

## VMCC Warwickshire Section Newsletter

news letter No. 45

Aug. 2023

July was quite a busy month with lots of events to attend. August is looking a bit quieter. Reports and previews are within the pages of this news letter. This coming Sunday we have a good run as I wrote about in a very recent email.

We have a few bikes for sale and a request for a crankshaft!

Our Chairman, David is unable to 'Chat' this month so here is a piccy of him at a past Coventry Parade.



**There comes a time.....**Neil Ives relates, a familiar?, occurrence.

I've recently sold my 1955 Plunger frame BSA Golden Flash, (A10), registration number 451EML that I had owned for 50 years.

I took ownership of the machine in 1973 when I part-exchanged it for a rigid framed Ariel Square Four that I'd riskily bought without a logbook in 1971 for £60. When I enquired about getting a replacement registration document for the Square 4 the licensing authority sent out an inspector to check the machine. I was worried that the bike may have been stolen at some time since it was made. The inspector was very interested in the 1939 bike because it had not been licensed for the road since 1942! Makes you wonder if it was owned by a serviceman who never came home from the war.

I owned the Square 4 for a couple of years but I never did manage to get it running. The ignition is by magneto via a distributor. The mag probably needed a rebuild.

I advertised the Ariel in Exchange & Mart, (remember that?) asking £120, doubling my investment, as it now had a registration document! I accepted £60 plus a running but tatty BSA Golden Flash.

When I got the BSA I did a quick clean-up of it and enjoyed riding it for a few years but took it off the road in 1976 when my wife and I moved house. The A10 moved house three more times since then but was always kept under cover.

During 2012 I set about doing a proper restoration but the work was mostly cosmetic since the machine had really only had 20 years of use. I spent more money on the rebuild than I expected but, as I kept telling my wife the value of the bike should exceed what I've spent. This turned out to be barely true. I realise how lucky I am to have had a complete motorcycle rather than a basket case of bits that many owners have had to deal with.

Since I was young I've fettled old motor vehicles. I even worked as a motor mechanic and a motorcycle and bicycle mechanic. I recently decided that I've had enough of dealing with cold greasy lumps of vehicle and ordered a brand new Mahindra BSA Gold Star.

I do not have the room, the time or the inclination to run more than one motorbike. This meant that my Golden Flash A10 would have to go. I didn't get the money I would have liked for the bike but it seems the market for run-of-the-mill classic bikes is falling.

Handing over my 'precious' to a stranger was difficult but I am a pragmatist, I'm not going to dwell on it.



*Mahindra BSA Gold Star-image from the internet*

# Events we have attended in the last month

## Chairman's Social

This was held, as usual, at the Blue Lias, Stockton.

There was a wide range of bikes including a 1938 Velocette and a 'home brewed' electric Velo. Over 30 bikes in all. The weather stayed fair, the buffet was good and the whole event was enjoyed by those who attended.



## Pailton Steam

This was our second event at this scenic location (by kind permission of the owner, Peter Stevenson). It grew from last year to around 45 bikes, with the help of ride ins by the Taverner's Section from Leicester and Bob Badland's Midland Section.

We were, once again. Blessed with good weather...but only just! as we watched the dark clouds approaching. Trips on the wonderful steam launch on Peter's man-made lake were very popular as were rides on his one mile of small gauge railway track on either an electric train (masquerading as a diesel, complete with appropriate sounds) or 2 steam trains.

Donations in lieu of an entrance fee were requested and around £200 was handed to Peter to be passed on to The Air Ambulance.

A straw poll amongst visitors voted it a successful day in a lovely location.





*Test riding David's wonderful Ricardo*



*Bikes as far as the eye can see!*

## **Club Night. A talk on Ernest Shackleton by Rodney Paul.**

We had all heard of Shackleton but very few of us knew much about him. Our speaker gave an interesting insight into his life from a boy right through his adventures and his death on South Georgia, off South America, from a heart attack aged only 47. With lots of pictures to illustrate his talk he kept the 2 dozen members present well entertained.

## Founders Day at Stanford Hall

For most members one of the highlights of our year as bike enthusiasts.

