

## Burton Newsletter #4 – February 2021

Here is our fourth newsletter. Thanks to those few that have sent me something to include and please send me anything that you think might be of interest. The Covid 19 pandemic and the attendant restrictions still dominate the news and curtail our activities. Our calendar is still on hold will listed events will only happen as and when restrictions allow. The Banbury Run is cancelled because of Covid and Morton's, who were going to be involved with organising have pulled out due to their own problems. We keep our fingers crossed for later in the year when our British Historic Racing Section has a space in August and hope to run a Festival of a Thousand Bikes. 🙌 Something to look forward to. 🙌 Stay safe and stay well. Send me a little something to publish. Eddy [Email me.](#)

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**Don't forget, Tuesday February 9<sup>th</sup>, Club Meeting by Zoom 8.00 pm**

[Zoom Link](#) Meeting ID: 937 187 9353 Passcode: BURTON

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*How much should you spend on a bottle of wine? Dunno really..... half an hour?*

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Coupes Moto Legende

## Circuit De-Linas Montlehery 2003!

and a Velocette triumph by John Goodall.

At circa age sixteen I was a budding racer on my first motorcycle, a James Comet 98cc two stroke which unfortunately was all I could afford at the time. This much derided machine by both myself and many others was to set me on the road to becoming a motorcycle enthusiast.

The James consumed spark plugs at a higher cost per mile than oil and I was getting burnt fingers on most short Journeys changing the darn things, but even so it was just faster than my friends BSA Bantam 125cc!! We used to ride basically flat out all the way back home from the local Technical College, just like the annoying youngsters of today!

Moving on two bikes later and prior to inevitable marriage vows being made, I owned a 1957 Velocette Viper which was a super machine to ride, if temperamental to start sometimes. This was

especially so in front of a crowd! Years later in about 1980, I found the same bike in Stoke on Trent and just had to get it back, it was exchanged for a Norton Dominator. It still awaits restoration.

I well remember one exceptional trip on the Viper to my late brother's home near Folkstone in Kent with wife to be on the pillion and luggage for two in the panniers. This was made from my home in Burton upon Trent and if memory serves me correctly it took 3 and 3/4 hours going down through London and less than 3 and 1/2 hours coming back 190 miles and this well before motorways were built!

I had by then formed an opinion that my father also held that Velocette are definitely 'race thoroughbred machines'. This was brought home to me even more recently in 2003 when after purchasing an early Mk1 KTT from good friend Ivan Rhodes and also assisting with some preparation to the ex-Titch Allen KSS/KTT racing machine which Ivan had recently taken over. He kindly suggested I might like to ride the KSS in France at the last event due to take place at the historic Montlehery circuit, scene of many record-breaking attempts including our favourite marque Velocette!!

There were just a few weeks to go before the event and with my wife to consult, necessary checks to see if racing leathers would still fit, (just) see if I could get an entry, obtain accommodation and finally get a ferry booking with the car and trailer. It all seemed doubtful. I managed to get an entry and the promise of some accommodation with an old aero-modelling friend who lived near the track, but then found a problem with my car.

I was despondent, but Ivan came up trumps again!! He often does, and suggested I join himself and Joy in his VW van for the trip in which he carried the freshly rebuilt 1939 works 350! Ivan's elder son Graham would also be going in convoy with his own van and carrying other bikes, one being The National Motorcycle Museum 24-hour record holding Velocette Venom. Graham had his family aboard along with John Kitson and Dennis Wheeler, definitely a full and valuable load! The van journey itself was an adventure with racing lines on country roads and cruising speeds (where legal of course) around 90mph!

This famous Venom still holds the record set in 1981 at over 100mph for a single cylinder production machine, with what is a very standard engine. I had the opportunity to verify this after the unfortunate and disastrous museum fire. When restored it was at least equal to the pre-fire condition. The only discernable difference to a standard Venom is a slight cleaning up of the inlet port. I found this remarkable!

We arrived at the circuit on Friday and set up the Velocette presence in the main marquee, adjacent to a flock of MV Augusta exotica, one of which would be ridden by a certain Mr. . Agostini no less! Later back to my friends for a cracking meal at a local restaurant he knew, and so to bed.

The next day my first ride was awe inspiring with many well-known and probably more experienced track riders on some quite fast machinery. L was fairly happy with my own progress and was very impressed with the performance of the KSS. It did go a lot better than my KTT in both acceleration and top speed. The handling also was very good. Ivan had mentioned the later cam fitted and caged roller big end which improved highspeed running during the preparation. One area that could be improved however was the braking. which I guess has since been attended to.

This Allen KSS ride has recently inspired me to build a new engine with homemade cylinder, cam box, oil pump, caged roller big end and later top end for my KTT. It is now going very well having done 1500 miles in four recent weeks. Ivan also inspired me with his enthusiasm for the AJS Big

Port, particularly during one memorable ride on WE432 during The Irish Rally many years ago but that is another story.

I completed my laps safely and was not too outclassed until the second session when I was startled by a tall young chap on an ex-works 350 Velocette. He went by my front wheel going into a corner much faster than I then thought possible! It was Graham of course. showing how it should be done.

The high light of the whole event for me was again Graham demonstrating the 24-hour Record Breaker and I am certain the partisan crowd also recognised this too. Each of the demonstration runs had started with Sammy Miller racing ahead of the others on his various machines and of Graham starting slowly, but inevitably winding up the high geared Venom and then eventually catching and passing Sammy, whether he was on the Gilera, the ex-works Ray Amm Norton kneeler, or the ex-works V8 Moto Guzzi. In mitigation Sammy did expire more than once, smoking badly!

