



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

We hope you had a great Christmas and New Year. In this issue we have news of the Christmas meal and the Festival of 1000 Bikes, a fascinating article about one man's motorcycling career, the answers to the Christmas quiz, an interesting engine and a peculiar two-wheeler.

### What's on in February.

- 1st. Duke William Lunchtime meet. Matlock
- 2<sup>nd</sup>. Natter Night.
- 12<sup>th</sup>. Lunch Meet. Limes Café, Bilsthorpe.
- 19<sup>th</sup>. Normous Newark.
- 26<sup>th</sup>. Lunch Meet. Family Tree, Whatstandwell.

See the calendar for full details.

### Christmas Meal.

You still just have time to book for the Christmas Meal, which will be held on 14<sup>th</sup> January at the Hogs Head. If you intend to be there, contact Graham Bower on:

07745888938

or at

[graham.bower@outlook.com](mailto:graham.bower@outlook.com)

To ensure that you have a place.

The cost will be £15 per person for three courses. There is NO NEED to book your choice of food, we can now order on the night.

### FESTIVAL OF 1000 BIKES 2023

#### Postponement of Festival of a 1000 bikes.

On 13<sup>th</sup> December 2022, The VMCC issued a statement concerning the Festival and also the Cadwell Track Weekend. These are the main points:

Neither event will be held in 2023 for a combination of reasons and non-competitive track events will be postponed until 2024. The reasons given are Costs, Risk and Member Experience.

It is well-known that the club is prioritizing cost reduction and the Festival actually lost money once all the costs were taken into account. A major issue is the circuit costs, which are more that the BHR would have to pay for a weekend. No agreement can currently be reached. There is little confidence that 2023 would be any better so the Club simply could not afford to take the risk on the event breaking even let alone running profitably. The club also needs to promote events a year in advance to ensure a successful attendance. This means planning for events needs to be 13 or more months ahead of the event.

Cover for bikes on the track is still a concern for many members in 2022, so in 2023, the VMCC are expecting to roll out a new programme with Peter James Insurance to include cover for specified events organised by the Club.

Moving forwards, we are exploring options to run these events in 2024 when all members with VMCC Motorcycle insurance will be under the new cover.

The VMCC are in negotiation with Classic Track Days about including VMCC classes within their existing events which will provide multiple opportunities throughout the year at a variety of circuits. Such facilities would be at greatly reduced financial risk to the Club. Discussions are also in hand with the BHR and other partners to try to provide alternative arrangements.

### Lunchtime Meets at Matlock.



These meets have become very popular. They take place at the Duke William pub, Church Street, Matlock (not Matlock Bath.) The pub provides catering with warm food and hot drinks as well as alcohol if required. January's event was well attended due to the ideal weather conditions. It's not particularly a vintage meeting, with about 50/50 old and modern, but very convivial and a great place to meet up.



Lovely BSA at the meeting.

**My Biking History.** By Ian Lawrence.

*(A small section of this article has been published previously, in the March 2022 edition, but is relevant to this story.)*

When I was at school, all I dreamed about was being old enough to drive a car. Motorcycles had not even entered my mind until my next-door neighbour but one, Terry Payne, bought a BSA C15 and asked me if I would like to buy his old bike. We were only 12 or 13 at the time. I went round to his garden to have a look and a ride round his garden and from that moment I was smitten!

What was this incredible bike, I hear you ask? It was a 1951ish 98cc James Comet which I bought for the princely sum of 12/6; it had two speeds on a handlebar lever and a clutch that had been bolted up to make it inoperable, so you had to push it along, jump on it and ram it into gear! But it went well.



A Similar Machine

Obviously, we were too young to ride them on the road, so we used to push them up to Chalkhurst Woods with the back wheel raised up on pram wheels (which made it legal to travel on the road) and spent many pleasant hours racing round the woods.

My next objective was to find a machine suitable for the road as I was nearing my 16<sup>th</sup> Birthday and you

could ride a 250cc machine on L plates. A local farm labourer who I was friendly with had a motorcycle in his garage which he didn't use any more having bought a car. It turned out to be a Francis Barnet 250cc Cruiser 84. If my memory serves me well, I think I paid £15 for it, but it ran ok and it was road legal even if the styling left a little to be desired! I started riding in the June and passed my test in September, I was well chuffed!

Newfound Freedom! This bike took me everywhere, paper round, school, Deeprise Bros on a Saturday morning and eventually to the Saltbox Café at Biggin Hill.

