

VMCC Warwickshire Section Newsletter

news letter No. 35

August 2022

Editors intro.

I trust that you have been having a good summer and are enjoying the events that we are arranging for you. If you have any suggestions for club night activities or outdoor ones then please let us know. We are always open to new suggestions.

The content of this journal is largely down to articles from members. We can never have too many so please contribute in any way.

In this issue we have reports from our various events, some bikes for sale and some useful tips – amongst other things.

Chairman's chat

The busy season...

By the time you read this, we will be well and truly into the busy season of our VMCC calendar. On June 27th, many of us went on our annual pilgrimage to a secluded Oxfordshire village for the Cassington bike night. The village green was awash with interesting Vintage and Classic motorcycles, while later in the evening motorcycles of all shapes and sizes paraded through this normally peaceful village.

On a pleasant Wednesday July 6th evening, VMCC members rode out to the Blue Lias Public House at Long Itchington for the Chairman's social. The assembled riders admired the machines on display, chatted, enjoyed their favourite tippie and if so needed, sampled the buffet before returning home along some very pleasant Warwickshire roads.

And so, our riding season continues with a very enjoyable Founders day, all interspersed with a selection of pop up meetings at various locations.

Our next big event is the Coventry Parade – now in its 67th year, please support this historic event....hopefully see you there..?

Stay safe...David Kendall

Events since the last news letter or omitted from the last one.

Breakfast ride in to Malt kiln Farm. (12 June)

This is an annual event and was hosted by former chairman Harry Wiles. We had a good assortment of bikes there. The weather was good and so was the breakfast!

'Pop up' at Farmers Fayre (26 June)

We always have a good attendance at this Stoneleigh Show ground venue. This time we had 25 members on a decent range of machines from 1946 to modern. The good weather helped and an enjoyable morning was had by all.

Cassington Bike night (27 June)

Although not one of our events a fair number of our members regularly attend this idyllic village which annually opens its doors to several thousand bikes. The village green is where all the classic bikes are gathered. The village school earns several thousand pounds through a helmet and jacket storage facility, plus tea and lovely cakes on the patio. Also the school playing field becomes a bike park with buckets in which donations are collected. The village pub also benefits. Long may it continue!

Chairman's Social (6 July)

We have held this at the Blue Lias pub. Between Long Itchington and Stockton for several years as the canal side location is very good and they serve a good buffet! The number of attendees was slightly down from last time but still a good number arrived on a variety of machines. The evening went off very well, again in good weather.

Pop up at Hillmorton Locks (10 July)

Our Section tries to vary the locations we use. This venue was selected as it occupies a very nice spot next to the Oxford Canal and has a good, quirky cafe. Although slightly out of the way, 17 members arrived on bikes ranging from pre-war to modern. We even had a couple of members who had never attended one of our events before. So a good result. With ample seating along the waterside, we enjoyed the morning sun and pleasant company.

Fish, Chips and Bikes at Kenilworth Rugby Club (13 July)

We had about 2 dozen members, mostly arriving on bikes. The fish and chips were good! Organised by Judith who supplied mushy peas as well!

Founder's Day, Stanford Hall (24 July)

As usual a great event. We had over a dozen very varied bikes displayed in our area. From David's 1915? Rover to more 'modern' ones. Here is Davids report of the day:

“Another glorious Founders day.

Our section's visit to the annual Founders day at Stanford Hall was a great success. The Warwickshire section stand becoming a magnet for enthusiasts, friends or just the weary and curious. This year's theme was flat tankers and we managed to put on a fine display (mostly Coventry manufacturers) at front of house for the visiting public to admire. Other machines vying for attention were a Bridgestone, a beautiful Kawasaki and a Triumph Tina scooter. As ever, the excellent auto jumble kept people on their toes looking for that elusive part, while the main arena kept people entertained with stunt riding and Vintage and Classic parade laps.

A big thank you to everyone who bought a bike along for display and helped with general duties on the day – it was a great success.

