

VMCC Notts and Derby November Newsletter



Cover Photo: Lunch at the tearooms on the Roaches Run.

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What's on in December.

3rd Duke William, Matlock.

4th Natter Night

6th Sat Run. 11am Lay-By A6 south of Whatstandwell. Gordon 07800826733

14th SUNDAY Lunch Meet. 12 noon onwards. Family Tree, Whatstandwell.

18th Party Night. CONTACT GRAHAM BOWER TO BOOK YOUR PLACES.

Section News.

PARTY NIGHT: This will be on 18th December at the Royal Oak, Ockbrook. Please contact Graham Bower on 07745888938 to book your places.

Each member is asked to bring a raffle prize and some food for the buffet. In order to ensure a good selection, you will be informed what food to bring.

Taking a Thirsty Bike for a Drink.



How many of you spotted Notts and Derby member Paul Sharman's photo in the November Journal's "Photo of the Month" entries? This is his 1974 Kawasaki H2B at Tissington Ford before its successful crossing.

Sunday Lunch Meets.

During the winter months, we don't have regular runs as there is always a good chance that the weather will mean cancelling and the leader's planning will have been in vain. Instead, we have planned Sunday Lunch Meets at a variety of venues through the "closed season." They all start at 12 noon and you can use whatever transport you wish. If the weather is unseasonably mild you can still get your ride. See above for the December meet.

ROACHES RUN, 18th October.



Chatting at the start, while Graham collects for the Air Ambulance.



The bikes lined up at the Roaches.

Another excellent turnout of 22 bikes including 1 pillion (me.) Pete and I led the way from the lay-by turning left after Whatstandwell bridge to Alderwasley then along country lanes past Alport Heights making our way towards the main Wirksworth road. Shortly after turning onto the main road we turned off along more country lanes to Brassington then turning off towards Ballidon/Parwich going through Parwich taking the turn to Alsop en le Dale eventually emerging onto the A515. We followed this road for a very short while before turning off to Alstonefield then Back of Ecton, Warslow & across the moors onto the A53 to the Roaches Tearooms for lunch.

After lunch we went towards Gradbach, Allgreave over more moorland back over the A53 down to Buxton Raceway heading towards Earl Sterndale encountering wandering cows along the way then towards Hartington & Biggin to Newhaven, down the Via Gellia turning off to Winster & Bonsall then to Cromford going up Cromford Hill, Bolehill, down to the A6 finishing at Homesford.



Amazing selection of machinery.



At the finish.

Kate Sherras.

Autumn Road Run, 2nd November.



The autumn colours were showing well in the trees across the river at Whatstandwell.

The day started well enough: twenty-four riders left Whatstandwell to ride up to Wirksworth Moor and down to Wirksworth. We will come back to talk about Wirksworth later.



A good selection of bikes today. The Guzzi V50 is painted in Nato colours.



The “German Corner,” as Chris called it.

The conditions were perfect; bright, crisp and drying roads. We rode past the wind turbines on Carsington Pasture along a flooded road and then to Longcliffe and down to meet the A525 at Fenny Bentley. We took the very tight right hand turn towards Thorpe and the first road on the left, leading to Mapleton, was my junction duty. I sat

there for about 30 minutes before I rang Kate, as she and Pete were Tail End Charlie, fearing that someone might have come off on the right-hander.

Kate and a number of others were in a lay-by near Ashbourne! Remember Wirksworth? One rider missed the instruction that Pete and Kate were last man and he rode on when Derek, who often fills that role, passed him, leaving the others with no directions. After discussion, we met up in Mapleton, where Malc had also waited for half an hour.

Lost Souls.

We “Lost Souls” then rode through Mayfield, and on beautiful lanes through the pretty village of Ellastone, picking up the members from their junctions, all of whom had remained on post, making about a dozen of us, until we met the A523 near Waterhouses. Here, the rider on the junction had misheard when another told him there were loads (us) to come and thought he had said “I’m the last man” so HE left his post too.



Ralph's pretty Velocette Valiant.



Preparing to leave. Ralph is on the left and our leader Graham is centre.

Luckily, Mick knew the way so he took the lead to Hulme End. Just before we got there, Gordon and Derek, who we had seen earlier riding in the opposite direction, emerged from a lane on the right.

We all got together at the lunch stop and after an extended lunch break, took a shorter run through Alstonefield, Alsop en le Dale (meeting the North Staffs section on the way,) Parwich, Brassington, back through the floods on Carsington Pasture, then via Wirksworth to the Homesford Cottage.

In spite of the confusion, Graham had planned a beautiful route of around 55 miles, and the weather and light conditions added to the pleasure it gave us.



Graham and Kev wave to display their joy that I'm leaving!

Quiz Time.

The Dixies Arms
Winter
'Classic Bike Quiz Nights'



Starts at 7.30pm
TUESDAY 25TH NOVEMBER 2025
The Dixies Arms, School Lane, Lower Bagthorpe
NG16 5HF

Jonathan Lambley circulated this flyer recently with the accompanying message:

If you're into Classic Bikes, pop along to the Dixies Arms at Lower Bagthorpe for the Classic Bike Quiz Nights held on the last Tuesday evening of the month during winter.

