

## Burton Newsletter #5 – March 2021

Here is our fifth newsletter. Thanks to those that have sent me something to include in this issue. The Covid 19 restrictions are about to be eased so we might, perhaps have some events later in the year. In this month's Zoom meeting, we are going to try and give a short PowerPoint presentation of around 20 minutes. (If it works 🍌). David Giles will show some pictures of his introduction to motorcycling.

Send me anything you might have of interest to put in the next issue. Stay safe and stay well. *Regards,*  
Eddy [Email me](#).

If you have missed a Newsletter issue you can download them from here: [Download](#)

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

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

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### The Covid 19 Restrictions

These are being eased in phases so we may have a bit more freedom to get out on our bikes. Here is the planned timetable:

**From March 8<sup>th</sup> >**

Solo riding will be permitted to meet locally outside with only one other non-household member. Social distancing and hygiene restriction apply. No use of hospitality facilities. No overnight stays.

**From MARCH 29<sup>th</sup> >**

Group rides permitted but observing the 'rule of six' (ROS) at starts, stopping and finishing points, still remaining outdoors with social distancing/hygiene, No use of hospitality facilities. No overnight stays.

**From April 12<sup>th</sup> >** The 'rule of six' (ROS) still applies, plus the now familiar social distancing and hygiene. Restaurants and pub gardens will be allowed to serve customers sitting outdoors, including alcohol.

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*I messed up in a cooking competition by using dog food in a pie. Probably why I didn't win a lot.*

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## Ian Marcer

I feel that I should pay tribute to the late Ian Marcer for all that he did for the Section.

Many members will have known him longer than myself, but when I joined twenty-six years ago and turned up to my first Tuesday run, he was the first person to speak to me and make me feel welcome. Through the years he organised many runs, including the two winter ones which were always popular and still continue thanks to other organisers.

Ian never quite understood why we didn't just want to ride all day without a break, although he did include a coffee stop for those of us who needed one.

I remember one Autumn Mist run when we stopped in a pub garden, when, while most of us were buying refreshments from the pub, Ian got his Primus stove out of his top box and proceeded to brew his own coffee which he enjoyed with his pack of beetroot sandwiches.

He was a great fan of Velocettes and owned several good examples.

I heard him say on many occasions, why would anyone need a twin or four-cylinder motorcycle when a single kept the flywheel turning anyway?

He was Section Secretary for three years and took the job seriously, even buying a portable typewriter to compile minutes and notes.

He had not been so active in recent years and had health issues, but I feel that we should be thankful for what he did over the years and remember him for that. *Mick Dughan.*

*Brian Slack sent me these photographs of Ian. R.I.P.*



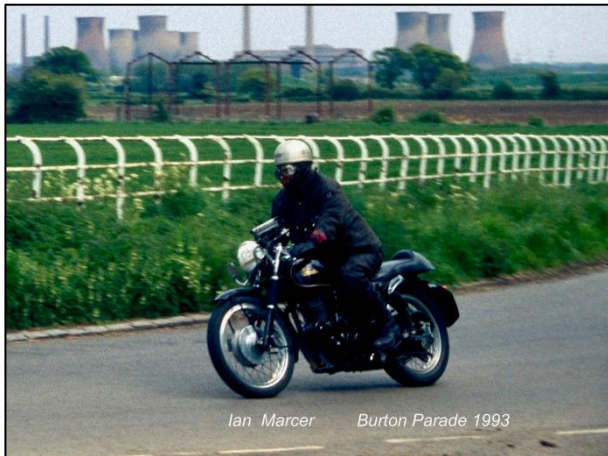




*Matt Wileman*

*Ian Mercer*

*Burton Parade 2004*



*Ian Mercer*     *Burton Parade 1993*



*Ian Mercer*

*Burton Parade 2002*





*I have my own memorable ride memory on one of Ian's Frost Bite Runs. On this occasion we set off early from Marstons on a frosty, sunny, Sunday morning following Ian up into the wilds of Derbyshire, the sunlight glinting through the ice crystals on the stone walls lining the lanes. When we got to the lunch stop, I sat on the bike while Gloria got off. When I got off, I wondered where she was until I noticed she was lying on her back laughing, having fallen backwards because her legs were so cold, they had seized up. A very cold but great ride thanks to Ian. Happy days. Eddy.*

