

North Birmingham News

NEWSLETTER

Anchor Garage Run

This was the second running of the Anchor Garage Run, and as it was a bank holiday we weren't sure about the turnout, but as usual The VMCC North Birmingham Section did us proud! We had 20 members signing on and a host of modern bikes who came along and added to the collection for the Air Ambulance.

The forecast had not been good for the weekend, but as usual, they were wrong! The whole day was warm with pleasant sunshine.

For anybody who didn't do the run or doesn't know the area, the café on Cannock Chase proves to be very popular, there were numerous bacon butties and mugs of tea consumed by all (even Jacko bought one).

The run then went from the Chase through Penkridge and on to Norbury Junction, another popular haunt, the tea and lemon sponge here was particularly good. It then left a short run through the lanes to the Bradford Arms on the A5, where people still found room for a good lunch.

Thanks to everyone that turned up and made it such a good day, everybody seemed to have a good time, and special thanks must go to Pete Mellor, for the use of Anchor Garage as the start venue, for supplying the tea and biscuits, and also rounding up any stragglers.

Cheers,

PS Anybody got a headlight unit for a Triumph?





Windhoff



In 1924 the Windhoff Company started motorcycle production in Berlin, they were already well known as a major producer of radiators for cars, lorries and aircraft. This gave them great experience when they fitted water cooled engines, as most other two stroke producers only used this form of cooling for racing purposes only. Compared with other designs of the time the Windhoff was an excellent creation, but it was not among the cheapest as a result of the second cylinder and the water cooling. Still, it was good value for money and definitely one of the finest two stroke designs of that period in Germany.

The little Windhoff's sold well, and technical ambitions rose at the works so much so that at the Grand Prix in Germany in September 1925 there were Windhoff machines in no fewer than four classes. Small 124cc machines were ridden by Walter Ebstein and Richard Scholz, who finished second in his class. In the 175cc class both Windhoff machines retired, but the four big Windhoff machines, built on the lines of the 124 and 175cc versions were a real surprise. Once again the factory used single cylinder engines with water cooled cylinders and an additional pumping cylinder. Two 493cc machines ran in the 500cc class ridden by Ernst Zundorf of Cologne, who usually rode big Zeniths, Brough Superiors and Scotts, and Josef Thevis of Berlin, who for many years was one the leading Norton tuners in Germany. But both Windhoffs retired with problems that included overheating, plug troubles and a lot of blue smoke from the extremely noisy engines.

The two other big Windhoffs had 517cc engines and competed in the 750 class. Ridden by Gustav Flick and Hules von Krohn, they met with the same troubles as the half-litre machines and retired early. Different riders handled the big Windhoffs in subsequent seasons, but I can't remember a single machine ever finishing a race.

In 1930, two of these machines were fitted with Zoller-designed supercharged twin-cylinder two-stroke engines. This made them even noisier, but they remained highly unreliable beasts. Meanwhile small Windhoffs won race after race, but at the end of 1926 the Berlin factory retired officially from competition and concentrated on the design and development of another unorthodox motorcycle, a 'frameless' oil-cooled 746cc ohc

four with shaft drive. It was probably the most up-to-date motorcycle of the period and created a sensation when it was shown for the first time at the 1927 Berlin Show.

Creator of this machine was Ing Dauben, who later joined Mercedes at Stuttgart-Unerturkheim, and who used his car knowledge and experience when designing the Windhoff four. Nearly everything on the machine was unusual and unique; only Granville Bradshaw in England had previously built oil-cooled engines with any degree of success. The Windhoff had a large one-piece cylinder block heavily finned, frame parts being directly attached to the unit. The steering head was screwed on and four tubes led from the engine and three-speed gearbox unit to locate the rear wheel spindle.

There were, of course, critics who did not like a petrol tank directly mounted on the engine unit, and others who were not impressed by the quantities of oil contained in the engine, although the actual oil consumption was comparable to any air or water-cooled engine. The power unit was a short-stroke engine with dimensions of 63 x 60mm, and it developed 22bhp at 4,000rpm. The camshaft was driven by Novotex spur gears.

The engine's flexibility and balance was superb, and the Windhoff four could be ridden at 6mph without snatch. And thanks to a low centre of gravity, it was – despite it's 440lb – an excellent road-holder and a very comfortable machine for long-distance touring. Big Erich Tennigkeit, Windhoff's chief tester and racing driver, competed on a four in the 1928 International five-country trial and finished with the bike in excellent shape. Fuel consumption bettered 65mpg, and 80mph could be obtained.

The crankcase, including the one-piece cylinder unit, was, like the pistons, of light-alloy. The cylinders had steel liners and no outside oil pipes spoiled the neat and smooth appearance of the engine. All cylinder walls were permanently cooled by running oil, and overheating was unknown. The three-piece crankshaft and the con-rods ran on ball and roller bearings, while the leading-link front fork had a leaf spring on each side.

