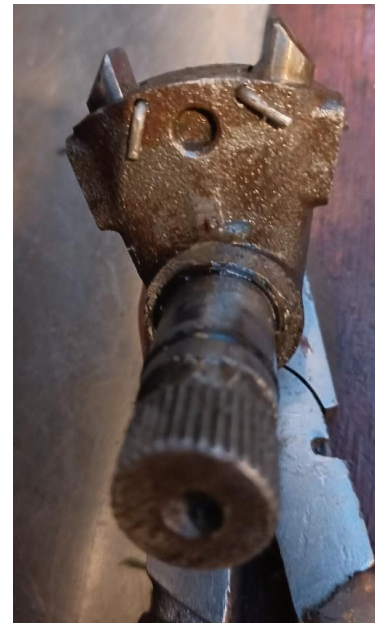


Tiger 90....the saga continues!

Last month I wrote about the engine noise and how a rebuild would hopefully cure it. A faulty main bearing seems to have been the source of the noise and this was proved by the engine starting easily and sounding as it should. After local test rides I road it to Hoar Park (a Wednesday morning Mecca for bikes of all types). It ran well in all respects for the 22 miles. This was followed a day or two later by a ride into Rugby and back, another 20 miles. However on the way home the gear change started to be notchy and progressively harder to engage.

Back in my workshop the outer cover was removed but nothing obvious found so I carefully refitted it but still the problem persisted. The cover was again removed and all components rechecked but no obvious reason for the problem was found. I had no time to investigate further as trips had been booked (my other article explains). So it was nearly two weeks later that I stripped the plunger assembly and measured all the components. All were ok except the 4 springs- one for each of the plungers, and two for the gear change return -were undersize and possibly a bit weak. New ones were ordered from T.M.S. in Nottingham. These were fitted despite the return springs – and their thrust buttons – trying to get into orbit! A dry fit was then carried out with just the minimum components fitted. The problem still persisted i.e. the gear lever would not always return to the centre so more head scratching ensued.



We fitted new split pins to hold the spring loaded plungers (right pic) in place then reassembled the parts but as the 3 nuts (left pic) were tightened so the lever became more reluctant to return to the centre. So more filing any possible high spots and careful reassembly but still not right!

Hopefully you will see the bike at events very soon and I shall tell how we solved the issue next month.

Riders and machines wanted for the COVENTRY PARADE The Warwickshire Section Premier Event

Sunday 11th August 2024

- All classes of machines welcome
- Discounted rates for riders of girder rigid machines
- Coventry's most historic motoring event
- Coombe Abbey Country Park Venue
- Segregated field area with safe parking
- Toilets and Café

- Guest of honour to flag machines away
- Live commentary throughout the day
- 50-mile ride through quiet Warwickshire/Leicestershire roads
- Short route for low powered machines
- Highly experienced long-term club member organising team

More details available from Robert Thomas
TEL: 07739 583763
EMAIL: robert@partsmade.co.uk

THE MVF BULLETIN

Eeeny Meeny Minie Mo.

I remember once being asked by another club member, "If you could keep only one of your club eligible vehicles, which one would it be?"

That's easy, my Riley, I have owned it for 38 years, I have never tired of it, it's like an old friend, it's hard work driving it but it's enjoyable nevertheless, and don't forget it's 80 years old this year.



But that got me thinking, I also own 6 motorbikes, well actually 5 and a moped. Asking myself the same question isn't as straightforward. They all have good and bad points, each has its own characteristics so, starting with the oldest first...

My 1936 350cc BSA R4, I bought it because as my years advance its small and light. It is nimble and to use a biking term, chuckable, through the bends, the grin factor is immense. The downside is it has no rear suspension and can be temperamental in the starting department.



I've got this thing about mopeds, especially NSU Quickly's. Mine is 1958, one of many millions, it sits in a corner of the garage and I like it, enough said.



I'd always promised myself a Triumph so last year bought a part restored 1961 Trophy of 650cc. As yet I'm undecided as its only done 400 miles since completion, it's light and economical and I can see why the marque is popular, it's a pretty bike and sounds nice. Once I have ironed out a few niggles I

might use it to do the Coventry to Brighton run.

