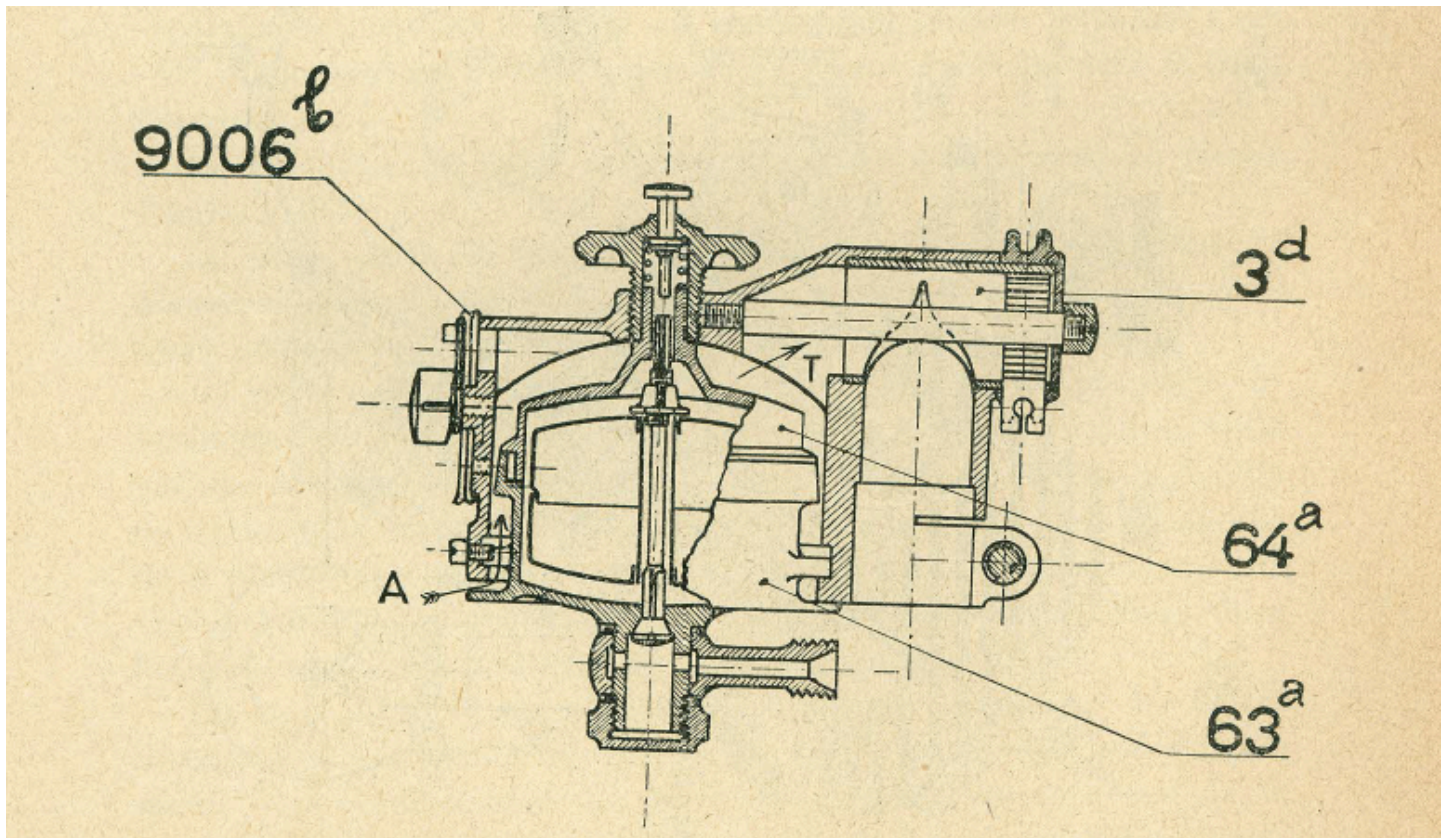


# The Cotswold Section

## Newsletter



Covid19 Issue 5 Lockdown week 6



This is a schematic diagram of a Dufaux carburettor as fitted to a 1913 Motosacoche  
You can clearly see where fuel is let in and the outlet to the engine, 3d.

How does the fuel exit the float chamber 63a and 64a to get to T?

All will be explained inside

Editor: Reg Eyre KOBİ

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The purpose of this mailing is to occupy the thoughts of members of the motorcycling fraternity during the current crisis when non-essential riding might be deemed to be unlawful. Articles may be technical, thought provoking, humorous, accompanied by images, etc, but definitely about our hobby of motorcycling. Please feel free to share the contents with any other interested riders and send appropriate material to me at the above email address. Thanks!

