



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

In this issue we have news about club nights, further information about carburettors, a first visit to Crich, and memories of an "End to End" ride,

What's On in December:

Wednesday 1st December. Lunchtime meet. Duke William Matlock.

Sunday 5th: Southwell Toy Run. (See poster further below.)

Saturday 11th: Half Day Run. Limes Café.

Sunday 12th: Lunch Meet. Homesford Cottage.

Sunday 19th: Normous Newark.

Thursday 16th: Party Night (see below.)

Looking Ahead:

The Newark Show returns on the 8th and 9th of January.



Wassell Carburettors.

Following last month's article on Amal Premiers, David Hazlewood wrote in with his experience of a Wassell carb fitted to his machine. It's good to get both sides of the story:

"I read your newsletter with regards to Wassell carbs; I have one on my Thunderbolt, as I experienced the same issues with Amal being unable to delivery one this side of the next ice age. The Wassell was delivered promptly and correctly jetted and has been nothing but reliable and the bike has run perfectly. So from my point of view I would give it a try."

David Hazlewood.

Blood Bikes



Following the AGM when we decided to try to get interesting speakers for Club Nights, it transpires that one of our members is a volunteer with Derbyshire Blood Bikes. We plan to have a visit and talk from this wonderful organisation in the near future, hopefully in March.

Phil's Bantam goes to Crich

I thought you might like to see a few photos of my BSA D14 Bantam which I showed at the Crich Tramway Museum classic bike show on 3rd October.



We took the bike in a van but it did start fourth kick in order to ride from the parking to the Bandstand with all the other BSA's.

I went with my son, two other club members my Uncle Fran Malone and his good friend Dereck. I owe my love of motorcycles to Fran. We had a great day wandering around and there were 100s of bikes all makes and ages.

There was a wonderfully presented Honda 550 four, the very model Fran used to own and it was

the first bike he took me on as a lad in the 70s.
Probably gave me the motorbike bug.



The Ariel square four with side car won a prize as
did the Triumph below for most original which had
never been cleaned.



We were lucky with the weather, it did rain for a short time but we were lucky enough to be on the tram when it did.

We all had a great day. The senior chaps shared a lot more interesting information about the older bikes and it was a great celebration of the classic motorcycle.

Phil Hyde-Barker

Ken Sprayson.

Frame builder Ken Sprayson has passed away on 15th October having contracted Covid while in hospital. He was 94 and leaves a wife Marge.



Ken Sprayson was the man the stars turned to for something a bit special in the way of motorcycle racing frames - Geoff Duke, Mike Hailwood, Jeff Smith, Bill Boddice, Cyril Smith and many more, all came to Reynolds and Ken Sprayson. For over 30 years Ken worked at Reynolds fabricating special projects in tubing, especially Reynolds '531' steel tubing, so often used by racing machines and where strength and light weight were vital. His practical design knowledge and ability to fabricate in steel and aluminium tubing were legendary throughout the industry. At Reynolds where he worked for some 35 years, it was Ken's job to make the first of any special project, so he was the man who built the first production Featherbed frame from McCandless' original design for the Norton Manx; the man who built the frame for Project Thrust, Britain's world speed record breaking car; who designed and built the Reynolds leading link motorcycle fork, who knocked up a scooter frame

or a flagpole or yacht mast as required, even the steel cages the electricians used for working on cables between pylons! And in between times he designed and built many special frames for the racing legends of the day. He was also known to just about everyone who ever raced at the Isle of Man TT as the face behind the TT Welding Service, an essential part of each and every TT for 50 years, repairing the ravages brought about by the notorious Isle of Man roads. Ken was the man who just did the job, the knowledge was in his hands as well as his head and his enthusiasm for the job simply knew no bounds.

Dave Nourish.

Dave Nourish passed away on the morning of Monday 18th October, 2021. The cause of his death has been given as Covid virus. His many friends around the world will be saddened at the news of his passing, he was a gifted and accomplished practical engineer.

He was known as a legend specialising in 8 valve big bore kits for Meriden Triumphs and the many Nourish engines still competing in Classic events will be testaments to his talent.

End-To-End Charity Run.

The following few pages are an account of a trip taken by regular contributor **John Lawes** in its original form. The pages are over forty years old so the typing is not too clear but we hope it is legible enough for you to enjoy.

He says:

“This was in 1979 during the fuel shortage at that time; not unlike our present problems. Reading it all again, brings back some very happy memories of probably my most memorable ride - on a motorcycle. In case you are wondering, I have also ridden horses.”

TWO END-TO-ENDS IN THREE DAYS

At the last Vintage Motorcycle Clubs annual dinner/dance, Roy Pidcock of Roy Pidcock Motorcycles, Osmaston Road, offered (for the second time) a free weekend with his demonstration model B.M.W. motorcycle; at the moment an R80/7. Talking to Roy later, I more or less "conned" Roy into allowing me to borrow the demonstration as well, on the understanding I contributed again to a raffle.