I timed the last session on my wristwatch over ten laps and was astounded that the average lap time equalled the speeds during its famous record breaking run back in 1951 approaching 110 MPH at 51 seconds per lap! The bike sounded fantastic and looked very steady with Graham's large frame tucked behind the slimmed Avon fairing. When he completed this last run the grandstand crowd stood up as one and applauded long and hard, giving me the greatest thrill and feeling of pride I have ever experienced in vintage motorcycling.

I have Ivan and Joy to thank sincerely for the most memorable of expeditions, the privilege and pleasure to ride Titch Allen's famous KSS and also to Graham for his fabulously outstanding ride on an extra ordinary Velocette, which on those two days decisively humbled out and out racing machines.  
*John Goodall*

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*Parent "Would you like anything for dinner"? Child, "What are my choices?" Parent, " 'yes', or 'no' ."*

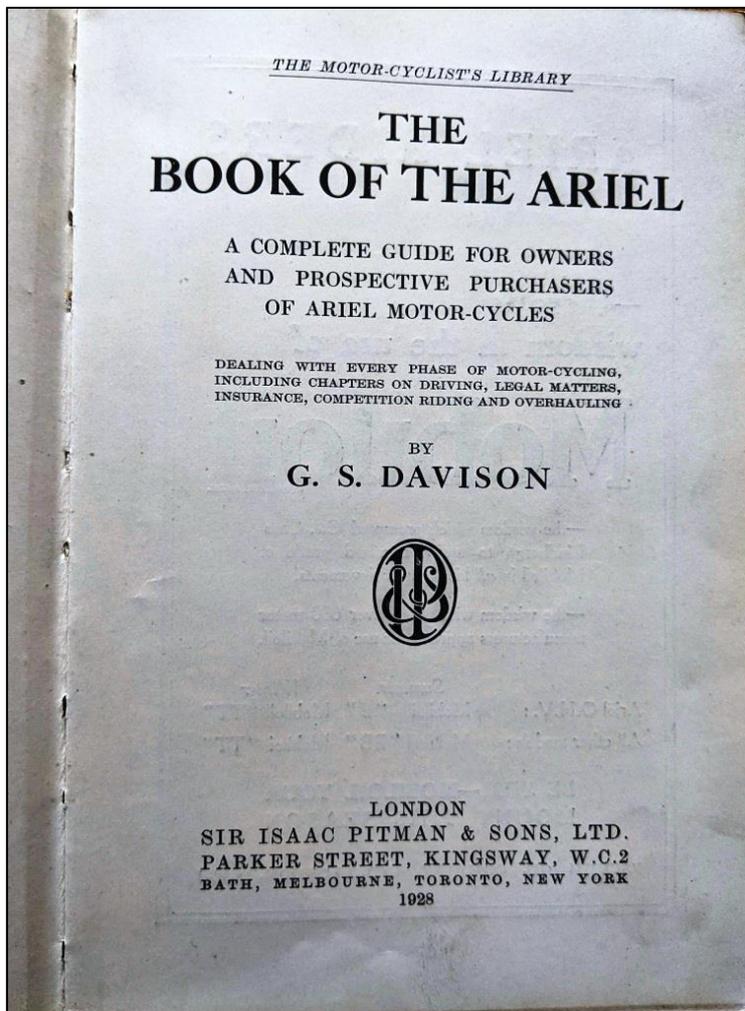
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## **Old Burton Bike Shop**

After seeing Glyn Hall's photograph in the last newsletter I thought this might be of interest.

On a rainy day while on holiday in Seahouses, Northumberland we decided to drive to Alnwick to have a look at the castle where Harry Potter was filmed. On the way into town we passed Barter books. We had seen Barter books featured on a TV documentary. It is housed in a now closed Victorian railway station and alleged to be one of the largest second-hand book shops in the country.

We had to have a look and get a cuppa into the bargain. While browsing, I noticed a shelf marked motorcycles and to my surprise on the very end of the line of books I spotted an owner's handbook for the recently purchased incomplete kit of parts to build a 1927 Ariel.



At a later date after reading the book I discovered that some years ago the cycle shop known as Gilbert and Field's in Station Street, was at the time of publication of the manual, an agent for Ariel motorcycles.

ARIEL MOTOR-CYCLE DEALERS		93
Bridgwater	Anderson & Wall	18 St. Mary Street
Bridlington	Berry & Son	19 Hilderthorpe Road
Bridport	T. Thear	61 East Street
Brigg	F. W. Drury	Grammar School Road
Brighouse	Belle View Garage	Bradford Road
Bristol	A. H. Bastin & Co.	66 Gloucester Road
"	Allen Bros.	North Street, Bedminster
"	G. H. Tucker & Co.	43 Stokes Croft
Bromley	J. L. Love & Co.	21 Park Road
Bromyard	E. Williams	41 High Street
Brooklands	G. Astbury	Hill Top Garage
Brynmawr	N. Carter	Bridge Garage
Bubwith	J. W. Smith	College Street
Buckhaven	Nicol Bros.	
Buckingham	C. J. Payne, Cycle Agent	
Bulford Camp	R. Bugden	
Burnley	E. Brown	3 Parker Lane
Burslem	F. Lycett	Market Place
⇒ Burton-on-Trent	G. Field & Co.	Station Street
Bury	J. Pilling	1 Rock Street
Bury Gate	Gray & Rowsell, Cycle Agent	
Bury St. Edmunds	C. S. Lawson	St. Andrews Street
Bushey Heath	A. J. Hart	Elstree Road
Buxton	F. Hurler	Bridge Street
Byfield	Tyrell & Son, Motor Agent	Eydon
Caerphilly	C. G. Morgan	Piccadilly Square
Caniscross	F. W. Meadows, Motor Agent	
Callander	McLaren & MacFarlane	Lennox Place
Camborne	A. T. Wasley	36 Trelowarren Street
Cambridge	Cook Bros.	167 Newmarket Road
"	King & Harper	6-7 Bridge Street
Camelon	D. Morrison	Main Street
Campbeltown	J. McNair	15 Longnor

