

VMCC Notts and Derby July Newsletter



Cover Photo: Ian Lawrence receives his prize for the Car Park Concours.

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What's on in August.

- 2nd Saturday Run. 11am. Junction of Old Cavendish Bridge, B5010, Shardlow. G. Franks 07932 954603**
- 6th Duke William Lunch Meet, Matlock.**
- 7th Natter Night**
- 9th Saturday Run. 10.30 Ripley Market Place. Pete 07964 980752**
- 11th (Monday.) Meet for a Ride. 1pm. Belper Mill Junction.**
- 21st Last Ride Run. Short run for Fish & Chip Supper. 6.45pm Ripley M/P. G Bower.**
- 24th DERBYSHIRE ROAD RUN. Route card 10.30am Homesford Cottage, Whatstandwell. Gordon 07800826733**

See photo attached to email for location of Saturday, 2nd August start venue.

MID-WEEK RIDE, 13th June; A Joint Effort with no cake.



Above: Quick cuppa at CMC.



Left: Chris bought this nicely turned out R100 when he was 21 and it has been in his and his brother's hands ever since.

Below left: Mike Worthy on his trusty A50.

Below Right: Andrew ready to go on his Morini 3½. He wasn't quite so comfortable at the end!



I often say that on these rides I have no idea where I'm going and I see roads I've never ridden before. The same was true today, except I was **LEADING**.

Nine riders and two passengers met at CMC Clay Cross, where it was decided I would be the leader. We went past the Great Pond of Stubbing and then on to Holymoorside. This is where I realized that my route was going to be nowhere near long enough so I turned right instead of the planned left turn, having little idea where I would end up. (This was the first Derbyshire run I have led in nine years, as I usually lead the Notts runs.) From there on I followed my nose, until I was on familiar ground and we went through Curbar Gap, where the views were fantastic in the bright sunshine. In fact, views became the theme of this ride as we kept to high ground a lot of the time, stopping at Longstone Edge to take in more of the scenery (see cover photo.)

It was here that Steve mentioned that he would like to see the Magpie Mine. So, once we reached Sheldon, Graham and Chris had to lead for a couple of miles as I had never been to it before. Chris then got us back on the right track and I took over again at Youlgreave, riding through Elton, Longcliffe and Wirksworth to finish at the Great British Car Journey.



Admiring the view from Longstone Edge..

This would have been the icing on the cake but, in fact, there was to be no cake as the café had closed early! The ride had been in gorgeous weather conditions with full sun but not too hot. The group said they enjoyed the run of 55 miles and Andrew said that two-and-a-half hours was just far enough as he rubbed his sore bum!

Jim's Old and Slow Run, 19th June.



An ideal bike for this run.

This run is specifically for the smaller bikes but anything over twenty-five years old is allowed. Jim leads us at a sedate pace, this year on his BSA C11 250cc.

I wasn't able to ride so thanks to Graham Franks and others for the description and Jamie Danter for the photos taken at the end. From Ripley we rode to Hallfieldgate, Wessington, Brackenfield. Then left at Slack Hill to Tansley, up to Lea, Crich, Wingfield and thence Buckland Hollow to The George Inn, Lower Perfect evening for a run.



Remember there's a similar run, the Slow and Small Bike run, on 19th led by Andrew Cooke, starting from the Old Railway Station at South Wingfield. DE557NH. The tea shop will be open for an early natter, ready to leave at 10.30 and return there after a couple of hours or so touring.

Graham, Malc and Mick.

Ralph's 100 Miler.

Ralph's 100 miler didn't go as planned, to the Oil Can Café, Holmfirth, as it started drizzling then rain, so a stop was made at Beeley to don waterproofs, those who had brought some!! Change of plan now to Grindleford where we ate our sarnies under the dripping trees. After lunch, Hope Valley, Chapel, Goyt Valley heading for Holinsclough tea room.

The group became split as someone's clutch cable broke. As it was mine, I had to take the blame. However we all met at the tea room, wended our way home after 103 miles with a dry afternoon.

Graham Franks.

Evening Run, 26th June.



Perfect evening for a run.



