



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

In this issue we have a report on the Levis Cup, a couple of run reports, news of a new Triumph single and an article about the Ruddington Depot, which many readers will remember. Plus another famous face and the answers to last month's quiz.

**What's on in December.**

- 1st Natter Night.
- 7<sup>th</sup> **Duke William Lunchtime meet.** Matlock
- 10<sup>th</sup> SATURDAY RUN. 11am Half day run. Limes Café.
- 11<sup>th</sup> **SUNDAY** Lunch Meet. Monyash Café.
- 11<sup>th</sup> Normous Newark.
- 15<sup>th</sup> Party Night & Club Awards.

If you intend to go to the Christmas Party, please contact Graham on 07745 888938 to arrange what food to bring. You also need to bring a raffle prize.

**Wednesday 'Lunchtime' Classic Bike Meet**  
**12 noon Wednesday 7th December 2022**

Please note that this event reoccurs on the first Wednesday of every month, all year round

**The Duke William pub, Church St, Matlock DE4 3BS**

**The Levis Cup Trial, September 2022**

**Run by the North Birmingham and Worcester VMCC**

This event had been on my radar for several years but I had lacked an eligible bike to compete until now. The rules require that machines to be of any cc up to 1960 or under 200cc up to 1966 so neither of my sixties DOTs complied. Several 1950's DOT

TD's came up for sale in the summer and I ventured up to York to purchase one from a guy who had trialled it but who now preferred to ride his 200 Fantic (who would have thought!) On getting the bike home it was easy to see why he didn't like riding it so much. The forks were bolted up solid with absolutely no movement. The flat bars and high pegs were so very alien to the modern riding stance and the left foot-peg was rigid and so short as to make it useless. The rims were rust free though with reasonable tyres but the gearing was much too high for trials. The original alloy tank was almost perfect as was much of the paintwork. Apart from the usual Villiers rattles the motor was strong and pulled well, although the chain-case was absolutely full of gearbox oil so how the clutch wasn't slipping I don't know.

I ultra-sonically cleaned the carb, changed the oils and in the name of reliability ordered and fitted electronic ignition. The solid old Girling dampers on the back were changed for some modern units that I had spare and I got to work making the front hub float to allow movement in the forks. My pal Chris fabricated a sprung footrest and I found some high and wide steel bars to help the riding position. A tail-pack for a few tools, a tyre repair canister and a litre of extra fuel were tie-wrapped on and we were ready to go!

The 25<sup>th</sup> dawned fine and chilly as I headed down the M42 towards the start at the Lenchford Inn besides the River Severn. As vans and bikes gathered, I realised my DOT was probably one of the most recent in age as a plethora of vintage iron ranging from original oily-rag patina to pristine restoration emerged. My pals Chris Bacon and Pete Wilson soon arrived to ride their 1930's BSA's as did friend Bob Sherras with his 1954 197 Francis Barnett.



Setting off from the Lenchford Inn.



The DOT mixing it with a 1915 Triumph H and a 1929 Triumph sloper.

Setting off at one minute intervals the idea was to achieve an average speed of 20mph with checkpoints along the way recording your arrival times. It didn't help that I had gone without my speedometer and those on my pal's bikes didn't work but we were going to enjoy the ride around the beautiful countryside. All the checkpoints were manned by such friendly observers and we were even offered home-made cake and coffee here and there!

The observed sections on steep hills were eagerly anticipated but for our "modern" machinery they posed an easy challenge. Chris and Pete soon disappeared into the distance as the DOT buzzed along merrily at around 35mph, following the excellent tulip notes all the way to the lunch stop in the centre of Ludlow.

After topping up with succulent pork-pie and a beer we were off again to fuel up for the afternoons run back through the villages of the Cleve Hills with a ford and lots of loose tracks to negotiate. I managed my now customary failure as I missed a turn and sailed on a good four miles before realising my error so it was a steady four miles back to find others taking the turn I had missed! Along the tight and twisty lanes, the DOT had an advantage and even led a group of bigger bikes for several miles. Once on the open roads though they were uncatchable (note to fit a bigger gearbox sprocket for next year)

I think we covered around ninety to a hundred miles with some amazing views and in the company of some friendly, like-minded people. Everyone was interested in the DOT and it invited lots of "I had one of those" chats at the busy lunch stop in Ludlow. I was sad to arrive back at the start area to hand in my final time-card after such a lovely ride. Next time we will all know what to expect, won't miss any turnings and take a speedometer!

