

VMCC Notts and Derby May Newsletter



Cover Photo: Glen arrives at Papplewick on the amazing Walker Bull Pup.

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What's on in June.

- 4th 12 noon. Duke William, Matlock.
5th Bring a Bike Night.
7th Limestone Peak Run. 2.30 Lay-By A515 1 mile north of Ashbourne
Clive 01335 390369
8th Banbury
13th (Friday.) Meet for a Ride. 1pm. CMC Motorcycles, Clay Cross.
19th Old & Slow Run. 25yr only machines. 7.30pm Ripley Market Place.
Jim 0115 9329049
22nd SUNDAY RUN. 10.30am A6 Lay-By South of Whatstandwell. Ralph
01773 856592
26th Evening Run. 7pm Ripley Market Place. G. Franks 07932 954603

Saturday Morning Coffee Run, 12th April.

The conditions couldn't have been better for this Coffee Shop Run, when twenty-two bikes, including visitors from Burton and Sheffield, and quite a few new faces, assembled at the Griffins Head Papplewick.



Smiling faces.



More gather at the start.

Malcolm had stepped in for Graham to lead us on a gorgeous run through the Dukeries.

In bright warm sunshine, we passed through Blidworth, past the White Post Farm, Farnsfield, Bilsthorpe, Eakring and Wellow, turning right at the Ollerton roundabout, along the A614. We then took a left to follow Lime Tree Avenue through Clumber Park,

which looked beautiful in the spring light. A run straight down the A616 took us to the green Hut, where we stopped for a cuppa and a natter. While many of the group had burgers or chips, I was good and had fruit; well, there was fruit in my cake!



A straight run back to Papplewick via Blidworth Bottoms completed the ride, which was about 58 miles in total.

A bonus was seeing Glen on his 1926 Walker Bull Pup. A very interesting machine.

There is an item about this bike below.

Thanks to Malc for a great morning out.

The Walker Bull Pup.

I have to say, it was almost a distraction to keep seeing this strange contraption in my mirror during the coffee morning ride.

This awesome one-off special is powered by a J.A.P. 980cc side valve engine. The engine is actually from 1921, so over a century old!

Glen bought it last year and had to do surprisingly little work to recommission it. It kept up with the group very easily and Glen says it will cruise at 55mph all day long.

Unfortunately, the clutch cable failed near the end of the run.

Glen says: "Just for clarification, it's not a breakdown if you ride the bike home. I managed to crimp the nipple on the cable with a pair of pipe grips and yes it got me home..."

As my clutch cable was on a wing & a prayer, I thought I'd get on the M1 at J27 to J25 then it's A52 all the way home. So, for the last 20 miles I sat at a steady 55 to 60. I realise now that's where the pup is happiest."

Not bad for a 99 year old bike!

Some background:

This unique motorcycle was built by Farnborough-based engineer Victor Sidney George Walker, between 1924/1925 and 1926. The 980cc JAP sidevalve v-twin engine came from a Carden cyclecar and the gearbox from a WWI Sunbeam motorcycle combination. The very long wheelbase allows for a low seat height of only 18 inches.



The Bullpup was used regularly up to 1935 when Mrs Walker persuaded her husband to buy a car. The machine was sold later to Mr Leslie Sharpe of Farnborough, who got the Bullpup running and entered it in the 1963 Banbury Run and several long-distance competitions finding it very comfortable.

After a period of deterioration, the Bullpup was rebuilt in time for the 1979 Banbury Run where it won the Sheldon Trophy, awarded to the machine of greatest technical interest.

Bob Currie, at that time editor of The Motor Cycle magazine, mentioned the Walker Bullpup in his report on the '79 Banbury Run: "Every Banbury Run seems to produce a machine of outstanding originality, and this year the Sheldon Trophy was won by the extraordinary 980cc Walker Bullpup, ridden by Australian Trevor Innes. Trevor did have one stop before leaving Banbury to clear an oiled plug, but the big machine ran perfectly thereafter."

Following the Banbury Run Mr Innes covered around 2,000 miles on the Bullpup,

participating in numerous rallies in the UK and Ireland, "up and down the Kerry hills". In his account of the machine's history, Mr Innes states: "Here it proved in its element proving able to keep up with a couple of AJS 7Rs down the long winding hills and would climb most in top gear pulling from about 10mph two-up in top. Mr Sharpe had it clocked by his son's Honda at about 82mph."

The Bullpup's 3 inches of hydraulically damped seat movement helped on these longer rides: at the beginning of the week people tended to scoff at the strange machine, but by the end of 700 miles of rough back roads and solid rear ends and people hardly able to walk at the end of the day's riding, people were coming up and saying 'where did you find it? and how lucky he was...

"Despite its unusual appearance, or perhaps because of it, it is probably one of the most comfortable and best handling Vintage machines to be made."

'Unique' is an overused term when applied to classic vehicles, but this wonderful Walker Bullpup is the real deal.



