



GOODWOOD SECTION NEWSLETTER

Issue No. 335

July 2018

SUPPORT YOUR SECTION

Hi Fellow Enthusiast

It is with sadness that I have to inform you that **NIGEL PEPPER** of the Surrey & Sussex Section passed away peacefully on the night of 7 July, surrounded by his family. In June we heard that he was undergoing blood tests at Guildford Hospital and had started treatment using a new approach called immunotherapy.

As soon as we have any details about his funeral we will of course let everyone know.

See new feature below from our Chairman 'Jeff's Jottings' (page 3).

Maureen

Disclaimer

Goodwood Section VMCC accepts articles and letters written in good faith; however, the opinions expressed by contributors are not necessarily those of, or endorsed by, the Goodwood Section VMCC Committee.

Club Night – 15 May

John Taylor and Richard Johns kindly brought along various bikes to explain to the members how they went about restoring each one.

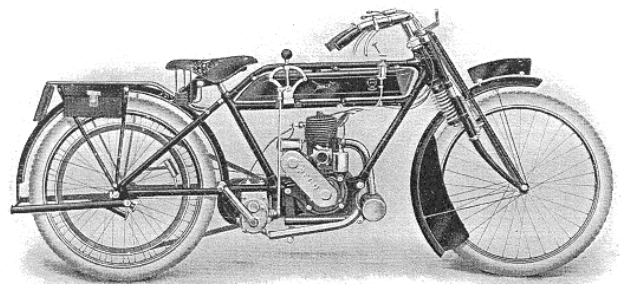
John had his 1914 **PECO** 350cc 2-stroke bike which he acquired 2 years ago. There were only ever 3 made, 2 of which had been used in the TT.



Sourcing parts was a challenge but eventually John managed to complete the bike using Saxon

forks. It has been authenticated for the Pioneer Run and he hopes to use it next year.

Peco (Pearson and Cole of Birmingham) motorcycles and engines were produced in 1914. This company was better known for the production of engines but they also built a few motorcycles. They used their own 2¾ hp two-stroke engine which, apart from drip-feed lubrication, was conventional - as was the machine itself.



Above is a Wolf Model B which was fitted with a 2¾ hp 2-stroke Peco engine.

Richard brought along two bikes which he had restored from near basket cases using his engineering skills to manufacture many of the parts in his well equipped workshop.

He provided an excellent digital presentation showing some of the items his skills produced.

AJS K7 RESTORATION



The starting point: Lot 5 in the Bonhams Banbury auction in 2013, ...a bargain at £10,580 (+ VAT!) All of the main castings - the crankcases, timing cases, cambox, cylinder barrel and head were in remarkably good condition but suffering surface corrosion.

Articles, photos, news to Maureen Street, email address goodwoodvmcc@aol.com or tel. 01903 742979

CLUB NIGHT 3rd TUESDAY EACH MONTH – THE MAYPOLE INN, YAPTON, 8.00pm

NOGGIN' & NATTER 4th TUESDAY EACH MONTH – RED LION, ASHINGTON, 8.00pm

The only area that required any structural remedial work was the support for the drive gear for the overhead cam chain. Repairing this was relatively straightforward.

The original AJS engine number plate is still intact - these are often missing. After cleanup, the number is quite legible.

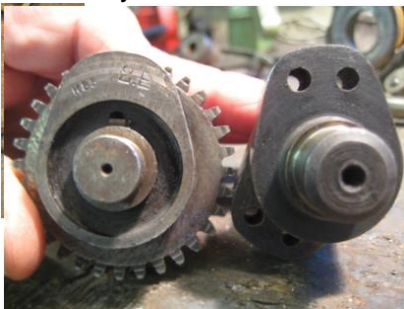
The damage to the bearing housing was repaired by machining back the damaged material and using 3 high-tensile studs to support a new bearing housing. The new bearing housing is made from 7075 T6 aluminium, an extremely high strength Al alloy.

New 20 tooth crankshaft pinion and 40 tooth cam drive gears were cut from O1 tool steel. The gears are heat treated, through-hardened and tempered to ~ 60 HRC.



