



HAPPY NEW YEAR TO YOU ALL!

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What's on in February.

4th Duke William.

5th Natter Night

8th Sunday Lunch Meet. 12 Noon onwards. Family Tree, Whatstandwell Bridge.

22nd Sunday Lunch Meet. 12 Noon onwards. national Stone Centre, Wirksworth.

Section News.

Section Meal postponed.

The meal is rescheduled for the 24th. Let Graham know if you are still able to go.

Another Celebrity.

It seems that our section members are being published regularly by our leaders at Allen House. Not only was Paul Sharman's Kawasaki H2 featured in the November Journal's Photo of the Month competition, but now I see that Chris Robinson's trusty MZ is the bike for February in the Club Calendar.

He has other bikes, including a BMW and a Velo, but he loves his little MZ.



FEBRUARY 2026

vmcc.net/events

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
						1

Lunch Meet, 14th December.



Thirteen of us attended the Family Tree lunch meet today, some on bikes, some in cars. A very enjoyable social lunch was had by all.

Dave Vardy commented: "Nice ride out today, made all the better with the cracking company and venue!!"

And Mark Bazeley says: "Thanks for the lunchtime meeting was nice to meet up with like-minded people hope to see you all soon."

Bruce had forgotten all about it and he was out on his bike at the same time! We had forgotten too but I heard Robby going out on his bike so looked on my calendar and realised it was the lunch meet. He didn't actually go to it.

Kate Sherras.

Party Night, 18th December.

Around thirty members came along to our Christmas Party last night. Good to catch up with good friends, chat, and have a laugh, although most of the laughing was at me! Lots of head-scratching over the quiz and the buffet was soon demolished. Thanks to Sue and Kate for a lovely evening.



Summertime Classic Meet.

The new landlords of the Shakespeare Inn in Shardlow have agreed to run a Classic Motorcycle Meet at their pub on Saturday 20th June 2026.

They will have a Hog Roast for us, and as you probably already know, they have a huge car park and beer garden.

The Vincent HRD Owners Club (East Midlands) doesn't have a huge membership, so any club wishing to help us with parking etc, would be greatly appreciated.

The pub will run it and see how it goes and that will determine if it is repeated in the future.

CLASSIC MOTORCYCLE MEET

The Shakespeare Inn, Shardlow DE72 2GP

Starts 1.00pm on SATURDAY 20th JUNE 2026



Hog Roast/BBQ and drinks available, a massive tarmacked car park, huge beer garden and only a few minutes from Derby, the A50 and M1 network.

Organised by The Shakespeare Inn in conjunction with The Vincent HRD Owners Club (East Midlands).

I know other events may well clash with this one, but again we'd appreciate your club's attendance, if possible. Please let me know in due course, if your club are coming and roughly how many they'll be.

Feel free to share the attached flyer with anyone you think might be interested.

Any feedback please let me know by email or with a phone call.

Regards
Jon Lambley
VOC East Midlands social secretary
Tel 07528 178484
(Jon can be contacted at lambley705@googlemail.com)

Readers' Bikes:

A Lovely Little "Barn Find."



A few months ago a friend told me about a little bike languishing in a relationship garage. I was told it might be available. Weeks passed and I was told we could go and pick the bike up. 'How much?' says I. Nothing, was the reply! So I borrowed my neighbour's trailer and off we went.

The little bike is a 1973 Suzuki A100cc. Not been on the road since 1990! After a few checks in the garage when we got it home, the little blighter started 2nd pump on the kick-starter by hand! We have now done 250 miles and it is running well. A couple of before and after photos. Oily rag restoration is the term used I think. All the best, Andy Eames (looking forwards to some runs next year)



Before and after photos.

Oh, by the way, the first run out was to show the old fella who gave it to me. He is 92 years old now and not in the best of health.

Was he impressed, even emotional?

Yes he was a bit. But I am honoured he trusted it with me. It will never be for sale. He had owned it since 1977. Paid Roy Pidcock 130 quid for it. (It looks better in the photographs.) Cheap Chinese seat as the original has a split in it, but it's repairable.

Andy Eames.

My First Motorbike.

My first motorbike was a project I started at the age of 16. My dad was a keen motorcyclist but like most families after the war we had little money but he did have an MAC Velocette which he used mainly for work. Having covered many miles from a young age going to race meetings on the back, I got the biking bug but no bike and so I decided to build one. I had been loaned a James by a workmate for a couple of days and used to ride a mate's bike on the quiet lanes near my home in Kimberly (Nottinghamshire not South Africa!) After boring everyone around I was given an assortment of bike bits which was great and I searched around begging and borrowing but never stealing various parts and tools from other sources, I think I actually bought a chain. Other pals had bikes and I remember one friend with a BSA twin with plunger suspension who used to let us ride it on local quiet lanes, without of course the now required safety gear.