Recently I was looking at some old photographs dating back to as far as the 1800's on the Burton and District Remembered on Facebook page. I thought is it possible someone might have a picture from the 1920's of the shop. I was pleasantly surprised when a lady posted that she had in her possession a photograph of a cycle shop she had been given by an old lady who said it was taken by her mother who knew the shop owner pictured on top of the bicycle. The lady's husband made a copy and close examination reveals that it was probably 1931 the owners name and their business is above the shop and a sign in the window reads RIEL the A of Ariel being obscured by the figure in the shop doorway. *Mick Leach*



Below is a photograph of the shop as it is now.



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*My wife warned me not to steal her kitchen utensils. But it's a whisk I'm willing to take.*

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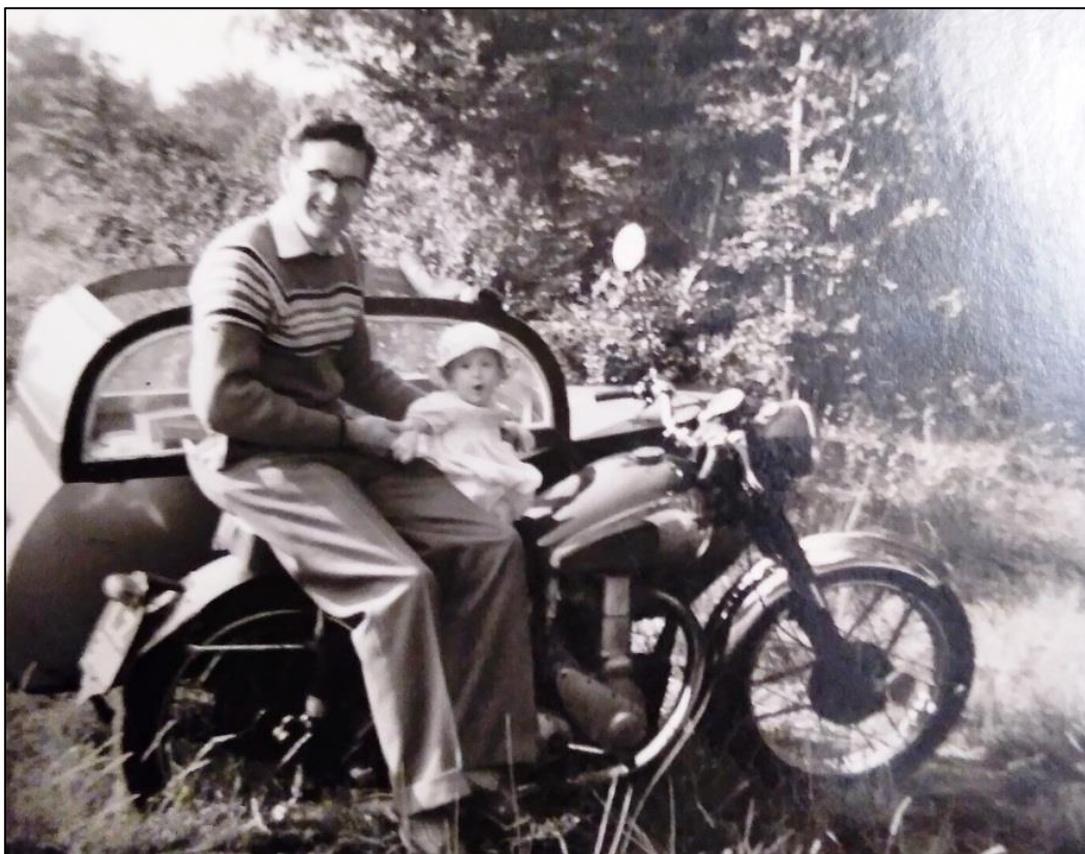
### **A Swift Education in the Art of Combination Riding/Driving**

In 1959 when I was a young airman in the RAF I was, in the wisdom of the authority, posted to Germany as part of the 2<sup>nd</sup> TAF (2<sup>nd</sup> Tactical Air Force), which was at the highest state of alert in the cold war. I was quickly followed by my new wife, June a few months later. The following year she presented me with our first son, Steven. We were hard up and skint so we hadn't any transport.

I wrote to my father back in England, no telephones then, asking him to purchase either a child adult or a double adult sidecar and arrange for it to be fitted to my Gold Star. I informed him that I was going to start to hitch hike home the Thursday prior to following Whitsun bank holiday, leaving my young wife and newly born son in Germany. I would pick up the combo up the following Saturday and ride/drive it back to Northern Germany on bank holiday Monday.

