

Established 1988

THE OILY RAG

January 2022



Club bike display for Hospiscare

View from 'Honda Corner'

Guildhall Shopping Centre, Exeter, 4th December

Editor's Bit

Cover Picture: Photo from the bike display and collection for Hospiscare which returned this year after missing 2020 due to the pandemic. Ten bikes made it to the display with other club members also calling by to support us on a cold and wet December day. £752.64 was raised which compares well with the £755 raised in 2019. Photos here: <https://www.flickr.com/photos/exetercmc/albums/72157720259394430> including several featuring 'Santa Steve' (Hannaford).

For this edition David Denham has kindly provided a Powderham write up which will help those that have never attended, including me, to understand how things work. Thanks also to Steve Hannaford for the extract from the November 2003 club magazine. I wonder if the Sherborne Run still takes place? ***Andy Heathwood (AH)***

Ariel Square Four at the Guildhall Shopping Centre



Figure 1: New club member Paul van der Linden's 1957 Ariel Square Four Mk II. Photo: Steve Adcock

A great new addition to the club is this very original Ariel Square Four which left the factory in 1957 and headed across the pond to Johnson Motors (JoMo) of California. Now repatriated this bike is a delight to see and hear running. Just think 'rolling thunder' plus. As often happens at displays a member of the public with a link to a bike called by. He used to live close to the Ariel factory at Bournbrook, Birmingham and recalled seeing test riders on the then new Ariel Leaders and Arrows speeding by. Good memories. ***AH***



Hospiscare
Caring in the heart of Devon

Mr Adrian Evans
Exeter Classic Motorcycle Club
56 Rowan Way
Exwick
EXETER
EX4 2DT

9094457
9 December 2021

Dear Adrian,

From our team of doctors, nurses, support staff, volunteers and, most of all, the patients we care for, thank you for so much to everyone at the Exeter Classic Mororcycle Club for supporting Hospiscare last weekend.

Amanda Tennant has forwarded the bucket collection to us, which raised an amazing £752.64, in spite of the cold wind, rain and hail. She said how much people loved looking at all the bikes.

Your support will help us to continue our specialist end-of-life care in the local community, helping people like Carol, who said:

"Hospiscare became my lifeline. They were always there for the both of us and they helped me to be brave."

Without the generosity of people like you we could not be there for others, giving them and care and support and allowing them to spend their precious time making memories with those they love.

Your support is always important to us but never more so than it is right now in these uncertain times. Thank you for helping us be there for people when it matters most.

Best wishes

Karen Turner
Supporter Relationships Manager

Do something incredible...
Leave Hospiscare a gift in your Will

GIFT AID: HMRC remind you, where Gift Aid has or will be claimed, you must have paid or will pay the appropriate amount of UK income tax and/or capital gains tax for all your donations.

It's your choice: Thank you for being our supporter!
You get to choose how we contact you, **turn the page to see how...**

Because every day matters

Hospiscare, Searle House, Dryden Road, Exeter EX2 5JJ
Telephone: 01392 688000 Fax: 01392 495981
www.hospiscare.co.uk

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Not all threads are created equal.

As you probably know many of our British classics can obtain a veritable cornucopia of screw thread forms and sizes which require the enthusiast to own several sets of tools and gauges. The thread forms in use often reflect the history of the marque. I was recently reminded of this when I came to overhaul the forks, of the Roadholder type, found on my 1972 Norton Commando. This is the first time I have attempted this task. Both oil seals had been leaking a bit and I had no idea on the internal condition of the forks or oil.

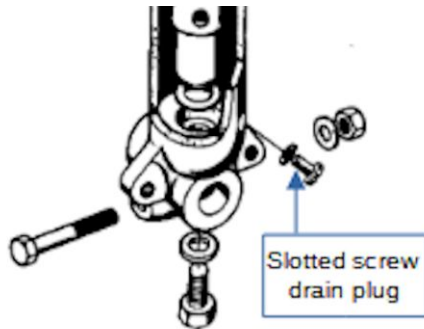


Fig. G5 Front fork exploded view

Dismantling the forks was relatively straightforward. I have a large hexagon spanner for the fork top bolts ($1\frac{5}{16}$ " AF). It was a pleasant surprise when I released the pinch bolts and both stanchions were loose enough to easily remove from the yokes. After fully dismantling the forks, I was able to clamp the base of each fork slider in a vice and attempt to remove the drain screw. These were in a sorry state, admittedly not helped by some of my earlier efforts to remove them.

