

The Cotswold Section

Newsletter



Covid19 Issue 2 Lockdown week 3



Bill Phelps – as seen on TV – making an entrance on the Antique Road Show
The story of the filming is inside – read on!

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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 first issue has helped some friends to be distracted while the workshop was warmed so that they could go and work on an old Norton! – Thanks Harry.

I have cajoled some email mates to scribe some other stories so that, you too can idle some time while waiting to do the next job in the garden or house. Many thanks to those who have submitted stories, and I hope they will have persuaded you to submit your thoughts or reports of your actions.

This issue contains the arrangements for the **Virtual Felix Burke Rally**. The planning matrix is at the end of this newsletter but the virtual green lanes have been abandoned because farmers do not want lambing to be disturbed. The questions, for use at each checkpoint will be published in the next newsletter.

Reg Eyre KOB

A grand day out

Some five years ago now I received a phone call from an advertising agency and was asked if I had a sidecar outfit – “yep, I’ve got three” was my answer. “1908, 1923 and 1959.” I was asked to email photos, as at the time all I knew was that a sidecar outfit was wanted for some filming.

After a few days my 1959 Triumph T110 and Steib was chosen. I’ve owned the bike since 1964 and of all the bikes in my garage is the one that will always stay with me. Several of the project team arrived at my house some days later to have a good look at the outfit and measure up the sidecar for what they wanted to do. The project was to film the opening and closing credits for the BBC’s Antiques Road Show and what was wanted was to fix a dummy head in the sidecar and hang a “valuable?” necklace around it. The intention being to show me with the outfit riding in to the show to have the necklace valued, with the parting shot showing the outfit leaving the event. (*I never noticed the necklace until Bill wrote this – Ed*). I was asked to remove the windscreen, so that the head could be seen more easily. We eventually managed to agree on a date for the filming, with the location being Tredegar House, just outside Newport. I was asked to wear some period gear but to remove all badges, as they could be considered as advertising – this was for the BBC, after all.

The day dawned all nice and bright, spot on for a bit of filming. On arriving at Tredegar House, I soon found the film crew and was introduced to a shapely young lady called Gemma, who was to look after me for the day. We must have shot several hours of film in various locations around the house, which was all good fun, but hampered many times by members of the public walking into the shots.



By late morning the temperature was going up and up and I must have lost quite a bit of sweat as we did take after take. Gemma didn't have motorcycle gear on and all she did was to strip off her top – right down to a red bra – which, as a gentleman, I didn't notice at all.

Lunch was provided and it was nice to sit under a shady tree to eat it and reflect on the day, so far.

The first take of the afternoon was for me to ride the outfit through the wrought iron gates of the house right up to the front door. A plywood ramp had to be installed in order to get the outfit over the kerbing across the gates. A boom camera was used for this shot and I counted 13 takes in all for that scene.

The final take was of me riding the outfit up part of one of the house drives. It's the end credits of the show and if you notice, when viewing it, there are several walls terminating at the driveway and each time we tried to film the sequence a member of the public would walk out from behind one of the walls and spoil the take.

Eventually, members of the film crew were stationed behind each of the wing walls to keep the public back so that we could complete the filming. In the end it was 6 hours of filming, which was to be used for the show. I reckoned that they'd have to double to length of the show, but in the end just a few clips were used. I must say that I had a grand day out and was told that the credits would be used for the next four years before the BBC changed the opening and closing parts of the program. The four-year date was up last September, so my outfit's 2 minutes of fame is now on borrowed time.

Bill Phelps

Gremlins in the workshop

Am I the only one to have something spooky in the workshop? I ask this because I often find mysterious things happen for which I cannot find an explanation. On talking with others, I have now decided that the answer is that gremlins live in

workshops, whose sole purpose is to frustrate anyone working in them. Further analysis suggests that there are different breeds of gremlins that specialise in different levels of frustration.