I soon found the shortcomings of the Italian designed 250cc engine fitted to this bike, the cylinder head had two downward facing spigots which had to align with two similar cut outs in the piston, unfortunately they had a habit of kissing each other which led to a series of problems! After several rebuilds, I fitted a Villiers 250 Twin and had no more trouble. As for the styling, I cut the side in half to match the frame tube and it greatly improved it's looks. A similar machine below.



1961 Francis Barnet Cruiser 84

I cut the panels on the red line and discarded the rear piece

For my next bike, I thought it might be a good idea to move to a four stroke so along came a Norton Jubilee. Well that was the biggest mistake of my biking life, the thing kept seizing up on me and I don't think I ever had a decent ride on it! I ended up cutting it up and throwing it away!

With a years' experience under my belt, I was ready to move up to a larger machine, this arrived in the form of a 1955 350cc Matchless. Wow, I was really joining the big boys now! A superb machine, very smooth and reliable (well, for a while!) Having joined the Saltbox MCC, I learned that one of their regular outings was an Easter weekend in Tintagel, Cornwall. I thought I'd have some of that, so loaded up with a 6ft3" Richard Sales and all our

gear we headed off to Tintagel. We had a great time there with club runs to various places and live music and scrumpy on site and the Matchless never missed a beat...err... until halfway home on the Salisbury Plain when it ground to a halt. Looking in the oil tank, peering up at us was a mostly digested piston. We were going no further. Fortunately, a chap in a Jag pulled up and seeing our predicament, offered to store the bike until we could pick it up as he only lived about a mile away. We were then lucky enough to get a lift home in a van with Dave Fleming. We went and picked it up the next weekend as Richard's dad had a trailer. When we got home, I was looking in the local paper (what no ebay!) and a mile away there was a fully rebuilt 500cc Matchless engine for sale, so in it went and trouble free ever after.



1955 500cc Matchless

My next bike is a make that I would stick with for many years: Triumph.

A friend at work had a 1952 650cc Sprung Hub Thunderbird for sale in a beautiful blue colour which I couldn't resist. Many happy hours were spent on this bike, it went well and contrary to public opinion, handled well. Eventually there was a knocking sound from the bottom end which led to the white metal coated conrods having to be replaced. Then one evening disaster struck! I was on my way to pick up my girlfriend in Croydon and just slowing down for the traffic lights at West Wickham a car decided to pull straight across in front of me into Tesco's car park. I went straight into the side of it, flew over the top and landed in the kerb the other side. Front wheel and forks pushed into the engine otherwise the bike was ok. By the time the ambulance had arrived I had picked myself up and my wrist was hurting but worse I felt a wetness inside my over trousers, the dreaded steering damper knob had attacked my private parts. I won't go into all the detail, only to say that after a few painful stitches all was back to normal eventually! Oh! And I had a broken wrist as well! The bike was written off and reclaimed from the insurance company and while I was recovering from the above, I rebuilt the bike into a swinging arm frame and got a good compensation for the

accident. This bike served me well, but I had my heart set on a new Commando (ok, I know it's not a Triumph!) I was saving like mad from my poor wages at the time when a new Commando Was £320, I had got to just under £300 and they put the price up to £350. This was just too much to achieve, so my dream had to wait. In the meantime, I wanted something better than the cobbled-up Triumph I was riding, so I thought I would build myself what I considered to be the ultimate Bonneville.

This was to consist of a duplex frame, big bearing bottom end, nine stud head, complete front end off a 1971 Bonne and a Hi-Fi Scarlet tank off a 1968 Bonne and Thruxton silencers. I gradually gathered all the parts together and built my dream bike just in time to go to the 1971 TT. Also managed to get a new registration XKK 10J.



My Dream Bonneville



Going to The IOM TT

In 1973 I was now a fully indentured electrician working for the London Electricity Board doing house re-wires and other installations which entailed carrying a lot of tools around with me. After wearing out two swinging arm bushes on the Triumph, I decided it was time to get a car. As I was

saving up to get married, I couldn't afford to keep both vehicles on the road, so I reluctantly sold the dream triumph, something I still regret to this day. The car was a 1960 Morris Minor bought for 50 quid, which served me very well.

