

North Birmingham News

NEWSLETTER

The New Year's Day Run



It was a bitter cold day for the run, we had some freezing cold weather all week leading up to the run, so I was convinced that most sensible people would be sat warming their toes in front of the fire nursing their hangovers. It was lucky that North Birmingham Section have such hardy souls who are not put off by a bit of chilly weather.

There was a total of 19 signing on for the run, John Aston bought his little Honda adorned with tinsel and fairy lights, and then Ian Harris arrived on his little Beagle with balloons tied on the back, and we then had a steady stream of arrivals with many having taken the trouble to decorate their machines or themselves. At one junction on the route a police car was following Ian and his balloons with great interest, then turned

the corner to see another six bikes and riders with tinsel, baubles and fairy lights flashing, the driver looked across to his mate, shook his head and carried on.

The Landlady of the Seven Stars provided us with hot coffee and bacon sandwiches to set us on our way, then it was off to brave the elements. The route was approximately 30 miles through Wombourne, Highgate and out towards Kinver, and then heading for Claverley and back to Seisdon. The views were fantastic with most of the countryside adorned with white, some of the roads too, and in places large patches of ice where water had run off the fields and all across the road, but thankfully it didn't cause too many problems.

On our return to the pub there was a roaring fire in the middle of the bar which everyone made a bee line for to thaw out. This was helped with hot coffee, hot chocolate and some good hot food too.

Many thanks to all those that braved the weather on two wheels and everyone that came along on four wheels to see us off and welcome us back, it all helped to make it a most enjoyable event.



Josie



From the Archives

Binks Carburettors

Part II

Here, Charles was joined by both of his sons—Harold, and the younger Charles Leslie, usually known by the initials ‘CLB’ to distinguish him from ‘CB’, his father. CLB was only just out of school. The boys attended the School of Technology in Manchester, studying under Professor Jordan. The idea was to make an engine for the emerging motor industry, albeit not very evident in Manchester at that time, other than in the shape of the Belsize car and Bradbury motorcycles at Oldham.

They produced a four cylinder sidevalve monobloc unit, with a three bearing crankshaft, and a four-bearing camshaft. There was an oil pump feed to each bearing, a system adopted by Mercedes Benz. Around the Binks carburetor there was a water jacket heated by the engine to prevent icing. The prototype engine survived until 1940, when it was destroyed during German bombing.

It was while working at WH Bailey & Co Ltd that Charles invented the first pilot jet system for a carburetor in order to allow his engine to run more slowly and smoothly at low revs. The system comprised a separate miniature carburetor attached to the float chamber of the main instrument, feeding atomized fuel to the cylinders downstream of the main throttle valve, with independent adjustment.

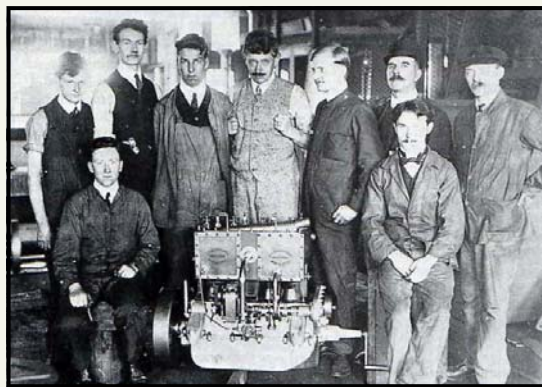
Several pilot jet systems were made and sold as retro-fit kits for existing carburetors. But clearly a pilot jet system should be an integral part of the original carburetor design.

Once again the Binks engine project seemed to be going nowhere. Charles Binks disagreed with Bailey, so he determined to be his own master once again.

In 1910 Charles got some friends and business acquaintances together, raised \$3000 and formed a new company—C Binks Ltd. He rented a floor in a mill between Eccles and Patricroft called Phoenix Works. Charles was managing director and Harold and Charles Leslie joined him. It was from this date that the name Binks became solely associated with carburetors. The years of wandering were over.

Father and sons assembled a nucleus of machinists and a tool-maker. Having served an apprenticeship himself, Charles Binks knew the value of such training and took on boys to instruct as future staff. Wooden partition offices were built at Phoenix Works and a secretary installed. An electric motor provided power via line shafting to the lathes, shapers, drillers and milling machines.

The Binkses got down to designing and developing a range of products. Charles brought out his Two Jet carburetor for motorcycles. It simply had a main jet for power and a pilot jet for slow running. But it set a standard for tractable and even slow running. A single lever connected by cable to the piston valve or slide was the only control. The Two Jet operated by first opening a port containing the smaller jet, then uncovered



Charles Binks (Centre) with the four-cylinder engine he designed and had built at WH Bailey & Co in Salford.. Pictured with him Charles Binks (centre) with the four-cylinder engine he designed and had built at WH Bailey & Co in Salford. Pictured with him (left to right, back row) are his sons Charles Leslie Binks, Harold Binks, Wilf Ford, Mr Fletcher the millwright, works manager Mr Ford and a mechanic. Seated on the left is an apprentice, and on the right Mr. Pettit, who made the radiators for the Roydale car.

The main jet in order to obtain maximum power with both jets open. Further movement of the throttle lever uncovered a third port to admit extra air. “With the Binks Carb, every ounce of power can be extracted from an engine,” was Charles’s boast for the Two Jet.

The policy of the company was to sell carburetors direct to the public as replacements. Binks shied away from attempting to wrest original equipment sales to motorcycle makers from the well-established Midlands carburetor makers Amac and Brown & Barlow. But riders buying a new machine were encouraged to specify a Binks to special order.

All manufacturers used testimonials from satisfied customers, and one of the briefest ever dispatched to Binks was the telegram from a successful trials rider that read: “God Bless Binks!” The company was to use this memorable slogan for many years.

In addition to carburetors, there were other products designed and made at Phoenix Works—petrol filters, exhaust cut-outs, spark plugs, vaporisers, silencers, intensifiers and other motor fittings. Binks also tendered for sub-contract engineering work. Everyone was kept busy designing and testing.

Although the Two Jet was a good design, it was far from perfect. On occasion the main jet would dribble and interfere with idling. A flat spot sometimes occurred in the transition from pilot to main jet, and the extra air valve leaked. Although CB staunchly defended his product in the letters pages of the motorcycle Press, improvements were overdue.

AGM and Annual Awards

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1. Jim Boulton Cup for the most runs on a Vintage Machine :-Brian Empsall 9 runs
2. Post Vintage Award :- =1st Roger Greening and Trevor Bull 8 runs, Roger wins on older machine
3. Post War Award :-John Aston 14 runs
4. Tiddler Cup :- John Aston 2 runs
5. VMCC NBS Award Most Runs on any machine with NBS :- John Aston 16 runs
6. The Harold Scott Award for outstanding service to our section :-Julian Edwards

FORTHCOMING ATTRACTIONS FOR 2009

CLUB NIGHTS	
FEBRUARY 25TH	A talk by John Fox Ariel Tester
MARCH 25TH	A talk by Chris Harper on Ancient Aviation
APRIL 29TH	A talk by Peter Dawson on the History of the RAC
MAY 27TH	Film Night
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
MARCH 29TH	Spring Run	Josie Stanley	01902-607293
MAY 3RD	Anchor Garage Run	John Aston	01543-452695
MAY 17TH	Girder Fork Run	Martyn Round	0121-550-1547
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	Roger's Run	Roger Greening	01562-730464
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	Severn Valley Run	Bill Danks	01562-67103
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