The bike was a plunger framed ZB34 Gold Star which I had at the tender age of 17 and horror upon horror, I had proposed to have a sidecar attached to the Gold Star. Yes sidecars were fitted to Gold Stars in those days.

I arrived at my parent's house late on the Friday. The next day, Saturday morning, my brother Brian (15) and I duly arrived in the middle of Birmingham at the Motor Sales showroom, Gosta Green, to take delivery of this combination.



Here started the huge learning curve of the peculiar techniques of combination control. I rode out of the centre of a congested Birmingham to the suburbs with a very brave younger brother in the sidecar. We arrived at my father's house some half an hour later with me trembling like hell and a very scared brother. What had I let myself in for?

I rode it round on the Sunday mainly to check the bike and try to allay my anxiety.

On the bank holiday Monday, much to the horror of my parents I set out early for Dover to catch the overnight ferry to Ostend in Belgium. No ferry booking, no green card insurance, no breakdown insurance and very few tools and spares.

Remember back in those days motorways hadn't been heard of in the UK so I had to negotiate all the towns and villages, including right through the middle of London and out on the Dover road. I had no trouble getting a ferry booking at the ferry port of Dover. At the borders of Belgium, Holland and Germany no one checked my documents, insurance, passport, forces ID, etc and this was before the EU and the turmoil of Brexit.

I had very little sleep on the overnight ferry, duly arrived at the ferry port of Ostend.

The first and only mishap on the whole journey was when attempting to start the bike to leave the ferry, the exhaust valve lifter cable snapped. I was carrying no spares so I had to manage to ease her over top dead centre every time I attempted to re-start during the journey.

The Drive from Ostend was by dual carriage way, motorway standard for the first and only time, then, through the middle of Brussels, no bypass in those days.

The rest of the journey was covered on two-way roads very similar to our A roads.

Somewhere in Holland I started to fall asleep so pulled off onto the grass verge between the road and the cycle track, instantly falling asleep as I dismounted from the bike. I must have slept there, sitting up on the grass, leaning backward on the bike for perhaps two hours. No passing cyclist disturbed me,

I arrived at our quarters in Munster Germany sometime around 4.30 having covered approximately 490 miles from parent's house in two days to be greeted by my worried wife who'd had no news from me since I had left her on the Thursday before the bank holiday.

It was a quick and concentrated learning curve of the peculiar handling characteristic of a combination.

The bike never missed a beat the whole time, never failed to re-start on that journey and also the whole of the period of my posting in Germany.

We did some extensive touring around when not on duty. One day while out picnicking, two passing German combo riders stopped and after introductions and chat they invited us to join their local BMW and Zundapp motorcycle club, which we did, and they became close friends.

One thing I quickly did was to lean the bike one inch towards the sidecar rather than the one inch away from the side car, as is the practise here in the UK, on account of their adverse road camber.

The picture below shows the outfit with June and our new born son who is now sixty years old.



So, if you want to learn the oddities and become proficient in the handling a combination, spend nearly three years of riding one on the continent. *Bill Shackelford*

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*My wife is upset because she thinks I don't like her cooking, so to prove her wrong I had another slice of  
gravy.*  
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### **Burton and District meets South Derbyshire**

As the name implies our Section covers Burton and its surrounding area.

The closest is South Derbyshire, the border is only a mile from the town centre.

I was born and raised in South Derbyshire but went to secondary school in Burton, where I became aware of the difference in the spoken language and learned to speak the Burton way.

However, I spent most of my working life in the South Derbyshire mining industry, where I was again exposed to the South Derbyshire dialect. As such I think that many Burtonians may not fully understand some simple phrases that they may come across as they venture across the river into South Derbyshire, so I am enclosing a few with the Burton alternatives which may be useful on the road.

Ojer ..... Stop.

Ar todjer yo shudder kep wee yerwor ..... No right turn.

Ayup way Neely itta buzz ..... Slow down.

Orate evit yerown rode ..... Give way.

Gizza shuv m'mon ..... I've stalled please assist and push me.

Gerroututrode ..... Please move out of my way.

Ayshot yed owerales ..... Icy patches.

Yo canner say yerand in frunt onyer ..... Fog.

Slovly Dee ..... Beautiful morning

Ode yer Osses ..... Let us pause a moment and look at the route.

Ar Tode yer it wadna guw .... It's impossible to start.

Gi it sum Ommer ..... Apply a modicum of pressure.

Nowt but umps an ollers ..... Uneven road surface.

I hope these are of use on your travels. *Mick Dughan*

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*I'm off to see the bank manager today. If all goes well, I'll be able to pay off the mortgage, buy a  
new car, and go on holiday. I'm so excited I can hardly get my balaclava on.*  
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### **AJS & MOC Irish Rally – A Grand Trip Away**

The AJS and Matchless Owners Club (AJS&MOC) hold an International Rally for members each year with a different country encouraged to host the rally. Mr Bob Boaden, both former Notts & Derby Section member and National Club President now retired and residing in Southern Ireland volunteered to organise the 2011 International in Southern Ireland.

I decided to go and take the opportunity to visit Ireland, having never been before. My main concern about attending a Motorcycle Rally under canvas in Ireland was that it was highly likely to be very wet. In preparation I invested in a new, quality tent, new riding gear including a nylon over suit and also packed a collapsible broolly and a packet of Ginger Biscuits for the ferry trip across The Irish Sea! My preparations paid off, nearly. Sod's Law intervened; The sea crossing, both ways, was like a "mill pond", the ride to the rally site was dry. We pitched the tents in the dry, it did rain in the early hours during the first night but then the sun shone very brightly and gradually it got warmer. All the remainder of the Rally it was hot. The only thing I did not pack and needed was Sunscreen! Even my black collapsible broolly was used frequently to provide some shade to those who borrowed it.



