

VMCC Notts and Derby August Newsletter



Cover Photo: Donald Rose, the UK's oldest WW2 veteran died last month. Here is a memory of happier times when we visited him for his 106th birthday in June 2021.

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What's on in September.

3rd. Duke Wiliam, Matlock

4th Natter Night

6th Sat Morning Coffee Run. 10am Ripley Market Place. G Bower

07745888938

11th (Thursday.)Meet for a Ride.1pm.Ripley Market

14th ROACHES RUN 10.30 A6 Lay-By South of Whatstandwell. Kate

07961754780

20th Sat PM Run. 2pm Belper Mill Junction. J Bradley 0115 9329049

28th RIDGES RUN.10 am Yondermann Café Wardlow Mires. Mike Ransom

07704943795

Member's Collection Run, 10th July.



One of two Brough Superior SS80s.

We had a lovely run to see the motorcycle collection of a fellow VMCC member. In the interests of security, the location cannot be disclosed. "Jack" (not his real name) had laid on tea and biscuits for us on arrival and we spent a friendly couple of hours chatting to him and looking at the bikes. Some were restored to a high standard, others were original, showing lots of patina.

There's only room for a few of the photos but it is an impressive collection; at one time, Jack had over a hundred. Today, I would say there were about fifty in this one shed. Thanks to Malc for arranging a super day in glorious riding conditions.



1928 Norton fitted with a 1927 JAP 1000cc racing engine. Built for Brooklands. It's been in Jack's family since 1936.



Coventry-Eagle Flying 8. Jack says it's nicer to ride than the Brough SS80



Above left: Ariels and Vincents.

Above right: General view.

Left: 1914 NUT. Only two survive in this country and seven worldwide.

EVENING RUN, 17th. JULY.



Quite a mix of machinery.

Good to have time for a chat.



First few to arrive.



Chris's very original Triumph TRW.

Twenty-two bikes gathered at Ripley Market Place for Ralph's evening rub. After an introduction to the delights of Marehay's back streets, we went through Denby, Holbrook and Makeney, meeting the A6 at Duffield. Turning right at the lights and right again took us through Hazelwood, Farnah Green, Belper Lane End and Alport Heights. Here we turned left to be met with panoramic views as we descended towards Kirk Ireton, later finding ourselves passing Carsington Water. Brassington, Wirksworth and Whatstandwell followed, turning up to Fritchley, before meeting A6 again and back up to Ripley, finishing at the Red Lion.

Thanks to Ralph for leading a fascinating route, which included a mix of nadgery lanes and quicker roads with sweeping bends. Thanks to Dayglow Derek for being Tail-end Charlie.

Evening Run, Thursday 24th July.



Nine Bikes arrived at the Griffins Head, Papplewick including Mark on his very nice BSA Goldstar. After a few spots of rain the evening was pleasant, remaining dry. John & Deb led the way on a 55-mile run through Lambley & Lowdham then on to Gunthorpe where we crossed the bridge turning right by the river then along some

great little country roads taking in some lovely villages, Shelford, East Bridgford, Screveton to name a few. Crossing the A46 we eventually went through Newark past the Castle and made our way back to Papplewick. An excellent run which was enjoyed by all. Many thanks to John for doing it.



Kate Sherras.

Saturday Run, 2nd August.



The closed road to the old Cavendish Bridge was our starting point.

This run was a mixture of quaint villages, diversions and disaster! Eighteen bikes, one with a passenger were present. We started well enough from Shardlow, where there's a monument to the bridge destroyed by floods in 1947.



Dan arrives on the Greeves.



The monument.

From there we rode through Hemington, Isley Walton and Normanton on Soar. This is an extremely pretty, quaint village, as are many in the area. There followed Cotes, Barrow on Soar and Sileby, where we rode past many "Road Closed" signs until Graham finally realized that we were on a narrow lane to nowhere!

Now following the diversion, we ended up going back to Barrow and then, you've guessed it, back into Sileby!



I managed to get these in Normanton on Soar. If you want high resolution copies of you and your bike, email me with the bike details and I'll send them.

More lovely villages including Ratcliffe on the Wreake and Queniborough and we stopped at the Welcome Café near Twyford for lunch and a natter in the sunshine. Moving on, as we turned left in Twyford, my Triumph developed a vicious flapping of the rear wheel. We pulled up and my first thought of a puncture was wrong but we discovered that the wheel spindle had worked a little loose, allowing the wheel to move about.



