

Established 1988

THE OILY RAG

January 2023



Collectors at the Guildhall Shopping Centre

Club display and collection for Hospiscare

Saturday 3rd December 2022



Editor's Bit

Cover photo: A collection of collectors pictured at our December fundraiser. (Photo by Tim Caldwell using Steve Adcock's camera).

This edition includes a short write-up on the Guildhall Shopping Centre event. There was a turnout of 11 bikes and several other club members called by to support the event.

For this month I've also written an article on monitoring motorcycle electrical charging systems. A charge warning light was one of the first additions I made to my Norton after purchasing it in 2015. It is one of the important modifications to consider if your bike has no system built-in or one that needs improvement. When I started to research the charge monitors I had no idea that I'd be referring to systems which, in the main, are made by bikers for bikers. If anyone would like advice or a hand fitting one, please contact me (electronically ☺). A late addition is an item from Andy Lobb on personalised number plates (see page 8). All the best for the biking New Year.

Andy Heathwood (AH)

Monday 9th January Club Meeting *****Free Buffet*****

To celebrate our first club meeting of 2023 there will be a free buffet.

Please also bring along any spare bottles (unopened!) and surplus gifts to boost the legendary club raffle. The December raffle raised £23 for club funds.

Kirton – even more of a biker town



Figure 1: The Devon Rim Company's new premises at Marsh Lane, Crediton.

One of the reasons I moved to Crediton was that Treens and the Moto Velo were nearby. These have now been joined by the Devon Rim Company who have expanded and moved from their previous base at Chulmleigh. One of their stainless steel wheel rims and a set of new spokes are fitted to the front wheel of my Norton. I plan to write a full feature on the company in the New Year.

More on the Hospiscare Collection

Well done to everyone who rode their bikes or came along to support the club's display and collection for Hospiscare.

£622 was collected. This was a bit down on 2021 when £753 was collected but compares favourably with some earlier years, e.g. £567 in 2016.

As was found in 2021, we could have done with a card reader for donations. This will be discussed with Hospiscare and would undoubtedly have increased the amount raised.

A special mention for Laura Heggadon who visited Wetherspoons a couple of times - for fundraising purposes! As in 2021 customers were very generous and boosted the amount raised significantly.

Also, Steve Adcock and Tim Caldwell raised an extra £30 just by posing for this photo outside Mortimer's Jewellers in Queen Street.



The most likely cause of the lower amount raised this year is the increased cost of living – given that this is the main factor that was different between this year and last. The annual inflation rate more than doubled between November 2021 (5.1%) and November 2022 (10.7%)¹. In a recent survey the Civil Society has reported a drop in charity donations of 24% between August and September of this year. This makes the 17% drop in our funds raised for Hospiscare between 2021 and 2022 at least a bit more understandable.

Andy Heathwood

¹ Economic data from the UK Office of National Statistics.

A few more photos from the fundraiser.

In addition to the 'usual suspects' it was great to be joined by a couple of Harleys. Whatever you think about them, they certainly have presence. That 'potato-potato-potato' tickover sound is very distinctive. Steve Hannaford's & Tim Caldwell's Heritage Softails.

(More of Steve Adcock's photos here: <http://exeterclassicmotorcycleclub.epizy.com/5Photo.html>)



Monitoring Your Classic: Is the battery charging?

One of the most common causes of breakdowns on the club's Dartmoor Run has been bikes running out of battery power for their coil-based ignition systems. The root cause of this is often a faulty alternator or failed connection, resulting in no charge to the battery. Bikes with the alternative arrangement of magnetos providing the ignition sparks, normally have a dynamo to charge the battery for lighting, horn etc. It also helps with these systems to know that all is well with the battery.

This article is based on a bike with an electrical system using an alternator to supply electric current to charge the battery. Most classics are fitted with basic warning lights or an ammeter to indicate charging and level of charging.

My 1972 Norton Commando would have been supplied from the factory with a component called a Warning Light Assimilator (WLA), although on my bike this had been removed by a previous owner. Replacements were difficult to obtain for a long time but are now available. The WLA is quite a primitive device and simply indicates, using a warning light in the headlight, whether the alternator has an output above a voltage threshold or not.