I was now missing two wheels when lady luck came along. I was installing storage heaters in this lady's house when we got talking about motorcycles. She was telling me that her late husband was also a motorcyclist, and his bike was still in the garage, would I like to see it? Well, is the Pope Catholic? Of course, I would please! She led me out to the garage and sitting there was a 1946 500cc AJS attached to a Watsonian single adult sidecar in very good but well used condition. I told her what a lovely machine it was, and she said "would you like it" I said that I would love it but can't afford it. She said "I don't want anything for it, I just want it to go to a good home" you could have knocked me down with a feather! I thanked her profusely and picked it up the same night complete with a new greatcoat to ride it with!

So, the Morris Minor went, and I was back on 2 or perhaps 3 wheels! Which was ideal for work and pleasure.

Then came the next bit of good fortune. A friend at the Saltbox, Derek Whitton had started to make a Triumph 350cc off road bike but had not got very far and gone on to different projects. He asked if it would be any use to me as it was just taking up room. I told him that I had no spare cash, but he very kindly gave me the whole project in several boxes! Well, this was to be the start of my off-road adventures.



Triumph Green Lane Machines "Super Bruce"

The frame had been lowered and strengthened and it had a set off BSA forks and all the engine parts and wheels were there, so I built it all up and all I was missing was a petrol tank, seat, and silencer. I

found a Greeves petrol tank and painted it purple, and Dereck very kindly made me a silencer box for the two high level pipes. The seat I made by laying up fibreglass over the frame tubes lined with plastic. The engine was a little peach, and the bike became known as Super Bruce! I had great fun riding green lanes all over the country with my friend Trevor who built a similar bike.

At the same time, I also inherited a trials outfit that had been to the Elephant Rally but without an engine, so I re-painted the frame and put a pre-unit 650cc Triumph engine and box in it and entered some trials. I soon discovered that Trials were not my forte.

After the Triumph I felt that I needed something a little more competitive. So, one of our club members was selling a 250cc Greeves Challenger which was really quick after the Triumph. I got it registered as a road bike which was where I made a mistake. The bike was designed to be a scrambler and made a terrible road bike, so it didn't last long in my possession: on visiting my local dealer, John Peeling Motorcycles, I saw Just the bike I was Looking for, something that would be good for green laning and the odd scrambles meeting. It was an ex Royal Marines Display Team BSA B50 MX. So, the Greeves went in part exchange for this Beauty. What an excellent bike this turned out to be, I got it registered and fitted lights to it, so it was a true all-rounder. I did several club scrambles on it and a lot of green laning, probably the best off-road boke I ever had. It could never get nicked because no one could start it!! I eventually re-built it as per picture with powder coated blue frame, Preston Petty mudguards and home-made filter box and exhaust. It was so good that I kept it for 10 years.



1973 B50 MX

Eventually it had to go to make way for another project, another bike that I had always dreamed of owning, a 1969 Triumph Bonneville. I found one partially complete but all there and needing a complete re-build. It was a genuine matching numbers bike. I did several shows and runs and used to regularly ride to work on it.



1969 Triumph Bonneville



Festival 1000 Bikes 1990

In 1992 I started Car Grasstrack Racing so the Bonneville got put to one side. I started in a Class 1 Mini and Progressed through to Class 6 which is unlimited front wheel drive. I found myself needing a faster engine for my Class 6, so the Bonne was sold to buy a new engine. I was running an Astra GTE engine in a Nova Bodyshell and finished second at the 2000 Nationals. I packed up car racing in 2001 and bought my next bike. A 1977 Yamaha XT 500. This bike was unregistered and had previously been used in a stunt show called Moto Clowns. The guys were two engineers who had really looked after the bikes and had stripped off all the road gear, lights, clocks, indicators etc. and came in a box with the bike. I re-fitted all the road gear and got it registered and got back into green laning with some local friends. One of these outings was a organised green lane weekend in Devon where you could use your own bike or hire one of their fleet which were Honda CRF 230cc Imports. The organiser and leader was ex works BSA rider Vic Vaughan. We had a superb weekend and at one point Vic offered to swap bikes. The little CRF was so light and easy to start

that I said to Vic, if you ever sell this one then be sure to give me a ring as I knew they renewed their fleet every year. Sure enough I got a phone call from Vic asking if I would like to buy his personal bike! YES PLEASE! It worked out well because we were going to Tintagel soon, so I took my trailer and picked it up on the way.



