Ariel OHC square four, renowned for their hot running, which yielded some interesting “development” results.

Like I say, beats working for a living.....

I always am “on the sniff” for suitable development projects, particularly motorcycle projects, as one does need to minimise the pain whilst at work. In the mist of time before lock down I had a call to meet a gentleman who was coming to visit us to show us a motorcycle that he had designed and made; a motorcycle with a difference; “we thought you were the most suitable staff member” came the message “count me in”!

The following day, it was duly unloaded and presented itself as a rather muscular looking “vee-twin”. A nice bronze-welded chassis, absolute minimum of overseas sourced parts and an altogether nice looking integrated design.

What was astonishing was that this chap is a “one man band” – “a fine effort” I declared!

The difference, is the fact that this motorcycle is electric powered – the “cylinders” house batteries and electronics!

Apologies for the standard of the picture but here it is, a “Veitis” shown in the CU workshop.

Over the following weeks, I subsequently got to take the machine out; my first experience in fact of an electric motorcycle.

Just “twist and go”- the acceleration was excellent – I hunted everywhere for my magneto advance and retard lever but to no avail – no soundtrack either, just the sound of a toothed belt and slight buzz of electronic control, but the really entertaining bit was when I got stuck in a traffic queue. As I trickled along, stop-start (no worries about stalling) a delivery kiddo who was forcing himself through the queue pulled up behind me on his Chong-Wang 125, he sat behind me with his open pipe blaring, obviously looking for mine (as one does).

He was quickly onto this and he pulled alongside, exclaiming “what is that, is that an electric bike mate?”

“yes it is indeed” (in my best academic authoritative voice), “a prototype, the only one that exists on the planet young man” at which point he parked his bike in the middle of the road, leapt off it, grabbed his phone and proceeded to take pictures with accompanying words “wow, that’s amazing!”, leapt back on and continued to barge his way through the traffic queue.

I was in no rush; I was getting my hourly rate for these moments, in my helmet, just doing my job. Like I say; it beats working for a living.

If you are interested to learn more, have a look at <http://www.veitis.com/>

**Geoff Booth**



## Plan B to Stoneleigh.

After our proposed pop up meeting place the Long Itch dinner had to be cancelled at short notice, and because of our Email circulation list, our members could be notified of a new venue. And so we gathered for Sunday breakfast at our old favourite the Farmers Fayre at Stoneleigh. Many fine machines were ridden to the show ground including amongst others, a fine Vintage Norton, Triumph Speed Twin, MV Agusta, a Moto Guzzi powered 3 wheeler, and a remarkable V twin Ariel special. The first part of the build story is in this edition.

We always endeavour to notify everyone of any changes, but occasionally names may drop of the system. Please keep Barry updated of any Email related problems.





A variety of vehicles  
at The Farmers Fayre.



### Help required with 1932 Sunbeam model 9

One of our members, who displayed his bike at Founder's Day, would like some advice from knowledgeable members regarding the timing and or carburettor settings. He feels it is not running that well.

If you can offer advice could you please phone John on 07946 731702.



# VMCC WARWICKSHIRE SECTION 2021 COVENTRY PARADE SUNDAY 8<sup>TH</sup> AUGUST

**Start at Coventry War Memorial Park and  
“Ride your Iron Horse to Banbury Cross”.**

**The section’s premier event is back and it is all  
about the ride!**

**Easy open road route with a strong emphasis  
on getting into top gear and enjoying riding  
your machine.**

**Finish at the Long Itch Diner  
for food and drinks!**



**FIRST PROPER RIDE AFTER  
COVID**

## **VMCC Warwickshire Section Coventry Parade; Sunday 8<sup>th</sup> August 2021**

### **On behalf of the organising team,**

After much consideration relating to the ongoing uncertainty of the COVID-19 pandemic, the good news is that this year's event is to take place, albeit in a different form to the traditional established format.

We have all missed our freedom, caused by the lock down; motorcycling is all about freedom, so for 2021, the Coventry Parade is running with a "light touch" on the organisation – as the promotional poster states: "it's all about the ride. The route will be straightforward and simple; one that will present nice open roads with minimal "signpost hunting", so you can just focus on the joy of riding your machine, at your own pace.

The outline itinerary is as follows; gather at Coventry War Memorial Park from 7:30am; riders can leave at will but suggested time to leave is 8:30-9am.

