



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

In this issue we have The Limestone Peak Run, the Car Park Concours, two Thursday Evening Runs, a tale about the dangers of buying badly described items, news about midweek runs and a brilliant submission from Glen Dickens on the Banbury Run.

What's on in August.

- 2nd Duke William, Matlock. 12 noon.
- 3rd Natter Night. 8pm. Ockbrook.
- 9th **Meet for a Ride. 1.00pm. Just turn up.**
(See page 4.)
- 17th Last Ride Run. Chip Supper 6.45pm Ripley
- 20th Willingham Woods Run. Horse & Groom
- 26th Harboro Rocks Clay Shoot Charity Day
Just turn up.
- 30th Dixies.



Provisional Dates for 2024

At a recent VMCC Board meeting the following dates were set provisionally for 2024, this will be confirmed and notified in coming editions of the Journal:

- 2024 AGM – 17-Mar-24
- Founders Relay Rally – 28-Apr-24
- Banbury Run – 16-Jun-24

Limestone Peak Run, 10th June.

I was unable to attend club runs for much of June, so I'm grateful to Mick Leach for sending these pictures of the Limestone Peak Run, courtesy of Andy Roberts.

Led by Clive Russell, the group started from Ashbourne and lunched at the Chapel Tearooms, Hollinsclough.

Mick says "It's my favourite area, and Clive did it justice!"



At the start.



Steve regales Mick with his knowledge. Derek is unimpressed.



The finish at Alsop Moor.

“Our Lads” at the Banbury.



Wet conditions before the start.

A couple of years ago, I realised I could afford to get back into bikes, after a 39-year break, due to family commitments, (and an accident in 1983 on my bike, which resulted in a broken ankle).

I only ever wanted British bikes and I soon found myself with 4 bikes in the garage, but something was missing, I didn't have a pre-WW2 bike!

Talking to a couple of friends (Ian Carruthers, Glenn Williams and myself) we decided that we all fancied doing the Banbury Run that starts and finishes from the grounds of the British Motor Museum. This started the search for a suitable pre 1931 bikes.

Ian found a 1926 Calthorpe that needed a lot of work, Glenn found a 1930 Levis that needed work and I purchased a 1930 Motoconfort (French) that hadn't been running for over 10 years.

The first Banbury we did was last year (2022). We stayed the night before the ride at a pub about 12 miles away. The weather was perfect for the ride

and the turnout of bikes was amazing in both quality and quantity. Taking part in the Banbury Run also gave us free entry to the Motor Museum, which was a bonus.

There's 2 ways to register for the run, timed or not timed, as we weren't interested in being competitive, we entered as untimed. Glenn and myself (Glen) completed the 65+ mile run in about 3 hours, having to stop only once to reattach Glenn's Levis' seat with string and rags. Unfortunately, Ian's Calthorpe only did about 5 miles before the clutch gave up! but luckily, we're not the British Army so we left him behind :)

After the ride we loaded the bikes into Glenn's van and went home. We were very tired on the way home and I thought it would be a good idea next year to stay over another night after the ride.



Number 191, 1929 550 Triumph NSD (New SD).
Ridden by Ernest Codd.

Forward fast 12 months to this year's Banbury Run. This time we decided to stay in my caravan on site. We were a man down this year because Ian had been told he was going on holiday that week so he couldn't do it this year, however, Glen 1 and Glenn 2 and our bikes were ready to go. I took the caravan to the site on Friday afternoon and Glenn brought the bikes over on Saturday.

The caravan was well stocked with beer and food (and more beer) for the weekend. For this year's event I had some British steel to ride, the French bike had gone and I'd purchased a 1931 Sunbeam Lion 500cc that was manufactured in 1930, so its Banbury eligible



Glen 1's Sunbeam Lion and Glenn 2's Levis making a very early appearance at the start.

On the morning of the ride at approximately 8 am we took the bikes to the start point and signed in, in the VMCC tent, then suddenly without warning the heavens opened and it absolutely threw it down. We sheltered in the VMCC tent for 10 minutes until it stopped, at this point we thought we were in for a wet ride. We set off at 10:25 in, thankfully, nice sunshine.

The route map can be a bit challenging, but we managed it last year without any mistakes so I wasn't too concerned about it. We did make one mistake and had to backtrack to the last known position that we knew was correct, but that, to me, is all part of the fun. The only big issue, that caught everyone out was box number 35 on the map. After riding up and down a road for what felt like ½ hour with loads of other riders. I came to the conclusion that it was drawn incorrectly. It shows our approach from the wrong direction, once I'd realized that we were back on track.



Glen's Lion powering up Sunrising Hill.

The route changes slightly every year, but it takes you through some very picturesque villages with parents, children and the elderly sitting at their gateways waving as you ride past, (they are obviously very supportive of the event). These villages are all linked with B roads that take you through some beautiful countryside, however some bits, like the infamous and challenging "Sunrising Hill" are included every year.