1977 XT 500

### 1957 Model 30 500cc

*(This part was previously published in the March 2022 edition.)*

It all started in Sept 2006; I was looking for an engine for My MK Indy kit car, having just removed the Honda Blackbird engine that I built it with, as I would have lost my licence it was so damn quick! Anyway, a friend of mine said he had a Ford Zetec engine sitting in his dad's garage, so I went to look at it and it wasn't what I wanted (I ended up with a Vauxhall 2ltr red top, but that's by the by) but while I was there, I saw this engine languishing under the bench. I asked his dad (John) what it was and he told me it was an old Norton engine, so out of curiosity I took a picture of it and emailed it to my good friend Chris Norton and asked him what it was. A swift reply came back telling me it was a Norton International engine and "has he got the rest of it!" I said I didn't know but would find out. When I next saw John, I asked him if he had the rest of it, and he told me he had, but it had been in the shed down the garden for 40 years and he'd lost the key to the shed! Repeated asking bought about the same reply so a little subterfuge was required. When he went away on holiday his son said he knew where the key was and took me into the shed and lo and behold there was the Norton Featherbed International rolling chassis and next to it was a '57 Triumph Speed Twin. It transpired that the bike was originally acquired with a seized engine, having been run with an oil tap turned off, so he hoofed the Inter out and fitted a Triumph T110 and ran it for a couple of years, it was then dismantled and put in

the shed where it remained until I saw it. He also showed me the cupboard under the bench where all the original Inter parts had been stored along with the Triton bits. Then to cap it all, in the front room was a '75 Trident that was last on the road in '79 with 12k on the clock!

I spent the next three years trying to persuade John to sell me the Inter to no avail until one evening in Sept 2009 when I rang him up and said that I'd just sold my kit car and could I come and see him about the bike. To my surprise he said yes! He said he'd seen some of my previous work and knew that if he sold it to me; I would make a good job of it and wasn't doing it for the money. Two days later, over a cup of coffee, the deal was done, and I found myself the owner of a '57 Inter, a '57 Speed Twin and a '75 Trident!

As I've done enough Triumphs over the years, the speed twin was moved on, as was, and the Trident was re-commissioned and ridden for a year before being sold to finance the Inter. The Inter restoration was started in January 2010 and finished in March 2011.



1957 500cc Norton International

It was originally registered in Nottingham and I'm the 4<sup>th</sup> owner and it has 17k on the speedo. Thanks to the help of Chris Streather of the Norton Owners Club, I now have the original registration number 412 AAU which is a Nottingham reg and was supplied by Hooleys Garage of Greyfriar Gate on 7<sup>th</sup> August 1957. She now has 21,000 miles on the clock and has done a several track parades with the club.

After the Trident was sold and the Norton was running nicely, we decided to go to the Isle of Man with several other Saltbox Members, well it was too far to go on the Norton two up, so we needed a road bike.

A good friend from the car racing club offered to lend us a BMW R60 as he had given up using it. He said it needed a little work as it had been laid up for some time. So, after nearly a complete re-build we

set off for the IOM, the bike ran faultlessly, and we thoroughly enjoyed our holiday.

Upon return home, we enjoyed the BMW so much that we decided to buy one of our own and along came the R1100RT. This was a superb touring bike, and we went again to the IOM again the following year and did a lot of riding after that. The BMW never gave a moments trouble and was only sold when it got too heavy for my aging body! Next to arrive was a Yamaha TDM 900 which was a lot lighter and still had the required performance. We took that to the IOM in 2022 and again, it ran faultlessly.



Yamaha TDM 900

During the lock down I had built a bike that I had always admired, a Triumph TR5T which I bought as a box of bits, having spent its life in the USA. I had just got it finished and registered for the road when the bike that I hankered for in 1972 was offered to me, a 1972 Norton Commando 750 Fastback! So the TR5T went to enable me to purchase the Commando. This bike had been owned by a mechanic friend from new and was in lovely original condition and in fact won best in show the first show I took it to!



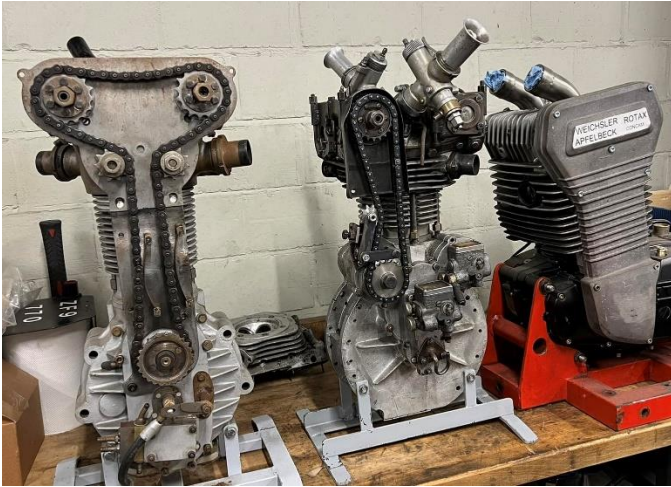
1972 Norton Commando

It came with a host of spares including new isolastic mounting conversion and a single brand-new Mikuni Carb and manifold, which have now been fitted. I've also fitted a small stainless-steel luggage rack for days out. As we are both now in our 70s, we decided it was time to finish long

