



Merry Christmas!

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MERRY CHRISTMAS AND A HAPPY NEW YEAR TO YOU ALL!

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What's on in January.

7th. Duke William, Matlock.

8th. Natter Night.

10th. Annual Dinner, CONTACT GRAHAM BOWER TO BOOK YOUR PLACES.

18th. SUNDAY Lunch Meet. 12 noon onwards. Stone Centre, Wirksworth

Section News.

ANNUAL DINNER: This will be on 10th January at the Hogs Head. 6.00pm. Please contact Graham Bower on 07745888938 to book your places.

Section Club Nights. Your suggestions please.

We know that the Royal Oak, our current clubhouse, is on the market. We also realise that club nights attract very few attendees, possibly because of its location.

Our focus at the moment is to research other possible venues more central to the Notts and Derbyshire region, bearing in mind that we need ample parking, a welcoming licensee and facilities for food. A meeting room would be preferred but most come at a price, so a reserved area is quite suitable unless we have a speaker.



On 20th November, your committee, along with other members, braved the freezing cold on your behalf to investigate one pub very close to the Notts/Derbyshire border (above.) Although there were a couple of drawbacks, there were a lot of positives. We resolved to keep this one in mind but to continue our research. It's a dirty job but somebody has to do it!

The committee have had a few ideas about a number of venues and also alternative meeting arrangements, such as using more than one venue.

You can help.

This is where you, the members, can help; if you know of anywhere that fits the above criteria, let us know by emailing me.

If you would like to come along on any future "Research Visits," please email and I will endeavour to keep you informed.

Next Year's Runs Calendar.

Graham has been putting this together since mid-November and as soon as I get all the details, it will be sent to you by email as well as being published on our website and the Allen House website.

It has been very encouraging to see the response to Graham's request in our WhatsApp group where members have volunteered to lead runs. Many thanks to them all. If you would like to get involved and give something back, have a look at the group or ring Graham on 07745888938.

Vacant Post: Deputy Secretary.

Please note, the Newsletter is something I do off my own bat and would not necessarily be continued.

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.

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)

Sunday Lunch Meet, 23rd November.

The photo shows us enjoying our food at The Yonermann. Paul Sharman turned up later, the only one to brave a bike ride.

We had downpours and sun.

Ralph Taylor.



Gordon's Half Day Ride, 6th December.

Five die hard bikers turned up for an extremely wet ride. Gordon led the ride with Derek at the rear, in between were Austin on his Triumph T100, Chris on His MZ and Ken on his Triumph Tiger 95i.

The route took us north from Whatstandwell and along the B5035 towards Godfrey Hole, Carsington and then towards Ashbourne. We then took the B5056 past the Tissington ford (but not through it) towards Hulme End through Monyash, Bakewell and ended the ride at Homesford Tearooms with a mug of tea and bacon cobs.

It was an extremely wet ride, only for the brave (or stupid...!) but we were all well prepared for it and waterproofed up.

Thanks to Gordon for leading and Derek for being the back marker.
See you all next year, Merry Christmas and a happy new year.



Ken Foxhall.

A Christmas Story.

My mate Ackers and I, for different reasons have always loathed Christmas Day and traditionally went for a ride on our motorcycles to escape family celebrations.

In 1975, on Christmas Day we stopped at Great Cubley to warm our hands outside a row of houses. An old chap tottered up his garden path and invited Ackers and me in for a cup of coffee and a bit of cake. Frozen, we accepted his offer with alacrity, as they say.

This elderly man took two tearaways into his house, because he was lonely, made us two cups of coffee, gave us cake and biscuits and talked to us while we thawed out. We were grateful, and enjoyed his company, but he told us that he had lost his only son when the lad was about our age in a motorcycle accident many years before. He stressed that we should ride carefully and every other road user might be our murderer, so we should be vigilant.

We shook his hand, and left him to his memories.

Many years later, I was in Cubley, I asked several people who had lived there for years, what was the name of the elderly chap who had been so kind to Ackers and me. Not one person remembered an old man living where I said he had, and certainly didn't know of any young motorcyclist being killed who lived there....

Dana Neal.

Sammy Miller wins Lifetime Achievement Award.



Sammy Miller MBE has been honoured with the Royal Automobile Club's 2025 Lifetime Achievement Award.

The award was announced at the Royal Automobile Club Historic Awards Dinner on Thursday, November 20, 2025, at the club's prestigious Pall Mall location in London. Sammy was recognised for his "remarkable contributions to motorcycling and engineering excellence".

The evening, which saw the announcement of winners across eight categories, was hosted by broadcaster Lee McKenzie, known for her work in Formula 1.

Mr Miller was presented with the trophy at the Sammy Miller Motorcycle Museum in New Milton by Jeremy Vaughan, the Royal Automobile Club's head of motoring.

