



Welcome to the Notts & Derby Section's fifth Newsletter.

As we won't be meeting up for a little while, these are intended to be a way of keeping in touch at least until the restrictions end.

In this issue we have news about Stafford, more lockdown workshop time and lots more.

WhatsApp Group.

The WhatsApp group has been going for a few weeks now and it has already arranged rides out in small groups. It would be really good to get a few more members involved to discuss rides and meeting up as well as technical issues. Follow this link to get involved.

<https://chat.whatsapp.com/LVAeA08bTrkK42Z8MW0pyU>

Stafford Shows Reminder.

The Classic International MotorCycle Show, usually held in April has been moved to 3rd and 4th July 2021 to allow it to be more covid-compliant.

All ticket bookings will be rolled over and new tickets will be sent out in May. If you are unable to attend, get in touch with the organisers and a refund will be issued.

The Classic Motorcycle Mechanics Show will be held on 9th and 10th October.

Classic motorcycle Auction.

H and H Auctioneers will be holding a Classic and Collector Bikes auction at the National Motorcycle Museum on Wednesday, 9th June, starting at 12.00. Information can be found on their website at:

<https://www.handh.co.uk/auction/details/195-national-motorcycle-museum/?au=500>

There are some exotic machines up for sale and some high estimated prices but a couple of potential bargains stand out.



This 1960 Velocette Viper has an estimate of £3,000 to £4,000. Although it needs some recommissioning due to storage, it starts well and has had little use since being rebuilt. Features include electronic ignition and an Alton alternator.



With a similar estimate of £3,000 to £4,000 is this 1971 Honda CL350.

Featuring New Old Stock correct exhaust pipes, it was restored about 9 years ago and would also require some recommissioning.

C15 Lockdown Top End Rebuild.

During the lockdown I have been working on my 1960 BSA C15. My other bike, the 1962 TR6 Triumph 650 twin is getting a little heavy for me now as I move over the mid-seventies and so now I want to use the BSA more as a middle weight bike.



I've had this for over 25 years after completing a nut and bolt rebuild and refinish in 1994 when I returned to

motorcycling from my teenage years in the 1960's. I owned a C15 then the same model but not the same bike. Our Club members do not see a lot of this bike on the runs as I tend to favour of the power of the Triumph. The BSA does tend to come out only on very sunny days or evenings. In the 25 years I've had the bike there has been only routine maintenance done on it so, if I was to use it more, I decided to do a top end service.



There was evidence of some compression loss and valve guide wear so I had the head skimmed and new valves and guides inserted. John Bates on Westdale Lane, Mapperley completed the excellent work. I gave the whole bike a thorough inspection and it all seemed to be in excellent condition and so reassembly went

ahead.

When the Covid regulations allowed I completed a few rides out with Graham Bower to give the old bike a thorough testing. The compression was greatly improved and the bike responded better than ever. I can say with conviction the Club Members will see more of this bike when Club runs commence.

As for the ride it is a much easier and better weight to manage.

Mike Hornsby.

Rewiring the AJS.

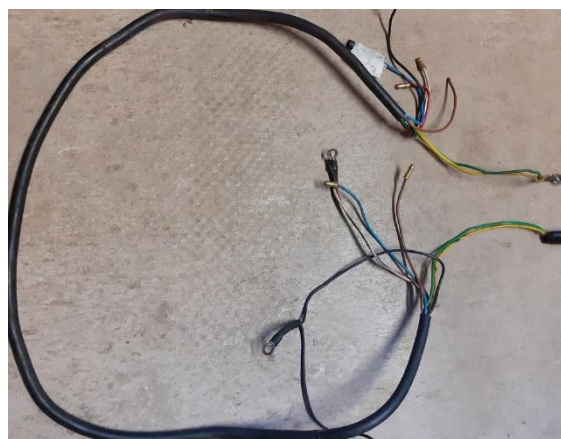
Lockdown meant that I couldn't ride very much so, during the summer, I did some work on my AJS 18S, which is my winter bike. There aren't many photos of the work in progress as the ones I took were initially intended for my own reference only.

The battery was not retaining charge even though it was not very old, so I decided to investigate as I wouldn't be using it for a while anyway.



