

VMCC Warwickshire Section Newsletter

news letter No. 33

May, 2022

We find ourselves moving into the better weather and slowly out of the Covid era. This means we can get out and about and ride our chosen two (or 3) wheeled transport. At the end of recent editions I have included the latest update of our section events diary, including some not run by us but which I feel may be of interest. This will be included in all future editions as well as on the website.

We have a varied selection of articles this month, but can always do with more for future ones. So please have your say about a recent motorcycle event you have attended or a special one from the past. I read them all!

Chairman's Chat

It's on the cards..!

Do you remember when you were young, asking your mother to hurry up and make another pot of tea, or maybe encouraging father to smoke more Cigars...? All because we longed for another illustrated picture card being proffered into our (grubby) little hands.

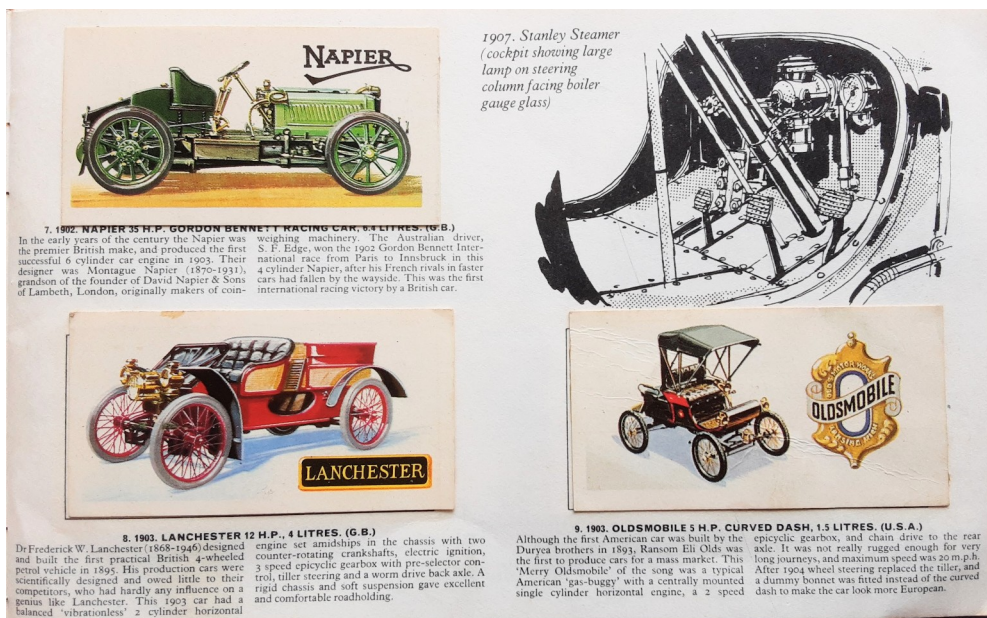
The colourful world of illustration was possibly the first chance we had as small boys and girls to learn about the wider world, either through Ladybird books, or maybe those colourful picture cards given away by various Tea or Tobacco companies.

Recently, while doing a spot of housework at 'Kendall Towers' I came across these fascinating examples of Automotive illustration. The first is 'The History of the Motor Car' - an Album by Brooke Bond Tea...price sixpence. The featured

page shows three wonderfully rendered early motor cars, but my favourite is the 1903 Lanchester. Maybe somebody could let me know where these early cars were made..Birmingham or Coventry? Illustrations by Kenneth Rush.

Our other wonderfully illustrated fount of early knowledge is the 'The story of the Motor Car' by Ladybird books price 2/6d. The title to our featured page is entitled 'British progress at last' and shows Herbert Austin in 1900, competing in the Automobile Clubs 1,000 mile trial, aboard the first ever Wolseley vehicle. However, I am intrigued because the vehicle shown looks very similar to a Leon Bollee Voiturette that is often seen at the Coventry Parade. So is this an early version of platform/component sharing..? And this time the illustrations are by Robert Ayton.