Enjoying lunch.



The guys gather round to spectate, er, offer assistance.



The Triumph hitches a ride home.

Dan and Mick lent me some tools and we tightened it but as soon as I moved off, it happened again. Further inspection showed that there were now five broken spokes! That was the end of my ride and I called the VMCC recovery. I would like to thank all those who stopped to support me until we discovered there was no more we could do, but I think it was Dan who said that if they had gone, they would have been mentioned in the newsletter as deserting me!!

The rest of the members managed to regroup and the afternoon's ride finished with a beer at Shardlow Marina.

Huge thanks to Graham Franks for a lovely ride though lanes I was not familiar with and to Dayglow Derek for being the sweeper.

Extra photos from Ken.



Taken at
the finish,
at
Shardlow
Marina.
Cheers!

Saturday Run, 9th August.

Sixteen riders and one passenger came on Pete's Saturday Run. We had a false alarm when Martin's 1948 Norton wouldn't start until he realized that the petrol was turned off.



Malc and Martin discuss their machines.



The other end of the time scale.

We rode through Wessington, Slack, Beeley Moor, Barlow, Owler Bar, Fox House and Hathersage, turning off at Bamford for Ladybower Dam, where Pete stopped to give instructions. As we were moving off, we noticed a group of Japanese tourists photographing us!

We turned off the main road to go along the Strines, passing Bradfield Dale to meet the A616 towards Langsett, passing by numerous reservoirs on the way, all of which had very low water levels.

Turning left along the Woodhead Pass, Pete's Trophy began to lose power up a steep hill, almost fading out completely. We managed to stop at a lay-by. No cause could be found and it eventually cleared and we were on our way.



Pete gives instructions. As we pulled off, Japanese tourists had their cameras out.

The "Troublesome Trophy."



Shortly afterwards, we were able to turn left towards Glossop along the picturesque B6105 with views of more reservoirs and glorious hills and pulled in for lunch at The Cafeteria. Very popular with motorcyclists and the general public and very reasonably priced.

Hunger satisfied, we made our way through New Mills and Furness Vale to Whaley Bridge down "The Street" and along the beautiful Goyt Valley. Crossing the Cat and Fiddle, we went across country to Longnor, and then on to the finish at Monyash.

It is impossible to overstate the beauty of this 100-mile run. There were views across the moors, over reservoirs, over and through the valleys. Congratulations and thanks to Pete for a great day out and to Derek for being the sweeper.

An Experience to remember.

Martin had previously offered me a short ride on his Norton, as he knows I love Nortons and had never ridden a “cammy.” At the finish of the run to Glossop, when we got to Monyash, he suggested I take it up the road.



It's a 1948 Model 30 500cc racing model. Produced before the “Manx” name was introduced, it is a full-on racer, with close ratio gears, a TT carb, which requires you to keep the revs up, and a bronze “skull” head. The 21” front wheel made the ride interesting in the sidewind but the strong and fluid power delivery was amazing for a 77-year-old bike! Not an easy ride but most rewarding. Once I mastered the rocking pedal gears I did manage to get it into top gear briefly. A powerful beast! Thanks again Martin.

The grin says it all.

Guess It's Just Getting Old.

2025 saw me reach my 80th year and with nearly 65 years Motor Cycling experience all on British Motorcycles. Since 1995/7 I have owned just two Machines, first my 1960 250cc BSA C15 to be followed two years later with my 1962 650 Triumph TR6. The Triumph has certainly has been ridden the most with great enjoyment. However over the last 2 or 3 years I have found the Triumph increasingly difficult to use because of its weight and size. The BSA is being ridden with increasing frequency. The Triumph was getting difficult for me to get on and off and maintain the balance while standing still and there was a growing “lack of confidence” in certain circumstances! The smaller, lighter and lower centre of gravity BSA gave me the reassurance I needed for feeling safer and more confident and enjoyable riding.

