



Welcome to the Notts & Derby Section's eighth Newsletter. As we are just beginning to meet up again, these are intended to be a way of keeping in touch at least until the restrictions end.

In this issue we have the first (very wet) section post-lockdown run, news about the Matlock meetings, memories of a 1920 Sunbeam and a story of a 106-year-old ex-motorcyclist.

The picture below shows us with Donald Rose who wanted to meet us.
See the full story later in the newsletter.



Notts and Derby Wet and Windy First Run.



The forecast said heavy rain and that's what we got! Nevertheless, it was the first formal club run since last year and we weren't going to miss it.

Seven hardy souls on six machines set off from Ripley and rode through Cromford, up the via Gellia to Grangemill, Longcliffe, Brassington and Wirksworth Moor to finish at Ambergate. It didn't stop raining the whole time but it occasionally lessened from torrential to heavy. Thirty miles or so (but it seemed like more.) Thanks to Graham for leading. Since then, we've had a 120-mile round trip to Willingham Woods among others and some much better weather!

Guidelines on Club section runs.

Do not attend if you feel ill or if you or anyone in your household has tested positive for Covid in the last ten days or has been in contact with someone who has.
Bring your Covid kit (mask, hand sanitizer, etc.)

Groups of up to thirty persons are allowed to gather but you should continue to practice social distancing and keep contact to a minimum. Members only until the limit of thirty people is removed.

Cadwell Park 75th Anniversary Event.

Allen House have been in contact on behalf of the team organising the VMCC 75th Anniversary event at Cadwell Park on 14th/15th August. They would like to know if any of our section members would like to be involved in running the event. If you would be interested, please contact:

Gary Sleeman (VMCC Anglian Region Rep.) on 01733 770241 or 07779761556 or at gary@vmcc.net

Ace Classics.



Ace Classics recently bought these two barn-find Tiger Cubs. The Silver is 1957 and un-restored, showing that these bikes are still out there in un-touched condition.

They are now looking for an un-restored Sprung Hub Thunderbird to match their 1949 Speed Twin.

This next item might not seem relevant to us but remember that there is already an Ultra-Low Emissions Zone in London. Could this be the shape of things to come?

Singapore to ban old motorcycles.

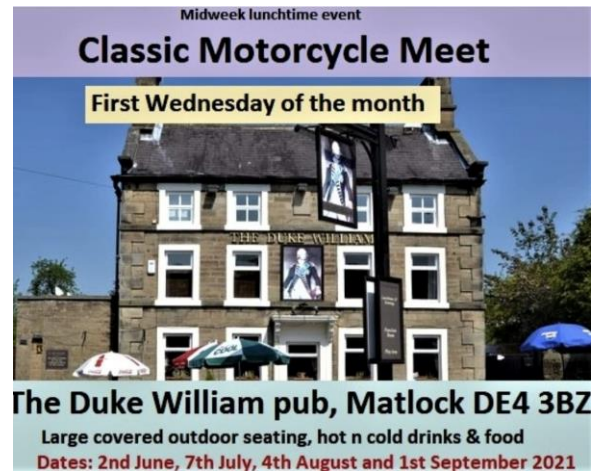
Singapore has made a massive statement of intent to curb emissions in the island nation by completely banning old motorcycles (registered pre-1st July 2003) from their roads in 2028.

Those who run older motorcycles will be forced to comply with new noise regulations starting in 2023 up until 2028, at which time they will be forced off the road for good.

The Singapore government are offering an incentive to de-register old motorcycles before the 5th April 2023, to the tune of S\$3,500, which is around £1,850. It's proved fairly popular, as 60% of the 27,000 affected vehicles have already been de-registered.

Matlock Meets.

The first Lunch-time Classic meeting at The Duke William in Matlock was a great success despite showery weather. There will now be meetings on the first Wednesday of the month (see poster.)



Porcupine for sale at Stafford.

An ultra-rare example of a 1940s AJS 497cc E90 "Porcupine" GP racer, previously owned by works rider Ted Frend, is being offered at the Bonhams auction at the Stafford Show on 2nd July.



It has an estimate of £250,000 to £300,000. Dubbed the Porcupine due to its spiked cylinder head finning, the E90 was the first machine to win the 500cc World Championship in 1949 with Les Graham aboard.

The original E90S engine was an aluminium 500 cc Parallel-Twin, intentionally designed to be horizontal to leave space for a supercharger and keep the centre of gravity low. Ironically, the FICM banned supercharging the following year, leaving AJ's to re-engineer the E90S to work without the intended supercharger.

MICK HEMMINGS 1944-2021

Leading Norton specialist and former Norton, Triumph and Suzuki dealer Mick Hemmings died at the John Radcliffe Hospital, Oxford on 17 May after collapsing in his workshop at Long Buckby, Northamptonshire. He was 77 and leaves wife Angie and son Steve.

Hemmings built up a reputation second to none in the Norton world.



He bought his first Norton, a crashed Commando, in 1969. He rebuilt it as a production racer, scoring more than 50 wins on it.

In 1974 he set up Mick Hemmings Motorcycles in Northampton, gaining a Norton Villiers Triumph franchise the following year. In 1977 he added Suzuki to his portfolio.