The basis of my project was a frame with steering and forks of unknown origin and I also collected items such as a four speed Burman gearbox and a Burgess straight through silencer. Other items were collected, modified and fitted but the main and treasured item was the engine. It was a two stroke Villiers but looked, and I was told was, very special. I have never been able to verify the truth of the story even when

visiting Sammy Miller's Museum, and so if anyone out there recognises anything I am about to describe I would love to know.

The 197cc engine was a Villiers "Brooklands" and the two features that made it different from the normal Villiers engines was the head fixing and the exhaust size. The cylinder head was held down by a triangular braced plate with three long bolts down to the crankcase with a central hole for the spark plug. I am not sure whether this arrangement also held the barrel down but I can't remember any other fixing methods for it. The exhaust came out on the right hand side as a spigot at a slight angle but was, as I remember it around 2" diameter, very big!. I knew nothing about two stroke tuning and exhaust back pressures and still don't, I prefer four strokes. The problem was I could not find an exhaust of that size that didn't almost reach to the floor and could find no one who could bend me a pipe as tight as was needed and so as an apprentice electrician, I resorted to some 2" flexible conduit which with a struggle I could almost bend tight enough.

With some adaption I managed a connection to the silencer and after a period of time I had a complete running motorcycle but with no registration. In those wonderful days the DVLA had local branches and inspectors who would examine your machine to determine what it was and whether it was fit for the road. To my delight I was given a log book and registration number and was able to purchase the number plates but I was not so pleased when it was deemed to be a Francis Barnett due to a number on the frame, so not quite as sporting as I would have hoped.

The carburettor came with the engine and I gave it a cursory clean before putting some two-stroke fuel mixture in the tank. I had wired the bike and as I remember it had the normal Villiers ignition system but I don't remember what kept the battery charged but as time proved something did. After a few kicks the engine started, frightening most of the neighbours and their animals, and it ran surprisingly but noisily well. But out on the road it lacked power even compared with the James I had ridden and no amount of adjustment seemed to improve things. At that time, you could buy a very high-octane fuel which I hoped would give me an improved performance and while filling the tank the attendant, yes you even got served with petrol then, said this will blow your cylinder head off. I laughed and set off but later on it did or at least the triangular plate holding the head down bent meaning no compression. I straightened and reinforced the plate and tightened everything down and continued with the occasional leisurely ride.

At this stage, about 1968, a family decision was made to sell up and travel for work which in my Dad's case was civil engineering and so I went along. My first job was on the outskirts of Bolton on the Belmont Road, helping to construct a water treatment plant. I was in lodgings at the bottom of what seemed then a fairly steep hill, at least to my bike as it always struggled up to the top at a steady pace. Then one day when just turning onto the site the exhaust fell off; the sudden power and acceleration almost threw me off the back and I arrived on the site in a cloud of dust. I tried, with my limited knowledge, to fit an exhaust that didn't limit the power but to no avail and so ultimately gave up on the project and bought a car. In the light of what little I know about two

strokes it needed the large diameter pipe reducing until expanding again at the silencer, but who knows.

Paul Skinns.

(Some Background:)



I had not heard of the Villiers Brooklands engine before, though I suspect that many of you will have. This was the only picture I could find of one. And it is actually in a Francis Barnett frame!

This particular one was ridden by Tommy Meeten. In the mid-1920s, T G 'Tommy' Meeten's name was invariably linked with that of Francis-Barnett, for whom he set a number of speed records at Brooklands riding one of their 172cc Villiers-engined two-strokes. Tommy Meeten's association with Francis-Barnett had begun in 1924 when he rode a Blackburne-engined model to 6th place in that year's Ultra-Lightweight TT in the Isle of Man. The Blackburne was, of course, a four-stroke but from then onwards Tommy Meeten's involvement with the Coventry firm would be restricted to its two-stroke models, which he rode successfully in trials as well as at Brooklands.

This bike dates from circa 1928 and has the Villiers Brooklands engine fitted with Meeten's special expansion chamber exhausts, special foot gear change, and double-sided rear brake pedals. This machine and its sister - the 1927 Brooklands Track Special now in the Brooklands Museum collection - were displayed side-by-side for many years at the Meeten dealership.

A New Member's Experiences and Queries.

