



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

In this issue we have reports on Barrie's Chip Shop Run, the Robin Hood Run, Bring a Bike Night and an eventful evening run. There is also a new evening event, an update from Bob Gregg, an unusual vehicle and a report from Mick Leach on the Meet the Neighbours Run.

What's on in July.

- 5th Duke William, Matlock. 12 noon.
- 6th Car Park Concours.
- 12th **Meet for a Ride.** 10.30 am. Belper.
- 16th **Sunday Run.** 10.30am. Whatstandwell.
- 20th EVENING RUN. 7.30pm. Ripley
- 22nd SAT. Pie & Pea Run. 2.30pm. Oakerthorpe.
- 23rd **Founders Day**
- 27th EVENING RUN. 7.30pm. Papplewick
- 29th SAT PM RUN. 1pm Ripley

Barrie's Chip Shop Run, 18th May.



Barrie's son, Bob, rides his brother Brian's G80.

This run is still held in memory of Barrie Sherras who passed away a couple of years ago. It was good to see Kate riding Barrie's old Yamaha 125.

Unfortunately, I was under doctor's orders not to ride in the Chip Shop Run. Instead, I met the group in Ripley outside the chippy and this gave me the chance to get some pictures. Graham led them from the market place to Wirksworth and on via Brassington and Kirk Ireton to pass by Alport Heights and then back to Ripley. Thanks to Graham for leading.



Kate, on Barrie's old bike, leads Pete home.



Parked up at the end. Pete obviously had a good ride!

At the finish, Lloyd took great pleasure in informing me that I had just missed the "best one yet," which was no consolation at all. However, I can report that the chip supper was excellent!

Bob Gregg.

It was a lovely surprise to receive a call from Bob Gregg a few weeks ago. Long term members will know and remember Bob, who was riding with us regularly until recent years. He was ringing about VMCC matters but I said that I would remember him to those who know him. His bladder cancer has been treated successfully three times and at he is currently in remission, though it has left him physically weak. He's itching to get out on a motorcycle again, so he is putting the finishing touches to a modern 125 which he will be able to handle.

We look forward to seeing him again soon.

Bob is a gifted engineer and made many modifications to his bikes, including a hydraulic TLS front brake on his MSS Velocette. The photo shows his Morgan into which he fitted a Ford 100E engine.



The run took the group from Linby through Calverton, Epperstone, Gonalston and over the river to East Bridgeford, Farndon and Averham to the Manor Farm Shop at Bleasby, where we had a reserved spot and we were well catered for. After lunch and the presentations, the route turned North through Edingley, Maplebeck, and Laxton before heading back via Eakring to return to the start.



The Banbury Run.

This takes place on 18th June and I see from the programme that there are five local members taking part. If you will be there, give a cheer to numbers 117, 121, 122, 123 and 264. We wish Ray, Ian, the two Glens and John the best of luck and a trouble-free ride.

my text may, hopefully I will make it back without any problems.

117	C	U	10:23	Raymond Cave	Nottingham	AJS	E3	1925	350cc
118	C	T	10:23	James Cox	Lyngton	James	11A	1925	350cc

I purchased EJ 1014 as a non-runner in 2021. It had been off the road for 50 years.

119	C	T	10:23	Andy Macdougall	Newcastle Emyln	Rudge	Standard 4 speed 500	1926	499cc
-----	---	---	-------	-----------------	-----------------	-------	----------------------	------	-------

A box of bits and loosely assembled parts in Oct 2021 – have spent many hours putting it back together.

120	C	T	10:23	David Jones	Swansea	Ariel	F	1929	499cc
-----	---	---	-------	-------------	---------	-------	---	------	-------

Found in a garden in the village, it was dispatched in 1929. Still on standard bore.

121	C	U	10:24	Ian Carruthers	Long Eaton	Calthorpe	D5S	1926	350cc
-----	---	---	-------	----------------	------------	-----------	-----	------	-------

Only two of us finished last year, let's hope the Calthorpe stays in one piece and we all cross the finishing line together.

