



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

In this issue we have two mid-week runs, plus three other runs, news of our new Area Rep and his information about the VMCC Annual Awards, The Taverners Road Trial regs and John Surtees' time as a sidecar passenger.

### What's on in September.

- 3rd RIDGES RUN. 10am Yonderman Café.
- 6<sup>th</sup> Duke William Lunch Meet, Matlock.
- 7th Natter Night
- 9th Sat Coffee Run. 10am Ripley.
- 13th Meet for a Ride. 10.30am. CMC Clay Cross.
- 23rd SATURDAY PM RUN. 2pm. Belper.
- 30th Sat Coffee Run. 10am Papplewick.

### New North Midlands Area Rep.

Neil Lewis, President Elect of the VMCC, contacted me to say that:

"The Board has accepted that Mr. Dana Neal (who lives near Burton-on-Trent) can take up the role of North Midlands Area Rep until the AGM, following a proposal from John Holt and me and Dana obtaining 10 signatures to support his application. I will allow Dana to make his own introduction to you, I am sure some you already know him."

Since I received this communication, Dana has been in contact and will meet up with the section some time soon.

It will be good for us to have this long-term vacancy filled.

### Leicester Taverners Annual Road Trial.

The regulations for this Taverners annual road trial planned for Sunday 17th September are in one of the attachments sent with this newsletter.

Please pass on a copy of the regs to any other members of our section who may be interested in

taking part. The entry fee is £20 (free for pre 1939 vehicles) and this includes a Sunday lunch.

Any questions, contact

Mick Bemrose (Road Trial sec) on 07747 805531.

### APOLOGIES:

#### **Correction.**

This superb Honda 550 shown at the Concours in last month's Newsletter is owned, ridden and maintained by Martin, who also restored it, not Ian as stated in the caption. Apologies all round.



#### **Journal Section Notes.**

There were no section notes in the Journal for this month. My fault entirely. Medical issues in our household took over my attention and I forgot to send in the notes I had prepared. Apologies again.

### MIDWEEK RUN, 12<sup>th</sup> July.

#### **The three Stooges.**

The weather forecast for the run was heavy rain with thunder. Nevertheless, Gordon, Graham and myself turned up to Belper. Graham was happy for me to lead as long as we didn't go through "that bloody ford" at Butterton.



We concluded that no one else came because they couldn't compete with our combined good looks!



Gordon blows Graham a kiss before the start. Graham tries not to catch it.

In the event, I found lots of standing water, one example of which could have easily passed as a ford!

Off we went, past Alport Heights, through Wirksworth, Middleton, Hopton, Longcliffe, Elton and Youlgrave to Monyash, arriving just as it started to rain. As we ate lunch, the rain became torrential.



Seen at Monyash. A 1964 Raleigh Ultramatic moped special to which the owner added front and rear suspension and replaced the single speed engine with a two-speeder.

### Another Cuppa.

Gordon suggested we "Give it another cuppa" which we did! This was a good move, as the weather cleared up and the sun appeared! Gordon headed for home, so Graham and I took in the beautiful views approaching Crowdecote and rode on to Longnor, Warslow and Butterton (but not through "that bloody ford" as I didn't want him to wet himself, in either sense!) and on to Hulme End and Biggin. From here, Graham took the lead to take us through Parwich, Brassington, Kirk Ireton, and Cross o'th'hands back to Belper.

The weather was beautiful all afternoon and we covered 68 miles.

**Footnote:** the committee would like to hear your views on the mid-week runs format. We were asked to put them on by a number of members but the take-up has not been good.

Could the reason be:

- The lack of a designated leader? Members being concerned that they would have to lead?
- The choice of the second Wednesday each month for the runs?
- Any other reason? (We know that some of you have to go to work.)

Please email with any comments if you have not attended but could have done.

### Paul's First Run, 20<sup>th</sup> July.

#### Or the ups and downs of an evening run.



A good turnout. Paul led on the Suzuki.

