



newsletter No.20,

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VMCC Warwickshire Section Newsletter

Editors notes

I have been checking back. At the end of March 2020 I sent the first of my emails which became the 'lock down newsletter'. I don't think any of us expected to still be in this Covid situation 12 months down the line. I like to think that the newsletters have given some continuity to club involvement. Also, looking back at them I am sure that they have improved both in content and technically.

We intend to make them a permanent feature even after normality is resumed. However we do rely on contributions from members so please, if you have been mulling over whether to put something in print then please do so. If the thought of using technology puts you off then just put pen to paper and send it to me. I can sort it out and get you in an upcoming edition. Barry.

N.B. a member may need your help. See the BSA article.

Chairman's Chat

A common interest.....

Some years back in my working life, I was seconded on to a new project with a small team consisting of Marketing, engineering, planning, design and myself from Colour and materials. We would meet up on Friday mornings to report back on progress, regarding theme images, material samples and supplier information. The project organiser who headed the meeting was a chap who I will refer to as Bob. He was one of those younger pushy individuals who would get very impatient for an answer to a problem. Instead of waiting for the Friday meetings for us to report progress, he had the habit of just turning up at your desk unannounced. After a while this started to annoy a few of us, and eventually he started to make himself unpopular amongst the team. One day, I had to go and see HIM about something, except this time at his own desk! As we started our conversation about the ongoing project, I noticed a photograph in a frame sitting on his desk. Not as expected, a photo of his wife and family or his house and car...but blow me, a picture of an early Triumph Speed Twin. From that time on I turned up at the Friday morning meetings earlier than needed so we could both discuss progress on our personal two wheel projects. From then on there was no more tetchy phone calls or impatient questions needing an answer...our

common interest in old bikes seemed to calm the waters and we got along like old mates. In many ways, at a club night, club run or an old bike gathering, we talk to one another like old mates. We don't discuss politics, religion or heavens forbid 'Football' just our common interest..old bikes!

One person who did share our common interest in old bikes, was our dear friend Glenn Hughes. Glenn passed away peacefully on February 4th 2021. He will always be remembered for riding his faithful Mist Green Sunbeam motorcycle on club runs, and also proudly displaying his machine at shows around the county. In fact Glenn could always be called upon to show his bike on our stand at the Race Retro Show at Stoneleigh. One year we had a tool company displaying a sheet metal forming machine next to our Warwickshire section stand..... before very long Glenn had struck up a new friendship with the firms technical demonstrator. On the next day of the show, Glenn had bought along a side mounted tool box he was making for another Sunbeam project, and before the show was over, Glenn had finished his new tool box project...with a little help from his new friend and ongoing practical demonstrations of the metal bending machine.



Glenn (right) receiving an award from chairman Harry Wiles in 2014

Ride in peace Glenn Hughes.
Condolences to his daughters Jan, Pam and Trish

Taking your motorcycle out of long-term storage

This is another article I have 'borrowed' from Bikesure. I think that it has some worthwhile points.

We know a beckoning road is difficult to ignore. But motorbikes that are kept in storage, especially over the cold winter months, can require a little TLC before they're able to get going. If you're just taking your motorcycle out of long-term storage, you might want to consider the following tips first to ensure it's roadworthy.

Clean your motorcycle

It might seem a bit backwards to clean your motorcycle before performing all the checks and maintenance, but it's actually a lot easier to see what's going on when you've wiped away the top layer of dust or dirt on your motorcycle. If you tend to keep your bike clean and buffed even while it's in storage, you can skip this step.

Either way, it's generally a good idea to inspect your bike for any obvious faults, whether these are cracks in rubber joints or mechanical issues with your fuel lines.

Check your bike for rust or corrosion

The next step is to check your bike for corrosion or rust. This is particularly important if you've left your motorcycle outside or in a cold, damp area like a poorly insulated garage. Although rust might seem like a simple aesthetic issue at first, if left untreated it can cause serious damage to your motorbike, especially if it gets inside the engine. That's why it's a good idea to check your bike for rust if it's stayed in storage for a while. Make sure to check these areas in particular:

- Brake and oil lines
- Control cables
- Rims and spokes
- Motorcycle frame

In the event you find corrosion or rust in these areas, it might be a good idea to pay your mechanic a visit – unless you're handy yourself and know how to replace parts.

Check the battery

One of the biggest issues that most riders face when they take their motorcycle out of long-term storage is that the battery has either expired, died or run out of charge. If you've been using a trickle charger, you might find that your battery is good to go, but it's best to give everything a once over first.

