

VMCC Warwickshire Section Newsletter

news letter No. 38

early Winter 2022

Editors intro:

As they say, Winter Draws on. We now ride a little less and work a bit more in a warm? Workshop. So what are you working on? Please let me know and share it with the other members which might inspire one or two to 'get cracking' on the projects they keep meaning to start/finish. After a bit of cajoling I have managed to get some interesting content from a few of you.

We are looking for 2 new committee members. Please contact myself or David Kendall.

I have an announcement to make in my notes at the end of this news letter.

But first a few lines from David:

Chairman's Chat

Planning ahead..

By the time you are reading this newsletter, the committee will have met and discussed plans for the future...or at least next year's calendar of events.

However, I am getting a little ahead of myself because later this November we have our annual Christmas meal to look forward to, on 30th November. This year, we have secured a new location on the outskirts of Leamington Spa, that can accommodate members and their families at a good price. News and details of this section festive feast have been sent out and I look forward to seeing you all there.

On the December Club night, we will be holding one of our famous Warwickshire section quizzes along with mince pies and nibbles. Geoff Booth has kindly agreed to be our quiz master on the night, so brush up on your Vintage and Classic knowledge if you want to be in with a chance of winning.

On our 2023 calendar, we will be holding another of our popular Vintage, Classic and Steam events at Pailton on July 9th. Also, 2023 sees the return of the ever popular VMCC Relay Rally, and we have agreed a new location for this event, The Long Itch

Diner, where visiting riders from near and far can park up, sign on and take refreshments.

So, although the weather has taken a turn for the worse just lately, there is still plenty to look forward to next year. But you never know....if this year's weather picks up before the salt goes on the roads we may be able to fit in a crafty pop up meeting....just keep checking your emails.

David Kendall

In response to my request for a few lines here are a few about one of Andy Bean's earlier bikes:

"My motorcycle interest started around the age of 12 or 13 with my uncle Robert Palmer who was a sergeant in the Coventry Constabulary in the mid 1960's introducing me to the world of motorcycles and in particular to BSA's (would that have been part of the Warwickshire Police Force then Mr Woodcock?) He was the one who got my brother Chris and I involved in motorcycles.

I live in the village of my birth but now in a different house and part of the village. The one of my youth was in the centre of the village and had an acre of orchard attached where we rode our Bantams and a C10 together with other assorted motorcycles such as an early 150 Lambretta scooter and for the point of this article a Norman B4 fitted with a Villiers 2T engine.

We had an assortment of Bantams from early D1's through D3's to D5's. We never had D7's but ironically I now own a late B175 but that's another story. Anyhow to the Norman. As it was a 250 cc it was far more powerful and faster than the Bantams or C10 and the memory of this bike and in particular the Villiers 2T engine has stood in my memory since then. The Bantams have long since gone as has the C10 together with the Norman. Ironically the new owner of one of the plunger Bantams recently contacted me on Social media and mentioned the old Bantam. What happened to the Norman I cannot recall other than up until a few years ago I had nailed up on the garage door the chrome name plate from the toolbox!

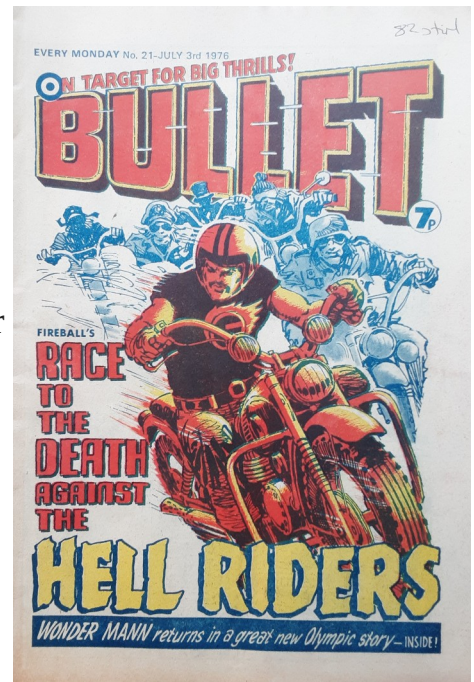
That 2T must have had a lasting effect on me as my latest purchase has a Villiers 2T fitted: A Greeves 250cc 25DB Sports Twin. I chose this make as I felt the Greeves was the better bike compared to such bikes as Ambassador, Cotton, Francis Barnett, James, Norman etc. all fitted with the Villiers 2T motor. I did consider a Royal Enfield Turbo Twin but as that is fitted with the later 4T and rather thin on the ground I went for the Greeves when one turned up. The 2T must have really made an impression as at some time in the past I purchased an original mint owner's manual just in case I ever purchased a bike fitted with a 2T motor! Now I have that bike!" Regards, Andy



