



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

In this issue we have a report on the AGM, a run report from Kate and one on the Dukeries Run. Two fantastic articles: one on the Beamish Trophy Trial by Andrew Cooke and one on the Lakeland Run from Mike Hornsby. An item on AJS four-wheelers, recollections of a 650cc lawnmower, news of two awards and another mystery person.

What's on in November.

- 2nd **Duke William Lunchtime meet.** Matlock
- 3rd Video/Natter
- 13th **SUNDAY** Lunch Meet. 12 noon. Station Café, Grindleford.
- 17th Natter Night
- 20th Normous Newark.
- 27th **SUNDAY** Lunch Meet 12 noon. Yondermann Café, Wardlow Mires.

Lunch Meets.

As the winter months are upon us, we have lunch meets instead of organised runs. This is to prevent run leaders going to the trouble of planning a route only to find it has to be cancelled due to the weather. Just turn up for a natter and some food. You can travel to the venue on two, three or four wheels, as circumstances, and your preferences, dictate.

Notts and Derby AGM, 6th October.

The minutes still have to be signed off by the Chairman but the main points are:

- Mick Gather becomes the treasurer and all other officers remain in post.
- A donation of 10% of our remaining funds will be made at the end of each financial year to one or more charities.
- Winter Club nights will reduce to one per month (first Thursday) from February onwards.
- We will endeavour to start Afternoon Runs at 2.00pm instead of 2.30 as cafes close earlier now.

New Awards from Allen House.

There are two new awards that you as a member can be involved in. Firstly, if you have been a VMCC member for 60 years or more, get in touch with Steve Allen at Allen House or email him on steve@vmcc.net and this will be recognized with a **Long Service Award**. Secondly, the club would like to recognise those members, volunteers and staff that have given the VMCC service that goes above and beyond the norm with an **Unsung Hero Award**. For more details about this award please [see flyer](#). To nominate someone for an Unsung Hero Award [please click here](#). (Press control and click.)

Air Ambulance Donations.

Regular riders on our runs will know that Graham Franks collects £1 per rider at the start of each run in aid of the Derbyshire, Leicestershire and Rutland Air Ambulance. Last month, he handed a cheque for £350 for Kate to bank and he has already collected nearly £70 towards the next donation. Contrary to popular opinion, it is not collected for his beer money after all!

Roaches Run, 18th September.

Kate has kindly sent in her report of this very popular run which she and Pete organised as I was unable to attend:



The riders gather at the start. Don't know if the cyclist kept up!

Pete led us away from the lay-by, 15 bikes, 3 with pillion, I went on my own bike and Graham and Sue were tail end Charlie in their MX5. Most people got

wet going to the start but apart from some drizzle briefly, we had a dry day.

From the lay-by we went to Alderwasley & through the little lanes to the outskirts of Wirksworth, through Hopton then on towards Brassington, Ballidon, Parwich & several other little villages, stopping in Alstonefield to pick up a rider who joined us for the first time. We then continued, ending up at The Roaches for lunch where we were very well looked after. They had set tables up so we were all together and they were very prompt with a varied selection of food. From The Roaches we rode along to the A54 turning off to go to Longnor, Hartington, Bonsall then up the Via Gellia turning off to Middleton, Bolehill & down to the A6 at Whatstandwell Bridge. The cafe was closed so we ended the run back at the lay-by.



The view from the Roaches Tea Rooms.

Internet Power 1: Route Roller Shortage Solved.

The power of the internet:

Mike Hornsby was taking part in the Annual Lakeland Regulation Run in the Lake District a few weeks ago but the bike he was using wouldn't accept his tank bag, so he needed a Route Roller. Unfortunately, the VMCC were out of stock, so I sent out a plea by email to our regular riders. Within a day, he had three offers of rollers to borrow. Thanks to all those who responded. He borrowed one from Pete Latham as he lives closest to Mike.

Internet Power 2: Northern Ireland Velo registration.

I had a phone call from a chap in Northern Ireland who wanted to register his Velocette but was having issues contacting the VMCC.

I gave him their email address and told him that they usually answer emails very quickly. He was

happy to email them but I said he could get back in touch with me if he got no joy.

When I asked him how he got my number, he replied that it was on the website as the contact for all general enquiries. I couldn't understand why my number would be on the Allen House website. It took me a while to work out that he had looked at our Notts and Derby Section website instead of the main website!

