

## VMCC Notts and Derby October Newsletter



**Cover Photo: The section relaxes at the end of a very successful reintroduced Derbyshire Road Run last month.**

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## **What's on in November.**

**2<sup>nd</sup> AUTUMN ROAD RUN 10.30am A6 Lay-By South of Whatstandwell G Bower 07745888938**

**5<sup>th</sup>. Duke William, Matlock,**

**6<sup>th</sup> Natter Night**

**9<sup>th</sup> SUNDAY Lunch Meet. 12 noon onwards. Grindleford Café.**

**23<sup>th</sup> SUNDAY Lunch Meet. 12 noon onwards. Yonderman Café, Wardlow.**

## **Section News.**

### **Ladies WhatsApp Group.**

We have noticed that fewer ladies join the rides nowadays. Often, it is because they don't know how many (if any) other females will be there and they won't have any one to pal up with.

Kate proposed that we start a WhatsApp group for just the ladies so that they can communicate amongst themselves and Sue has offered to set it up.

Sue also says that if the weather is very cold or the destination not favourable, the ladies could arrange to meet for lunch separately.

**Male riders**, please let your wives/partners know about this and ask them to give their numbers to Sue so that they can be added.

### **AGM Report.**

A copy of the minutes is attached to this email.

### **Vacant Post: Deputy Secretary.**

The first thing to remember is that you are not being asked to do the Secretary's duties, just be ready to step in if something happens to me.

The Secretary is the main route of communication between Allen House and the Section. As most communication is by the internet I find that a laptop or pc is essential, although an ipad would probably cope. I find that I cannot log in to edit the website on my Samsung phone.

My main duties are submitting Section Notes and run calendar details to Allen House, keeping records of our AGM and communicating with current and new members by email.

Over the years it has become more based on the internet and if I was no longer available, nobody else knows what to do – **yet**.

It takes on average about an hour of my time per week, with more on one or two occasions such as submitting all our runs to HQ, which is probably the largest job, and preparing for the AGM. The Newsletter is something I do off my own bat and would not necessarily be continued.

I have prepared a training program which would involve four sessions with all guidance written down in documents to be referred to if you need to take over.

I took on the role when I retired; I got (and still get) so much enjoyment from the runs and the company that I felt I wanted to give something back. I find the job very rewarding and I get to know the members a little better too.

If this description arouses your interest but you are not quite sure that you could do it, talk to me and find out a little more. If you then find it's not for you, then you have lost nothing. (07442 168932)

### **Coffee Morning Run, 6th September.**

Graham Bower sends this report of the run he led on a sunny Saturday:

Twenty-one bikes started at Ripley Market Place. It was a lovely sunny morning and we headed out towards Kedleston, Hulland Ward and Carsington area, and back via Alport Heights to have coffee at Homesford cafe on the A6.



Getting ready to leave.



En route. Dave on the CX custom.





Malc on the Velo.



The other Dave on his Kawasaki.



Paul's Suzuki broke an exhaust bracket but Steve lent him a Suzuki emergency exhaust repair kit (bungee strap.)

**Photos from Ken and Graham.**

### **Ridges Run, 28<sup>th</sup> September.**

There were twenty-four bikes on Mike Ransom's Ridges Run. So aptly named as it takes in so many high roads and lanes with amazing views on either side. Time after time, just when you thought you had seen the best views of the High Peak, the next lane was even better. We did ride along one narrow lane which was officially closed but there was room to squeeze a bike through.

The route was very complicated, so I leave Mike to describe it:





Larger machines on this run.



Mike, our leader, in the centre. Ex works trials rider and still putting in the miles at 89. Chris, Right, was tail end Charlie.

“Route as follows from memory: Yonderman, Foolow, Eyam, Barrell, Great Hucklow, Windmill, Little Hucklow, Castleton, Winnats Pass, Mam Tor. Along Rushop Edge, Slackhall to Wash, Combes, Whaley Bridge, Goyt Valley, (Road Closed so quick change of plan) Buxton, on to the Cat and Fiddle, L to Leek Rd, R to Flash. Left at Flash Cafe at Axe Edge, stopping at Hollinsclough for Lunch. Longnor, Sheen, Alstonefields, L and then R, Alsop en le Dale, Parwich, Bradbourne, Brassington, Wirksworth, and Whatstandwell. 72 miles, but some said more. Just glad it all seemed to go well, and we did not lose anybody for the 24 of us. Other than those that had problems.”



Brian's tidy 1969 Trophy.



Chris's MZ and Martin's Velo.