Chairman's Chat – part 2

Motorcycle illustration 1

While perusing a flea market the other day, I came across this wonderful example of Motorcycle illustration of the Comic book variety. Now I have to confess, that I don't recall this comic 'Bullet' in my youth and neither could the vendor. But judging by the date.... 1976 I was by then, reading more grown up publications such as Bike magazine...or maybe the printers were 'on strike' or 'working to rule' and this particular publication never got a wider distribution. The chap on the lead bike goes by the name of Fireball and was a two wheel mounted crime fighter. Or maybe the front cover image represents a VMCC section following the only rider with a route sheet....? I think they need to learn the second man drop off system!



Motorcycle illustration 2

'It is possible to enjoy riding a motor cycle or scooter without knowing anything about its performance'. So says the 1968 version of the 'how it works' edition of the Ladybird book of Motor cycle.

The featured image from this famous children's book publishers, appears on page 5, and shows a strapping man wearing appropriate protective clothing aboard a BSA scrambler, possibly his name was Reg or Bert and he smoked a pipe. The other rider is looking on impressed while sitting aboard a Triumph T10 scooter – she is wearing non appropriate clothing... possibly purchased from C&A, and is waiting for Reg or Bert to stop mucking about creating so much dust and instead, help her start the scooter so she can visit her local Austin dealers and part exchange it for a nice new Mini!



Illustrations by B.H. Robinson.

Nigel Morris writes about his introduction to motorcycles:

This is a short account of my time with a Suzuki Super 6 250 and its role in me taking a path to street bikes:

If I look back now in the calm light of day, I can clearly see that I had very little in the way of influence in the events that have led me to be an old bike enthusiast, let me explain.

Old friend Steve Dobbie had in, I think, 2019 travelled to Spain for the Piston Rally, a week long event for any bike built before 1981, a very popular event, with participants (and their bikes) travelling from around the world to take part. Steve had such a great time that on his return he was enthusiastically telling anyone he knew that was a biker, that they should seriously think about going over in 2020.

Well we all know what happened next, Covid arrived and laid waste to many peoples plans to make the trip to Santander, what Covid did do was give us time to find a bike, and this is where my involvement with older bikes begins.

As I'm from an off road background, having been introduced to what was, at that time, scrambling by my mother and father at the tender age of 6 years, figuring out what road bike would suit me best was no easy task. I've never been a fan of the forward inclined riding position (think Cafe Racer) as the prospect of riding head first never appealed.

Steve suggested that I consider an XT500 Yamaha, and as its practically a motocross bike it seemed like the perfect solution to me, and I duly located and purchased a lovely low mileage original un-restored example. Everything was set, and we waited for Covid to end.....Or so we thought!!

In 2017 I went into hospital for a very ordinary operation to replace my right knee. 3 days later and I was home and walking, the road to recovery was clear, or was it? I will keep the next couple of years experience short as its not really bike related, but suffice to say the original surgeon made a real bodge job of my knee and I'm now, as I type, on joint number 4! What all this drama meant for my bike journey was that it became clear in late 2019 that the chances of me kicking the XT500 into life were daunting if not impossible.

I was still completely sold on the idea of travelling to Spain and riding around in the sunshine for 7 days, that a solution to the starting issue needed to be found, particularly as Steve had now built a gang of four of his coffin dodging local friends who all planned to make the trip.

Enter fellow VMCC member Pete Knight, who at the time had a Suzuki Super 6 250cc two stroke in his business foyer. On a completely unrelated trip to Pete's shop, I commented on the nice condition of the bike, and mentioned that if he ever thought of selling I'd be interested. I had explained to Pete that I was keen to ride the Rally, but needed a bike that was easier to kick start. Well a few short days later, I was the proud owner of a Suzuki.

I took the bike to my workshop and set about a process of checking the Suzuki over to be as sure as possible that she was ready for the impending trip to the Piston Rally. Nothing special in terms of preparation, but the process did take me back to my childhood Saturday job at Shearings Motorcycles where I would de-crate and PDI new bikes ready for sale.

Items that needed to be replaced were spark plugs, points, condensers and air filters. I also fitted new brake shoes, and updated the tubes and tyres. I also changed all of the bulbs just to be safe. I assembled a small pack of either vital or multi-purpose spare parts and a compact but sufficient tool kit that I could mount on the Suzuki. After a ridiculously short shake down ride (5 miles) I declared that I was ready for Spain.

