



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

In this issue we have a report on the Poachers Trial, the Car Park Concours and on Graham Franks' "challenging" evening run, more from Mike Ransom, memories of a "first ride," driving on the right and of course the usual "What's On" and adverts sections.

### Earlier Start Time.

The Evening Run on 28<sup>th</sup> July from the Limes Café will now start at 7.00p. **NOT 7.30pm.**

### What's on in August.

- 3rd **Duke William Lunchtime meet.** Matlock
- 13<sup>th</sup> **Saturday pm Run.** 2.30pm Belper Triangle.
- 14<sup>th</sup> **Newark.**
- 18<sup>th</sup> **Last Ride Run.** Chip Supper 6.45pm Ripley
- 20<sup>th</sup> **Model railway run.** 11.30. Whatstandwell.

**'Lunchtime Classic Bike Meet'**  
12 noon Wednesday 3rd August 2022



The Duke William pub, Church Street, Matlock DE4 3BZ

### More from Mike Ransom.

You might remember that we had a feature on Mike last month, concerning his works trialling days. Other items in the June edition have prompted him to write again:

Bruce. Loved the bit you put in. Sometimes wonder who that old bloke is at Monyash. Thank you for the write up. It's interesting about the Vincents and their current value.

When I moved to Hope from Sheffield in around 1966, a chap I knew offered me a Vincent in bits for

£25.00, and no, it had not dropped off the back of a lorry.

Problem was he did not know whether it was all there, and I literally did not have £25.00! Knowing what we know now, I should have taken out a loan, but doubt at the time I could afford that.

I also required time to sort it all out, but often muse about it.

I have just bought a 301 MZ 1993 so that is more eligible for the runs. I am going through it gradually. Have put some trials bars on it which required cables etc being extended.

I find that every time I have a mid-life crisis I buy a bike. It's chicken and egg time; it now comes down to "what comes first a shed or a bike?" Or at 86 am I going senile but don't know it!

**Mike Ransom.**

### MAGICAL MYSTERY TOUR, 23<sup>rd</sup> June.



When Graham rang me to arrange the start for his evening run, he said he wanted to take the group "somewhere new, that they've not been before." Well, he certainly managed that, but I still can't work out where we were most of the time.



We started from the Puss in Boots close to Duffield, which was tucked away in a quiet backwater. I THINK we passed through Muggington, Mercaston, Bradley (where we passed through the amazing Hole in the Wall) and Brailsford, passing by Brailsford Hall, but I have to admit that I and most of the group were lost most of the time, which is how it should be. We did cross a couple of major roads, including the A52, a number of times but only briefly and mostly kept to back lanes. Many of



these were strewn with rocks and gravel making the going “challenging” at times but a most enjoyable route of about 35 miles, though I was glad that I had built the Tribsa as a Street Scrambler!

We finished at the Bell and Harp, little Eaton. It was good to meet new member Steve, who rode his Kettle and recent member Ian on his lovely 1955 Matchless G9, which sounded awesome. Huge thanks to Graham Franks for planning and leading and to Dayglo Derek for his work as Tail-end Charlie.

It was good to see some of the members who no longer ride renewing their friendships.



Rob Minion’s Motorcycles brought an Interceptor and a Classic to display and there was quite a lot of interest. On 30<sup>th</sup> July, they have a Test ride Day. Contact Rob Minion’s if you are interested.



Concours Night is always a good opportunity for a natter and a catch-up and the car park was buzzing.

The “Machine most people would like to ride home” award went to Graham’s beautiful 1938 Triumph Tiger 80. When he bought it, Graham took it home in the boot of his car in a number of large boxes. The previous owner had bought it when he was about 60 and at 89, with illness setting on, he decided he was never going to start the job. Graham has done a painstaking restoration and given the bike a new life.

### Car Park Concours, 7<sup>th</sup> July.



Always a popular and fascinating evening, the Car Park Concours, one of our key events, attracted over three dozen motorcycles and about fifty people – a record attendance. The fine weather helped, with a wide variety of machines attending.



### The day Sweden changed to the Right Hand side.

You’ve heard of D-Day, but have you ever heard of Dagen H (Swedish for H Day)? H stands



for *Högertrafikomläggningen*, or the Right-Hand Traffic Diversion. On Sunday, September 3, 1967, Sweden changed from driving on the left-hand side of the road to driving on the right. As you might imagine, this switch was anything but easy.