Phil Read MBE.

Phil Read MBE passed away while peacefully asleep on the morning of October 6th, 2022, at his home in Caterbury, England.

Phil is best known for winning Yamaha's first world championship title in 1964 with four more Yamaha-mounted titles including one fought as a privateer, plus two premier class 500cc world championships in 1973 and 1974 for the Italian MV Agusta marque. He had 52 FIM Grand Prix wins and eight wins at the iconic Isle of Man TT Races.



Read on his way to his first 500cc world title with MV Agusta, 1973

The Beamish Trophy Trial 2022, Northumberland.

All done and dusted for another year, this was my third attempt at negotiating this classic, long-distance trial for pre-1980 motorcycles. These things aren't meant to be easy...and it wasn't! 120 miles and 7.5 hours in the saddle, uphill and down dale on a cold day make for aches and pains! I had to backtrack only three times this year as the tulip notes confused me, here and there. The trails seemed longer and harder than usual and the Hags Bank climb more tricky. The '64 DOT Demon flew up all the sections though and never missed a beat all day. As ever, I knew few of the classic bike and historic road law questions asked at the checkpoints but looking at the score boards, I wasn't alone.



Andrew leaving the start.

I travelled up from Derbyshire to Northumbria on a lovely mid-September weekend, staying in a B&B near Esh the night before ready for an early start on the Sunday morning. The parc-fermé was diverse with bikes: Cheney Triumph, Enfield Bullets, Bultaco Sherpas, TS Suzukis, Greeves Pathfinders and my lone DOT to name a few. Even rigid and girder fork bikes were to be spotted but how the riders coped with some of the trails I can't imagine.



Crossing the Rookhope Ford.

The DOT is a bit steady on the road, cruising at 35mph happily but with that big step in the trials box up to 4th making for plenty of shifting on challenging hills. I tagged on to other competitors

occasionally to follow the route but they were invariably faster on the road sections. Following one particular group led to my first downfall as they shot off left down a rough track when my tulip notes clearly said turn right. But like a lamb, I followed and then lost them ending up totally lost. After a few miles I called in at a remote cottage where I spotted the resident washing his car. "I had one of those with a Villiers twin engine" he exclaimed! What were the chances of encountering a fellow DOT owner on a bleak Northumberland moor, miles from anywhere? By now I was running out of time to get to the "Black Path" Checkpoint which was scheduled to close in just ten minutes so I asked what was the best way back towards Esh where I could return to base about 50 miles away! Amazingly, five miles later I was back on route and tagging on to a couple of other riders who had also mislaid their way!

This time we turned right on to what's called "Isaacs Tea Trail" (I know not why) and it went on and on, getting rougher as it headed down the dale. My arms were dropping off with the pounding from the unforgiving DOT leading links. It's so much easier going uphill don't you find and as previously mentioned the Hags Bank section held no fears for the DOT with its gradient and hairpins. The observers were still at work when we eventually arrived late at the checkpoint, so on we went. The lunch stop at Alston was a welcome break and a chance to fuel up with a burger and four-star. Mugleswick, the Middlehope trail, Westgate Ford, The Black Path and the romantically named, Velvet Path were all tackled in their own way on the route to the finish.

More trails and more checkpoint questions later and we had covered nearly 100 miles. I was lucky then to meet up with Frank Anderton and his brother for the last 15 miles of the road run back to base. A welcome relief from deciphering tulip notes and calculating distances as Frank's Starmaker-engined AJS Stormer led the way home. As we made the last climb up the rough track from the town below to the Board Inn and the finish I sat firmly on the seat, my legs no longer willing to push me up to negotiate the bumps!

A long but enjoyable day that everyone should have on their bucket list!

The trial is won not only on riding ability in the sections but also on your knowledge of motorcycling history and law. How would you have fared on these questions? :-

1. What country's did these motor cycles come from? Sarolea, Nimbus and Motosacoche

2. Which town was home to the Greeves company and what other form of motorization did they produce?
3. What year were driving licences introduced in the UK?
4. In what year did driving licences become mandatory for new licence holders?
5. Who doesn't need a driving licence?
6. In what year were MOT tests introduced in the UK?
7. At what age did they require testing at the beginning?
8. At what age are historic vehicles exempt from testing?
9. Name the scooter models produced by Velocette, Excelsior and DMW.
10. What was the capacity of the smallest engine made by BSA and what was the model called?
11. What was the capacity of the smallest engine made by Triumph and what was the model called?
12. Which motorcycle manufacturers were based in Ashford, Gloucester and Cleckheaton?
13. In 1921 Triumph introduced their first 4-valve engine. Who was the designer?
14. In 1933 Triumph introduced a parallel twin. Who was the designer?
15. In 1937 Triumph introduced the Speed Twin. Who was the designer?
16. The British Army used many different makes of motorcycle in WW1. Name the six most common.
17. The British forces used only a few different makes during WW2. Can you name three of them?
18. What were the model numbers of question 17?

