



### Welcome to the Notts & Derby Section's third Newsletter.

In this issue we have information about riding after lockdown, some 100-year-old photos, a book review, a plea for a new Treasurer, fitting an electric start, news about LEDs and the "Tigerbird" story.

#### **The Road Map out of Restrictions.**

Following the government announcement, the implications for recreational motorcycle riding would seem to be as follows:

**Since 8 March**, solo riding is permitted to meet locally with one other non-household member, remaining outside at all times.

**From 29 March**, outdoor gatherings of either 6 people or 2 households will be allowed. This would mean that a group of six or less could ride together observing social distancing. You could join and use our WhatsApp group to arrange a run. To join, use this link: (click and press control at the same time if it doesn't work immediately or copy and paste into your browser.)  
<https://chat.whatsapp.com/LVAeA08bTrkK42Z8MW0pyU>

**From 17 May:** Outdoors, most social contact rules will be lifted - although

gatherings of over 30 people will remain illegal. This would make our normal runs possible and this is the time we are aiming at to restart.

**Step 4, no earlier than 21 June:** It is hoped all legal limits on social contact can be removed. At last, a return to normal club activities!

#### **Section Treasurer.**

Janet Webster has given advanced warning that she will be giving up her role as Treasurer as from June this year. She has been Treasurer for as long as I have been with the section and she has done a sterling job. This leaves us with the task of finding a replacement for her. As we have been unable to hold an AGM from last year, I'm asking for volunteers to send me their details at the usual email address or ring me on 07442168932. The job is not onerous, it just needs a head for figures and the ability to prepare a short balance sheet at the end of the year.

#### **New MOT headlight rules and LEDs.**

In January, an update to the MOT inspection manual stated that some classic vehicle owners who have LED bulbs fitted to their vehicles would fail their test. This was to apply to classic vehicles less than forty years old, and also if you chose to get your vehicle MOT'd despite it being exempt as a historic vehicle.

However, this has been amended so that from 22<sup>nd</sup> March so that it will **NOT** apply to motorcycles and also not to cars made before 1986.

#### **Founders Day 2021.**

The Taverners Section are pleased to announce that they have booked the 18th July for our annual Founders Day event at Stanford Hall in Leicestershire. This year's themes are 75 years of the VMCC and 100 years of the Moto Guzzi.

So, come along and have a wander round the 300 autojumble stalls, wander round the avenue of clubs or marvel at the arena trials. We will be allowing camping on the sat night again. More details to follow  
To book a club stand contact Don West on [donwest123@yahoo.co.uk](mailto:donwest123@yahoo.co.uk) or 07485 075208  
Founders day autojumble contact: Pete Bromberg on 07879774781 or email : [peter\\_bromberg@yahoo.co.uk](mailto:peter_bromberg@yahoo.co.uk)

#### **2021 Classic TT Cancelled.**



Following extensive consultation with representatives from key operational groups, the Isle of Man Government has taken the decision to cancel this year's Classic TT and Manx Grand Prix. The races were due to run from Sunday 22nd August to Friday 3rd September.

Laurence Skelly, Minister for the Department for Enterprise, Isle of Man Government confirmed the decision today, saying:

*"Despite the undoubted progress that the Isle of Man and the UK are making in rolling out its vaccination programme, the central issue of the availability of sufficient marshals, medics and other race officials to run the event safely and effectively remains. Once again, we are making an early, but regrettable, decision to provide clarity and certainty to race officials, fans and sponsors, as well as the teams and competitors."*

He continued:

"We also have to prioritise the health and wellbeing of the Island's residents, and the sustainability of our own health service, through managing our island's border protocols, allowing medical professionals both on the Island, and those that come over to support the event, to instead be able to concentrate on the ongoing medical challenges presented by the global pandemic."

He concluded:

*"Our focus and resources will now be switched on to the successful return of racing on the Mountain Course for the 2022 TT Races, Classic TT Races and Manx Grand Prix and we look forward to*

*welcoming visitors to our island when it is safe and practical for them to return."*

### **Pioneer motorcyclists.**

Andy Howard sends some photos that are 100 years old from when his grandad rode motorcycles. The enthusiasm has stayed with the family in that all the brothers have bikes.