- Ride to Banbury either directly via A45 Ryton- A423 or taking in Stoneleigh, Cublington, Hunningham, joining the A423 at Princethorpe.
- Turn round at the "Cross" in Banbury and head back toward Coventry, stopping at the Long Itch Diner (surprisingly, at Long Itchington!), where a segregated area will be present for entrants to safely park their machines and enjoy a plate of food that is almost as good for the soul as your ride was!

As always, there is no obligation to follow the route and you are free to go your own way- the Diner opens early if you feel a premature need for a feed!

The organising team of Rob Thomas and I (assisted by our respective families) have been the custodians of this event since 2011 and further good news is that we now have Matt Wills (Son of President, Mike) on board too. We read about the need for younger members as regularly as it is Monday morning; the likes of Matt are the future of the club and with his appreciation of vintage motorcycles, we are very pleased to welcome him aboard; the promotional poster is primarily his handiwork.

Continuing the good news theme, for 2021, the organising team get to participate too! We always "enter" a machine, but are generally too busy doing our level best to provide a fun day for everyone else, but not this year- we are all going to ride our bikes together!

We make no secret of our personal preference for girder-rigid machines and, of course, all eligible machines are most welcome, but, if you have an aforesaid machine in your stable and fancy a crack at keeping up with my "Mighty Norton" (assuming that it is suitably spannered in time), you are welcome.....

**Finally, if you intend to have a ride, in order to provide numbers for the café, we would appreciate you registering your interest via an email titled "2021 Coventry Parade" to [robert@partsmade.co.uk](mailto:robert@partsmade.co.uk) containing the following:**

**Rider name and VMCC membership number, Machine year, make and model.**

Thank you in anticipation of your valued support.

# **Ariel VNH V twin**

## **Pt 1. A little History**

During the early part of Jan 2007 I thought I would challenge my self and attempt to build a V twin engine based on a pair of late 50's Ariel top ends. At the time I had a small engineering factory making electronic magnetos under the BT-H name, so had CNC facilities and lots of other toys to play with.

I first designed and drew an engine on my CAD, but the problem was the crankcases. A few months later in June 07 an advert appeared in the Ariel club magazine from one Adrie de Graff in the Netherlands.

Adrie, being very creative had made a V twin engine by welding two sets of damaged Ariel crankcases together and bolting two sets of Iron twin port heads on in a V twin pattern. However, there was no insides and he wanted somebody (mug) to finish the job off. The only thing he wanted was a ride if and when it was finished and everything was free.

I quickly wrote a begging letter and convinced him I was the one to do this. Fortunately, I was chosen among others to do the job. To my surprise the motor was in Northampton, only about 35 miles from me. I also had to get it quickly, as the guy who was custodian, was emigrating in a week or so.

After acquiring it I found out the heads and barrels had to be returned to the owners. This was not a problem as I didn't want them anyway. After a lot of looking and thinking I decided to contact Adrie and ask if I could make the welded castings into patterns and cast some stronger cases with certain parts built up for strength and machining purposes.

The end result was finished and fitted into a Norton F/bed chassis and it fired up first kick, yes it did, really. The motor had a few small issues and had some updates but the basic thing did about 2000 miles in this form.

Life and time goes on as we know and the intension was always to fit the engine into a mid / late 50's Ariel cycle one day.