(Answers in next month's edition.)



84 year old Frank Anderton on his AJS Stormer whom Andrew has known through observing trials and organising the Reliance trial for many years.

Andrew Cooke.

The Dukeries Run, 2nd October.

(The Fuel Crisis strikes home!)

Despite a light shower shortly before the start, fifteen of us on thirteen bikes gathered at the Horse and Groom for the Dukeries Run.

I was leading and we meandered through Papplewick, Oxtun, Halam, Kirklington, Wellow, Laxton and Walesby to stop for lunch at the Budby Antiques crew Yard. We were well catered for and Jacky and Chloe did us proud as I had phoned in the orders before we left.



Andrew and his Morini at the start.

After a leisurely break, we came back through Edingley, Farnsfield and Blidworth and my plan was to go past the Pumping Station at Papplewick. This didn't happen as I ran out of petrol!

I couldn't see the gauge as my Route Roller obscured it but I still came in for some well-deserved stick from the members! Luckily, we were close to a filling station so I nursed the Bonneville to top it up and we came back past Newstead Abbey back to the Horse and Groom.



Refreshments at the end.

Despite my mistake, the riders enjoyed the route, the lunch and the tea and cake at the finish.

Bruce.

**VMCC Lakeland Section Annual Regulation
Weekend Run September 2022**



For over 25 years, (with the exception of Covid lockdown) Graham Bower and I have attended this VMCC event in Cumbria with great enjoyment. The run has seen other N&D VMCC members attend regularly, ie Dave Jolly and Chris Welch. Last year Lloyd Rumbold joined our little group and clearly he developed an appetite and joined us again. This year too, we were joined by Dave and Christina Rossell. Dave's Father was a former member of N&D section, although Dave and Christina now live in Leicestershire. Initially in the early years there would be 130 bikes plus but sadly over the years these numbers have dwindled to 60 entrants.

Normally this is a very busy weekend event and three runs are arranged. Last year it was a one day event because of Covid restrictions. We were pleased to see Colin Steer revert to a three ride two day arrangement. I entered on my 1960 BSA C15, Graham on his 1957 Vellolette and Lloyd on his Matchless Trials, Dave on his 1937 BSA B31 and Christina on her new 2021 Royal Enfield Meteor. We were all amazed to see Christina attempt the run. She has only been riding for a few years and never tackled anything like this terrain before. We had to congratulate her immensely as she managed the route with confidence, skill and ability.

The start of all three runs were scheduled to commence from the Wilson Arms, Torver (just south of Coniston). Graham and I trailed our bikes 165 odd miles. Lloyd and Dave used their vans to transport their bikes. We all stayed in the same B&B just a few hundred yards from the start. The weather forecast was generally good but, being in the Lakes, the weather was not always the best. Saturday was full sunshine and Sunday was

misty hill cloud and generally wet roads with some drizzle and cloud mist



We were all late for the official start at 10.00am, due to our B&B breakfast delay so we didn't get off to a good start and were late to the start. We all filled with E5 petrol in Coniston and we decided to conduct a more leisurely time run. The Saturday runs usually are relatively easy. The routes or excellently plotted by Colin Steer and his section team. The runs includes slight changes in route each year all of which start at Torver just a few miles from Coniston. This year's route took us via Hawkshed, Griededale Newby Bridge, Finsthwaite, towards Kendal, Holker, Flookburgh, Sparke Bridge and returning to Torver via Coniston. We had a very leisurely coffee at the Swan in Newby Bridge to take in the sun and pleasant views. In all we managed about 54 mil





The Saturday afternoon planned route was about another 50 odd miles so by the time we returned to Torver it was a little late to start another 50 miles.