The Windhoff four's main problem was that it was too unconventional for many customers, while others could not afford it in the Depression: the machine cost 1,750 Deutschmarks, while a 750 BMW twin could be bought for 1,600DM and a simple 198cc DKW two-stroke could be obtained for 475DM. Even the 124 and 174cc water cooled Windhoffs could not compete with simpler and cheaper designs and were withdrawn from production in 1928.

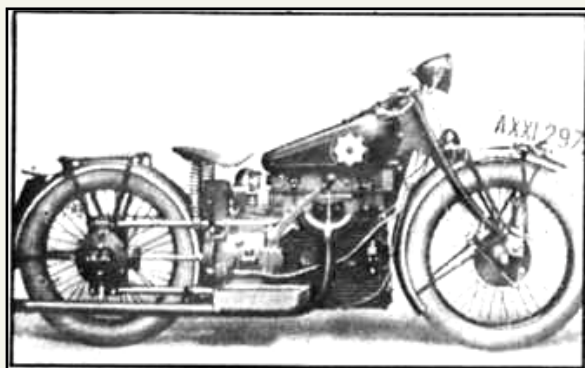
But still Hans Windhoff refused to give up, and announced another sensational motorcycle early in 1929 – a BMW-style 996cc twin with the air-cooled side-valve engine mounted transversely. This should have been an effective weapon against the BMWs, but while Windhover had an untried and unknown design, BMW had a good reputation, a range of well proven models and – what was most important in the late twenties – could boast of many successes in sporting events. It was really a lost battle between the ambitious Windhoff and the Schleicher-designed, Munich built BMWs.

Produced until 1931, the 996cc Windhoff never gained the popularity of its 746cc predecessor. Windhoff's original intention had been the manufacture of a 996cc version of his 750 four, and he built prototypes of chain-driven models. But after many tests he decided to enter the one-litre class with the new twin. The engine unit again doubled as the frame, with the steering head being screwed to it while four straight tubes located the shaft-driven rear wheel. Even more than the four, the twin suffered from the economic crises of the early thirties.

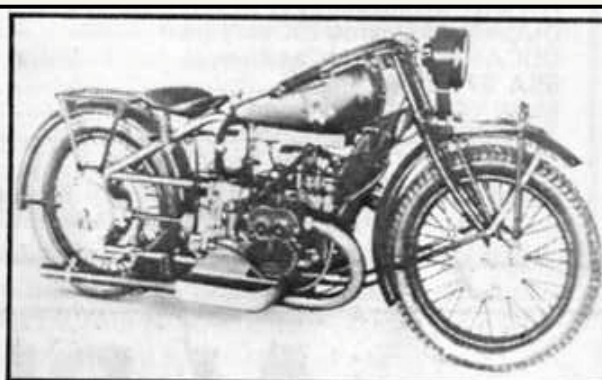
In pre-World War One days, Windhoff was a well-known manufacturer of cars and lorries at the small German town of Rhine, but this company was owned by cousins of Hans Windhoff, whose Berlin radiator works had no direct connection with the car-making firm of the same name. Leading German factories including Mercedes, Benz, Maybach, NAG, Steiger, Opel, Bussing, Stoewer and Horch used the Windhoff radiators made by the company which built motorcycles from 1924 to 1933. Dauben, who created the 750 four, had left by 1929 and was superseded by Ing. Kurt Pohle, who, as a former racing motorcyclist and chief designer of the TX factory, was no newcomer to fast engines (TX also used Bekamo-based 173cc two-strokes with the Ladepumpe in the crankcase).

At Windhoffs Pohle stopped creating exotic two-stroke designs, and went to Wolverhampton and brought back Villiers two-strokes and a licence for producing Villiers-type engines at the German factory. This happened when only mass-produced cheap engines and motorcycles could gain commercial success in an overcrowded market. So by 1932 Windhoff had ceased the production of both his big models and had concentrated on making Villiers-based 198 and 298cc air-cooled deflector-piston two-stroke singles.

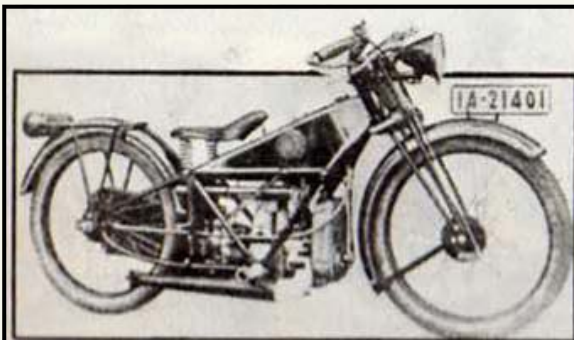
These last Windhoff two-strokes had a 64mm stroke; the 198cc model had a bore of 63mm, the 298cc version a 77mm bore. With power outputs of 6.2 and 9.3bhp, they were quite advanced for their time, but as there was no big demand for them production at Windhoffs ceased early in 1933. But the firm itself survived, and today the Hans Windhoff Apparate und Maschinenfabrik in Berlin still produces all kinds of heat exchangers.