In 1990 he moved to new premises in Northampton concentrating on Norton and Triumph and developing his own range of improvement and race parts, building up an international clientele.

Hemmings was the race winner of the inaugural Goodwood Revival meeting (1998, 500 Matchless) beating twice 500cc world champion Barry Sheene. He won the Revival again in 2000. He also won international classic races in Japan, Italy, and France as well as in the UK.

Apart from two years Hemmings spent his 62-year working life in the motorcycle trade. At the time of his death, he still owned his 750 Norton Commando

production racer, surely the world's most consistent Commando winner.

Reunited.



New member Mike Gather turned up to his first run with us on this 1974 Honda CB250.

Mike passed his test on this very machine and then sold it and moved on to larger machines like CB900s.

Years later a friend of his moved into a property and found an old bike abandoned in the shed. Knowing that Mike was interested in motorcycles, he showed it to Mike out of interest. Mike's comment was "You're not going to believe this....." It was his old bike, so he had it back again!

Sunbeam Story.

My 1920 Sunbeam was purchased in 1967 for £48, and the Farnborough meeting 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, but with no throttle response. The engine kicked over but there was no compression, so out came the spanners. The carb with induction tube, spark plug and exhaust pipe were then removed and the barrel lifted off. 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. Those parts are still laying around in my workshops "Black Museum". This gave me no choice but a ride back to the start in the recovery vehicle. Fortunately, suitable transport home was arranged. A replacement con rod and piston were sourced from Syd Plevin. The

Sunbeam is still running with that con rod, but the barrel was recently skimmed, sleeved and bored for an 83mm piston.



Clifton Summer Trial c1971

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. In recent times I found that, in the Sunbeam, the current fuel they jokingly call petrol needed a larger main jet. I also found the same in the R51RS.



Taverners Trial Mid 1970s.

I have ridden in several Windmill Rallies, mostly with the Sunbeam, but also with my 1922 Model 180 V twin, two speed Royal Enfield, 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. Some were done when down south, but most since I moved up to Derbyshire.

I always enjoyed the Derbyshire Trials, Robin Hood Runs, Burton Parades from the first, Taverners Trials, Buxton Runs etc. I even organised a couple of Derbyshire's way back. The majority have been on the 'beam but I've also competed on the V twin Enfield, Series A Comet, R12 and R51 BMW's. The Sunbeam has also completed several laps of the Crystal Palace race track. Mud plugging was done on a borrowed Coventry Eagle and Francis Barnett when in Sussex, the ex-George Silk GTP, borrowed from Pete Wilkinson, and my 1953 Matchless and 1935 BSA locally. I did manage to win a few Notts and Derby Section trophies with the Sunbeam, probably Derbyshire Trials, but that was way back. I have also picked up a few Clubman of the Year awards. One, for 1976, is beside me right now.

My overseas escapades include several Hungarian rallies with the Sunbeam and Comet, a couple of Monthéry Vintage Revivals with my 1934 250 Jack Booker Replica Royal Enfield and 1938 BMW R51RS, plus one Durban to Johannesburg Run on a borrowed MKII KSS.

All in all, a very memorable time. These ramblings have given me an enjoyable time reminiscing as I go over the last sixty years, most with the Notts & Derby Section.

John Lawes.

Honouring a veteran.

On a sunny morning on the Spring Bank Holiday weekend, ten of us on eight machines got together to visit 106-year-old war veteran, Donald Rose. Although he was highly decorated during the war, Donald doesn't like to talk about it.



He loves old motorcycles, having ridden them both before and after the war. He says his favourite was a 1937 Levis.

The plan was to go on VE Day to take his mind off the horrible memories which it always brings back. Unfortunately, circumstances didn't allow that so we rearranged for the Bank Holiday. We rode to Ilkeston from Morley and were met by Donald and the staff of his care home along with the BBC! Donald had a great time examining the bikes and we felt privileged to spend time with him.

Donald fought in North Africa, France and Germany during the Second World War with the 7th Armoured Division.

He joined the army aged just 23, having been born in the First World War, and quickly progressed to becoming a sniper.

He earned several medals for his service, including the Legion of Honour, France's highest level of recognition for both military and civil heroism.

Waypoint Rally.

Remember that the Waypoint Rally begins on 16th June and runs until 15th September, so you have three months to visit as many locations nationally as you can and submit proof of your trip.

What's on in July.

Don't forget we have the Car Park Concours on Thursday, 1st July, with the Robin Hood Run on 11th. See the calendar for all events.

The International Classic Motorcycle Show at Stafford is on 3rd and 4th July.

There's a meeting at the Duke William pub, Matlock on the 7th and a Normous Newark Jumble on the 18th.

Free Classifieds

WANTED

A new member is looking for a **1930/40s Triumph Speed Twin** or something very similar. Would also be interested in a **BSA C11 Rigid** with Speedometer in the tank and a **1930/40s Sports Combination**. Please contact Peter Gibson 0115 9314362

FOR SALE

Genuine Lucas 6 volt ammeter 8-0-8 bought in error. Brand new, never used. £10. Bruce 07442168932.

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.