1. The Mislayers – You put down an item and pick up another, but when you turn back for the original item, it has gone.
2. The Flinger(i) – As you remove a small part, it flies through your finger tips; you hear it land on the floor but when you bend down to retrieve it, it has vanished. Even using a quartz halogen LED torch, a magnet or a light brush, there is no trace of the missing part. Weeks later, the errant part winks at you from the other side of the workshop and you wonder how it got there.
3. The Flinger(ii) – This is a sneaky one, the part you have dropped, never made the floor, but instead has lodged itself on a frame tube, in a mass of wires, or even in your shoe laces.
4. The Obvious – Like me, you probably know exactly where you have stored a part, but come the time when you need it, it is nowhere to be seen. Someone else then comes into the workshop and it immediately jumps into his or her hands.

There may be others other gremlins that live in your shed. Only by ‘outing’ them might we get some order into our lives. Let us know your shed experiences with these folk.

Reg

From Our New Zealand Correspondent

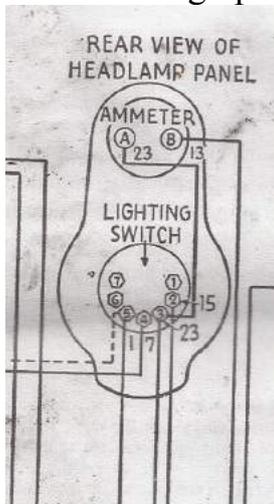
I’ve been mystified by the slip ring on the BSA mag, a round ML, getting oily resulting in the occasional misfire. I researched ML magnetos and checked out what could be done to stop oil getting in along the spindle. On the BSA the mag drive is by gear in a sealed chamber well filled with oil. The consensus was that the only way, not really proven, would be to dismantle the mag and get the case interior machined out to take a modern oil seal. Hmmmmmm. I opted not to do that as, although I’ve fiddled with this mag before, I would be out of my depth and probably do more harm than good.

Being under house arrest I had time to take the magneto out and found that I’d tried something before with a rubber O ring on the spindle but it did not appear to have achieved anything. Something inspired me to turn the mag over with the HT lead out so the hole was now at the bottom. I left it that way overnight and found some two or three teaspoons of oil on the bench. Voila! A second night upside down found no more oil so I’m assuming it is all out. I can’t be certain if the oil was in there before the O ring or whether it was finding its way past it. I’ve now cleaned the whole plot and made a snug gasket around the spindle and reassembled. Getting the HT lead with its dangly brush oil free was a slow job. All that remains now is for parole to be granted and I can try it in anger.

Paul Whitehead

A Short Problem

I had been for a ride on Uncle Alf's WD Ariel and was putting it away when I noticed that the battery was warm. I disconnected the battery and looked at it the next day. Starting by taking off the headlamp rim, I noticed that there was a loose wire in the headlamp shell. I tried to trace where it was connected to but lost it underneath the seat. I then used a continuity bulb, battery and wire to see if I could find whereabouts the loose wire went to. Wherever I connected to at the rear wheel end, the bulb lit. Perhaps it had come adrift of the lighting switch? So off came the switch panel, pictured, and the connections checked by pulling each of the wires, but all seemed sound. I put the loose wire back into the headlamp but with some tape wrapped around it and decided to look at a wiring diagram. Coming back into the workshop I noticed smoke coming from the battery box. I swiftly disconnected the battery but still had to replace one of the connection wires. I took the switch panel off again but could not see anything obvious. I then checked each connection from the switch to the various components around the bike – all appeared okay. I reconnected the battery and checked for 'shorting' but all seemed alright, so back on with the switch panel, when I thought I could smell burning and felt the battery, which was warming up again, and rapidly disconnected the battery wires again.



