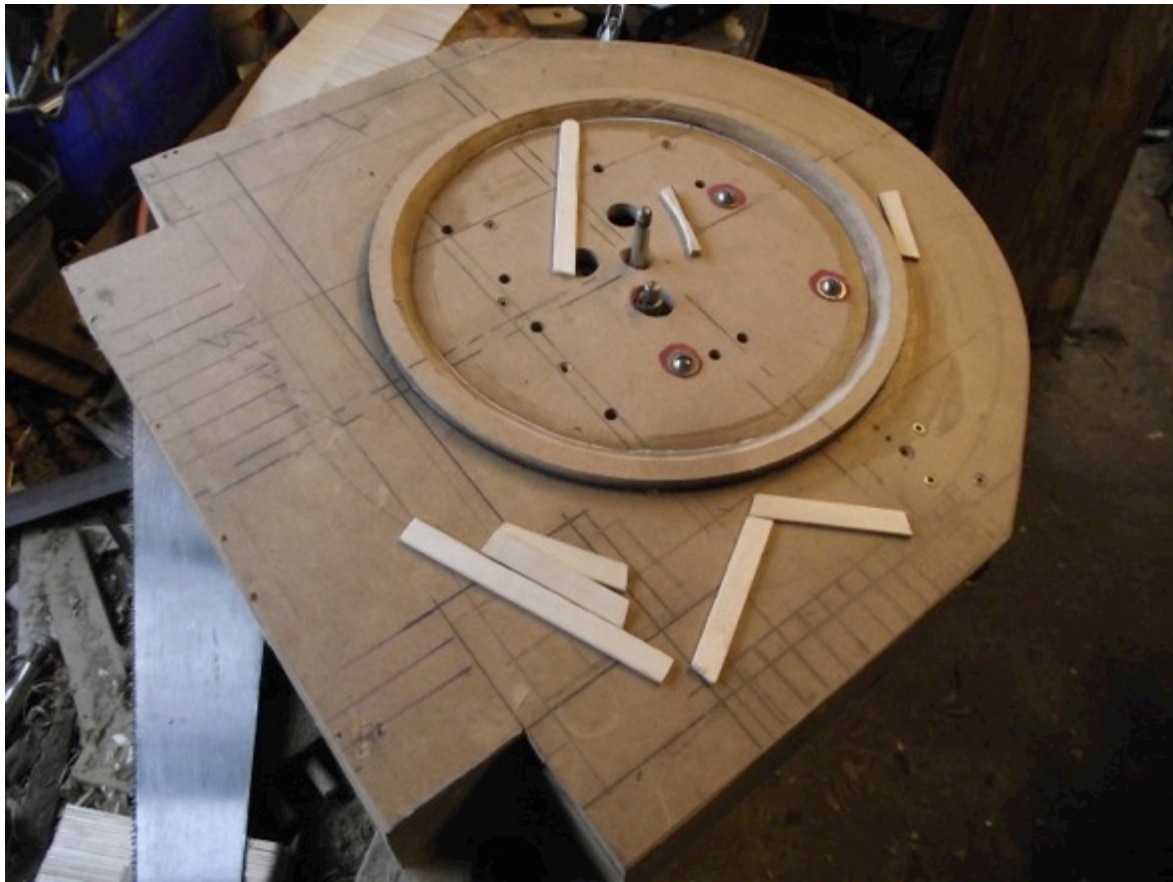


The Cotswold Section

Newsletter



Covid19 Issue 10 Lockdown week 11



What has this got to do with Covid 19, life, the universe and everything?
Read what Steve Sumner is getting up to

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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

Nobody has contacted me about the Word search I gave you last issue, so I have put in another, in this issue, from Alan Yeoman, for you to try. We have some hints and tips for activities for you to try, including model making, painting, electrics and a book review and recommendation. Uncle Alf has been reading a book about Negative Gravity featuring Beatrice Shilling. Has anybody got a copy that I can read? Alf says its awfully good!

Reg Eyre KOB1

Front Cover Mystery Photograph

Inspired by a thread on the VMCC forum I have spent some of the “everything is cancelled” time to build this. The base is made from fibreboard and houses an old gramophone motor. The rest is built using lolly sticks from the granddaughter’s craft box, (they don’t know yet). Annealing the broken end of the spring and drilling a new spindle location hole fixed the motor. Screwing the speed screw in and out controls it.