### **The outward Journey:**

Other fellow members from the East Midlands Section also decided to attend so we arranged to ride together. Charles Parker and I rode from Rolleston-on-Dove. We arranged to meet Matt Dillon and Andy Smith at Dobbie's Garden Centre Cafeteria at Shrewsbury. Two other Club members, Roy and Roger who were not local to our section also joined our riding group. John and Julie Grew, who were also going to the Rally had decided to go over to Ireland for a two-week holiday in their Motorhome taking their much modified Matchless "G15" with them. We were going to meet them at the Rally site at Streete, Southern Ireland.

After all fellow riders had arrived and following some refreshment at Dobbie's we set off as group, riding motorcycles fully loaded with camping gear, tools a few spares. We picked up the A5, to our destination for an overnight stop at Holyhead. As we entered Corwen I was following Andy and Linda Smith with their Norton Atlas/Watsonian outfit, when we stopped at some roadworks. I noticed the Norton's rear tyre looking partially deflated. I managed to tip Andy off about this and he pulled over outside a car repair garage before the rear tyre was badly damaged. Out came the jack, rear wheel removed, inner tube changed, wheel refitted then Andy went to the garage to wash his very black hands. The tyre deflation was due to the inner tube suffering a split, probably a manufacturing defect. Whilst we were at Corwen, Lesley and Wally Wright, on their way to the Rally pulled up. Lesley was riding a 350cc AJS which was not running too well as they set off on their journey. More about Lesley's AJS later during the Rally. We all set off along the A5. We proceeded on our journey, eventually crossing The Menai Strait and onto The Isle of Anglesey. As we approached a road island I got stuck behind a truck and was separated from the group. No worries, at the junction the route to Holyhead was clearly signed. I followed the sign got on the A55 dual carriageway with no sign of my fellow riders in front of me. I opened the throttle, picking up speed, still no sign of riders in front. My concern was not that I was riding alone but I did not know where our overnight hotel was located. I carried on making good progress arriving at Holyhead and still no sign of our group. I rode up to the Ferry Port and did a U turn, steadily retraced in the direction I had arrived. As I approached a road island, riding towards me were my fellow riders, phew I felt pleased. They turned left and I turned right and after just a few more yards we pulled up outside our hotel.

Next morning dawned bright and sunny and we boarded the ferry in good time. We all settled in the ferry's cafeteria amongst several other fellow rally goers. Eventually we left Wales and ventured across the Irish Sea. As we left Holyhead I handed out my Ginger biscuits amongst our group. It worked, the Irish Sea was like a mill pond so no sea sickness. We docked at Dublin, disembarked, rode through the City passing the Guinness Brewery and proceeded West, eventually arriving at Streete and the Rally site based at the Community Centre. We checked in, pitched our tents and then we made our way to the pub. To be continued. *John Renwick*

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*I have just had my Christmas dinner. Those slow cookers are rubbish.*

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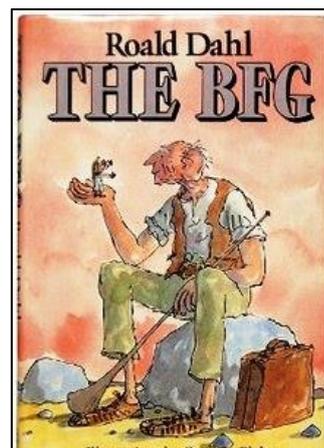
## The BFG

The *BFG* (short for The Big Friendly Giant) is a 1982 children's book written by British novelist Roald Dahl. It is an expansion of a short story from Dahl's 1975 book *Danny, the Champion of the World*. The *BFG* was also turned into a 2016 American fantasy adventure film directed and co-produced by Steven Spielberg.

So what has this got to do with motorcycles? Julie and I were riding our BMW R75/6 around the south of France in the early 1980's and we came across an unusual motorcycle. I took a few photographs and didn't think much about the encounter until recently as I scoured my photograph library looking for something else.

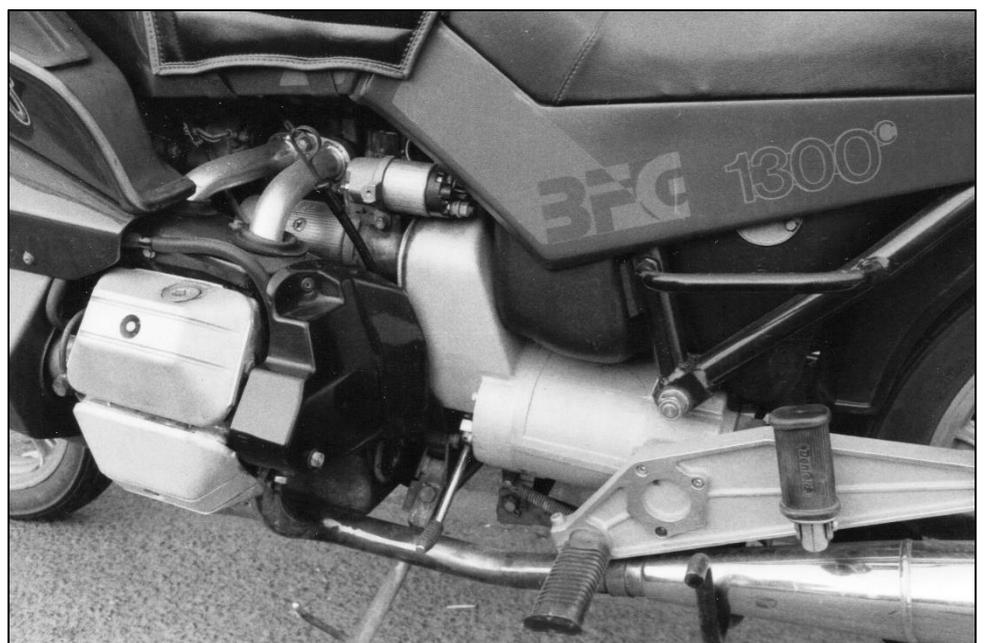
The French department of industry had a construction competition in 1978 which was won by three gentlemen by the names of Louis Boccardo, Dominique Favario and Thierry Grange, hence BFG. The idea was to put a car engine in a motorbike frame and was manageable enough to actually make it into production. According to certain sources it was part of the company that had been working with the manufacture of the Concorde that got the assignment.