Next, a 1966 Norton N15CS 750cc, the majority of these went to the USA as did this one, the Americans used them for racing in the desert. Its a brute of a bike, not fast by modern standards, once moving it is very light, thirsty if thrashed. The torque on this bike is amazing, just open the throttle and hang on if you can !!! This bike is also a contender for the Coventry to Brighton run.



Now, something big and loud in more ways than one, it shouts look at me. When I rang up to enquire about it I said "What colour is it"? I didn't want an orange one, guess what colour it is?. Anyway, this is my 1971 Laverda sf 750cc, now this a really heavy bike, if it fell on you your chances of survival would be nil. Quick in its day, this is a real mile muncher, renowned

for covering long distances at high speed. Massively over engineered but again once moving very sure footed. Appearance-wise its engine is an unashamed copy of an early Honda twin.

Finally, the bike I use in the winter. It's an ex-army Armstrong MT500 of 1986, fitted with an OHC Austrian Rotax engine. This is the second one I have owned, when I sold the first one my wife Helen said "why did you sell it, I liked that one", she has never said that before !!!

These bikes have a cult following, you either love



them or loath them, I have owned them since 1999 so you can see which camp I'm in. Starting can be a black art especially as the kickstart is on the left hand side. With the panniers fitted they are ideal for taking part in the Dragon rally in Snowdonia in February. As my mate and fellow club member Stuart Gibbins have done in the past. The engine is only 500cc but this bike is nearly as fast as the Norton and Laverda but its upright riding position means you really do have to hang on. So which one?

Well, taking into account the weight of them, the Norton, Triumph and Armstrong are all in the region of 370 to 390 lbs, the Laverda comes in at 480 lbs so you can see there is a big difference. Also taking into account ease of starting and general reliability then my choice of bike has to be the Norton. Of course all this might change if I was to buy another bike !!!

Vaughan Miles.

P.S. The Norton, Triumph, Armstrong and Laverda

have all moved on to be replaced by a modern triumph and a 1942 Matchless G3L.

What have we been doing? - recent past events

May 8 Club night. A talk by Patrick Fitzgerald "in praise of the turbo prop. About 20 members attended our HQ. the Kenilworth Rugby Club to hear an interesting account of the Hercules aircraft, its capabilities and usage especially during the Falklands Conflict and taking aid to African settlements suffering a severe lack of essential supplies.

May 19 Rugby bike fest

This has been a significant event for us but this year with a change of event management plus major conflicting events – Norton and Triumph – it was decided that we should not attend as a section. However here are 2 reports from members:

Harry Wiles:

The event had new organizers this year and they had changed the meeting point from the truck stop on the A5 to the Waterside pub in Hillmorton on the outskirts of Rugby. The plan was for the first 300 bikes that arrived to set off first and they would be positioned in the town centre with the rest of the bikes setting off shortly after and being positioned in North Street and Church Street.

I arrived fairly early on my 1929 Sunbeam and was lucky enough to get in the first 300, having said that it was worrying that there were not many bikes there. With about an hour to go before start time the bikes started to arrive in their droves and it was not long before the very large car park was full of bikes. With the start time approaching the Marshals told us to start our bikes, which we did, but were held for a long time because there had been an accident in the town (not a bike). It was a very warm day and I was beginning to think my bike might overheat if we did not get away soon.

Fortunately we were soon on our way to be greeted by enormous crowds all the way in to town. Things went well until we reached the traffic island at the Newbold Road / Corporation Street junction where the lead travelling marshal turned right and started to take us down Newbold Road. As these were new organisers and we were not traveling in from the truck stop I thought perhaps we were taking a different route than previous years to add on some distance but no he had gone wrong so a quick U turn and we were back on track.

Once parked up the crowds started to arrive and what crowds, the town was packed, everyone enjoying the sunshine and the spectacle of all those bikes. My bike stood out in amongst all the modern bikes and created a lot of interest. Unfortunately I was suffering from a great deal of pain in my right foot so was unable to walk very far, this meant I was not able to get about and take any photos of the magnificent display of machines.



Richard Woodcock has a slightly different view:

I attended the Rugby Bike Fest on my Triumph X75 Hurricane.

It was very well attended by the general public however there were a greatly reduced number of bikes parked in the Town Centre or stalls relating to Motorcycling

I was not allowed in and most bikes were parked up remotely. The few that were there were predominantly modern Harley Davidsons.