122	C	U	10:24	Glenn Williams	Heanor	Levis	Popular Z	1930	250cc
-----	---	---	-------	----------------	--------	-------	-----------	------	-------

Only two of us finished last year, let's hope the Calthorpe stays in one piece and we all cross the finishing line together.

123	C	U	10:24	Glen Dickens	Spondon	Sunbeam	Lion	1930	500cc
-----	---	---	-------	--------------	---------	---------	------	------	-------

Only two of us finished last year, let's hope the Calthorpe stays in one piece and we all cross the finishing line together.

263			10:52	Witheld					
-----	--	--	-------	---------	--	--	--	--	--

264	C	U	10:52	John Mugleston	Nottingham	AJS	M1 Deluxe	1930	1000cc
-----	---	---	-------	----------------	------------	-----	-----------	------	--------

265	C	U	10:52	David Thomas	Solihull	Velocette	KSS	1930	350cc
-----	---	---	-------	--------------	----------	-----------	-----	------	-------

Robin Hood Run, 21st May.



This year's Robin Hood Run attracted only nine machines, in part due to a late announced event at Heage Windmill, but those who rode said that they thoroughly enjoyed the day and the weather couldn't have been better.

The Robin Hood Trophy replica went to Isabella for her 1948 Velocette MSS which had totally original patina, right down to the transfers, which were almost worn off.



Isabella shows off her prize.

Crash, Bang Wallop!

Evening Run, 25th May.

OOPS!

The run got off to a bad start when a rider and his passenger tumbled from their machine as they pulled up at the start. Luckily, there were no injuries. Shortly afterwards, and still before we had set off, the stand on Graham's off-roader gave way

and that also fell, narrowly missing another bike and thus avoiding the “Domino effect.”



Well, it all started quietly enough.

Where's Jim?

Leaving Whatstandwell, we climbed by Shining Cliff Woods and took the scenic road to Belper Lane End, then riding towards Hognaston, Kniveton and entered Ashbourne, where Jim decided to overtake the leaders who had pulled in to wait for us! Off he went and Paul had to chase after him and bring him back. We then took the beautiful road via Mapleton to Ilam and through Dove Dale, but where this road meets the A515, disaster struck again!

Man Down.

The junction is a steep, uphill, acute left hairpin with a poor surface and a rider came to grief as he turned, ending up under his bike and facing the way he had come. His hand was painful but after a rest he was able to remount his MZ and head straight home. However, he later ended up in hospital with four cracked ribs. We wish him a speedy recovery.

This separated the group, and Paul and I had a lovely blast all the way along the very pretty B5056 from Fenny Bentley to Grangemill where we caught up with the rest.

We were beginning to wonder if this was going to be an all-nighter as we were miles from home and it was past 9.00pm! Down the Via Gellia where the scent of wild garlic is lovely to smell and through Cromford back along the A6 to finish at Lower Hartshay. 57 miles in total, which is more than some full afternoon runs! Thanks to Kate and Pete for leading what turned out to be a scenic, though eventful ride.

Meet the Neighbours Run. 27th May 2023.

Thirteen riders and two pillions from the Notts & Derby and Burton and District sections assembled outside Motus Commercials on the A52 near Mackworth Derby on a really pleasant Saturday morning. After some friendly conversation and

familiarising one another with the plan they set off on a 25 mile ride.



Two old pals, Derek and Graham, at the start.



Pete and Kate chat to others.

The route took them towards Ashbourne before turning off at Kirk Langley on minor roads through Bradley and eventually crossing over the A52 at Ednaston, the journey continued through Hollington, the outskirts of Longford and Church Broughton before crossing the A50 at Foston, they passed through Scropton and onto the A515 at Sudbury and crossed the Dove into Staffordshire before turning off through Coton in the clay and up Hanbury hill to the Cock inn on the top of the Needwood escarpment.