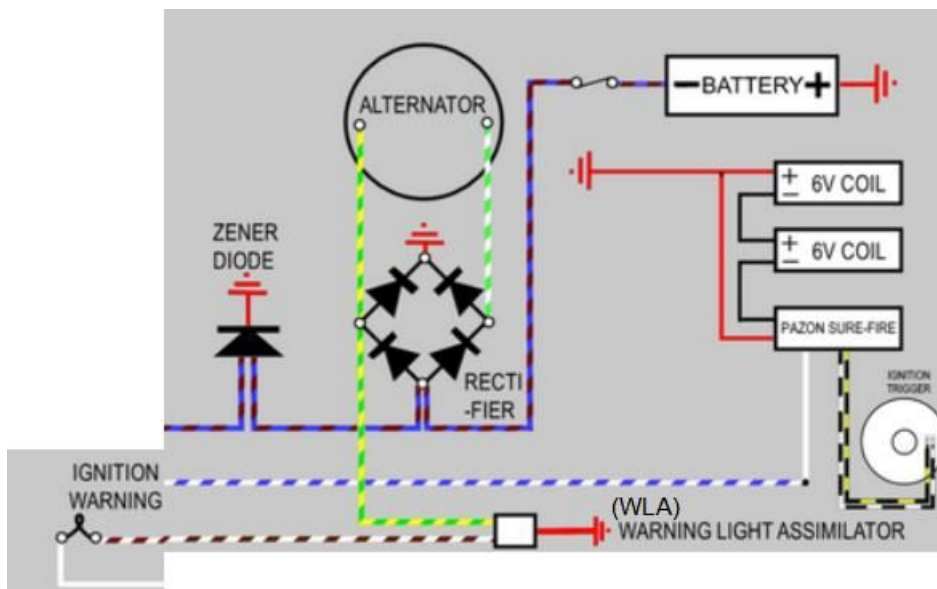


Figure 2: Extract from 1972 Norton Commando wiring diagram <https://granttiller.com/norton-commando-wiring-diagram-pazon-sure-fire> (with permission).

As you can see from the wiring diagram, by following the green/yellow connection, the WLA gives no indication of the condition of the battery. In this type of electrical system the condition of the battery depends on the correct operation of the rectifier, in converting the working alternator AC output to DC, and the Zener diode preventing overcharging.

It also depends on having a battery which holds its charge and all relevant wiring connections being sound.

There are various after-market devices available which monitor battery voltage, e.g:

1. <http://aoservices.co.uk/data/bsm.htm>
2. <https://www.improvingclassicmotorcycles.com/products.htm>
3. <http://www.sparkbright.co.uk/sparkright-eclipse-battery-voltage-monitor.php>