Last year Glenn's Levis just managed to get up unaided (as it did this year) but my French bike needed a little push with one leg right at the top of the hill. This year my British 500 cc 4 stroke Lion accelerated all the way up in 2nd gear, (I felt sure it would have done it in 3rd). In total we did 83.8 miles, and like last year, it was a very enjoyable day.

If you haven't done the Banbury Run yet, I strongly recommend you do. For any new rider who may be concerned about following the route map, the organisers have set up a "Novice Buddy" Scheme where they pair you up with someone who's done it before. To be honest, the first time I did it, I thought I'd be lost all the time but I found it quite easy to navigate the route.



At the finish.

One thing that was a bit worrying this year was the numbers. We were about 100 riders down to last year, and we were told that last year's event was smaller than the year before. The Auto Jumble was also noticeably smaller than last year. If this fall in numbers continues, I fear for the future of this fantastic event.

We're looking forward to next year's Banbury run and who knows? Maybe Ian's Calthorpe will be ready!

Regards
Glen Dickens.



Apparently, this year's Banbury run is going to be on the motorcycle show very soon. Henry Cole and crew filming in the background.

Thursday Evening Run. 22nd June.



Long Row, Belper.

The run from Belper Triangle began by traversing Long Row (opposite the Triangle), the surface of which is stone setts, rather bumpy but we all reached the top, although a few complained. Then on via Heage, Buckland Hollow to Crich then Ribber down the steep hill and hairpins to Starkholmes and Cromford.

Up the hill to Bolehill, Breamfield, Bent Lane and on to Milford, hairpin left, right at Hopping hill to Shaw lane (another hairpin) to Holbrook to be confronted with "Road Closed" but as a car came up surely we could go down, and did to arrive at The Bell and Harp, 30 something miles.

Graham Franks.

Midweek Runs (Meet for a Ride.)

We have set up some mid-week runs due to popular demand. The next one is on Wednesday 12th July at Belper Mill Junction, starting at 10.30am. JUST TURN UP. There is no designated leader but there is always someone

ready and able to take the lead. If you feel like it, come prepared to lead.

Meet for a ride 14th June.

Just 4 turned up but a good ride was had. First to Wirksworth to look at the Star Disc, then through the back street of Brassington, Parwich to Milldale past the kiosk selling goodies to a queue of children who didn't seem to mind us. On to Alstonefield and Hulme End Caff, the return was through Manifold tunnel to Ashbourne which seemed to be logjammed so divert to Kniveton, Hognaston, Hlland Ward to finish at Belper. Lovely warm day and 50 odd miles.

Graham Franks.

Mystery Solved.

A correspondent to an online forum recently requested some advice about his newly-purchased ATD. His BTH auto advance had a chipped tooth so he bought a new old stock gear that was advertised as being for a 6T or a 5T but putting it together he found it was different, almost the exact opposite of the original.



Original Triumph 5T ATD on the left, replacement on the right.

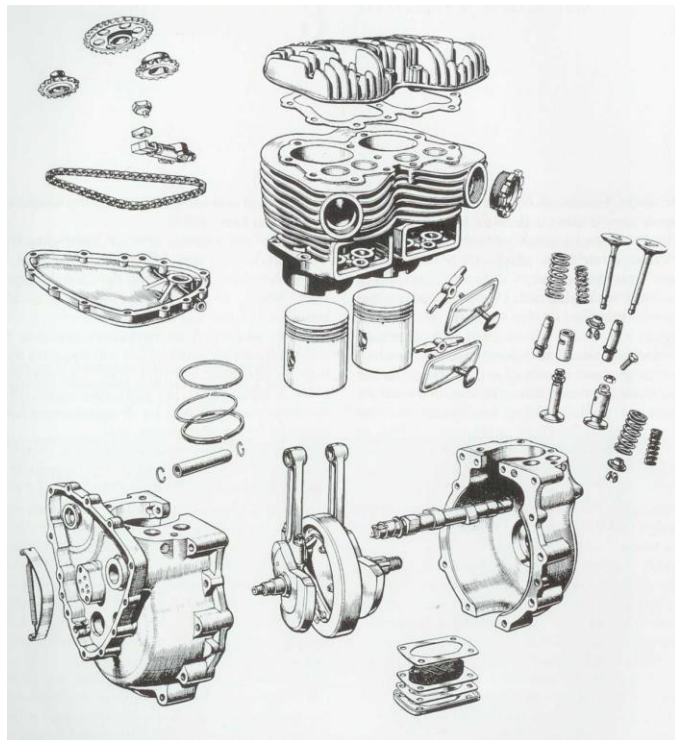
Had he bought the wrong one or was the original wrong? The original is on the left, replacement on the right in the picture. Another contributor quickly identified the problem which was that the replacement was for a Triumph TRW.