Paul's first run as a leader took place on a lovely summer evening, which has been a rare thing this July. The light highlighted the beautiful views when we were on higher ground, and there was plenty of that.



Lloyd's lovely 1995 Zephyr 550.

Seventeen bikes left Ripley to head down to Bullbridge and turn uphill almost to Crich, then down again to Whatstandwell. Up we went again to Wirksworth Moor and down again to Wirksworth. We climbed up from here to Carsington Pasture and, you've guessed it, down again through Brassington. A short blast along the B5035, with views across Carsington Water, and we turned off to pass through Kirk Ireton, Idridgehay, Cross

O'th'ands and Muggington Lane End, where I was in new territory for a while.



Gregg's pretty 1959 BMW R50.

The shadows were getting longer at this point and it was a little cooler when we took a left turn in Weston Underwood to take us along a lane varied in surfaces, ranging from poor tarmac to a sandy beach to Quarndon and eventually Duffield, from which it was a short run to the Bell and Harp at Little Eaton.



Martin on his lovely CB77.



Swapping stories...

Paul led at a brisk speed when appropriate which gave us a mixture of roads and pace. I missed the moment when Derek fell off (again) at a standstill (he said he was testing the soil!!) Nobody believed Paul when he said he had seen a cow loose on the road until it was corroborated by Ralph and Pete, who said it was a bull. Bonneville Dave bore this

out when he said it chased him along the road, possibly because his riding jacket is red! We covered about 40 miles in total and the route was lovely. The hedgerows were growing out onto the minor lanes and the wider roads were perfect for those who like the bendy bits.

### Ralph's Sunday Run, 16<sup>th</sup> July.

Kate sends this report on Ralph's run:

Ten bikes with 12 members turned up for Ralph's run starting at Whatstandwell lay-by. We turned right out of the lay-by with Ralph & Jane leading. We took the left turn in Ambergate and then went up Bullbridge to Crich from where we dropped down to go along Robin Hood Stride to Holloway and across towards Riber, through Tansley Village which was very busy with its carnival and well dressing time. We then went along several lanes on Beeley Moor heading out towards Cutthorpe, Barlow and Oowler Bar (where it decided to rain on us!) We then went through Hathersage (when the sun came out again 👍) towards Bakewell then onto the lunch stop at the Yondermann Cafe, a total of 42 miles.



The lunch stop at the Yondermann Cafe.

After lunch we went through Litton, Cressbrook, Monsal Dale, with the wonderful viaduct on our right, and then onto Sheldon and Monyash. From there we had a quick blast down the A515 turning off to Winster, then across Bonsall Moor to The Fountain Tearoom in Bonsall, a total of 25 miles. It was an excellent first run for Ralph, some great little lanes, lovely scenery and 67 miles which agreed with everyone.



The finish at Bonsall.

**Saturday Afternoon Run, 29<sup>th</sup> July.**



Meeting up in Ripley.

This ride attracted sixteen riders and a couple of passengers. There was a broad mix of bikes and, it turned out, roads.



Very different. The B40 belongs to Graham, the leader, and the Yamaha 1200 and Triumph Trident were ridden by Martin and Isabella from Sheffield. The Trident was a bit of a handful on the tight bits.



Steve recently walked into a dealer's and bought this on a whim. He got a bargain and it had less than 10k miles on it.

**Lost.**

Graham F led us via Brackenfield, Ashover, past Stone Edge Cupola, and then a tour of the villages in the Clay Cross area, without actually going into that town. I don't know how but we got to the Great Pond of Stubbingon the way to Tupton and on to the gorgeous hamlet of Astwith. For a lot of this section, I had no idea where we were.



Mike, on his faithful C15. The Yamaha dwarfs it

We rode through Pilsley, Morton Higham, Wessington and Crich to finish at the Family Tree, Whatstandwell.

Although we passed through some built-up areas, it was worth it to reach the beautiful lanes that linked them together; some of the higher roads afforded amazing views, while other narrow lanes were bordered with overhanging trees which grew over, forming a tunnel-like appearance.