The weather leading up to the event looked decidedly dodgy but Sunday morning started overcast but dry. Our pitch was in the same spot it has been for a year or two, just a few yards from the events ring. We had fewer bikes on display but a nice mix of vintage and classic machines. Malcolm brought a very nice speedway bike which created some interest as did Ian's bright red Velo. As the morning progressed the sun appeared along with the crowds.

The catering outlets did a good trade as did the auto jumble which was probably not as huge as previous years. The events ring, as usual, showed off the bikes who were willing to be seen riding round, some rather noisily. So after the slow start it seemed to have been a success which must have been a great relief to the Taverner's who put so much effort into this premier event.



# Anglo-Dutch Rally

Not one of our events but one which was organised by Mike Wills and was based at Brandon Hall, near Coventry. It is held in England on alternate years and in the Netherlands on the years in-between.

Ian Brodie and I (Barry) from our section answered Mikes call for assistance and acted as marshals at The British Motor Museums Site at Gaydon so that the riders of the veteran bikes ended up in the right place for lunch and a tour of the museum. About 2 dozen bikes arrived over about a half hour period after following a route sheet around the county. The unpredictable recent weather was kind to them and stayed dry.



*The pics were taken by Ian Brodie in Grandborough*

# Events we can look forward to:

## August 6 Bill Lacey Run.

A usually annual run to the village of Evenly, near Brackley, which is associated with him.

The Red Lion usually put on a BBQ to feed some of the several hundred bikers who have attended. The adjacent village green can be surrounded by bikes of all descriptions.

We will have a ride in from a lay-by on the A423 near Princethorpe. 10.00am for 10.30am

## August 9<sup>th</sup> Club Night at Kenilworth Rugby Club

Another opportunity to show off your best bike on a warm (dry?) summer evening.

## Sunday August 13<sup>th</sup> Coventry Parade.

As you will off no doubt read in last months news letter, this is our premier event which has been run for 68 years. **Details are in the July edition and on our website.**

Basically its a meet up at Coombe Abbey Park, a ride around mainly Leicestershire then back to Coombe for a picnic lunch (bring your own) and awards.

**Closing date for official entries is 31<sup>st</sup> July 2023 but late entries will be accepted on the day at a cost of £18.00 for all classes.**



## VMCC Warwickshire Diary of events for 2023

*\*This is a provisional diary which may change. More events will be added nearer the dates\**

*\*Watch out for emails or visit our website <http://vmccwarwickshire.co.uk>\**

Aug. 06	Sun	Bill Lacey Run	Evenley, Northants. See email.
Aug 09	Wed	Club Night	Kenilworth Rugby Club. bike night
Aug 13	Sun	The Coventry Parade	Coombe Abbey. details in N.L.
Sept. 03	Sun	Genteel Run	Run mainly for smaller, older bikes. (details TBA). (D.K.)
Sept 10	Sun	Atherstone Motor show	Great town centre free event. Lots of cars/ bikes.
Sept 13	Wed.	Club night	T.B.A.
Sept 17	Sun	Afternoon Tea and cake run	Meet at Hatton lay-by. 2.00 for 2.30 (S.D.)
Oct. 08	Sun	'Autumn Leaves' run	Meet at Long Itch Diner. 10.00 for 10.30 (S.D.)
Oct 11	Wed	Club Night	Kenilworth Rugby Club. 8.00pm
Oct. 22	Sun	Antelope Ride In	Meet at Antelope Inn, Lighthorne, 12.00 or ride in from Chesterton Windmill at 11.30. (S.D.)
Oct 28/29	s/s	Nat. M/c Museum	Open Day. Free entry + trade stands + guests.
Nov. 08	Wed.	Club Night	T.B.A.
Nov. 29	Wed.	Xmas lunch	T.B.A.
Dec. 13	~Wed.	Club Night	T.B.A.

