

Notts and Derby Section

March Newsletter.



A few of the bikes on the first run of the year.

Thanks to **Jamie Danter** for the photo.

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

In this issue we have a Lunch Meet, four reasons to use pen and paper, a unique Gold Star, a V-4 Villiers and a Saturday Coffee Run.

What's on in April.

- 2nd. Duke William Lunch Meet, Matlock.
- 3rd Natter Night
- 9th (Wednesday.) Meet for a Ride. 1pm. Ripley Market Place
- 12th Sat Morning Coffee Run. 10am Griffins Head, Papplewick.
- 17th Evening Run. 7pm Griffins Head, Papplewick.
- 24th Evening Run. 7pm Ripley Market Place. 26/27th Stafford Classic Show.
- 27th BREAKFAST RUN Vale of Belvoir 10 am Griffins Head

Lunch Meet, 23rd February.



Another excellent turnout for the lunch meet at the National Stone Centre today. 22 enjoyed a good chat and lunch. It was nice to see more new faces and John, Pat and their daughter came along too. Dave joined us from Buxton and he was on his Panther. Luckily for him he was staying with a friend in Matlock as the rain was

pouring down when we left. The next outings are 15th March Coffee Run from Papplewick, 22nd Tiddlers' Meet at Tissington & 23rd Sunday Lunch Meet at Monyash.
Kate Sherras.

The Story of Four Emails; Damned Technology!



You probably know that I've been having problems with the Section's email account. (You should do; I've been banging on about it long enough!)

This is what happened:

I prepared an email to mail out February's edition but when I pressed "send," I got a message that I had contravened Microsoft's user policy and the emails would not be sent.

Not only that but I was **locked out** of the account. Bear in mind that I was only doing what I have been doing for the last four years since I started sending Newsletters during Lockdown.

Stupidly, I had not set up what is called a Recovery email, to which Microsoft would send a code which I could use to verify that it was actually me. Their suggestion was that they would send a code to my phone.

I thought that I was in the clear.

After giving my phone details, they told me that they couldn't use that method "at the moment." This turned out to mean "ever."

I then found myself locked of my personal account, also on Outlook. Things were looking grim! I managed to get that one back on my phone. This was while I was out of the country so I was getting rather stressed!

Losing the club account meant that I couldn't access any of your contact email addresses. Once home, my only chance was to go to the Allen House website and download all email details for Notts and Derby out of the North Midlands region. Fortunately, the data was fairly up to date and I set up a new Outlook account for the section and slowly transferred all the contacts to that one.

I also set up a Recovery Account on gmail, in case I was locked out again.

Sorted, then? No!

I had a message to get out and fell at the first post. Because this was a **new** account, Outlook wouldn't let me send to more than 20 recipients per day until it was satisfied I'm not a spammer. With almost 200 of you on my database, this would be very slow and laborious. I hit on the idea of using the new gmail recovery account as well and

found that it let me send as many as I liked. Already having three accounts (plus the one I'm locked out of) I messaged some other section secretaries who are also on gmail and the general feeling is that gmail is far preferable and gives fewer problems. I then set up a gmail account for the section. As things stand, I'm not sure which to use, but by the time you read this I will have made a decision.

To help things along for the foreseeable future, I will put all newsletters straight onto the website as well.

I now have four live email accounts, all with recovery emails, plus one I'm locked out of. What will I do with my time when this is all sorted?

Bruce.

Duke William Lunch Meet, 5th March.



Between 250 and 300 bikes were at The Duke William Matlock for this month's Classic Bike Lunch Meet, no doubt due to the fabulous weather. Loads in the overspill area in the field. There were some very interesting machines to enjoy and lots of pals to talk to. Here are a few bikes that took my fancy.



A nice Rudge "Special."



Little and Large.



Two Superbikes from very different eras.



A very well-crafted Norvin.



A very pretty Greeves.



Each time you look at this you notice something else!

I had a chat with one of the organisers, Jon Lambley. I remarked on success of these Lunch Meets. He said that they had recognised the need for something like this and was pleased that it was popular, though even he and the other organisers were amazed at how well attended it had become.

People from quite a distance away seem to be dropping in on their own runs to get a cuppa and a bite to eat.

The parking issues are being resolved, with cars accommodated in the field, and modern bikes are asked to park there also.

Saturday Morning Coffee Run, 15th March.

