



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

In this issue we have the prizegiving at the section dinner, a remarkable special, a crisis in Northern Ireland, a splendid chronometric animation, more news about the Relay Rally, and the Matlock Meet.

### What's on in March.

- 1st. Duke William Lunchtime meet. Matlock
- 2<sup>nd</sup> Natter Night.
- 11<sup>th</sup> Saturday morning Coffee Run, Papplewick.
- 12<sup>th</sup> Lunch Meet, Yondermann Café.
- 19<sup>th</sup> Sunday Afternoon Run, Ripley.
- 25<sup>th</sup> Saturday morning Coffee Run, Ripley.

See the calendar for full details.

### Founders Relay Rally; Plea for Volunteers.

This event takes place on **Sunday 30<sup>th</sup> April 2023**. Newer members won't be familiar with the Relay Rally.

The format is simple: each participating section sets up and mans a check-point. All check-points around the UK will be listed online and in the Journal. Before the event, the Journal will contain a checking-in card.

All members can then ride to as many or as few check-points as they wish and, on presenting their card, will receive a sticker to put onto it. This provides a record and a memory of the day's travels.

Our checkpoint is The Horse & Groom, Linby and we will need volunteers to man it for a few hours at a time.

**Without sufficient personnel to man the check-in, this event will fall through.**

Please get in touch if you are able to help.

### Section Dinner and Awards.

Our belated Christmas meal was held at the Hogs Head, Awworth, on 14<sup>th</sup> January. We were

pleased to see an attendance of almost 40, with quite a few new faces. A good chance for a natter and a very substantial meal!

The prizes were awarded as follows:

Clubman of the Year was Graham Franks (awarded in his absence), who is always willing to step in to lead a run and was the first to help out when we needed extra leaders coming out of Lockdown. He also collects for the Air Ambulance on every run.

Clubwoman of the Year was Sue Mahl, for taking on the organisational role of planning for such events as this evening.



Sue receives her trophy from our Chairman, Gordon.

Organiser of the Year was Mike Gather, who hit the ground running as our new Treasurer and set up the much needed accounts and systems so quickly.



Gordon hands the Organiser's Award to Mike, after having initially given him the wrong trophy!



A great night.

Chairman Gordon managed to catch up with Graham Franks at the Lunch Meet the next day in



order to present him with the Clubman of the Year Award.

Graham admits to being surprised and a little embarrassed at the award, revealing his humble side.

Gordon's highly developed "selfie skills" are evident here...



and the Vincent HRD Owners Club to chat to, as well as lots of riders of other machines, vintage and modern.



A real mix of machinery.



Interesting comparison of two 500 V-twins.

### Duke William Lunchtime Meet, Matlock.



There's a spacious parking area to accommodate large numbers of machines.

The Duke William Lunchtime meet was held on 1<sup>st</sup> February. This meeting happens every month, throughout the year, winter and summer. Although the weather was damp and chilly, there were around fifty machines present and quite a few came by car, especially those from the Chesterfield area, where it was raining quite heavily. It was a good turnout, with members of both the VMCC Notts and Derbyshire Section and the AJS & Matchless Owners Club - Notts & Derby Section



Lots to talk about.

Around 1.30 pm it rained at the venue so, as I had eaten my lunch, that was my cue to leave! However, I'm told it stopped shortly after I left.

The next event will be on Wednesday 1<sup>st</sup> March:



**THE WEDNESDAY LUNCHTIME CLASSIC BIKE MEET**  
12 NOON WEDNESDAY 1ST MARCH 2023  
THE DUKE WILLIAM PUB, CHURCH ST, MATLOCK DE4 3BS

## **Motorcycle Union preparing 'rescue package' to prevent loss of NI road races.**

The Motorcycle Union of Ireland Ulster Centre is to prepare a rescue package to prevent the loss of NI's prime road racing events.

The move follows a motion to cancel all two-wheeled events in 2023 including the North West 200, Tandragee 100, Armoy and Cookstown 100 at an emergency MCUI meeting of its member clubs on Thursday night.

Motorcycle clubs from across Northern Ireland voted for the cancellation because of the hikes in public indemnity insurance.

"We cannot afford the premium hikes but nor can we afford to stop the events," said MCUI chairman John Dillon.

"Members of the MCUI(UC) board and I are now urgently pursuing a series of options and sources including the launch of a crowd funding campaign." Insurance has risen from a cost of £170k in 2022 to £410k in 2023.

MCUI(UC) says clubs will be prepared to pay some of this increase through additional sponsorship and increased entry fees, but there is likely to remain a short fall of over £200k.

In addition, a capped £300k excess has been introduced, this along with the £200k shortfall means that the MCUI(UC) may need to raise up to £500k in the short time term.

(Source: the Belfast Telegraph)

### **Online fundraiser.**

An online fundraiser has now been set up with a target of £300,000.