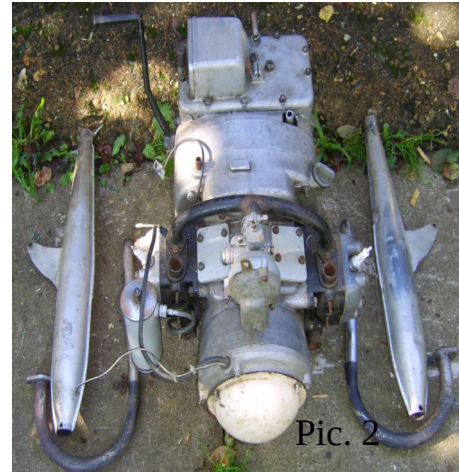
*Attendance at most of our section events will count towards the 'Rider of the year award'*

*(D.K.) etc. indicates run leader. Events in purple are section events, others may be of interest.*

# Ian Brodie built an electric Velocette during 'lockdown'

## V-line LEval or an Electric Valiant?

I had intended to build a water-cooled V-line LEval version of the air-cooled OHV V-line Valiant

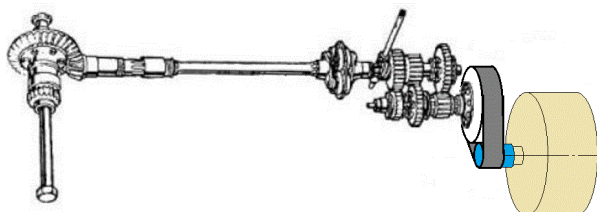


I would use what was in the shed and set to work. I had forks, wheels, a 12v ex-police LE engine, final drive, a seat base, headlamp complete with speedo and ammeter but no switch. I even had the foot bar with most of the bits. Finally I had a real Valiant petrol tank (no cap, of course, and with useless taps)! *Pics 1, 2 and 3*



This took place prior to the virus, or to put it another way, a long time ago. I had time on my hands and so would soon have it built, registered, taxed and on the road in a reasonable time and would possess another slightly unusual but historic Velocette.

In no time at all (you will find that I exaggerate from time to time) many of the usual tasks were completed and I had a rolling frame.

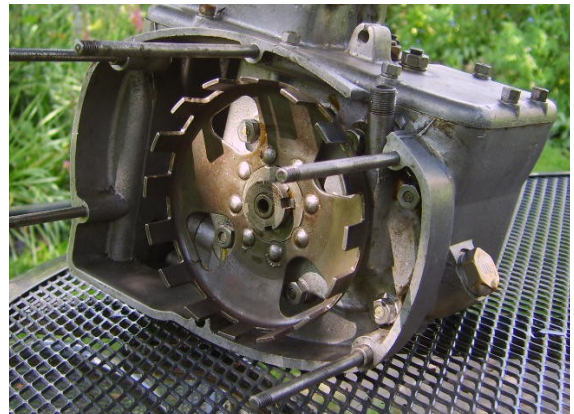


The wheel rims were replaced, the hubs fettled, the brakes worked. The frame blasted and powder coated, forks, tin ware, wheels and hubs painted and tyres on and inflated. The tank was stripped and decorated just as I wished. I even fitted a left hand toolbox (rare as hen's teeth) when I was getting the new seat in place. Now it occurred to me that I would have to consider the boring complexities that accompany the legal aspects of registration. I sought words of wisdom and received good advice.

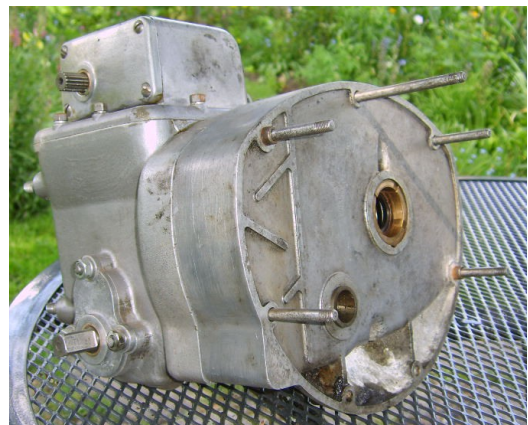
It was about this time that I read about Fred Spaven and his Royal Enfield conversion to electric locomotion and his intended trip between Lands End and John o'Groats. Almost coincidentally came the article in the LEvelo club magazine by a Swedish club member, Per-Gunnar Björck, about his neat electric conversion of a Velocette LE. which I read with growing interest.