This was the first run of this year, so we had all been looking forward to it. The conditions were beautiful sun, no rain but a little chilly, so we were well wrapped up! Graham led us from Papplewick to Blidworth, through Haywood Oaks to Oxton, Halam, Southwell and Bleasby, where we stopped for coffee, cake and a good old catch up at the Manor Farm Tea Shoppe.



Bright conditions at the start set the tone for the day.



Two very different-sounding bikes. Ken's Trident is very loud through a megaphone exhaust, while Graham's BMW is – a BMW.

Guy nearly didn't make it owing to battery trouble. Jamie kindly sent this as proof!



Jamie, however, was on his modern Enfield as his vintage bikes weren't running. They are Harley Davidsons, though...just saying.

The run home was more direct, taking us back to the Griffin via Thurgaton, Gonalston, Oxtun and Papplewick Pumping Station. Thanks to Graham Bower for leading.

Pike's Gold Star.

A very special BSA Gold Star has come up for sale recently. Bear in mind that it's a 1952 design, before BSA moved away from plunger rear suspension.



Car and Classic, the website on which it was advertised, gave this information:

Well known road racer / engineer Roland Pike built two Pike-BSA's for the 1952 Isle of Man TT, one being a 500cc and the other being this 350cc. Both were frames to his own design fitted with BSA Gold Star engines.

Roland Pike's racing and engineering careers had been noticed by BSA in the early 1950s and they offered him the position of Head of the Development Department, where he helped to develop the BSA Gold Star. Roland Pike is also known for his development work and involvement in the 1954 Daytona Race. BSA went to Daytona with 6 bikes and finished first 5 places.

Both the 500cc and 350cc Pike-BSA TT Gold Stars were still under construction when he was hired at BSA and so were finished in the development shop at BSA. Both bikes then competed in the 1952 TT but Roland had no luck with them.

The Junior 350cc suffered a broken pushrod and the Senior 500cc lost the gear lever and had to retire.

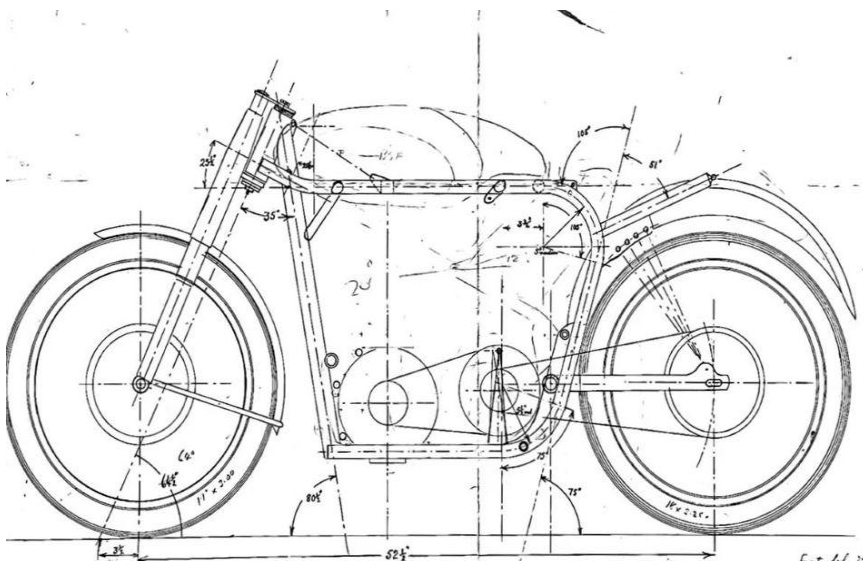
It was Roland's last race. Being very busy at BSA with developing the Gold Star, there wasn't time for racing anymore and so the Pike-BSA's were sold on.

The 500cc was then sold on to another racer, Dennis Lashmar, a friend of the Pike family.

The 350cc was sold in February 1953 to an unknown Scotsman who road registered it. At the end of '53 Dennis Lashmar bought the 350cc back from the Scotsman and so owned both Pike-BSA's.

