



### **Welcome to the June edition of the Notts & Derby Section's Newsletter.**

In this issue we have news about the Journal, reports on a couple of our recent events, discussion about prices, which some of you might want to contribute to by emailing in your thoughts, Memories from a works trials rider, a plea for cortege riders and of course the usual "What's On" section.

### **Stop Press. Start Location Change 23<sup>rd</sup> June.**

There is another change of venue for Graham Franks' Evening Run on 23<sup>rd</sup> June. This will now start from **The Puss in Boots pub** on the B5023, DE56 4AQ. Look out for the VMCC signs. This is due to a road closure at the previous location.

### **What's on in July.**

- 6<sup>th</sup> **Duke William Lunchtime meet.** Matlock
- 7<sup>th</sup> **Car Park Concours.**
- 9<sup>th</sup> **Morning Coffee Run.** 10am Griffins Head,
- 17<sup>th</sup> **Normous Newark.**
- 21<sup>st</sup> **EVENING RUN.** 7.30pm Ripley
- 23<sup>rd</sup> **Pie & Pea Run.** 2.30 Butchers Arms,
- 24<sup>th</sup> **Founders Day**
- 28<sup>th</sup> **EVENING RUN.** 7.30pm. Limes Café.

### **Riders required for escort duty.**

A friend has contacted me to say that her father recently died. He was an avid motorcyclist in his younger days and will be carried to Swanwick Crematorium by a Triumph motorcycle with sidecar. She has asked if there could be vintage motorcycle escort on the way there. The cortege will leave Hardy Barn, Shipley, near Heanor, on Thursday, 23<sup>rd</sup> June at approximately 2.30 pm. Please contact me for further details by email or phone if you can be part of the escort.

A contribution to our Air Ambulance fund will be made by the family.

### **The VMCC Journal.**

There will be some changes to the Journal for the future, which will be organized over the summer. To accommodate them, there will be no publication in July or August.

As the summer issue is a big one (124 pages) it was printed and sent out later than usual, to give Louise the designer and Peter the editor time to put it all together. It went to print on 30<sup>th</sup> May and should have arrived with members on 10<sup>th</sup> June, **not** 1<sup>st</sup> June.

Although the summer issue Journal replaces the June, July and August issues, the team will be producing a digital version of **Section Notes** for July and August, to be emailed to members on 1<sup>st</sup> July and 1<sup>st</sup> August (ie the usual Journal arrival time). This will also include **Classified ads**, so there won't be a gap in those either. The **monthly Diary** may also be included for August - June and July runs will be listed in the summer issue.

### **Our Facebook Page**

If you are reading this, then you obviously use a computer or some other device. Many of our members are not on Facebook but some do occasionally have a look at our page. Most of the time, it can be accessed by those without a Facebook account. I recently set up a page for another local club, some of whom were not Facebookers, but they have warmed to it and find it a good way to attract new members. Have a look at us on <https://www.facebook.com/Vintage-Motor-Cycle-Club-VMCC-Notts-and-Derbyshire-Section-535252836614402/> and see what we've been up to.

### **BARRIE'S CHIP SHOP RUN.**



The chip shop run on 19<sup>th</sup> May was led by Graham, in Barrie's honour. We had a record number of machines for recent years. We counted 28 bikes of all ages. As Graham said, it was a lovely evening and there were chips at the end!

The run had to be short as the chip shop closes at 8.00 pm so we had a lovely tour around the area to the North West of Ripley. I can't be more specific as I had no idea where we were for much of the time. Beautiful views, pretty lanes and chips; what more could we want?

We were fed by [Ripley's Fish & Chips](#), who were very efficient, accommodating and friendly. A good natter and a few laughs. Thanks to Graham for leading.

### **Commercial Transport.**



Chater Lea motorcycle delivery.

### **Michael Ransom.**

Many of you will know Mike Ransom as a rider on our club runs and for the fabulous Ridges Run he leads each autumn. An octogenarian, he lives in the hope valley so he usually attends our local runs on his modern KTM. He used to come on one of his Francis Barnetts but he tells me it was getting a bit hairy when darkness fell on the way home.

What some of you might not know is that Mike was works rider in trials with Francis Barnett. He says: "I will always remember that day, when arriving home from work. Maureen, my wife, said "your tea is ready but something came today, and it is round the back". Big decision time, what was round "the back", and how badly did I want my tea.