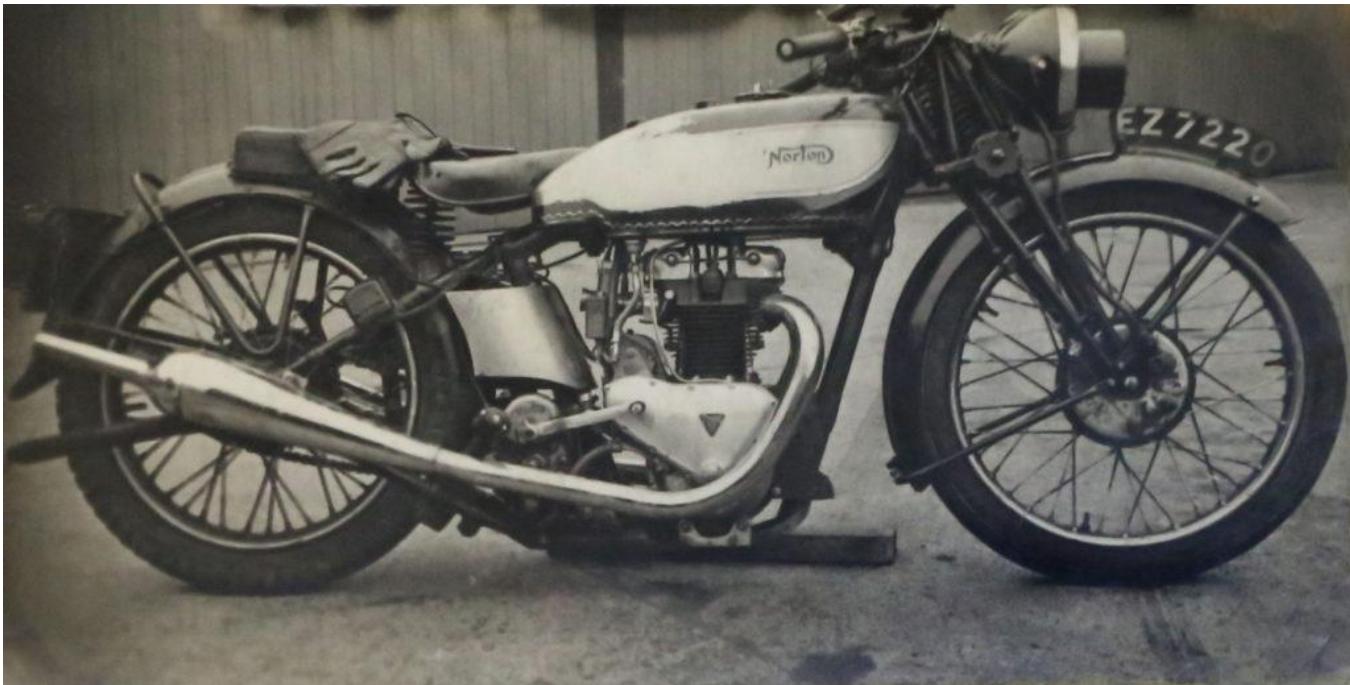
The First Triton?

The world's first Triton, built by Rex McCandless during WW2 – a racing Triumph Tiger 100 motor in a Norton International racing chassis.

Note the headlamp mask – required during wartime blackouts. (photo courtesy Dennis Quinlan, via VMCC Library)

Rex McCandless and his brother Cromie were an interesting pair, devoted to motorcycle engineering and racing, and changed the motorcycle industry forever without the need for an engineering degree.

Rex famously wrote, "I never had any formal training. I came to believe that it stops people from thinking for themselves. I read many books on technical subjects, but always regarded that as second-hand knowledge. I did my best working in my own way."



It seems that the McCandless brothers also seem to have invented the most iconic custom motorcycle of the cafe racer era – the Triton, a Norton/Triumph hybrid. Rex McCandless tuned and raced his own motorcycles before WW2, first turning his attention to a new twin-cylinder Triumph Tiger 100 in 1940. His home-tuned Tiger was faster than the factory-tuned bronze-head Tiger 100 of his friend, Artie Bell (future Norton Works racer), and Rex won the Irish 500cc Road Race and Hillclimb championships that year. While the motor was fast, the Triumph chassis made ‘unreasonable demands of its rider’.



The story goes that McCandless began experimenting with weight distribution on the Triumph, and eventually designed his own frame, which became the Featherbed. But it seems he tried a known better-handling chassis first for his Triumph motor, and installed the Tiger engine in a racing Norton International chassis.

He'd already proven his T100 engine faster than a racing Norton, but their chassis was the gold standard for handling. Thus the first Triton was born during WW2, as evidenced by photos in the VMCC Library.

Vapour Blasting Money Off Offer:

Charlie, from Vapour Modified Components, contacted me with a money-off offer for Notts and Derby members.

They are a specialist vapour blasting business based near Lincoln, with a keen interest in partnering with the Notts and Derby section of the VMCC to support the classic bike community.

He says:

"As part of this collaboration, your members can enjoy a **25% discount on all orders** with us, simply by letting us know they're from your club when they get in touch for any vapour blasting needs on their projects.

