

## VMCC Warwickshire Section Newsletter

news letter No. 34

Summer 2022

I am typing this after spending most of the day at the venue for the Banbury Run, The British Motor Museum at Gaydon. Although I was not riding, as I intended to be, it was still a very enjoyable event. But more of that later.

This is going to be a 'Summer edition' which is my excuse for it being later than usual.

Included should be one or two interesting articles plus several other bits and pieces.

### Chairman's Chat

#### Back together for the Banbury Run.

After an enforced break because of Covid, it was wonderful to be back at the British Motor Museum at Gaydon for the 2022 Banbury run. This year, we decided to camp over for two nights - with the Friday being too hot, Saturday being too wet (especially the evening) and Sunday being just perfect. One of the things that makes this event so special is meeting up with old friends and acquaintances that have been fostered over the years of belonging to the VMCC.

Starting 2<sup>nd</sup> kick on the starting line in front of an amassed, amused and amazed crowd, Rover and I enjoyed a very pleasant jaunt around some of the County's prettiest country lanes. On the route, some pesky belt slippage did occur while trying to conquer Sunrising Hill. After much cursing, it was decided to stick to the less challenging lowlands of the countryside and I returned via a leisurely route back to base. Just in time to be greeted by Richard Woodcock and Andy Bean, both comfortably seated and soaking up the atmosphere of the occasion.

3 things I have learned from this year's Banbury Run -

1. Buy good quality ratchet straps for carrying bike on trailer.
2. Don't trust any aerosol product that claims to stop belt slippage.
3. Carry a drink in my rucksack, trying to push a bike up Sunrising is thirsty work, and a fortifying drink weighs less than a stupid aerosol can!