Oh, yes, the problems. During the morning, Ken Foxhall realised that the battery on his Z1 wasn't charging. It stopped during the afternoon and Dave was able to help him home. After lunch, I went out from the tearooms to take photos when Martin told me there was a problem with my bike. My hearing is not good and I thought he said it was



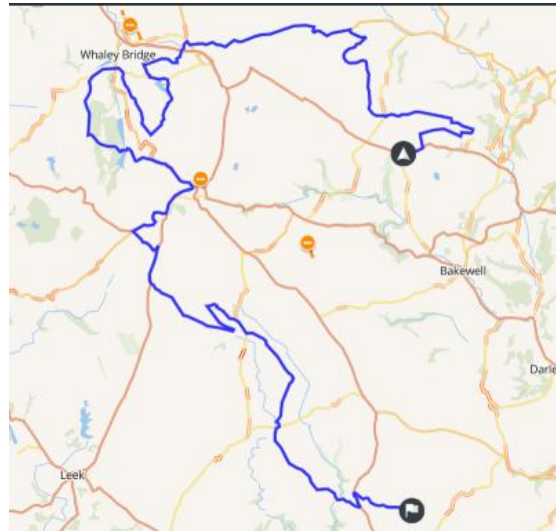
on fire. Bizarrely, I was relieved to hear that it was on its side resulting in a broken brake lever and smashed indicator!

I went straight home while the others continued the afternoon run.

Some photos are supplied by Ken and Chris and the map comes from Dave.



Leaving the lunch stop. This is where I left the group.



Dave produced this map of the route from his satnav.

### **Dukeries Run, 5<sup>th</sup> October.**



Chatting at the start. Martin's 1929 JAP-engined Brough Superior SS100.



Mike loves his new little Honda. Now he is eighty, he needed something lighter than his Triumph, in order to keep riding. The Honda was not responsible for the oil on the ground!





Graham (right) collects for the Air Ambulance. Last year's total was over £450.



A proper mix.

Twenty bikes, some with a passenger, met at Papplewick this morning, which must be a record number for the Dukeries Run.

After passing through Halam and skirting Southwell, we made our way North East and then North through some of the prettiest villages in the area. These villages were commented on by many members who had not seen them before.

After skirting Tuxford, we rode through Bevercotes and Bothamsall to the top end of the beautiful Limetree Avenue to pass through Clumber Park.

Heading South East we arrived at the Green Hut for our lunch stop. The route had been very picturesque and the fine weather, after the rain we had experience from Storm Amy, really made the ride worthwhile.

The stop involved lots of nattering and sitting in the warm sun and gave us all a chance to catch up. As we prepared to leave, two or three riders left us to go straight home as they had come from further afield.



Happiest when eating.



The afternoon route was rather shorter, taking us roughly South through Wellow, Eakring, Edingley and Farnsfield before heading across via Blidworth to take the narrow Ricket Lane. Along here, two young ladies turned as we approached and I heard them “whooping” with excitement as we passed. Long time since I had that effect!

A short run then back to the start, where Malc found that the oil filler cap had gone from his MSS. Seventy-three miles in all and lots of lovely comments from those present.



At the end, discussing what a good day they had.



Malc's Velocette, minus filler cap.

### Unusual Special.





This Velocette motorcycle has a 295cc MAC engine in a Valiant frame and was advertised on a well-known auction site.

Putting a Single cylinder Velo engine in a Valiant frame seemed like a good idea, but it wasn't easy. The owner acquired this over 20 years ago as an unfinished (by at least 2 other people) project, and completed it and got it registered in 2006. A fun bike to ride and a willing performer, the engine is originally MAC, but has MOV flywheels, a KSS piston, and Viper cylinder head. Bore and stroke of 74mm x 68mm giving 295 cc capacity.

The old-style timing cover has had the extra oil feed for the cams added, along with a rev counter drive to the chronometric clocks. The tank and seat are from a CD175 Honda and the front wheel is (believed to be) Yamaha, oil tank and toolbox are BSA. It has a Kubota Alternator, so good lights!

The bike sold for £1500.