Months of deliberation as to what was the best thing to do. The Triumph is such an enjoyable, reliable favoured and a well-loved bike to ride. The BSA doesn't have the

power for some of the rides I hope to complete in the future such as the annual "Lakeland run" each September. For the Triumph the Lakes is an effortless challenge but a real challenge for the BSA. Over the last 30 years the Triumph has commanded the choice for the Lakes Runs. Without doubt, the BSA performs well for the least challenging domains but sadly it has its limitations! So the inevitable decision had to be made: do I sell the Triumph in favour of a smaller, lighter and lower powered British Bike!

It was a long, reluctant and tortured decision but overall it seemed, reluctantly, the right decision to sell the Triumph and buy a suitable replacement when sold. The VMCC magazine and my Notts and Derby Club Newsletter was the obvious choice to advertise the machine. It did take some time to materialise but in April this year I finalised a sale. It was sold to a person in North Yorkshire. What I was extremely surprised at was the person who bought it was a 29-year-old modern bike rider and a Classic Bike enthusiast. He told me his interest came from his father who rode British Bikes in the 60's. His father is the same age as I am and no doubt will be of serious help to his son with the necessary maintenance. It just goes to show Classic Bike enthusiasts are not just the privilege of much older people!

So the 30-year-old storage of my Triumph and BSA in my Garage came to an end and a space was left next to my lonely BSA; Argh! My search for a smaller British Bike concentrated on 350 cc machines mainly because I felt I needed a right gear and left brake. I seriously considered and tried various newer "Twist and Go" scooters because of my perceived limitations of opposite side gear and brake levers use. Speaking to my friends and fellow VMCC Branch Members as to right and left side differences, many who do use modern and Classic British machines, they told me it is not a big problem and that one soon gets used to the change!

What convinced me to consider a modern bike was as a result of a Motorcycle week end in North Yorkshire with my M/C friend Graham. We agreed to trailer the bikes up there; I took the BSA C15 and Graham took his little 125 cc Yamaha. I was instantly impressed with the performance of the little 125: it left me standing at times and it had an electric start! This left me with another dilemma, do I bite the bullet and go for a newer machine with modern brake and gear sided levers? Certainly the 125cc modern fuel injected engine, weight and size had everything to suit my needs plus the great convenience of having electric starting. I was certain this was the way to go but I was forsaking my long-lasting love of a Classic machine! My Bikes have given me many pleasurable hours of riding and of maintenance and repairs, most of which have been completed on my knees. Not good for an 80-year-old!! All things considered my decision was to look at modern bikes. Cutting a long story short, I decided on a brand-new Honda CB125 cc F. Of course I still have the BSA to maintain my continued riding of a classic machine and for VMCC runs I'm pleased to say.

I have had the Honda for about 3 weeks now and ridden 5/6 times. The potential problems relating to opposite foot levers positions have had to be worked at but it was

not so bad as anticipated. My main concern was related to emergency stops and the instinctive reactions of left foot down. I still have work to do on this! What I have found is that the front brake (disc) is so good the rear brake is seldom used. The gear changing is just about sorted for my personal confidence and I am enjoying the conversion to modern riding. I just hope I can just revert to the BSA configuration when required.