This opportunity to borrow two thousand pounds worth of motorcycle was jumped at and presented several intriguing possibilities; a run to the Lake District, a run back home to my relatives, etc. If perhaps my mother-in-law could come up and look after our children, then my wife could also go along on the pillion. Thoughts along these lines developed until the idea occurred that it might be possible to arrange a sponsored run to raise money for a worthwhile charity.

For some years I have been involved with a friend, Ernest Gillibrand, in producing from time to time an electrically powered go-kart for handicapped children, which we call the "Fun Bug". At that time we were making one for Graham Richards of Spondon who is handicapped with brittle bones, and as an appeal was being made to raise money to pay for this Fun Bug, it occurred to me that this could be a suitable deserving cause. For brittle bone children there seems to be very little in the way of aid and facilities and so I approached Roy Pidcock to see if he would allow me to use the B.M.W. for a sponsored run to raise money for Graham Richards and any surplus that may result could be used to help similarly handicapped children.

Roy agreed to this and several ideas were considered. In general it seems that the run should be some sort of challenge, but not be a race against time; the ideal, I decided, was something along the lines of the old End-to-End (i.e. Lands End to John O'Groats) run for which up to 1911 several records attempts were made. By that time it was considered that this record should not be continued in the interests of safety. When this proposed run was put to Roy he not only agreed, but also generously offered £15 towards my expenses.

The last record run on a motorcycle was made by Ivan B. Hart-Davies on a Triumph and his time was twenty nine hours and twelve minutes for the approximately 900 miles. This seemed to be a reasonable challenge, especially if it included the run from Derby and returning to Derby. A route was planned which meant leaving Derby and joining the M6 and travelling north via. Penrith, Glasgow, Perth, Inverness to John O'Groats. The return would be by the same route continuing onto the M5 to Exeter and Lands End, and to return to Derby would mean this route in reverse, leaving the M5 at Halesowen.

The following is an account of the sponsored motorcycle run.

Thursday 31st May

I left from Derby Market Place, for which I had to pay £1.50 for the privilege, at 9.10 a.m. There was a semi-official send off with Graham Richards, the local press and A.T.V. in attendance to record the start of the run.

The run out to Stoke-on-Trent to join the M6 North was uneventful although in some places care was needed to avoid debris left on the road from the previous days deluge. I had jokingly said that I was hoping for three days supply of rain and luckily that's what happened.

On the way north I saw a lot of bikes on the road, obviously on their way to the Isle of Man. Several times I saw very black skies ahead, but every time I arrived there, it was bright and the roads were drying out. I saw, further up the M6, what looked like a very nice flat tank B.S.A. going south probably on his way to the island.

I stopped at Tebay Services and had a very pleasant hot-pot but could only get a couple of gallons of petrol. I pressed on and filled up with petrol at Douglas, Lanarkshire. A petrol stop and a cup of tea was planned in Perth, but as I couldn't find anywhere convenient to park for the latter, a couple of gallons of petrol had to suffice. After Perth I saw the Bankfoot Services sign, so pulled off. The food looked so good, I had a nice piece of apple pie and real cream plus a pot of tea. For fifty pence, I thought it was good value.

A little further on an idiot in a Saab who obviously couldn't see 55 watts of dipped headlamp pulled straight out in front of me, which was the only time I really had to use the brakes in anger. Fortunately they worked very well.

A little later I met up with a Suzuki four and had an interesting run to about Inverness where I filled up with $2\frac{1}{2}$ gallons of petrol. The run up to John O'Groates was uneventful, except for some mist off the sea before Wick, and I arrived at the John O'Groates House Hotel at 8.45 p.m. in time for dinner. I chose the local salmon with all the trimmings and it was absolutely delicious.

Duncan Macleod, the Resident Director, had kindly arranged to have three gallons of petrol ready for me so I was able to top up the bike ready for the following days end-to-end.

The days ride came to 584 miles in 11 hours 35 minutes.

Friday 1st June

At 4 a.m. I was awakened by the alarm clock and got up a few minutes later. Outside it was a beautiful morning; had the weather been bad I might not have had such enthusiasm to get on the road. Downstairs my breakfast was waiting for me, a flask of coffee and sandwiches which gave me a good start to the day. Outside, as I loaded up I could hear a curlew and there was every indication that at John O'Groates, at least, it would be a very nice day. Fortunately, I was in for good weather all the way to Lands' End.

I was on the road at 4.55 a.m. With the good weather, no traffic and good road surfaces, the road invited earoling - so I indulged and reached Inverness at about 7 a.m. Real Watership Down country, rabbits everywhere.