I then telephoned Alf and he said that the 'loose' wire was an earth wire that ran from the rear light to the headlamp shell, to make sure that everything ran to earth. My next session was to take the switch apart by unscrewing the panel, unscrewing the centre screw in the switch, whereupon the centre of the switch fell through the hole and I heard the dreaded sound of bits falling out. This was an attack by the type 2 gremlins. I could not see anything on the floor but realised I was missing the plunger wheel and spring that connected, in turn, two poles at a time. An hour of searching revealed nothing! The following day, I started the search again but looked down past the switch panel to see the brass wheel sat in the wiring. Although the spring was not found, I thought I could make one from my spares box. I put the switch back together again and checked each movement of the switch, put the panel back and reconnected the battery. The switch was feeling a bit floppy but all the lights worked, as they should, and the battery was not getting warm. I used the Ariel for several local shopping runs and felt comfortable with the movement of the ammeter, but knew that I would have to take the switch apart, when there was time, to fit a longer spring. Two weeks later, I found the spring about three metres away from where I had been working, so I put it safely in a tray ready for fitting, 'when there was time!' Covid day suggested that the time had arrived, off with the switch panel, take the switch apart carefully and hold on to the spring, and rebuild with the recently found spring. As I was reconnecting the battery, I observed that the ammeter showed a discharge and I had a spark from the connection block. Off with the switch panel to find a 'short' but there were no wires

touching anything other than the correct connections. I then spent a frustrating hour taking the switch panel off and on and checking the ammeter before I realised that the discharge only showed when the panel was screwed down tight! I then put some tape around the perimeter of the switch panel and tightened down and everything now works, as it should. Was there ever a gasket to fit under the switch panel? Perhaps other WD machine owners can tell me.

Reg

The 1st Virtual Felix Burke Road Trial

Reproduced below is the mileage chart, to be used to calculate distances between checkpoints. The rules are that you can start from any of the checkpoints, including the finish, but you must finish at Check 1, Andoversford. The aim is to visit any 12 checks in exactly 60miles. The penalty for exceeding 12 checks is 8 points per check, while the penalty for exceeding 60miles is 3points per mile. Normally, you could expect to earn 5 bonus points at each check, where you could ride a green lane, banned for this year, or answer questions. These questions will appear in future issues of the Newsletter.

If you want to feel pressure, you can impose a time limit of one hour to come up with a route. If you would like your route checked, you can submit your route by email to the virtual secretary of the meeting, Jon Maisey on jon.maisey@outlook.com by Monday 20th April 2020.

Our thanks go to Robert Rendell for producing the mileage chart, and to Jon for agreeing to check your routes. Have fun and I will see you at the meeting on my 1913 Sunbeam.

