



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

In this issue we have news of legislation which could affect many of us, a report on the Robin Hood Run, the re-opening of a local motorcycle shop, a visit to the Triumph Experience and an item about a worthwhile charity in Staffordshire.

### What's on in June.

- 1<sup>st</sup> **Duke William Lunchtime meet.** Matlock
- 2<sup>nd</sup> **Bring a Bike Night.**
- 5<sup>th</sup> **Normous Newark**
- 11<sup>th</sup> **LIMESTONE PEAK RUN** Ashbourne
- 16<sup>th</sup> **OLD & SLOW RUN** Ripley
- 23<sup>rd</sup> **EVENING RUN. (7PM.)** Puss in Boots pub.
- 25<sup>th</sup> **Sat Morning Coffee Run.** Griffins Head,
- 30<sup>th</sup> **EVENING RUN** Ripley

### The Robin Hood Run.



57 years between them, these two are both eligible for the VMCC.

Despite the forecasts of heavy rain, we had a dry day for the ride, with sunshine at times. This year's run took us from Linby through Calverton, Lambley, Southwell, Hockerton and Kelham to Bleasby where we stopped for lunch. We then rode through Westhorpe, Halam, Maplebeck, Wellow, Eakring, Edingley and Blidworth to finish back at the Horse and Groom in Linby. A total of 78 miles for the day, if you didn't

miss any junctions. One rider realized his mistake when he encountered a ford!

### Hero

I received an email regarding this award but I have been unable to find out from Allen House whether or not all members have this information so I repeat it here just in case:

The success of the Vintage Motor Cycle Club over the past 75 years has been entirely down to the energy and commitment of its volunteer members. Everyone who is part of the VMCC plays their part, big and small.

A few members go the extra mile. We are proud to honour these individuals with the **VMCC Unsung Hero Award.**

Thank you for quietly doing what you do and helping to make sure that the Club and its members continue to be the largest Vintage & Classic Motor Cycle Club in the world for the next 75 years.

If you would like to nominate someone: a member, a Section Officer, an entire Section or a member of staff you feel is an Unsung Hero, please fill out the form from this link:

<https://forms.office.com/pages/responsepage.aspx?id=7w8ZAJl4TEGeuytBBKtnaWSwIM5EBoFHijCcpCJQqeIUNzFURkFGTFRUMTNBWBVFM0VIHQURXVFU2TS4u>

or email awards@vmcc.net

### Bill Lomas Motorcycles.

Last month saw the Grand Reopening of this well-known motorcycle shop in Clay Cross. There is now a coffee shop and a museum. The coffee shop is excellent and the atmosphere just like the dealers of old, although the machines were in better condition.



Dave, the new owner, tells me that they service bikes of all ages and visitors are welcome to have a look around the museum.



The shop is located at 136 High St, Clay Cross, Chesterfield S45 9EG.

### **Vehicle Tampering Offences.**

The government has been considering legislation which would make it illegal to replace any part of a vehicle with non-standard parts. This would have huge repercussions for us as vintage motorcycle enthusiasts as well as for those interested in classic cars and also the spares industry.



This brake could become illegal if it was not an original fitment.

Replacing a single leading shoe front brake with a twin leader, converting a Norton Commando to single carb or making hard to find parts on a veteran would all become criminal offences. A petition was organized, which I signed, and on Monday 25 April, MPs took part in a debate on

vehicle tampering offences, prompted by that petition. The debate was opened by Petitions Committee member Nick Fletcher MP, and Transport Minister Trudy Harrison MP responded for the Government.

Opening the debate, Nick Fletcher set out petitioners' concerns, and called on the Government to make sure the proposed new laws are clear about what is meant by 'tampering'. He also said the Government must take steps to ensure the motorsport and classic car sectors are not harmed by these proposals.

Responding to the debate, Transport Minister Trudy Harrison sought to reassure petitioners that the Government does not intend its proposals to prevent legitimate motorsport activities, restoration, repairs or legitimate improvements to vehicles such as classic cars and motorbikes. The Minister said more detail on its plans would be set out in the Government's formal response to its consultation on the Future of Transport, which she said will be published "in the summer".

You can read the transcript at

<https://hansard.parliament.uk/commons/2022-04-25/debates/F816EED7-62C8-40B4-89E8-1728DFD5F3EE/VehicleTamperingOffences>

### **Luke's Legacy.**

Last month, on a visit to the Roaches, we came across this electric Kawasaki. It was being ridden by a Staffordshire policeman who had only just picked it up from Pidcocks, who had donated it to Luke's Legacy Doc-Bikes. He was "getting used to it" before a major fund-raising event the following day.