First Evening Run, 18th April.

Nine bikes turned up for the first Evening Run of the year. Mark came on his Goldie and Jamie on his Harley, so there was a mixed bag. Mind you, Jamie wasn't sure if he had enough petrol, but he made it to the end. The 1340cc Harley produces (almost) 55bhp! Ian's Norton Commando really took me back to my youth.



Time for a chat before the start.



Jamie's Harley FXR.



We don't see many Gold Stars on our runs, so it was good to hear this one.



Jamie's photo of Graham's California.

The bikes were all big enough and the route didn't include too many junctions, so we could keep up a brisk pace.



Still enough light at the finish for a photo.

From Papplewick, we took the back lanes to Blidworth, Farnsfield and Halam. From here a narrow lane skirted Southwell and we came out on the road through Thurgaton, turning off at Gonalston to ride via Calverton and Burnt Stump to finish back at Papplewick as the temperature cooled down and just before the light began to fade, always a consideration so early in the year.

Thanks to Graham for a lovely run.

Breakfast Run; Vale of Belvoir. 27th April.

I was really looking forward to this run; and with good reason. The area is both particularly scenic and quiet enough to ride old bikes through with few hold-ups. There were fourteen bikes, including two prospective members who were there to see what we do.



John admires my Triumph.



Two shaft-driven Vee Twins. Graham B. led on the Moto Guzzi California. Graham F. was on his faithful Honda.



John's Z1A as it was found.



Martin was on his Brough Superior Model 1150.

John's Z1A (above) was quite cheap. He turned it down initially, but then realised he would never get a Z1A at that price in any condition. To restore it would mean replacing virtually everything, so he has kept it original. Amazingly, he has another one with even more "patina." That one was pulled from a swamp by a tractor in the USA!

From Papplewick, we took a number of main roads through Gunthorpe and Bingham to take us away from Nottingham and then, after crossing the A52, we were on pretty

lanes through Tithby, Granby, Elton on the Hill (not much of a hill, to be frank), before stopping for breakfast at the Kingfisher Cafe at Portland Fishing Lakes near Sibthorpe. The scenery en route was beautiful, with tree-lined avenues and open views over the fields to hills in the distance, and charming stone cottages.



Happy faces at the brunch stop but not so happy with Graham's front brake.

Breakfast (or brunch) was a leisurely affair, with lots of chatting and laughs. The way home took us South again, passing Belvoir Castle before retracing our outward route. Until we got to Bingham, where Graham pulled in as his front disc brake had completely failed.

The pads had been binding and the right-hand disc was too hot to touch, boiling away the brake fluid. The pads were pushed back and fortunately, Moto Guzzis have a second front disc which is operated by the foot pedal. Graham just had to remember not to touch the handlebar lever!

We took a direct route home and a shandy at the Griffins Head, Papplewick, refreshed us. A big thank-you to Graham for an amazing 90-mile run.



Back at the start / finish.

Wales Weekend, 2nd-5th May.

An excellent weekend yet again with fabulous weather making it even better. Seventeen of us went either on bikes or in cars/vans with Dennis taking his electric bicycle to travel around on. It was nice to have new faces, Mick & Ruth, Ray & Kate and Dennis who all said they had enjoyed the weekend. Everyone made their own way there this year. Thanks to Gordon for supplying two routes once again for Saturday and Sunday.



The group's home for the weekend.



Ralph and Pete sort the Trophy out.

Some of us followed the clockwise route on Saturday which was very enjoyable, stunning scenery all the way with the usual stop at The Hive in Aberaeron for honey ice cream and tea & cake then onto Devils Bridge for another stop and down the beautiful Elan Valley before returning to the hotel for a very good 3 course evening meal.

On Sunday Pete worked out a great route which a few of us did, having another stop at The Hive then onto Aberystwyth for lunch where unfortunately Pete Latham had a

problem with his throttle cable but with help from Pete and Ralph managed to fix to get him back on track and we then went back to the hotel on a similar route to Saturday. Monday saw everyone returning home apart from myself and Pete who came on to Porthmadog until Thursday (as we do.)

Massive thank you to Sue/Graham for organising everything so brilliantly once again. The hotel is booked for next year at a different date at the end of May bank holiday so put it in your diaries and let's have another great turnout.

Kate Sherras.