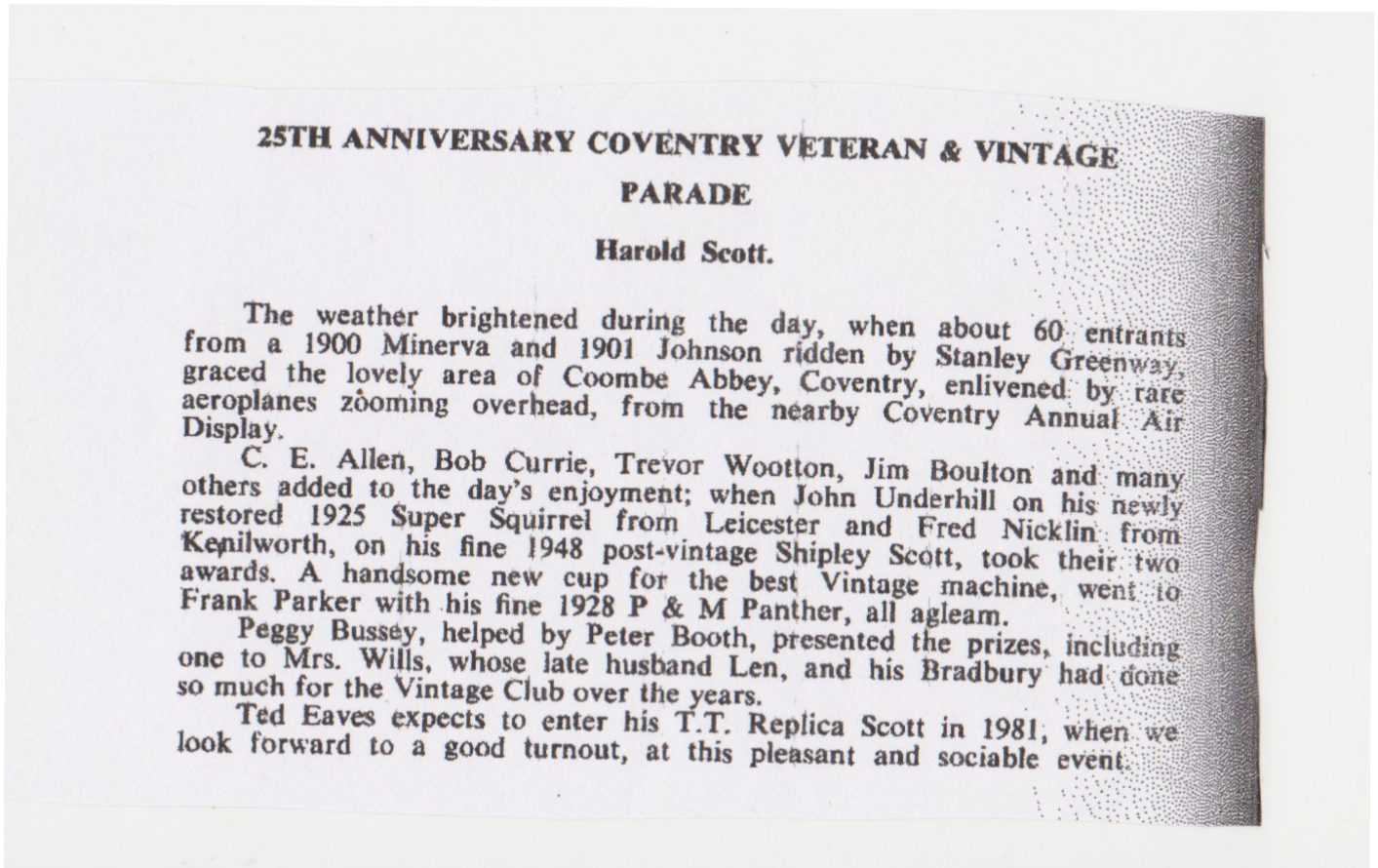
Stay safe...David Kendall





## Ted Robinson sent in this 'blast from the past':

"This is a report the late Harold Scott nephew of Alfred Scott put in the 1980 'Yowl' the Scott club magazine."



Norton's by the Wharf.. David Kendall was there.

At most of our pop up meetings, there is always a good turnout of Norton owners Club members, along with their chosen machine – usually a cherished Norton twin or single – and along the way, we have been able to forge new friendships and acquaintances. So it was nice to be able to attend the annual Northants & Leicester Norton owners Club gathering at the Wharf Inn at Welford....on my Norton of course!





This was a friendly informal gathering alongside the canal near Husbands Bosworth, and if you turned up on a Norton a small plastic token was given out in exchange for a free drink...and in my case, a mug of Coffee.

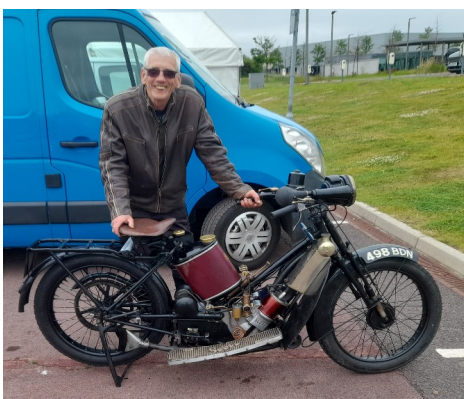
In fact, I enjoyed this gathering so much, I think we should give it our support for next year and get it on our Calendar of events...and if you want a free drink you know what to do.. buy a Norton!



## Barry's Banbury Run

I originally entered after being offered the use of David Kendall's Triumph Ricardo. Gearbox problems however prevented its use. As the weeks ticked by it looked as though I would not find another bike to ride.

Then the week before the run club chairman Mario advertised for use 2 bikes which are part of the club's small collection, a 1927 AJS H4 and a 1920 Scott 2 speed. I quickly replied that I would like to use the AJS. After photo calls and messages I was offered the Scot!