These are assembled onto the shaft with 2 new sprockets for the camshaft and magneto drive chains.

The cambox, cams, rockers etc were in exceptional condition with minimal wear. There is often discussion that the original cammy AJSs were not successful against the cammy Velocette when they first raced at the IoM due to AJS using



the same cam profile as the big-port. For comparison, the picture left shows a big-port cam (left) and a K7 cam (right).

The crankshaft was rebuilt by Alpha bearings with new main shafts, new big end and small end.

Dry build of the engine includes new bearing housing and Weller chain tensioner components. The original camshaft and magneto sprockets were replaced with vernier adjusters.

The piston is a forged Omega piston for a Ducati at 75 mm bore (equivalent to .040" oversize).

Comparison of the new piston to the original K7 piston. Note significantly larger small-end of the new piston (below).



Above: near-complete dry build with oil pipes, AMAC TT carburettor (converted to needle operation), new petrol tank as an exact copy of the original AJS tank, the frame support bars and most cycle parts fitted. Wheels are rebuilt with new rims, tyres, bearings, brake shoes etc.

The next step was a complete strip before painting and plating before final reassembly.

The bike started first time on the rollers and has a deep exhaust note from the open pipe.



Richard's other Project The AJcette



This report will be in next month's issue

June Runs lead by the Harris' Wrinkly – 15 June

As far as I can gather there were about 6 riders in all, 3 Goodwood and 3 from other sections, possibly Brooklands, as a member was enquiring about the start location of Frankland Arms.

Any further info for next newsletter welcome.

Evening Run – 21 June and Goodwood Run – 24 June

Unfortunately I do not have any report on these runs either, something for next month perhaps?

Club Night – 19 June Bring a Bike Night

It was a lovely warm sunny evening so expected to see many out on their bikes. In the event there were only 5 bikes in the car park with only 17 members turning out.

I was lucky enough to win the raffle but it was the Titch Allen's book which I already have, the only time I've won, and it's not a bottle of wine!



Malcolm Piper's 1942 Model U Harley Davidson – see its history in next month's Newsletter

Jeffs Jottings

I intend to provide a few notes with each news letter assuming that I can think of anything worth writing about.

This month I thought it might be informative if I give a summary of the first meeting of the new committee. It may also be of some help to insomniacs as an aid to a good nights sleep.

The committee agreed to act openly and ensure all decisions are (to use a modern cliché) “open and transparent”, agreed by all the committee, and available for your scrutiny. Andy can of course provide a full copy of the minutes if you wish.

I have tried to write this summary to capture the spirit of the meeting and our feelings about the best “direction of travel” rather than a record of each utterance.

I'm sure you know that the committee has only five members. Myself as Chairman. Andy Relf, Secretary. Dave Woods, Treasurer. Plus Brian Kennedy and John Taylor, committee members.

The theme that ran through all our discussions was the need to encourage more participation from the members and of course to attract new members. This cannot be achieved by nagging or wielding a big stick, we need to provide activities and events that appeal to all, hopefully something a little tastier than a carrot.

Firstly we discussed our vision for the future of the section and agreed the following:

(1). It goes without saying that we have to keep faith with the existing membership many of whom are longstanding stalwarts of the section. We recognise that the passage of time means that not everybody can be as active as they were but we must provide events that maintain their interest and that they value.

(2). Obviously the section will only prosper if we attract new members. We don't think our limited resources will be best employed by focusing on the young. We thought that the most likely target group are circa 50 to 65 year olds, perhaps nearing retirement, with family commitments reducing, with a little more time and disposable income. However it is likely that this group was probably bought up on Japanese bikes, are internet savvy, and probably looking for an active lifestyle. Therefore we have to develop in such way that we are visible to, and communicate with this group. Obviously we must then have an offering they find appealing. This probably means we will have to welcome newer bikes and their riders and hope we can foster an interest in the whole age spectrum of motorcycles.

(3). We hope to encourage a synergy between the existing and the new members. Knowledge and energy shared to the mutual benefit of both. (Sorry, sounds a bit like corporate speak).

We debated the appropriate strategy and focussed on communication. We concluded that we had to target several groups and probably need different tools to communicate with each although there will be an overlap.