Well, it turned out to be my immaculate works Francis Barnett, and that was 1962 and I still have it. My thoughts are how many people would be really interested in that story. After all, I did play a

small part in the demise of the British Bike Industry!"



Mike with his KTM pictured in Monyash after the Ridges Run in 2019.



The photo shows Mike at either Foyers or Laggan locks in the 1962 Scottish.



Notice the elegant working boots, the calf skin industrial gloves. The expensive rubber bands round the legs, to cover any holes, the bulging pockets full of tools and spares, and two inner tubes tied on the belt. And last of all the one and only Barbour suit that when thoroughly saturated would stand up on its own all night in the landlady's porch and be exactly the same when you put in on the next morning.

### **Bring a Bike Night.**



June's Bring a Bike Night attracted only fourteen bikes, probably due to the Jubilee celebrations but there were still four Velocettes, including Malcolm's Thruxton which he raced in the sixties. There would have been a BSA 500 but it was cutting out on the way to Ockbrook, so Graham wisely turned back. Three members, who are off to the Banbury Run, met up for the first time and there was lots of nattering around the car park.



Glen's 1930 Motoconfort was a very interesting machine. The 308cc two stroke has a generator which the rider clips down onto the flywheel, which drives it, rather like the old "bottle" dynamos we used to see on bicycles.



Next month's Car Park Concours on 7th July should have more machines present and Minions Motor Cycles will be there with some Royal Enfields on display.

### **What's happening to Prices?**



This 1952 Vincent Black Shadow was recently advertised on a well-known auction site at £100,000! A few years ago, that kind of price was reserved for Brough Superiors and the like. The same company was also offering a Black Prince for £115,000. It has been noticeable recently that some sellers are asking much more than before the pandemic, which could be down to them hoping to make up for earnings lost during that time.

None of this is good for our movement, as newcomers will be priced out of the market. It is in our interests (in my opinion) to welcome ALL kinds of motorcycle on our runs (and to our meetings) to help foster the interest in the VMCC. After all, many of us have modern machines that we ride.

It is possible, however, to find Vincents at much more competitive prices and one wonders if this dealer is trying his luck.





On the other hand, this lovely little 1921 Coventry Eagle Model I 250cc 2-stroke was offered for sale for only £5995.

It was described as running and riding and seems to be in excellent condition. It is also Banbury eligible.

Of the two, I think that this is the one I would choose.

### Garden Find.



Spicers auctioneers are offering this machine for sale on 2nd July. Thought to be a 1930s BSA, it was uncovered when the vendor was landscaping his garden. Many bikes were buried at the start of World War II so this could have been there for over 80 years!

### Harley-Davidson Mechanics School.



Taken around 1918 this photo shows a mechanics training school. As part of its government supply contracts during World War I, Harley-Davidson agreed to offer training to the troops so they would

be able to fix and service their bikes in the field if necessary. The schools would instruct recruits on how to repair motorcycles in the field and in military workshops...and of course the demonstrators they provided to work with were Harley-Davidsons! It was not only brilliant marketing to the military, training was also truly necessary for maintenance and repair, as military recruits were generally ignorant of mechanical matters, or had never worked on a motorcycle before.

The military couldn't simply drain American industry of skilled mechanics to keep its motorcycles, trucks, tanks, and planes running. Since the run-up to WW1 was so sudden, and the relationship of the military to machines relatively recent (barring the navy of course, which had been using steam engines for 50 years already), an offer from an independent company to set up a mechanics' training scheme must have been a welcome offer. Production for Harley-Davidson's 1917 model year was devoted to making military motorcycles; the U.S. military purchased over 20,000 motorcycles from Harley-Davidson.

One commentator thinks that the teachers shown could be Harley and the Davidsons.



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## 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. **REDUCED TO** £1750. Nottm. 0115 9179248.

The 1981 CT250S Silk Road was Honda's attempt at a "trekking" motorcycle. has slightly more ground clearance than the CB250RS, and an upswept and close-fitted chrome exhaust that is kept clear of both debris and luggage. The Silk Road was offered with a single saddle followed by a chrome baggage rack. A removable pillion seat can be fitted to this rack. Its 6-speed transmission is geared as a regular 5-speed plus one extra-low gear.

### **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.