When exactly the production started and ceased is not known. A total of about 450 bikes were made, and the French police were said to have bought about a hundred of them. There was also supposed to have been a diesel-powered motor bike with the same engine as the Visa Diesel. However, there was a bike called the MF with the 652 cc motor from the Axel, LN or Visa.

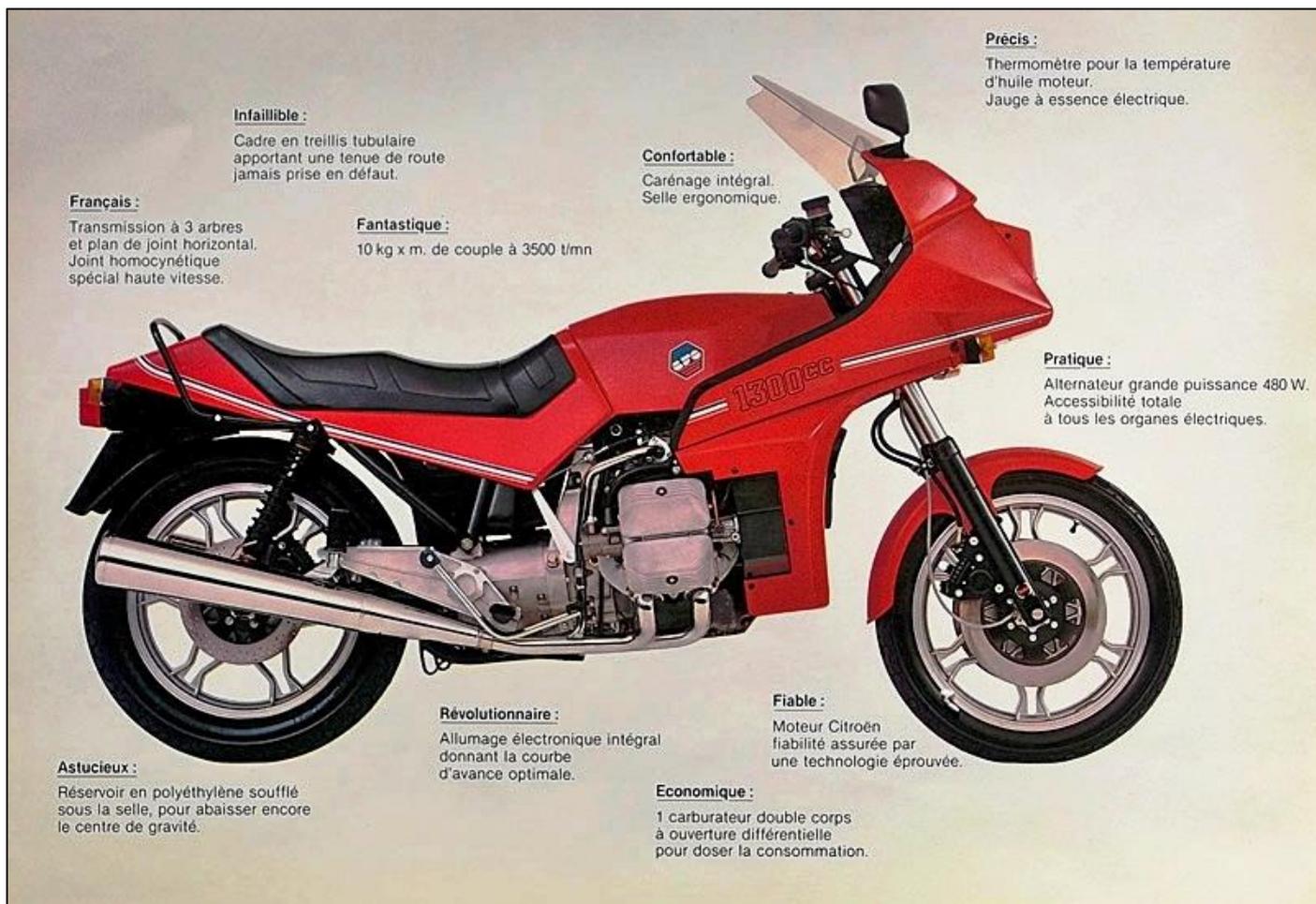




The engine is a 1299 cc Citroen GSA engine where the modifications were kept to a minimum. Among other things the fuel pump has been replaced with an electric one and the distributor has been replaced with an electronic ignition system. The rocker covers are made of light alloy and the exhaust system is of course replaced with chromed pipes and silencer. The brakes and wheels are from Brembo, like a Moto Guzzi, and the silencers were also Italian. The fuel tank was placed under the saddle like a Honda Gold Wing. A cooling fan was retained for the air-cooled engine.