Stay safe..... David Kendall”

Some photos of our area at Stanford Hall:



'Pop - up' at Pavilion Cafe, Lighthorne (Sunday 31 July)

Report by David Barnes

Sunday morning arrived wet after overnight rain but it was drying off rapidly as it warmed up. The trusty Triumph was awakened in the shed and the Fosse Way beckoned for the ride to the Pavilion at Lighthorne. The ride down the Fosse which had very light traffic on it was unusual because after the night rain the hedgerows were damp and the aromas were a delight which you would generally not experience travelling in a car.

On arriving at the Pavilion Barry and some members were already sat down and had ordered, with the café area already very busy. As the morning went by more riders turned up, some new faces and some familiar with over twenty bikes rolling in, the sun broke out as it warmed up quickly with jackets being discarded.

Suitably watered and fed, the time went too quickly it was time to saddle up for the journey home where a rogue shower caught up with me for part of the journey but did not spoil a really pleasant morning. See you all at the next one.

Photos from Lighthorne



A few of the varied bikes

I have been delving into my booklet of handy hints as published by 'The Motorcycle' dated 1959. I find them amusing and generally useful.

ROADSIDE INSPECTION

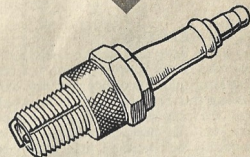
The bulb from a speedometer makes a useful emergency inspection lamp should you be caught out at night. The scheme is first to cut the lead a few inches below the bulb and insert a push-in, rubber-covered connector of the type fitted as standard in motor-cycle and car electrical equipment. A length of wire is then made up for carrying in the tool kit with a terminal from a push-in connector at each end. When the need arises take out the bulb with its holder from the speedometer head and interpose in the lead the length of spare wire.

LAST DROP OF FUEL

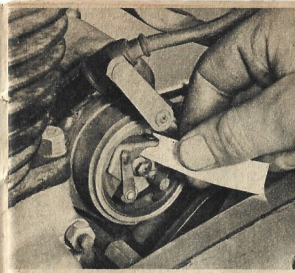
It is unusual for fuel tanks to be completely empty even when you "run out of fuel." The last quarter of a pint or so is likely to be trapped below the level of the fuel tap boss. A scheme, therefore, that will often get you to a filling station is to run the front wheel up a grass bank or even, sometimes, up on the kerb, to drain the dregs into the carburettor. You will probably have to repeat the chore three or four times before the tank is absolutely empty.

PLUG BOSS CLEANING

It sometimes occurs that when a short-reach plug has been used in place of one of long-reach type, the lower threads in the cylinder-head boss become coated with carbon. The build-up may be so bad as to prevent a long-reach plug being refitted. However, when the head is removed the threads can be cleaned up if a scrap long-reach plug is obtained



and four longitudinal grooves cut in the thread, at 90 degrees to one another, by means of a hacksaw blade. The thread thus becomes a die and by screwing it home, turning it alternately clockwise and anti-clockwise, the cleaning up process can be safely completed.



IGNITION TIMING

The exact instant at which the contact-breaker points are about to break is not easily determined with machines on which the contact-breaker or distributor is partly shrouded by another component. Slipped between the points when the engine is being slowly turned by the kick-starter, a cigarette paper, which is only 0.0015in thick, gives accurate enough indication of the instant of points opening.

FITTING VALVE SPRINGS

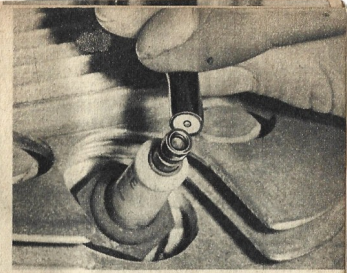
Replacing valve springs is simplified if a wood block is fashioned so that it fits snugly inside the combustion chamber to support the valve heads.

CASH EN ROUTE

To be warm, riding gear must be carefully arranged before the start of a run. So keep cash for fuel stops handy in an outside pocket.