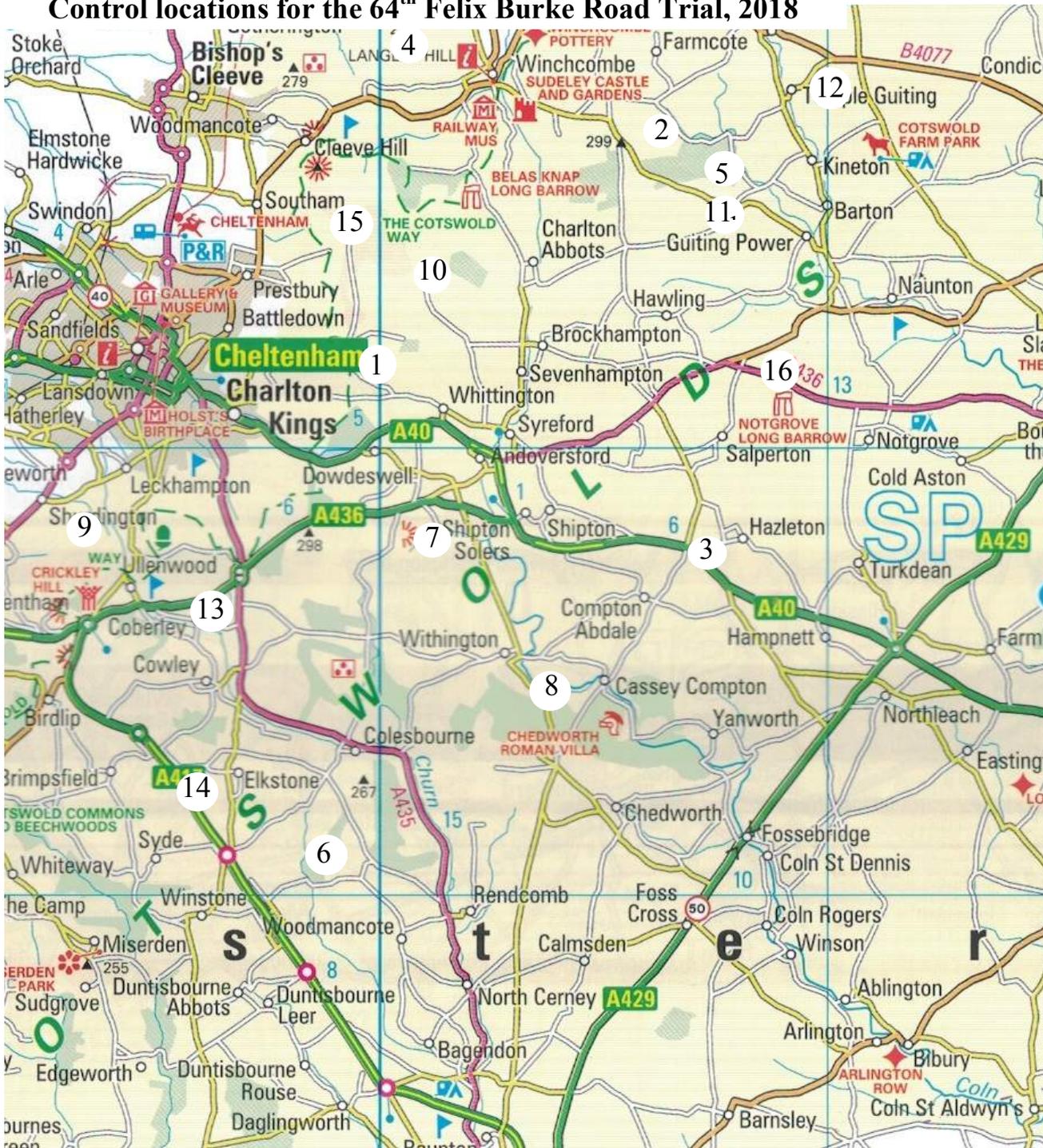
1st Virtual Felix Burke Road Trial, April 1st 2020

Control Locations and Mileage Matrix

These mileages should be considered accurate only for the purposes of this event.		1 Andoversford	2 Kineton	3 Northleach	4 Winchcombe	5 Barton	6 Bagendon	7 Withington	8 Chedworth	9 Shab Hill	10 Brockhampton	11 Naunton	12 Condicote	13 Sparrowthorn	14 Duntisbourne	15 Puckham Woods	16 Cold Aston
1	Andoversford																
2	Kineton	7															
3	Northleach	8	9														
4	Winchcombe	10	6	13													
5	Barton	7	2	9	7												
6	Bagendon	9	17	6	15	16											
7	Withington	2	8	5	10	7	8										
8	Chedworth	8	12	4	14	11	5	3									
9	Shab Hill	6	13	12	14	13	9	5	8								
10	Brockhampton	3	5	7	7	5	10	4	7	8							
11	Naunton	7	3	8	7	1	15	8	10	13	5						
12	Condicote	12	5	10	9	3	16	10	12	16	10	4					
13	Sparrowthorn	5	11	7	13	12	5	3	4	3	7	11	16				
14	Duntisbourne	6	19	8	16	15	4	7	6	5	8	14	21	3			
15	Puckham Woods	4	7	9	9	7	13	6	12	10	2	7	12	9	10		
16	Cold Aston	8	5	4	12	5	9	8	8	12	7	4	6	8	10	9	

When I set up the matrix I checked that there were a number of route options totaling 60 miles, allowing riders to start at a checkpoint and finishing at Andoversford. No doubt mathematics could be used to find all possibilities..... I suppose the real challenge is to find a route starting from each and every checkpoint. I gave up on that – but it would be a brainteaser. *Robert Rendell*

Control locations for the 64th Felix Burke Road Trial, 2018



This map gives approximate locations for the 16 Controls, to find their exact locations refer to their grid references and a recent OS Map 163.