I applied much penetrating oil. I used a brand called 'PB Blaster' which contains a nasty brew of chemicals claimed to dissolve corrosion and has worked for me before, but no amount of soaking and persuasion was budging them. Taking this to the next level would require heat. I reached for my trusty hot air gun. I'm not that keen on a gas torch's naked flames in a garage containing white spirit and, at the time, fumes from varnish drying on a DIY job. The gun has served me well on other similar jobs.

The first screw was undone fairly easily after just a couple of minutes of heating with the gun on the maximum setting. This screw was still in reasonably good condition (RH side in photo) and I was able to get good leverage to undo it. The second was in poor condition and took nearly ten minutes of heating to finally undo using the old bodgers trick of hitting a screwdriver sideways in the slot edge to release the screw.



Fork drain screws removed and definitely need replacing!

Andover Norton list a replacement (Part No. 06.0354) with the size shown as UNC. Measuring the screws removed these are $\frac{1}{4}$ " 20 tpi (threads per inch). I quite fancied some Allen head versions from RGM Norton but these are listed as size BSW. A quick trawl around the usual sources of information yielded the following:

Source	Size Information
Andover Norton	UNC (Unified National Coarse Thread)
Greg Marsh Enterprises thread database	UNC ¼" x 20
Norvil	BSW
NortonBits (on ebay)	UNC
Norton Owners Club Spares (NOCSshop)	Whitworth (i.e. BSW in this case)
RGM Norton	BSW (British Standard Whitworth)

Which is the correct thread and does it matter? So far it's about as clear as mud! Firstly I'm mightily relieved that I was able to remove the screws intact as if I was attempting a helicoil or an insert repair I would be struggling to know which size to use to keep to standard. It is quite likely that the screws I removed are original.

Both ¼" BSW and UNC are 20 tpi but there is the possibility of making a 'schoolboy error' here as the thread angle for Whitworth is 55 degrees whereas for UNC it is 60 degrees. There are also small differences in the peaks and troughs of the threads (see diagrams in Figure 2 and Figure 3 on page 6). So although the threads might be considered interchangeable, a mix would certainly be suboptimal and is not recommended for either heavily loaded or safety critical uses. The best information that I've been able to find on why these thread forms should not be mixed is that, because of the different thread angle, the load on the threads is at the tip rather than the flank of the thread. This can lead to fretting (gradual wear by abrasion) particularly when components vibrate. One engineer referred to hearing of problems with mixed Whit/UNC fasteners coming loose on motorbikes.

Is a fork drain plug safety critical? From reading around on classic racing regulations I could not find a requirement to wire fork drain bolts but then most races are relatively short, the volume of oil is small and riding on roads is somewhat different. I reckon it might be argued that fork drain bolts *are* safety critical because if they start to leak or undo then oil heading towards the front tyre is not exactly consistent with rider safety.

So which is the correct thread form? Tracking down definitive information on this is not easy. There is a broad consensus, e.g. Norton Twin restoration book¹ and forum postings, that Norton changed to Unified threads for all cycle parts of the Commando but some engine studs and components remained as Whitworth and Cycle threads. Andover Norton has the old Norton Villiers factory drawings and so its indication of UNC means this is the most likely thread for the fork drain bolts.

Is there any way of checking the screw threads? Measuring a difference in thread angle of 5 degrees on a ¼" diameter bolt is beyond my capabilities. There are ring thread gauges available but with both threads at 20 tpi, I'm not sure they would show the difference. The UNC ones are readily available but £40 for a Go/NoGo pair is a bit steep. BSW ones to compare are prohibitive at £120 a pair!

UNC fitted. So I fitted the screws from Andover Norton and so far all is well.

AH

¹ Norton Twin Restoration by Roy Bacon, Osprey Publishing 1987 (Page 21).