Below Hanbury on the road to Tutbury is the Fauld Gypsum mine the site of the largest manmade pre nuclear explosion. The disused mine workings were being used by the RAF as a bomb store during World War two and on the 27th November 1944 nearly 4000 tons of bombs accidentally exploded killing 70 people, a farm disappeared without trace the Cock Inn was beyond repair and was eventually demolished and a new pub was built in its place. Nearby there is a crater 600 yds from the Cock accessible by a footpath, it is now much overgrown, so it is difficult to get a real idea of the devastation at the time. The incident was covered by the official secrets act, and to this day is still a subject of speculation.



Andrew Cooke, with one of his beloved DOTs.

Classic and Vintage bikes had the carpark to themselves and cars were directed to the field at the rear. Modern motorcycles had a reserved area on the road.

Before I left, I counted around fifty machines. The landlord had set up a stall by the car park and was serving hot drinks and food, creating a very convivial atmosphere.



The rebuilt Cock Inn.



The AMOC, including yours truly.

After refreshments some who were close to home chose not to return to Derby but the rest returned via Tutbury and Rolleston, across Marston fields, crossing the Dove back into Derbyshire, then Hilton, Sutton on the hill, Radbourne and back to Motus Commercials where everyone said their goodbyes.

Thanks to all those who took part.

Mick Leach.

Dixies Arms Evening Meet.

Jonathan Lambley, who set up the very successful Lunch Meets at the Duke William, Matlock, was asked by people who have to work to organise an evening event. The result was the first evening meeting at the Dixies Arms, Lower Bagthorpe, on Wednesday, 24th May.

By coincidence, the Notts and Derby Section of the AJS and Matchless Owners Club (AMOC), of which I am also a member, held their inaugural meeting at the same pub exactly 50 years ago, on 17th May 1973, so they were present to commemorate the anniversary.

Jon hopes to keep this event running throughout the summer, so look out for more announcements.

The First Mini? (With motorcycle engine.)

The BSA-engined Larmar holds the claim to be the world's narrowest car. At 2 ft., 4 in. wide, it was designed to pass through a standard gate that was 2 ft., 6 in. wide, leaving just 1 inch clearance on either side.



Even the diminutive Peel P-50, recognized as the world's smallest car, is over 1 ft. wider than the Larmar. Besides its narrow width the Larmar was well-engineered, with 4-wheel independent suspension, easy hand starting, and a very short 15 ft. turning circle.



Photo illustrating the narrow profile of the Larmar.

It seems to be no wider than a sidecar.

The Larmar was powered by a BSA 249cc single-cylinder air-cooled motorcycle engine, as fitted to the Birmingham firm's C10 and C11 models, which was mounted behind the driver and drove only one of the two rear wheels. One photo clearly shows a side-valve engine, which would be a C10. Electric starting was later introduced. Sliding-pillar front suspension and independent rear suspension made for a relatively comfortable ride, while top speed was a giddy 35mph. More refined than the majority of invalid carriages of the day, the Larmar came with a single headlight, folding convertible hood and a windscreen, and was later made available in improved form with a 350cc engine. Sales were very limited, which is no surprise, considering its unique styling and production ceased in 1951.

Bring a Bike Night, 1st June.



Engine compartment. Built in Ingatestone, Essex by the Larmar Engineering Co Ltd and first introduced in 1946, the single-seater Larmar Monocar was apparently designed both for invalids (with hand controls), for whom the main attraction was its ability to fit through a doorway and for "women to use for shopping."



Two-stroke corner. The Bantam nearest to the camera is Mark's D10 and the one behind it belongs to Gary. I believe the Kawasaki is Paul's.

Seventeen machines attended this event at the Royal Oak. There are often more present but the

chilly conditions, coupled with the threat of rain (which didn't come to anything) will have put a few riders off.

Nevertheless, we had a lovely evening; it was good to chat to old pals and to see a few new faces.

One was Mark, whose Bantam is the first "Big" British bike he has owned, having been obsessed with cyclemotors since he was sixteen!

Next month's Car Park Concours will hopefully be in warmer conditions!