The two Matchbox bikes and riders are leftovers from our boy’s childhoods.

We did go to see our granddaughters last week, as it was their dad’s birthday.

They both loved the wall and spent quite some time playing with it. Alice (7) decided that she was the rider at the top of the wall and Holly (10) was the lower rider. Sadly no one took any photos because at one point Alice had all the people from her dolls house and an assortment of farmyard animals spectating. Holly discovered that the rider could be taken off the bikes and replaced facing backwards. The bikes are only pushed onto the plastic rods and Alice thought it was hilarious when we set it to full speed (78rpm) and Holly’s bike fell off. "She`ll never catch up now" she said.

Before we left them they also gave me colour schemes for the riders. When they are painted, they will be colourful.



There is a video on the facebook group Vintage motorcyclist workshop.

As for being a toy for anyone but me. I didn’t leave it with them and it is currently on our kitchen table to be played with during breakfast or any other time I pass. Should give you a clue maybe.

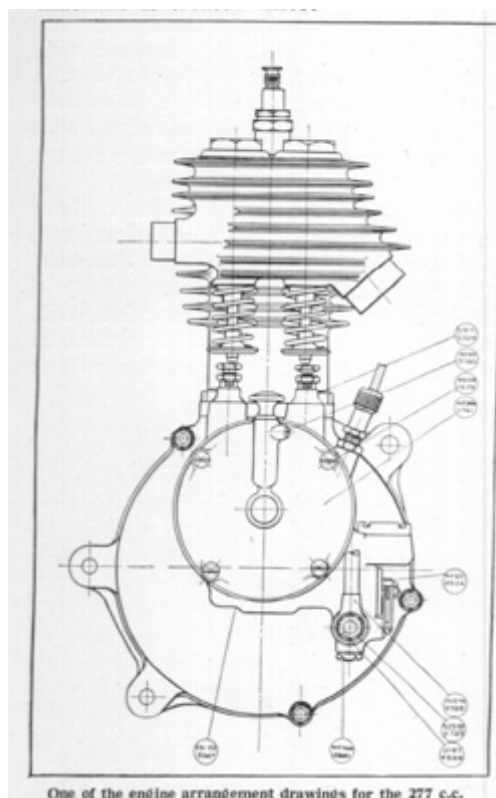
The things you can do with a Stanley knife and a bit of glue eh!

Steve Sumner

The Motor Cycle For Boys Annual 1928

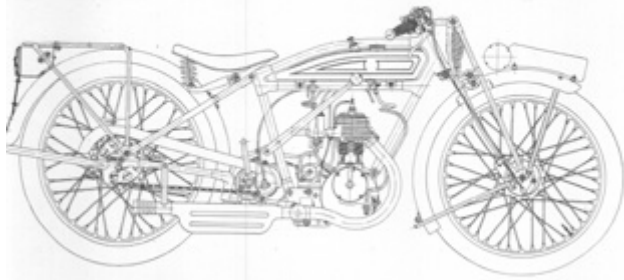
I had just married my first wife in late 1972. We were living with my new in-laws' pro temp a 3-month delay in completion of our new house. One evening that winter I was sat talking to my father in law about his pre-WW2 days riding a Dursley Pedersen bicycle with a string seat, and tales of derring-do on his Scott Squirrel. Whereupon he said, "You might want to go and have a look through the pile of old books your mother in law is sending to the church Jumble sale, they are on top of the night storage heater". It was obvious from his tone that he knew there was something there that would feed my interest. There in the pile was a copy of "The Motor Cycle Book for Boys, 1928 Annual" – what a gem. I do hope the vicar didn't get to know I had rescued it from his Jumble.

Doubtless to say that book never made it to the Jumble sale and, fortunately, it remains in my library to this day.