About 45 miles in all, but it seemed much longer as we rode at a sedate pace through the lanes – now, if only I could remember where they were! Thanks to Graham for a wonderful ride.



Dayglow Derek was "Tail End Charlie." When I asked him to stay on the bike for a photo, he asked "Do I have to smile?"



Our glorious leader, Graham, at the finish.

### Annual Club Awards.

Our Area Rep, Dana Neal, sends this communication:

I am writing to you now during the riding season, to remind you of the annual awards for 2023. If you look at the table below, there's a number of awards to recognise those who ride a range of machines. Who has had 15mins of fame within your section against one of the awards?

Given the diversity of section events you should cast your eye beyond the classic section run. If it is a slam dunk then go to the web site and fill in a

form now. If it is more gradual, put on the agenda of your October committee meeting to reflect and then nominate. These are long standing club awards that have stood the test of time.

NAME OF TROPHY	REASON FOR AWARD
<b>RIDING TROPHIES</b>	
The Dreadnought Trophy	For an outstanding effort on a veteran of vintage machine
The H.O.Burton Award	For an outstanding riding performance by a Club member using a post 1930 machine
The Daphne Headington Dent Memorial Award	Presented to a member under the age of 25 who consistently rides in Club events
The Harry Knight Trophy	Best performance on a veteran
The Harry Mack Trophy	Sidecar ??

Please support them by making nominations this year.

Additionally, there are a range of Awards for club/section work. In April it was my privilege to award Harry Hordorf the Syd Plevin Trophy for his many years of work for the East Yorkshire Section, can we get some more silver ware to the North East area?

NAME OF TROPHY	REASON FOR AWARD
<b>CLUB WORK TROPHIES</b>	
The John Griffith Salver	For outstanding activities within the Club
The E.E. Thompson Award	For outstanding efforts in promoting or organising Club activities
The Bob Currie Memorial Award	Presented to one, who in the opinion of his peers, has made a significant contribution to the world of motor cycling "In the Bob Currie Tradition"
The Syd Plevin Trophy	For outstanding work within a Section of the Club
The Spirit of the Club Award	A member who, in the opinion of his peers, operates and helps in the background and would in some cases go unrecognised for his efforts in helping the Club.
The Hume Trophy	Excellence in research into historic motorcycles, as

exemplified by a publication or restoration project

The nominations are via the club web site. Judging will be done in January 2024, by the Area Reps and the President.

If you wish to nominate a section member, use the website as described above, or ask a member of the committee for guidance.

### **Mid-week Run, 9th August.**

After low attendances, ten riders set off for yesterday's mid-week run including Chris, an ex-colleague of mine from 25 years ago.

Andrew would have been with us but the clock on his bike was half an hour fast, so when he turned up early, he thought no one had turned up and went home!

Having whinged about me possibly leading through a ford on the last one, the second lane we took led us through, of course, a ford. In Wirksworth, we took a detour to visit the Stardisc.



The Stardisc at Wirksworth.

There were many lanes and tracks unknown to most of us, and the run was characterised with surfaces of gravel, grass, and sometimes both. Graham certainly knows his way about. As we approached Middleton by Wirksworth, we encountered another VMCC section, the Cheshire Cats, who were also operating the drop-off system, and this led to an amusing interlude at a crossroads where I was directing our group in one direction and one of their members was doing the same with them in another direction. One or two went the wrong way but soon turned round. We passed through Brassington (on a lane marked as "unsuitable for motor vehicles,") Parwich, Alstonefield, and by a circuitous route to Hulme End where we unexpectedly met up again with the Cheshire Cats for a cuppa and a chat.



Bikes from both sections at Hulme End.

There followed the gated road (or gated dirt track) North of Hartington and Parwich again, via a different route, where Clive, a fellow member and past secretary was spotted in his garden. Thanks to Graham Franks for leading an amazing run in which the lanes and tracks were at times challenging but the views phenomenal.