Luke was also a policeman who loved motorcycles and sadly died in a motorcycle accident. His mother started the charity in memory of her son and the bikes are used by doctors and paramedics to get to emergencies more easily than on four wheels.

There is also a BMW RS, donated by Staffs. Police, which is more practical for most emergencies and the Kawasaki is used mainly for fund raising. We saw the bike again at the Stafford Show and spoke again to the rider. We also had the opportunity to speak to Luke's mum, who is the driving force behind the charity and is also involved in fund raising.

### The Triumph Factory Experience.



Last month I rode with the local section of the AMOC to the Triumph factory in Hinckley. The run was led by Ken Oglin, who many of you will know as a member of our section.



The first ever Triumph Bonneville from 1958. There is a good coffee shop where you can get lunch and a very impressive museum featuring Triumphs across the ages dating back to 1901.

An unexpected bonus was a very enlightening talk by Steve Sargent, the chief Product Officer who is also responsible for the Moto2 engines. Many of you will know that Triumph supply all the engines for this series. All engines have a minor (top end) rebuild after three races and a major rebuild, which is a total rebuild of everything except the gearbox after six races.

Steve told us that the riders who finish consistently well are those who are smooth with the engines and don't over-rev them. Although there is a rev-limiter on the bikes, it is possible to over-rev them when using engine braking incorrectly. This can lead to problems with the valves in the next race. Smooth riders include Jorge Navarro and Jake Dixon, whilst Steve said that Sam Lowes is not always smooth if he's under pressure. The Experience also puts on Bike Nights and this year's dates are shown in the photo.



### Rough Superior?



Apparently, this Brough sold for more than £200,000 at the auction at April's International Classic Motorcycle Show at Stafford. Not only an indication of where prices are going but also a reflection of the passion for originality.

### Tony East.

The latest VMCC Journal carries an obituary for Tony East. Some of you will recall that Tony visited us on a club night at the Royal Oak when he was visiting his daughter. He created and ran the Kirkmichael Motorcycle Museum and we put a plea in the newsletter for some parts he was needing. He was a most friendly and pleasant man who worked tirelessly for the VMCC.

### Trusty Steed.



A British WW1 Signals rider on his Trusty Triumph Model H. The rider has the blue and white signals armbands.

### Evening Run, 21<sup>st</sup> April.

This was my first club run this year due to covid and a few other things. I put the Triumph's fuel cap on the front of the seat when I filled up and it was still there when I got to the Griffins Head in Papplewick!



Gathering at the start. Mike's lovely Trophy in the foreground. He had forgotten how quick it is after riding his C15 over the winter!

Graham took about a dozen of us through Ravenshead and the back way into Blidworth and then through a very pretty part of Farnsfield on to Edingley, Halam, Oxtun, past Papplewick Pumping Station and back to the Griffin, where we had a chat and a warm up. It was good to talk to a relatively new member, Glen



Andrew was Tail-End Charlie in this VMCC eligible Reliant Robin.

### Unusual Machine.



Apparently, this 1946 Triumph 498 cc is for sale. It's hard to see why anyone would do this and even harder to see any advantages!

## Coffee Stop.



The line-up of bikes (above) and riders (below) on Graham's Coffee Morning Run, 30<sup>th</sup> April. The sun shone and the cake was scrumptious!



(The following is a tongue-in cheek look at British electrical systems, originally written, I suspect, by an American.)

### ELECTRICAL THEORY BY JOSEPH LUCAS by kind permission of the HEREFORDSHIRE & MID-WALES SECTION

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "Smoke".

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of

the system, nothing works afterward. Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disc brake systems leak fluid, British tyres leak air and British Intelligence leaks national defence secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd. And remember: "A gentleman does not motor about after dark."

It is rumoured that in 1947 Lucas tried to get Parliament to repeal Ohms Law, but the effort failed because it met too much resistance.

## 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.

### Dot Armstrong shock absorbers. Norton.

Many of you will know that DOT made shock absorbers after motorcycle production finished. These were taken from a featherbed Dominator (a

not-uncommon replacement, apparently) but might fit others. 12 inches between centres, stamped MT-023.

Condition used but seem good. Two or three of the bottom rubber bushes have been trimmed back a little. Photo shows the worst one. You can check before buying. Collection preferred as postage would be expensive. £40.

Bruce 07442 168932.



**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, and a Sprung Hub for a 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](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.