It was at this time that we, the household, had bought an electric Smart4Two city car and it was suggested that the LEval project be transmogrified into an electric one instead. Then the virus struck and with it came time to be filled with only dreamt of activities. Suddenly I had time to contact both Fred and Per. From Fred I got encouragement and from Per practical information (as you will see, his are the computer graphics). Thus it was that the ex-police LE engine went back under the bench and a new propulsion method was devised. There are two major differences between Per's LE engine layout and mine, his motor is water cooled and mine is air cooled (just like the originals), his has the appearance of having the original engine still fitted and mine does not. In order to keep the revs up for cooling I needed reduction gearing between the gearbox and the motor. I was to use an unmodified and renovated gearbox that connected motor and final drive.

Devising the reduction gearing and its mounting on the gearbox together with the mounting of the motor took time. Here Per supplied me with ideas and this is what I went for: (note the gearbox shown is a three speed whilst I actually used a MkIII four speed one). What needed to be determined was how to mount the motor in this configuration, where to obtain the components for the belt drive and how to mount them on the appropriate shafts.



Eventually the motor was moved to the right so as to get the whole of the reduction gear within the old Clutch housing. The reduction gearing was calculated by Per and I bought the drive wheels and belt in the UK so as to have them to hand for the next job. The motor had been ordered and delivered from China and I was able to estimate the spacing necessary to line up the reduction drive wheels. Next came the task of fitting the larger drive wheel to the gearbox input shaft.

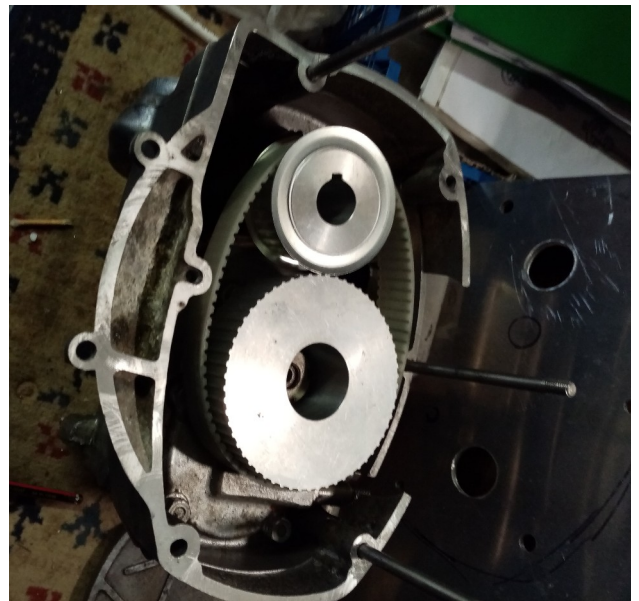
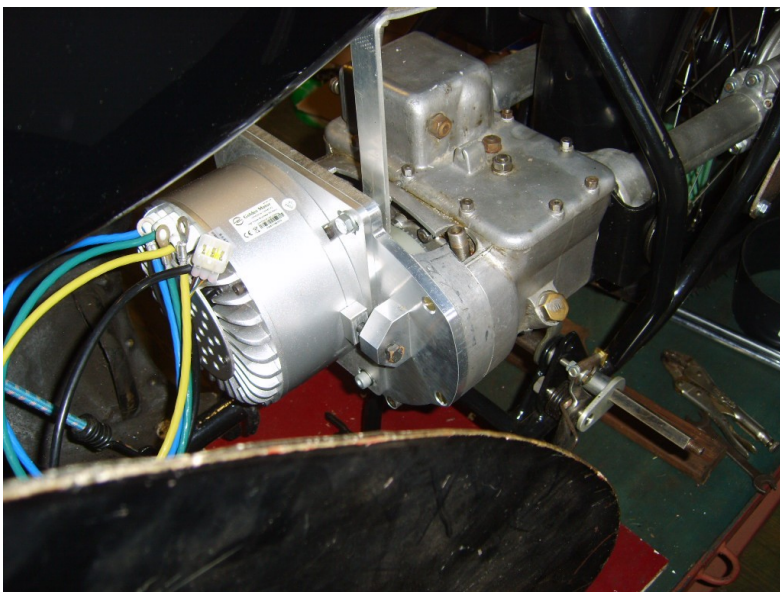


First job was to undo the clutch cage nut and then drill out all the rivets securing the cage to the splined fitment behind it. The reduction gear wheel has to accommodate the clutch cage nut on one side and the wheel was drilled to accommodate bolts aligned to the position of the original rivets on the other. Then came the problem of alignment of the small drive wheel within the old clutch housing together with the problem of mounting the motor itself.