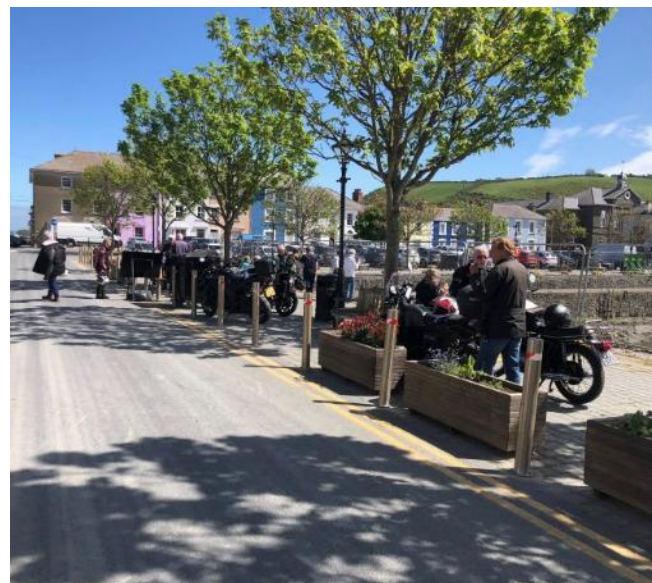
Photo opportunity en route.



Aberystwyth.



Wonderful views on the routes.



Parked in Aberaeron.

Banbury Run Breakdown Assistance Still Required.

I received this email from Neil Lewis, VMCC President.

I am sending this note to all section officers, though I realise for many of you Banbury is a distant event so you will not be able to help, but you could have members travelling who could!

Gary Sleeman (Area Rep for Anglia and South Lincs & Peterborough member) has taken on the role as Breakdown co-ordinator for The Banbury Run on Sunday 8th June, 2025. I am asking for volunteers to go out and collect those unfortunate members that suffer breakdowns out on the run (as allocated by Gary who will control the recovery squads). So, I am asking for people and vehicles (vans/flat beds or cars and trailers).

The squad members (up to two per vehicle) will be given an entry passes for the event, (so time to look around and go to the Autojumble before the first bike leaves at 10am) and travel expenses for their collection trips.

In the past the question of insurance has been brought up. Gary and I have checked with Peter Siggins (Director for Insurance):

Volunteers' vehicles will be driven under their own insurance.

Machines been recovered are covered by the club's own insurance (as they are when recovered on section runs).

Please let those in your sections know about this request. Anyone willing to volunteer please drop me an e-mail/call me and I will get you in contact with Gary.

Neil Lewis, President of the Vintage Motor Cycle Club, Tel 07483 862303.

Water and Electricity?

I've had numerous problems with just one of my magnetos over the years. The others are fine, but the Tribsa has given me lots of bother. It had a new capacitor last year and the friend who repairs it knows that the interior was fine then.

It stopped producing sparks recently so I asked him to look at it for me (mags are about the only thing I don't dismantle – yet.)

The photo shows what he found.
I have no idea how it got so wet.
Dave asked me if I had put the bike in the bath but I only take a shower!

The only explanation I can think of is that I was over-enthusiastic when washing the bike.



Sammy's Gems.

In September last year, I finally managed to visit the Sammy Miller Motorcycle Museum in New Milton, Hampshire. I thoroughly recommend a visit. In the meantime, there will be a short section (Trials reference there!) in each edition about some of my favourites.

Bob Collier Austin Fours.

Two bikes share the limelight this month. Both were built by the same designer and both have a similar theme.

Bob Collier worked in the experimental unit at Norton and was involved in the development of a number of models, including competition machines. He was known for creating specials and these are two similar examples.



This bike was designed in 1941 using unique rubber suspension front and rear.

The engine is an Austin 7 four-cylinder car engine converted from water to air-cooling and it used a Norton gearbox.

The second photo shows detail of the rear suspension.



Another converted Austin 7 engine powers this one. It is one of six made by Bob using BSA M20 frames and running gear. Built in 1947, apparently it "runs like a dream."

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

Motorcycles.

1937 BSA B21 Sports with a Rigid frame and Girder Forks. 250cc OHV.

This model was only made for one year, making it quite a rarity. It is a light motorcycle, easy to handle and move around. Located in Nottingham.

I am looking for a good home for this bike, so I will haggle around £4500.

Please contact Peter Gibson 07970 285 668 or 0115 931 4362. For more details,



1993 Triumph Trident 750



11 months MOT Dutch Import
with British number and V5C

£850 ono.

Martin.

mhanstock@outlook.com

07526474005

1995 BMW R80 Mono. PRICE REDUCED.

BMW R80 Mono. 1995 25000 miles. Extremely good original condition. BMW heated grips, nearly new Avon tyres. 2 sets of BMW panniers, large touring & slim city cases. Original tool kit and cable lock. ~~Was £5600.00.~~ Now only £4600

Contact Graham Bower, 07745888938, or graham.bower@outlook.com



1962 Triumph TR6SS Pre-unit. REDUCED



I have owned this bike for over 25 years. This is a very reluctant sale as I head to my octogenarian years, sadly, it is becoming too big and heavy for me now and my longer owned 1960 BSA C15 becomes my preferred riding choice.

I do have many detailed photographs and history details to provide should potential buyers want more, as I'm sure they will.

Offers around £7000. Part exchange for good BSA B40 considered.

Please contact: hornsbymj@yahoo.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.