All very disappointing and I think it is likely that the event organisers will gradually phase out Motorcycles and become a 'Family Fun Day' instead.

Speaking to other Motorcycle attendees, they all feel much the same 🙄

May 19 Norton O. C. Rally Held at the Wharf Inn, Welford, N'hants

'Norton 100' was organised by the Leicestershire and Northampton Branch of the Norton Owners Club. The event took place at The Wharf Inn, Welford, on Sunday 19th May. We had a fantastic turnout of 122 Nortons from all ages. There were 26 961 machines, the largest ever gathering of the Dreer/Garner/TVS iteration of the Commando. There were over 30 Commandos, quite a lot of Dominators and Singles and many specials, with, at one point, a straight line of 8 overhead-camshaft machines, the majority of which were pre-war machines. On the edges were Rotaries and a Lightweight, and Antony Curzon kindly brought along the 650cc Unified Twin and a very rare 500cc Nomad.

Branch Treasurer, Ian Saker, and his dedicated team, worked tirelessly to deliver a truly unique event. Results for the prizes were; Best Single - Phil Wilson with his immaculate 1924 Model 2 [won £30 of vouchers from RGM] and Best Twin - Les Atkins' 1948 Model 7 [won £50 of vouchers from Andover Norton].

T-shirts were a limited edition of the Energette logo on a pale yellow with a run of only 25 shirts, some of which were sold directly from the branch stand by James' grand-daughter, Judith Morris. The initiative has generated a £200 donation for The Salvation Army; Pa Norton worked extensively with the charity, even giving up his valuable time in the evenings to teach under-privileged men and women Maths and English to improve their chances of finding better jobs.

The Salvation Army also provides support for our annual wreath-laying ceremony at the end of April each year. Mike Daly recorded interviews with 24 members talking about their machines; the edited version of the films will be placed on the Club's YouTube channel. With so many people gathered with just one thing in common - the enthusiasm for Norton Motorcycles - we are certain that Pa would have been very pleased. Many thanks to all involved.

Colin Cheney, Branch Secretary.

June 2 The Kenilworth Run from Hatton Layby to Red Lion, Claverdon.

This long standing annual run is organised and led by Malcolm Griffin. Unfortunately last years event turned to near farce due to misunderstandings so this time could only be better. The weather was looking dry and reasonably warm as we assembled in our usual quiet side road near the Hatton Arms. 15 bikes were lined up by 10.30. Models ranging from Malcolm's 1954 'Domi' to my Triumph Speed 400 built 'last week'. I was only able to ride the first mile or 2 due family commitments but it all seemed to go well. David Kendall says that all the other bikes made it safely to the destination, The Red Lion in Claverdon after about a 40 mile scenic run. Photos are mine at the start and D.K.'s at the pub.



Events for your diary in the coming few weeks:

June 8 Daventry bike festival similar to Rugby Bike fest, The town centre is closed off and full of bikes, stalls, plus numerous other attractions. Not one of our listed events but a good day out.

June 11 Club night at K.R.C. Bring a bike night plus fish and chips supper. We usually have a good turnout of bikes, so please come on one of yours.

June 16 The Banbury Run. Starting and finishing at the National Motor Museum, Gaydon, this iconic event is for pre 1931 bikes. Pay to enter the grounds or watch the bikes leaving and returning from the road side.

June 24 Cassington Bike night. This small, quaint village, near Oxford is annually invaded by thousands of bikes, in a reasonably organised way. Classic bikes on the village green, the rest lining the road and filling numerous parking areas. The variety of machines is endless. A great experience enjoyed by many of our members.

June 30 Sunday The Pailton Steam event. This is becoming one of our best events. The grounds of a large house contain a lake, a wooded area and plenty of room for hundreds of vehicles. A lovely setting. On the lake is a steam launch, whilst around the lake and winding through the woods is a miniature rail track nearly a mile in length. The steam and rail enthusiasts give rides throughout the afternoon, free of charge but donations for the Air Ambulance are expected. A low key event. Bring a picnic. Hot drinks and usually b.b.q. facilities available. Awards for the best bikes. Please arrive from about 10.30 till around 11.30.