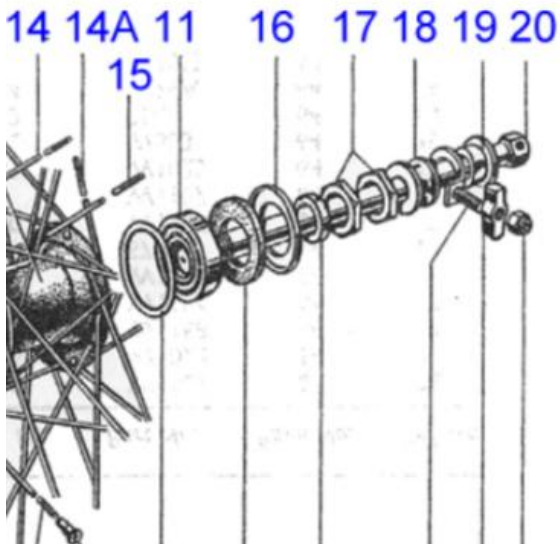
### **Wobbly Wheel Update.**

In the August Newsletter, there was a report of my rear wheel collapsing. Stripping the back end, I found that the axle was not clamping onto the swinging arm properly because the outer spacer (part 19 in the diagram) had been manufactured incorrectly and was too long, making it protrude through the fork by about 1mm and butt up against the inner spacer, preventing a tight grip.

It was a stainless replacement part which I bought when I converted to a QD wheel. Although I bought a wheel to suit, certain parts were missing.

A session on the lathe has corrected the issue but I now have a wheel to rebuild as the movement stressed the spokes.

I should know by now to check every part I purchase, but it did seem as if it had tightened. Don't know how it lasted so long; I fitted the wheel ready for the 2024 season and rode it on lots of runs last year and some of this year!



## 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.

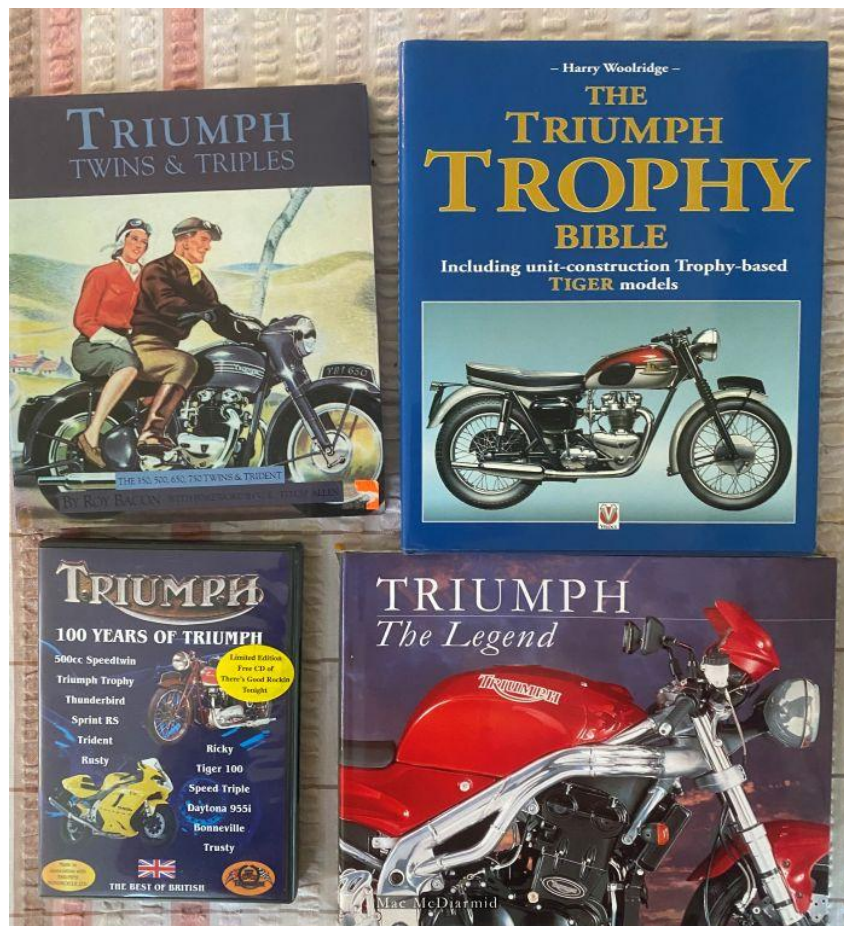
### FOR SALE:

## Magazines and Books.

I have been clearing out my stacks of Motorcycle Magazines. I have however saved a small number of the ones from 50's 60's and early 70's. I wondered if anyone would be interested in having for free them before I bin these too?

I also have some hard back Triumph pictorial and technical books I no longer need. If someone is interested in these, I will consider their offers in the low £'s. The titles are in the photograph.

hornsby\_jm@yahoo.co.uk





## 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](mailto: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](mailto: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.