



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

In this issue we have a bike called the Vindian, news on the Relay Rally, an idea for more meetings, a lesson learned, a book preview and news of a new meet-up.

What's on in April.

TBA **BREAKFAST RUN.** 10am Papplewick
2nd Normous Newark.
5th Duke William Lunchtime meet. Matlock
6th Natter Night
20th **EVENING RUN.** 7.30pm Papplewick
22/23rd **Stafford Classic Show.**
23rd. Classic Show, Rowsley.
27th **EVENING RUN** 7.00pm Ripley
30th **RELAY RALLY** National Event. Horse & Groom, Linby.

See the calendar for full details.

Founders Relay Rally.

This event takes place on **Sunday 30th April 2023.** Newer members might not 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 next 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. Come along and say hello on the 30th April and collect your sticker. The checkpoint will be open from 10.00 am until 4.00 pm and food and refreshments will be available at the pub.

Thanks to all those who have come forward to man the checkpoint.

Midweek Meetings.

A few of us have been chatting about a topic which has also been discussed at recent AGM's but never acted upon. It might be that we could add some events to the calendar and meet up mid-week for daytime runs or coffee meets. It could be along the lines of the Sunday Lunch Meets but equally it could be more informal as in the Matlock Bike Meetings which don't involve lunch so much as a snack or bacon butty. The format which appeals is similar to the Saturday Coffee Morning Runs that we offer with the option of some of us ride from a pre-arranged start and meeting up with others who have made their own way there. This would be easy to arrange if the venue is written on the calendar. These meetings would be run all year round if they proved popular enough. All we would need is members who are willing to put on a run or two and arrange them with the venues.

A possibility for some days is that we have a run and end up at the Duke William, Matlock to mingle with all the other riders.

I would be interested to hear how many would be interested in these events.

The Vindian.



The motorcycle shown here was known as the "Vindian." Built in 1949, the year this picture was taken, it was basically a stock Indian Chief chassis overflowing with a modified Vincent Rapide engine. The plan was a simple one, really, hatched because of Vincent's racing and record-setting accomplishments, and Indian's unsuccessful introduction of its smaller vertical twins and singles. With the intention of keeping the Chief as its flagship bike, Indian contacted Vincent, and soon after a complete Chief chassis sans stock flathead VTwin was shipped from Springfield, Massachusetts, to Stevenage, England, where

Vincent engineer Phil Irving set about shoehorning a Rapide engine into the frame. Despite his fruitful efforts, the project eventually fell by the wayside as first Indian and then Vincent went out of business.

As for the Vindian prototype, it has long since disappeared but the mystery of what the bike might have been led Australian Indian enthusiast Peter Arundel to build his own. It seems that Arundel was acquainted with Irving, and spent many an Aussie afternoon quizzing him about the Vindian. "It was something that had always interested me," he says. Sadly, the two never discussed the technical difficulties inherent in building the bike before Irving's death in 1992.

And technical difficulties there were: according to a 1970 Motorcycle Sport Quarterly article written by company founder Phil Vincent, installing the Rapide V-Twin engine in the Chief frame was relatively simple: "The Chief frame had been compactly designed to accept a low sidevalve unit, so it was very fortunate that our unit was exceptionally low for an ohv engine, or we would be compelled to make drastic alterations to the gas tank," he wrote. In the interest of getting Indian's business, Vincent may have fibbed about ease of installation, though. Arundel found his engine didn't fit, forcing a complete remake of the underside of the gas tank to allow room for the left-hand carburetor and right-side rocker box. He explains, "The biggest problem was the increased height of the Vincent engine. We had to raise the frame bar running underneath the tank by 4 inches, necessitating gusset reinforcing around the steering head."

Aside from these problems, the rest of the Vindian recreation was straightforward. The complete rolling chassis is 1948 Indian Chief, right down to the brakes, wheels, suspension and instruments. The difference is in the way it runs. While a standard Indian Chief would run out of steam at around 85 mph, Arundel thinks his creation should be good for 115 mph.