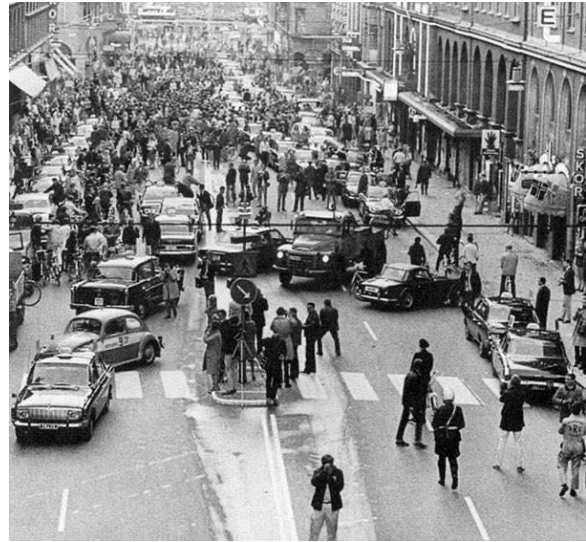
The decision to move to the other side of the road was not taken lightly. In fact, the idea had repeatedly been voted down during the preceding decades. In 1955, a popular referendum showed that 83 percent of the Swedish population was opposed to the change. However, in May 1963 the Swedish Parliament voted overwhelmingly in favour of implementing the switch to right-side driving. With all of Sweden's neighbouring countries driving on the right, it made sense for Sweden to do the same. Also, despite the left-hand driving rule, cars in Sweden typically had the steering wheel on the left, leading to many accidents, especially on narrow roads.

Preparing the country for the change was a costly and complicated endeavour. Traffic lights had to be reversed, road signs changed, intersections redesigned, lines on the road repainted, buses modified, and bus stops moved. A massive PR campaign was conducted to reconcile the public to the change and educate them about how it would be implemented. Dagen H even got its own logo, which appeared on everything from milk cartons to underwear, and a song contest won by The Telstars with "Keep to the right, Svensson".



The Dagen H logo.

Finally, everything was ready. At 4:50 a.m. on September 3, 1967, as crowds of people gathered to watch, all vehicles on the road were instructed to come to a halt. They were then directed to move carefully from the left side of the road to the right, and wait. At the stroke of 5:00, following a radio countdown, an announcement was made — "Sweden now has right-hand driving" — and traffic was allowed to resume. Time Magazine called the event "a brief but monumental traffic jam."



Dagen H on Kungsporsavenyn in Gothenburg.

(Taken from Real Scandinavia.)

### Powder Coating.

I have had quite a few parts powder coated for my Norton.

UK Powder Coating of Somercotes have been extremely obliging and helpful as well as completing the work quickly and at a competitive price. Their website is <https://www.ukpowdercoatings.com/> and they also have a facebook page: <https://www.facebook.com/ukpowdercoaters>

### Lincolnshire Poachers trial at Wilford near Sleaford. 19/06/22

The dead flat terrain didn't look promising at this new venue as I turned off the road between a thicket of 6 feet high corn onto the parking ground. How wrong was I. Excavations, mounds of stone, muddy streams and sandy banks were all set out to get us!



Andrew on his DOT.



Running the front wheel outside an exit flag and then throwing the bike down in the deep mud entering section 2 didn't help the score but we don't do it to win do we...grrr!



Not me this time but that gloopy mud caught a few out!

Thanks to John Wilkinson for the amazing photos.  
**Andrew Cooke.**

### **Scruffy Norton.**

Interesting place name I spotted recently in South Wales. Could do with a clean!



### **The First One.**

As a young teenager I had a couple of pals who were interested in motorbikes. Ray was four years older than me and a decent all-round guy. Keith, on the other hand, was three years older than me and could most kindly be described as a plausible rogue. I was about twelve at the time and very naïve. Although I rode a bicycle all the time, I had no interest in motorcycles, as I thought them to be dirty and dangerous, but I did entertain thoughts of a scooter. How we change! Keith told me he had a bike which he kept about a mile away, as his parents would not allow him to have one. Looking back, I think it is more likely that

it wasn't actually his and he didn't want the evidence near his home. I did say I was naïve. We walked to another suburb and there were a number of youngsters of about my age gathered around expectantly. From an entry, Keith wheeled out the most amazing contraption I had ever seen. It was an early 1950's New Hudson Autocycle, powered by a 98cc Villiers engine. Older riders than myself, and those who have managed to acquire pre-war or veteran motorcycles, will be familiar with some of the controls I was faced with but it was initially quite bewildering to a twelve-year-old who had very slight knowledge of how even "modern" machines of the time worked.