**Andrew Cooke.**

## Autumn Road Run, 30<sup>th</sup> October.



A good mix of folks and bikes.

Beautiful views, roadworks and rain were the themes for Graham's run. We had four new faces with us, including Terry all the way from Glossop. Brian and Rich were on their WD BSA's and enjoyed the run as it was ideally suited to their bikes.



The two WD BSAs.

Although the weather forecast was not promising, twenty one machines left Whatstandwell to ride via Middleton, Birchover and past amazing views on our left to Stanton in Peak. Graham then took us down a tight steep muddy lane where he had to stop to let his passenger, Sue, dismount to see if it was safe to go round a particularly tight corner! Many of the lanes were entirely covered in a blanket of wet leaves. We then encountered road works and heavy traffic at Rowsley but then rode via Baslow along back roads to Calver, Eyam, Foolow and across the moors to Grindleford.



Parking at Grindleford is limited but you can always squeeze a bike in.



Some satisfied faces after lunch. They would soon be wet through!

After lunch, just as we were about to leave, the heavens opened. I had my bike running, only to turn and find that all the others had retreated to the café! After 15 minutes or so, the rain eased off to a downpour and we returned to Whatstandwell by a more direct route. However, this included at least four roads which were totally under water.

### New Triumph Single Spotted.

These new Triumph prototypes were spotted out and about by a number of eagle-eyed photographers. It's the first single with the Triumph name for half a century. Built by Indian manufacturing giant Bajaj, these are the first models from a partnership that was announced in January 2020.



Clearly aimed at competing with the Royal Enfield models, there is no indication of its capacity. (When the registration number was put into the DVLA website, engine size came up as 'not available.' However, looking at the Royal Enfields, it will probably be around 350 or 500cc. Unfortunately, Triumph don't own the "Tiger Cub" trademark.



### Brough Superior Austin Four.



Mike Hornsby's piece in the September edition mentioned the twin wheeled model he saw as a child. Here is a little more information about it:

The Brough Superior Austin Four created a sensation when revealed at the 1931 Olympia Motorcycle Show. It was listed in the 1932 Brough Superior catalog as the 'Straight Four' but it was commonly known as the Brough Superior Austin Four, or BS4, or '3-wheeled Brough'. The machine has a unique design, being powered by a modified Austin 7 automobile engine and gearbox unit, from which a driveshaft emerges on the center-line of the motor. Rather than design a new gearbox, Mr. George Brough had the inspiration to keep the central driveshaft and use a pair of close-couple rear wheels driven by a central final drive box.

George bored the engine out to 797 cc and had a new alloy head developed with larger valves. He also paired modified engine with twin carburetors. The Austin Four had been intended as a sidecar motorcycle, but a few were built in the solo versions.

Out of ten Brough Superior Austin Fours built, (eight in 1932 and two in 1933-1934), a total of nine have survived to this day. One can be seen at the National Motorcycle Museum.

### Morning Coffee Run, 8<sup>th</sup> October.



Time to chat at the start.

These runs have really taken off since Graham introduced the idea a few years ago. Today's run was a Saturday Morning Coffee Run, starting from the Griffins Head, Papplewick. Thirteen bikes took part on a lovely sunny morning and Graham led us through Calverton, Epperstone, Gonalston, Hoveringham and then skirted Southwell to arrive at Hills Farm shop and cafe at Edingley.



The bikes lined up at the coffee stop.

It was good to see the autumn colours reflecting the sunshine. As the sun was shining, we sat outside (in October!) to enjoy our refreshments. As it's a farm shop, I decided to have some carrot. Well, ok, it came in the form of carrot cake but that's one of my five-a-day.



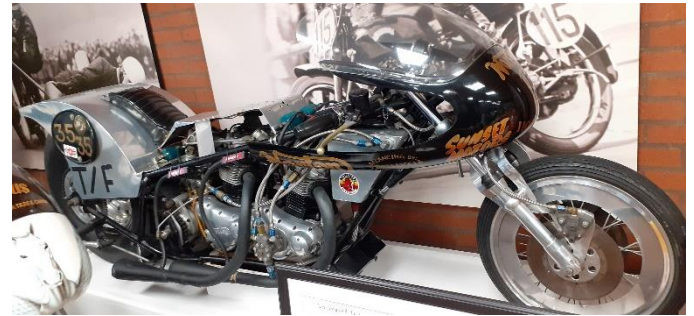
Kate and Jim enjoy their coffees.

We took our time and had a good natter then Graham led us back by a more direct route to the Griffin.

Thanks to Graham for leading.