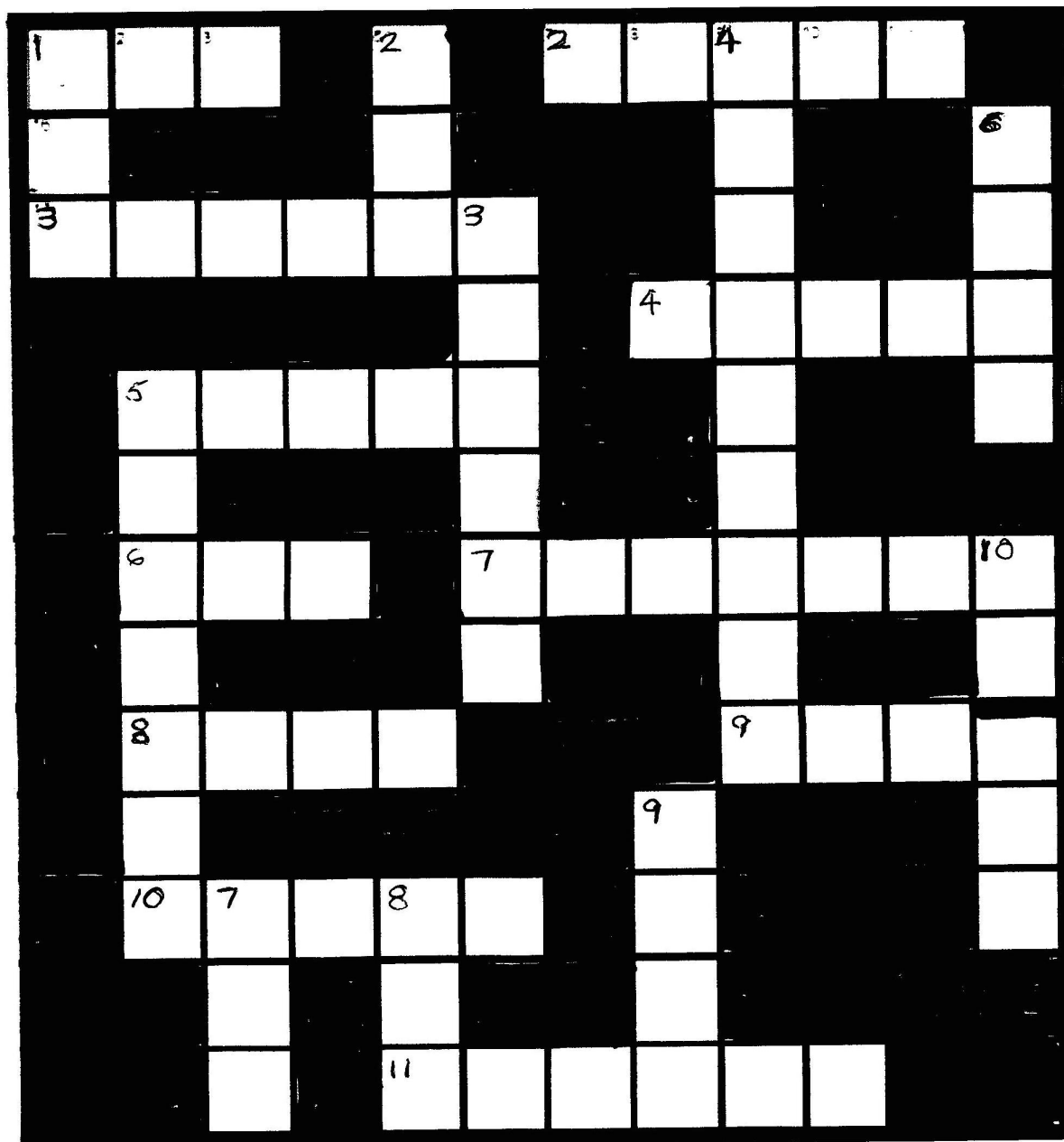
## From the B190

The last issue had a touring theme, whereas this issue is about how we are getting on with our rebuilds and other garage work. Eric has provided us with the crossword. Just like last week, we have a stop press item in the form of an advert.

*Reg Eyre KOB*

## Questions, in the form of a crossword

Answers are at the end of this Newsletter.