In September of 2021 Steve, Jim, Mike and I set off for Spain, the adventures that we had are a story that I will save for another time, but I will say two things. First I genuinely can't recall having had more fun in 7 days of riding a motorcycle, the second is that if you excuse the occasion where I was certain that I had seized the little Suzuki on a long and difficult hill climb, only to discover that I had run out of fuel, the little Suzuki ran flawlessly and frankly surprised me with its very usable power band.

So this little Suzuki had ignited a flame in me that I didn't know was there, I'd never really been a keen on-road biker, focusing entirely on scrambling and more recently motocross. As you can see from the pictures I am not the smallest guy on the planet, and the Suzuki Super 6 can be best described as petite, so on my return from the Piston Rally I decided to sell the 250 and look for a T500 as its a physically larger bike.

Selling the Super six, that was easy. Having heard the tales of its heroic performance lugging my bulk around the hills of Spain Pete was 1st in line to buy the little zuk back, and has enjoyed a summer of riding a classic bike.

The T500? if your interested I will share that story in an upcoming newsletter.. Thanks for reading.



Remember the mystery photos from previous news letters?....well Mike Wills has supplied more information. For those who missed the responses from Geoff Booth I have listed them after the photographs. More comments welcome.

Harley Davidson 1915 Peter Boveniser, Wiltshire

Rudge Ernie Lesiter, Oxford

BSA Sidecar 1920s Ray Newall Chiltern Section

1902 Humber AE 557. Bristol Registration, Sam Cox, Bristol

Other familiar faces but can not put a name to. Based on the above I think this is a Western Region event, Cotswold or Bristol Section event, maybe Cotswold Road Trial? I will forward to Flat Tank Section to see if any more information available.