### Norton's in Drag.

Also seen at the National Motorcycle Museum. Two similar but different approaches to drag racing with two Norton engines. Hogslayer, ridden by Tom 'TC' Christenson, was normally aspirated using an extremely high nitro ratio. It produced about 300 bhp, with a capacity of 1620cc using Dunstall 810 barrels. Pegasus, campaigned by Ian Messenger and Derek Chinn, was supercharged with much less nitro. I do remember watching these two race against each other in the early 1970s. There was a lot of anticipation beforehand but now, after all these years, I really can't remember who won!

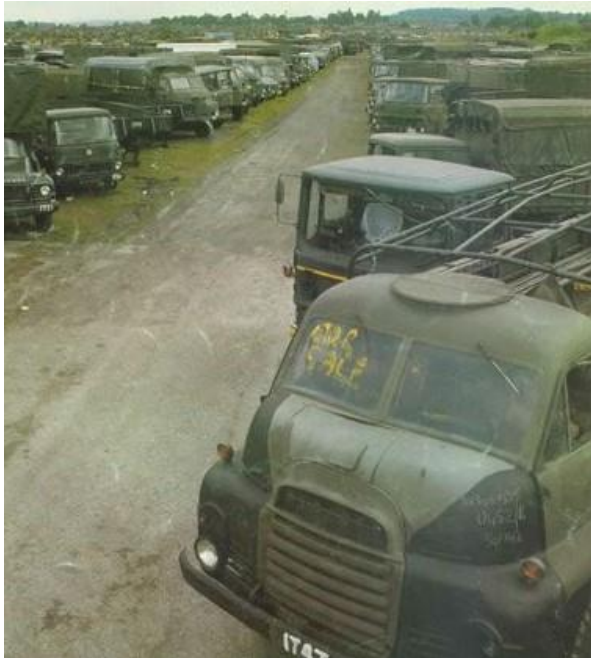


### Ruddington Depot.

Some of our members will remember buying motorcycles at MOD auctions at Ruddington. I am told that it was possible to buy a truck and then find 5 bikes in the back of it! I thought it would be interesting to reproduce some of the depot's history.

**Ruddington Ordnance & Supply Depot** was a Royal Ordnance Factory filling and storage facility, commissioned in 1940 and built during World War II by the United Kingdom Ministry of Defence (MoD).

It was decommissioned in 1945, became a storage area for ex-military vehicles which were then auctioned-off onsite, and was closed in 1985. Today the site is located in the Rushcliffe Country Park.



A view of Ruddington Depot.

### Construction

As World War II erupted, the MoD surveyed and purchased land for the construction of a national Royal Ordnance Factory. Sites were chosen that were (for safety reasons) remote from dense populations, but easily accessible via mainline railways from a number of towns and cities to allow the large number of workers access. This latter provision also sought a location close to key railway junctions, allowing easy access inwards for raw materials as well as quick distribution of the final product to the key seaports.

The proposed ROF at Ruddington was to be used as a filling factory for ammunition, employing up to 6,000 people. After purchase of the land in summer 1940, in December 1940 ground works contractors levelled off the land. At peak, the site employed 100,000 labourers during the construction phase. For railway goods traffic access, a branch line was built to Ruddington railway station, for workers a new railway station, Ruddington Factory Halt railway station, was also constructed.

### Operations

The site was built to produce twice as much ammunition as it eventually produced, with the initial site laid out to allow it to do so. However,

eventually the unused second part of the site was developed as an armaments storage facility.

The first part of the site was laid out as a filling factory, known as ROF Ruddington; Filling Factory No 14.[3] Both gunpowder and shells were brought in via the branch line rail connection, into two different sets of sidings. The components were only brought together in the filling halls, some 20 wooden buildings in the centre of the complex, each with their own blast wall. Completed shells were then moved out to a small storage facility, before either being distributed directly via the railway, or taken to the separately fenced and laid out storage area.

The storage area, operated as a completely separate facility by the MoD to the ROF filling factory, stored completed shells and munitions from both the filling factory, and some other ROF facilities. These were then distributed via the railway for onwards shipment, or via road to local British Army and Home Guard units.

The complete facility equipped with:

Two underground reservoirs, a heating plant, a sewage plant, several generators, a telephone exchange and two canteens.

There was also a surgery, a laundry, a bakery and a mortuary.

As a strategic war asset, the whole site was under tight security, with both on-site security staff and the MoD Police providing round the clock protection.



After the war surplus motorcycles are grouped in fives to be sold for scrap. Typical image, not necessarily Ruddington.