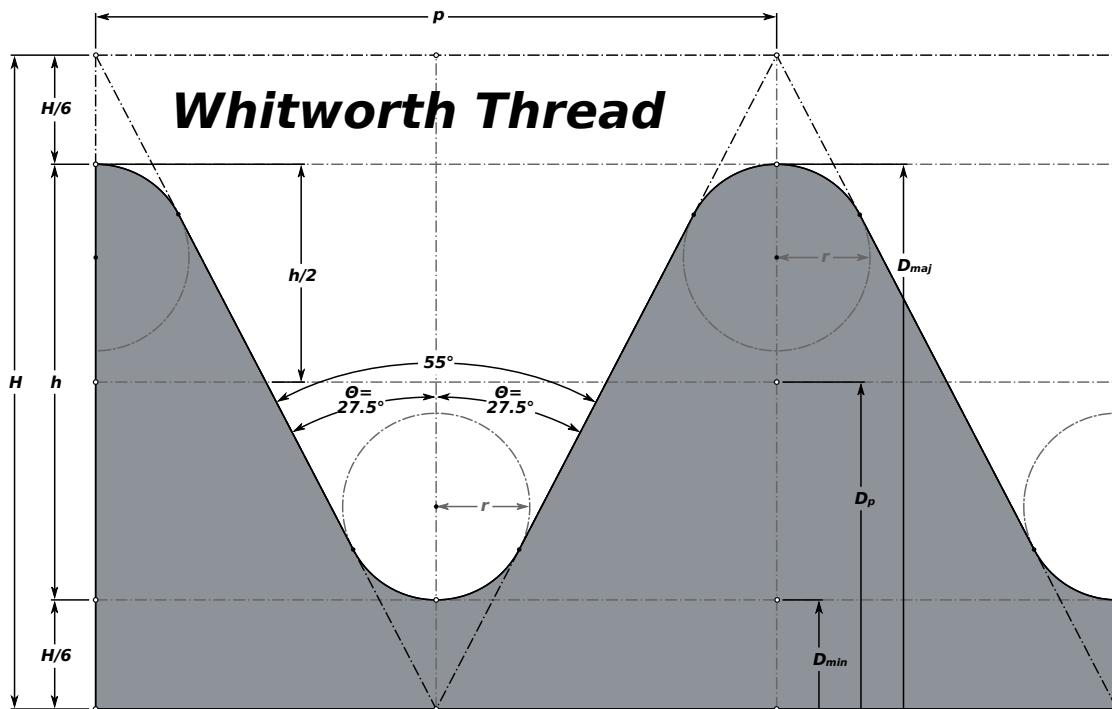


Figure 2: Whitworth Standard Thread Form. By !Original: Tjt263Vector: AntiCompositeNumber - This file was derived from: Whitworth Thread.png;, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=65184789>