The BFG weighed 290 kg dry with 70 BHP and a top speed of 123 MPH. The smaller MF twin weighed 190kg dry with 36 BHP.



There is still some sales literature available on the French eBay website, although I have never seen one in the flesh since.

As an aside, you will see that my BMW R75/6 is only fitted with a single front disc brake. It was probably on one of the return trips to the UK that I realised it needed twin discs. We were fully loaded two up on a typical French 'Route Nationale'; straight as a die and lined with trees, when a "blind" French farmer pulled out with a tractor and trailer and completely blocked the road. We were doing "a fair lick" and we eventually stopped with the front wheel only inches away from impact! As soon as we got home, I ordered the twin disc conversion. *John Grew.*



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*Breaking News! Monk claims he saw face of Jesus in margarine tub. Says "I can't believe it's not Buddha"*  
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## Early Days of the Burton Section

The Burton section in the early days was kick started into being when Patrick Lowe who lived in Tutbury at the time, circa 1970 was riding his 1936 Empire Star down Monk Street when one John Mellor an HRD/Vincent owner and son in law of Ray Gopsill another local HRD/Vincent owner, stepped into the road wearing his works apron (He worked at Grice and Co making coffins) and waved Patrick down. They discussed their various machines and the possibility of starting a club for like-minded individuals in the area. It became a section after initially forming as a group. It thrived for a few years only and I believe Glyn Hall may elaborate further on this brief period.

My first old machine which was slightly damaged and incomplete when purchased was a Honda CD175cc twin. This had been stored at Ashfield Garage as a Hire Purchase claw back. Norman Shipley suggested it would be good introduction back into motorcycling and it became my first restoration, satisfying the revived interest I had for two wheels. Nice, well-engineered, well made, reliable but a not really what I wanted I discovered. It was soon sold and replaced with a 1953 MAC 349cc Velocette which I found advertised in the Derby Evening Telegraph. It is probably the best of all the push rod Velocettes being comfortable with reasonable performance and was reliable. I calculated it had completed over 130,000 miles from its last rebuild by the time I sold it recently, with no major replacements, only the usual wearing items in that time including a clutch rebuild. Who says British Bikes are no good?

When at Ashfield garage one day in 1975 talking to Norman Shipley who had become a good friend from my visits over car purchases and our other shared interests including motorcycles suggested I should contact Glyn Hall because he knew we had been Model flyers and motorcycling friends together in our teens and was keen on Vintage bikes. Glyn soon introduced me into the local vintage motorcycling scene. He suggested I contact Patrick Lowe and also Vic Smith, who had been members of the original Group/Section. Glyn also mentioned twenty or thirty other local enthusiasts who had been involved in the original section and I tried to contact most of them as time permitted to see if they might revive their interest and join us.

I became friends with Patrick and Vic going for many rides together mostly to VMCC nearby section events and talks. We started to meet at the New Inn PH Callingwood, five lane ends on Friday evenings joining a few other like-minded individuals. I went with Patrick riding an Excelsior Manxman and Vic on a BSA Sloper (Ex Brian Slack) together with Hazel, Patrick's wife riding an AJS flat tank 250cc, to the Irish Rally in 1979 riding Patricks 1936 Empire Star, which he kindly loaned to me. My current old motorcycle the 1953 MAC Velocette was too young to be eligible at that time. This was the first Old Motorcycle event I had entered and ridden in and the earliest Bike I had ridden as well. The first few days I was exhausted as handling this heavy machine with its girder forks and rigid rear frame on some of the rural rough Irish Roads at that time, often covering 140 miles daily drained me. It was a lot different to the lightweight nicely sprung MAC, which seemingly floated along. I enjoyed the challenge however and the camaraderie on the rally exchanging bike rides, yarns and discussing that day's events, dramas, and vistas. Ireland enchanted me with its superb coastal scenery and its remote primitive roads which seemed like going back in time compared to the UK's hustle and bustle. I think I have returned ten or eleven times since then, which tells you I really have enjoyed it. The last three times with Pat and Shelley Rowbotham. Today it is difficult to gain an entry to the Rally unless you are a regular and is now quite expensive as well.

We were by then meeting regularly at the New Inn PH at Callingwood, getting a good few other interested owners and riders. I decided with the approval of the other parties we should have an annual Rally and I also applied for Section status which was granted as we had been operating with sufficient events and regular well attended meetings, this was between 1980 and 1981. I was elected Secretary and Pat Lowe became chairman. This first Rally was run from the New Inn in May of 1981 and was publicised by Ken Hallworth in Old Bike Mart who became a good friend and entered this first Official event. He rode his Round the Coast, Raleigh 350cc (Marjorie Cottle was a Works Raleigh Rider on the original coastal route) re-enactment machine with his son Paul on the rear pillion and it poured with rain all day. Ken fell off in the treacherous conditions that is for beaded edge tyres, but pride suffered most damage apart from a few bruises I think, and as there was not too much damage, they could ride the bike home to Stockport.