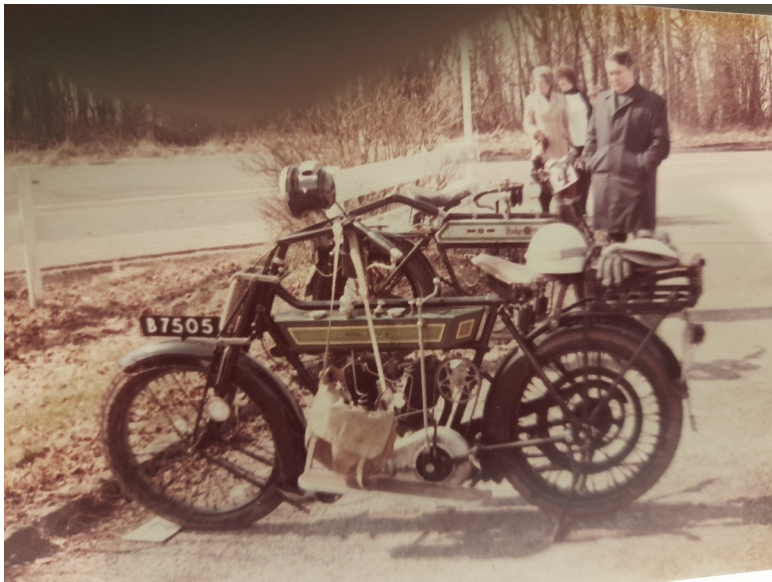


photo 1

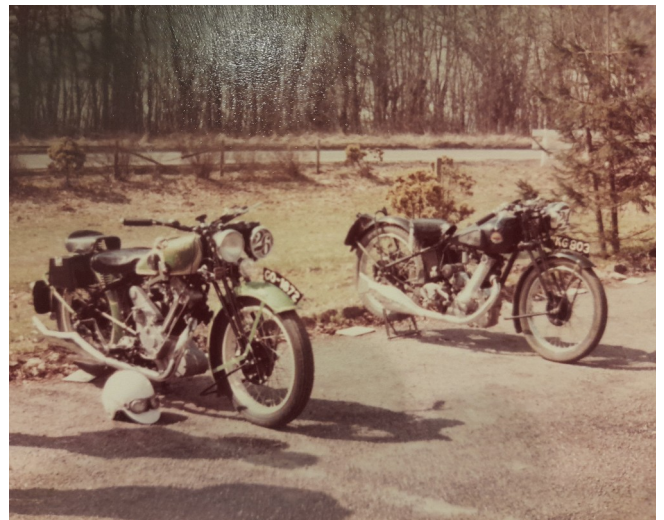


photo 2



photo 3

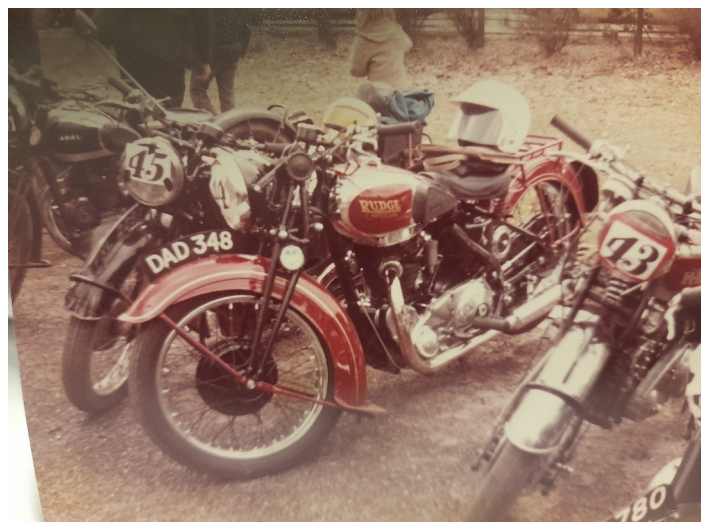


photo 4

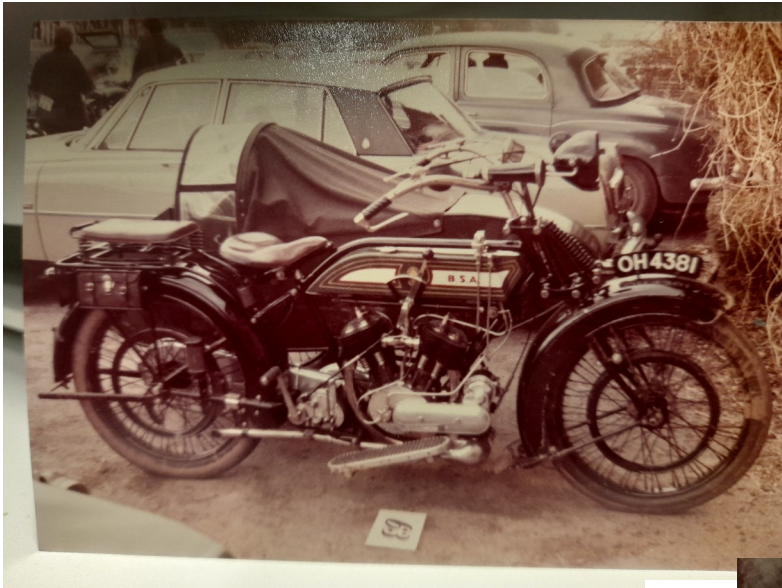


photo 5



photo 6



photo 7



Photo 8



photo 10



photo 9

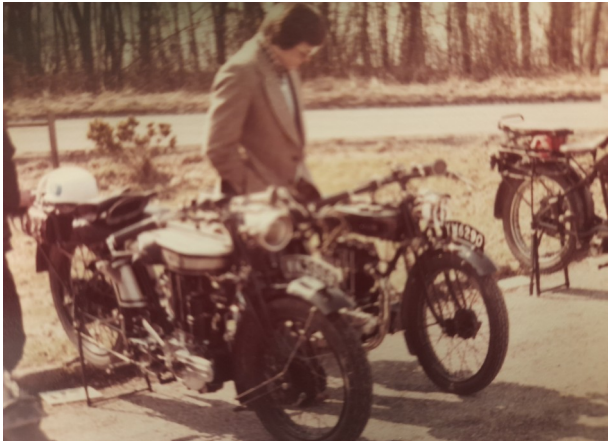


photo 11

Pic 1 we have a circa (pre 1915) Royal Enfield 180. I know it is pre '15 because it has straight top tube, post '15 they dropped it to lower the seat height. Vee twin JAP powered with Enfield's patented two speed gear. and all chain drive transmission.- quite a performer in its day.

Pic 2: Foreground; P&M Panther, mid to late 1930's with the twin headlamps, I would say Redwing model 90, a very sporty number from Cleckheaton. 600cc twin port single with Burman gearbox.

Background; this machine gets the juices flowing – it's a very desirable OK Supreme "Lighthouse" JAP, 250cc from the mid 1930's, featuring overhead camshaft engine (with viewing window on the tower, hence the "lighthouse" moniker. A little flying machine- many were used for racing (and thus destroyed), very rare now.