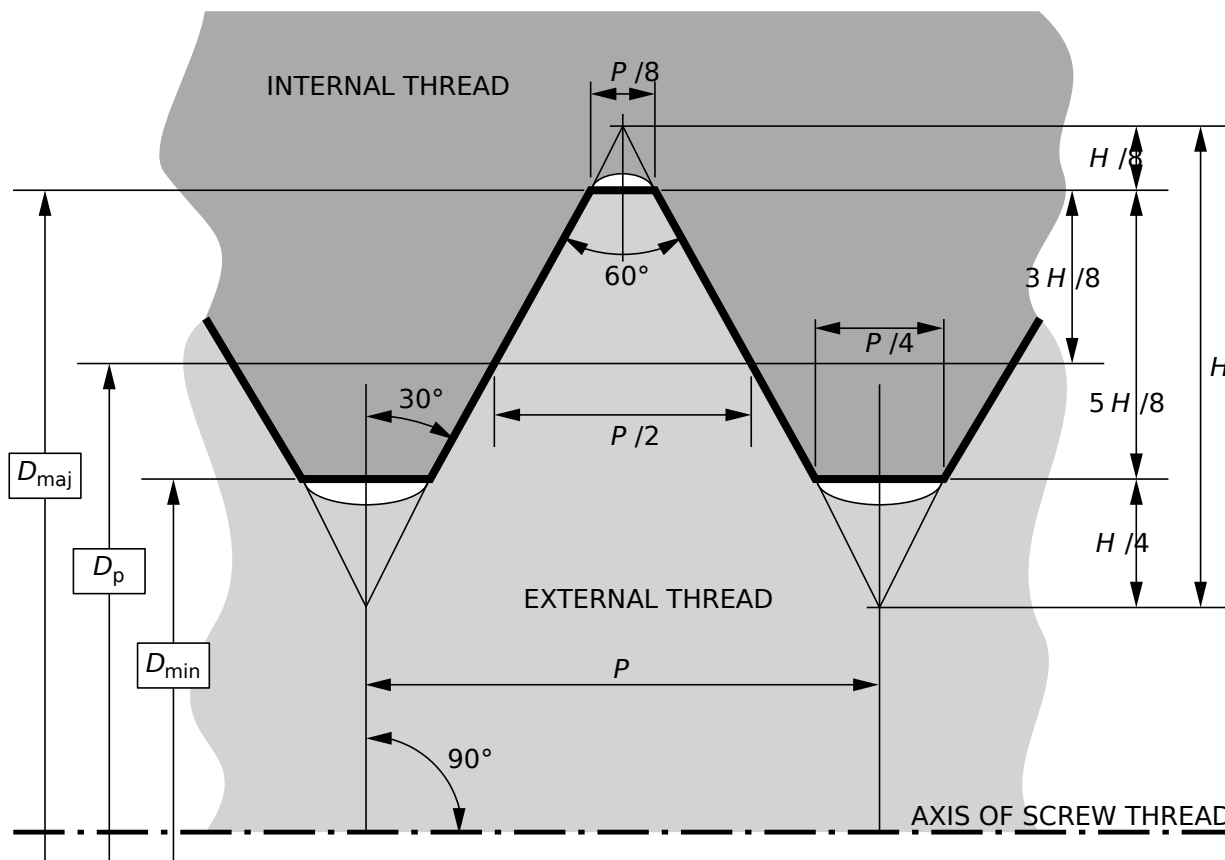


Figure 3: Unified Thread Standard as used for UNC. By Inductiveload - Own work using: Inkscape, Public Domain, <https://commons.wikimedia.org/w/index.php?curid=3405418>

From the club magazine November 2003

Out & About II

The Sherborne Shower by Gerald Merchant

(Not in any way relating to my fellow two wheeled voyagers...unless you think it's apt.)

It has been one of the driest summers on record, but on this day there was a hint of a change in the air. August Bank Holiday Sunday began with a little cloud but cool and dry. I rode my Velocette as it seemed of acceptable age and colour compared with the Italian decadence on which I could have ventured out. The route today was the A30 with no detours. Chuffing down Chard high street, I met a clubman from the coast who - from after this light hearted rambling - I shall refer to as the Seaton Sage. Not long after our meeting the Exeter contingent appeared and off we rode in sensible 'follow the leader' mode.

On arrival there was no sign of the usual sausage and egg butties to welcome us - probably can't get the staff. We all signed on and lazed beneath the shady tree which we have claimed 'reserved for the ECMC' - it's like an unwritten rule. This patch is ours! Just before the 11am start the sky looks rather iffy. Will it stay dry or will it not? I know, I'll ask the club Sage...

"What do you reckon o wise one?" "Keep those over-trousers on."

"But it's warming up." "Do as I the wise Sage tells you."

"Alright you fussy b*@\$%*."

Off we go in a sedate manner along with a multitude of Harleys. It being their centenary year, Harleys of all types have been invited as a Sherborne Run gesture to the marquee. Hi bars, Wide bars, Shovel heads, Pan heads, Knuckleheads and seats bigger than horse saddles. *(And that's just the riders! Ed.)*

A change in the route this year, I hope the guy in front is familiar with the directions. Now a spot on the visor, mmm gnat's pee, hang on, there spits a few more. I think the Sage is being overprotective - I don't really need these over-trousers.

On another eight miles, the sky does look inclement but passable. The Harley gang with leather waistcoats flapping in the breeze and gals on the pillion seats with real 'big girl blouses' were enjoying the cortège through the winding lanes of deepest Dorset. Suddenly the wet stuff decides to envelope the entourage. No messing about it's bloody heavy continuous rain. So the Sage does have a telepathic side. Shall I sing his praise or curse him? The Harley family wonder what it's all about. The rain runs off their sunburnt tattooed skin. I also see how they get that shrunk look on their clothes. It makes their big essential bits look even bigger.