Back in 1972 I had just completed my engineering apprenticeship at R A Lister Diesels in Dursley and due to hardship, saving a deposit for the new house, I was riding a G3LS (I had bought it from a machine shop foreman for 30 shillings). However, to the book, one 15-page chapter enthralled me with a particular charm, written in a hand of the period, it is an illustrated full factory tour of Triumph motorcycles in 1927. The tour commences in the Design Drawing Office where the design of a new motorcycle is being finalised on rough sketches, the machine being the 227cc Model W released in 1927. Wooden patterns for castings being required, no 3D Rapid Prototyping in those days, I recall my Lister foundry apprenticeship stint trying to understand the complexities of a patternmaker's contraction rule, the laws of physics never change. The chapter discusses the 'Special Department' where parts were machined from first principles without jigs and fixtures culminating in an assembled prototype for testing.

GENERAL ARRANGEMENT OF THE 277 c.c. TRIUMPH MOTOR CYCLE



After thorough prototype testing, involving up to 800 miles/week we are told the design drawings were finalised and traced onto linen with Indian ink. An adjunct of the Lister Drawing Office had a Tracing Section staffed with young ladies producing tracings in the same manner from which “blueprints” would be produced for shop floor use. Indeed, this Boys Annual includes a full-page blueprint of the 1927 Model W filing cabinet drawing number 11981. The reader is then treated to explanations of the roles of the Jig and Tool Drawing Office, the Tool room and purchasing of raw materials to produce the machines 1345 parts. The chapter leads me to a more complete explanation of cylinder barrel manufacture, gear hobbing, and capstan lathe work. I look at the photos and recognise Ward 2 and 4A’s for those who know such machines. Frame making, brazing, “coslettising”, and stove enamelling are discussed for the benefit of the target young reader. The nickel-plating process applied to bright work is basically described before moving on to sub assembly of gearboxes and engines.

When all is ready the parts arrive at the “erectors” workbench, one erector for each bike, no production line, no six-sigma, no tack time, as is so common on production assembly lines in the 21st century. Following assembly by the erector every machine was road tested by 3 testers. Tester 1 took the machine 6 miles out in the countryside to a hut, tester 2 takes it for an out and back run, tester 3 takes it back to the works and completes a label attached to each machine. Faults are noted and any reject is corrected and re-tested. Machines passing this test were washed, subjected to a critical final examination before passing to dispatch and delivery. This short piece cannot fully depict the eloquence of the authors work, suffice to say that I cannot help reading the chapter and looking at the illustrations without knowing that my 1939 Tiger 100 likely passed though the same premises, people, and machinery before the Triumph factory was blown to smithereens during the WW2 Coventry Blitz in 1940. If you are lucky enough to come across an edition of this book, then I recommend you snaffle up its 195 pages if only to read the chapter referred to above.

In closing – in my preamble I made mention of Pedersen pedal cycles, made in Dursley in part of the R A Lister Long Street factory. The writer is unsure how well it is known that Pedersen made a motorcycle, not more than one prototype as far as I could discover. During my 13-year tenure at R A Listers I saw it in the early 1970’s. At that time it was stored in the Priory cellar. The Priory at the bottom of Long Street, (building still there), was where the then Lister museum was located. As local folks of this fine shire you will know, Listers went into demise and is no longer in existence, but I often wonder what happened to the Pedersen motorcycle. I hope it didn’t end up on Listers tip as did so many other treasures when it fell into the liquidator’s hands.

Perhaps I should not end without making mention that my first wife and I are rapidly closing in on our Golden Wedding anniversary next year – God willing.

Andy Pitt

Word Search 2

P	A	I	N	T	W	O	R	K	L	N	S
I	L	M	O	T	I	E	T	E	M	O	C
T	A	N	K	S	L	A	P	P	E	R	O
C	C	U	I	I	K	L	I	S	A	T	T
H	U	T	C	H	I	N	S	O	N	O	T
F	O	R	K	C	N	A	T	D	A	N	E
R	N	I	S	O	S	M	O	R	G	A	N
E	Y	U	T	R	O	T	N	O	R	A	B
L	L	M	A	A	N	E	R	A	C	A	R
O	C	P	R	T	A	B	I	N	N	E	P
O	C	H	T	A	R	R	E	D	R	U	P
W	K	C	E	R	B	R	O	N	A	J	S

My Way With Paint

In 1998 retirement was looming and a move planned from Auckland to the Bay of Plenty. I already owned two bikes, a 1924 BSA Round Tank which I'd bought in 1971 and a 1961 James Flying Cadet bought in 1990. Both were on the road and, apart from the normal day-to-day calamities involving old bikes, required not much more than the usual maintenance. After a lifetime of a working life the prospect of retirement seemed to be empty days with nothing to fill them. (It didn't take much time in retirement to dispel that silly notion and I rapidly became one of the clan "I don't know where I found the time to go to work".)

