



Welcome to the January edition of the Notts & Derby Section's Newsletter.

In this issue we have a report on the Poachers Trial, info on the club Journal survey, calendar news and two reviews of members' own motorcycles. Plus, what's on in February and some urgent news about MCE Insurance.

MCE Insurance Company falls into administration.

MCE Insurance Company, one of the UK's biggest motorbike insurers, has fallen into administration. The collapse affects around 105,000 policyholders but MoneySavingExpert.com can confirm that customers will continue to be covered until the end of their policy and claims will still be paid. Update Wednesday, 12 January 2022: MCE Insurance Company (now known as Green Realisations 123) will now no longer honour existing insurance policies until their end date. The company has confirmed it will end all car and van policies at midnight on 14 January 2022 and all motorbike and scooter policies at midnight on **31 January 2022.**

2022 Runs Calendar.

Graham handed out paper copies of the new calendar at the Annual Dinner. I will send out copies by email in the next day or two.

What's On in February:

Wed 2nd. Lunchtime Meet Duke William, Matlock.
11-13 The Carole Nash MCN London Motorcycle Show
12th/13th: Classic Dirt Bike Show, Telford.
26th. Massive Mallory Autojumble

Massive Mallory Auto Jumbles

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JOURNAL SURVEY

A chance to have your say.

You might have seen the following on the VMCC website. If you didn't, here is the information:

Help us build on the VMCC magazine's success. It has now been two years since the 2018 membership survey showed us the importance of the Journal to the VMCC.

We wanted to get the next level of detail to progress our most important member benefit. Interim results for this survey available at the end of the survey and updates will be emailed to those who have provided details.

A draw will be made at the AGM for those responding to thank you for your contribution. Click the link to take part in the survey. You might have to press control as well.
<https://s.surveypal.com/OTEYIH9IQ>



Registration for the Crich Tramway "Classic Motorcycle Day" is now open. This year there is a cap on entries, so get it in early folks. Go to <https://www.tramway.co.uk/whatson/>

Section Annual Dinner.



Around three dozen section members got together for our annual Christmas dinner at the Hogs Head, Awsworth, on 15th January. Lots of catching up and good cheer. It was good to see some new faces there and particularly pleasing to see Bob Gregg out.

The 2021 Lincolnshire Poachers Pre65 Club Charity Trial.

In that weird period between Christmas and new-year what can we do but navigate post-Christmas life with a tin of Quality Streets, which only includes the chocolates no one wants? For me, a drive over to Lincolnshire from here in Derbyshire, in the dark, the rain and the fog for an early start in Withcall near Cadwell Park for the annual Poachers Charity Trial.



Hot Drinks and Mince Pies were on offer in the farmyard barn to start the day and also a rider's raffle so lots of extra Christmas gifts to be had! The rain had stopped by the 10 am start but it made conditions very wet and slippery in the fields and woodland on a 2 mile lap around Smiths Farm for the 70 odd riders.

Woodlands on a "Wolds" hillside and grassland with strange humps and hollows linked by miles of off-road tracks and trails make the area perfect for the pre-65 style bikes.

Entrants from as far away as Lancashire joined the usual Lincs, Notts and Derby riders with proceeds from the event going to "The St Andrews Children's Hospice" in Grimsby.

Not having finished a trial for six months I was very rusty and opted for the 50/50 route to ease back into things.



The sections were set out for the conditions, not too many adverse cambers or slippery steep climbs to stop proceedings but enough twisty bits to keep us on our toes. After two laps I had lost just one mark when losing grip exiting a tricky turn.. but then cramp in the hands and suffering knee bones set in

leading to a poor third lap and a finish well down the order. I can't just think of a better excuse at the moment but another "if only" I'd eaten a few less chocolates maybe?..

Thanks must go to the amazing Poachers setting out and organising team once again who put on such a well-run trial and thanks also for the raffle prize, my riding number winning a nice new "Poacher" baseball cap!