Being naive and new to vintage machines I assumed that I would soon get the hang of it after a few practice rides. So I trailered it back home from Burton on Trent to Coventry. With the kind assistance of former Scott owner, Ted Robinson, we got it fuelled, oiled and running. But only on its stand. That evening at the National Motorcycle Museum quite by chance I spoke to Andrew Walsh who, I found out, owns a 2 speed Scott. He advised me that they are very tricky to get used to and not for a newby!

Where I live is not very conducive to test riding 102 year old motorcycles so after phoning Mario I trailered it to Gaydon on

Saturday morning with the intention of getting used to riding it in big open spaces. Another Scott owner assisted in getting it running which was a bit 'hit and miss' and test rode it around the grounds. He said it went well but was not for a rider with no experience. I was determined to have a go. So in the big empty car park where the bikes assemble for the run, and in front of a knowledgeable audience including 'Clerk of the Course' Harry Wiles, I set off, with a wobble, and did a lap of the car park. Upon my return unsurprisingly I was 'banned' from the event for both my own safety and other road users!

So hopefully next year I can get to use a bike that is easier to ride and be able to have a lot more practice on!



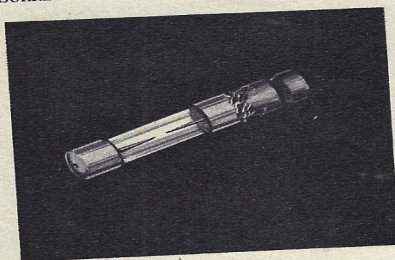
I have been reading some old copies of motorcycle magazines and found some of the 'handy hints' very interesting so I thought that I would share a few with you:

These from Motorcycle Mechanics, November 1964:

**That's a  
GOOD  
IDEA!**

**SPARK BOOSTER**

After seeing last month's spark booster, I thought of using a glass-cased fuse, and soldering two old gramophone needles (one in each end) after removing the fuse wire. Then I soldered the sparking plug terminal on to one end and insulated it with some polythene tubing. The other end just plugs into the H.T. lead. The result is first class, in that it gives you a high frequency spark and is easily detachable.—K. M. MARCHANT, STONELEIGH, EWELL, SURREY.



**ISETTA HEAD**

Removal of the cylinder head on the Isetta is almost impossible without first removing the complete engine unit or drilling four holes in the luggage space. So, I have cut an inspection hole, bound the sharp edges with rubber and fitted a door for when it is not in use. This was carried out twelve months ago and I have noticed no structural failures.—B. WARD, NORWICH, NORFOLK.

**OLD TUBES**

Keep old inner tubes as when cut up they make ideal goggle straps or may be used to repair the broken elastics of aerolastic straps. I have also fixed a length on to the frame under the tank, this stops a lot of vibration and also protects the electric wiring and control cables running under the tank.—F. WEBSTER, MARYPORT, CUMB.

**TWO TIPS**

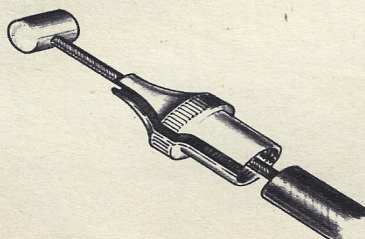
When decoking single cylinder engines, I find it a great help to have the head held tightly while I am removing the carbon. I do this by obtaining a hexagonal bar on which I have a thread cut the same size as the sparking plug. The bar can then be screwed into the head and its other end clamped in a vice.

**Have you a riding hint, or gadget, that will interest other readers? Drop us a line about it, with, if possible, a rough sketch where applicable. A guinea is paid for each one published. Send yours today!**

This has proved to be very efficient. Also I have overcome the problem of mixing up the studs when removing a primary chaincase or timing chest. With proper stamps, a number can be cut into the screw head and also into the metal surrounding it. If this is done with all the screws, no time will be lost trying to sort them out.—G. RUSHTON, LIPHOOK, HANTS.