Pic 3 Harley Davidson 1915

pic 4 DAD348 is a Coventry Rudge Special from around 1937

Pic 5 Mid 1920's BSA combination not sure of the model as I am not a BSA expert!

Pic 6 Rudge Multi – ask Dave Mac!

Pic 7 & 8 Triumph Model P approximately 1926

Pic 9 Late 1920's Raleigh side valve

Pic 10 Cleckheaton's finest! a very early P & M, I would say about 1908 but others such as Rob Thomas and Mike Wills are better than I with such early machines.

Pic 11 A gorgeous, wonderful Norton Model 18 or even possibly a 19, registered in Coventry in 1927 Behind it is a big port AJS approx. also 1927.

Arthur Farrow has sent in another useful product review.

Control cables these days are mainly supplied unfinished (i.e. one nipple to install) due to variance of levers, carburettors, twist-grips to say nothing of handlebars and routing. For many moons I have been making my own cables for bikes and using either a gas torch/copper cup as a pot (with possible soot contamination) or a damn great big old fashioned copper bit soldering iron but no more!!

I spied this neat device on ebay some time back and after over a year of testing can confirm it to be the bees knees! Melt your chosen solder in the pot and dip the part to be



soldered in after coating in a suitable flux (I still like Bakers fluid) after use just let it cool to be used next time.

With great care it is possible to heat the Solder, disconnect from electric supply and do the operation "on the bike" which saves a lot of messing about...and for heavens sake do remember to splay the cable ends into the nipple prior to soldering.

What we've done since the last news letter:

Club night at Kenilworth Rugby Club October 12

We had a great talk by Triumph Triple aficionado John Young. He brought with him a special 4 cylinder Trident built by George Pooley. 'The Quadrent'

After recapping on earlier 4 cylinder projects he told us of his test rides on this latest project. We then moved outside for a 'fire up' and photo opportunity.



Myself and Richard try it for size.

John Young is in the blue tee shirt.

Autumn Run October 16

In spite of good weather this annual run failed to attract more than a few riders. Those that took part enjoyed a well chosen route around Warwickshire. We may move the date for next year.

Social Meet October 23

This annual event was meant to be a lunch time meet at 'the Antelope' in Lighthorne, with an optional ride in from the Chesterton Windmill. Unfortunately the weather forecast prevented the event from taking place.

Club night at Kenilworth Rugby Club November 9

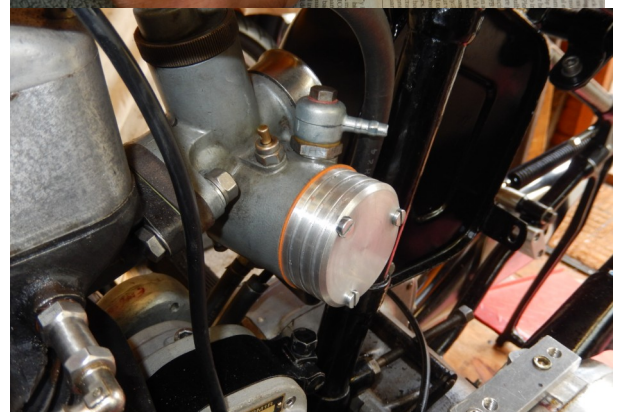
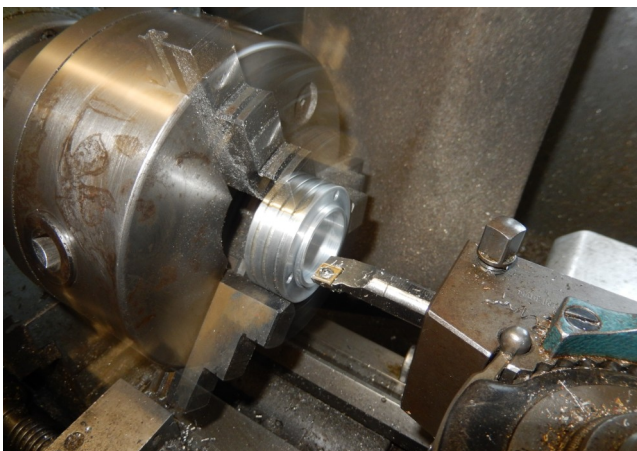
We held our second 'Bring and Buy' evening of the year. Although the quantity of donated items was less than most previous sales, the quality was better. Over £150 went into club funds. The good turn out of members resulted in over £50 in raffle ticket sales. Well done to all who donated and bought stuff.

