



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

In this issue we have news about the Blood Bikes Club Night Talk, the Christmas meal and articles about modern BSAs and Triumphs. Vintage in name only but two great names.

What's On in January:

Wednesday 5th: Lunchtime meet. Duke William Matlock.

Sat/Sun 8th/9th: Newark Classic Winter Show.

Sunday 9th: Lunch Meet, Monyash.

Saturday, 15th: Section Christmas Meal. (See below)

Sunday 23rd: Lunch Meet, Family Tree.



Monthly lunchtime meet at Matlock

Jonathan Lambley writes:

What I want to tell you about, which you may or may not have heard of, is the first Wednesday of the month, classic bike meet at The Duke William pub at Matlock, Derbyshire.

I started it last spring to test the water really but it's proving quite popular and has just carried on into winter.

Being a mid-week lunchtime meet means the roads are a bit quieter, avoiding all the weekend tourists in the Peak District. It also meets the needs of retired folk and shift workers.

Anyone can come along on any motorcycle but the focus is on classic motorcycles. Some come in cars

due to their machine being off the road, or simply because they no longer ride a motorcycle. It doesn't matter

It's very relaxed, there's no real rules and you can come and go as you please.

The next one is at **12 NOON, on WEDNESDAY 5TH JANUARY 2022.**

Pioneer Run date correction.

Unless otherwise informed, I have seen that the date for next year's [Sunbeam Motor Cycle Club](#) Pioneer Run is Sunday 2 October 2022 (not as printed in the latest Vintage & Classic magazine)

Annual Christmas Meal. 15th January 2022.

The Annual Christmas Dinner will be held on Saturday, 15th January at the Hogs Head, Awsworth. Meet at 7.00pm for 7.30pm. Please pre-book with Graham if you would like to be there.

Air Ambulance donations.

Further to the £300 which has been collected on runs, Gladys Sherras has kindly donated a further cheque for £500 from the sale of her late husband Barrie's tools and other items from his garage. This is a lovely way to commemorate Barrie.

This makes a total of £800 so far this year. Both cheques have been credited to the Air Ambulance bank account.

Interesting Specials.



This Douglas Dragonfly was recently advertised on the internet. It is listed as a Triumph 6T-engined 650cc "Dragon Special."

Originally a 1955 prototype Douglas Dragonfly, it was converted into a Douglas Dragon Special in approximately 1958 after its original engine failed.

The owner was asking for offers in the region of £7,000.



I have no details about this one. It's an interesting take on NorBSA. Commando engine and gearbox in a A7 or A10 frame with what looks like an Italian front brake. Then again, it could just be a photoshop.

Blood Bikes Club Night Talk. 3rd March 2022.



The talk from the Blood Bikes team will be at the Royal Oak, Ockbrook, on the evening of **Thursday, 3rd March, 2022.**

This organisation does wonderful work and it should be a very interesting presentation. I suspect they will be grateful for any donations (financial, not blood) that you can afford to give them.

Please come along to support them and let's make it a great evening.

Sold in hours!

Many of you will have seen this lovely Suzuki on our runs. Lloyd decided to sell it and I put it on our Facebook page with a view to adding it to this

newsletter when published. However, the bike was sold the same day! Let me know if you would like to advertise your motorcycle. The newsletter ONLY goes out to members and I always ask before putting machines for sale on Facebook as it can be seen by non-members.



Update from Allen House.



UPDATE

Due to new government guidance we will no longer be accepting visitors to Allen House. Phone lines will still be open as normal on 01283 540557 and you can email us on general@vmcc.net

We will keep you updated as to when this changes.