**THROTTLE TIP**

Somehow I managed to lose the nipple which secures the throttle cable in the top of the carburetter. As I wanted to use the bike straight away, I had to find a substitute. I did this by cutting a slot in an old valve cover and removing the rubber seal in the base. This served very well and is still in position.—N. GILDEN, MAIDENHEAD, BERKS.

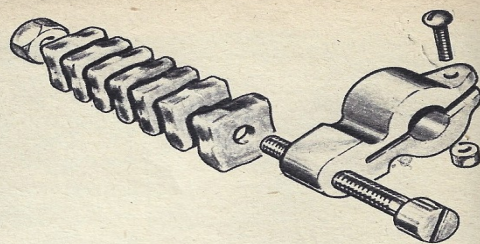


**CLOSE CALL**

While decoking my 250 c.c. Dot with a 32A Villiers engine, I accidentally dropped a nut into the open mouth of the crankcase. Not wishing to strip the motor again, I hit on the idea of putting a thick smear of grease on the flywheels and rotated them. The offending nut was brought up, stuck in the grease, with no harm done.—R. HUNT, TIMPERLEY, ALTRINGHAM.

**SPECIAL BALANCE**

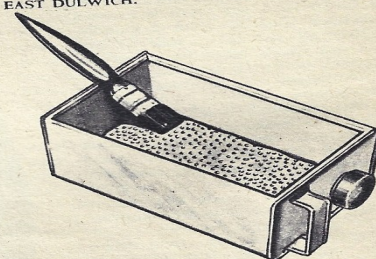
I consider that the balancing of motorcycle wheels is very



important. I also think that ordinary methods are not accurate enough so I decided to make balances of my own using a piece of alloy as a clamp round the spokes and a set of wafer-thin lead weights. The advantage of using this is that the wheel can be balanced to very fine limits.—J. JAMES, LONDON, W.11.

**PETROL TRAYS**

My father and I both own motorcycles and as we buy our oil in gallon cans, I have collected a lot of empty ones. To put these to some useful purpose, I have cut one large side off each can and turned over the sharp edges using a soft hammer. This provides me with a lot of useful trays. With one of them I made a large hole in the bottom and fitted a sheet of perforated zinc over it. This makes an ideal washing-down bath. The paraffin can pass through the zinc but it leaves all the dirt behind which can easily be removed.—D. WAY, EAST DULWICH.



**OIL LEAK CURED**

Many A.J.S. and Matchless owners may have experienced a persistent oil leak from the dynamo/crankcase joint. My 31 CSR was the same even after three new cork gaskets and almost a tube of sealing compound. The trouble was cured by fitting an "o" ring from an Amal carburetter. This, coupled with a touch of sealing compound, sealed the joint completely.—J. HOPKINS, NEW MARSTON.

**HOME-MADE DIE**

To the average home mechanic, a full set of taps and dies are too expensive. If I ever need a die I use the following method: Take an appropriate size nut to the thread which is to be cleaned and cut it in half. Hold this tightly on to the damaged threads with a Mole wrench and use as an ordinary die. I have used this method for years with perfect results.—J. GRAHAM, SOUTH SHIELDS.



# A round up of events since the last newsletter

**May 11** we held one of our usually biannual ‘bring and buy’ events where members donate items to the club, which are then auctioned the same evening. The proceeds going to club funds. This year we added donated plants some of which were sold, others auctioned. Approximately £150 was raised all together.

**May 22** was the annual Rugby Bikefest which was a good day. This is my report which was posted on our website:

On a cool dry Sunday morning 15 riders met in the square in the centre of Dunchurch, just south of Rugby. After admiring one another's bikes including 2 from the 1920's! We set off at a leisurely pace with the intention of getting parked up in time to watch the bikes on the main ride in. I think we created a bit of interest as we rode along suburban roads and past the road closure barriers and marshals. Our allotted plot was in the same area as last time, opposite ‘The Squirrel’.

After a bit of trial and error we parked in an orderly manner just before the Triumph owners arrived. They had the plot next to us. Then right on cue the hundreds of bikes on the main ride in from the A5 Truckstop came noisily past and parked up mainly along the road side to get the event properly underway.