Glen's lovely Sunbeam Lion. only made for the 1931 season, this one was actually built in 1930. He has only owned it for a very short time and intends to use it on the Banbury run. I'm hoping that he'll send us a report of the event and his progress.



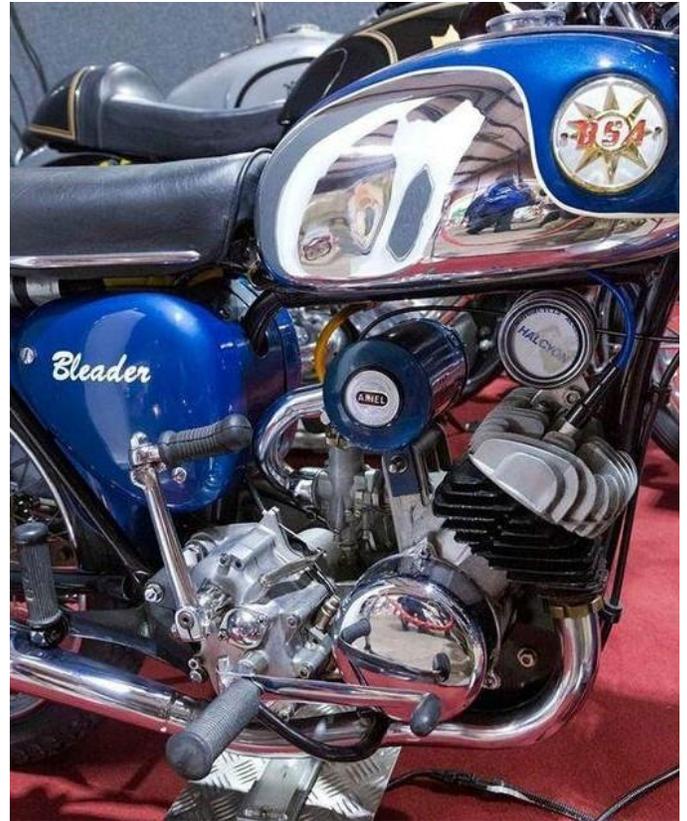
Graham's immaculate 1948 Speed Twin.



There was quite a variety of machinery.

Little Bleaders.

Browsing the internet recently, I came across this photo of a pretty blue BSA Bantam, which looked a little different. It soon becomes apparent that it houses an Ariel Leader 250cc engine and very good it looks, too.



I tried to find out more about this and found photos of a number of others, but not much information. The name Bleader seems spot on and the bikes are attractive. The blue one has masked the large cast engine mount behind the cylinders very well. It seems to be a good combination of parts but the brakes might have a hard time.



The red machine apparently has a race-tuned engine.

Around 20 years ago the late Pete Soul a well-known Wiltshire collector and restorer was apparently showing a similar machine, He claimed his bike was developed at Armoury Road on some Boffins Bench around the late sixties early 1970's and it was composed of Bantam Frame and Leader engine and Christened the Bleader. Although the story sounds credible as BSA did different interchanges of parts between the different marques in the stable at that time, other sources dispute this.

That bike was still being shown at most big events in 2011, but there the trail runs cold.

Mystery Picture.



Who is the man in the middle?

Last month's answer: The young rider not from these shores (as shown by the cars in the picture) was a young Robert Craig Knievel (Evel Kneivel.)

Free Advertisements.

FOR SALE:

Chrome Plated Spokes.

Triumph pre-unit 18" rear wheel. QD & non-QD.



A complete set of 40 chrome plated spokes for an 18" Triumph rear wheel. Fits pre-unit swinging arm models and, I think, some unit models too. Not required as mine is 19". Chrome is not immaculate but it does clean up well. All I have done is wipe them with a cloth. A little chrome cleaner should make them even better. Threads are discoloured and might need cleaning with a wire brush. One picture shows how most of this is covered when the nipples are tightened.

£30. Collect or postage would be £5 to the UK.

Bruce. 07442168932 or

brucephillips@hotmail.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: hornsbymj@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.