



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

In this issue we have reports on an evening run and the Relay Rally, an Incredible Royal Enfield, a plea for feedback from Allen House, a rare Honda and all the regular features.

What's on in June

- 1st Bring a Bike Night.
- 7th Duke William, Matlock. 12 noon.
- 10th Limestone Peak Run. 2.30pm. Ashbourne.
- 14th **Meet for a Ride.** 1.00pm. Ripley Market
- 15th **OLD & SLOW** 7.30pm Ripley Market Place.
- 22nd **EVENING RUN. (7PM)** Belper Mill Junction.
- 24th Sat Morning Coffee Run. 10am Papplewick
- 29th **EVENING RUN.** 7.30 Ripley Market Place.

Please note: Barrie's Chip Shop run on 18th MAY starts at 6.30pm, not 7.00pm as previously stated.

Evening Run, 20th April.

Graham's run attracted ten riders, perhaps a reflection of the chilly conditions. He led us from Papplewick via Blidworth and Haywood Oaks to Edingley and Halam, before turning back towards Thurgaton, Gonalston and Calverton to return to Papplewick.



Always good to meet up and have a catch up.

We rode the narrow lanes when we could and the main roads when we had to.

The hardy souls who turned out were rewarded with the most glorious dark pink sky at sunset, so we had a red sky at night, even though rain was forecast for Friday (and did fall.)

I finally managed to complete a club run without running out of petrol or breaking down. My trusty Triumph started first time every time and ran faultlessly. I did attempt to leave the finish point without switching on my lights, though! Thanks to Graham for leading.



Lloyd's latest acquisition is this Yamaha 850 TRX. Registered in 1997, it qualifies as vintage!

Founders Relay Rally, 30th April.



We managed to site the banner after much discussion! Pete acts as an additional direction sign and our gazebo is just visible in the background.

Our checkpoint was at the Horse and Groom, Linby. Thanks must go to the enthusiastic team who set up and manned the checkpoint throughout the day. It wouldn't have happened without Pete, Dave V, David T, Graham, Malcolm, Mick and Karen.

The first visitors arrived 15 minutes before we were due to be operating but we were ready for them. They were both riding Brough Superiors!



Martin and Isabel arrived at 9.45 am on an SS80 and an SS100. It must have been the excitement that caused me to cut off their heads.

At one time we had eight motorcycles lined up in the carpark but the numbers dwindled as the day went on and unfortunately, fewer than twenty machines signed in.



We were quite busy for a time.

The day ended as well as it started, as the final visitors were father and son on a pair of Vincent Comets.



Brian and Sam with their Vincents.

The weather stayed fine in spite of the forecast and the only rain I saw was a shower on the way home.

Relay Rally Feedback.

Steve Allen, from VMCC Allen House, has contacted all sections to ask for feedback regarding the Relay Rally. He feels that we now need to decide what to do in the future. He would really like to hear back from all the sections.

Your answers to the following questions would be extremely helpful. If you took part as a rider or a volunteer, please spare a few minutes to answer the questions.

1. Do we want to run the Founders Relay Rally again in the future?
2. If so, should this be an annual event or every two years as it was before? Titch Allen was disappointed when it was run only every 2 years and not an annual event.
3. Should we move the event to later in the year when the weather might be kinder? Perhaps 1st Sunday in September.
4. What more should the **club** have done to promote and support the event? Please bear in mind the drive to keep costs to a minimum.
5. Checkpoint location. Do you think this made a difference to the number of members using our checkpoint? Would the Stone Centre or Homesford Cottage be better?
6. What could the **Section** do to improve the experience?
7. Any other comments or suggestions?

Please get back to me if you have any comments. Many thanks to those who have already replied to my email.

Brian Exton.

We were pleasantly surprised at the checkpoint when Brian Exton, the well-known motorcycle dealer from Bulwell arrived just to visit, as he no longer rides. He says that the last time he went to a Relay Rally, the Notts and Derby checkpoint was at Wollaton Hall. I had to admit that was before my time.



Brian Exton examines Tony's 1936/39 Velocette MSS.