The official Sunday run was scheduled to start again at 10.00 at the Wilsons Arms. We did manage to get an earlier B&B breakfast and so we were all there for the scheduled getaway Via Great Langdales over the Wrynose Pass. We all declined the Hardknott Pass option to Eskdale and we all went the flatter and safer route via the Duddon Valley via Ulpha to Eskdale for the lunch time stop at the Railway station.

Colin Steer was there to greet us. After a brief lunch we continued towards Ravenglass and a right turn on the A595 and across Bootle Fell to Duddon Bridge. Left up to Ulpha to Hall Dunnerdale towards Broughton Mills and Broughton across the Woodland Fell to Grizebeck returning to Torver via Lowick and Blawith via the A 5084. 76 miles in all with some drizzle and wet roads! I think we were all ready for a shower and a good meal and pint in Coniston that evening.



Fabulous views.

Graham came to the rescue as he does and lead us all on a 25 mile run via Dunnerdale fells and Wrynose Pass via the Hardknott end. Another leisurely and enjoyable alternative run. Well done Graham.





Lloyd and Mike discuss the run.



The Notts and Derby contingent.



A break offers the chance to take in the view.



Monday morning was a clear and sunny morning so Lloyd, Dave and Christina decided to have a bonus run out while Graham and I trailered the bikes up for the journey home. With OS map they headed north to Ambleside up the Kirkstone Pass on to Paterdale and through to Ulswater and Waterhead circling back to Ambleside and Torver a nice little 2.5 hour run. Clearly the Lakes bug had bitten. I do think we should once again congratulate Christina for her riding, skill and stamina in completing the 165 mile routes. Following her I know she had a few scary moments on the 25% hairpins but she coped so well.

Overall, a very enjoyable weekend and looking forward to the 2023 Run. Hopefully Dave and Christina will join us again

Mike Hornsby

Photos By Graham, Lloyd, Dave and Christina.

Vintage Motorcycle Thefts.

(The following was posted on the internet by Ken German, from Allen House.)

In the last decade 121 vintage and classic motorcycles that were reported stolen have yet to be recovered. This represents just 15% of the actual number of machines over 25 years of age that were stolen (estimated to be over 800). The value of many of them was in excess of £10,000. Motorcycles still missing include:- AJS/Matchless - 7, BSA- 19, Brough-1, BMW-5, Norton-4, Royal Enfield- 3, Triumph- 18, Velocette -3, Vincent-4. Unfortunately, of those recovered few were intact and many were either damaged or destroyed. Thieves are particularly active at this time of the year and indeed many past theft reports were found to have been posted in the autumn period. Interpol suggests classic cars and motorcycles are high on the list of European vehicle crime gangs at present and it's not just the UK as several EU countries including France Italy and Spain have reported thefts of these historic vehicles. Machine security at this time should be an important concern for all of us who enjoy owning/riding them. The VMCC enjoys amongst its members many wise heads, some with experience of loss who take precautions against theft whilst others have sought advice. If anyone needs help in this matter either I (ken@vmcc.net) or a marque specialist or machine examiner in your area with experience will be contacted to assist you.

AJS four-wheelers.



An AJS "Nine."

It is perhaps not well-known that AJS built a range of luxury cars, which had very modern fittings for the 1930's

In the summer of 1927 A.J.S. secured a lucrative contract to build bodies for the new Clyno 'Nine' light car. The contract came at a good time for A.J.S. because motorcycle sales were in decline due to the depression and the introduction of cheaper small cars. The bodies consisted of a wooden framework that supported fabric covered panels. They were built in batches of 50 and made at the Lower Walsall Street works. Clyno always tried to ensure that its products sold at a lower price than the competition, and gave value for money. This worked well until the company tried to take on Austin and Morris in a cost cutting war. Morris had just launched the Morris 'Minor' and Austin had released the Austin 'Seven'. Clyno's answer to the competition was the 'Century', a 'Nine' chassis covered in cheap fabric that sold for £112.

The car was unpopular with dealers and only about 300 were built. It destroyed Clyno's reputation, the car being known as the 'Cemetery'. The company had recently invested heavily in a new factory at Bushbury and the low sales quickly led to cashflow problems.

Clyno appointed a receiver in February 1929 and the company went into liquidation.