Current members. Maureen's newsletter cannot be bettered and it is delivered both electronically and as a handout at club meetings. Also the Journal Section notes are read by all. The third method of contacting the membership is email and we expect to be using this more widely in the not too distant future.

Other VMCC members. The Journal Section notes are available to all VMCC members. In addition the VMCC web site allows us to have our own web page. We have not yet developed this opportunity but have reserved a page for the section. We think perhaps we could also use the Club forum if we think it's appropriate.

The wider motorcycling community. We know it's an anathema to some but we cannot ignore the power of social media. It's not going to go away, and we believe that the next generation of motorcyclists will expect any club to use it. We also believe that they use the internet to locate and inform themselves about groups like ourselves. So, we are developing a Facebook page. (More accurately Phil Harris is developing the page). It is up and running and if you look up the VMCC Goodwood section on Facebook you will find it. We are sure you will agree it's most impressive, informative and has the potential to show case the section.

Of course the Web page, Facebook and email are available to the section members and maybe over a period of time they will become the pre-eminent means of communication.

Many thanks go to Phil Harris for his work on Facebook, the Web page and the Forum. Invaluable.

We decided to leave this year's events calendar unchanged and consider next years a little later. Arranging the optimum mix of week day, weekend and evening runs will be a priority. Any feedback from you will be welcome.

This brought us to the subject of Committee responsibilities, who does what! With only five members we have a problem. The section has a full diary of events - rides, club nights, speakers, social gatherings etc. We cannot do it all ourselves, so we have the option of reducing the schedule or (the favoured option), to encourage you the members to assist by taking responsibility for some of the activities. Roger has kindly volunteered to continue organising social events, thanks Roger.

So if you are given a big hug and unexpected flattery, beware, you are being groomed to take

on a task! Seriously if you could help by organising a run, finding a speaker and so on it would help greatly. Also being involved encourages a feeling of belonging and pride in the section, if you have not done it before we will of course assist. You will find it rewarding.

We agreed that we need an asset register that identifies the assets the section owns and where they are located. Also to track down our Trophies and decide which to use in the future.

Dave confirmed that the finances are healthy and that we did not need to consider fund raising activities in the near future.

On an entirely different subject I am away a lot in July and August and will miss the two Wrinkly Runs and probably the August Noggin & Natter. Sorry. In addition to family hols and tending grandchildren I am riding to Norfolk for the Breckland Runs in July then over to Kent for the West Kent Run then finally to Ireland for the Munster Rally in Killarney at the end of August. I'm looking forward to it all, I'll catch up when I can.

If you have managed to get this far. Thanks.
Jeff Read.

WHAT'S ON & DATES FOR YOUR DIARY

JULY	
Fri 13	Wrinkly Run, Northgate CP, Chichester 10.30m – Roger Seymour Leader
Sun 15	SBMCC Garden of England Run, Headcorn
Sun 15	South of England Classic Show and Bikejumble, Ardingly
Tues 17	Club Night, Maypole Inn, Yapton, 8.00pm – Bring an Interesting Vehicle
Sat 21	Kempton Park Autojumble
Sun 22	VMCC Founders Day
Tues 24	Noggin 'n' Natter, RED LION, ASHINGTON - Surrey & Sussex visiting
AUGUST	
Fri 10	Wrinkly Run, Adj Green, Durbans Road, Wisborough Green, RH14 0DS 10.30am – LEADER REQUIRED
Sat 11	Greek Night, Fat Greek Taverna, Worthing 7.00 for 7.30pm – Roger Seymour
Sun 12	Graham Walker Memorial Run Pre 1940 Machines Contact: Ian McGill - 01293 771446, Entry Form Regs, email pioneerorganiser@gmail.com
Wed 15	Surrey & Sussex Section Girder Folks Run – Regs & Entry Form Available
Sun 18	Summer Pioneer Run, Verralls, Handcross, 9.00am
Tues 21	Club Night, Maypole In, Yapton, 8.00pm – Noggin & Natter
Tues 28	Noggin 'n' Natter, RED LION, ASHINGTON