The brakes were controlled by inverted levers, front on the right as with a bicycle. There was a clutch lever in what is now the conventional position, with a smaller lever to keep it locked in the disengaged position, as there was no neutral.

A lever throttle control was on the right and next to that a decompressor control. As I say, all very familiar to riders of older bikes but this was quite antiquated for a post war machine.



The controls of a 1950 New Hudson Autocycle.

After the older boys had ridden it up and down the street, I was given the starting instructions: "Pedal as hard as you can holding the decompressor in and when you're going fast enough, let it go! Then use the lever to go faster."

Although this was all quite daunting to a 12-year-old newcomer, I somehow found the strength to overcome the resistance of the engine turning over and got up to a reasonably fast walking pace. I released the decompressor and heard the strange sound of the little engine pulling me along. I found I could use the throttle with my thumb and away I went. No helmets in those days. Remember, up to this point I had no desire to ride motorcycles and had never expected to. Up to the top of the street, slow down and stop to turn round



and back down the street to my waiting friends (who, I think, were expecting me to fall off into a heap.) My experience with bicycles helped a lot. In those few short minutes, my outlook changed completely and I found that I couldn't stop smiling!

Those who have read "Wind In The Willows" will remember that Toad was extremely proud of his horse-drawn caravan and believed that nothing could be better. That was, until he was forced off the road by a new-fangled motor car which sounded its horn going "Poop-poop!" As his friends dragged him out of the ditch, worried about his injuries, all he could say was "Poop-poop" over and over again. He was smitten! Well, I always looked back on this day as my "Poop-poop" moment. From then on, I wanted a motorcycle. My parents reluctantly agreed (after all, until shortly before this time our family transport was a BSA sidecar outfit) but insisted that I would pay for it myself. I emptied my pockets and started my fund with 1 shilling and 11½ pence. Just under 10p in today's money. From small acorns.....



A similar machine to my first ride but in much better condition.

I have to say that what we did was unsafe and illegal and looking back I shouldn't have done it. But it did change my life!

**Anon.**

What was your first ride? Let us know.

### Photographer in the right place.



This Indian was taking part in a Hill Climb in the USA when the rider overdid things. Probably sometime in the 1940s. The photographer captured the moment beautifully. However, we have a local member with similar skills:



The second photo shows Robby Stone at Red Marley in 2000, he said "I was in complete control up until half a second before this photograph was taken."

**Membership materials.**

I ordered a pack of these "Join Us" postcards (below) to give to passers-by who show an interest. If you would like a few to hand out, please approach me at any run or event.



I also have some information brochures (above) which include membership forms. These are also for handing out. Ask me for those too.

**Could you sign this, please?**



Lovely shot of the great John Hartle signing his autograph for a young fan. John sadly lost his life racing at Olivers Mount, Scarborough, in 1968.

The van beside him looks to be a Bedford CA short wheelbase column change with sliding front doors.

**Free Advertisements.**

**FOR SALE:**



One Pair Altberg size 10 Skywalker motorcycle boots (as new). £155 plus £25 post and packing.

Aerostich xxl motorcycle jacket and fleece lining only worn 4 or 5 times

£160 plus post and packing. £25 Collect from Ollerton. Tel 07989 313311



**Honda 250 twin port Silk Road 1986** imported 1990 Mot'd 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.

**BSA A7 A10 B31/33 Rear wheel nuts Stainless Steel. Brand new, unused. 42-6077**



This part will fit 1958-63 models with full width cast iron rear hub. It goes on the left (drive side) end of the rear spindle. I bought them brand new in error. Only ONE is needed for each bike so I will sell them singly or both together. £12 each or £22 for the pair.

Bruce 07442 168932.

**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 BSA C11.**

Still looking for a BSA C11 to purchase, if anyone can help, please contact Peter Gibson on 07970 285668 or 0115 9324362.

**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.