So if everybody behaves themselves, I may next month do a similar article on early motorcycle illustration...the trouble is I may have to do some more housework and tidying up to find them! Stay safe..... David Kendall



One of our members, Mike Jones, also edits the news letter of the New Imperial Owners Group. He has generously allowed us to reprint an article he wrote and published in the groups news letter in 2017.

Pist 'n Broke, Mike Jones

I restored a New Imp model 3 a couple of years ago - it has a JAP 293cc SV engine with 70mm bore, cast iron barrel and aluminium piston. When I stripped the engine, I measured the piston-bore clearance at 0.005" (0.13mm) at the bottom of the skirt and 0.018" (0.46mm) at the crown. That clearance seemed way too much to me, although the engine is quiet and runs smoothly. I know very little about engines and did a bit of research to understand more about Hepolite and Heplex pistons. Also did some clearance sums and found a nice Hepworth and Grandage book on e-bay, containing technical papers on 1950's piston designs. Nothing new here for our vintage experts but it was new to me and might be of interest to some NIOA members. (I'll bore you with the story anyway).

Stepping back to the 1914-1918 WWI period, the UK National Physics Laboratory (NPL) was experimenting with Aluminium alloys to find one that could be used for aircraft engine pistons. In experiment 'Y' of the research, they discovered an alloy that worked well and it then became widely used. It was named 'Y Alloy' and contained Aluminium with 4% Copper, 0.3% Silicon and a few other elements which gave it its strength – roughly twice that of 'standard' Aluminium. Importantly, the strength was maintained at high engine temperatures.

In the late 1920's, Rolls Royce (in cooperation with others) also developed a range of Hiduminium (High Duty Aluminium) alloys, with RR53 used for cast pistons and RR59 for forged pistons. Other RR alloys developed at that time were later used to construct the Concorde aircraft.

Aluminium alloys like these have special heat treatment processes ('solution treatment' and 'age hardening') which create and lock-in the strength. Various recipes are used containing different amounts of Copper, Silicon and other elements, to produce a wide range of properties. Some of the alloys are as strong as steel but with roughly one-third the weight and are used in aircraft construction. Others mixtures work better at high temperature, maintaining strength and with lower expansion, for use in engine casings and pistons.

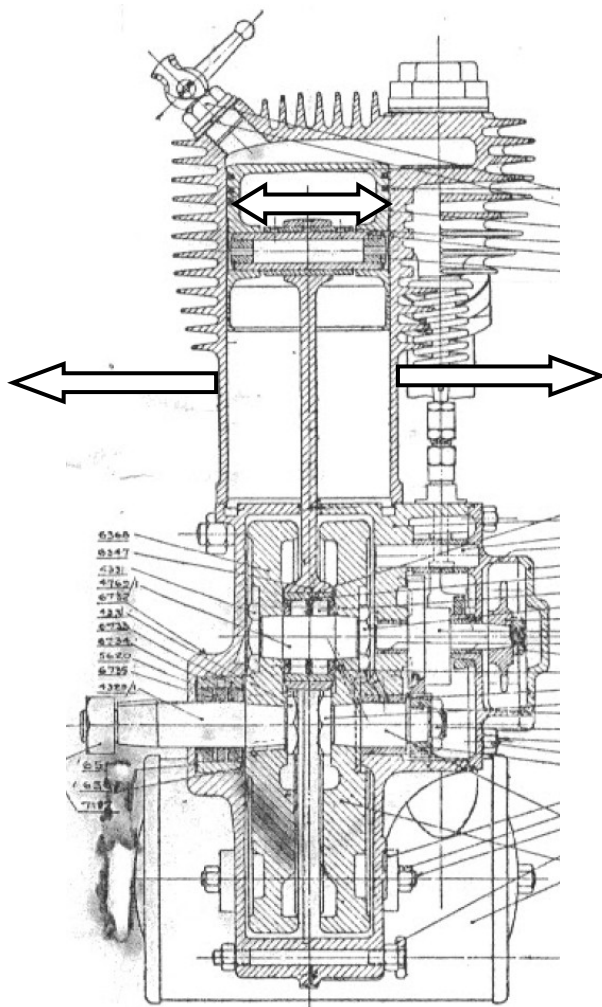
Hepworth and Grandage were founded in 1907 in Bradford, England. In later years, they supplied pistons in two Aluminium alloy grades (and several cast iron grades):