At Inverness I 'phoned in my first report to Radio Derby then tried to get petrol, but no filling stations were open so I carried on and filled up at Aviemore, the first customer of the morning.

Previously, I had decided to stop for another breakfast and would stop at the Bankfoot Services as this is such a nice spot and I can recommend it. I had egg, bacon, roll and butter and a cup of tea and had change out of £1. As the weather was no nice, this was enjoyed outside in the sunshine.

In Perth, I filled up with a couple of gallons of petrol and pressed on the Southwaite where there should now be now be some petrol. When I got there, there was such a long queue, that after having had a chat with a German couple returning from a holiday in Edinburgh with their Honda four, I again pushed on. I went into Penrith and had to stop twice to fill up and got back onto the motorway. After a while I started to feel in need of a cuppa so pulled off at Charnock Richard and had the much needed cup of tea plus an Eccles cake. This really set me up for the run down to the Frankley Services.

I had a good run down the M6, after a while I passed an M.G.B. and caught up with a BMW 370 and for some miles I was the filling in this rather high speed sandwich. At Frankley I had another cuppa, but no petrol was available. I carried on to the next services and found a very long queue and so went onto the next where I was able to get a couple of gallons without too much waiting.

The next stop was at Sandygate Services at Exeter wehre I had a very nice barbequed chicken, chips, pas and a mug of tea for just over £2 which seemed fair value. This was another meal enjoyed out in the sunshine.

A bit further on I tanked right up for the run through to Lands' End, After Plymouth, I found good passing places were the up hill stretches where there are two lanes ascending and one descending. Going into one uphill left hand bend I was passed by a 3 litre V8 Rover, so decided I had to at least stay with him as he seemed to know the road. On another similar stretch Rovers tail started wagging, so thought it prudent to keep some distance astern. He then turned off so I continued on my own.

In Penzance, I swear there's a sign missing, and had to do one circuit of their race track before I found what was the right turning, and there was no sign for Lands' End. By this time it was getting dark and I was feeling ready for a good bath and bed which is just what I did when I reached Lands' End Hotel at 10.30 p.m. having covered 878 miles.

Saturday 2nd June

I had planned to be on the road at 9 a.m., but in the end, following a leisurely breakfast and another report to Radio Derby, it was about 10.10 a.m. when I got going. I was only able to get two gallons of four star, but this would keep me going for some time.

The traffic on the A30 was murder - diversions, tail backs several miles long, etc. The A38 to Plymouth was much the same, but in the good stretches I had a good run with a two up Honda ? 4. Having crossed the Tamar Bridge I stopped for petrol and was able to fill right up.

The A38 to Exeter was about the same, with the northbound carriageway closed at one point with its long tail back, diversion around the lanes with subsequent crawl and tailbacks, so it was not until 1.40 p.m. that I arrived at a very crowded Sandygate Service area and had a quick cup of tea and sandwich. I was now two hours later than planned.

On the M5 I soon caught up with the traffic where again it was crawling along, then stopped. Eventually I was able to get off onto the old A38 and that was just as bad, especially through Worcester. So far a calendar would have been more use than a speedometer.

I again filled the petrol tank, this time in Bromsgrove, after which the traffic cleared. It was a straight-forward run through Birmingham and I went on to Walsall, then to Lichfield and back onto the A38 where the traffic was flowing well. I had no more traffic bothers and went straight into Derby to finish at the Radio Derby car park just before 8 p.m., about three hours later than planned and having covered 353 miles.

All in all, a most enjoyable three days motorcycling which I hope also raises a worthwhile amount of money for the Brittle Bone Appeal and children who are unfortunate enough to be handicapped with brittle bones. Whilst I was ready for a bath, a meal and a good nights sleep, the bike would have done the same journey all over again, with another half litre or so of oil in the engine.

It was with some reluctance that I returned Roy Pidcocks demonstration R80/7; it performed so well and was so comfortable, I had no saddle soreness. Who is going to sell me a reasonable, cheap, modern BMW? Perhaps the Police will be pensioning off some soon? If only I were wealthy.

--ooOoo--



A 1979 BMW R80/7 similar to the one that John appraises below.

MY IMPRESSIONS OF THE BMW R80/7

My first impression on mounting Roy Pidcocks demonstration model R80/7 was that the riding position was most comfortable and that everything came naturally to hand or foot, indicating that riding over long distances should be comfortable and effortless which indeed it was. The second point that became apparent very quickly (if you'll pardon the pun) was that when underway you are travelling about 20 m.p.h. faster than you think. This being due to the quiet effortless way the B.M.W. performed, however, the speedometer turned out to be 5 or more m.p.h. fast, verified when some calculations of speed from engine R.P.M. were made.