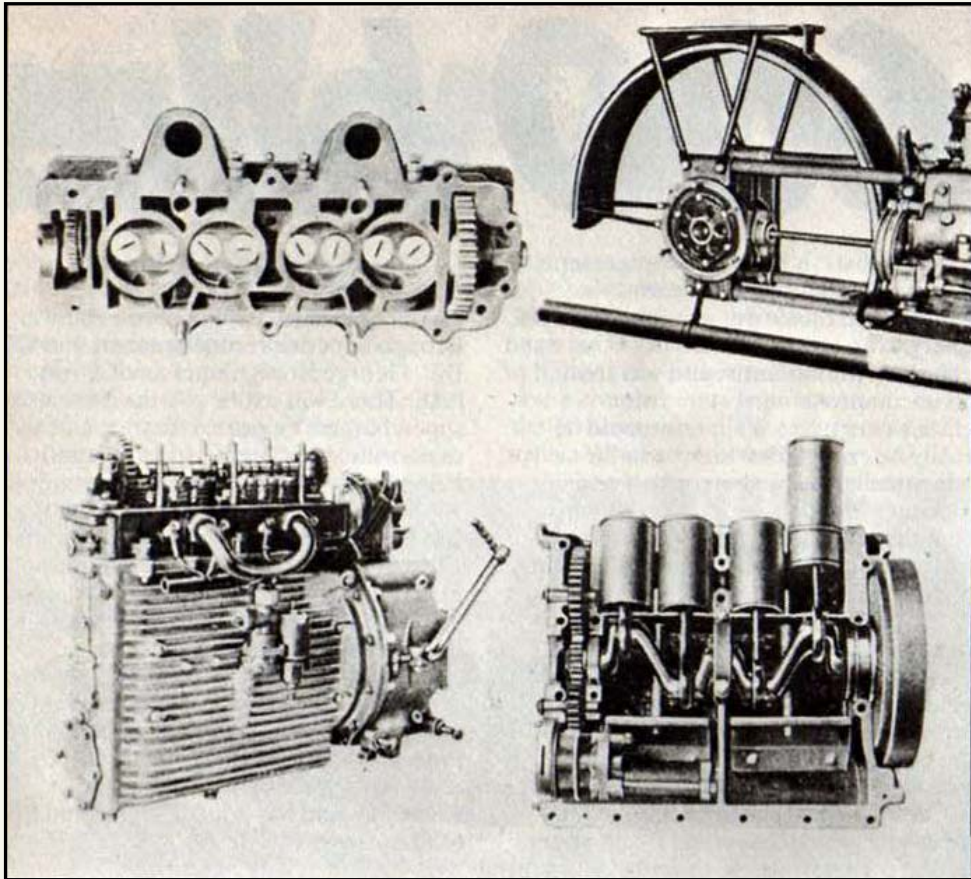
Windhoff's 1927 750cc oil-cooled four.
The steering head was bolted to the unit-construction engine.