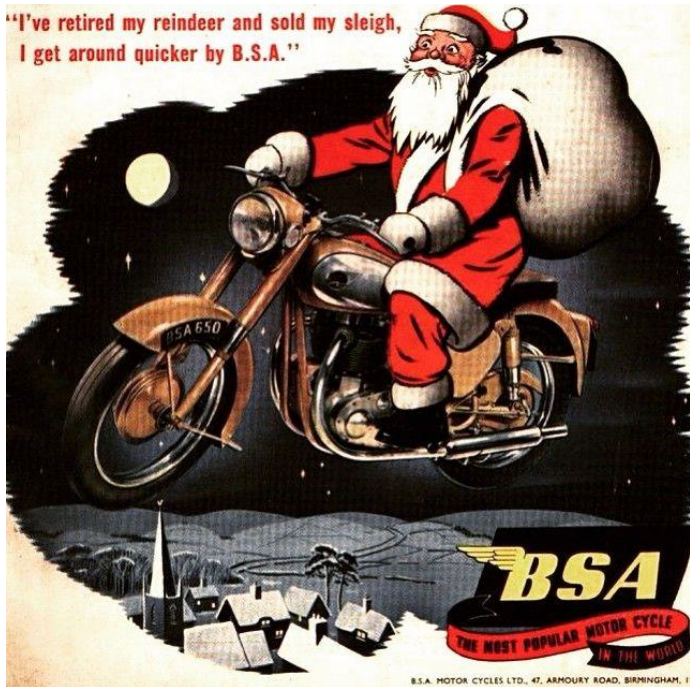
Reminder

We shut down for Christmas at 1pm on the 23rd December and re-open 9am on the 4th January

Festival of 1000 bikes is back for 2022

The date is set for July 16th/17th 2022 at Mallory Park in Leicestershire

This event will cater for the earliest veteran and vintage machines up to mid 90s superbikes plus everything in between and we hope to attract some rare and exotic race machines to Mallory,



BSA Motorcycles Unveil Their First New Motorcycle.

BSA Motorcycles, owned by the Mihandra group, unveiled its new range at an exclusive event at the National Motorcycle Museum before the official showing at Motorcycle Live, held at the NEC.

The new models are evocative of the past, carrying not only the name but also the looks of the renowned Gold Star.

The engine, though is a 650cc DOHC liquid cooled single retaining many of the lines of the DBD34 range and producing 45 bhp.

The Gold Star 650 was shown in a range of colours: red, black, silver, green and in the Legacy Edition, which is inspired by the Gold Stars of the past and finished in a special 'Silver Sheen'.



The Silver Sheen version (above) is reminiscent of the Gold Star we remember from the past.

The new models feature disc brakes with ABS, 36-spoke wire wheels and a chromed fuel tank with pinstriping and a dominating BSA Gold Star logo. The engine cover harks back to the BSAs of the past, as do the distinctive kink in the exhaust pipe and silencer design and rear mudguard with the trademark stays.

It has to be said, though, that the left side bears little resemblance to the old models, but modern requirements mean that there's an electric start, a five-speed gearbox and of course, modern electronics. Fuel consumption is quoted as being 70.6 mpg (WMTC - World Motorcycle Test Cycle).



The red version.



Anupam Thareja, co-founder – Classic Legends, said: "The new BSA Gold Star was designed in the UK, engineered in the UK, industrialised in the UK but most importantly, imagined in the UK. We have envisioned this bike as an ode from UK to the world. BSA is not a motorcycle – it's a thought, a liberating

feeling, a philosophy, its love. That's a love we want to transfer to you. This is an avatar that celebrates BSA's, true motorcycling spirit."

Ashish Singh Joshi, Director of BSA Company, added: "For us, the new BSA Gold Star is not just a motorcycle, but an emotion and we pursued the journey of bringing BSA back with utmost passion. To stay authentic to its roots, the new Gold Star was designed and engineered in the UK. The new motorcycle incorporates BSA's DNA and stays a Gold Star that is true to its lineage."



David (Del Boy) Jason (right) with a mate back in the 1950s. Looks like a BSA twin.

Where was your Triumph motorcycle made?

BENNETTS recently published the following article about modern Triumphs. Although not vintage related apart from the company name, some of you might find it an interesting insight.

Steve Sargent, Triumph's Chief Product officer and a man instrumental in the setting up of the overseas factory, discusses whether Triumph is still the English rose it once was...

When did production first begin in Thailand?

"We set up the company in 2001 – Triumph Thailand is its own separate company, but it's wholly owned by Triumph Motorcycle Limited; it's responsible for its own budgets and profits.