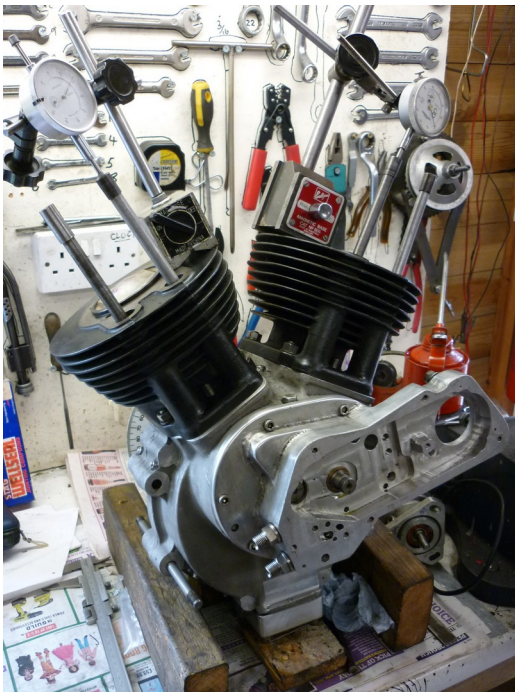
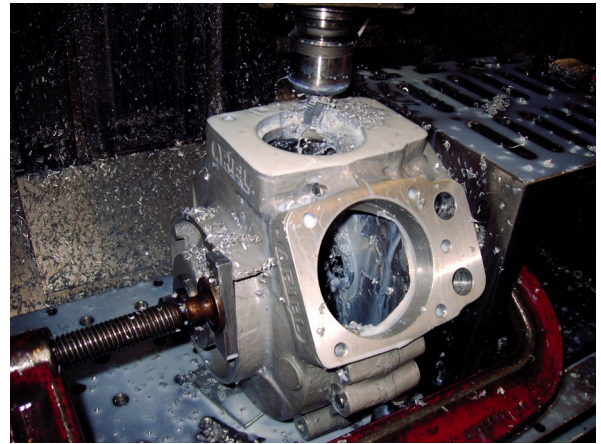
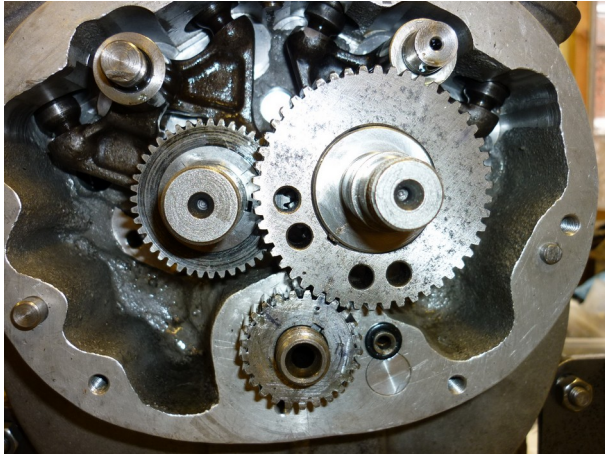
A couple or so years later John Mitchell (Ariel magazine Editor) advertised a complete mid 50's NH which was last on the road in 1974, according to the tax disc. I snapped it up and as John was passing my way he kindly dropped it off at my house. As before, time passes and by this time I had taken the motor out of the Norton and used the frame for another project and the engine sat under the bench while other projects and life passed by, including early retirement in 2011.

In the mean time the original log book for my donor bike had been acquired but little else in the way of progress until the middle of 2018. I decided to do some alterations to the engine.



When I cast the crankcases I had 3 sets done. The second set of cases were made into an engine based on two ES2 Nortons. This had a different drive to the cams and the capacity was over 1000cc. I also made an Eglie type frame to mount it in and fitted an electric starter. This is another story though.

The experience I gained on the second engine gave me ideas for the VNH Ariel so next time I will tell you about what I have done in the interest of a better engine (I hope). There should be some pictures of the original bike and an engine, which looks the same from the outside now.





## Latest news

On Wednesday evening this week we held our first meeting for many months at our 'home', the Kenilworth Rugby Club. Over 20 bikes adorned the main car park ranging from a 1930 Norton to more modern machines and a 1938 Morgan 3 wheeler. Several other members arrived by car. A great turnout after our 'Covid' restrictions.



**Last Sunday morning** we held the '**Bill Lacey**' run. Half a dozen hardy souls turned up in damp conditions. Ron Robinson was one of them. Unfortunately he hit a pot hole on a country lane on the run which shook him up and resulted in items falling off his 850cc Suzuki. The only damage was a broken plastic windscreen bracket. He says that the turnout at Evenley was down on previous years, but that was to be expected.





## Secretaries Shorts

We have planned a few more events over the next few months so please keep an eye on your emails or the website.

Not much progress with my projects.....perhaps by next month?

It was good to see members at the KRC who we have not seen for some time. Thank you all for attending. We may try another meeting there quite soon. Watch this space.

I have been in touch with Martin Marmoy the clubs director with responsibility for events. He is arranging for the national club to have a 'stand', i.e. an area where we can display members bikes and promote the club nationally, at the N.E.C. Classic Car and Bike Show in Early November. So please consider offering your bike(s) for the show. More details will be shared with you nearer the time.

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