LEAKY TYRE VALVE

Most of us have had the experience of feeling a pump being forced upward when a tyre is being topped up. The usual cause is a speck of grit and it can generally be dislodged by wagging the valve core with a match or with the little slotted spanner formed on the end of the valve cap. Of course, provided valve caps are always employed, and the business end of the pump connector is kept clean, grit can be kept out of the valve altogether. Old hands give the pump a few quick strokes to clear the connector before attaching it.

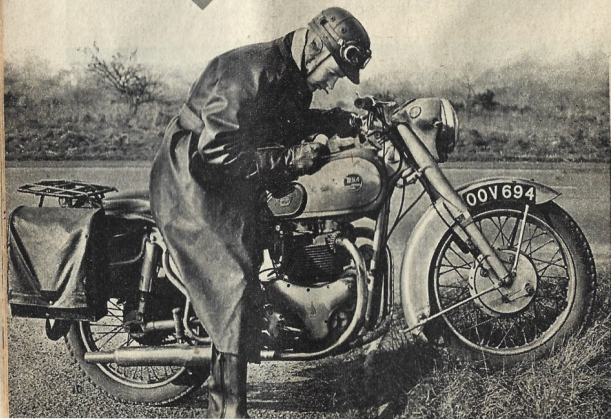
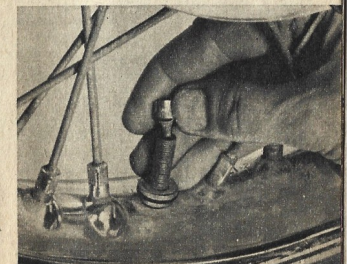


DE-OILING A PLUG

Should the sparking plug of a single-cylinder engine oil up—become so thickly coated with oil that there is no spark between the electrodes—the only course is to take it out and clean it. With a twin- or four-cylinder engine a simpler remedy is worth trying. While the engine is running on the other cylinder (or cylinders) the high-tension lead of the offending plug is held $\frac{1}{4}$ to $\frac{1}{2}$ in from the plug terminal. After a few seconds the plug is likely to start functioning again. It is as well to remember that the fingers should be kept away from the end of the high-tension lead and that a wet cable can administer quite a powerful kick.

NOISY GEARS

Some car back axles are lubricated by what are known as extreme-pressure oils. Two or three grease-gun fillings added to the gear-box lubricant will often serve to reduce noisy operation in the indirect gears.



Back in May We published the first half of an article about a Kawasaki Z1000 bought by a member. The email 'got lost' but here is the second half:

The z1000 is the ultimate all-rounder. It's equally at home on high speed motorway trips or pootling along with chums on a VMCC run round country lanes. In fact compared to something like a classic parallel twin it's much better in both situations; less stressed at high engine speeds, less sulky at lower speeds. Solo or two-up, the big, well padded seat provides all day comfort while the leverage from the wide handlebars and the feel from modern tyres (Avon Road riders) make bend swinging a real pleasure. And throughout it all, 'warp factor 9' acceleration is just waiting for you at the twist of your wrist.

Topping it off is the styling. For me the 1977 z1000a1 represents the high point of Japanese motorcycle styling with a restrained delicacy that has withstood the test of

time. Many earlier machines were gaudy, almost vulgar, while subsequent models brought us heavy, lumpen styling themes like Suzuki's GSX1100 and Kawasaki's z1300. With its single upswept silencer on each side and nicely proportioned tank/seat/side panel arrangement, the z1000 avoided these excesses.

So what's the big Zed like to live with? In four years and 3500 miles, the only issues I've had apart from the initial carb problem have been a grabby clutch and a loss of rear brake. The clutch fault showed up as the lever was released to pull away from rest; at first nothing would happen, then the clutch would suddenly engage. This would be bad enough on a 20 horsepower British single; on a 1000cc four it made pulling out of T-junctions hilarious and not a little scary.



If you would like to tell us about your bike then please get in touch.

Alan Bailey, one of our long standing members is selling his bikes due to health reasons. Here are the details:

1928 Model E Ariel.

Owned by him for 23 years.

