



I have included some of my finest close up photographs taken on my trusty Samsung box Brownie device....can you guess what the bikes are?  
*Answers next month (a clue: one of them is a 3 wheeler)*  
Stay Safe.. David Kendall



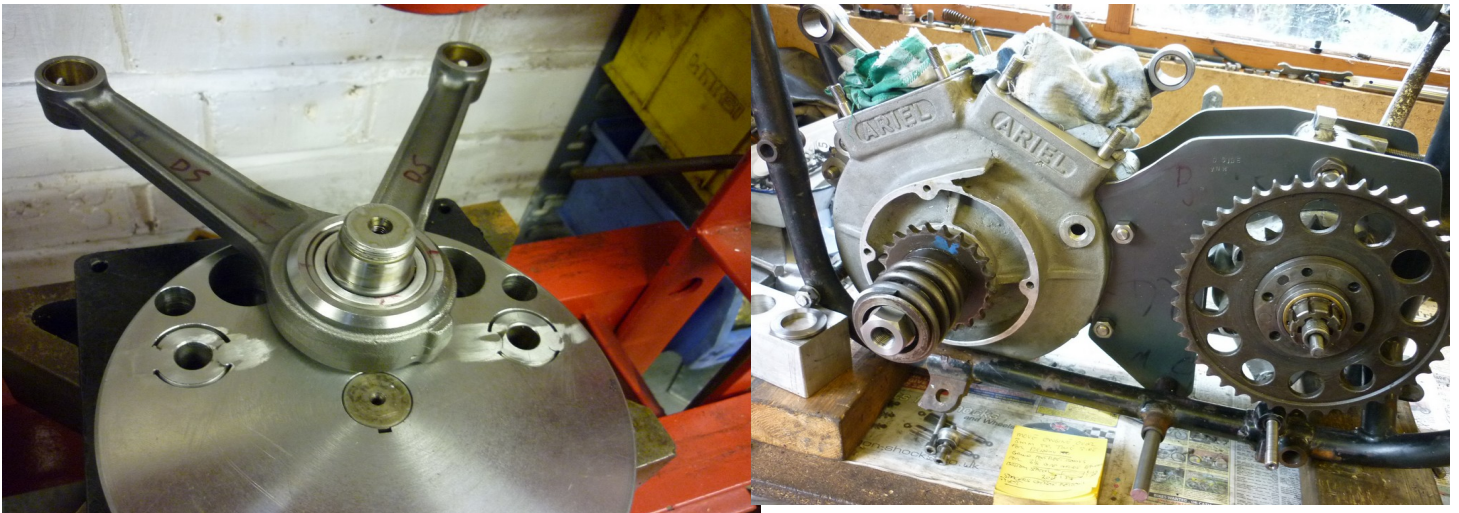
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## Ariel VNH update Pt2

Last time I reminded you about where the original V twin bones came from and what happened to them. This time a little more up to date.

Last year 2018 after many years sitting under the bench while I built other bikes and got on with other mechanical projects, I decided it was time to finally do a few updates to the VNH motor. Some of these I learnt while building my Norton V twin motor, (I mentioned this engine in Part 1 and the Norton V was built after the VNH Ariel motor). Others things I wanted to do because of small problems which were unknowingly built into the original Ariel engine.

When the engine was first started it was quite oily and smoked quite badly on start up. Although, when it had been running a short while the smoke did die down. One of the original things I did was to have external oil pipes in the sump to return the oil to the tank via the oil pump. The other problem was the pistons had no oil ring grooves. I believe the pistons I had were WD (I could be wrong, again) and naively thought if they ran ok in that engine, why not in mine (the fool). I picked up some oil control rings and turned grooves in the pistons to suit and rebuilt the top of the motor.



Well, it was a lot better but it still had a lot of oil inside the combustion chamber on start up, eventually the smoke cleared in a couple of miles as I previously said. This was very embarrassing. One Saturday morning after a short ride I took the engine out, stripped it down and replicated the internal oil pickups in the std Ariel engine. The reason I didn't do this in the first place was it just looked a little to tricky drilling inside the wall of the crankcase to pick up the back of the oil pump and I didn't have time, so did a short cut, silly boy.

It was a long job with a lot of setting up but I managed to get everything lined up and carefully drilled the holes. While I had the engine apart I fitted internal flywheel scrapers to stop oil being thrown about to much by the flywheels. The

next day I rebuilt the motor and fitted into the frame and gave it a try. Yes, you guessed it, still the same, oh well, it was a little better and the motor was a lot tidier without the external pipe work.