### 1945-1985: auctions

After being decommissioned in 1945, the site was used by the MoD for auctioning-off redundant ex-

military vehicles and equipment. Held every eight weeks, the auctions were publicly advertised in both local and national press. The site was finally closed in 1983 when operations moved to Bicester.

THIRD DAY'S SALE—continued			
Lot No.	Code	Description	Ref.
1440/4		BEDFORD FIRE TENDER (Series RLHZ), WITH SIGMUND PUMP, 4 x 4	NYV697 530
1440/5	Ditto		NYV699
1440/6	Ditto		RXP850
1440/7	Ditto		PGW26
1440/8	Ditto		PGW485
1440/9	Ditto		NYV696
1440/10	Ditto		PGW498
1440/11	Ditto		PGW482
1440/12	Ditto		RXP576
1440/13	Ditto		NYV702 520
1440/14	Ditto		PGW496
1440/15	Ditto		PGW492
1440/16	Ditto		RXP886
1440/17	Ditto		PGW2
1440/18	Ditto		PGW65
1440/19	Ditto		PGW489
1440/20	Ditto		PGW67

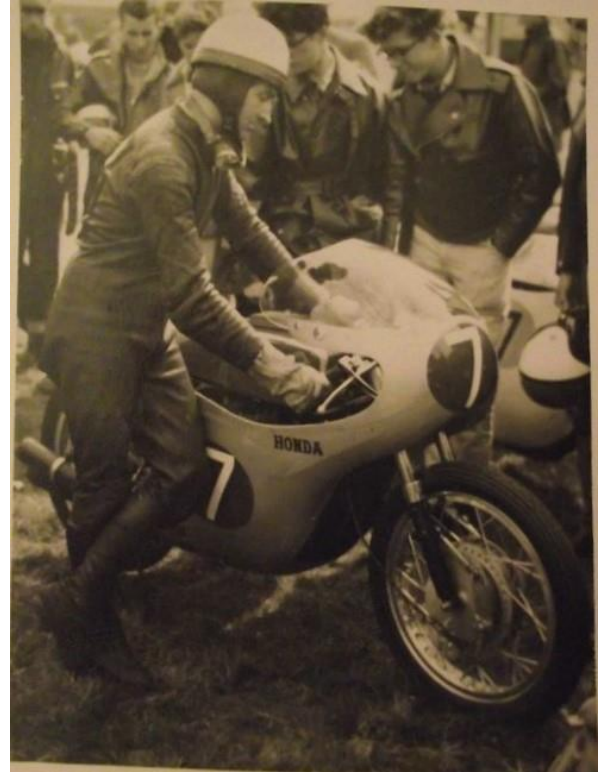
Lot No.	Code	Description	Ref.
MOTOR CYCLES LYING ON VEHICLE PARK No. 3 AT RUDDINGTON DEPOT			
1441	BB	B.S.A. MOTOR CYCLE, 500 c.c., s.v.	75YC01
1442	BB	TRIUMPH "TWIN" MOTOR CYCLE, 500 c.c., s.v.	79BP13
1443	BB	B.S.A. MOTOR CYCLE, 500 c.c., s.v.	13ZC53
1444	BB	TRIUMPH "TWIN" MOTOR CYCLE, 500 c.c., s.v.	00EN80
1445	BB	B.S.A. MOTOR CYCLE, 500 c.c., s.v.	92YE61
1446	BB	B.S.A. "STAR" MOTOR CYCLE (Series C15), 249 c.c., o.h.v.	56EP74
1447	BB	TWO B.S.A. MOTOR CYCLES, 500 c.c., s.v. — A 83YC30 B 86YC62	
1448	LL	MATCHLESS "MERCURY" MOTOR CYCLE, (Series G3), 348 c.c., o.h.v.	XYM634
1449	LL	Ditto	XYM633
1450	BB	TRIUMPH "TWIN" MOTOR CYCLE, 500 c.c., s.v.	78BP86

25% CASH DEPOSIT IS PAYABLE ON THE FALL OF THE HAMMER

Ruddington MOD sales catalogue.