WARWICKSHIRE VMCC STEAM EVENT
Sunday June the 30th 2024



Smite brook is a scenic venue with a lake and several acres of woodland. It is a private property and the host provides miniature train and steam launch rides for free. In return he expects a contribution to Air Ambulance. It is for VMCC members and their close family only. We also ask if possible could the motorcycles be rode or trailered to the venue, observe the 25 year old rule Gates will be open for entry 10.30-11.30. The rides will end at 15.00 approx. There is a toilet onsite but no food catering, except for icecream. So you will have to bring a picnic.

Bikes for sale



Sun Cyclone 225cc



The bike is a 1955 Sun Cyclone 225cc these are now rare bikes. The bike is up and running having been rebuilt and everything that needed doing was done and cost quite a lot of money In the old bike mart last September there was a photo of a Sun Cyclone and under owner said that only 2 still existed and the one in the photo had got the basic painted tank not the chrome plated one with the gold plated and enamel badges. asking very close to £4000 for it.

1969 B175 Bantam which has covered about 100 miles since rebuild I did spend quite a lot on it as everything was done to it to bring it back to a nice bike just the wheels and tyres cost about £800-00. I would like to see about £3000 for it or near offer. Its been changed to 12v and it fitted with winkers also a top box, there is also a few spares. At the moment it needs a new battery. I am open to reasonable offers. It's been stood now for approx 3 years

For both these bikes ring Frank Parker on 01926-429310 and will be put through as they have had trouble with scammers. answer phone always on.

Triumph Bonneville S.E.

2011

owned by me for about 6 years

About 31 K

Will have new M.O.T. (currently till Aug.)

Extras: King/Queen seat. Original 'plank' included.

Later l.e.d. indicators. Relocated ignition switch,

Fly screen, Lockable Top box.

lots of paperwork, mot's etc

Just been 800 miles across Britain.

Phone/text 07786718867 (Barry) offers C. £3600



For Sale 2006 Triumph Tiger 1050



Here is my Tiger 1050 for sale owned by me for the last 13 years, it has covered 18,800 miles, has data-tag, showing 3 previous owners, will come with 12 months MOT, extras shown on bike included in price at £3595 ovno, please contact Beesa Dave 07966 563673 if more information is required, thanks for looking.

Bits and pieces.

*The Tipperary Inn at Fen End, near Kenilworth has permanently closed.! This pub has been the finishing point for many rides so its demise because of 'adverse trading conditions' is a real shame. It was of cultural significance because of its connection to the stirring First World War song.

* I am selling my 'Bonnie'. It is superseded by Triumph's brand new model, the Speed 400 which is a single cylinder 400cc machine designed in Hinckley, built by Bajaj in India. The model, and its scrambler option, has received glowing reviews in the press and online.



VMCC Warwickshire Section Events diary 2024

(see notes at the bottom)

June	12	Wed.	Club night – On Yer Bike night plus Fish & Chip supper. <i>pre booking essential</i>
	16	Sun.	VMCC: The Banbury Run, Gaydon, Warwickshire.
	24	Mon.	<i>Cassington Bike Night (Non Section event) well worth the ride to near Oxford</i>
	30	Sun.	<i>Steam Event at Pailton. The 3rd year of this super event. Getting bigger & better</i>
July	3	Wed.	Chairman's Social Meet at The Blue Lias Inn
	10	Wed.	Club night – Bring a bike
	21	Sun.	Founders Day, Stanford Hall
Aug.	4	Sun.	The Bill Lacey Run, Princethorpe to Evenley, Northants.
	11	Sun.	<i>Coventry Parade. Put this event in your diary and book your place soon!</i>
	14	Wed.	Club night – Bring a bike
Sept.	8	Sun.	Genteel Run (DK)
	11	Wed.	Club night – Guest speaker Mike Wills presenting End to End
	15	Sun.	<i>Hinckley Motor show in the town centre. An excellent event for all forms of transport including bikes. The area is always full of interesting vehicles. Well worth a visit.</i>
	29	Sun.	Afternoon Tea & Cake Run (SD)
Oct.	9	Wed.	Club night – Bring & buy
	13	Sun.	Autumn Leaves Run (SD)
	26	Sat.	<i>Open Day at National Motorcycle Museum. Free parking for bikes.</i>
	27	Sun.	Ride in to the Antelope Inn, Lighthorne
Nov.	13	Wed.	Club night – Guest speaker Steve Allen
	27	Wed.	Christmas Lunch (Provisional date – TBC)
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*