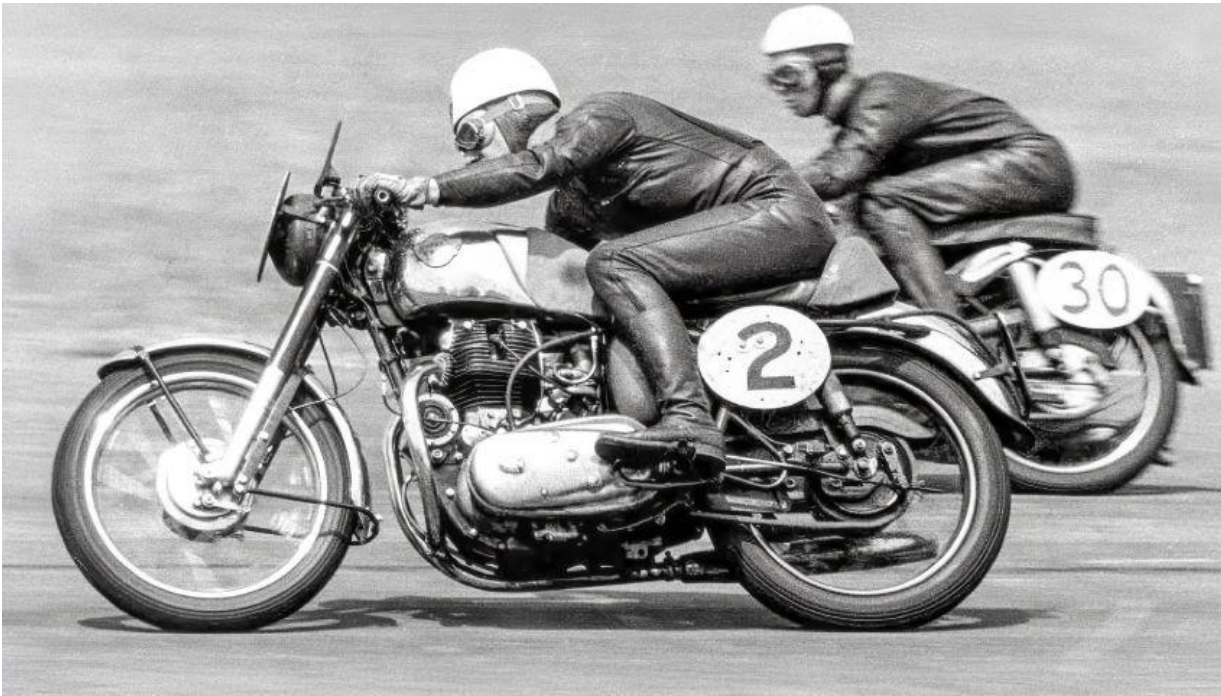
Mike's Honda, left and the young buyer sits on the Trophy.

Mike Hornsby.

Royal Enfield Endurance Racer.

In the 1958 Thruxton 500 endurance race, Scottish rider Bob McIntyre was captured on a Royal Enfield Super Meteor, crouched low over the 700cc twin as it powered along the Hampshire circuit. Partnered with Derek Powell, McIntyre's machine ran strongly from the start, demonstrating Royal Enfield's effort to challenge Triumph and BSA in long-distance production racing.

Period photographs show the polished tank, twin exhausts, and wire-spoked wheels of the Super Meteor, a production-based roadster adapted for competition. Despite setting some of the fastest laps of the event, the team lost significant time to a split petrol tank, ultimately finishing second overall, behind Mike Hailwood and Dan Shorey on a Triumph Tiger 110. McIntyre's ride at Thruxton highlighted both his skill and the potential of Royal Enfield's big twin, a direct predecessor to the Interceptor. Today, these images stand as rare documentation of Royal Enfield's brief but spirited push into British endurance racing.



Interesting Special.

The Tandy Arrow 4-cylinder special built in the late 60's. Two Ariel Arrow engines in a modified Norton frame. Photographed at Castle Combe in 2015.



Built by Geoff Tandy, the main engineer behind the building of the bike was Mike Eldridge one of Geoff's best friends. One crankshaft was turned around and two single row sprockets met in the middle and they were joined with a duplex chain that run to a countershaft and then to a Norton gearbox.

The first attempt was a failure because the duplex chain overheated so Mike fabricated two halves of a chain case that met when the two engines were brought together and then the chain could run in an oil tight chain case. The bike originally was fitted with a

Quaife gearbox but it was sold to finance another bike project. Geoff sourced a Norton gearbox so that it could be rebuilt back into a running bike because it was one of his last wishes to hear his bike run for one last time.

One of the first racing outings for the Ariel Four bike was to Moreton Valence airfield (now part of the M5 motorway). It was ridden by Roger Wyatt another friend of Geoff's. They didn't want anybody to see the bike before it was raced because it was so unique in its day so they covered it with a blanket until the last minute. Roger took off from the start line and left everything in its dust but they all caught up on the first bend because it handled like a camel with five legs. It accelerated so well he managed to get to the second bend first but everyone caught up and passed him again because of the handling.

Geoff also built and raced a 250 Arrow that had a prototype tubular steel frame not the pressed steel one that went into production. All of the engines incorporated twin carburettors (again, Ariel prototypes).

(Background information from Keith Werrett.)

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:

Single Motorcycle Trailer.



Belonged to a N&D member who passed away.

£150.00 ono.

Please contact Graham Bower, who is acting on the widow's behalf for details.

07745888938 or

graham.bower@hotmail.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:

vmccnottsandderby@gmail.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.