Photos are courtesy of John Wilkinson Photography. John attends trials in Lincolnshire every weekend, publishing his work for all to freely access on his Facebook page. Returning home in the dark, it was raining hard again but I knew I had to at least get the bike jet-washed down as experience tells me that to leave it even one day the mud sets hard and it then becomes a marathon job to clean. A quick wash and brush up the next day and it is ready for servicing.. air filter wash, clear that bit of water that always settles in the float bowl, clean the spark plug, both wheels out to dry and clean brakes, check bearings, chain off and washed, cables checked and pressure-lubricated, and maybe a polish ready for the next mud bash.



Mud and more mud everywhere. A good power-wash in the dark when home and a wash and brush up next day – sorted!

Andrew Cooke

Together for 25 years. (This bike is for sale.)

The initial meeting of this unity was in in 1997. Love at first site was my reaction without shame or doubt and our first outing together cemented this lasting relationship and love has just grown and grown since then and I have never regretted a moment since.



If I was talking about my wife then the same would apply but that would have to be well over 50 years ago in 1965. I am, of course, referring to my 1962 Triumph TR6 pre unit 650 Twin. I saw this machine at Brian Exton's M/C Shop in Bulwell and it was bought after brief negotiations. I am sure most of you reading this know that the Triumph TR6 is the Triumph Bonneville with a single carburettor instead of twin Carbs. For some five years previously, I was riding my other pride and joy, my 1960 BSA 250cc C15. You will appreciate these are like chalk and cheese as machines, both however with their distinct advantages and characteristics. I suppose it is Horses for Courses. Unlike the Triumph, which was bought as a road worthy machine, the BSA was a basket case and I was unsure about any missing parts, but, that is a different story for another time!

Meanwhile, back to the subject matter. The Triumph has had 10 previous owners, including Brian Exton, and all I know is that it was first registered in Derby. Sadly, Brian had sold the initial two x letter 4 x number registration privately and obtained an "age related" plate currently displayed. An interesting comment however; I was offered £2,000 from a Porche owner for the 944-numbered plate! No problems in declining his offer. It is quite difficult to say how many miles we have travelled together as initially the original Chronometer was not totally behaving itself tripping the miles away, very unreliable! The original Chronometer has been fully restored by Gaggs and continues to work perfectly. My MOT's certificates up to MOT requirement changes record some 10.500 miles but in reality I would estimate a further 15.000 miles since then. So where have we travelled together all these years?

Graham Bower is a very close neighbour to me and we have travelled far and wide over the years other than at the Branch meetings and many local informal day runs. Since 1997 and my early years of VMCC membership, we have travelled to the Lake District every year (not 2020 for some

reason!) for the Regulation Annual Lakeland VMCC Weekend Run, mostly on the Triumph but on a couple of occasions with the BSA until I learned the BSA was not totally suited to the Lake District terrain. Certainly not Hard Nott Pass! There is another story! Truly a test of man and machine and we both lost! With our Lakeland travelling we have tended to extend the weekend by a few days and have covered most of Cumbria from South to North and East to West. Over 25 years we have experienced all sorts of weather and conditions. Whatever the weather experienced, the scenery there is seen in a way which always gives a beauty to savour and enjoy.

For many years now Graham and I have also managed to arrange a spring / summer long weekends away on the bikes. The Ilse of Wight was a very memorable spring Motorcycle ride. If you know the IOW you will know it has its own climate and record sunshine. That year we experienced 10cm of snow. This, we were told, was the first time in 40 years. It soon melted and we were off to enjoy tours of the Island. Other enjoyable Spring/Summer weekend trips with Graham on one of his various bikes and me on my Triumph have taken us to The Yorkshire Dales, The Cotswolds and Gloucestershire. Often we met up with other VMCC Sections members in their areas to join their scheduled VMCC runs. Countless local day runs have been enjoyed and most recently it was a real pleasure and benefit to get out and about when Covid regulations allowed. Without any doubt the last 25 years have been a great experience and on reflection I wouldn't change a moment.

While routine maintenance and replacements have been regularly conducted, that's not to say these years have been trouble free and the old Triumph has experienced some off road times and necessary operations, so some considerable time and costs have been willingly undertaken. Each repair has never been skimped and quality parts and some original parts have been fitted to maintain as close as possible authenticity and originality. Just one change, for the better, and away from originality, is the conversion from 6 volt to 12 volt system. If needs be, this is an easily reversible operation. The TR6 is a magneto ignition so the battery does not play a part in the ignition system. The change was purely to give brighter lights for evening driving, and what a difference for seeing and being seen!