You might want to check the voltage on the motorcycle using a voltmeter, which should plug easily into the battery terminals. You should plug this in according to the colours of the wires, so red wire to red terminal and black wire to black terminal. This will give you a reading for the battery's voltage, which you can then compare to the voltage on the battery itself. If the voltage is vastly different to that marked on the battery, you'll likely need to replace the battery.

Check your tyres

Your tyres are extremely important, particularly as they're the only part of the bike touching the ground. After months or years of not using your motorcycle, the tyres can be prone to damage. It's important to check your tyres don't have cracks or swelling, and that they're inflated properly. You might have over inflated your tyres before storing your bike, in which case you'll need to deflate them to the correct measurement. A tyre pressure gauge can help with this. Most tyre manufacturers recommend that you only use motorcycle tyres for three to five years, after which you should replace them. You can check how old your tyres are by looking at the side of the tyre for the DOT code. This should end in four digits, which refer to when the tyres were made. The first two numbers indicate the week and the second two indicate the year the tyre was created. For example, 0321 would mean the tyre was manufactured in the third week of 2021.

Change the oil

This point brings with it a lot of debate among bikers. Many worry that condensation will collect inside the oil tank if it's not completely full. If you changed and topped up the oil before you stored your bike, it's likely that you won't need to change the oil at all when you're taking your motorbike out of storage.

Others say that even if you didn't top up the oil before you let it rest in your garage, it's likely that any condensation build up will evaporate once you've ridden around for a while. If you're really worried about the impact that condensation will have on your motorcycle, it might be a good idea to change the oil instead.

Replace the fuel

What to do with your fuel is another hotly debated topic. If you belong to the school of thought that suggests you remove the petrol from your bike before you store it so it doesn't go bad while in the garage, you can simply top up your petrol and your bike should be good to go. If you've filled your tank with stabiliser and fuel, this should have kept the fuel from evaporating and protects against rust and corrosion. So long as you've applied the stabiliser correctly, your fuel should be okay!

Make sure the carburettor jets aren't clogged

If you've drained the carbs of fuel, it's unlikely that you'll need to do anything special after this. A few cranks to get the engine started and the fuel running into the carbs should help get your bike started.

In the event that you haven't cleaned the carburettor before you put your bike in storage, it's best to try the bike before you attempt to clean the carbs as taking them apart can be quite fiddly and you might not need to clean them.

For some, leaving a bike unused over long periods could cause fuel to clog up the narrow passages of the carb, which can prevent the bike from starting properly. In this case, you might have to clean them or, if you don't feel comfortable doing this yourself, ask a mechanic for help.

Make sure your insurance policy, m.o.t. and road tax are up to date

We know how it is when the open road calls: most of the time all you want to do is get up and go. Before you do that make sure your insurance policy is up to date and you've taxed and m.o.t.'d - if necessary -your vehicle too.

Attempt to start the motorcycle

Once you're happy that you've done everything you can to ensure your bike will start just fine, it's time to take it out and attempt to start it. If all goes to plan, the engine should turn over and you'll hopefully be able to ride away,

My first ride on a flat tank AJS

By Simon Dudfield

When I joined the VMCC in 2009 I didn't imagine I'd end up owning a flat tank motorcycle. In 2014 David Kendall said ,quite out of the blue," when I've done this years' Banbury run, why don't buy my AJS ?". "That's all very well, but what about those extra levers and hand gear change". "You'll soon learn , nothing to it. I didn't need to think about it for long. If I wasn't taken by the AJS, I could always sell it. So, one sunny evening, I received operating instructions and managed a lap of Lillington and rode home. There is much to get accustomed to with a flat tanker. The total loss oiling and pilgrim pump for one. the aim is to keep about an eggcup full of oil in the crankcase. Any less, the engine will nip up, too much results in a James Bond style smoke screen. The pilgrim pump drips oil into the



crankcase. It has a sight glass so the oil flow can be monitored. It has a manual pump too, as occasionally the oil air locks. The first time it nipped up, I decided to give it a shot of oil manually. That was my first of several smoke screens!. It takes a while to clear too. It's important to remember to turn the oil off when parked up as it fills the crankcase. It happened after a trip to fuel up the night before a run, I left the oil tap on overnight. We headed for Wren hall for tea and cakes. It wasn't until we were clear of the traffic lights and junctions that I looked back to see if Bill Wise was behind. I couldn't see anything, let alone Bill. I pulled in and waited for him as he had dropped back due to the smoke!.