I can remember when I started riding motorcycles in 1960. Harleys were as rare as a five pound note in the weekly pay packet. At the lunch stop it stops raining and we have time to dry out. The sun reappears and it's a brilliant ride on long sweeping bends for the return to Sherborne school. I parked up, took off the helmet and strolled over to the fellow clubmen.

"That was some shower." "You could say that." The Sage looks very pleased with himself.

"Is he always right or was it me into thinking he's from another planet!" Whatever the verdict, don't dismiss his wise words. He might be able to forecast future lottery numbers.

We all ventured homeward, happy with the day's memorable outing. I was thinking I must ring the Sage to fix up when the next fine day is coming!

Gerry

Next month, 'Getting it home'...one woman's struggle with a bike and sidecar!

Powderham

David Denham

Because of COVID, this event has not been held for 2 years. But it looks like, all being well, it will be held in 2022 on 9-10th July. The following is an idea of how things work.

The Powderham Historic Vehicle Gathering is a friendly event and is the biggest show of this type in the area. It is a great event with all manner of vehicles, steam engines, trucks, cars, motorcycles etc. There are food vans, a bar, trade stands, auto jumble and specialist companies offering vehicle related services to name but few.

On the Friday before, at around 4pm, people will be needed to help set up the Club's pitch. Erect the marquee, mow the grass and clear the pitch, fix perimeter flags and Club banners etc.

It should be possible to leave your bike on site overnight, Friday and Saturday, and volunteers will be needed to stay on site to provide night security.

Saturday and Sunday Show Days. Bikes to be on site no later than 10am. (No vehicle movements allowed during the day so entrants must be prepared to stay until late afternoon when movement is permitted). Tea and coffee available all day (and maybe biscuits!)

At least 2 Club members will need to be on site all day, as security, to meet and greet visitors and to promote and give info about the Club. This is on a rotating basis which allows other members to enjoy the rest of the show.

There will probably be an invite from the show organisers to display and ride the bikes around the main arena each day. Good fun provided you don't fall off!!

There might be the possibility of a barbecue on Saturday evening. Volunteers are needed for this to happen!

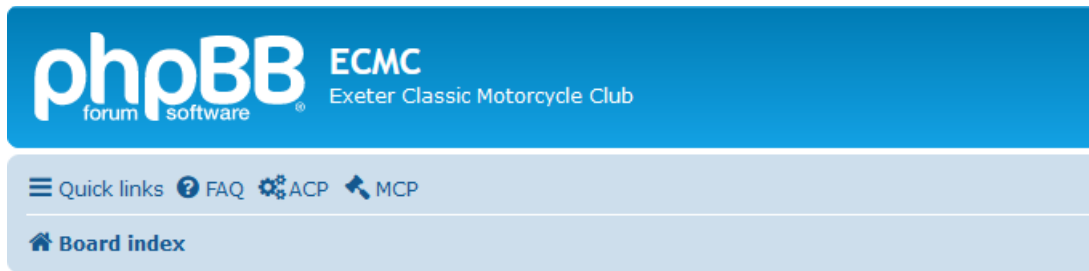
This is one of the main events in the Club's year and its success depends on members being willing to show their bikes and be part of the effort to advertise and promote the Club. Usually we have around 15 to 17 bikes each day which makes for a good display.



Figure 4: Club marquee at the 2019 event.