Curing a leak on an Amal Monobloc. by Tony Harris

I have been finishing off a little project that I should have done this spring but things got put on hold for medical reasons, so I am trying to get it finished before winter sets in and the spanners freeze over. The carb, an old but usable Amal Monobloc was rebuilt and fitted. The bike started easily and ticked over nicely but the float chamber had a small leak on the end cap. I tried another new gasket, but it still wept. I tried a couple of old caps I had, they leaked to, all distorted about the holes. There appears to be different gasket thicknesses, thick and thin. I think the thicker ones would encourage distortion around the thin mating faces where the three screws go in. I have seen this before. The problem is there's nothing to hold on to face the flange up. A new one would have sorted it but I wanted to finish the job off so into the workshop.

The end cap is 2 1/4" diameter. Fortunately I had some alloy bar in stock this size, I made a thicker cap which also gives more fuel volume in the carb. Yes, I know these things were all the rage in the 60's but I don't think they made any difference to the engine running low on fuel on normal road bikes. I ran standard Monoblocs on my Vintage racers for years with standard Mono's with standard float chambers. I think the important thing was lots of feed through the fuel taps to supply them.

I digress. Turning up a new cap and popping three new holes to screw it on was straight forward. This also means if for any reason the face gets damaged I can hold it to clean the face up in my lathe. After screwing it on, the leak has gone, happy days.



Excerpts from a dispatch Riders manual

Peter Scally submitted this article which you may find amusing in stating the obvious.

So in 1940 you and your motorbike volunteered to join the Home Guards as Despatch Riders - simple you think - but no, you have to ride the Army way. So you are issued with a little book from the War Office telling you how to ride your bike, as if you didn't know!!!!!! The instructions were split into different categories - i.e. Cross country riding, fords (don't mean the cars !), wet weather riding etc. but we'll start with Road craft. So here goes:

Page 15 1. There is far more to motorcycling than just getting from A to B. The skilful rider aims to enjoy the journey: to travel quickly yet safely: to be obtrusive and to cause others no inconvenience (*so tell us something we already do!*)

2. The Highway Code should be studied thoroughly (*surely we all do that don't we?*) (*Can't remember the last time I read the Highway Code!!*) This goes on for a bit so won't bother repeating any more!

3. Anticipation is of great importance - by watching the driver in front it is sometimes possible to know several seconds before he signals what direction he is going to take - this is especially useful when preparing to overtake i.e. if he's turning right he will edge to the centre of the road / if turning left he will remain nearer the kerb, same applies to a roundabout. These indications should not be taken as definite and acted upon as being so, but they are most helpful as a guide. Similarly, it is useful to watch for pedestrians who might decide to cross the road unexpectedly. He/she may hesitate, standing on the kerb, undecided whether to cross ahead or behind you. Be prepared for crossing in front of you, watch out for dogs and children (in that order) who will rush into the road without warning.

4. Walkers have the right of way on pedestrian crossings. All vehicles, army or civilian must obey traffic lights, but pedestrians can ignore them (*they very often do, so do cyclists*)

5. Try to avoid using the horn, except as a warning - when overtaking other vehicles, sound the horn.

6. In country villages look out for cottages where the front door opens directly onto the road, as sometimes occupants walk out without looking!!

7. Animals are a source of danger, even if not near the road. They can take fright and dart in any direction. If there is no possibility of avoiding an animal without risk of crashing into another vehicle or endangering human life - then hit the animal. Then contact the police within 24 hours - cats are exempt from this rule!!

I have abbreviated (cut short!!) some of the contents, so as not to bore you! However, if you didn't find this interesting aren't you glad this is the shortened version !! There is more to tell in my little army book - if you are interested - if not I'll close the book !!!!!

Simon has set you a little teaser: this is a local view but where is Black Bess parked? Answer in next news letter with another view.



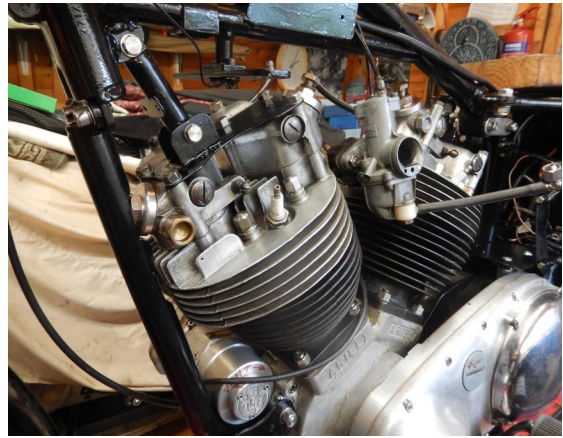
Ariel VNH update part 4

The final part of Tony Harris' build of a unique v-twin Ariel

I wanted to make sure the motor could be worked on in the frame and the heads and barrels could be dismantled without having to take the engine out. It also made the unit lighter to put into the frame with no heads and barrels fitted.