Now onto the advance/retard and air levers. When starting the engine the ignition is retarded and the air lever closed. As the engine warms the ignition is advanced, the air lever opened. When cruising in top gear the levers can be finely adjusted until the engine sounds "right". Finally the gear change. To ensure quiet downward gear changes the engine revs and road speed must be low as possible before the lever is eased gently from one gear to the next. Upwards changes are no problem. Several late Summer evenings were duly spent riding alone along the quiet lanes around Moreton Morrell and Ashorne to accustom myself to this little motorcycle's quirks. Despite its 350cc side valve engine only producing 3hp and top speed of 40mph it is great fun to ride. It always attracts attention, even at shows or meets where more powerful and shinier motorcycles are on display. Its patina and slight oil leaks are all part of its charm and character. I was confident enough to ride it to the Antelope ride - in at the end of the riding season . Although I waited until everyone had gone before I

attempted to start it up!. The aim of being ready for my first Banbury run was achieved.....to be continued

This announcement from British Historic racing, a section of the VMCC, was received a few days ago:

As a result of the continuing Covid-19 restrictions it is with regret that, following a long discussion with the committee, BHR have had to cancel the planned test day (*at Mallory Park*) for the 19th of March. It is unclear at the moment if we will be able to reschedule for later in the year or have to postpone until next season. Our apologies to any members who have already entered, any entry fees will be either refunded or if in the case of a cheque payment it will be destroyed.

These restrictions will also prevent BHR from holding its planned AGM on the 19th of March and likewise this has been postponed until the situation becomes clearer and more practical for us to hold it.

The next date from the government for potentially lifting more of the restrictions falls after our planned two day meeting at Mallory Park so this will also have to be cancelled or postponed until later in the year.

As the 'road map' to ease lock down restrictions rolls out then it is now looking promising that our Darley Moor meeting could take place, though this would have to account for whatever procedures and protocols are still required.

More details to follow on this and the rest of the season as and when we receive updated information from the ACU and the government.

Stay Safe On behalf of the BHR Committee

Mark Whittaker, Secretary British Historic Racing, 25th February 2021

A much loved Warwickshire event.

One of the Warwickshire Section's most popular events in our calendar is the Coventry Parade. The first Parade took place in 1956, on Hearsall Common in Coventry. In recent years, the home of the Coventry Parade has been at the Coombe Abbey Country Park - making it the most established annual motoring event in Coventry. Amongst the regular riders over the years have been Graham and Brenda Hallard, aboard a variety of interesting Vintage machines, including a pair of superb Rover motorcycles manufactured just up the road in the centre of Coventry. And let's not forget another famous Coventry motor cycle, this time ridden by our own Dave McMahan...of course, aboard a vintage Rudge.

In 2020, because of Covid lock down, it looked very much like the long running record of the Coventry Parade would stop - however our members thought differently. And in 2020 we held a 'Virtual Fantasy Coventry Parade, all online of course! We had 51 eligible machines entered, complete with photographs – ranging

from a 1904 Bradbury to a 1972 Triumph Hurricane. We even published a program and awarded Virtual trophy's for the different classes...after all 'the show must go on'

Kind Regards...David Kendall

A special B S A owned by section member Stewart Bosworth

I live in Cubbington and over the past 12 years have been having a very special motorcycle carefully restored.

. It has sentimental value to me and is a 1926 S26 500 BSA

The bike has one former owner and the only thing which isn't original are a few stainless bolts and the silencer (which has had to be made).

The bike bears its original registration of RW 6788, for which I have the V5c. It has original wheels (apparently very rare BSA rims?), mudguards, carrier and even domed sight glass on tank. All the main engine bolts are BSA stamped and original. It has been restored to show condition (I picked the tank up from Lewis Templeton on Sunday).

Of note - there are no powder coated parts. Everything has been painstakingly prepared and enamelled.



My dilemma is that I haven't ridden a flat tank before and certainly nothing with levers rather than a twist throttle.

Once restrictions allow I was wondering if there was any one local in the Warwickshire section who has had a BSA flat tank who I could perhaps meet with and could perhaps give me the confidence to ride and enjoy it!



A bike similar to Stewart's – *image from the internet*

Secretary's Shorts

In view of the latest Government announcements and advice, we should soon be able to put together some events for our section calendar. Please keep a watch for our news, which may include short notice events.

Help! I am having an ongoing problem with the ignition on my Triumph Tina. It has a flywheel magneto with no battery or regulator/rectifier. The spark is too weak to ignite the fuel mix. From memory my auto-electrician, who I have not seen since last Autumn, checked the power coils etc for continuity and resistance. However detailed data does not seem to be available against which to compare the results. I have checked the components and wiring as best I can. Is there a local specialist who can sort out the problem?

If you have items you wish to part with or obtain I may be able to include them in the next news letter.

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