I was already a member of the Auckland branch of the VCCNZ and so put a wanted ad in their monthly Bulletin. I might add that this was only after lengthy pleadings on my part on the domestic front. The first phone call from a pal opened up with "haven't you learned your lesson yet?" and he offered a part restored mid thirties BSA. A couple of other offers came in which I largely discounted on the basis of cost until another pal offered me a 1954 Matchless G3LS at the right price. The extra benefit that this bike had was that it was pretty well complete so the parts were all there but it had had a hard life and was in need of a total restoration. It had not run for some twenty years, was well-rusted, dinged, devoid of oil but needed some money spent. It seemed to have died of lack of spark, needed new tyres and both wheels rebuilding together with a total repaint. (Yes, dear reader, I'm finally getting to the subject in question.)

I'd spent my working life in the engineering business but none of my employers had been daft enough to let me loose on their products with spanners, etc. and definitely not with a spray gun but ten years in the car assembly business in Auckland had given me a working knowledge of paint and good contacts in Dulux and Lusteroid. I was determined to do as much of the

restoration as possible myself to minimise cost, while only farming out jobs to professionals as a last resort and so I resolved to paint with aerosols. Fortunately our new home had a large enough garage to accommodate three bikes, one trailer and a car and so the garage became the spray booth. I'd read Jeff Clew's book on bike restoration and so the subject of good preparation had been emphasised. Going back some years to the BSA, the Dulux man has given me a can of Preparakote, (I think that is the correct spelling), which is a chalky filler applied with a brush requiring no great finesse. Several quick coats are applied after which the rubbing down commences. With some pieces I was able to give them a ride through the car plant's primer oven to harden off the filler and show up any failings. Any air trapped in the filler will show up as an eruption needing more rubbing down and more filler. One of the shortcomings of my then employer was to not paint cars in either black or BSA green and so I had to do it myself and in any case I had no show of getting parts sprayed at the same time as a car body.

Primers and undercoats were not a problem as most such paints from the hardware store were fine but topcoats were a different matter. Most retail aerosols are lacquer, a quick drying paint more suited to graffiti artists but I used air drying enamel which takes four or five hours to dry and for this I went to Linkup in Tauranga, a bunch of extremely helpful people. In Auckland I'd used another trade supplier who despised amateurs but Linkup were wonderful. I could take a part in and twenty-four hours later they had matched the colour exactly and made up several cans ready for use.

The actual painting takes careful planning including negotiating that the garage is off limits for several hours, putting the car outside and spreading newspaper on the floor as far as you can as paint can find its way further than you might think. Dust sheets over everything and overalls and facemask on. Before commencing spraying the cans need a good shaking and it is better if the paint and the part are as warm as possible so a tub of warm water for the can and the hot air gun for the part are useful. You need more light than you might think so I used a floodlight clamped to a stepladder, an inspection light in my left hand and the can in my right. Prior thought about skyhooks is important for things like fuel tanks as I needed to be able to get above and below in a single session. When repainting the Round Tank fuel tank recently I constructed some rods mated to old fuel taps clamped in the Black and Decker Workmate to give me the access. The undersides of mudguards are a good place to start as the necessary sweeping motion is soon learnt and I found it better not to try insides and out in one go. It was here that the benefits of enamel over lacquer became apparent as enamel has the characteristic of flowing together to a smooth finish. I now confess to spotting the odd bug falling on the wet paint and dabbing my finger on it to remove it and wiping my finger on my overalls. Needless to say, the two mistakes to be avoided are too much paint and too little both of which show up in the finished job.

Once spraying is done it is necessary to upend the can and spray the nozzle clear and here I used more newspaper set up for the purpose where there is no chance of contaminating the part. After that I removed my overalls as gently as I could and went into the house to leave the paint to dry for at least five hours. It will feel slightly sticky to the touch but it should not be handled any more than can be avoided. It takes a week or more for that sticky feeling to go and only then can you think about polishing or assembly.