- ❖ ‘Traditional’ Hepolite pistons made in the ‘Y Alloy’ grade described above.
- ❖ Heplex pistons containing 12% Silicon, introduced in the 1940’s (I think).

Presumably Heplex is an abbreviation for Hepolite Low Expansion – the additional Silicon in this material reduces its coefficient of thermal expansion. (In simple terms, it does not expand so much when heated).

Modern car engine pistons typically contain 12% Silicon which is dissolved to form minute globules in the Aluminium and it is this structure which gives it its strength. It’s interesting that a quite simple mix of common elements has such a powerful effect – it increases the hardness and wear resistance, reduces expansion although makes the piston more brittle. These materials are notoriously difficult to machine due to the abrasive nature of the Silicon and diamond tipped tooling was traditionally used in industry. Standard tools would rapidly wear out. The grey globules (of the Silicon constituent) in some alloys can be seen by the naked eye.

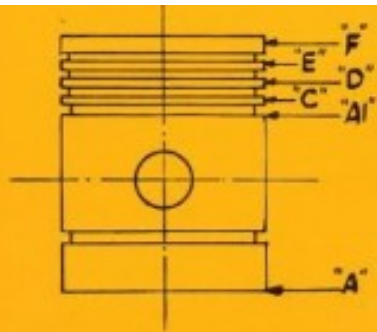
And so to piston clearances. If we assume that the piston and barrel are working at 250°C (not sure about this?) and have a diameter of 70mm like my JAP engine, then:



The coefficient of thermal expansion varies between the Aluminium alloys (Hepolite is different to Heplex) and is roughly twice that of cast iron, so quite large clearances are needed with the engine in the cold condition.

According to my simple sums, when the engine is cold we would need a piston-bore clearance of at least $0.017'' - 0.008'' = 0.009''$ (0.23mm) with Hepolite and $0.014'' - 0.008'' = 0.006''$ (0.15mm) with Heplex. When the engine heats up to 250°C, the piston expands to take up all the clearance that we have provided and the engine would, in theory, just be on the point of seizing. In practice, those clearances would be too tight because other things are happening - the bore might not be circular or parallel; when the engine is started, the piston will probably heat-up quicker than the barrel ; the piston probably runs hotter than the barrel ; other things are happening.

Hepworth and Grandage recommended the clearances in this table, which are in thou per inch diameter for engines with cast iron barrels:



The following clearances can only be taken as a general average, because of the different conditions which operate in various designs of engines.

When reconditioning a cylinder always work to the cylinder bore size given in the Hepolite Catalogue, plus the appropriate oversize. Your Hepolite piston will then have the correct clearances.

All clearances given are per inch of cylinder diameter and should be measured at right angles to the gudgeon pin axis.

WATER-COOLED ENGINES		A	Al	C	D	E	F
Material	Type of Piston						
Hepolite Alloy	R.S. Designs	-	-	-	-	-	-
	Other split skirt types	-	-	-	-	-	-
	T-slot types	-	-	-	-	-	-
	Solid skirt types	Up to 3½" bore	-	-	-	-	-
		Over 3½" bore	-	-	-	-	-
		Diesel pistons	-	-	-	-	-
Heplex	All split skirt, T-slot and I-slot types	-	-	-	-	-	-
	Solid skirt types	Up to 3½" bore	-	-	-	-	-
		Over 3½" bore	-	-	-	-	-
		Diesel pistons	-	-	-	-	-
Cast Iron	All types	-	-	-	-	-	-

AIR-COOLED ENGINES		A	Al	C	D	E	F
Hepolite Alloy	Solid Skirt	-	-	-	-	-	-
Heplex		-	-	-	-	-	-
Cast Iron		-	-	-	-	-	-

For a 70mm diameter, the clearance at the crown should be 0.019" (0.48mm) with a Hepolite piston and 0.012" (0.31mm) with Heplex. That's twice the clearance of my simple sums, above.