The TRW was derived from the 5TW, which replaced the overhead valve 350cc 3TW which had been produced in 1938 in direct response to a UK Ministry of Supply request for a motorcycle of not less than 250cc with a target weight of 250lbs or less. Unfortunately, the 3TW had to be abandoned after the bombing of Triumph's Coventry factory in 1940.

The 5TW was designed by Bert Hopwood, unquestionably one of the world's greatest motorcycle engineers (famed for designing the Norton Dominator, and perhaps unfairly overshadowed by Turner.) Its most striking feature was the valve chests that face forward into the breeze instead of being located on the right-hand side of the engine—an arrangement that was fine for a single cylinder sidevalve engine, but was not very practical for a sidevalve twin.

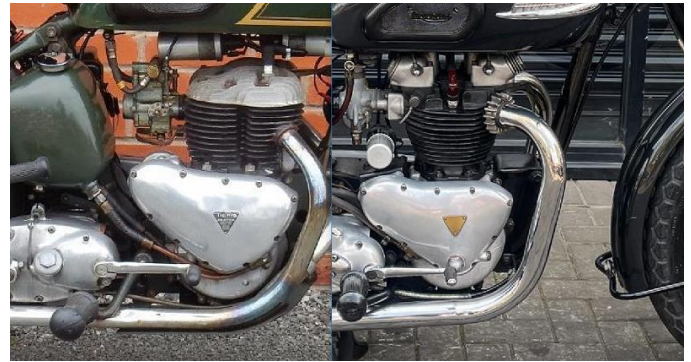
What I had never known, though many of you probably did, is that the ignition timing gear was chain-driven; something that was more peculiar to Bert Hopwood and Norton than to Triumph which always preferred spur gears.

This means that the ATD on a 5T rotates anti-clockwise, that on a TRW rotates clockwise and would retard the ignition as the engine speed increases if fitted to a 5T.



Parts diagram for the TRW showing the chain drive.

I had always thought that the timing cover on the TRW looked kind of “different” without being able to put my finger on it. It could have been my imagination, as it seems improbable in terms of economy to redesign it. However, if correct, this would be the explanation.



TRW on the left compared to a Thunderbird. Are they different or is it just me?

Unfortunately for the person asking the question, his only alternatives are to purchase yet another ATD or to fit, or have fitted, a replacement fibre wheel, which he ought to have done in the first place.

Car Park Concours, 6th July.

There were 32 machines at the Royal Oak, including a special Morgan. There was a large variety of ages a good mix of British, European and Japanese.



The Winner! Graham picked up the prize for the second year running.

The trophy is presented to the owner of the bike that most of those present would like to take home with them and went to last year's winner, Graham, albeit with a different machine.



Last year, his 1938 Triumph Tiger 80 took the honours but this year he was on his 1948 Triumph Speed Twin, which he also painstakingly restored.



Andrew's Morgan. It was a works trials car and if you look closely, you'll see that the rear wheel has two rims. This car was responsible for creating a law which allowed double-rimmed wheels if they were within a certain distance apart when a policeman stopped HFS Morgan and the case went to court.



Ray's much later Speed Twin.



There was a huge variety of machines.



Ian leaves on his beautifully prepared 550 Honda.

A great evening with lots of bikes and enthusiasts on a lovely summer evening.

EVENING RUN 29th June.

Gordon's run was held in perfect conditions. That is to say, it was warm and the sun was shining; so much so that we were frequently dazzled as we rode towards it.

Eleven machines left Ripley to ride to Park Head and then skirt Crich and Tansley, and make our way across to Wooley Moor.



A natter before we start. The Honda C90 shown at the front was on "Tail End Charlie" Duty.



John and Deb wondered if the AJS he has just bought will be as reliable as his BMW. Malc suggests he gets a Velocette!

This first part of this run was very scenic, with beautiful views made even more stunning with the evening sun on them.

We progressed through Tibshelf and had a brief stop at Alfreton so that Gordon could admonish Mick for forgetting to pull I at a junction to direct others! Then back to the Talbot Inn at Ripley to finish off with a pint.

A lovely run, thanks to Gordon for leading.

Motorcycle Theft.



This tracking device was found on a trailer carrying machines returning home after an event in Wales. It was not placed there by the owner of the trailer and several other such devices were also subsequently found on other vans and machines by others at that event. It was most likely put there by thieves to identify where owners live and vehicles are garaged, so it might be wise to ensure your trailers and vans (even motorcycles) have not got one attached, usually by tape or magnet. It appears that this is happening a lot at motocross events.

Mystery Picture.

Not too difficult this month. But who did the bike belong to?



Last month's answer: The man in the middle was, of course, John Hartle. The photo was taken at Oliver's Mount.

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: hornsbym@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.