Jim arrives, followed by Graham, our leader.



Jamie's Harley. His dad bought it new in 1980.



Mike arrives from the Hopelf John

Twenty three bikes started the run from Ripley.

A good turnout, though Pete and Chris neatly missed us as they hadn't realised it was an early start.

Graham took us through Oakerthorpe, South Wingfield, Lea, by Tansley, up Lumsdale and Slack, and then across the moorland now, we turned down Jaggers Lane and made our way past fantastic views over Darley Dale to the top end (I would say the posh end) of Matlock, dropping down to take the road back up to Tansley, where we headed for Lea, Holloway and Bullbridge.

Taking the A6, we turned off to Heage, Openwoodgate and finished at Little Eaton for a pint and a chat.

The roads were varied but mainly very narrow and twisty with some poor surfaces. Graham does like to put us through our paces!

Nevertheless, a brilliant run in perfect conditions. Thanks to Graham Franks for leading.



Lined up One of two Yamaha 400s



Two very different Velocettes. Paul's Valiant in front of Colin's MAC.

Chris's Special.



Yamaha XS 650 engine in A busy night.

As a puncture ended his ride last time I saw this bike, I finally managed to chat to the rider/builder about it at the end of the evening run..

Chris was riding a large modern Triumph but recognized that it wasn't necessary on the local roads. He took the decision to build this special.

He was influenced by the looks of the Sunbeam S7, which he admires very much, so he decided that the wheels and tyres would be similar.



Home-made yokes, along with many other components.

The forks, hubs and brakes are all Honda, though from different models and he had to shorten the forks a little.

It didn't run well on the original twin carb set up, though he acknowledges that they might have just needed servicing. He sourced a Del Orto from an Aprilia and the only thing he had to change was the pilot jet. This involved making his own manifold. Chris also made the fork yokes. They look very professional and I wouldn't have guessed if he hadn't told me.

The side panel was beaten from sheet metal, and hides the electrics, as no oil tank is needed.

The bike is true to his initial vision and looks every inch as if it left the factory looking like that. It also serves as a stark reminder of what the British industry should have been doing in the 1970s.

Banbury Run, 8th June.

Hi all.

You may remember from my previous Banbury Run reports that Glenn, Rush and myself, (Glen) decided late in 2021 that we'd get eligible bikes and ride in Banbury run in 2022.

A Brief History

2022 all three of us started the run, but only Glenn and myself finished due to Rush's clutch failing.

2023 Only Glenn and myself started it and again we both finished.

2024 We all started it and again only Glenn and myself finished due to Rush's, Calthorpe wanting a ride in a recovery van.

So it's fair to say there's been a bit of a pattern emerging with our Banbury runs. During the months leading up to the Banbury Run this year we were riding and preparing the bikes. Making sure, as much as possible, the bikes were ready for Banbury.

Much to my surprise, even Rush, (who normally just gives his 350cc Calthorpe the, "once over" on the morning of the Banbury Run), was preparing his bike a few weeks before the run.

His mag was properly repaired and astonishingly he'd stopped the oil leak! (Well when I say "stopped" he'd actually fitted a catch tank! but that's progress!)



A few days before the ride I asked him if it was ready? The reply I got was, . Later he texted me that strangely the bike seems to be working ok and he thought he should strip it down to find out why!

Glenn was riding his Levis which, albeit having the least power, I would say is by far the best prepared bike of our small group.

This year I was riding my latest acquisition, the Walker Bullpup. A 980 cc V Twin Special from 1926.

Four days before loading the bikes in the van to go to Gaydon I noticed the Bullpup had no oil delivery. A quick investigation found the drive to the pump had broken!

DOH! I managed to make one at home but I'm not really happy with the design.

The one I made was much stronger than the original but I feared it could break the pilgrim pump. So this year I thought it might be me getting the 'proverbial' taken out of him for failing to complete. I did tell Rush I thought this could be the year he completes the run and I said if he did, it would make my report a bit more boring without having his misfortune to laugh at. He absolutely assured me he wouldn't let me down by completing the run.

The morning of the run.