They regularly meet up now (or did when allowed) at Whatstandwell lay-by where they have 1916 triumphs, Ridges etc.

The sidecar outfit in the first photo is a 1912/13 belt drive Rudge multi with a Rudge sidecar fitted.



### **Velocette electric start.**

Back by popular demand (well, Bruce asked me.)

I did a little write up on fitting an electric starter to my BSA Super Rocket but I'm having trouble finding the photos in the correct order, so found some on the Alton electric starter I fitted to my Velocette Venom.



This was the first electric leg I had fitted and waited a long time before buying one as the write ups in Fishtail (Velo club Mag) were not always favourable; lots of comments on making extension brackets and different gizmos.

A friend had fitted one to his Venom so I decided to have a go.



Alton do keep updating their product has in my starter came with a steel cush drive spring whereas my friends was a squashy bit of plastic.

One big problem I kept reading was that if the engine back fires (not uncommon with a Venom) it will bugger up the Sprag clutch that will only turn one way.

More research Reading the club Mag if the bike has a modern BT-H magneto back fires are pretty well eliminated, my bike has a BT-H fitted {another story} and I can't remember it ever having back fired, thus eliminating trying to get the sprag clutch to go the wrong way.

The only big problem i had in installing the starter kit was getting the sprockets to line up.

I emailed Alton along with photos showing a 12 " steel rule laid along the sprockets clearly showing the problem and they promptly replied saying this is what you should have stating ALL the parts in the kit no mention of the misalignment, so I just carried on, up to present time no problems.



**Maurice.**

Andrew Cooke sends us our first book review:

### **"THE LIFE-CHANGING MAGIC OF SHEDS" by HENRY COLE**

I'm a bit of a fan it has to be said, from "World's Greatest Motorcycle Rides" through to "Find It, Fix It.." and of course, "Shed and Buried". I have to admit that Henry Cole is not everyone's "cup of tea", but now, he has only gone and written a whole new tome on sheds! Yes, sheds, from those tilting, six by fours gathering moss at the bottom of your gardens to the exquisite, log-lapped, shingle-roofed refuges we all dream about.

Now, I'm lucky to have two or three fine sheds of my own and I thought I knew a thing or two but after reading Henry's spiritual guidance I have realised a shed is not just for storage, restoration and preservation but "your shed is your refuge"! Guidance to your shed's ideal construction from its foundations through to damp-proofing and roofing is given in abundance in Henry's uniquely recognisable style. Henry also gives his opinions on that must-have "musty smell", the necessary comfy seating, the kettle, the biscuits and, not least, the security. We may not have realised it yet but our sheds really can be our private utopia with "life-changing magic"! The book itself is nicely set out in short, easy reading chapters with lovely large print, for those of us of progressive years in

mind no doubt. "Tool Nirvana", Feng Shui for Sheds and "Staying Alive with a little help from your shed" are a few examples of the ten-minute coffee-break chapters you will return to for advice as your own shed evolves.

The day that Amazon delivered my hard-back volume I began exploring its inner pages. After only a few chapters I was out in my own shed reorganising spanners, adding shelves and planning extra lighting. A few more pages and I was clearing space for that old green kettle I knew was lurking somewhere, and a couple of mugs! The old button-leather sofa suggested by Henry to encourage "interesting" friends and visitors to linger a little longer isn't going to happen but a couple of easy stacking chairs double up nicely as tool trays.

Whether you already have a shed or even if you are planning to build a new shed then this book is a must-read, not only for its practical hints and tips but also the spiritual stuff. Your shed is somewhere to go and do stuff and retreat from the madness that is this modern locked-down life.

#### **Andrew Cooke**

The Life-Changing Magic of Sheds by Henry Cole was published by Qercus in 2020 priced £16.99 or less at Amazon.