One of the things I didn't want was the front mudguard to hit the exhaust pipe or front cylinder head with the forks compressed. This is why the frame was stretched a little. I also needed to have the front down-tube detachable to ease fitting the engine and adjusting the front cylinder exhaust tappet as stated in part 3.

After fitting the bottom part of the engine in the frame I assembled the heads and barrels. The front cylinder has a plate under the rocker box bolts. This has a detachable tube fitted to it which bolts to the frame, under the headstock. The picture shows this. It also makes the engine part of the frame for extra rigidity. There is also a bracket that the small HT coils bolt to which is part of this assembly. These coils are external to the electronic self generating magneto, which I also made. This



fires the 55 deg V twin engine. It has built in adv./retard for easy starting and no kick backs. This bolts to the front of the engine and is on slots to adjust any timing.

The primary chain case screws to the engine and lines up with tapped holes in the standard position, the bike also uses the standard Burman gearbox and clutch. The engine plates I made out of the same thickness material as Ariel used, steel, but parallel with no kinks like the original plates. This helps, because I had to make different size spacers on the gearbox to line the primary chain with the engine sprocket and clutch chain wheel.

The oil tank had quite a large crease on the outside. I decided to cut the back out and knocked this out from the inside, cleaning 45 years of sludge out of the tank at the same time. I then brazed a plate over the hole and because it faces inside can't be seen. The rear guard is from a plunger model, I will keep an eye out for the correct guard, but at this time its better than nothing.

The battery carrier is not Ariel but pre war Triumph. Its a similar ish design. The forks were treated to new springs bushes etc, built up and fitted. I made my own wiring harness using standard colours. All the connections are Japanese type and I used a company called "Electrical supplies" which stock everything for the budding electrician/arsonist. Unfortunately there is no charging system. I will run LED bulbs throughout. This will give many hours of light and I don't really plan to ride to many miles at night. Sometime in the future I'll fit some sort of charging system onto the bike.

One of the things I wasn't too happy about was the old exhaust pipes. I made these some years ago and decided to have a set of stainless bespoke ones made. Not cheap, but I thought the bike deserved it.

So far most things I had were in my stock so its cost very little to this stage. These pipes are mated to a standard Ariel silencer. The Siamese exhaust pipes on the timing side of the bike leave room to



fit a better prop stand. I didn't have a standard prop stand so I bought one off ebay for about £10, complete with bracket off some Jap. bike. I've used this type on a number of bikes and they work well.

Like most projects, there comes a time to see if it all works. It is all a little scary as many will know. Have I tightened this, or fitted that part right? Will it be timed right and start? will it leak? you know the sort of thing. However, when you've made a large part of the engine and altered so much it causes even more apprehension. Oh, he of little faith.

I put some oil in the tank and the oil I'd put in the sump returned to the tank from the engine after pushing the bike about with no plugs in and in gear. I popped the fuel tank on and pushed the bike to the front of the house just as my friend (Eddy) rolled into the drive on his Vincent twin. No hiding now.

After turning the fuel on and a quick carb tickle, (the carb is a 26mm Concentric by the way), magneto kill switch off and give it a kick.

To our amazement it went first kick, just as it did about 10 years ago, Eddy was there then. I let it tick over for a while. The oil was returning and the only leak was from a banjo nut on the rockers which I hadn't tightened.

I stopped and started it a number of times and it goes first time every time. At the moment it looks like my smoky start ups are in the past and the latest engine alterations are working, time will tell.

I'm sure there will be a few little problems as with most fresh builds. Hopefully these will be few and far between so I can get some miles on the bike next year. There's a number of things I would like to change, like a better set of guards and maybe a better seat. I am not too sure about the front brake. Its nice to have a standard one but with modern traffic I would like something better. I have recently picked up an almost new Enfield front wheel complete with new tyre, disc and spindle. This, although not looking very standard, would be a lot safer in an emergency. I will have to see how good/bad the front brake I have is first.

Since the above I have done about 50 miles and have raised the gearing a little. I am very pleased with the way it goes and is an improvement all around from the first incarnation.

Update Oct 21.