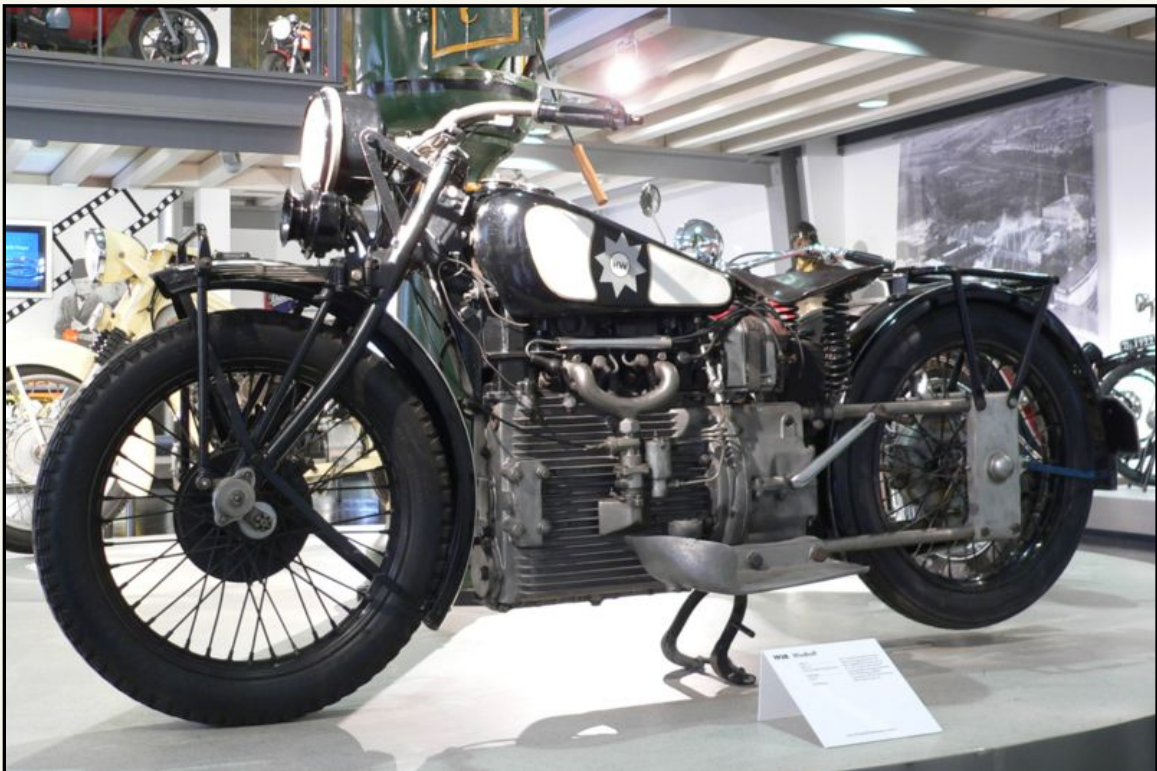
The air-cooled 1000cc flat twin was too expensive to survive the Depression.



This 1926 175cc Windhoff has a water-cooled two-stroke engine with pumping cylinder, a triangulated duplex frame and chain drive.



Internal details of the 750cc four show the rugged construction and the overhead camshaft.



Burton Parade

Congratulations must go to Paul Harris, on winning the best Veteran machine with his 1914 U2 Model Douglas



Congratulations also go to Maurice Trupp with his 1950's Norton Dominator 600cc Model 99 who also received an award.

The event was very well represented by members of the North Birmingham Section.

50th Anniversary Picnic Concours

Tickets for the Buffet Lunch on the August 16th are now available from Rob Pell.

Girder Fork Run



Well the pictures say it all, within minutes of arriving at the start of the run the drizzle started, and 16 riders who signed on were struggling to get the wet soggy route sheets into their route holders before they became too wet.

The sensible riders on the vintage machines were away first and just after the top photograph was taken the heavens opened followed by hail on the way into Chaddesley Corbett. Breakdown services were very kindly supplied by Maurice Trupp in restoring the "Sparks" for the ignition of Trevor and Russell.

Once underway again the weather improved with some fairly quiet roads and good views around the Clee whilst avoiding the sheep on our way to the lunch stop at the 3 hoesheoes.



FORTHCOMING ATTRACTIONS FOR 2009

	CLUB NIGHTS
JUNE 24TH	Ride A Bike Night
JULY 29TH	Fish and Chip Supper
AUGUST 26TH	Arrive on Your Bike Night
SEPTEMBER 30TH	James Hewing VMCC CEO
OCTOBER 28TH	An Evening with Bill
NOVEMBER 25TH	Bring and Buy evening
DECEMBER	No Meeting

DATE	RUN	ORGANISER	Tel No
MAY 29TH-31ST	Welsh Weekend	Josie Stanley	01902-607293
JUNE 3RD	Wrinkly Run	Roger Greening	01562-730464
JUNE 7TH	Josie's Jaunt	Josie Stanley	01902-607293
JUNE 24TH	Ride A Bike Night	Paul Harris	01902-842732
JUNE 28TH	Severn Valley Run	Bill Danks	01562-67103
JULY 5TH	Trent Valley Run	Brian Empsall	01543-264968
JULY 19TH	Long Mynd Run	Colin Lloyd	01384-371835
JULY 22ND	Wrinkly Run	Ian Harris	01952-299118
AUGUST 2ND	Breakfast Run	Rob Pell	0121-624-7674
AUGUST 16TH	Anniversary / Concours	Peter Ashen	01562-882854
SEPTEMBER 6TH	Flight of Fantasy Run	Trevor Bull	01905-778917
SEPTEMBER 20TH	Roger's Run	Roger Greening	01562-730464
OCTOBER 4TH	Levis Cup Road Trial	Paul Harris	01902-842732
OCTOBER 11TH	Autumn Run	Andy Briggs	0121-544-5938
NOVEMBER 1ST	Winter Wander	Josie Stanley	01902-607293