So, the clearances in my JAP 293cc engine with a Hepolite piston are not excessive as I had thought, but just about right. I've also found that I need to be careful when fitting NOS Hepolite or Heplex pistons into a restored engine, because they are different materials and require different clearances... I'm learning all the time. The spare Heplex pistons that I have, have that word cast on the inside.

I don't know what blend of Aluminium alloy was originally used for New Imperial or JAP pistons. The engine spares lists that I have do not have much detail but I expect that the pistons were bought from one of the companies like Hepworth and Grandage. Worth some more research I think.

Memories of 1980

Finding this photo reminded me of my travels to Switzerland. It was my second season as a Tour Guide for Youth Groups and I was on my way to Adelboden in the Bernese Oberland. Any of your readers with a Scouting or Guiding background will immediately know that this was and still is the location of the International Girl Guide centre and I was going to enjoy the next 3 months...regardless!!



I used my Honda 550 Four to get me from the Midlands, through France, across the border near Pontarlier on to Interlaken. It was a fabulous route and very scenic. My memories of the bike are only positive as it was plenty fast enough but also light and nimble. It had no problems carry me and all my luggage at a decent touring speed. One of my favourite trips was over the Grimsel, Furka and Susten passes. The bike spluttering a little towards the top but then to be expected as the Furka is around 8000 feet and pretty cold too! I used it as my daily runaround for 3 months while I was working there and it never let me down.

The Craven fairing, top box and panniers make me smile now. They were 'of their time' and very effective. If I still owned ONK 601P (Piggy) I would probably have them off and get them on e bay. I much prefer less clutter these days. I tried to find if the bike was still around but it seems it was last taxed in 1984 so it could have been exported to India- who knows!

Makes me realise every ride is an adventure, you can have one this afternoon and you don't need a GS to have one either.

Happy Days!

Best regards to all

Stuart, very new Member 61446

A few lines on the ride out to Tanworth in Arden on the 23rd March to visit the grave of Mike Hailwood and family.

The day started bright and sunny, however I decided to take my waterproofs, just in case. As I live on the eastern side of the county not far from the Northamptonshire border at Napton on the Hill. I had spoken to Barry, our esteemed secretary and agreed to meet him at Tanworth in Arden rather than ride into Coventry.

My route took me along the A425 to Southam then past the HS2 works at Stoneythorpe and the Polo grounds where the tunnel starts to go under what is known locally as Bascote Wood – it is in fact officially Long Itchington Wood. I then joined the Fosseway at its junction with the A425 between Ufton and Radford Semele and proceeded to the junction at the Chesterton crossroads onto Harbury Lane. I had decided on this route as it circumnavigates Royal Leamington Spa thus avoiding the congestion of the town and giving my Golden Flash chance to have its head as the saying goes.

Along past Whitnash and all the new houses being erected on what was previously farmland and then down Gallows Hill and onto the old A41 by the old Toll cottage. Up over the river Leam and through Warwick to the junction with the Henley Road at the West Gate and on past the Warwick Racecourse to Henley in Arden on the A4189 passing through Claverdon and the temporary closed Crab Mill at Preston Bagot. Right in Henley at the crossroads, keeping to the 30mph limit through the town then onto the junction with the Tanworth Road north of Henley. Now at this point I must admit this is where I went slightly wrong. I got to Danzey Green but not seeing a sign to Tanworth I back tracked and took a side road and eventually ended up on a lane I recognised from my rambling days and then managed to get into Tanworth where I parked adjacent to the green opposite the Church and awaited Barry and his mates to arrive. I sat there for 10 minutes then gave Barry a ring. He was just leaving Umberslade Farm café having stopped for a coffee and cake no doubt! Once Barry and his friends arrived, one on a nice Triumph Tiger 100 with high level pipes and the other on a black BSA A10 Golden Flash-Barry was on his Tiger 90 -we had a stroll down through the churchyard to the Hailwood family grave site. A more beautiful outlook one could not wish for, looking out across the Warwickshire countryside towards Henley in Arden and Warwick in the distance. After saying our farewells we rode back to Henley then onto Warwick, I back to Napton and Barry and his mates off to Coventry. An excellent morning's ride out with great mates and the BSA not missing a beat.