Hi Bruce.

We haven't met but I'm a new member, joining in 2025. Whilst I don't currently own any of my dictionary definitions of classic or vintage bikes, that doesn't stop me craving for one, or going to Stafford classic show for that total bargain Z900 or immaculate and oil tight 70s Triumph Hurricane offered at a bargain price, in concours condition, that everyone else somehow missed

I have a reasonably long history of motorcycling, learning to ride way back in the mid-1970s on the legendary Honda ST70 monkey bike, only slightly under the legal licence age for mopeds back then. My early biking history raced onwards and ever so slightly upwards into 16 year old semi-legality with a Yamaha TY50 trials moped, unrestricted back then and always capable of 60mph (allegedly, Officer) down a steep hill with a tailwind, lying flat on the tank etc, then a Kawasaki KE 100 rotary valve 2T, brilliant and simple first bike for a skint 17 year old to learn to both ride and fettle, followed by various Japanese and pseudo Japanese (remember the NVT 125 Rambler!) 2T and 4T's of the late 70s early 80s all the way up to 250cc, the learner limit back in the day then, passing my test in 1980 and graduating to bigger, sillier and scarier ever since.

What I have now are a pair of Hinckley Triumph Triples, a KTM 390 Adventure for commuting and around town, and a gracefully aging Italian first generation Aprilia RSV Mille 1000 V Twin that I've owned 22 years since new. In reasonable nick and far superior to my own meagre riding abilities.

Sorry for rambling a bit but the other point of my email is to ask if members have access to any kind of recommended list of useful contacts and companies locally, or nationally, depending on practicalities of postage etc for the kind of common services needed when fettling aging vehicles of any kind. I'm specifically after recommendations for people who do the following:-

1. good quality cast wheel refurbishment / powder coating / anodising, likely to be needed early 2026 – I'm aware of a bike specific chap based in Langley Mill, but haven't seen his work. Not to be confused with the Wheel Man, also in Langley Mill on the next road of the same industrial estate who I'd happily recommend for car alloy wheel refurbs - he doesn't do bikes, I already asked – needed for both Aprilia and Triumph, earlier the better in 2026.
2. replacement bolts, nuts, studs and fasteners, preferably stainless steel, ti at a pinch - CIP Mansfield do a decent selection and are super helpful, but don't do bike specific, and Stainless, unless purpose made, as far as I know isn't an option for high tensile stuff like brake caliper bolts, disc bolts, fork clamps etc. Some of the Aprilia bolts and studs have snapped in the past during work, 20+ years of steel into alloy

electrolytic corrosion, despite being garaged. KTM studs and nuts are simply poor quality with no excuse, as is the overall quality, clearly built down to a price.

3. Stud, bolt removal, drilling or punching out snapped bolts and studs, and heli-coiling, rethreading etc – anyone you can recommend who provides that sort of work reasonably local to Mansfield / Nottingham area – in connection with (2) – I can do some but not the big or high tensile stuff.
4. Alloy welding Ignition switch casting was broken to get the steering lock off, in a failed theft attempt in Birmingham a while ago now. Not essential but would be nice to get fixed as steering lock is no longer useable, not that they do much anyway. New suited ignition barrel with petrol tank, top box and pannier locks would be north of £600 from Triumph ex fitting (myself.)
5. Non-franchise or brand specific mechanic/technician – I do my own servicing on all my bikes, once out of manufacturer's warranty but I don't have all the special tools for some of the tasks. I currently use:
 - For Triumph, Andy, an ex-Pidcock Triumph tech in Calverton, Notts or out in Lincs if the summer.
 - Aprilia goes to Griff Wooley @AP Workshops, Tamworth, highly recommended by those with Aprilia afflictions
 - KTM is me at the moment, but Redline in Loughborough did warranty work and servicing while under warranty at a decent (for KTM) price
 - Several friends in Mansfield / North Notts recommend Steve S, Old Mill Lane Ind Estate, Mansfield Woodhouse – does all bikes, old and new – is looking after a friend's Z1 900 1972 plate, and TS185 2T from the early 80s.
6. Electrics... just in case, never know when you might need one.
7. Paint and spraying – Dream Machine @ Nottingham, MPS @ Eastwood / Ilkeston (?) if still there.
8. Stickers and graphics – Image Works @ Nottingham
9. Tyres – MTS Nottingham @ Colwick Ind Estate MTS Derby @ Chandos Pole Street -owner is/was John "Moon Eyes" Cooper, ex TT Star and race winner, Leeds if up that way highly recommended, or Coleshill if down Brum way

Any help or recommendations, especially for 1, which is most urgent, but ideally 2-4 too, would be massively appreciated.

