

Recently a lifelong wish was realised when I was able to become the owner of a 1937 KTS. It was interesting to note the differences between the K and my modern Velocette, a 1960 Venom. One area of concern were the lights. Unfortunately living in the south with all the traffic congestion, being seen is an essential life preserver and lights are pretty much mandatory. The lights on my K have definitely passed their see by date, not helped by the weedy dynamo output and almost yellow headlamp reflector and damaged bulb holder. Remedial action was called for.

After a lot of head scratching, internet research and online market browsing it quickly became apparent anything to do with 8-inch lights is expensive and not providing an acceptable solution. My objective was a bright daytime riding light with low power consumption, and a decent headline for short night time rides.

During a visit to Chris Winsby we were discussing the issue when he wondered if a 7inch unit could be fitted inside the 8inch unit

Following a good rummage in Chris's useful junk box a solution was developed that wouldn't destroy any existing components. The idea was to fit an old 7-inch reflector into the 8-inch unit and fit modern LED bulbs. To make it work an old Wipac assembly was used. The glass was removed by punching it out from the back of the unit, the glass is held in with some sort of mastic. Next the retaining lugs on the back of the rim must be removed and filed flat. To help join the two together I used mastic to hold an old Norton chain case O ring behind the 7-inch rim, this would rest on the surface of the 8-inch unit. Prior to fitting the units together, the bulbs must be fitted to the Wipac unit. I was able to buy a 6v 10w LED H4 style bulb for just over £5 that consumes a third of the power of the original headlight, doesn't stress the dynamo and is very bright. The final part of combining the two reflectors is to rest the Wipac in the original reflector and mastic in place. All that then remained was to fit the lens and double reflector back into the headlight rim and once the bulb holder connections were remade it was all good to go.

The only downside is everything will have to be stripped out if the headlight bulb fails. If the manufactures claim of a minimum life of 50,000 hours can be believed, this is a minuscule worry. As can be seen the new reflector is hidden away, the lights are bright and no Velocettes were hurt during the conversion, I look forward to seeing and being seen. Old bodgers rule.



The bits required



Wipac 7inch unit secured inside the original 8inch unit



Ready for fitting



Finished unit, no excuse for not being seen.