A great proper pub, with lovely beer and chip cobs! And don't panic, nobody cares if you get 1 or 25 out of 25, it's just for fun.

1930 Majestic – ahead of its time.



This machine has been described as an Art Deco Masterpiece. It was first produced in 1929 by Frenchman Georges Roy, who had built cars for many years and motorcycles since 1923.

His experience with automobiles would have prepared the ground for the bodywork of the Majestic, the sweeping curves of pressed steel panels made possible by using automotive coachbuilding techniques.



Close up of the hub centre steering



The fabulous, symmetric instrument panel on the Majestic's handlebars. This is the most elaborate version; some Majestics had far simple panels,

As well as the pressed steel chassis, the majestic featured both hub-centre steering and telescopic front suspension, in an era when most motorcycles were using rudimentary steering and suspension.

The chassis is constructed using two mirror-image side rails of square-section steel, which are joined by riveted cross members. Firewalls at the front and back of the engine are also riveted to the frame, with strengthening panels beneath the engine, plus the two large, fixed top panels. The whole structure is extremely rigid, yet very light. The rest of the bodywork is attached to those fixed points, including the nose and tail sections, and the central engine covers, which are removable for engine access, and stylishly louvered for airflow, to keep the engine cool. The bodywork is thin-gauge steel pressed into shape, so the overall weight of the machine is fairly low, around 350lb with a single-cylinder Chaise OHV motor inside.

The original prototype was built with an American four-cylinder Cleveland engine. In 1930, Roy sold the rights to the Majestic to the Dollar marque and around one hundred were made powered by 350 and 500 Chaise engines, JAP V-twins and Cleveland fours. Dollar ceased trading in 1933, possibly another victim of the Great Depression.

Interesting Special.



Advertised recently was this 1958 Norton 88 Dominator rolling chassis fitted with a 1990's Ducati 750SS engine, correctly registered in the V5c with that engine number. Naturally, it had an electric starter and the gearbox had been converted to right foot change as the last

owner/builder, a retired steam engine engineer in his 80s, is very much a British bike man. He has owned the rolling chassis since 2013 but converted it to take the Ducati engine in 2015. Starts very easily on the button and apparently, it really doesn't feel like a 'special' to ride as it rides so well and feels sorted; everything works including the carb de-icers. Borrani flanged alloy rims and a TLS front brake. Previously featured & on the cover of the May 2025 issue of Real Classics magazine, it was advertised for £5,250.

Mystery Photo.



This one was sent in by our Area Rep, Dana, and features one of our section members. He says that Kate would be able to identify him as she helped pick him up!

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.

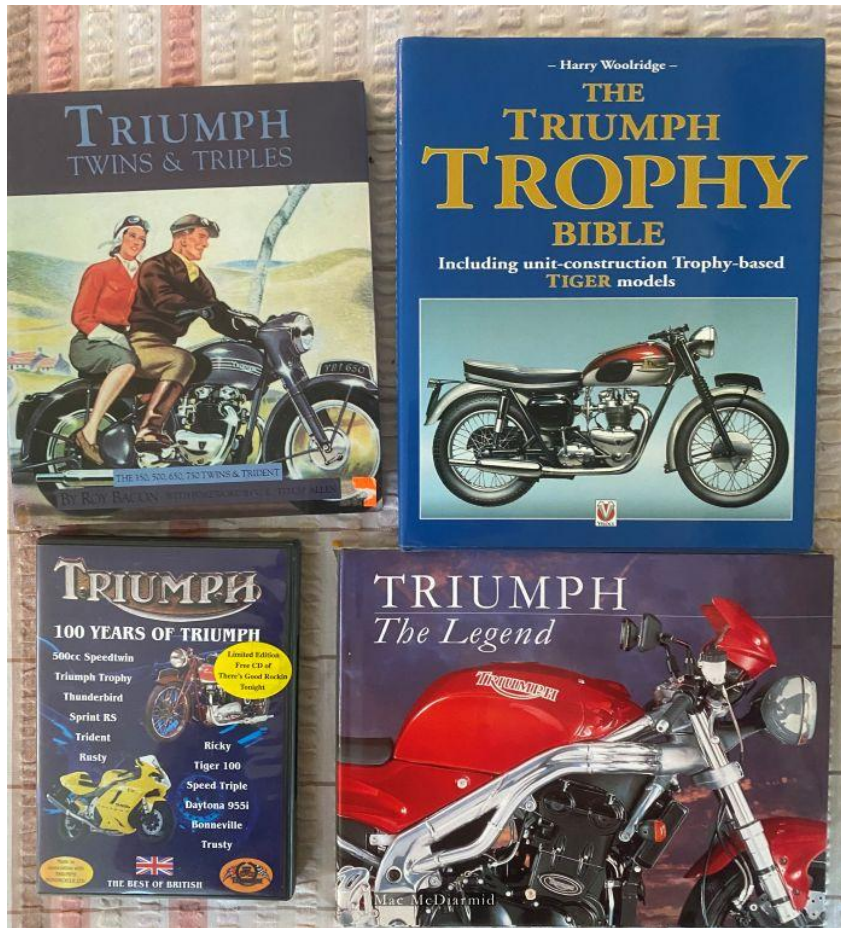
FOR SALE:

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



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.