journeys on the bike, so the TDM was sold and the proceeds went to purchasing an Alton Electric starter kit for the Commando which I have now fitted and it makes starting a lot easier!

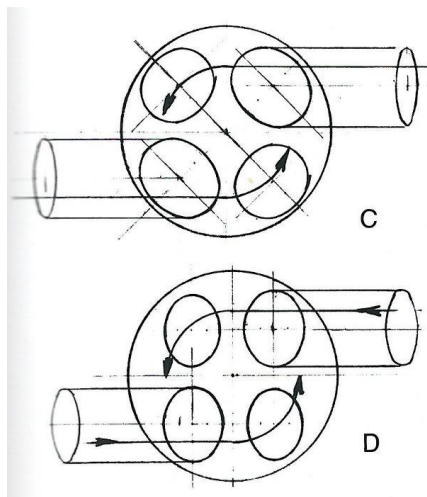
Ian Lawrence.

**The Aflebeck Engine.**



This photo intrigued me enough to find out more about it. It shows three different engines, each with an Aflebeck conversion. The angle of the carburetors on the centre engine is the most obvious clue to the fact that they are unusual. Invented by motorcycle engine designer Ludwig Aflebeck, the design has four valves per cylinder in radial formation but in the order of intake, exhaust, intake, exhaust, 90° apart.

The idea behind this was to give better heat dissipation due to the fact that the exhaust valves were not adjacent to each other as they would be in a conventional four-valves-per-cylinder engine. The hemispheric combustion chambers created a swirl effect which helped with combustion.



The diagram shows the valve positions, the ports with the arrows being the intake and the arrow showing the “swirl” principle of the hemispheric chambers as well as the cooling order, one intake valve cools its adjacent exhaust valve.

The arrangement of the valves meant for a complicated ohc design. Two camshafts were used with secondary rockers to operate the radial valves.

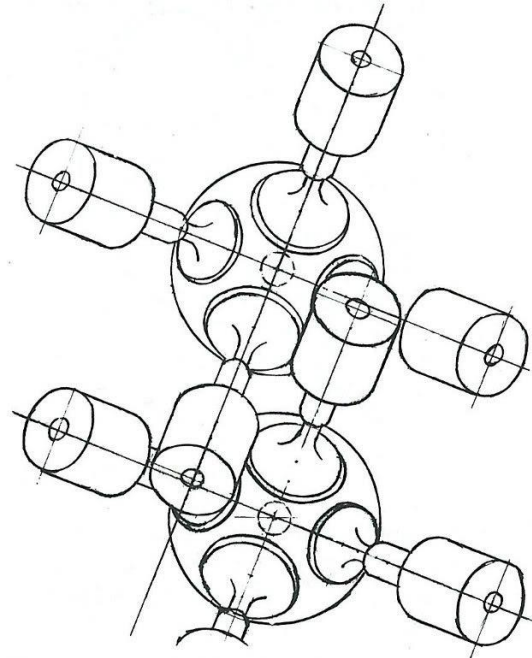
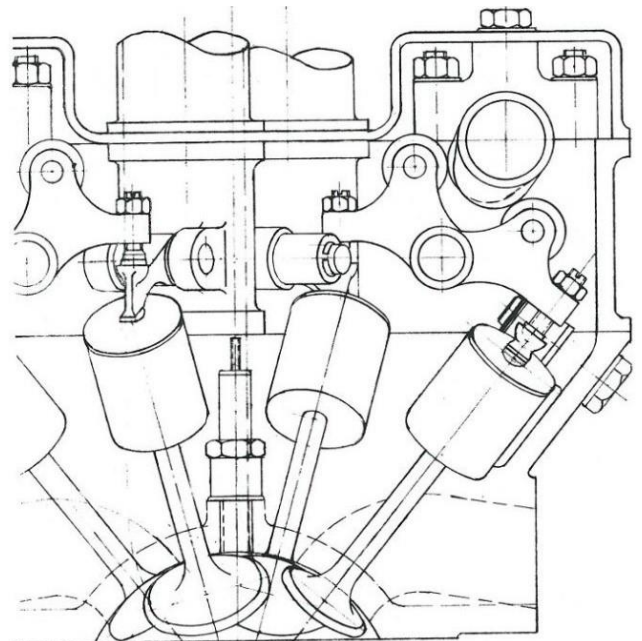


Diagram showing the valve arrangement.