So why excel the relationship of man and machine at this time? As I reach the three score and sixteen years I find my confidence is waning on such a

powerful machine and the weight too is getting a little too much for me. I think my legs are shrinking as well! This at a time when I know the machine has never gone or performed as well as it is doing now. It deserves a driver who will enjoy, as I have, the experience and pleasure the triumph has given and it certainly has so much more to offer. So, with total sadness and ultimate regret I have to sell my beloved bike. I do not want to say goodbye old friend!

The bike to me is priceless but market values dictate a selling price. Pre unit twins, in reality, carry a higher market value than unit engines. I am however open to realistic and reasonable offers for what I consider a "pampered" bike. A good home too is a considered an essential buying point. I will be very happy however to provide more photos and details to interested buyers.

Meanwhile I am reviving my original relationship and enjoyment with my BSA and we will plod on together confidently for some time I feel.

Please contact me at:

hornsbym@yahoo.co.uk

or on 01159545120

I am looking for offers in the region of £11,000.

Mike Hornsby.

The following article by John Lawes duplicates some parts of previous submissions but it is included as it is in a different vein (see the title!)

The One I'll Try to Take With Me When I Go.

No, I'm not ready for that yet. My 1920 3½ HP Sunbeam was purchased in 1967 for £48, and the Farnborough Rag Week V&C Rally of that year, was my first fairly long run on the 'beam. I rode up from East Preston, on the West Sussex coast to Farnborough but, during their road run, the Sunbeam blotted it's copy book by breaking down. Breaking was the operative word. We were cruising along on that beautiful sunny day when the bike slowed down making a chuffing noise (no chuffing power!), and with no throttle response. The engine kicked over but there was no compression, so out came the spanners. The barrel came away with the piston still in it and a 2" length of con rod was laying across the flywheels. The gudgeon pin bosses were also rather the worse for wear.

A replacement con rod and piston were sourced from the late Sid Plevin. The Sunbeam is still running with that con rod, but the barrel was recently skimmed, sleeved, and bored for an 83mm piston. The following runs were completed without problems. I did though, have a whiskered plug on a Coventry to Brighton Run and also found the recommended tappet clearance needed another two thou when the engine was really hot. I did one Coventry to Brighton Run from East Preston to Coventry overnight, meeting up with other VMCC members, then back to Brighton. The carbide lights were certainly adequate but, as a backup, I borrowed the dynamo lighting set from my wife's push bike. A 3" driving pulley was fitted as 3½ HP is somewhat greater than my wife's 1 H(human)P. While at the Triumph Works, I saw a Trident going out on a test run which was before it had even become an "official" reality. Sunday was back to Brighton for the Madeira Drive display and the event's conclusion.



Clifton Summer Trial 1971?

The photographer, the late Ken Reddish, wished he had taken the photo on the previous lap, when I had the front wheel well up in the air. Obviously not so much speed was needed.

I have ridden in several Windmill Rallies, mostly with the Sunbeam, but also with my 1922 Royal Enfield two speed Model 180 V twin, now long gone. The 'beam and I have also competed in several Banbury's, Levis Cup Trials, Coventry to Brighton Runs and many more local events and steam fairs etc. A few were done when down south, including some laps of the Crystal Palace race track, but most since I moved up to Derbyshire. I always enjoyed the Derbyshire Trials, Robin Hood Runs, Burton Parades from the very

first parade, Buxton Runs and Taverners' Trials, especially their green lane routes.

My overseas escapades include several Hungarian rallies with the Sunbeam.