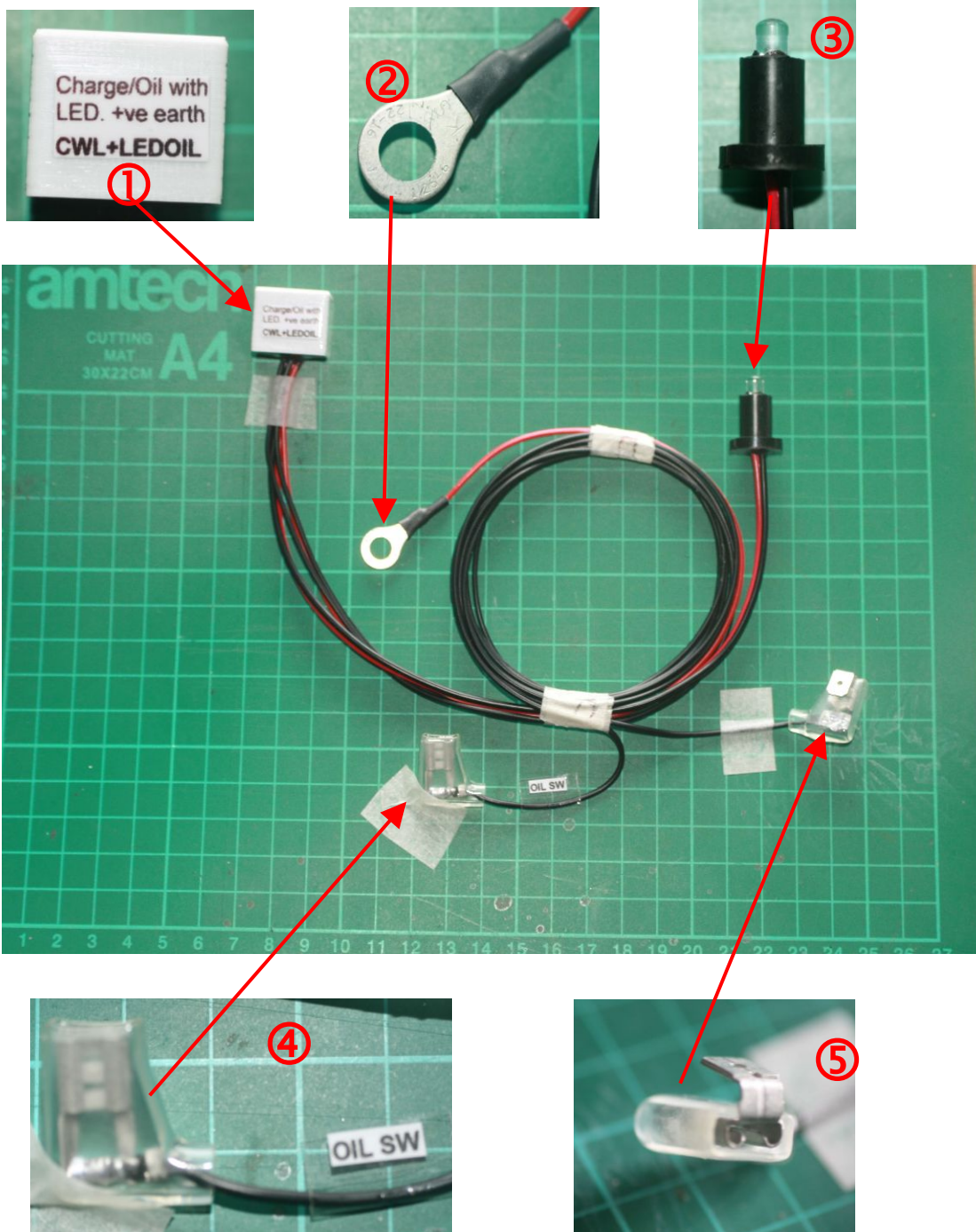
NB If you are using a lithium battery make sure you specify this before purchasing.

All the suppliers listed will also provide 6V versions in addition to the usual 12V.

The monitors from AO Services and Sparkbright are similar and indicate voltage at the battery using a range of bulb display colours to indicate under/over-charging or sufficient charge.

One of the units from Improving Classic Motorcycles (ICM) suits my Norton best as the unit is supplied with an LED and holder that slots straight into the warning bulb holder in the Lucas headlamp shell. There is also an option which additionally will use the output from an oil pressure warning switch (I'll cover this later in more detail in a separate article). The ICM unit I purchased is the one designated 'The Deluxe combined Charge/Oil pressure Warning Light with Lucas style LED' and is priced at £19.15. There are positive and negative earth versions – my bike is still standard with a positive earth. This unit is also suitable for using on late 1960s and 70s classic British motorcycles already fitted with an oil pressure switch and warning light lens, e.g. BSA A65, A50, Starfire, Rocket 3, Triumph Bonneville, Trophy, Daytona, Trident. ICM also supplies a unit with a changing coloured display similar to the Sparkbright and AO services units.

This is how the unit I purchased looks as supplied:



The detailed instructions make wiring the unit easy. The ‘brains’ of the system is the small white control box ① which fits inside the headlamp shell. Although the unit is sealed, it is not guaranteed to be waterproof, so this is a good location. The box measures 22 mm x 18 mm x 15 mm and weighs just 14 grams. To protect the unit from vibration, mine is wrapped in a small piece of foam pipe-wrap pulled together with a cable tie.

The bulb ③ fits into the existing Lucas bulb holder which would usually contain a Lucas holder with a 281 (BA7s) (LLB281) 12v 2w bulb fitted. The existing bulb holder has an internal diameter of 9.6 mm (3/8").

There are 3 wires to connect. As supplied, the wires all have the correct type of connectors pre-fitted, and it is clear ‘what’ connects ‘where’. A red wire fitted with a ring connector ② is connected to an earthing point within the headlamp shell. The wire to indicate the battery voltage has a ‘piggyback’ connector ⑤ which connects to a terminal on the ignition switch that is made live when the ignition is turned on. The 3rd wire ④ is clearly labelled and connects to the oil pressure warning light switch. There is a video on the ICM website <https://www.improvingclassicmotorcycles.com/products.htm> which shows the system in operation.