In last months news letter I printed the first half of the tale of Arthur Farrows 'lost love' a 500cc Moto Morini which he called 'Strega' after the emblem on the bike. Years later he has now tracked it down but can he buy it back?.....

Several hours later I rang my Vincent mate Pete in Suffolk, was he going to the jumble? "No why? Do you want me to go" So Pete goes Jumbling, unbeknown to me taking his van and a pile of cash and sends me a poor mobile phone picture of MY bike at the jumble. Damn...then he rings me we talk a few minutes whilst I get dewy eyed and then thrusts the phone into the vendors' hand. Oh, hello want to do a deal? Pete offers cash and take away immediately. We compromise and 10 days later wonderful Pete delivers my Strega.

She now has 60,000 on the clock and was last on the road in 1991, but barring the Jota bars (since removed for NOS original bars) Strega is exactly how I sold her even down to the British Insurance brokers sticker under the seat. As I get into it I realise there is so much of me in this bike. A stainless nut here, a grommet there and stuff I made. It takes my breath away and this is only the start, but here is an example of what goes wrong.

Its boomerang time! Sometimes needs must and then in the future they bite back. I'm bitten thus and my boomerang whacked the back of my head with a vengeance!

Memories reside in the dark, dark corners of one's brain. Yes, even mine, stuff you had long forgotten suddenly re-emerges. It's quite amazing really. In my ownership of Strega before I had some tough financial times. 2 stinky children, a whacking great mortgage on a Victorian Villa needing restoration and the sudden liquidation of the company's major client meant a monster salary reduction, credit card repossession etc. A truly dark time that has marked my life and attitude to credit excesses and lead to financial happiness and security. Bloody hell Farrow get on with it....what about the damn crankshaft!!

Well you see it's like this, as far as I can remember. For some odd reason the half time pinion on the crankshaft had come a bit loose and gave a battering to the woodruff key that is intended to locate not fix solidly. The key slot wore hugely in the crankshaft so the half time pinion got sloppier and sloppier in the end making a crater in the crankshaft. Unable and financially unwilling to get a new crank, split the engine and do it properly a trick welder at Brands Hatch welded a new woodruff key into the slot. Once dressed it was pretty hard to detect and I was pleased with the result, but knew if the motor was ever in the future to come apart the welded key would stop the crank being used again.



Welding does things to metal though and in the alternator rotor there resided the bit of broken crank pictured. This had obviously stopped the bike in 1991 and the resultant wobble shattered the alternator windings alloy backplate. I am, it would seem, guilty as charged with this atrocious bodge, but the bike had done well over 10k miles like this.

Before purchase I was told the Crankshaft had broken but a new one was in the assembled bottom end of the engine that came in the boxes. It had to come apart though as assembly had not been done in a sufficiently clinical manner for my liking. Just as well as the new big end shells had embedded grit and the crankshaft turned out to be used and not necessarily completely at one with a standard size plain bearing on the crank. In short it was junk



Well all this was 4 years ago and eventually after far too much technical engine grief of interest only to dedicated Morini folk and buying parts from Israel, Italy USA and UK (the so called original parts from Italy were probably back door rejects) she is back on the road again in my original “customised” 1982 form. Morini parts are not too hard for the 350, but the 500 engine is a different little of fish have

sold in fewer numbers. Jungle drums and the Morini Riders Club have worked wonders.