I obtained a clutch housing, then chopped off the face leaving only an open ended wall. Next I had the cut edge machined parallel with the other, I cut a small inspection window above where the belt would run, and offered it up with the reduction drive approximately in place.

Then came the replacement of the removed cast plate by a large flat plate (shaped to match the original clutch housing) with a hole through which the drive gear could be inserted into the space within. The motor was securely mounted on another, but smaller, flat plate which had slotted mounting holes (to allow tensioning of the drive belt.) An adjustment mechanism for tensioning said belt was devised and fitted as shown.

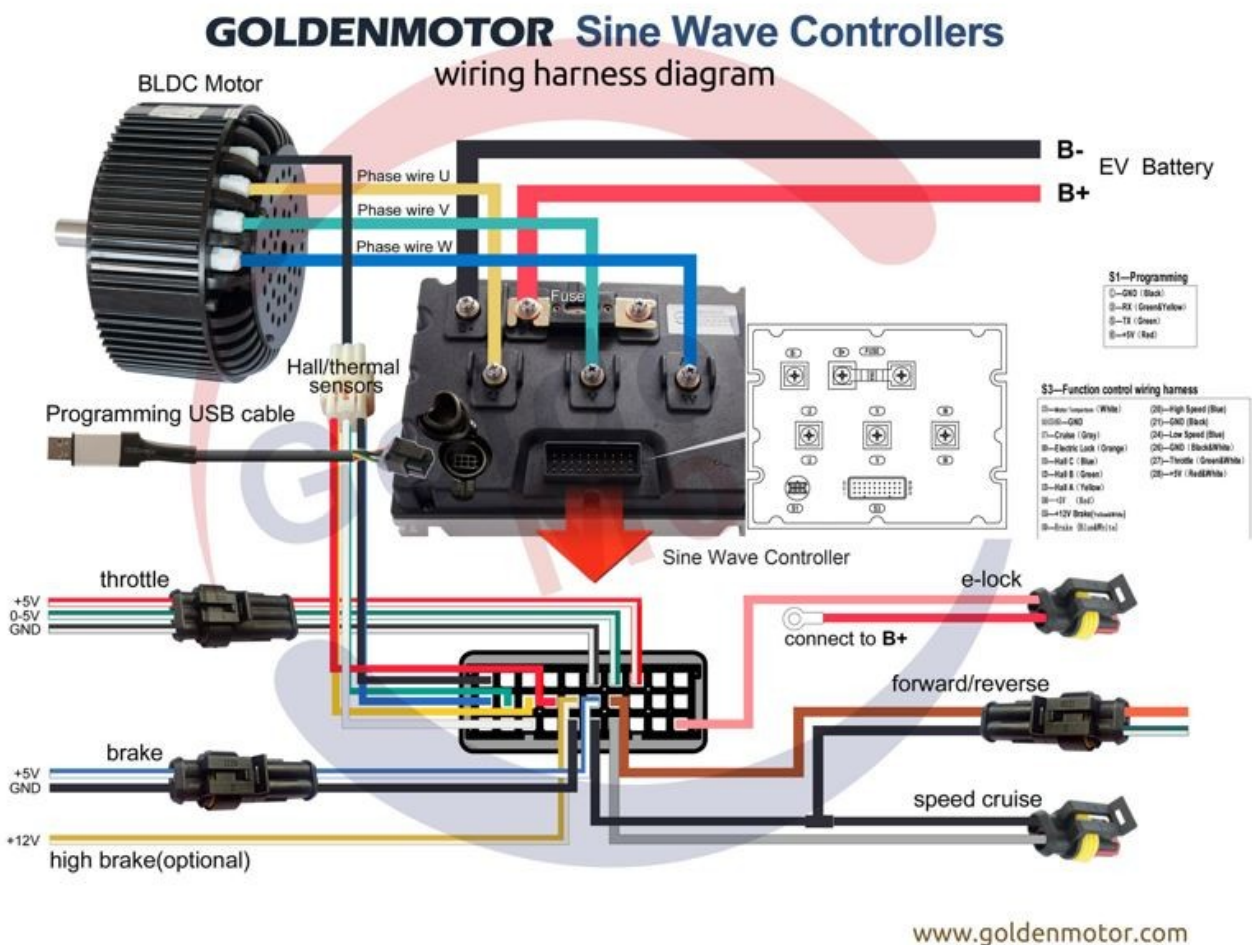


To the left of the speedo drive is the cut down clutch housing and to the left of that is the large plate with the triangular adjustment fitting with the protruding adjustment bolt. The motor is mounted on a smaller plate that can slide sideways for belt tensioning. The vertical rod is a motor steady taking part of the weight of the motor. I had to get a small local engineering workshop to make the plates and parts and mount the motor.