### Across

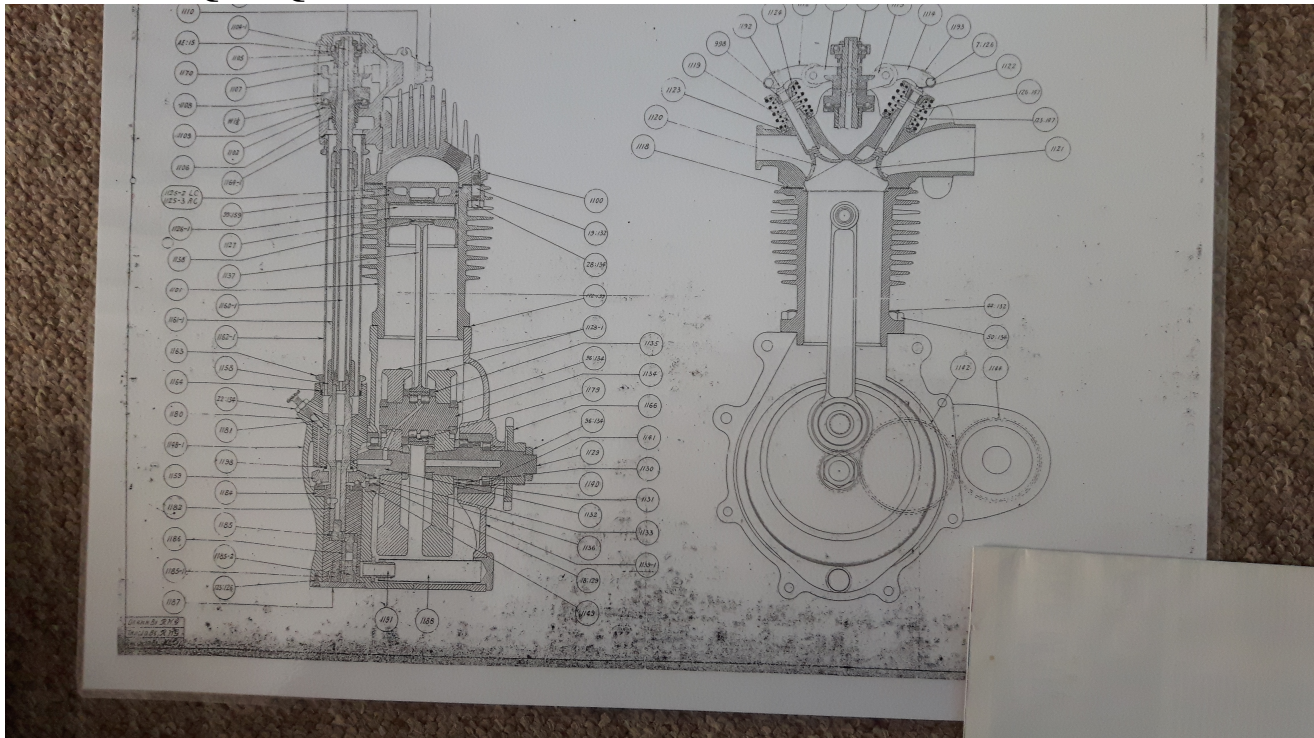
1. The model D in 1912 was the first of the V twins.
2. A model name used by Brough and Honda.
3. This device helps you change gear.
4. A make of Italian scooter.
5. After a gap of 40 years the German maker produced a 2 stroke in 1949.

6. This maker had a hyphenated name. They made 1920's TT machines. The second part of the name was Acme.
7. This maker used Bullet and Royal in their product names.
8. This device helps you see at night.
9. An iconic BMW model, 2 letters and 2 numbers.
10. This maker unveiled a 4 cylinder at the 1930 show.
11. A famous Italian sports machine.