The first photo shows the general state of the wiring. It appears to have been added to over the years so it wasn't all my fault. I had restored the dynamo as it wasn't working when I bought the bike in 2013 and I had replaced the old solid-state regulator with a DVR2 from Dynamo Regulators Ltd; an excellent product produced by a motorcyclist who knew he could improve on the regulators available when he needed one for his bike. The system is converted to 12 volts, positive earth.

I charged the battery on the bench and found that it was losing charge so I replaced it with a Powerline PTX7L-BS gel battery from Tanya Ltd. It has been trouble-free and just fits into my mock battery case, although I had to use a different lid.



There seemed to be a number of issues, so I stripped the wiring from the bike. I was somewhat confounded by what I found: the photo shows part of the main loom. I still can't work out why a number of wires didn't connect to anything but the yellow and green wires were connected to each other at both ends!

I managed to get a cloth bound Lucas loom at a good price. It's a modern replacement but does the job admirably so long as you ignore the wiring diagram that comes with it and use your own common sense. As I had always intended to fit indicators, I had added the switchgear and wires for them previously. The switch is unobtrusive and reliable and it is

integrated with the horn button and dipswitch.



The next problem was the light switch. There seemed to be an internal short which a good clean will often cure but I wasn't getting anywhere. A new replica U39-type switch was cheap enough and eliminated any shorts.

I have always preferred to solder my bullet connectors as I have previously had little success with crimping. However, some connections go brittle and break and reading around confirmed my suspicions that the flux can attack the wires and a chemical reaction takes place which damages the wire core.



Biting the bullet (excuse the pun), I invested in a good crimping tool. After a couple of practice efforts, I found this to be the most efficient way to fix the connectors. It's also quick and neat.



The front indicators are simply Lucas 516 Torpedo side lights, as used on mid-fifties AMC machines. I put a different reflector in the headlamp which now carries a parking bulb.

The rear indicators took a lot of thought. I had previously used a pair

of Japanese ones on a Tribsa but couldn't remember what they came off! Lots of searching on Ebay came up with a very good replacement. Second hand Yamaha Diversion indicators from the 1990s are plentiful and cheap, easy to wire in and don't look too out of place tucked under the seat. Certainly, far less obtrusive than those big ugly round things that 1970s British bikes used. They are also much more robust than the cheap aftermarket ones commonly on sale at jumbles and on the internet. I bought quite a few of them; some as spares and two for the Tribsa as one was damaged. Indicator wires are a smaller gauge than normal wires so smaller, Japanese-style connectors are called for.



I replaced all the bulbs with LEDs. Many of you will know that the dynamo on AMC singles is much shorter than most as it has to fit between the primary chain-case and the gearbox. This results in a lower output and I felt that indicators could put too much drain on the system if riding with the lights on. The dynamo doesn't start to charge until engine revs reach about 1500 rpm on a 12-volt system with electronic regulation so again, the very low current drain with LEDs is a great advantage. The headlamp bulb was a pre-focus type so an LED shouldn't fall foul of the new legislation.

LED indicators require a specific flasher unit and Paul Goff's website spells out what you need so that's where mine came from. It's tucked away in one of the kidney shaped toolboxes along with a couple of fuses.

I haven't yet found a suitable Amber-coloured LED for the front indicators so I'm going with white for the moment, as many 1950s and 60s cars with indicators had a similar arrangement. My story, if I'm stopped, will have to be: "That's how it left the factory!"

Bruce.

Rare, unusual machine for sale.



Dutch Lion Motorbikes have this wonderful combination for sale. This very rare BSA 770cc V-Twin London Taxi Sidecar combination from 1921 just came in out of a German collection. The vehicle was fully restored in 2017 by a sidecar specialist. For more information, please email info@dutch-lion-motorbikes.com or WhatsApp 0031655747521

WANTED

A new member, Peter Gibson, is looking for something like a Thunderbird Sprung Hub model, a 1930s/40s Speed Twin or any British 30s/50s 350 twin. He is a retired engineer and does not mind a machine that needs work on it. He is located in Burton Joyce to the east of Nottingham.

If you have a machine for sale, please contact him on 0115 9314362 or 07970 285668.

CONTACT US:

Please let me have any stories from the past, amusing or otherwise, concerning motorcycles, or any technical information, rebuild stories, photos or news of events by replying to this email.

Let us know what you've been up to by emailing me at:

nottsandderbyvintageclub@outlook.com

Use the same address and format if you have any items or motorcycles for sale. Don't forget to include a phone number and a price.