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*I've made a telescope from old fish finger boxes. Now I get a bird's eye view of everything.*

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## **A Visit to Roll-Royce Heritage Museum**

I believe it was in June 2011 that the Burton Section was invited to go on a visit to the Rolls Royce Heritage Museum in Derby. I seem to remember that it was a good turn out and a very enjoyable visit. I can't remember who organised the trip, but "thank you". (*I think it was Brian Slack, who knew someone who worked at RR. Ed.*) There were many exhibits and of such a diverse range, due credit to the Rolls Royce Company and the Heritage Trust.





**Forked conrods and a piston and gudgeon pin from a Merlin engine.**



**Left: Radial aircraft engine crankshaft. Right: Possibly an original model for the “Spirit of Ecstasy”**

Some of our group were studying a small engine. This had been ‘sectioned’ at some point, probably as a typical apprentice project during their training. The engine, being sectioned, allowed us to see the inner workings and in particular the top of one of the pistons.



This piston had two holes in the piston crown and we almost all simultaneously thought “how does that work”? “What, no compression”!

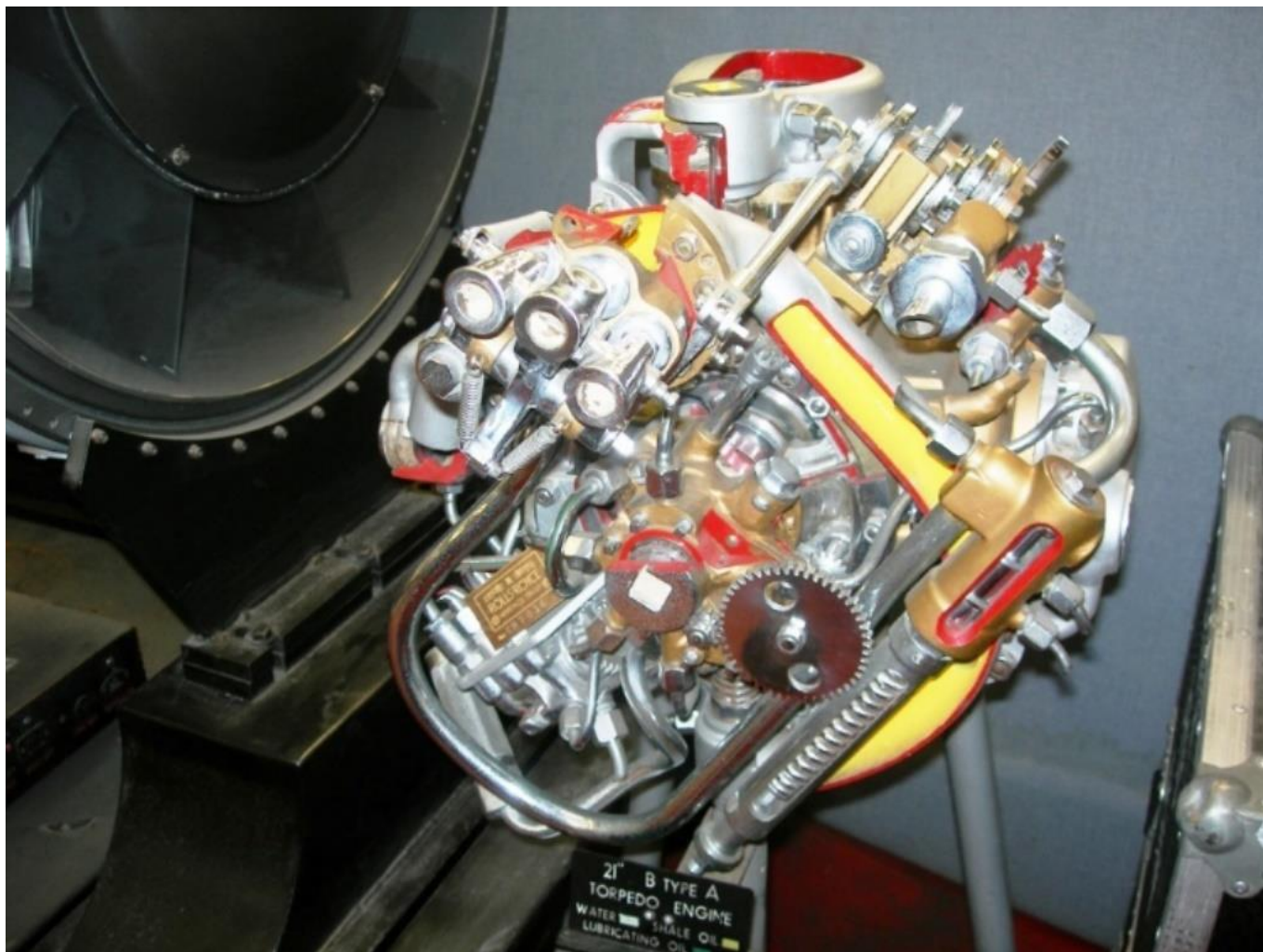
I went to ask one of the museum’s volunteers and the chap said “You need to speak to old Cyril. He’s having a cup of tea, but I’ll ask him to come and explain”. The old gentleman (I think his name was Cyril) did indeed appear and explained what the engine was. Cyril was old enough to have worked on these very engines when they were being made during the Second World War.