The birth of the A.J.S. car

The demise of Clyno came at a very bad time for A.J.S. who were also losing money due to lower than expected motorcycle sales and the demise of the radio business. To try and offset the loss of the Clyno contract A.J.S. decided to produce its own light car, the A.J.S. 'Nine'. The car was first announced in December 1929 and designed by

Arthur G. Booth who worked for Clyno and designed the Clyno 'Nine'. The diamond shaped A.J.S. logo was designed by his daughter over breakfast one day. Arthur became known as "The General" at the A.J.S. works.

The chassis was built by John Thompson Motor Pressings at Bilston, the bodies were made at Lower Walsall Street Works, and the final assembly took place at Graiseley Hill.

The engine was a 4 cylinder, Coventry Climax, rated at 8.92h.p. The car had a 12 volt Lucas ignition system, 3 speed + reverse gearbox, Solex carburettor, 8 gallon fuel tank and wire wheels with Avon tyres. The metal instrument panel was finished with a walnut grain paint effect and included a lighting control switch.



The A.J.S. 2-seater in the collection at the Black Country Living Museum.

Chromium plated bumpers were available for an extra £5.5s.0d. and a sliding roof was also available for the saloon, at an extra £7.10s.0d.

In an attempt to reduce the price of the car even further, A.J.S. decided to build its own car engines. The final engine was more or less a carbon copy of the Coventry Climax.

Sadly A.J.S. itself became a victim of the depression in October 1931 when it went into voluntary liquidation. The cars sold extremely well in the short time they were produced. Unfortunately, it is not known how many were built. The highest surviving chassis number is 1064 so it could be that just over a thousand were made, which is just about possible because the cars were only in production for around 15 months, and were built in small batches. This was quite an achievement in such a short time. If the company had survived, the well-built and well-designed car would probably have had a good future.

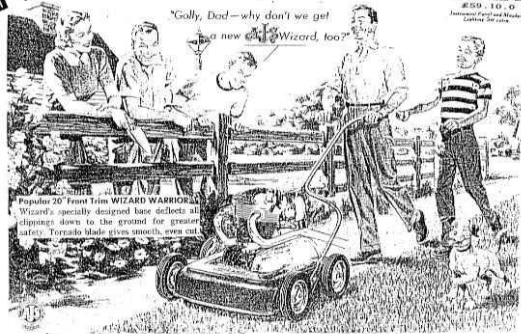
In addition to motorcycles, cars and radios, it appears that AJS also manufactured lawnmowers.



The 4 door, coach-built, A.J.S. 'Nine' saloon at the Black Country Living Museum.

The lights on the instrument panel also illuminated the floor in the driver's compartment. The seats at the front were well upholstered bucket seats with tilting backs, and the wide rear seat had arm rests. The windscreen was made of safety glass and fitted with a vacuum wiper. The car, with a fuel consumption of around 36m.p.g. could achieve 60m.p.h., and was launched in August 1930 after exhaustive testing. The initial model, a four door fabric bodied saloon, selling for £230 was soon followed by two different versions, a coachbuilt saloon selling for £240, and a coachbuilt 2 seater with dickey priced at £210.

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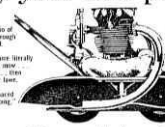


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Another Mystery picture.



The caption to this, reads: "Me, 10 years old taking the old man out for a ride on the Commando back in 1976."

The boy's name is Steve, what's his dad's name?

(Last month's mystery pic was of Brian Exton, at his old premises on Coventry Road, Bulwell.)

Speaking of which....

A Tale of a Lawnmower.

Some 25 odd years ago, I learnt that "a friend of a friend" had purchased a "homemade" lawnmower powered by a BSA engine that would not start, could I help. Fearing some sort of dangerous bodge, I was quite surprised what I found. It was a platform, roughly 2½ feet by 4½ with a car seat in the middle, a steering column in front of it and a wheel connected to a jockey wheel underneath. The engine was indeed a BSA (A10), mounted "al la" formula 1 behind the seat facing backwards. I think the exhaust was made out of conduit leading to a silencer. Attached was a car gear box (Ford I think) 3 Speed + reverse. This drove the two rollers underneath. The business end was two Flymo type blades driven via series of v belt and pulleys. Winding the engine over produced flames out of the carb but no go, so out with plugs, finger over plug hole "fsssst", but no spark, try again "fsssst", this time spark on the other plug!! Soon fixed and away it went. It did drive, the cutters could be lowered to cut but the field was very rough for it. I did go back some time later to take a photo but it had been sold on.

Graham Franks.

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