#### Down

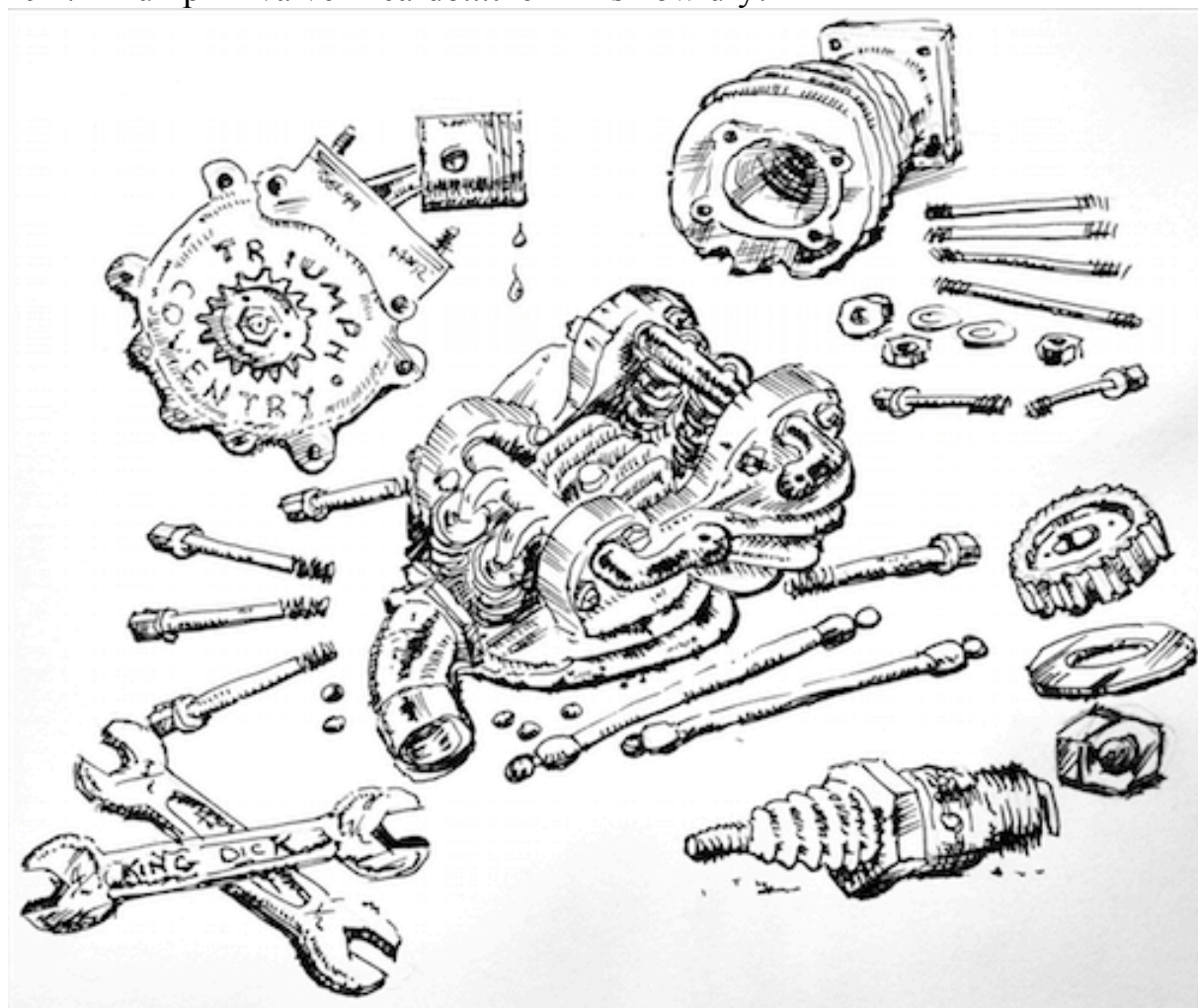
1. A prototype was made in 1919, a forerunner of the BMW transverse twin.
2. An engine position for timing.
3. An American maker made JD models in 1928.
4. A name used by American and British manufacturer used this name. A Manxman model was made for the factory team.
5. This Italian maker used a Rotax engine in 1993.
6. A carburettor manufacturer.
7. An instrument dial for counting engine speed.
8. Engines usually have big and little ones.
9. A water-cooled, supercharged 4-cylinder 500cc machine model was built by Riddle Valerio for the 1928 Monza Grand Prix, blowing up on the first lap.
10. A Ducati model name.

#### Answers to Quiz Question 20



There is a bit of a story to this drawing; donkey's years ago I helped a couple of chums re-build a C-L Face Cam, I wrote to the company which still existed in Letchworth asking if they had any info on the engine. The reply said that they would, "send us all we have if you send £5", which I sent. I received a large package, which included my £5 returned, tank transfers and a full size blue print of an ink on silk drawing and guidance on paint colours. I, of course, have had the blue print copied. That's the story.  
*Reg Glading*

The machine in my answer to number 20 is my lockdown, and possibly beyond project, my 1927 Triumph 4 valve Ricardo...the ink is now dry!