He does still have his Goldie, though: he bought it brand new in 1960 and has had no trouble at all with it. This is in contrast to his previous Gold Star, which he had brand new in 1958. That one was very troublesome: it went back to the factory a number of times for a number of issues, culminating in a seized gearbox which happened just after an overtake. It's easy to see why he sold it but it was a brave move to replace it with another Goldie! He still has the shop, which opens on Fridays and Saturdays and he says he has a thousand valves for engine but he doesn't know which machines they all will fit! Brian brought along with him some sweets for visiting riders.



Back in the day. Bryan Exton with his friend Douglas Bough and the BSA Gold Star in 1962 on a trip to Blackpool to see Bryan's Aunt.

Scoop for the N&D Newsletter!

Well done to Mike Hornsby, whose excellent article was published in this month's VMCC Journal. However, you saw it here first, as we published his article on the 2022 Lakeland Run in the October

2022 Newsletter (available to download from our website.)

Mike says that he did like Peter Henshaw's (editor) presentation of the piece.

We also published his memories of George Brough; he says to watch out for that in a forthcoming Journal, so that's another scoop for us!

The Norton Challenge P86 – The Bike That Could Have Saved the British Motorcycle Industry.

This machine had incredible potential but sadly it all came to nothing.

In the mid-1970s the Norton management needed to develop a machine which could compete with the advanced Japanese motorcycles of the period but they couldn't afford to do this themselves.



They teamed up with Cosworth to develop a DOHC parallel twin with four-valves per cylinder, and unit construction, with enough strength to act as the central motorcycle frame.

The Cosworth design was two cylinders from one bank of the Cosworth DFV Formula 1 V8 engine, with a number of modifications, bolted to a new crankcase.



The innovation that went into the Challenge P86 didn't stop with the contents of the engine. The innovative design of the whole motorcycle was years ahead of anything else in production in the mid-1970s, using the frame as a stressed member with all the other components of the bike bolted onto it.



The traditional bodywork hid the advanced design of both the engine and the chassis but the innovations involved were 10-20 years ahead of their time.

Perhaps the biggest problem with the Norton Challenge P86 was that Norton had given Cosworth some technical requirements that reduced the engine's potential. Norton had insisted that the engine would use carburetors, and have the flywheel mounted between the connecting rods right where the centre main bearing should have been. These demands meant that the engine produced less power than originally planned, and a possibility of it self-destructing if it was run at 4,000 rpm for too long. These issues could be fixed on a race bike of course, but they were not suitable for a production machine.

The project had incredible potential. If Norton had simply left the engine design to Cosworth, it could have saved the company. Although the project was cancelled after Norton went into administration, Cosworth reworked the engine 10 years later, adding fuel injection and increasing the size from 750cc to 823cc.

This "Quantel Cosworth" took second place at the Battle of the Twins in Daytona in 1986 with Paul Lewis riding. The sound, apparently, is a beautiful combination of 2-stroke and 4-stroke sounds.

Mystery Picture.



Well known rider not from these shores.

Last month's answer: The Matchless with the pannier tanks in the fairing was ridden by Bob McIntyre.

Long Distance Royal Enfield.

This motorcycle was until recently, the oldest bike that has completed an Iron Butt Rally. Surprisingly, given the location of the Iron Butt Association, it is not a Harley-Davidson but a 1931 Royal Enfield 976cc owned and created by a Finn.



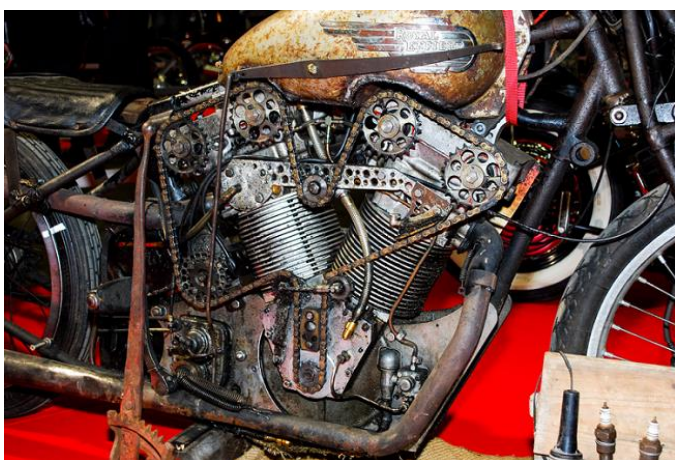
Taken on the Iron Butt Rally.