Rocker arrangement.

In practice, the benefits of better fueling charge from higher valve lift were offset by the complex valve train and extra weight from the higher crown-

piston needed because of the combustion chamber shape.

Although the engine worked very well at high rpm due to the excellent the cylinder filling, power was lost at lower revs because the design called for large diameter valves and valve ports, which reduced the air velocity.

However, the engine had some success with early BMW Formula 2 racers and Hill Climb cars, although they moved to a more conventional design in 1968. Ferrari also experimented with the design but abandoned the project as they felt that they had only succeeded in making a much more complicated engine.

### The Monotrace.



Monotrace pictured in 1925 in Bangor, Wales.

The photos show a Monotrace two-wheeler from around 1925. These were built in France by Atelier du Rond Point. Between 1925 and 1928. Information is sketchy and often conflicting but one source claims that it was designed by H. F. S. Morgan, founder of the Morgan car company, in about 1923. Another says that it hailed from Germany where it was devised by the Mauser armaments factory.



The seats were in tandem, with entry via the side door.

It had two wheels, with a 510cc horizontal single cylinder engine behind the rear seat and chain drive to the rear wheel. Later models had a 765cc engine. Two retractable outrigger wheels acted as stabilisers when stationary.



The odd profile of the machine.

### Pickpocket Warning.

I was talking to a member of a one-make club recently and he told me about his experience at a recent Newark autojumble. This kind of thing can happen at any jumble where people are carrying large amounts of cash.

My acquaintance was wearing cargo trousers with expanding side pockets in the legs similar to those in the picture. The zips on the pockets were at the front so thought he was safe to keep his wallet in there. When trying to make a purchase at a stall, he opened the zip to get his wallet out and it was gone. His hand went right through to the rear fold and out the other side. He lost an awful lot of money and the cut in the pocket seemed to have been made with a razor blade. He tells me that he never felt any disturbance and was unaware that he had been robbed until that moment. He was told that he was the third victim that day.

I have always been careful, especially at Stafford, but he tells me that it has become quite a problem at Newark, too.



These side pockets can easily be accessed.



**Christmas Quiz Answers.**



Q. 1. Jonathan-Rea



Q. 2 Paul Smart / Barry Sheene



Q. 9. Bill Lomas.



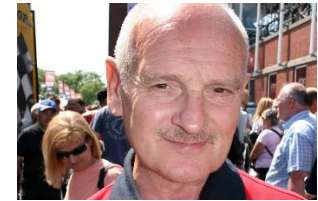
Q. 10. Jeff Smith.



Q. 3 Lord Snowdon.



Q.4. Helmut Fath.



Q.11. Tony Rutter.



Q. 12. Stanley Woods.



Q.5. Pol Espargaro,



Q. 6. Burt Monroe.

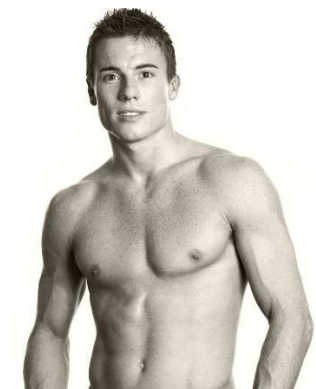


Always wear the correct clothing.

**Free Advertisements.**

**FOR SALE:**

**1982 Honda 400 Superdream**



Q. 7. James Toseland.



Q. 8. Kenny Roberts.



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

### 1962 Triumph TR6SS Pre-unit



I have owned this bike for over 25 years. This is a very reluctant sale as I head to my octagon years, sadly, It is becoming too big and heavy for me now and my longer owned 1960 BSA C15 becomes my preferred riding choice.

I am looking for offers around £9,000.

I will of course provide more photographs and history details.

Please contact: [hornsbj\\_jm@yahoo.co.uk](mailto:hornsbj_jm@yahoo.co.uk)

### 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.