### **A Running Problem**

Consider the diagram showing the Dufaux carburettor fitted to my newly acquired 1913 Motosacoche. The 'choke' is on the left and opened with a Bowden wire, while on the right is the mixture control. Or is it? Air is shown leaving the gap above the fuel chamber, called 63a. The base of the carburettor is where the fuel enters into the fuel chamber, but can you see how the fuel vapour gets drawn out into the space above, called T? The 1910 version of this carburettor only has a fuel chamber that is screwed to the top of the carburettor, and this chamber has two small 'nicks' in its lid. What happens is that vapour is drawn across the surface of the fuel in the chamber and the escapes through the two small holes, acting like a spray jet. This 'modern' 1913 version also has the two nicks in the bottom section, which is not shown in the diagram on the front cover.

The symptoms I am getting are that the engine needs the choke fully open and the mixture control just open and the engine starts but soon stops. If the fuel is switched off, the engine starts and begins to rev nicely before stopping through lack of fuel. The spark plug is sooty black, indicating a rich mixture of too much fuel getting through.

When I first got the machine, I was worried that the fuel from the tap was only just dribbling through. I removed a large 'slug' of muck from the tap and fuel now flowed through easily. The float is not punctured and the seal between the top and bottom parts of the chamber appears to be good. I have lowered the fuel level.

Does anyone know what to do next?

*Reg*

## **Problems Solved by a KOBI**

Re: WNG lighting switch insulation. On my 1936 NG and on my 1937 VB the headlamp shells have a series of holes drilled around the opening for the switch panel (1 each side at the bottom and 2 close together on each side at the top). When I first had the machines, they had a length of round rubber cord running from the bottom hole up to the top where they went in the bottom one, came out of the top one, crossed over, and did the same to return to the bottom. That was 42 years ago on the VB and 44 years ago with the NG - needless to say the rubber cord has long since and been replaced with some plastic nastiness. I never considered that this was there for anything other than to stop vibration reaching the switch panel and shaking the ammeter and switch apart as the panel was screwed to the headlamp shell with brass dome headed screws, which would have made a good circuit. You may have cured the problem by fitting a gasket and lifting the switch panel further away from the shell, but are you certain that the problem is not that the back of the switch and the ammeter are a bit too close to the reflector, and are making a circuit through it? My ammeters have both got rubber bushes fitted around the pillars to prevent this happening - they both did when I bought the machines, so it either was an original fitment or a standard 'bodge'. Just a thought to help you pull your hair out!

Re: Paul in NZ with his 150cc Fanny-B 2nd gear problem. The AMC gearbox was as notorious as their dreadful engine - all of the gears etc were in the top of the box with all of the oil in the bottom, and but rarely did the two meet. For many years the gears have been unobtainable. We had a Norton Navigator at work for us to sort out this problem on, and we were unable to find the 2nd & 3rd gears for mainshaft or layshaft. It was pretty much a question of you bought a secondhand gearbox and hoped - only to find that you had one that was every bit as bad as what you already had in your hands. Eventually we hit lucky, Norvil borrowed the knackered gears that we had and had them 3D scanned, corrected the wear and had a batch of replacement gears made. The part numbers are the same for Fanny-B, James and for lightweight Norton twins, so he should try contacting them and see how he gets on. Their website is: <http://norvilmotorcycle.co.uk> and I am sure that he will find them helpful (or should that be sympathetic?).

Keep safe and keep well.

*Sir Nick Cronin of Bromyard*

## **My Way Into Vintage Motorcycling**

Back in 2008, I attended an event at the Gaydon Heritage Centre in Warwickshire. The automotive gathering in question was celebrating all vehicles made in and around Coventry. As expected most of the usual Coventry manufactured cars and motorcycles were represented. However, as I walked around the vehicles on show, a pair of vintage motorcycles stopped me in my tracks. To my surprise, both machines were Rovers. Up until that point I don't think I had seen a vintage Rover motorcycle let alone a pair. VMCC members Graham and Brenda Hallard had ridden these lovely machines to the event and over the coming years, I would see them on numerous occasions being used on the roads in and around Warwickshire.

In 2018, I found myself visiting Brenda in her Warwickshire home with a view to purchasing one of the Rover machines. Looking at the bike in the half-light of her garden shed, in which the machine was stored, it looked just as impressive as ever. After sitting astride the Rover, I discovered that on the right hand side of the machine it had a foot operated clutch...and mounted on the left hand side of the petrol tank was the 3 speed hand change. Well, I thought to myself - You're never too old to learn new tricks! With Brenda's wise words 'It will need re-

commissioning' still in my head, I became the owner of a Vintage Rover 3 and half H.P motorcycle.