Legacy/future proofing

Whilst I aim to keep my bike as standard as possible I do like to have modern upgrades that improve safety, reliability and longevity of the bike.

Norton owners are fortunate in having 3 large UK suppliers who have most replacement standard parts in stock in addition to a well-supported owners club spares scheme.

The risk in departing from standard is that the supplier base for the modification is small and may be relatively short-lived.

All the suppliers of battery monitors mentioned earlier look to be very much ‘one man bands’. As a precaution I’ve purchased a ‘spare’ unit from ICM which I’ll either use if required or pass on to the next owner. I can’t promise to do this for all non-standard parts but for this component it is a small price to pay.

This is the second ICM charge warning light system I have fitted. I only changed it as an oil pressure warning switch became available for my Norton *after* I had already fitted The Deluxe Charge Warning Light with Lucas style LED. This had worked well for just over 2 years, and I was confident enough to sell it on eBay with no complaints from the buyer.

Andy Heathwood

The assistance of the following fellow bikers in producing this article is acknowledged

Thanks to Grant Tiller for giving permission to use an extract from one of the wiring diagrams on his website. Grant produces custom wiring diagrams and has much else to offer on his website including a comprehensive review of regulator/rectifiers.

Alan Osborn is the Norton Owners Club resident electrical expert and runs AO services. There is plenty of useful advice freely available on his website.

Graham Blighe runs Improving Classic Motorcycles and has published books (available to purchase on the ICM website) on improving classics (bikes and engines) and magnetic speedometer repairs.

Personalised Number Plates

It has been some time, well a few years, since I purchased a new motor vehicle of any description and probably even longer where I was induced into an alcoholic fog of buying a personalised number plate. My memory plays games with me.

Now I am not one to pretend, as some do, that the vehicle I am riding is older than it actually is, and that I have bought 'classic'.

I leave that to those that do and go further by displaying black and white registration plates, aiding the deception. But I do like to have a number I can remember, and to encourage me to hang onto my vehicles for longer periods of time. (And to encourage me to behave whilst riding.) 😊



So, recently I looked into the subject, and found that prices for a basic plate have remained the same, £250 to include the transfer fee. OK for something a bit more individual much, much, more, but a basic number is £250, the same as years ago!

So my advice is if you fancy adorning your pride and joy with a unique number, get onto the DVLA website, because chances are prices will no doubt increase soon.

Happy new year everyone.

<https://www.gov.uk/personalised-vehicle-registration-numbers>

Andy Lobb

Club Matters

Club 'Business Cards'

These are available free to all members for use at events and to leave at motorcycle shops and coffee stops. If you would like some, please contact the Editor of the *Oily Rag*.



Exeter Classic Motorcycle Club
Founded 1988

<http://exeterclassicmotorcycleclub.epizy.com>

- We welcome all motorcyclists. For displays we prefer classic bikes, over 25 years old, but all can join in.
- We hold weekly ride outs, attend displays and shows, often raising funds for charity.
- Our club meetings are held on the first Monday of the month at 8pm at The Twisted Oak, Ide.
- For further information please visit the website.

2023 Events

As magazine editor I've also been maintaining the Club Events Diary for the last few years. I plan to issue a new version at the beginning of March when more event details have become available.

Please let me have details for any events you spot coming up. The usual 'who, what, where, when?' information supplied to me by email would be great.

So far I have the following for club events from March 2023:

1. Devon County Show. Thursday 18th May to Saturday 20th May.
2. Darts Farm. Sunday 18th June (Provisional date).
3. Powderham Historic Vehicle Gathering. Saturday 8th and Sunday 9th July.
4. ECMC Annual Dartmoor Run. Sunday 30th July.

And for non-club events:

1. Clovelly Motorbike Show. Saturday 10th June.
<https://allevents.in/bideford/clovelly-motorbike-show/200023469117108>
2. Lyn Valley Classic. Saturday 11th June. <https://www.lynvalleyclassic.co.uk/>

Yer Tiz – funds raised.