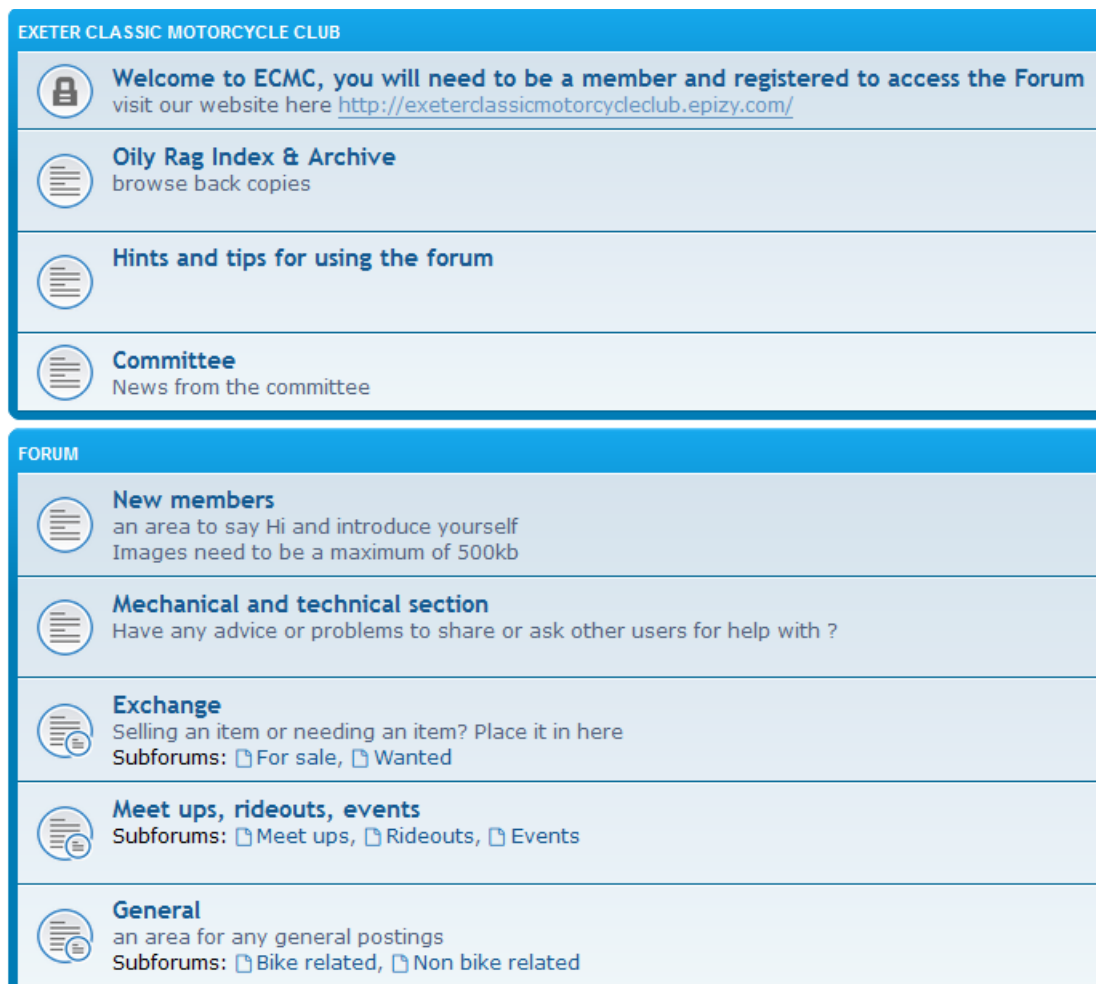
New Online Club Forum

The club is launching an online forum for use by club members. This is in addition to the Club's facebook group which will continue to be available for club members and non-members with an interest in classic bikes. Many club members do not use facebook.



It is currently Sun Dec 19, 2021 6:34 pm

The forum will provide a more structured and lasting environment for communications within the club with the knowledge that forum posts will only be seen by *bona fide* club members. For example, if planning a ride out this forum can be accessed by the vast majority of the club's membership – there are just a few (3) members without the necessary technology available.



Soon after you receive this magazine, with an introduction document, those of you with email will receive your login and password. If this does not happen then please contact Steve Adcock (Forum Administrator). His contact details are on the back page of the *Oily Rag*. Please take a look at the forum and let's get posting!

Forum Team: **Steve Adcock (Forum Administrator), Steve Harcus (Moderator), Andy Heathwood (Moderator)**

Club Matters

Motorcyclographies

It would be good to hear from new club members about their background in motorcycling to feature in the *Oily Rag*. Please send answers to the Editor for the following questions:

- Q1. What was your first motorcycle?
- Q2. When and where did you pass your test? Was it your first try?
- Q3. What is/are your current bike(s)?
- Q4. Of all the bikes you've owned which was / is your favourite, and why?
- Q5. What's your favourite motorcycling memory?
- Q6. Do you have any motorcycling related future plans?

It would be great if you could also provide photos or scans of any photos you have related to any of the above questions in your reply. Original photographs will of course be returned. **AH**



CLUB RUNS AND OTHER EVENTS

Club Events

(Full list of events here <http://exeterclassicmotorcycleclub.epizy.com/9diary.html>)

Club Runs – These are now continuing for every Sunday morning starting from the Toby, Middlemoor. Wednesday evening runs have now stopped.

