



Edition 2 Sept 2020

VMCC Warwickshire Monthly News letter

Another month has passed and still we are not yet back to normal. However we are seeing a few events creeping back onto the calendar which is encouraging.

The 'meet-ups' we have held have been reasonably attended and, hopefully, more of you will venture out and give your bikes an airing.

Here is a brief report of the second and third ones, the first one was reported in Edition 1.

On Sunday August 23 The Pavilion Cafe was the venue for our second post lock down gathering. 17 members on 16 bikes entered through the not very obvious gateway and turned left into the parking area to line up with the other bikes. These included a 1947 AJS 18 and a Norton Rotary from 1984.

The weather was fair. Tables and benches were spaced out on the grass along the edge of the cricket pitch. We had coffee and bacon butties and enjoyed the occasion.



Our most recent meet up on Sunday September 6 was at the very popular Wellesbourne airfield Touch Down Cafe. The car park was just about full with a lot of space taken up with motor bikes of all descriptions including 16 belonging to our members. These ranged from a 1926 AJS to a 2009 Moto Guzzi V7. Because of the number of customers our seating was in 2 groups at either ends of the patio. Still, we enjoyed chatting to members we had not seen for far to long. It was good to see Ted Robinson venturing out with newly refound biking enthusiasm.



Help wanted

A once in a lifetime chance to get up close to some rare bikes at the National Motorcycle Museum. The Midland Section have been, for the past few weeks, polishing the bikes prior to reopening. They always welcome extra help. It is not hard work. They supply cloths and polish And the 'gang' work together to restore the shine to the collection. Free tea and coffee available!

Meet at the Conference Centre entrance at 10.00am Thursday, This week and next.

Chairman's Chat

While continuing with the ongoing renovation of my Triumph Ricardo, the time came to remove the rear carrier and mud guard assembly. However, before proceeding further, I needed to detach the splendidly faded and original number plate. To my surprise, another smaller registration plate was discovered already attached, unseen behind the visible plate.

Upon the surface of this newly discovered vintage signage, can clearly be seen the original hand painted registration mark. Was this the original dealer's delivery plate...made possible by a talented steady handed mechanic performing the sign writing duties? Of course, the big question is.... should I dare affix this lovely example of a hand painted registration number on the Triumph when I finally hit the road?



.Kind Regards...David Kendall



Photos from happier times last year. Top 2 are from the Bill Lacey Run to Evenly Village.
The bottom 2 were taken at Founders Day, Stanford Hall

Secretaries Shorts

I have been inundated by a request for an update on my bike projects:

Bridgestone 100 TMX – Very good news..and some bad. Last week I finally received news from DVLA that my registration has now been accepted after a frustrating delay which I have previously written about. So NNC132G has hit the road, albeit with a temporary number plate, as pressed aluminium ones take 7-10 working days to be made and dispatched!

After a couple of tentative very short runs round the block, The first of which was in the pouring rain! I felt confident enough to venture a little further afield. However, about a mile from home it coughed and spluttered to a halt! Not good! I trailered it home. I suspected the carb so removed it, dismantled it, blew out every orifice, rebuilt it and refitted it. It now runs (when it feels like starting) for a few seconds with little enthusiasm and then stops. Oh bother! I will try again tomorrow.

I've now decided to get it looked at 'professionally'!



Triumph Tina – I could not get a spark so, on recommendation of my auto electrician, I sent the flywheel to Villiers to have it re-magnetised. When refitted it still had no spark. The hunt will continue this week.



Triumph T90 – with my End 2 End trip looming I wanted an unbiased expert eye cast over it to ensure it is 'fit for purpose' so on recommendation I trailered it to "Behind Bars" in Common Lane, Kenilworth. Andy-the owner- said "it runs lovely and should be no problem" The only fault was the rear wheel making contact with the inside top of the mudguard when hitting a bump so causing tread damage from protruding mounting bracket bolts. The shocks, which were on their softest setting have been adjusted and



the bolts shortened and smoothed. On A Midland Section run today the rear lens shook loose and nearly fell off.

My home built single bike trailer is available free of charge if a club member wishes to borrow it. I may even be available to tow it if you ask nicely.

Some months ago we asked for members 'mug shots' with or without a bike to be sent in so that we can build up a gallery of members. This would help people to put a name to the face and vice versa. The response so far has been underwhelming. Please consider sending yours in.

In Lock down newsletter number 8 I referred to a piston ring incident from my youth. I can now briefly relate the tale:

When I was 16 I bought privately a Lambretta Li 125 series 3. This I was fairly happy with – see photo – but some times it not run as well as it should. Someone offered to swap it for a series 2 Li 150. A couple of years older but it ran very well and had a little more 'poke'. Even so after riding friends 175's and an SX 200 (THE model to have) I wanted a bit more power. I knew that getting mine bored out would be beneficial. Off came the head, barrel and piston which I took to Frettons in Bishop Street, Coventry. "can you bore it out to 175?" I asked. "yes mate, collect them next Saturday" When I went to collect them a different person served me. "is it now 175 I asked naively" "no mate its 1st oversize from 150" "oh" said I.



I carefully reassembled the parts but in the process I broke one of the rings "oh bother!" said I. Back down at Frettons I was taken pity on and given 1 new ring f.o.c. This was then carefully fitted. The scooter seemed a little better. I rode it until I was 18 Then I decided I would buy the brand new SX200 I had frequently seen in Frettons front window. However I was persuaded by my parents that buying a car was a better option so I never did own that new scooter.

We are trying to organise events so please keep checking for news of them.

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