The bikes were unloaded from the vans. I kicked over the Bullpup and it burst into life, Rush kicked the Calthorpe and it started. Glenn kicked the Levis and then kicked it again and again and again and it didn't start. It would pop & bang and give out a colossal amount of blue smoke, but it wouldn't start. Rush, fearing the Calthorpe could breakdown any second, hurried off to the start point to sign in, so I switched off the Bullpup and gave Glenn a push.



The Calthorpe, Bull Pup and Levis on display before the start.



Glenn attempting to start the Calthorpe.

A lovely Martinside at the start area.

Eventually it started and filled the campsite with blue smoke. As we rode to sign in, Glenn stopped but his engine was still running so I continued. At this point I honestly thought he wouldn't be starting this year's run, but he was soon with us. Glenn told us he'd left the oil tap on and it needed to burn it off, all I can say is, I'm glad I was leading us again so I wouldn't be behind him.

After signing in we had time for a walk around the incredible collection of bikes and when I returned there was a young lady putting a rosette on the Bullpups handlebar. She told me it'd won an award but didn't know what for. When Glenn and Rush returned I stood by my Rosette coughing and pointing at it.

Rush accused me of buying it, saying "yeah I've just seen them for sale over there for 50p." and "how embarrassing to get a rosette! I wouldn't want one"

(it's a terrible thing jealousy.

However, his 'P' taking soon stopped when another lady came over and put a rosette on his Calthorpe. Then, all of a sudden getting a rosette was cool!

So I said I'd take a picture of all our Rosette's so I took one of the Calthorpe, and I took one of the Bullpup and I took a picture of Glenn's Levis and said "Hey Glenn! Where's your Rosette?" Ha ha!



The Rosettes on the Bull Pup and the Calthorpe.

As the bikes started going to the start line I decided I was going to be too hot so I took my sweatshirt off and put it in the Bullpups wooden top box. As I closed it, it got trapped under the top and pulled off one of its two hinges, so I asked Glenn & Rush to keep an eye on it in case the other one came off when I was riding (more on that later)

The Run.

All 3 bikes started up at the start line and we set off in beautiful weather.

As Glenn expected, the Levis soon settled down, but he did have the oil feed set a bit high on the pilgrim pump so it was smoking more than it should have been. I was also told my Bullpup was smoking a bit as well.

The route, as always, was superb, through beautiful villages with people everywhere taking pictures and families giving us a wave as we go by.

I did make one mistake on the route but it was soon corrected and we were back on track.

We had 2 stops planned; one for petrol and one for a pint. I think it's because I'm studying the route map that Sunrising Hill has always caught me out unprepared.

Obviously, riding a JAP 980cc V twin bike, I wasn't concerned about climbing it.

The hill was lined both sides of the road with spectators applauding the bikes.

The Pup went up in 2nd gear with ease. After reaching the top and getting to the next turn I checked behind to see ... nobody! So I switched off and waited, and waited and waited.



I began to wonder if Rush had done the honourable thing and broken down to give us all a laugh, like he promised. Various bikes came up the hill and passed me. After what seemed like a lifetime two helmets I recognised came into view.

Apparently Glenn's Levis had struggled to climb the hill this year. He had to stop 4 times on the climb but refused offers of a push and eventually the Levis got to the top without a push.

Last year the Levis had a bit of big end rattle and Glenn had made a new bush after taking advice from someone regarding the clearance required. We now believe it was a bit tight and that made it struggle with the hill this year.

A few miles further and we were in Banbury where I filled up at the only petrol station on the route. Back on the B roads and suddenly I see Glenn at my side waving his arms about, so obviously I pulled up.

My top box lid had come off its second hinge and its contents were flying out, oh how I laughed!

Luckily I hadn't lost my insulation tape so I taped the lid on whilst listening to Rush shouting "BREAKDOWN, BREAKDOWN!!!" but we were running again before he even had chance to get a picture.

Later I saw a familiar pub, it was the pub where we stopped last year and had a pint whilst Rush waited for the van to take his poorly Calthorpe to the finish line, so it was time for break and a beer.