The engine pulls well from virtually any speed, so that it didn't matter much whether one changed down before accelerating from low engine speeds or not. Below 2500 R.P.M. there was a shudder when accelerating, like a ship changing from slow ahead to half ahead, but above this engine speed the only indication that the engine was rolling up its sleeves was some blurring of the mirrors which cleared at 3500 R.P.M. although the left hand mirror cleared a little below this engine speed.

When running in, the engine seems very happy at up to 4500 R.P.M. and when 1000 miles had been recorded, up to 5000 R.P.M. was laughed off by the very willing engine, and the further the bike went the smoother the engine seemed to become. Not that there were any undue vibrations, which is what one expects with such a beautifully made engine, the basic design of which is about as well balanced as an engine can be.

Whilst I was not able to do any real performance tests the R80/7 gave every impression that B.M.W.'s claims for it are about right, allowing for the optimistic speedometer, an engine not fully run in and given reasonably favourable conditions. However, I feel the owner of any B.M.W. motorcycle is not interested in straight forward performance, but more the way in which it performs. Some bikes can leave you behind for a while, but how many can stay with you over several hundred fast road miles? Very few.

Handling proved to be taught, precise and very predictable, even longitudinal irregularities in the road surface taken at speed gave no anxious moments. Occasionally at speed a slight weaving was noticed, but not enough to even think of backing off the throttle.

The twin disc front and drum rear brakes worked well in the dry, even when the nit wit in a Saab pulled out into my path on the A9 North out of Perth (he obviously couldn't see my 55 watt dipped headlamp beam), I was able to stop well short of him from 50 m.p.h. in what seemed like about 25 yards. I can't say what the brakes were like in the wet as I passed through only a very little rain and nothing entertaining occurred.

Starting was always first touch of the button, but engaging bottom gear with a cold engine occasionally needed the clutch lever to be slightly released for the gear lever to ease the bike into bottom gear. After that, bottom gear was always easily engaged from neutral and neutral was always easily found. The gear change was always positive, but the correct technique had to be developed. Changing up into fourth and top gives no trouble and also changing down into fourth and third. For other changes, the technique is, when changing up, shut the throttle and de-clutch, allow the engine revs to drop right down then slowly feel the gear lever through. Changing down into the lower ratios needs a good blip of the throttle as the gear lever is eased through.

Riding comfort is first class with a good riding position for fast road work, the short bars requiring a forward lean so that the air resistance to the body was counteracted. This riding position was also quite comfortable for pottering around as there was not any undue weight on the wrists. All controls came easily to hand or foot, although the winker switch and dip switch/headlamp flasher needed some care, especially if large baulky gloves are worn. On how many motorcycles can you travel 1800 miles in 3 days (and over 800 of them in one day) and still feel no undue aches and no saddle soreness? No chains to adjust and lubricate either, a good point for long distance touring, coupled with a moderate fuel consumption (46 m.p.g. overall with a tight engine), a 5 1/2 gallon petrol tank and oil consumption of over 1000 miles per pint. The R80/7 proves to be an excellent touring machine. The only improvement could be, say, the addition of an RS or, perhaps, RT fairing.

On the move, it is just like sitting on a comfortable chair, watching the world go by at 70 m.p.h. Riding two up could be different due to the first aid kit in the nose of the seat which gives less padding. I sat naturally slightly back from the seat nose, so avoided the thinner padding over the first aid kit. Had I sat on the first aid kit for over 1800 miles, I might have needed it! Hinging the seat sideways reveals the battery, a good quality, comprehensive tool kit in a tray at the front and a useful compartment at the rear for small parcels, etc.

Scraping the bottom of the barrel for bad points, I can only think of perhaps, two; a tool tray that can and does collect rainwater and hydraulic connections and bleed nipples on the front of the front brake calipers which could collect dirt and perhaps become more corroded over a period of time than if at the rear of the calipers.

I really will have to find a reasonably priced, perhaps ex-Police, modern BMW to replace my BSA Police special.

---ooOoo---

Toy Run.

David Tyldesley sends in this poster for a very good cause and a nice run, regularly supported by many classic bikers.



The 12th Salvation Army 

SOUTHWELL TOY RUN

FOR MOTORCYCLES & SCOOTERS

Sunday
5th December 2021

Meet at Market Square
King Street, Southwell
NG25 0EH

from 10am for ride off at 11am

(Access via burgage as its one way!)

Bring a toy - NEW ones only please!

Ride is to Salvation Army Centre,
Mead Way, Balderton, Newark,
NG24 3GA (12 miles)

Info: John F Judson
07785185544

Refreshments at the Wheatsheaf 

Party Night.

As mentioned above, this will be on 16th December at Ockbrook. Please bring a raffle prize and some party food to share.

Free Advertisements.

FOR SALE.



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.

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.