We moved the section meetings from the New Inn to The Fisherman's Social club near Jacksons motorcycles in Station Road, then to the Beech Inn on Derby Road before finally moving to Marston's S&SC sometime

after the Rally had moved there. Preparation for the annual Rally had to start immediately after the previous event finished and so was well under way in early 1981. I had now taken over as Chairman with Phil Sherratt becoming secretary after Pat Lowe resigned and in 1983, I was elected on to the Management Committee of the VMCC.

Norman Shipley was impressed with the conduct and attendance of the first rally which he had spectated on and during one of our regular weekly visits to the Bridge Inn at Branston, he offered sponsorship to me and the Section for the next one in 1982 provided we named it the “The Ashfield Burton Parade” and the route went through the Ashfield selling areas in South Staffs and Derbyshire. The start and finish with extensive buffet and the very generous prizes offered, was to be at Ashfield Garage. Ashfield produced posters and they also made local press releases adding to the spectator attendance along the route, which was extensive. Through Patrick Lowe Ivan Rhodes was invited to bring a Racing Velocette KTT 350cc machine which might be demonstrated, and it was!! Brian Slack was asked by Glyn to bring a Racing Yamaha to be on static display in the showroom. After the event, a superb buffet and the extensive prizes were handed out. Ivan was persuaded to bump start the KTT into life down Scalpcliffe Road, it was in race trim with an open megaphone!! It sounded glorious to the throng of interested enthusiasts and spectators I am sure, but not the neighbours who called the police. They put a stop to activities very rapidly and it became apparent that next year’s event would need to be at a different venue. Ashfield still wished to continue their sponsorship and did so for some years even after the move to Bass Museum where we were welcomed and offered a bottle of Museum Ale to be given to all participants. This became another feature of the Parade that made it unique. I ceded Chairmanship of the Section in 1982 to Pat Davy and phased out my activities with the major events all in place and procedures well established. That covers my early involvement in restarting and steering the current Section organisation. I was elected again as Chairman in 1987 and again in 1988. Then finally relinquished all involvement in running the section but have greatly enjoyed my ordinary membership status since then, basically what I set it up for.

Perhaps not many current members of the section will be interested in the formation of the section, but I do think it is important whatever is written should be accurate, it is where we came from to where we are now after all. This is not meant to detract from those who have given considerable time and effort in the years since then, or possibly before I came on the scene. I understand Glyn Hall may be preparing to cover the history of the Section from the early days onwards, he can certainly verify all the above facts from the Rally programmes many of which I produced which he now holds plus magazine archives and section notes, all recorded and kept since my time, which I would welcome and would be a valuable addition to section history. It should preferably be done before it is too late! *John Goodall.*

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*I got my grandma a new walking frame specially designed by NASA. It’s one small step for Nan.....*  
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### Calendar 2021

**N.B.** This is a very provisional calendar based on last year’s calendar. Events, contact information, etc will be added or amended as and when we have it and all of this may be subject to change.

Covid 19 restrictions if still current will apply to all events.

Date	Venue and Time	Contact
February 9 <sup>th</sup>	Club Night 8.00 pm <a href="#">Zoom Link</a> Meeting ID: 937 187 9353 Passcode: BURTON	
March 9 <sup>th</sup>	Club Night 8.00 pm Marston’s	
April 13 <sup>th</sup>	Club Night 8.00 pm Marston’s	
May? TBA	Aviation Wolds Run	
May 9 <sup>th</sup>	Burton Parade	
May 11 <sup>th</sup>	Club Night 8.00 pm Marston’s	

June 8 <sup>th</sup>	Club Night 8.00 pm Marston's	
June 22 <sup>nd</sup>	Chip Shop Run 7.00 pm Marston's	
July 4 <sup>th</sup>	Easy Does It (Pre1960 and up to 250cc 1971) Marston's 11.00 am	Mick Leach 01283 815487
July ? TBA	Hatton Carnival	
July 13 <sup>th</sup>	Club Night 8.00 pm Marston's	
July 27 <sup>th</sup>	Evening Run + Pie and Peas - 7.00 pm Marston's - Pre- book	Pre- book Brian Slack 01283 544500
August / TBA	BBQ Pat & Shelley – Kingston from 3.00 pm ST14 8QW- Gmap	
August 8 <sup>th</sup>	Tax Dodger's Run (Tax exempt bikes only)	Mick Leach 01283 815487
August 10 <sup>th</sup>	Club Night 8.00 pm Marston's	
August 22 <sup>nd</sup>	Evening Run – Last of the Summer Wine - 7.00 pm Marston's	
September ? TBA	Draycot Show – Arrive before 11.00 am	
September 14 <sup>th</sup>	Club Night 8.00 pm Marston's	
September 19 <sup>th</sup>	Breakfast Run 7.30 am Marston's	Pre- book Brian Slack 01283 544500
October 3 <sup>rd</sup>	Autumn Mist Run Start 10.00 Conkers	*Volunteer wanted*
October 12 <sup>th</sup>	Club Night 8.00 pm Marston's	
October 26 <sup>th</sup>	Harvest Supper 8.00 pm Marston's	Pre- book Brian Slack 01283 544500
November 7 <sup>th</sup>	Frost Bite Run 10.00 am Tutbury Car Park	Vic Carrington-Porter 01283 619489
November 9 <sup>th</sup>	Section AGM 8.00 pm Marston's	
December 14 <sup>th</sup>	Beer & Skittles 8.00 pm Bridge Inn	Vic Carrington-Porter 01283 619489