I decided to live with it for the time being (9 years to be precise) as it never oiled a plug and at least it would never seize up. I later found out talking to folks who knew more than me (there's plenty of them about) that old V twins were prone to over oil the rear cylinder as the flywheels throw oil up the bore unless they had baffle plates in the mouth of the crankcase.

If you look in the top of these old engines with the barrels off you can see the con rod poking through a slot in the casting and the flywheels were shielded by this, only lube to the big end could escape up the bore and consequently no smoky engine. I do hope your still awake and keeping up, or understand what I'm on about.

When I originally converted Adries castings into patterns and had the crankcases cast, I was aware of allowing for casting shrinkage. However, looking at the engine last year I decided the flywheels still ran too close to the inside of the crankcases, so, I decided to take about 3/8" off the diameter of the flywheels. This meant splitting the flywheels to hold in the lathe. I also wanted to use original Ariel Chain cases and use a cush drive on the end of the crank as the original engine had. The problem was I had machined a taper on the drive side main shaft and fitted a pulley for a belt drive, this ran a Lucas alternator on the end of the crank. All this ran in a Norton Commando chain case on the original build.

The Ariel chain case did not have room for all this gubbins. As I was now putting the motor into an Ariel frame I wanted it all to look as standard ish as possible.

After turning material off the flywheels I then set up the drive side flywheel and main shaft on the miller and machined a spline on the end of the main shaft to take an early Triumph sprocket carrier, cam and spring. The reason I did this was I had a range of sprockets for these and the sprocket does not run on the main shaft but a hardened carrier on the crank unlike the Ariel. I also decided to fit two more extra flywheel oil scrapers at the same time. Belt, braces and a bit of string. I'm sure Honda do this all the time with new models.

The cam gears I originally fitted were an odd pair I had (the only pair I had at that time) and were worn. When I stripped the engine they hadn't got any better. Fortunately I acquired a new pair and the crank pinion had three key ways which helped with better cam timing later on.

This is the problem with development, its always clever to be wise in retrospect. All this work, I hope, should keep the motors combustion chamber free from oil but still should allow enough to lube the bores etc., time will tell. I also never liked the idea of push in exhaust pipes. They just rattle lose eventually and wear the exhaust port oversize. To sort this out I have done an upgrade on the heads which I will tell you about in another little article later. At this stage the bottom

half of the engine was assembled and the next job was to sort the chassis out. This will be in part three as my wife has just informed me my tea is ready.

## Our August Events

### Coventry Parade

This is Geoff Booths' Report as the organiser

Sunday 8<sup>th</sup> August 2021 dawned dry, if a little overcast- Coventry Parade day.

This year, running in a different format, due to the ongoing uncertainty regarding the COVID pandemic; the organiser's reservations being proven absolutely correct, as fellow Chief Organiser Robert Thomas was forced into isolation, just days before the event – a great shame, as this year was the big chance for all members of the organising team to actually get a ride on the event.

Upon arrival at the War Memorial park around 8am, I was met by new member Terry Hayton on his ex-Metropolitan Police Triumph, who had beaten me to it!

Secretary, Barry Heath soon showed up on his T90, along with Chairman on his Cotton, quickly followed by the Bromley clan, Brian Thomas, Pete Brown and a good rain shower (just to keep the dust down and the volumetric efficiency up).

New fellow organiser Matt Wills turned up in his car (motorcycle CBT booking problems) with routes in hand and at this point, I pushed off, keen to get a quiet ride, which was, of course, the whole point of the option of an early start.

The route navigated through Stoneleigh, Cublington, Hunningham and off toward Princethorpe, where the A423 Banbury Road was picked up. I pressed on around the twisty but open road and came across Brian on his little Honda, about a mile before Princethorpe, sitting very briefly behind him, until my 91 year-old machine nudged me to “get on with it”.

Out on to the Banbury Road, it was just me and the lusty beat of a long stroke exhaust, a couple of cars were dispatched, the weather was dry, the road ahead was clear and all was very well with the world, in fact, things were just plain wonderful! Around Farnborough, the faint smell of burned oil hit my nose, causing me to briefly glance down at my machine before the nose picked up that it was not mineral oil that I could smell, but rather the heavenly smell of a vegetable based oil; the only machine I knew of on the run that was running on “R” was Dave Kendall's Cotton and sure enough, about a mile further on, I caught him up, briefly pausing to savour the lovely aroma, then pressing on, very soon arriving in Banbury. A quick chat with Dave upon his arrival, I then rode on to Deddington as I felt the need to go a little further. Meanwhile, several members enjoyed tea and home-made cake at a very pleasant café in Banbury, remarking how delicious the “rocky road” was!