Murray walker with his father Graham Walker. Murray died on 13 March at the age of 97

### **THE TIGERBIRD STORY.**

Many of you will have seen my Triumph on Club runs. It looks much like many other Triumphs but there's a story behind it.

In the late 1990s I had gone back to university and was midway through a divorce so money was tight. I had been looking at prices and decided that I couldn't afford a British bike so it would have to be something like a CX 500, which to me was the closest Japanese offering to what I wanted at an affordable price.

Then I saw it: The bike was languishing in a front garden under a tiny tarpaulin which did little to protect it. The tank was peppered with holes and everything was rusty. Nevertheless, I fell in love with it.

The owner was away so I left my number and he rang me a few days later.



It had belonged to a friend of his who had asked him to store it but then died. As he had no log book for it, I negotiated a price of £150! Today, even projects in this condition command quite a high price. I later found that the number was still live and got a log book for a fiver from DVLA.

Then the work began. I had started a demanding job and had little spare time or money. The frame was painted in two pack by a friend while I started on the engine. It was a 1957 5T but the barrels had been butchered to allow an alloy T100 head to be "fitted." The pistons took a month to free. Almost everything needed replacing.

I made the decision that as I was rescuing it from the scrap heap, I could build it as I wanted. There were features I wanted which would mean that it was not original but it would still be recognisable as a pretty much standard Triumph.

So began the long search for the tinware, chaincase and engine parts. I scoured the autojumbles and shows and managed to bring together enough parts to convert it to

650cc. Luckily, 1957 was the year that Triumph started to use the same crankcases for both 500 and 650 models so it retains matching numbers. The bike had originally used both an alternator and a dynamo as it was a police model. I wanted to use the alternator so I could run 12 volts and the dynamo now has no internals. The police always specified a BTH magneto, too, and that was still present but in need of refurbishment.

I also found out which traders I could trust and which I couldn't! I paid to have unleaded seats in the head but later found the work was useless. It went to the Cylinder Head Shop who did excellent work but took 6 months. With new barrels, pistons, valves etc. the top half of the engine cost about £1000! And this was twenty years ago. On the other hand, Len Craig, since retired, was a mine of information and very helpful.

I chose Trophy mudguards because I prefer the look of them to the Thunderbird items. I taught myself to respoke wheels and did all the mechanical work myself. All bearings and bushes were replaced as a matter of course but most of them were beyond redemption anyway!

Dream Machine painted the tinware to an excellent quality but at a huge cost.

Rewiring comes easily to me and the 12-volt conversion included a modern regulator/rectifier.

The 650 engine has standard 8:1 Thunderbird pistons, a T110 inlet camshaft

and a unit Bonneville exhaust camshaft. This makes for a smooth yet brisk engine which is a delight to ride.

Although the chaincase I sourced has "Speed Twin" on the side (which it was originally) it is certainly no longer that! I used as much stainless steel as I could; the machine gets used in all weathers so I wanted to keep the rust at bay.

It is, as I said, the machine I wanted. When these machines were being produced, they were customized and altered as the owner saw fit (which is why I had to go hunting for tinware, primary chaincase, etc.) so I have done the same.

People who know old bikes have looked it over and then asked me "What IS it?" It's not standard or original but that's not important to me. It's not a Thunderbird, nor a Tiger 110 but a cross between the two so I usually refer to it as a "Tigerbird." Really, though, it's my baby and the machine that got me back into motorcycling on old bikes.



The second picture shows it in 2017, eleven years after I got it back on the road, and

after I changed to a TLS front brake. I had found myself overshooting the traffic lights as it wouldn't stop in time with the standard 7" 5T brake!

Due to circumstances, the rebuild took me eight years. The work meant that I started to go to Jumbles and Shows, looking for parts, and at Stafford one year, I took the plunge and joined the VMCC. This must have been about the year 2000. It took a year or so before I went to a club night as I had seen the name of the Chairman in the Journal and he was an old pal of mine so we became reacquainted.

The Section Runs were a revelation to me and I now plan and lead runs as well as being Secretary. We have an amazing scene in this club. Let's all work together to keep it.

**Bruce.**

#### **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](mailto: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.