- Sundays depart at 10:00am. Meet for breakfast from 09:00.

Club Meetings – Mon **10th** January at 8pm at The Twisted Oak, Ide. **Ask the committee.** A chance for members to ask the committee any questions associated with the running of the club. February meeting is on Monday 7th.

Non-club events

- **Thursday 20th January:** JD's Coffee Meets, 09:30 Mole Avon, Crediton EX17 3FD.
- **Saturday 26th to Sunday 27th February:** Bristol Classic Motorcycle Show, The Royal Bath & West Showground, Shepton Mallet,

Some of our sponsors and supporters:

(Have your membership card with you and you may receive a discount)

Treen Motors, Charlotte Street, Crediton EX17 3BG (on the corner, facing you as you ride through Crediton from Exeter). Tel. 01363 772283. Motorcycle servicing and MOTs. Used motorcycles, accessories.

The Worx, King Edward Street, Exeter, Devon EX4 4NY. Servicing, repairs, MOTs, wheel building etc. For modern and classic bikes. Discount on bike MOTs for ECMC members. They now do car MOTs, servicing and repairs too. Tel. Chris on 01392 272722

Exeter Engineering, Higher Park, Pennymoor, Tiverton EX16 8LL. Tel. 01392 344944. www.exeterengineering.co.uk. Restoration and renovation of classic vehicles, from individual components to full projects and everything in between.

Available to borrow

Single bike trailer. For a donation to club funds. Contact Ray Martin.

Small bike lift. Type that lifts frame rails or crankcase. Contact Mervyn Green.

Exeter Services (Local bike-related services. Additions welcome)

Bike Transport	Low Down Dirty Customs, Exminster
Classic Bike Supplier – Japanese specialist	Somerset Classic Motorcycles
Exhaust and tank fabrication (Mig,Tig)	PGW Engineering, Paignton
General engineering & machining	C M Engineering Components Ltd
Paintwork and metalwork	Wild West Custom Paint
Powder Coating	1 st Choice Finishes
Seat re-covering and refurbishment	Exeter Disability Collective
Wheel building	Doug Richardson, South Molton

Club Regalia

Pete White holds small stocks of club regalia. If you require any items please telephone or email him (see the back page of the magazine for contact details). **Payment by cash or BACS.**



Hi Vis Waistcoat £5



Sticker 50p



Lapel Badge £4
(Out of stock)



Machine Badge £15



Baseball Cap £5



Polo Shirt £20



Sweatshirt £17



Face Mask £7.50



Neck Morf £8

Face mask has 2 pm2.5 filters, extra filters are 60p or 10 for £6. Free delivery Exeter area or £1.25 post per item.

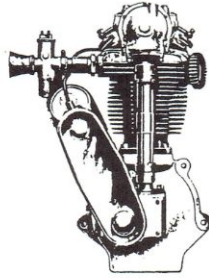
Club Facebook Use.

158 members, 481 posts, comments & reactions. Top contributors Adrian Evans, Andy Lobb and Ralph Sutton.

Adrian Evans

EXETER CLASSIC MOTOR CYCLE CLUB

EST.



1988

INFORMATION

WHO'S WHO IN THE CLUB

Chairman: Mervyn Green – 07799 100505
mervyngreen1947@gmail.com

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stevehannaford@rocketmail.com

Secretary: Adrian Evans – 07712 063057
adrianevans1960@outlook.com

Membership Secretary: Andy Rook
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Treasurer: Laura Heggadon – 07711 690094
laurays44@yahoo.co.uk

Club Regalia: Peter White – 01392 211474
whiteski@blueyonder.co.uk

Welfare Officer: Ray Martin – 01392 274365
mrnmrsmartin@btinternet.com

Runs Organiser: Vacant **Events Organiser:** Vacant

Committee members without portfolio:

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Nigel Cooper – 07986200137, nigelcooper1@live.co.uk

Ray Heggadon – 07711 690094, laurays44@yahoo.co.uk

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Club Website: <http://exeterclassicmotorcycleclub.epizy.com/>
Facebook Group (Private): <https://www.facebook.com/groups/1721830814732113>