Other than that the ride went without a hitch and it was very enjoyable. Although we're on the same roads, it's a very different route every year. Last year that pub was about half way round, this year it was nearer the end. Astonishingly on this, Rush's fourth attempt, he made it to the finish line.

When signing out after the ride we were told we needed to go to the awards ceremony to see what award we'd won. Glenn decided to come along as a spectator (obviously!) to see Rush and myself get trophy's for our "award winning" bikes. Looking at Rush's

face when he was presented with the trophy it's clear to see how unimportant it was to him! ha ha.

The Awards.



Rush obviously delighted with his Trophy. Glen a little more blasé.

Seriously, the Banbury Run is a superb event and the machines that participate are absolutely amazing, every single one of them. I don't think I've ever seen a bike there that I wouldn't want in my collection. To walk through them and pick bikes to give an award to would be an impossible task for me. I know I've said this before but if you haven't been, go. Even if you're not riding you could just spectate or better still help out. They're always short of volunteers, and you get free entry into the museum, which is also excellent. On the plus side of not riding you'd get to go around the auto jumble. Something we'd like to do but don't get the chance. Joking aside, all three of our bikes ran perfectly and it was a great day. Looking forward to next year.

Cheers

Glen Dickens.

Car Park Concours, 3rd July.

Our "show" event attracted an eclectic mix of 24 bikes and one three-wheeler. On a beautiful evening, the only issue was that the car park was full of cars!

We had a visit from members of the BSA club as well as a number of interested non-members with some lovely bikes.



The Moon Eyes give away the owner of this lovely Venom.



Immaculate GT250 Ram Air.



If John had been a member, his Cub would have got my vote.



Very well restored 1959 Super Rocket.

We vote for the bike we would most like to ride home, rather than the most original or shiniest and this year Ian Lawrence took the prize with his immaculate Norton International. He rebuilt it fifteen years ago and hasn't had to touch it since, apart from regular maintenance.

We also presented trophies for the recent Banbury Run to Keith Sams, who won a Gold Award, among other prizes.

A brilliant night.



A busy night.



One of two Yamaha 400s present.

Banbury Winner.

For this year's Banbury Run, no attempt was made to calculate the results for the timed riders on the day. This was so that there could be a well-attended, relatively early, prizegiving for the Concours and other awards on the Sunday.

The competitive trophies, and the Gold and Silver Awards, are being presented at Section level and we had a winner in our section.

Keith Sams won a Gold Award, jointly won the Vintage Tyre Scheme Trophy for the best performance on an Early Vintage machine **and** the Bill Moore Trophy (also jointly) for being nearest to time at one or more checks and getting a Gold Award.

As the two joint wins were with the same person, Allen House sent The Bill Moore Trophy for Keith and the Vintage Tyre Trophy to the other winner. We presented his prizes to him at the Concours.



Keith, left, receives his Trophy from Deputy Chairman Gordon.



Keith's coveted Gold Award.

Global Pedal Power.



In 1953, Peter Lee-Warner, a former British commando, embarked on an ambitious journey from London to Australia on a tradesman's delivery bicycle fitted with a Power Pak Synchromatic engine. Originally planning a one-way trip, he altered his course in Baghdad and decided to continue around the world. After reaching Australia, he flew to San Francisco, rode 3,000 miles across the United States to New York, and returned to Britain aboard the Queen Elizabeth liner.

The Power Pak, produced by Sinclair Goddard & Co. Ltd. of London, was a 49cc clip-on engine introduced in 1950. It mounted above the rear wheel of a bicycle, driving it via a friction roller. The unit featured a flywheel magneto, petroil lubrication, and a fuel tank fitted over the crankcase.

Lee-Warner's journey garnered media attention, including coverage in *The Motor Cycle* magazine. Upon his return to London, he was greeted by actress Vivian Blaine, known for her role as Miss Adelaide in *Guys and Dolls*. Blaine had reprised this role in the London production and later in the 1955 film adaptation.

Original article and picture by The Motorcycle 1953.

1925 ISDT COMMEMORATIVE RUN

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ORGANISED FOR VMCC MEMBERS BY THE DORSET,
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Let us know what you've been up to by emailing me at:

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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.