We've had the pleasure of working on numerous classic motorcycles over the years, restoring parts to their original glory with our high-quality vapour blasting techniques, which are perfect for aluminium, magnesium, and other metals commonly found on vintage bikes. We're passionate about helping enthusiasts like those in your group bring their projects back to life, and I thought your members might appreciate knowing about our services.



To give you a sense of our work, here's a short video on some engine casings from a Triumph T140E we've done (there's also going to be a BSA Bantam video out soon):

- <https://www.facebook.com/reel/1987750318672616> – A before-and-after on a vintage Triumph engine casing.
-

Call us at **01522 387 388**, or visit our website at <https://vapourmodifiedcomponents.co.uk/> for more details.

Fake NGK Spark Plugs.

The following appeared on social media, obviously from across the pond but still relevant:

Follow-up on Fake NGK B9HS spark plugs. I talked to the person in charge of authentication department at NGK in Wixom MI. She requested 3 photos of the suspect plug. As I suspected, these are not OEM NGK plugs. Her reply to my request was interesting. This should clear up any misinformation when trying to authenticate NGK spark plugs.

Her answer was:

"Thank you for the pictures and I do apologize for the delay. I had to do some research on these plugs because they are "old". I went back to 1965 on our archives and spoke to some of our colleagues that has been with NGK 30+ years and they all point to ALL NGK plugs had, and have LOT codes on the hexagon.

It is highly unlikely that you received authentic NGK plugs with no LOT codes."



You can call and request to have your NGK spark plugs authenticated: TECHNICAL SUPPORT
1-877-473-6767
Dial #1 (Application Support)
hours: 9:00am -5:00pm
Monday-Friday EDT

Mystery Photo.



History being made.
Who is the rider?

Last Month's Answer.



Last month's "Rider in Distress" was, of course, our own section secretary, Bruce Phillips (me.) I did have a go at trialling but I started when I was well into my 60s on an uncompetitive bike, resulting in a few instances like this.

Free Advertisements.

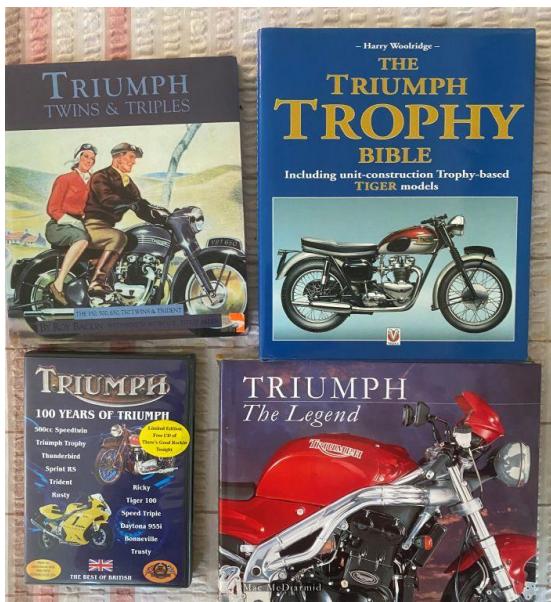
WANTED:

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.



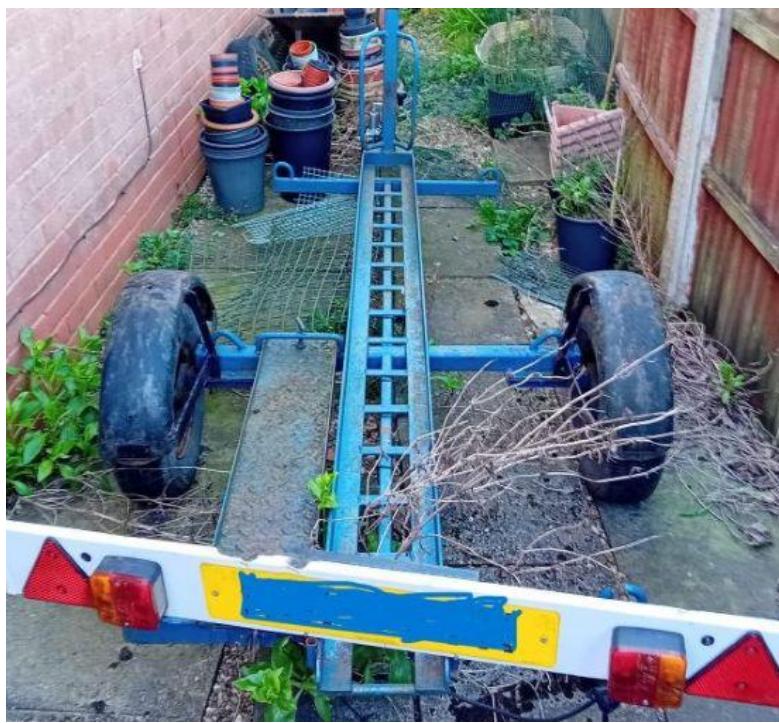
Belonged to a N&D member who passed away.

£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.