Riding it is as good as ever, light, torquey with good brakes, dreamboat handling and roadholding. It's a bike that just feels great and like its little 350 sister is just a happy thing to ride. It's odd, but you really get the impression the machine enjoys a good romp too and it's pretty hard to beat the FUN factor with this one. Sometimes the enjoyment in an old bike comes from the challenge and we all understand that for good or bad, but a re-assessment of an old friend can be a joyful thing

Last word from my dedicated Velo mate and VMCC Oxford man after riding... Well blow me that is an absolute game changer, I love it.



Gentle Giant

In the classic world, the earliest models of any bike tend to become more sought after than their successors. Kawasaki fours are no different; while the Z1 has become a legend, the later z1000 is largely overlooked. So why would I sell a Z1, only to replace it a few months later with a z1000?

I bought my Z1B unseen, from the internet, to satisfy a long-held lust for a Z1. It was photogenic but a bit ragged round the edges and periodically lapsed into a misfire. The longer I owned it and the more I tried to fix it, the more it infuriated me. It had to go.

And yet there was something in the DNA of the big Kwak that struck a chord with me, as though there was a great bike in there somewhere, under the neglect and poor running. I decided to look for a really good example of a z1000 which should be within my grasp for about the same price I had secured for my Z1.

When one came up within easy travelling distance, I made sure to inspect it before buying. It looked magnificent in the afternoon sunshine, started easily and settled into a steady idle with just a rustle from the motor. The previous long term owner had rebuilt the carbs and brake calipers (common sources of trouble on infrequently used Japanese machines) and the extensive history file supported the recorded mileage of just 28000.

My only concern was the vendor. He had only had the bike a few weeks and hadn't changed the log book. I could tell from the registration number that this same bike had recently sold on Ebay for over £1000 less than his asking price so he was trying to make a fast buck. We haggled briefly but, ultimately, I was seduced by the fabulous condition of the big zed so a deal was done.

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Coming home on the bike with hopes high, my enthusiasm took a hit in the first traffic jam I encountered. While the motor pulled eagerly on a decent throttle, at zero to low openings it jerked like a bucking bronco. After a few days like this I took some advice and replaced the coils and leads with high performance items from Z Power. Sadly it was no better.

Despite the carbs having been rebuilt I decided to remove and investigate them. The flexibility of the air box and carb rubbers makes this far easier on a z1000 than some multis I've worked on. While inspecting and cleaning, I found nothing major was amiss so back on they went. Sure enough the problem persisted. Reading up on Kawasaki's (isn't the internet wonderful?) I discovered the choke plungers can stick, causing an over-rich mixture at low rpm and throttle openings. I removed the carbs again.

This time, I paid particular attention to the choke assemblies on all four carbs. All the rubber seatings looked in good order but the plungers were slightly corroded and sticking slightly. I cleaned, lubed and tweaked them until all four opened and shut cleanly when the choke was operated. When refitted, the rough running was cured and the Kwak would now trickle down to idle in first gear and pull away smoothly. Bliss.

Giving the bike a really close examination revealed predominantly good news. It is mostly original and unrestored, with just a few re-plated fasteners to complement the rebuilt brakes. The paintwork especially shows that gentle patina that comes with use; the coach lines on the tank for example are rubbing through where they are gripped by the rider's legs. I like this.

It's perhaps understandable why the market was a bit lukewarm about the z1000 when it was introduced. After the shouty graphics and iconic four pipe exhaust of the Z1, the subtle pin striping and 4 into 2 exhaust were perhaps a bit too 'grown up' for the target market. Of more concern to a speed hungry potential purchaser was the reduction in top speed from over 130mph to around 125, despite Kawasaki claiming 83bhp versus the Z1's figure of 82.

The secret lay in the gentler character of the 1000cc motor, with smaller 26mm carbs replacing the 28mm items of the Z1. These had been introduced a year earlier on the z900 which was in many ways a stepping stone between the Z1 and z1000. The bigger engine also developed its maximum at lower revs, 8000 instead of 8500. If this all sounds a bit boring, to compensate there is a big up-side. Well two actually.