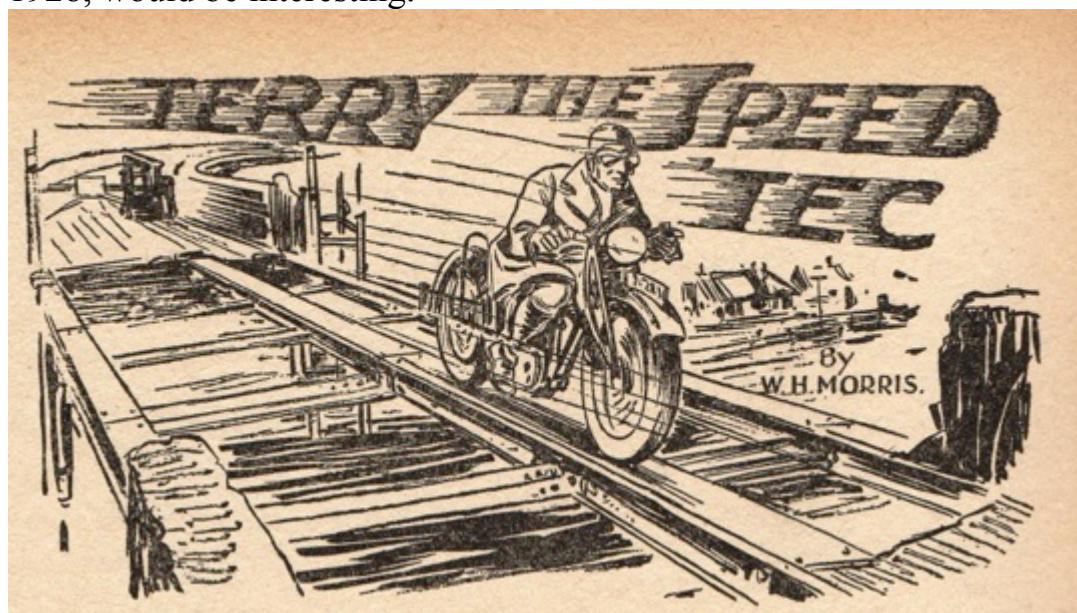
I finally got the bike back on the road in 2005 and since then have ridden 10,000 happy miles on it but sadly it seems to have got heavier in recent years and now has to go.

Paul Whitehead

Wacky Races 1928

The strange and parallel universe in which we so recently find ourselves lends itself to many kinds of fantasies and speculations. Fact blends with fiction, truth with lies, and reality with speculation. In my most recent case of disjointed awareness I had been listening to Fred Gilberts 1891 immortal song concerning “The Man Who Broke The Bank At Monte Carlo”, and this was somehow combined with a remembrance of Wacky Races, as viewed by my grandson. The basis of Wacky Races, for those of you unfamiliar with daytime children's television, involves cheaply animated cartoon characters in improbable vehicles basically having a race. Repeat with the same plot interminably.

So, I thought it would be interesting to assemble a group of vehicles from, let's say the mid-twenties, into a possible line up for a starting grid. No actual racing would take place, perhaps a parade along the Bois de Boulogne with an independent air, but no more than that. The premise being that the comparison of the price of vehicles, which were a mere couple of years old in 1928, would be interesting.



I have close by, a copy of Stone and Cox Motor Prices 1928. It is nearly an inch thick and contains details on new and second-hand vehicles that were available in that year. When you think that the Glasses guides were issued monthly and were mass-produced but only a tenth of the size of this book, the effort required to assemble all the data must have been huge. Most people would have considered themselves reasonably well off if their weekly wage was approaching £5 per week.

Why not start with a group of motorcycles, their description and their price? As I said, something two or three years old, and since we are millionaires, we can look at everything. A 1924 Croft Anzani 1075cc OHV V-Twin was £140, whilst a 1925 1 ½ HP Villiers engined Francis Barnett was £27. A 1925 2 ¾ OHV Blackburne engine in a Henley was £57 10 0, and a 1925 2 ½ hp Radco was £23 10 0. Broughs in 1924 were priced between £100 and £170 depending on the model.

Motorcycles, some completely new to me, listed in the price guide included Armis, Bleriot, CC, Consul Villiers, Coventry B and D, Defy-All, Endurance, F.E.W., G.S.D., J.D., Marlow, Martinshaw, Melen, Morton-Adam, Newton, Nickson B, Norbreck, Pullin, Ready, Rebro, Revere, Supermoco, Vanete, Wilkin and Witall. A Sarco Reliance and a Saxel are thrown in for good measure.