"We started manufacturing in 2002, starting off with component manufacturing, so we began with the main frame, swing-arm and header systems. About a year after that we started making the fuel tanks there too. That's interesting as we've never made our own fuel tanks, even in the UK – we'd always purchased tanks from a supplier in Europe, but because we had facility in Thailand, we then had the ability to say 'Okay, what else can we do with that'. One of the things we decided – as much as anything to get the quality right – was to manufacture our own tanks.

"About three years later, we set up another factory in Thailand to do plastic injection moulding. We put a paint shop in there, and started to do some chassis assembly. Originally when we started that we were bringing engines across from the UK and building them into the chassis in Thailand before painting them."



Steve Sargent, Chief Product Officer, Triumph Motorcycle Ltd



Triumphs are built in Thailand to suit manufacturing capacity and logistics. Photo: Alan Cathcart

“About another three years after that we built our third factory in Thailand; we decided to put in a process we’d never done before – high pressure die-casting. Historically we’d always bought crank cases from suppliers in Europe, but we decide that – to get the quality right – we’d set up our own facility. In that third factory we have high-pressure die casting, frame painting, crank-case and cylinder-head machining, as well as the full assembly process to build a bike. The Bonneville’s were some of the first bikes that we built there.”

Are any Triumphs still built here at Hinckley?

“We’ve got camshaft and crankcase machining here, and all of the cranks for all of the bikes around world are made here. We have a paintshop, as well as a setup to prototype anything that’s made in Thailand, so when we go into the development stages, a lot of the time the early fabrication for things like frames and swing-arms would be done in the UK. And then we have the assembly side here as well.”



The Triumph Daytona is one of the bikes assembled in the UK – as the previous model has been discontinued due to Euro 4, it could confirm that this Moto 2 development bike, caught in the Triumph factory, could be with us in production form for 2018...

So what bikes are assembled here in the UK?

“The Speed Triples, Tiger Sports, Explorers, Rocket III’s and Daytonas. The decision of what to build where comes partly from logistics – if the vast majority of the market is Europe or US based, it makes more sense to manufacture in the UK. If the volume is elsewhere, it might make more sense to build it in Thailand.”

“There are a whole host of issues, including what capacity we have to manufacture in Thailand compared to the UK at any time; we’re constantly juggling that, and there have been instances when we’ve started to build a bike in Thailand – the Rocket being probably the most famous – but we didn’t have the capacity to do it in addition to other bikes there, so we brought it back here.”

“We don’t have a hard and fast rule – we don’t say ‘This must be a Thailand-built bike, or this must be a UK-built bike’ – what we’re looking at is our capacity across all of our sites, and how best to use that capacity.”

“As far as we’re concerned, Triumph Manufacturing is Triumph Manufacturing – whether it’s UK based or Thailand based, it’s a resource that we have available to us that we can use in the best way we can. It’s not an ‘us and them’ situation; it’s all one company.”

If so many of the parts are made in Thailand, why do you have a paint-shop here in the UK?

“We’ve actually just invested in a new paint-shop in the UK, so again that’s a multi-million pound investment that we’ve just put into the factory here. Having two paint-shops gives us more flexibility, and painting the panels tends to be one of the last processes before the bike gets assembled, so you don’t want to have masses of painted panels around you. Having the paintshops in two locations means we can paint the UK-built bikes here, and the Thailand-built bikes there.”

“We can decide on the colours quite late in the process – the tanks will come from Thailand primed, but if we painted them out there, they would then be on a boat for five or six weeks before arriving in the UK, so that takes out some of the flexibility in being able to change those colours right at the end.”



Manufacturing in Triumph's Meriden factory was quite different to today...

How big is the UK market for Triumph?

"The UK is about 15% of Triumph's total market; 85% is export.

"If you look at pure numbers, then the US is the biggest market, followed by the UK and then France. But if you look at market share, we have about 17% of the over-500cc market... Thailand is one of our most rapidly growing markets right now, and if you look at the premium brands, we've got an almost 50% market share. Our growth there has been absolutely fantastic.