Otherwise, riding the bike is pure Indian. A fully sprung "chummy" seat and forward-mounted running boards contribute to the experience, but, Arundel says, you wouldn't want to stop in a hurry. Slowing down 565 pounds of motorcycle plus rider at the speeds the Vindian is capable of is probably more than the marginal drum brakes could cope with. At least the Vindian is stable, and handles well enough - until the floorboards hit the pavement, that is.

In a nutshell, Arundel's Vindian represents one of the most important, unanswered questions in the history of motorcycling: Would Vincent and Indian have saved themselves from extinction if the

Vindian project had gone ahead? While we will never know, at least we can experience what the bike was like. And the rest is, well, what might have been history.



Phil Irving aboard the Vindian.

New Evening Meet-Up Venue.



Jon Lambley from The Vincent HRD Owners Club has been in touch to pass on the following information:

Dear all,
following on from our successful 'First Wednesday of the Month' classic bike meets at The Duke William in Matlock, myself, 2 others from the VOC and the pub landlord are now running a Wednesday evening Classic Bike Night at the Dixies Arms in Bagthorpe, Notts, which is 5 mins from junction 27 of the M1. This will accommodate classic bike owners that can't make the Wednesday lunchtime meets.

Presuming this goes well, we are looking to carry it on throughout the summer, on the last Wednesday of the month.

The emphasis is on classic bikes and it is not a general bike night, which brings its own problems that MFN suffered.

The landlord has arranged a caterer to be there, so we hope every classic bike owner can support this trial event.

Everyone is welcome and if you come along on a modern bike as your classic is off the road, please do not try to park in the pub car park as that is for classic bikes.

Also, please note that the Classic Motorcycle Day at **Crich Tramway** is now fully booked for exhibitors and there are no entries on the day for exhibitors.

Regards

Jon Lambley

The Vincent HRD Owners Club

Sprucing up the Sprues.



I'm sure lots of you will be familiar with this sight. But for newcomers, here are a few hints. I recently had to replace both tyres on my Tribsa. The replacements were Mitas, which I find have improved a lot over the years. Although basic, they are fine for the type of riding I do nowadays. And they are much cheaper than the TT100's I took off the bike. Those had hardly any wear, as this particular bike hasn't seen a lot of use, but I had to change them as they had hardened over the years and I had a couple of "moments" in wet weather. However, a few years ago, I used a Mitas on the front of my Triumph for the first time. I was used to

seeing a few sprues on tyres and although I noticed that the new one had a lot more than usual, I thought no more of it. I went straight out on a club run that afternoon and had the fright of my life! It was like riding on marbles; the tyre was all over the place. I realized that the sprues were bending under the wheel and proving a "cushion." Needless to say, I was very careful on the run and stayed as upright as I could, but by the time I got home, things were improving. The sprues were wearing down. I spent the next hour or so with a Stanley knife removing what was remaining. This time I was forewarned and cut them all off before I rode the bike. I found that a good pair of scissors was more effective than a Stanley knife. The picture is of the front tyre; the rear had about twice as many of the blooming things.

Local Hero. A Preview.

Many of us will know and admire John "Moon Eyes" Cooper and we see him most years at the Car Park Concours. In a new book, he tells his story from the very early days. A 15-page preview from the book can be found by pressing control; and clicking on the following link:

<https://www.classicmagazines.co.uk/product/5565/bookazine-moon-eyes-the-john-cooper-story>

It has certainly wetted my appetite.

Interesting Conversion.



This 1961 Triumph Tiger Cub was recently advertised on the internet. It is fitted with a Honda CG 125 engine, possibly in the interest of reliability, which is described as very good. Fuel consumption was given as 70 miles per gallon and the seller said, "This bike will go anywhere and not let you down." It is, of course, Tax and MOT exempt and the asking price was £2250.

Mystery Picture.

Pit stop at a 500-mile race at Silverstone. The bike is obviously a Triumph Bonneville with what seems to be a clutch problem. The photo was taken by one of the pit crew. There are two famous riders in this picture. Can you spot them?



Last month's answer. Sheene and Ago were at Oliver's Mount, Scarborough.

Free Advertisements.

FOR SALE:

Free 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

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

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.



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: hornsbj_jm@yahoo.co.uk