Several of us attended the bike show at this event at Newton St Cyres in early October (see [November 2022 Oily Rag](#)). The events over the weekend raised a total of £2000. £1600 is going to South West Blood Bikes and £400 to Motorcycle Outreach.

This will be a club event for 2023 and as soon as I have further details I'll make them available.



CLUB RUNS AND OTHER EVENTS

Club Events

(Full list of events here [Club Diary](#))

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

- Sunday runs depart at 10:00 a.m. Meet for breakfast from 09:00.

Thursday 19th January - JD's Coffee Meet, 10:00 for 10:30 a.m. at the Imperial Hotel (Wetherspoons) New North Road, Exeter, for the winter months. It will carry on being the 3rd Thursday of each month. Car parking arrangements have changed, and the fee is no longer refundable against purchases.

Monday 9th January – Club meeting with free buffet.

Monday 6th February – Club meeting. There will be a short talk by Jake from Hospiscare about how funds raised are used. Followed by a Question & Answer session.

Club Meetings – Monday 9th January, Monday 6th February.

Non-club events

Saturday 25th & Saturday 26th February – Bristol Classic Motorcycle Show. Royal Bath & West Showground, Shepton Mallet BA4 6QN. Times Saturday 09:30 – 5 pm, Sunday 09:30 – 4pm. Early Bird tickets £13 (£15 full price).

Full details here: <https://www.bristolclassicbikeshow.com/>

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 ECOMC 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.

****Extension now fitted for use with bigger bikes****

Small bike lift. Type that lifts frame rails or crankcase. Contact Mervyn Green. 07799 100505, mervyngreen1947@gmail.com

Exeter Services

(This month there is one additional service. The full list will be shown again next month).

| | |
|---|---|
| <p>Wheel rims & spokes for a range of bikes. Devon Rim Company For British vintage and modern, BMW, Japanese, Harley Davidson and custom bikes.</p> | <p>Unit 16, Marsh Lane, Lords Meadow Industrial Estate, Crediton, Devon EX17 1ES 01769 581700 https://www.devonrimcompany.com/</p> |
|---|---|

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 £5.50
(40mm)



Machine Badge £15
(70mm)



(In black or green)
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.

Stats for the past 28 days are:

204 members (of which 185 have been active).

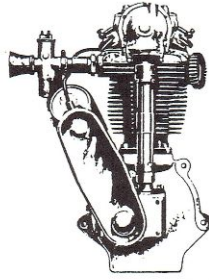
406 posts, comments and reactions.

Top post was from Dale Worsley introducing himself and his BSA B40SS. Next was Steve Adcock's about the new BSA Gold Star on show in Bridge.

Steve Harcus

EXETER CLASSIC MOTOR CYCLE CLUB

EST.



1988

INFORMATION

WHO'S WHO IN THE CLUB

Chairman: Ray Heggadon – 07711 690094

laurays44@yahoo.co.uk

Vice-Chairman: Steve Hannaford – 07821843763

stevehannaford@rocketmail.com

Secretary: Ray Martin – 01392 274365

mrnmrsmartin@btinternet.com

Membership Secretary: Andy Rook

30 Greatwood Terrace, Topsham EX3 0EB andy_devon_uk@yahoo.com

Treasurer: Laura Heggadon – 07711 690094

laurays44@yahoo.co.uk

Club Regalia: Peter White – 01392 211474

whiteski@blueyonder.co.uk

Welfare Officer: Ray Martin

Runs Organiser: Vacant

Events Organisers: Devon County Show (Ray Heggadon), Powderham Show (Ray Martin), Dartmoor Run (Adrian Evans)

Committee member without portfolio:

Hamish Forward – 07813 365740, janandhamish@yahoo.co.uk

Non-committee members:

Website, Photo Albums, Forum Administrator: Steve Adcock – 01392 491346

stevea.exeter@btinternet.com

Facebook Administrator, Forum Moderator: Steve Harcus – 07779 342154

sthbs@sky.com

Magazine Editor, Forum Moderator: Andy Heathwood – 01363 777553, 07771 906647

andyheathwood@yahoo.co.uk

Club Website: <http://exeterclassicmotorcycleclub.epizy.com/>

Club Forum: <http://exeterclassicmotorcycleclub.epizy.com/forum/phpBB3/index.php>

Facebook Group (Private): <https://www.facebook.com/groups/1721830814732113>