After getting the Rover safely stored in my garage, I went about the task of making sure the machine was safe to ride, and just as importantly, work out the starting procedure. After a week's work of greasing, oiling, checking the tyres and, of course, putting fresh petrol in the tank, the time came to kick the bike over and see if I could get her to start. After a few false starts, I eventually worked out the best position for the ignition and the air and fuel levers and was rewarded with a running motorcycle. Over the coming months, I ventured out on my new machine keeping mainly to small quiet winding lanes with very little traffic. This also gave me lots of practise using the foot clutch on the right and hand change on the left while also twiddling two levers on the right - think of patting your head and rubbing your tummy at the same time - because it does take some getting used to. On bikes of this era, the handlebars and their associated controls almost fall into your hands and along with a straight posture on a well-sprung saddle; the ride is surprisingly relaxing and comfortable. A belt made up of separate links of a very thick canvas type material, possibly similar to something that may have driven a steam mill long ago, drives the back wheel! I practised with some spare belt to see how well I could change or repair a broken link in an emergency, and now I have got it down to just under an hour after much sweating, swearing and bloodletting.

In the summer, I was very pleased to have taken part in a couple of Warwickshire VMCC events especially the Coventry Parade, a perfect event for my Coventry Rover. Towards the end of the riding season, I decided to commission fellow club member, Rob Thomas of "Partsmade" to overhaul and rebuild the engine for me. After completion, the engine ticked over like a grandfather clock, and some gentle and enjoyable test miles have been taken. Rover has been entered into this year's Banbury run, however at the time of writing, the country has been put into lockdown and all further miles curtailed. With luck along with other VMCC members, we can meet up on the revised Banbury date in August.

I can then be on the start line at Gaydon only a few yards from where I first admired those distinguished vintage Rovers in 2008.

Incidentally I had an email from John a very nice chap who lives in Australia, he also owns and rides a Vintage Rover very similar to mine. And he informed me that there are 11 other Rovers in his antipodean club alone! Fascinating stuff.

*David Kendall*

## Loads of Fun with BSAs

I passed my test, four weeks after my 16<sup>th</sup> birthday, on a D1 Bantam borrowed through the RAC/ ACU Training Scheme. I could not wait to get mobile and it was relatively easy to pass the test back then. We lived on a smallholding near Aberdeen and had a short private road on which I gained experience of both two and four-wheeled transport. My first bike was a 1951 BSA C11 Deluxe 250 ohv bought for £7 10 shillings with 6000 miles on the clock. It needed very little work to get it going and served me well. Over the years I have owned a clutch of Bantams. The last Bantam was a 1970 D175, which is easily spotted as it is the only one with the spark plug in line with the bore; the rest having the plug at an angle. In 2014, I got as far as Belgium on it. At one time I owned an M21 combination with a Watsonian sidecar, which was great fun in the wintry weather. It is hard to fall off a combination on ice and snow and I really enjoyed sliding about on the empty country roads in Aberdeenshire.

My more recent experience was on a 1971 B25 250cc, which I was fettling for the late Phil Hamilton who was the Scottish Area Rep. for ten or more years. I entered it in the 2014 Tiddler Tootle starting at Doune, near Stirling, and it performed very well. I also had a 1971 650 Thunderbolt, oil in frame Model, and although I enjoyed the bike it did not really float my boat. It was an American import and one of the last of the line. It had nice lines and created a lot of interest among the members.

My latest BSA is a 1925 Model L Deluxe, which is an overhead valve 350cc job. It was BSAs answer to the very sporty Big Port AJS of that era and the Company's first OHV engine. Most of the 350s from BSA up until that time were the cooking side valves like the Model L. The Deluxe Model had an OHV engine and I acquired mine in 2016 from a friend in Inverness. He had owned it for several years and had restored it very well but never mastered the mechanicals. The only time I saw it on the road was for a run in Glendaruel, Argyll in 2006 and it never made it out of the car park. The bike turned out to be reasonably sound and with help from good friends, John Shaw and Tom Paterson, I had it on the road for a while. It needed some engineering work done but it got me through the riding season. It came with a pre-monobloc carburettor for a mid-50s Condor, worn out brake blocks and the wrong crankcases. All these issues have been sorted and a mid-20s AMAC carburettor is now fitted. The first outing, apart from a run round the block at home, was the Moidart Run of about 110 miles. The kickstart cotter pin gave up and the timing chest unscrewed itself but I made it round unaided. The weather was foul with snow, sleet and slush on the roads so it was a real test of man and machine. Great fun and just like in the old days. I used it on the Scottish Demob Run for pre-1950 machines and a route of just over 100 miles. The bike performed very well and had good acceleration and set a decent pace and did not get left behind by the more powerful machines. The reasons for its ability are a high compression piston, sporty cams and minimal overall weight. It was designed to go and my initial impressions are that BSA achieved its objective and beyond. It is a little known and under rated Model but those in the know say they go really well but stop really badly.