Ok, sublime to the ridiculous. If you were in need of an electric commercial vehicle, possibly a milk float, then a 1923 lead acid battery powered Newton Derby, which would travel 30 to 35 miles per charge would be around £77. A Fordson 25.6 HP tractor from 1923 would set you back £127, whilst a “creeper track” 1927 25.8HP Guy tractor fitted with roadless track was £75. A new Dennis 40 HP fire engine, which could pump 600 gallons of water per minute sold for £1450, complete and raring to go.

There were plenty of steam commercial vehicles ready to be rolled away. A massive Fowler from 1922 and used for ploughing was £1253 and a similar Maclaren was £1363, later versions were offered with complete rubber tyres for £108 extra. A 1924 Sentinel steam lorry was £850. A road roller from Clayton and Shuttleworth was around £935 in 1922. Many of the steam vehicles were not given a fixed price, there were too many different specifications and I would guess a lot of dealing was done on a very individual basis depending on what part of the country you came from, which together with other factors, decided the market value of the steam powered vehicles.

Petrol commercial vehicles were already overtaking in popularity the use of steam powered machines. Prices of such vehicles reflected the public's need for convenience and cheapness. A 1924 Austin 7HP van was priced at £190, an ambulance from the same maker was £850. A 1925 six wheeler Leyland Bus of 36/40 HP could be purchased for £940, a Morris Cowley 1/2 ton van for £160 and a big 40 HP Scammell Lorry capable of carrying 200cwts for £1255. Naturally the greater part of the Stone and Cox price list is devoted to private cars. Arbitrarily we can pick out stuff from the top, bottom and middle. So ignoring Rolls Royce, a very nice 1923 6 cylinder Hispano Suiza could be had for £1800, a 1923 8hp water cooled Morgan for £128, a 3 litre 1925 speed standard Bentley was £1375. There was a bewildering choice of Austin cars, so much depended on specification, but you could reckon to get a small Austin 7 for £165 in 1924, and a 12 for £695. Amongst the really cheap stuff could be found obscure manufacturers products, often “Manufacture discontinued”; an HP three wheeler was £65 complete, a single cylinder 3.5HP Graham White from 1924 was £50 and a 1926 win cylinder Seaton Petter (company in liquidation) £100.



A STRANGE RACE

So there you have it. Goodly selections of period vehicles for your Wacky Race, or just a glimpse into what vehicles were on the market in the late twenties. I bet several are worth almost double that by now. I quite fancy the Bentley Speed Six myself, although there is something rather appealing about using a Maclaren Ploughing engine to haul around my collection of large JAP v twin motorcycles. Your choice would be?

Roger Fogg

eBay as a source of old photographs

I have assembled several images sourced from eBay adverts and used a screen capture feature to present them here. These photographs are usually sold for a few pounds and can lead to future research.



Covid 9 Wordsearch Solution:

MASSEY, SUNRISING HILL, MARSHAL, DRAYTON SCHOOL, MAKE SURE YOU SIGN OFF, DE DION BOUTON, ALLDAYS ONIONS, FRERA, CEDOS, D RAD, GRINDLAY PEERLESS, LEON BOLLEE, NER A CAR, UNTIMED, ROUTE CARD, DRESCH, GNOME ET RHONE, CALCOTT, NORTON, REX, MCEVOY, FN, PRECISION, LEVIS, NEW IMPERIAL, ARIEL, SUNBEAM, AUTOJUMBLE, TRIUMPH, PEUGEOT, SCRUTINEER, LPA, SUN, FHW, HENLEY, KYNOCH, JAP, PREMIER, LARGE, INDIAN, HENDERSON, SCOTT, IVY, ROCHET, CLYNO, FERIDAX, MINERVA, WOOLER, POPE, SEAL, JAMES, HRD, BAT, SHELDON, ROVER, BSA, SAROLEA, MUG, SOS, OEC, NUT, SLINGER, DART, ACU, ABC, CORAH.

Alan Freke suggests this clip of film: <https://www.youtube.com/watch?v=37bDyHhDGd0>