"We've got high market share in Brazil too, where we only launched five years ago, but I think for the last two years we've been the number one premium brand there."

How does the recent deal with Indian company Bajaj affect where bikes are built?

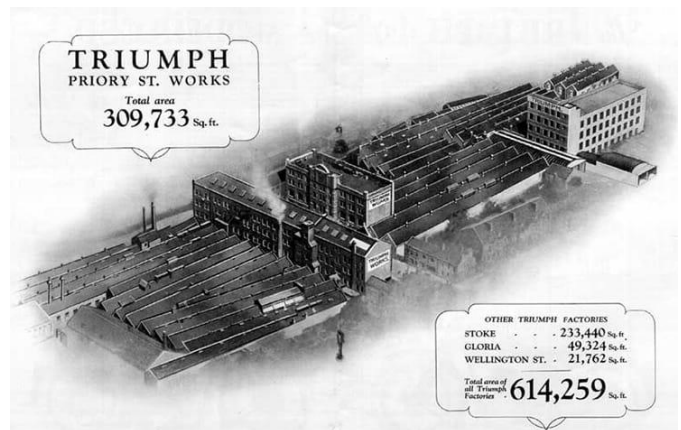
"It won't have any effect in terms of the bikes and the models that we produce ourselves now; the idea of the collaboration with Bajaj is to go into segments that Triumph currently doesn't have product in. We're talking mid-capacity, premium entry-level motorcycles. I'm not going to give too much away obviously, but we're talking somewhere between 300cc and 700cc capacity, but very much at a lower price point than where we are today.

"The intent of that is that it's very important for emerging markets – India is potentially an absolutely huge market – but also in terms of getting new customers onto a Triumph in Europe and the US. It really gives us an opportunity to offer a price point that we couldn't offer ourselves.

"We obviously did a lot of due-diligence in looking at Bajaj's capabilities compared to ours. They've proven their ability with KTM, but they actually have a long history of developing their own motorcycles and their own engines; it's a very capable company with a huge R&D team. We think they're a very good fit, and what we bring to the table is all of our experience of how to create that premium branding, and how to make a motorcycle look, feel and handle like a Triumph.

"Where Bajaj has benefits is that they have huge volumes in their own domestic market. At the moment they're manufacturing over 2.5million motorcycles a year. The economies of scale that that drives for them is tremendous. We're doing

65,000 motorcycles a year – if we go to a manufacturer and say 'Can you deliver 10,000 wheels for a Bobber?' we're going to get a certain price, but if Bajaj goes to one of their supplies and says 'Can you give us a quote for 500,000 wheels?' you can see how they're able to hit that lower price point."



Before being destroyed in the Blitz, Triumph's first factory was in Coventry

If Triumph had continued to build bikes purely in the UK, what would it look like today?

"For me, the interesting thing about this debate is that every single vehicle manufacturer is buying components from all over the world, and always has, and always will. If any motorcycle manufacturer said 'I'm going to source 100% from my home country, and I'm going to manufacture 100% in my home country' they'd never compete.

"The difference between what Triumph is doing [in Thailand], and maybe what some of its competitors are doing is that instead of saying 'Right, we'll buy our crankcases or engines from someone in China,' what we've decided to do is acknowledge that we need to have a lower cost manufacturing process, but we're doing it with our own people, and we're keeping control of the quality. In addition to that, everything that we learn from manufacturing those components is fed back into the design of the motorcycles.

"We're not doing anything significantly differently from anyone else, but we want to be in control of it.

"The differentiating part of a motorcycle business is as much as anything in the engineering. If you're control of the engineering and the design side of things, and you're working with someone you trust in terms of producing the quality, then why not?"

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FOR SALE:

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.



Honda 250 twin port Silk Road 1986 imported 1990 Motd new battery and chain Motd 8/22. Rare extra low bottom gear Kick starter as well as iffy electric starter. £2250. Nottm. 0115 9179248.



Mamouth heavy duty ground anchor (brand new, no fixings). £20. (They sell at £42.95) Phill, 07790 179095.

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