He used both the bikes for Grand Prix racing in 1954. In '54 he competed in the Isle of Man TT, Belgian Grand Prix, Dutch TT, and the German Grand Prix. In the German Grand Prix held at Solitude on the 25th of July Dennis Lashmar sadly lost his life in the

500cc race. After the accident, Roland Pike's brother Stan flew out to Germany and brought his van with two bikes back to England. The 350cc continued to be raced until around 1970 it was found as a basket case near Hull, and was bought by a Dutchman who didn't rebuild it but kept it untouched in his garage. In 1997 it was advertised and the new owner painstakingly rebuild it back to its former glory and participated in some racing events over the years. In the last few years the Pike-BSA TT Gold Star has been exhibited in the living room of the owner who has now decided to sell.



Part of the original design, showing multiple suspension mounts.



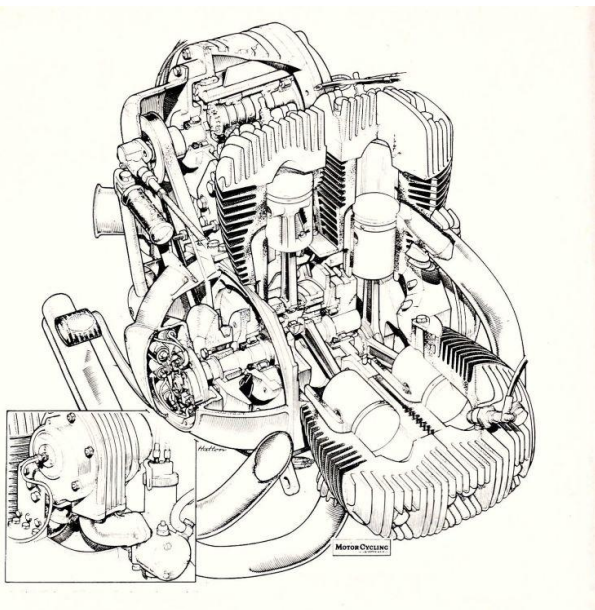
Roland with his creation.

The asking price was €26,500.

Sammy's Gems.

In September last year, I finally managed to visit the Sammy Miller Motorcycle Museum in New Milton, Hampshire. I thoroughly recommend a visit. In the meantime, there will be a short section (Trials reference there!) in each edition about some of my favourites.

Hindes V4 Two Stroke.



This machine was the brainchild of Bernard Hines, engineer and one-time RFC pilot, while he was manager at Geo. Wimpey Civil Engineers. It was built in the early 1960s with two pairs of Villiers 250 barrels. The crankcases were machined from a solid billet by Jack Sturgeon, machine shop forman. The bike has a Shorrock's supercharger fed by an SU carb and a Douglas Dragonfly frame with Norton Roadholder forks. It was intended as a race machine.

Mystery photo.



Last month's photo was quite easy for some of our long-time members so this is more of a teaser. Who is the young boy, later to be twice World Champion, working on his dad's bike?

Last Month's Answer.



Number 72 is, of course, Bill Lomas, twice World Champion and twice Isle of Man TT winner. In 1950 he successfully rode a 250 DOHC Royal Enfield designed by himself. In 1956 season, he rode the famous V8 Moto Guzzi Grand Prix race bike. An accomplished trials rider, he was known by many of our section through his motorcycle shop in Clay Cross.

Free Advertisements.

WANTED:

Member Bob Gregg is looking for a sidecar outfit. Any make of bike but minimum 500cc. Non-runners certainly considered as he is an expert engineer. Ring Bob on **07790 589982** if you have an outfit to sell.

FOR SALE:

Motorcycles:

1937 BSA B21 Sports with a Rigid frame and Girder Forks. 250cc OHV.

This model was only made for one year, making it quite a rarity. It is a light motorcycle, easy to handle and move around. Located in Nottingham.

I am looking for a good home for this bike, so I will haggle around £4500.

Please contact Peter Gibson 07970 285 668 or 0115 931 4362. For more details,



1993 Triumph Trident 750



11 months MOT Dutch Import
with British number and V5C

£850 ono.

Martin.

mhanstock@outlook.com

07526474005

1995 BMW R80 Mono. PRICE REDUCED.

BMW R80 Mono. 1995 25000 miles. Extremely good original condition. BMW heated grips, nearly new Avon tyres. 2 sets of BMW panniers, large touring & slim city cases. Original tool kit and cable lock. Was £5600.00. Now only £4800

Contact Graham Bower, 07745888938, or graham.bower@outlook.com



1962 Triumph TR6SS Pre-unit. REDUCED

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.

Offers around £7000.



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

CONTACT US:

Let me have any stories from the past, recent or distant, 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.