Many thanks in anticipation, and Merry Xmas and a Happy New Year with safe travels.

Chris Kirk

Mystery Photo.

This month's photo is of a local sidecar driver. Unfortunately, I can't find a better close-up than this, so I have included a picture of the outfit.



Last Month's Answer.



The female rider making History was, of course, Beryl Swain, the first woman to compete in the IOM TT races. She is seen here at the start of that 1962 50cc race. She was correctly identified By Gordon Milburn less than 2 hours after I sent out the newsletter.

Stolen Bikes Retrieved.

You might have seen this remarkable story on our Facebook page, where it was taken from Ken German's post:

The FBI has seized a \$40 million collection of rare racing motorcycles, including MotoGP and Moto2 bikes, linked to fugitive Ryan James Wedding who was indicted in November on murder, money laundering, and drug trafficking charges connected to a transnational criminal enterprise.

A \$15 million reward is being offered for his capture. Officials believe Wedding is living

in Mexico.

Around 50 machines were found stored in Mexico, featuring bikes raced by Valentino Rossi, Jorge Lorenzo, Marc Márquez and others. The seizure involved US, Canadian and Mexican authorities, with the collection's future yet to be decided.



Sound Advice.

HOW TO RIDE MOTORCYCLES 1962 Safety Rules from Honda

Taken from a 1962 Honda Motor Cycle Instruction Book. Translated by Honda for the American Motorcycle Rider

1. At the rise of the hand by Policeman, stop rapidly. Do not pass him by or otherwise disrespect him.
2. When a passenger of the foot, hooves in sight, tootel the horn trumpet melodiously at first. If he still obstacles your passage, tootel him with vigor and express by word of mouth, warning Hi, Hi.
3. Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go smoothly by.
4. Give big space to the festive dog that makes sport in roadway. Avoid entanglement of dog with wheel spokes.
5. Go soothingly on the grease mud, as there lurks the skid demon. Press the brake foot as you roll around the corners, and save the collapse and tie up.

Free Advertisements.

FOR SALE:

Motorcycles

Velocette MSS - 1955

Pictures also available from the 3rd owner, in or around 1999, before renovation. Many original features are retained and it's still in great condition, from little use since. Recently had new seat foam and the speedometer refurbished (odometer worked but speedo didn't register). Small history file and current MOT. Sometimes it can be difficult to repeatedly kick start when hot, ie on treasure hunts, but goes with a bump if not a kick! Asking £3,500. Paul Beard 07512251389.





Triumph Tiger T100SS - 1965/66 model





Renovated around 2011/2012 to resemble, in part the 1966 US spec T120R TT competition special. Finished in Alaskan White with Grenadier Red stripes and bronze/gold edging. Engine/gearbox etc rebuilt by SRM, 2k tank and panel paint, 12v conversion with electronic ignition, front TLS conversion, original alloy rims with stainless spokes, stainless high level exhaust, headlamp grill and mudguards. Extensive history file with some additional receipts going back to the 1980's. Original SLS front wheel assembly and white mudguards included. Indicators can be easily removed. Asking £5,000. Paul Beard 07512251389.

Moto Guzzi California 1100, 1997.

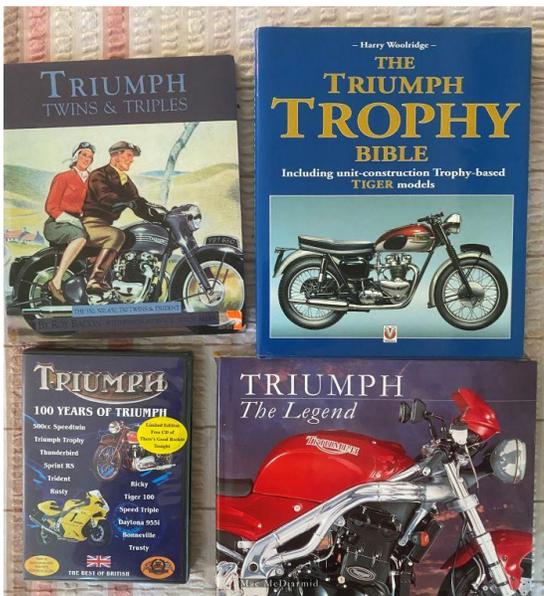
25,000 miles
Panniers and heated grips.
Good condition but no rev counter.
£1600.00 ono
Graham 07745888938





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.