The next task was a fairly easy one, that of mounting the motor/gearbox in the frame. I used a cut down LE engine mount and all new rubber bushes so as to keep any vibration to a minimum. The only difficulty here was to get the splined drive shaft into the universal joint whilst attempting to hold the unit, push it through the rubbers and get a nut onto the mounting bolt to hold it all in place, with only two hands!

Now I had a rolling chassis with motor fitted and could concentrate on where the control unit and battery were to be mounted. Easy-peasy, or so I thought until I took a good look at the wiring diagram!

At this point I had not ordered the battery, and the control unit and its associated bits and pieces were still in the box. I had calculated that if I was unable to fit the motor, having a battery was a waste to money so it had been left till last. In due course the order went off to the Chinese manufacturers who were to provide a 48V 60Ah Li-on battery of a particular physical size together with connecting cables and a suitable charger. After a longish delay. Fed-Ex got hold of it, sent me a message to that effect and I had it three days later. I even managed to pay the import duty in this time. Now I looked at the wiring diagram.



Perfectly straight forward you might observe, one only has to add the bikes own wiring to this one and all will be finished. Now I have made up cable looms in aeronautical navigational specification certifying aeroplanes but for this exercise I eventually cobbled up a rats nest that I am ashamed of. Fortunately it is well hidden and no one knows about it but me.

What was also necessary was a 12V supply to run all the lights, horn and indicators and this was achieved by the fitting of a 48V to 12V solid state inverter, fitted in the right hand toolbox. Also fitted there went the 48V isolator. Then I set to work on the rat's nest.

.....to be continued

# Bikes for sale

## \*BSA Bantam 175cc

\*1969

\*has been expertly entirely refurbished

\* very little use since engine overhaul (rebore, pistons, bearings, seals etc.)

\* the paint work was professionally done.

\* seat revamped by Leighton's.

\*kept warm and dry

\* got to be easily worth £3000.  
Make an offer.

\* phone Frank on 01926 429310.  
Please say why you are calling.



## Sun

\*1956

\*2 stroke

\*rebuilt to a high standard

\*kept warm and dry

\*very little use

\*phone Frank on 01926 429310.

It uses call monitoring so Please say why you are calling.

\*only £3000 for quick sale



## Ariel 350NH Oct 1959

One of the last 4 strokes to come out of the factory. Very few owners, owned 44 years. Original Guarantee in original envelope. All matching engine / frame numbers and all original tin wear including FECC. Used regularly throughout the summers. Very easy starter.

New Fork seals, Front brake shoes, primary and rear chains, Craven carrier and Krauser pannier frames, new piston rings in excellent std bore, new v/guides, very easy starter. BTH electronic magneto 12v dynamo wipers etc

I now need the room so one of the bikes has to go sadly. If you're looking for an original well looked after Ariel this is the one.

£4100.ono Tony 01455 457 382 mob: 07504 901 937 mail: [nortones41000@gmail.com](mailto:nortones41000@gmail.com)

Also **I'm looking for** a 650 Triumph crankshaft in decent nick. If you know anybody who has one without selling a kidney please let me know.

One of our members is reducing his collection and so is offering for sale two very diverse machines both of which he has owned for several years. Both have been well looked after.

## Sunbeam model 9

first registered in 1932  
500cc single twin port  
3 speed Sturmey Archer hand change  
excellent condition  
starts fairly easily and runs ok.  
Comes with a pair of crank cases  
and a pair of bar end levers.

£10,250 o.n.o.



## Honda VTX

1800 cc  
registered 2007  
low mileage  
recent m.o.t.  
Runs very well.  
Vance and Hines pipes  
Held saddlebags



£7,250

For more information  
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