Back at the Diner, fellow competitors had gathered, a total of 18 machines in all signed on, ranging from Richard Woodcock's 1913 Superbike; the mighty 900cc Rex to a couple of 1980 lightweight Honda's ridden by stalwart members Brenda Hallard and Brian Thomas.



The food was up to the usual standard, most indulged and all enjoyed. The consensus was that it had been a great day, obviously a very different day to a traditional Coventry Parade, but as the promotional material stated, it was all about the ride, along with minimal levels of organising. Worthy of note regarding individual's support for the event; Dave Mac, who has been a stalwart supporter of the event for literally decades, Jim and Bill Martin, who drove all the way from Reading in their van to act as backup, Kate and Crawford Davidson-Mahon, hosts for our wonderful lunches in events past, and Frank and Linda Chapman along with "Kickstart" the dachshund, coming in from Oxfordshire in their Daimler Dart SP250. Thank you to all comrades who supported the event, watch this space for next year's hopeful return to a more traditional event, along with a continuation of the "Café Run".....?



## Barry's report on the same event:

This year's Coventry parade, our annual Warwickshire section event, was never going to be the same as it normally is; which is a static gathering followed by a run, lunch and then back to the starting point for prize giving. This year was it a more informal event whereby club members would start out from Coventry's War Memorial park and then pick their own route, and starting time, to Banbury. From there up the Oxford road to the well known bike meeting place the Long Itch diner, converted from a roadside petrol filling station.

When I arrived at the Memorial Park in showery weather I was met by one of the organisers Geoff Booth – the other one, Robert had been 'pinged' and so was not able to participate. Shortly after in rode the club chairman Dave Kendall on his 1939 Cotton. I was the first one to leave and I tootled along the leafy lanes of Warwickshire for 30 miles or so until arriving at Banbury Cross just after an hour later by which time Dave was already there parked up next to the island where the cross is situated. We decided to have a coffee in a local coffee shop right next to the island and were joined shortly afterwards by several other club members. From there we each made our way up to the Long Itch Diner. As I was admiring the scenery I heard 'thunder' then a black blur passed me! It was Geoff doing about 110 mph? on his Norton! About 18 of us were lined up along the roadside with bikes ranging from a 1913 Rex, Dave's Cotton and the Norton right up to a modern Harley-Davidson. Well when I say modern I mean 'only' 30 years old.

### Pre -Banbury Run

This run was led by Simon, starting from the Gaydon Motor Museum. He led several members along the lanes to lunch at the Norman Knight at Whichford. A good 'laid back' day out.

### Pop-Up' meet at Gilks' Garage Cafe

A Sunday morning 'find your own way there' meet in our series of events. As usual, it was well attended by about 20 bikes and a couple of new faces.

### 'Pop-Up' meet at Farmers Fayre, Stoneleigh.

Another fine Sunday morning event. I am told that, once again, a good selection of bikes rode in. The morning was enjoyed by those who attended.

### 'Pop-Up' meet at Malt Kiln Farm, Stretton under Fosse.

The final meeting of the month and the best attended!

A big thank you to every one who has got their bikes out, when possible, and enjoyed these Sunday morning runs and met with like minded members at good locations.

We hope, as I said earlier, to be able to arrange one or two more in the next month or two.

Here are a few random shots taken at the above events:





## Upcoming events

On The 26<sup>th</sup> September is the Rugby Bike fest. This year, for the first time, we are looking at having a VMCC ride-in to the event. The meeting point and time to be advised, when we have decided, according to other factors.

## Secretaries Shorts

Firstly, thank you to the kind folk who have said nice things about my report from Wales. What?? you haven't read it! The editor is already asking me about the next one!

The T90 is temporarily off the road at the moment awaiting a new tappet push rod. Why? Don't ask! I know I should have checked they were seated properly before I tightened down the inlet rocker box. They looked alright.

The Tina has been coughing but not running, even when spun over at umpteen thousand r.p.m. with my flywheel adaptor pictured below. I call the tool 'Tina Turner' (who said satire was dead?)