The appeal at [gofundme.com](https://www.gofundme.com) was launched over the weekend, following news that the cost of insurance had put most motorcycle racing events in Northern Ireland in jeopardy.

The online fundraiser, set up by the Motorcycle Union of Ireland Ulster Centre, states that all funds will be managed by an accountancy firm based in Belfast.

The organisers have set a £300,000 target.

As of Tuesday afternoon, the total amount raised so far stood at £68,687, helped by an anonymous donation of £5,000 in the previous 24 hours.

### **The National Motorcycle Museum.**

The NMM recently released this statement:

Despite what you may have heard on the web, our beloved National Motorcycle Museum, is NOT closing its doors in September (this is unfortunately

the National Motorcycle Museum in Anamosa, Iowa USA).

We've received several calls and emails from concerned supporters, but FEAR NOT – we are still very much open with NO PLANS for closure and are ready to fire up our engines for all you bikers out there

Don't let fake news ruin your motorcycle dreams, come visit us today!

### **Motorcycle Videos (and others.)**

I have been contacted by a motorcycle fan who is offering some racing videos.

He writes:

"I am in the process of parting with and trying to find new homes for many of the "treasures" I have accumulated during my life and they include several motorcycle-racing videos from the time many years ago when I was an avid follower of the sport. Not surprisingly, they are all in VHS format, now superseded by the next generation technology of DVD medium. Nevertheless, there are possibly many mature folks such as myself who still possess the equipment capable of playing the earlier format and I am most reluctant to consign the material to landfill when it could be enjoyed by others.

If the tapes are any use to your club or if any of your members would like to have them, I would be happy to donate the videos in the knowledge that someone would gain pleasure from viewing their contents. I shall be delighted to provide details of what I have."

There are also videos of [archery and railway](#) events which are available free, too.

If you would be interested in "saving" or collecting these recordings, please contact Alan Smith at:

[barbararussell10@hotmail.com](mailto:barbararussell10@hotmail.com)

### **Chronometric Speedo Repair.**

Some of you will know about this excellent local business but new members might not be aware. I recently had to take a Smiths chronometric speedometer for repair, as it had started to malfunction on the way home from an event. The needle kept swinging back to zero and then back up to the correct speed.





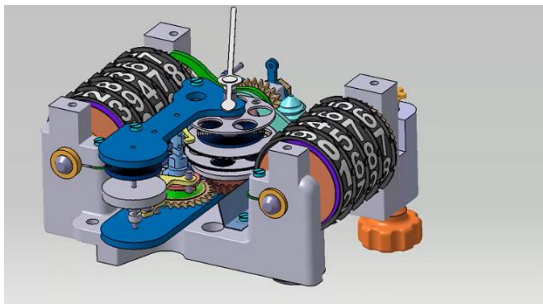
I contacted Russell Smalley at Chronometric Instrument Services. Based in Nottingham, Russell is the expert on these instruments. From a phone call, he could diagnose the fault and when I took it in, he was, of course, correct. Although I had the speedo rebuilt by another “restorer” many years ago, before I knew about Russell, it had only been used for 1400 miles since then. Russell pointed out the shortcuts and bodes that the previous person had made, and which were ultimately responsible for the new fault.

I had a look on the internet for information on how chronometrics actually work and found a super animation on YouTube (link below) which shows the stages of assembly including the leaf springs which had failed. Russell has to have these made in Switzerland. Although I now have more understanding, I don't think I'll be repairing one any time soon!

The speedo was fixed in less than a week for a very reasonable price and now works perfectly. The moral is to watch out for the con men!

The animation can be found at:

[https://www.youtube.com/watch?v=d-4VnarnoOU&list=LLmFRg6mNd6j\\_rJ5Excb1ftQ&index=1](https://www.youtube.com/watch?v=d-4VnarnoOU&list=LLmFRg6mNd6j_rJ5Excb1ftQ&index=1)



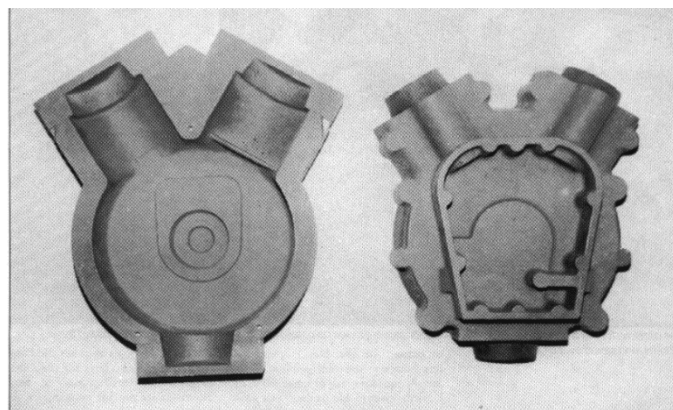
## The Evans B100.



This machine is known as the Evans BSA.