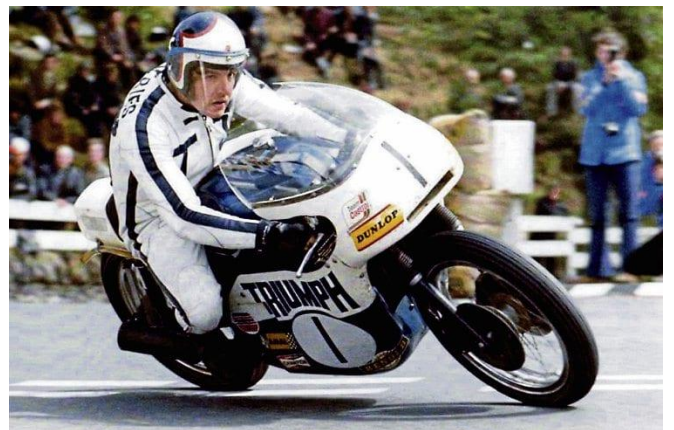
I always enjoyed green laning but was once told I shouldn't be riding the Sunbeam on green lanes. My reply was that when the 'beam was new, many roads including main roads, were like our mild green lanes. Even the A52 outside our house was water bound macadam up to the late 20's.



Taverners Trial Mid 1970's.

Whilst I realise that taking it with me is not really an option, it looks very much like it will remain in the family. With the spares I have for it, it should remain on the road for very many years to come, fuel availability permitting. But I suppose there's always whisky, whiskey, vodka, szilva, pálinka etc. or, perhaps, hydrogen sometime in the future?

Tony Jeffries



Three times Isle of Man TT winner Tony Jefferies sadly passed away on 28th December at the age of 72. He has been seriously ill for some time. Tony was part of a great family dynasty of successful

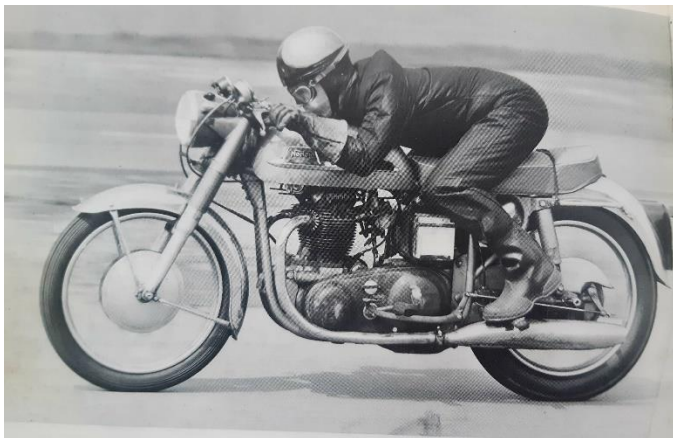
motorcycle racers. His father Allan was a superb trials rider and road racer, gaining two 2nd place finishes at the TT between 1947 and 1949 and brother Nick was a TT and Manx Grand Prix winner.

Tony was also a great inspiration to his son David, who went on to achieve immense success, particularly at the TT where he scored 9 victories between 1999 and 2002.

Fellow Yorkshireman Mick Grant said: "Tony and I started racing together and we enjoyed many hilarious moments when Jim Lee was my first sponsor. He had a great sense of humour. When he broke his back at Mallory I came away thinking why has this happened to such strong man, this lovely, lovely man. Life, in many ways, hasn't been kind to him.

"In our early days we both did a bit of trialling and one time Tony did the Scot Trial, the hardest in the world, and lied to me by telling me he had won a Scot spoon by finishing in the top ten or fifteen. The year after Tony's accident I did the Scot, although I was never good enough anyhow, and after about half an hour one of the spectators held up a placard saying 'Scot Spoon twenty quid' and this went on all through the trial until it got to about two hundred quid. I then discovered that Tony had set it all up, he had never won a Scot spoon. He had an amazing sense of humour.

Getting down to it.



Motorcycle journalist Vic Willoughby demonstrating that the rear foot pegs aren't just for pillion passengers.

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WANTED.

Wanted a pre-war Triumph Speed Twin or 3T. I would also be interested in a BSA C11. Please phone Peter Gibson 0115 9314362 or 07970 285 668.

CONTACT US:

Please let me have any stories from the past, amusing or otherwise, concerning motorcycles, or any technical information, rebuild stories, photos or news of events by replying to this email.

Let us know what you've been up to by emailing me at: nottsandderbyvintageclub@outlook.com

Use the same address and format if you have any items or motorcycles for sale. Don't forget to include a phone number and a price.