The bike has now done some longer journeys and a few hundred miles. Its still going well, It starts first kick and rides well on the road. The longer wheel base has made no difference to the steering. I have now fitted the original front brake with twin leading Mini shoes, hydraulically operated.

Unless you look hard it just looks standard but now you can lock the wheel unlike the standard set up.

The motor is smooth and doesn't leak. Unlike before, there's no smoke on first start up and the plugs are clean with a nice colour. As long as you are over about 22 mph there's no need to change out of top gear, even with tall gearing. Big flywheels and soft cam timing. Think big pre war side valve, not Ducati.

I never built the bike to take to shows or as a static display. I just fancied an old fashioned classic type V twin. It does fool some into thinking it was an Ariel prototype that never saw production; I suppose I achieved the desired effect all round then.
Further update: November 2022. the bike has now covered 800 trouble free miles with just the tappets needing to be adjusted.



Frank's Sun For Sale



1955 Sun Cyclone

225cc Villiers 1H 2 stroke engine.

Rebuilt to a high standard by the owner.

Rare chrome tank and gold tank badge.

Only a few hundred miles ridden in last 25 years.

Kept in heated, carpeted garage/workshop.

Quite a rare bike.

Ready to ride.

£3,500

Phone 01926 429310

or email me b4heath@yahoo.co.uk



VMCC Warwickshire Diary of events for 2023

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

Date / day		event	details
Jan. 11	W	Section A.G.M.	Kenilworth Rugby Club 8.00pm
Feb. 08	W	Club night	Kenilworth Rugby Club 8.00pm
Mar. 08	W	Club night	Kenilworth Rugby Club 8.00pm
April 02	Su	Spring Run	t.b.a.
April 12	W	Club night	Kenilworth Rugby Club 8.00pm
April 22	Sa	Cov - Brighton Run	National Motorcycle Museum
April 23	Su	Cov - Brighton Run	Return from Brighton area.
April 30	Su	Nat. Relay Rally	Long Itch Diner CV47 9QZ
May 10	W	Club night	Kenilworth Rugby Club 8.00pm
June 04	Su	Kenilworth Run	Hatton lay by
June 11	Su	Breakfast Run	T.B.C.
June 14	W	Club night	Fish & Chips + bring a bike? 7.30pm
June 18	Su	Banbury Run	National Motor Museum, Gaydon.
June 26	m	Cassington Bike night	Cassington Village, OX29 4DN
July 05	W	Chairman's Social	Blue Lias, bikes and buffet from 6.30pm
July 09	Su	Pailton Steam & Bikes+	Fairfield lake and Smite Brook Steam Railway
July 12	W	Club Night	Kenilworth Rugby Club. Bike night 7.30pm
July 23	Su	Founders Day Rally	Stanford Hall. From 9.00am
Aug. 06	Su	Banbury Rerun	Run for all bikes based on pre 1931 event. Gaydon
Aug 09	W	Club Night	Kenilworth Rugby Club. bike night
Sept. 03	Su	Genteel Run	A slower run for smaller, older bikes.
Sept 17	Su	Afternoon Tea and cake run	Simon leads from Hatton lay-by. 2.00 for 2.30
Oct. 08	Su	'Autumn Leaves' run	Simon leads from Long Itch Diner. 10.00 for 10.30
Oct. 11	W	Club Night	Kenilworth Rugby Club 8.00pm
Oct. 22	Su	Antelope Ride In	Meet at Antelope Inn, Lighthorne, 12.00 or ride in from Chesterton Windmill. At 11.30
Nov. 08	W	Club Night	Kenilworth Rugby Club 8.00pm
Nov. 29	W	Xmas Lunch	T.B.C.
Dec. 13	W	Xmas Club Night	Kenilworth Rugby Club 8.00pm

The contents of this diary has been collated by Simon Dudfield. I merely typed it into a grid.

Secretaries Shorts.

This will be the final time that I can print that heading as, from the next Warwickshire Section A.G.M. in January, I will be relinquishing my position as section secretary. This decision is for personal and health reasons. I have enjoyed most aspects of the role, especially meeting all the great members who I would probably not have had as much contact with otherwise. I will still be on the committee, if you vote me in, and therefore still be involved with club activities but not in the same way.

As for the News letter, I shall continue to edit it and chase you all for content.

I am hoping to be able to spend more time in the workshop fettling old bikes (I still need to get the Bridgestone on the road for more than 5 minutes and I have had a C15 in many boxes, and hanging in my workshop, for several years!) Barry Heath

Happy Christmas to you all!



The Image is borrowed from the internet

Ride safely