**June 5.** This report by Judith is on our website. The accompanying photos have also been cloned from the site. “Heavy overnight rain meant that only a select few turned out for the Kenilworth Run, in fact it was just Committee members and Malcolm Griffin, who had organised the run!

Nevertheless the route through some lovely Warwickshire countryside was followed, taking in Wolverton, Charlecote, Loxley, Alderminster, Wootton Wawen and finally ending at The



Tipperary Inn. It was probably the first Kenilworth Run, for many years, to avoid the town itself and was enjoyed by all those who took part, so much so, that David Kendall has suggested it may be repeated later this year. If you missed it this time, then look out for the re-run! “



**June 9** The second Wednesday of the month is our club night at the Kenilworth Rugby Club. We invited members to arrive on their bikes – preferably ‘classics’. Around 2 dozen rode in on a wide variety of bikes from the 1920’s to very modern. The weather was pleasant and the event was enjoyed by all.





## Secretaries Shorts

My visit to the Isle of Man, last month, on my Tiger 90, went well. As usual the bike never missed a beat.

I toured the island from the northern tip (the lighthouse) to the southern tip ('The Sound'). As well as the obligatory ride round the T.T. circuit. The write up should be in the V.&C. journal later in the year.

You may be wondering what is happening with the Tina. Well, I swapped the carb. for an original Amal 32/2 once I had built it from a box of assorted bits I had when I bought it. It then ran. A test ride up the road showed it to be lacking in power. A few tweaks to the carb. settings and back up the road. Much better....then it stopped. Back at base there was no spark. A few checks were made. No horn or indicators. A flat battery? So it went on charge overnight. When reconnected still no spark, then it started smoking and the main positive lead melted, but not blowing the 35 amp. inline fuse!?

Time to call in the auto electrician. When the lead was repaired and a smaller fuse fitted it blew that one. He then connected a device which showed a short circuit so connections were removed one at a time until the culprit was shown to be the rectifier.

I ordered a new one which hopefully will be fitted next week. I could have fitted it myself but it all needs checking first...just in case.

May I, once again, ask for your contributions. Be it a favourite bike, memory from time past, etc, etc. I read 'Old Bike Mart' and there are loads of reminiscences in there. Please send me yours.

I could do with the assistance of a **graphic designer** so if we have one in our ranks who would care to donate a bit of time to a club item then would they please contact me (Barry) 07786718867.

### **Security!!**

Some of the committee – whose details are on the website - have been targetted by scammers asking us to buy vouchers etc on behalf of someone else and send it to 'a relative'.

If you receive such an email please ignore it and, if possible, block the sender from trying again.

Our events calendar is on the next page. Please support the events, if possible, they are arranged for the benefit of members.

The Kinton Classic vehicle meets are still suspended. I will send out an email when I know when the next one is. Could be August or September.

**Don't forget to order your fish and chips in the next few days! It will be too late on the night!**

The next edition of this news letter will be published in early August.

# VMCC Warwickshire events diary 2022

\*More details of these events will be circulated nearer the dates.

\*More dates may be added when they are finalised.

\***Our section events are highlighted.** The others may be of interest to members.

- June 26** **Pop up meet at Farmers Fayre, Stoneleigh Showground.**  
June 27 Cassington Bike night. *See my offer, in a recent email, of meeting at Long Itch Diner.*
- 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 Fish and Chips + bike night (while the evenings are light)**
- July 16/17 Festival of 1000 Bikes. Mallory Park. More details to follow.
- July 23 MotoFest bike day, Coventry Transport Museum. Booking advised. A 'Ride in' is planned.
- July 24** **Founders Day. Stanford Hall, Northants. A calendar highlight.**
- Aug. 07** **Coventry Parade. Our major section event. details in pages above.**
- 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 it's still being held before you travel!**