The Iron Butt Association is an organisation dedicated to safe, long-distance motorcycle riding. Although based in the United States, they have thousands of enthusiastic members throughout the globe.

Set up in 1984, Their runs can be extremely long, lasting several days. Some have to be documented to achieve accreditation.

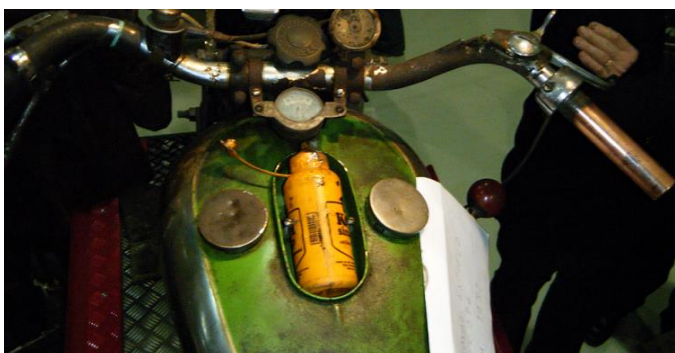


Shown on the left in this picture is Jari Vuorela, the rider/owner. It's unclear when he completed an Iron Butt Rally but since doing so, he has converted the Royal Enfield from side valve to DOHC and increased the capacity to 1140cc.



The engine after modification.

It's certainly not a Show Queen, in fact it is definitely shabby, (oily rag?) but it has been used. However, the photos were actually taken at the 2012 Helsinki Motorbike Show.



The alterations in the tank profile to fit the timing chain are clearly shown. It has got three different

sets of open chain transmissions that has to be kept lubricated. During a 1000-mile this is best done on the fly, which is where the mustard flask conveniently located in the tank comes in handy!

Fasten Your Seat Belt.



Eric Fernihough takes to the air on a 996cc JAP engined Brough Superior after hitting the infamous Hennebique bridge bump sometime in 1937 at Brooklands. The picture gives an impression of the speed he was travelling at and also shows the effects of the notoriously bumpy surface.

In 1935, riding a Brough Superior, Fernihough had improved the lap record at the Brooklands circuit, one of the fastest tracks of the time, to 123.58 miles per hour. Then in 1936, he set a new motorcycle land speed record for solo motorcycles over the flying mile on a Brough Superior at a speed of 163.82 miles per hour. The following year, he improved the record using a supercharged 1000cc JAP engine, upping the flying kilometre record to 169.79 miles per hour. He also set a new record for sidecar motorcycles at 137 miles per hour.

On 23 April 1938, Fernihough crashed while attempting to break the motorcycle land-speed record at Gyón, Hungary and died from his injuries. He was 33 years old.

Rare Honda, 1958 Honda Dream ME

I saw this unusual machine offered for sale so I thought I would find out more about it as I haven't seen one before.



The bike is a very rare 1957 Honda 250 OHC single never officially exported by from Japan as it was a home market machine. The seller imported it from Japan himself.

Designed in the 1950s, the ME was much more graceful and better detailed than most British machines of the period, from the leading link fork to the graceful tank and silencer. And while keeping the pressed steel backbone frame, Honda departed from German tradition and curved the frame down under the seat permitting lower seat height.

Specifications:

- Engine: Four-Stroke, Air-Cooled Single
- Design: Overhead Cam
- Bore & Stroke: 70mm x 64mm
- Displacement: 246cc's
- Horsepower: 13 (One more than the C12.)
- Carburettor: M22 Keihin Slide Type
- Lubrication: Wet Sump and Splash
- Starting: Kick only
- Primary: Chain Driven
- Transmission: Four-Speed Rotary
- Clutch: Wet, Multi-Plate
- Final Drive: Chain, Enclosed
- Frame: Backbone, Pressed Steel
- Suspension: Leading Link / Swingarm w/ Shocks
- Wheels / Tires: 3.00 x 18 / 3.00 x 18
- Brakes: SLS Drum / SLS Drum
- Weight: 385 Pounds



This 1958 machine is in the USA National Motorcycle Museum



Free Advertisements.

FOR SALE:

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

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.