My last outing was to the Mountains of Mourne Run in Northern Ireland. I was nearly at the end of the event when a push rod broke. It was not a BSA item that failed but a homemade rod of insufficient strength to do the job. The engine, gearbox and clutch have since had a full overhaul including mag rebuild, new big end, drive shafts, piston, rebore, pushrods and guides. Basically, the full works and no expense spared. I was heavily preoccupied for the last three years in the run up to becoming VMCC President and the two years in the role. Now that I am finished I am getting plenty of garage time. The assembly of the BSA will be completed by the end of the month. I am sure the bike will be a delight and well worth all the effort to bring it back to full health.

*Alastair Alexander, April 2020*

### **Why Does This Always Happen To Me?**

Some time ago I was telephoned by a lady who had read a rally report in a magazine what was laying at the table when she visited the Dentist in her hometown.

She told me that she had read the article and was impressed with our adventures. Sadly, her husband had passed away some 5 years ago and he was a motorcycle enthusiast rode very early motorcycles such as Humber, Triumph, Bradbury, etc, but all were sold later in an auction. Recently she was in the attic looking for something and noticed about 8 motorcycle engines still in a corner covered with other things.

She asked if I was interested, and, if so, I could come and pick them up one day!

The Lady told me she would be glad to see them going to riding people and her husband had always had good memories on his rallies and the people he met there.

The only thing was, that I had to bring them down from the attic myself.

Wow! I could not believe my ears and was very happy to make an appointment straight away.

The following Sunday was okay with her so I was looking forward and could hardly sleep for the rest of the week. Was I really going to be lucky this time? I could do with some luck because my wife had just had an accident parking the car wrong and hit a big Dutch stone at the hairdressers shop. Why do these shops put stones there I will never understand, but it was going to be an expensive haircut.

Finally, Sunday came and I went to the address, and noticed that it was a modern house with 2 floors and an attic on the top.

There had been an elevator from the attic to the ground floor but it had been taken out some time ago. The lady said, "My husband had the elevator fitted so he could take some bikes to the attic in the winter, to work on, but it was of no use to me so it was taken out but the hole was left there." There was a pulley still in the attic, which by using a strong rope and a wooden basket, stuff could be from the ground to the attic and vice versa. Wow! That would make it easier for me because the engines looked all complete and heavy! The lady then said, "I will leave you to it and go and do my own thing downstairs and let's meet for coffee in half an hour."

So I started by taking a closer look at the engines, happy times! The first one looked like a 1903/4 Humber, then a Triumph H engine all complete with carb and magneto, 2 Bradbury engines, which looked like veterans, an early White and Pope engine, a very heavy looking Indian Powerplus, another Indian but a single cylinder, which must date from around 1910, and the last one was a AJS big port. I have a good friend who rides a AJS big port and I think that engine would suit her very much.

I went down and connected the rope and went upstairs to hang the basket in the elevator casing. I then took the engines and put them in the wooden basket. This went okay and they all fitted



in! The basket was strong enough to carry them all in one go. I went down again and released the rope and then things started to go wrong. The engines were heavier than I was so I was lifted from the ground, but managed to hold onto the rope. With increasing speed I was lifted up higher and the basket came lower and halfway we met and the basket hit me on the head. Wow! It felt like I had hit a Belgian road, terrible, but the basket went down faster and faster and I was still going higher until I hit my head on the roof, which hurt, and I saw stars appearing. The basket meanwhile arrived at the ground floor, but the bottom came loose and the engines fell out. The basket was now empty and I could hear the lady shouting, "Is everything okay out there? I am putting on the coffeepot." But I could not answer because now I was heavier than the basket so I fell down the elevator shaft and half way met the dreadful basket again, and since it was made from wood scratched my legs and I screamed out landed on top of the engines, paralysed by the pain so I let go of the rope so that the basket, or what was still left of it, came down and hit me.

I must have been on the floor for about 10 minutes and tried very carefully to see if I could still stand on my feet.

I could have cried from the pain but then noticed that some of the engines were partly broken. What a disaster! Why didn't I carry them down one at the time?