### **Surtees' Early Days.**

John Surtees was the son of a south-London motorcycle dealer. His father Jack Surtees was an accomplished grass track competitor and in 1948 was the South Eastern Centre Sidecar Champion.



Jack Surtees with Frank Lilley in the chair as they set a new track record for combinations at Brands Hatch in West Kingsdown, Kent, England, 8th July 1946

John had his first professional outing, which they won, in the sidecar of his father's Vincent at the age of 14. However, when race officials discovered Surtees's age, they were disqualified.

John said: "I was 14 when I first entered a race. It was as a passenger to my father in his 1000cc Vincent sidecar outfit at Trent Park in London when his usual partner couldn't make the race." In a set of his father's old leathers, the young John became adept at providing traction by shifting around the outfit, but his early taste of action was curtailed when officials discovered his age, and promptly disqualified him for being underage! He was bitten by the bug though and just before his son's 15th birthday Jack Surtees let John loose for

an impromptu blast along a public road at Warlingham Heights on the North Downs:  
 “It was a glorious moment. Although the bike was too big for me, I took to it immediately. I remember my father warning me to take it easy but once I was on the bike and had the open road in front of me. I was away. It was a life-changing moment.”



1951



Jack and John Surtees, Brands Hatch, 1952.

**Mystery Picture.**



Who is the “giant” on the Norton Commando.  
 Answer next month.

**Last month’s answer.**

The rider in sunglasses was, of course, Roy Orbison having a go on the late great Dave Bickers’ CZ 250cc scrambler, at the 1966 ACU championship Hawkstone Park. Just after this photograph was taken, he crashed the bike injuring himself. He performed later that same day in the evening with his leg in plaster.

**Mystery photo 2 (almost.)**



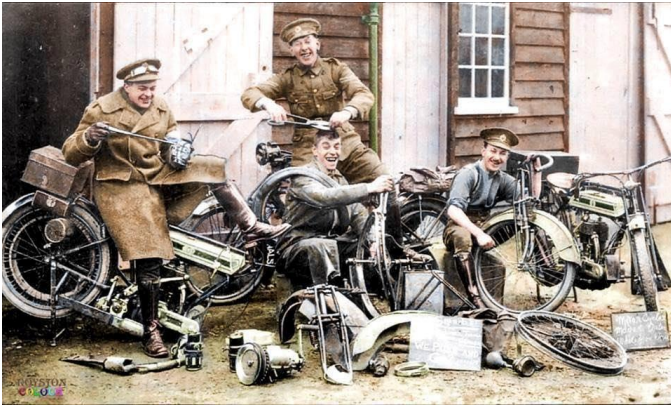
Nottingham-based Mike Hornsby wrote in after receiving July’s newsletter. He says:  
 “Good morning, Bruce, Wow a real BB, thanks. You ask for old photographs, I attach one of my 1962 photos of myself as a 17-year-old! Club members could have a guess at which N&D VMCC current member it is. I don’t think I would know!!”  
 As many of you would not have met Mike, I didn’t think that would be fair. He is seen here working on his C15, and he rides a C15 to this day.

**Wednesday 'Lunchtime' Classic Bike Meet**  
**12 noon Wednesday 6th September 2023**

Remember, this event recurs on the first Wednesday of every month

**The Duke William pub, Church Street, Matlock, Derbyshire DE4 3BS - Tel:01629 583111**

## All Smiles.



Dispatch Riders and Mechanics of the 60th Divisional Signal Company, Royal Engineers and their 1914 Triumph 4hp 550cc motorcycles.

## 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](mailto: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: [hornsbj\\_m@yahoo.co.uk](mailto:hornsbj_m@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](mailto:67dcrookes@gmail.com)



### Norton Steering Lock Plate.

Fits Slimline featherbed Dominator. Mine is one of  
the very first slimline frames which takes a Wideline  
stop plate so this didn't fit and has never been  
used.



£5 plus £2.50 postage in the UK or I can bring it on a run or collect from Heanor, Derbyshire. Bruce 07442168932.

#### **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.