The z1000 will trickle down to well below 30mph in top without complaint, and pull away smoothly, which makes it very easy to live with in traffic or through country lanes. Higher up the speed range, say from 50mph upwards, the top gear roll-on performance is breathtaking. Though the ultimate performance figures may look little better than the best 750s of its day, the z1000 absolutely obliterates them all in a top gear contest. As a former Kettle and CB750 owner, I found the big zed to be in a different class.

While a flexible engine is a joy to use, a flexible chassis is less appealing. Despite Kawasaki's claims to have strengthened and stiffened this or that over the years, high speed stability is not a strong point of the z1000. My own example came fitted with a new, but oversize, rear tyre which probably doesn't help. As the instability doesn't set in until about 25mph above the motorway speed limit, trying to fix it has never been a priority for me; such high speeds have little appeal anyway when combined with high, wide handlebars and 70s brakes. Ah yes, the brakes. You'll have spotted that my zed has only a single front disc, having started life as a US model kz1000. In combination with the rear disc (another change from

the Z1), this provides adequate stopping power but only just. I'd say it was on a par with a 70s BMW boxer or Norton Commando.

The second half of this article will be included in the next issue of our news letter

Club night Wednesday 13th April featured a talk by Scott expert Roger Moss.

About 30 members met at our regular club night venue, Kenilworth Rugby Club in anticipation of a talk by 'a legend' in the world of historic racing motorcycles. He came with a digital slide show which spanned the history and development of the Scott. He explained how 2 strokes originated and how the company had developed the idea.

Roger started racing them, just for fun, many years ago and wanted to make his go better. As a trained engineer with his dad's engineering business workshop at his



disposal he developed ways to improve the machine. His company now produces high quality parts for both road and race bikes which are sought after by owners. He brought a box of some of the components he produces. They were all of the highest standard of finish and design. He also seemed to be an amiable sort of man who could 'talk the hind legs of a donkey' as someone who knows him will attest.

The other Easter Parade..

Over the Easter weekend, the annual Coventry to Brighton ride got under way. However, not all of us could get a suitable 'pass out' to go away for a weekend. Instead, we arranged a Sunday 'pop up' meeting at the Pavilion Cafe... enabling us

to take full advantage of the good weather. The Pavilion Cafe has ample parking for motorcycles and plenty of suitable seating out in the fresh air. Many Bacon rolls were consumed and Tea and Coffee slurped as 26 enthusiasts whiled away a pleasantly warm Easter Sunday morning.



Secretaries Shorts

My Coventry to Brighton ride went very well. When I arrived at Newlands Corner Cafe (its now the 'Plucky Pheasant') I met a man who senior members may know from the early runs. His name is (I think) David 'Dickie' Dale. His dad was on the first run in 1972 then both of them did several more of the runs. He lives local to that area, in Shere. He showed me a 'sign post' trophy from an early event which every entrant received.

Tiger 90 is going well and is taking me to the Isle of Man on 12 May via Liverpool. My first visit to the 'three-legged' island. I am looking forward to visiting all the places I have heard so much about over the past few years.

Along with several hundred other folk I attended the first monthly meet of the year (there were a couple of Sunday morning events) of the Kineton Sports and Social Club Classic vehicle evening. The place was rammed! The good weather definitely helped to swell the numbers. It was super! Organiser Clive was even thinking of turning latecomers away but I think the moment passed. If you wish to spend a thursday evening amongst all sorts of two and four wheeled vehicles and their friendly owners then head over to Kineton on the first Thursday of the month.

Pop up at Gilks Garage Cafe, Kineton 8th May

On Sunday morning we held an informal get together at this very popular venue on the outskirts of the village. About a dozen of our members attended. Although the weather started as being cool the sun soon shone through.