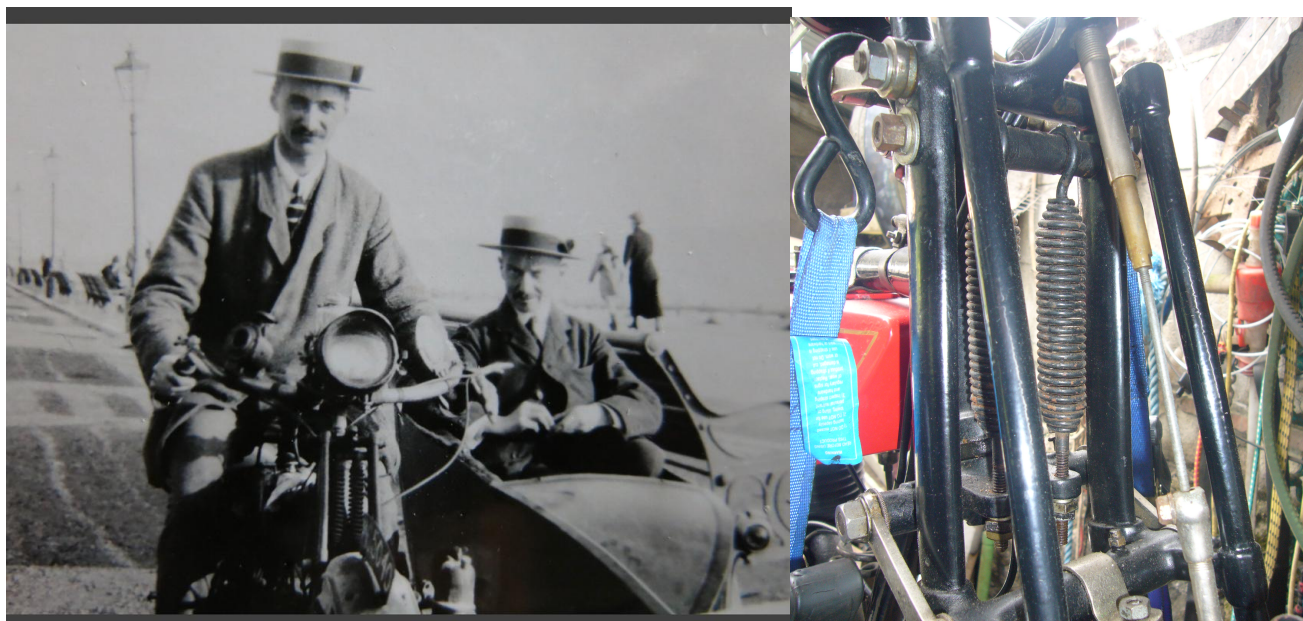
I managed to limp to the kitchen and the lady was said, "The basket must have made the job easy and I thought you were having fun, is everything down now?"

"Coffee please!" I more or less cried out, "and do you have a pillow for the chair?" Later on I was able to stand up and carried the engines to the car.

I thanked the lady for the great gift and told her that some of the engines would go to friends who owned that make of motorcycle, "Ah", she said and gave me a tap on the shoulder, "That is what I was hoping for." I was still hurting but managed to thank her and tottered to my car. On the way home I could feel every bump through my body but I now had the engines, or some of what was left of them.

*Roel v Maarseveen – (Have I heard something similar sometime? – Ed)*

## Mystery Photo



Sent in by Tony Page for identification, Roger Fogg thought it was a 1921 Radco, but Roel thought it was definitely a 1922 Quadrant 1922 with brampton biflex fork and a nice sidecar.

For those of you looking forward to your next Club Run, here are some new signals to be used by the Run Leader



Sent in by Justin West, of Cheltenham

## Stop Press

Terry is selling his 1903 Quadrant, restored 12 years ago, new rims and tyres with all original parts and logbook, and new V5 for £15000 firm. You can contact him on 01934 751091.

He is also selling copies of the Motor Cycle and Motorcycling from 1940 to 1967. Most years complete and he will only sell complete years. Collection from Somerset. Or you could buy the Quadrant and let me ride it for you!



### Answers to crossword

#### Across

1 AJS, 2 Dream, 3 Clutch, 4 Vespa, 5 Adler, 6 Rex, 7 Enfield, 8 Lamp, 9 R90S, Ariel, 11, Ducati.

Down 1 ABC, 2 TDC, 3 Harley, 4 Excelsior, 5 Aprilia, 6 Amal, 7 Rev, 8 End, 9 Riva, 10 Desmo.