Built by Owen Evans in the late eighties, it has two B50 top ends on handmade cases and crank, in a Slimline Featherbed frame.

Owen decided that he would like a British V-twin but the price of Vincents and Broughs led him to design and build his own. He heard about Gerald Fitzpatrick, who had designed a similar motorcycle in the 1970s and met up with him so that they could discuss aspects of the design which was especially helpful where pattern-making and casting design were concerned.

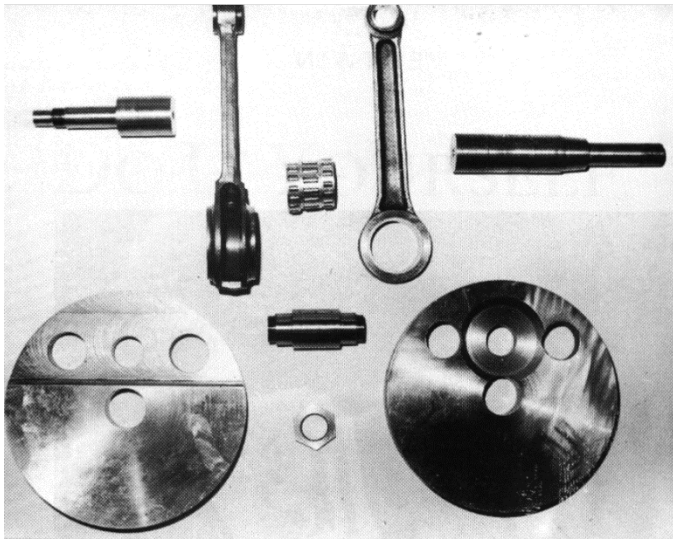


The Evans crankcase castings.

CCM wouldn't supply engine drawings so he bought a second hand engine to strip down and measure.

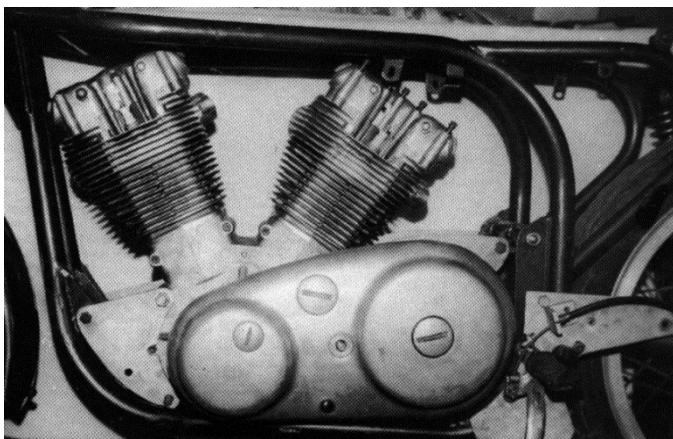
Rather than use side by side conrods with offset cylinders, a pair of Harley Davidson 883 Sportster conrods gave the extra length he needed to make room for the carburettors, 60-degrees being the widest that would fit into the frame and the fork and blade arrangement kept the cylinders in line. The design was offered to Triumph, who were enthusiastic but couldn't raise the finances for tooling.





Alpha Bearings made the big end journal.

The B100 originally had a drum front brake but it has been modified and improved over the years. Its current owner found it in a shed, where it had been rotting for 18 years.



### Mystery Picture.



It's obvious who these two are, but at which circuit?

### Tait's Daytona.



Percy Tait's 500 Triumph Daytona. It went like the clappers! I remember seeing him race this a few times and at one year's Race of the Year at Mallory Park, it was the only machine to get anywhere near Hailwood and Agostini. Hailwood finished half a lap ahead of Ago and Tait was almost another half lap behind the MV. Nobody else finished on the same lap. Percy certainly rode it hard; it was still clicking and making "cooling down" noises an hour or so later.

### OHC Triumph Twin.



Interesting conversion of a pre-unit Triumph twin to overhead camshaft operation. I believe that TMS of Nottingham had a similar factory prototype engine on display.



## Note For Your Diary.



**THE TAVERNERS**  
PRESENT  
**FOUNDERS DAY**  
SUNDAY 23rd July 2023

[www.thetaverners.co.uk](http://www.thetaverners.co.uk)

THIS YEAR'S THEME **100 years of BMW and  
120 years of J.A.P**



Ken Fox will be bringing his wall of death along again with free entry

FOR AUTOJUMBLE STALLS PLEASE DOWNLOAD THE FORM FROM (available late February)  
<http://www.foundersday.co.uk/founders-day/>

CONTACT STEVE HALL 07443 93418 or 01162393198

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#### 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](mailto: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.  
Interested buyers please give me your **best offer!**  
I do have many detailed photographs and history details to provide should potential buyers want more, as I'm sure they will.



Please contact: [hornsbym@yahoocouk](mailto:hornsbym@yahoocouk)

**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.