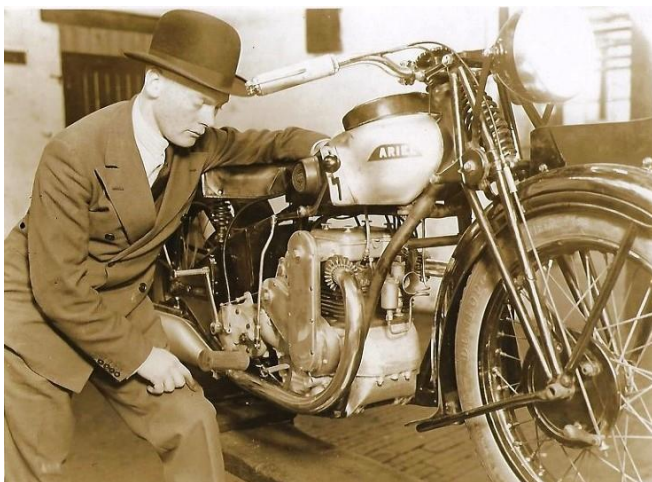
Triumph Speed twin and the Daimler V-8 amongst other things. He had an autocratic approach and was not the world's best engineer but he certainly had an eye for form. This photo would have been in last month's newsletter but it would have given away one of the quiz answers.

**Past Master.**



A candid shot of Derek Minter warming up his 250cc Honda 4 in Oulton's paddock. The photographer thinks it was 1962. Minter's Japanese Honda mechanic warmed the Castrol oil with a blowlamp on the gallon tin (with the cap off) before putting it in the bike. But the contributor didn't get a photo of that operation.

**The Master Surveys his Masterpiece.**



The introduction of Edward Turner's OHC Sq 4 500cc occurred in 1931. The picture of him with his creation is said to be from 1929, so this could be a pre-production model. Turner also brought us the

**The Beamish Trophy Trial Quiz – Answers.**

Andrew Cooke's report last week included the questions that the riders were asked to answer. The answers are below.

1. Q. What country's did these motor cycles come from? Sarolea, Nimbus and Motosacoche? A. **Sarolea- Belgium. Nimbus- Denmark Motosacoche- Switzerland.**

2. Q. Which town was home to the Greeves company and what other form of motorization did they produce? A. **Thundersley and the Invacar.**

3. Q. What year were driving licenses introduced in the UK? A. **Licences were introduced in 1903.**

4. In what year did driving licenses become mandatory for new licence holders? A. **1934/5.**

5. Q. Who doesn't need a driving licence? A. **The King or Queen.**

6. Q. In what year were MOT tests introduced in the UK? A. **1960.**

7. Q. At what age did they require testing at the beginning? A. **10 years.**

8. Q. At what age are historic vehicles exempt from testing? A. **40 years.**

9. Q. Name the scooter models produced by Velocette, Excelsior and DMW. A. **Velocette Viceroy, Excelsior Monarch and DMW Bambi.**

10. Q. What was the capacity of the smallest engine made by BSA and what was the model called? A. **35cc BSA Winged Wheel.**

11. Q. What was the capacity of the smallest engine made by Triumph and what was the model called? A. **100cc Triumph Tina T10.**

12. Q. Which motorcycle manufacturers were based in Ashford, Gloucester and Cleckheaton? A. **Ashford, Norman, Gloucester, Cotton, Cleckheaton, Panther.**

13. Q. In 1921 Triumph introduced their first 4-valve engine. Who was the designer? A. **Harry Ricardo.**

14. Q. In 1933 Triumph introduced a parallel twin. Who was the designer? A. **Val Page.**

15. Q. In 1937 Triumph introduced the Speed Twin. Who was the designer? A. **Edward Turner.**

16. Q. The British Army used many different makes of motorcycle in WW1. Name the six most common. A. **Triumph, BSA, Douglas, P&M, Clyno and Scott.**

17. Q. The British forces used only a few different makes during WW2. Can you name three of them?

18. Q. What were the model numbers of question 17?

17 & 18. A. Any three from:- **Ariel WNG, BSA M20, Machless G3L, Norton 16H, Royal Enfield WD/CO, Triumph 3SW or Velocette MAF.**

How did you do?

### Another Mystery picture.



The machine is obviously a Norton single. Who is the lady seated upon it?  
(Last month's mystery father and son pic was of Dave Croxford on the pillion.)

### Free Advertisements.

#### FOR SALE:

#### 1982 Honda 400 Superdream





Recent new tyres, new fork seals fitted.  
Front brake lines renewed. New front pads fitted  
New rear brake shoes fitted.  
New cush drive rubbers fitted.  
Oxford heated grips fitted.  
Cannot guarantee mileage shown although the bike  
and been off road for 15 years it would seem that  
the mileage is something like correct.  
£1250.

Contact Derek, 01623 552480 or  
67dcrookes@gmail.com

**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.