Quite a few other bikes came and went including a remarkable Vincent which seemed barely capable of going anywhere but seems quite well known. It had PUB on its registration plate. I believe the owner is a writer for a motorcycle magazine. Also coming and going in droves were dozens of scooters, mainly Vespas which added to the busy scene at the front of the building.

We welcomed a member new to our email list, Peter Knight, who rode a very nice Suzuki Super 6 from 1966.

Wanted!

Gordon Smith is looking for handlebars for his Guzzi. They need to be 7/8th with a bit of height and fairly wide. Please phone him if you have any, on 01926 612639.

John Pearson is looking for a front wheel off a Yamaha SR500 or similar model. Tyre not important. Please phone him on 07946 731702 if you can possibly help with a wheel or just with good knowledge of these bikes.

Bring and Buy plus plants

A final reminder that **this Wednesday 11th May** we are holding our fund raising auction, coupled with our first plant sale. We hope that members will come and support our efforts and make the event a success.

Amongst the items will be some camping/caravan equipment including a large tent, gas hob, cup and plates etc. and...some BBQ tools! There may even be a pair of good quality Coleman sleeping bags which zip together very cosily!

VMCC Warwickshire events diary 2022

- More details of these events will be circulated nearer the date.
- More dates will be added when they are finalised.
- Our section events are **highlighted**. The others may be of interest to members

May 11 **Bring and Buy auction and plant sale Kenilworth Rugby Club.**
7.30pm **you can fill your garden with lovely plants at bargain prices!**

May 22 **Rugby Bike Fest Ride in. The Square, Dunchurch 9.am.**

May 29 **Wings and Wheels. Bidford Gliding Club, near Bidford on Avon.**

June 05 **Kenilworth Run. details to follow**

June 08 **K.R.C. Bring a bike plus fish and chips.**

June 11 **Daventry Bike Fest**

June 12 **Breakfast ride in. details to follow**

June 18/19 *** Banbury Run weekend. British Motor Museum, Gaydon.**

June 26 **Banbury re-run. Our sections run for all classic bikes following
a route from the previous Sunday.**

June 27 ***Cassington Bike night. We may be organising a ride in.**

July 03 ***Crich Tramway, Derbyshire, Classic Bike Day. (Barry has been, its
good!)**

July 06 **Chairman's Social. details to follow.**

July 13 **K.R.C. club night details to follow**

July 16/17 ***Festival of 1000 Bikes. Mallory Park. We may have a stand there.**

July 23 ***MotoFest bike day at Coventry Transport Museum. Booking
advised. A 'Shakespeare run' is planned.**

July 24 **Founders Day. Stanford Hall, Northants. A calendar highlight.**

Aug. 07 **Coventry Parade. Our major section event. details to follow.**

Aug. 10 **K.R.C. club night details to follow**

Aug 28 **A NEW EVENT. A DAY OUT AT A LOCAL PICTURESQUE
VENUE WITH STEAM BOAT AND STEAM TRAIN RIDES. CLASSIC
BIKES AND PROBABLY CARS AS WELL. Save this date for a bank
holiday day out. MORE DETAILS TO FOLLOW.**

Sept 10/11 * Coventry Motofest. Cov. City Centre. We may have a stand there.

Sept. 11 * Atherstone Motor show. A great day for car/bike enthusiasts.

Sept. 18 *Hinckley Motor Show. Another great day for car/bike enthusiasts.

Sept. 25 Genteel Run. For smaller, slower bikes.

Oct. 12 K.R.C. club night details to follow

Oct 15/16 * Classic Bike Show Staffordshire Show ground.

Oct. 16 Autumn Run. Details to follow.

Oct. 23 Social Meet. Details to follow.

Oct 29/30 * National Motorcycle Museum open day. Free entry but Car park £15. Parking is free for bikes.

Nov. 9 K.R.C. club night details to follow

Nov. 11-13 * N.E.C. Classic Vehicle Show.

Dec. 14 K.R.C. club night details to follow

All events are subject to change. Check its still being held before you travel!