It has been very well cared for and is in great condition.

It has been used on many occasions during that time.

Eligible for the Banbury Run.

Offers around £13,000.





1992 Suzuki GN 250

Single cylinder, twin port. Electric starter.

This bike has also been well cared for and has a very recent M.O.T.

Offers around £1200



He also has for sale an almost new single bike trailer.

£300 o.v.n.o.

Contact Alan for more details on: 01327 260590

One of our newer members, Mark Varney has recently bought a Greeves:

Really not sure what i was thinking but late summer last year a Greeves race bike seemed to find its way into my already crowded garage.

I had always had a soft spot for Silverstone's and whilst this was not an original but a replica of the first RAS model, it never the less had charm and more importantly a reasonable price.

The plan was to keep it as the rough and ready race bike it was when it arrived but being my own worst enemy the 'just touching up the subframe' ended up with me respraying the whole bike (in the garage with an airbrush) over winter. Obviously it

never ends there as the aluminium and wheels now let the side down and had to be addressed.

The engine fitted is a Villiers kart engine, although this is loose term as the only Villiers part on the engine is the ignition cover. The crankcases, crank, piston, cylinder, head, ignition and belt drive are from a mixture of suppliers. It was quite a learning curve gleaned information on the engine and without John Woods excellent publication (Villiers singles improvement handbook) and personal help i would have struggled to set it up. As the bike had been stood for a number of years the engine was stripped and crank sent off for rebuild by Nametab at Redditch the first week of January. Simon really is an excellent engineer which unfortunately means he is very busy, i finally got the crank back at the end of March and has taken a little while to get everything together but just about there now.

I did some classic racing a few years back and although not really wanting to get all competitive i thought this would be the best opportunity to get out on track, unfortunately road race licences expire after five years which means you have to redo the written test and track assessment which i am yet to decide whether to do, hopefully i can get the bike registered with BHR and parade for the time being. If anybody has a bike they would like to take out parading or perhaps classic track days it would be nice to have someone to team up with.

Secretaries Shorts

On Sunday, at Lighthorne, we met one of our members, Clive Rickman. Clive is one of the main organisers of the very popular 'Kineton Classic car and bike' event It seems that it has become a victim of its own success. The local council have brought bureaucracy to bear. The social club are having to go through a process of reviewing all measures put in place for these events. This may entail widening the gateway and the drive. All this red tape will probably mean that the event will not restart until the Spring.

My Tina and Bridgestone attracted interest at Founders Day and were the only ones at the show. They are both still 'work in progress'

Steam Event This is our first event of its kind. We hope that it will become a regular annual event. Please support it. We are organising it because we think it is a fairly unique opportunity to experience these rides in a lovely peaceful, local setting. All classic bikes (and cars) are welcome whether driven or on a trailer. There is plenty of parking space for vans and trailers.

August Bank Holiday – a steamy Sunday!



VMCC Warwickshire Section invite you to have a picnic beside this lake and enjoy rides on both a wonderful classic steam boat and on a miniature steam train in a lovely location.

As well as these attractions we expect a number of classic bikes and cars to be on display. Plenty of parking for vans & trailers to carry bikes.

We will be serving hot and cold (soft) drinks. Please bring your own lunch. BBQ cooking facility available! - bring your own burgers!



The location is Fairfield Lakes and Smite Brook Steam Railway. CV23 0QA (near Pailton) (please do NOT share this on social media)

Although admission and rides are free (by kind permission of the owner) a donation of £5 each car is expected. This will go to the Air Ambulance.

The event will be limited to around 100 adults so please book early through a committee member.

Sunday 28 August from 11.00 am. Rides expected to start around 12.00pm

We have been advised that these rides will be available but can not be guaranteed. The site is private property so please treat it with respect and leave it as clean and tidy as you found it. Images taken by previous visitors and copied from internet posts.

Mystery Photos

I was handed these photos a few weeks ago. Do you have any ideas as to where, when, and who? Please get in touch with your suggestions. I have the original photos if you wish to examine them in more detail.