**Cyril, Eddy, John Goodall, and Bob Higgs looking at the sectioned engine.**

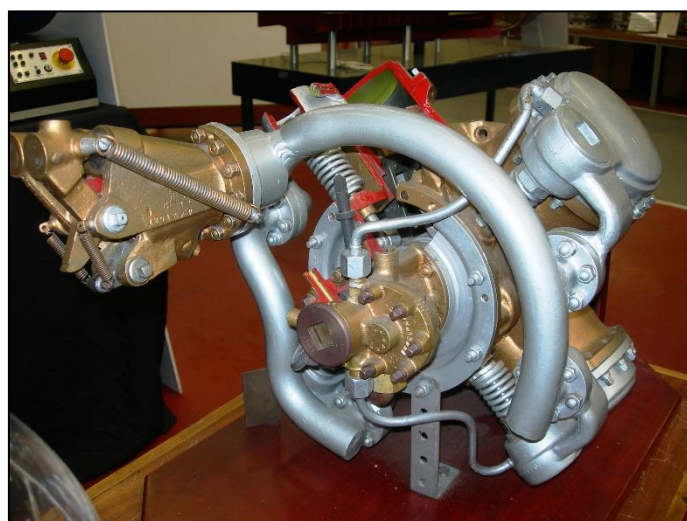
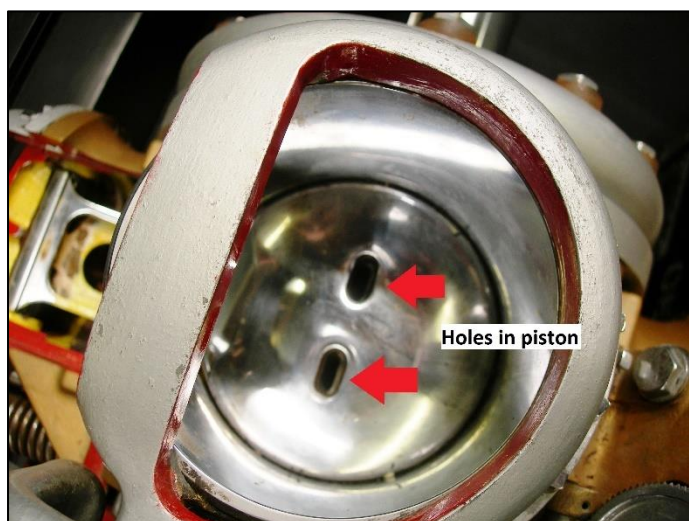
The mystery engine was a 4 cylinder radial torpedo engine. From my faded memory and a bit of research this is how it worked.





**Sectioned radial engine.**

It ran on shale oil and compressed air. The engine was fitted to the typical 21" torpedo used during WW2. The torpedo carried 250 pounds of compressed air at 3,000 psi. Due to the volume of air and the throttling effect (like ice sometimes forms on bike carburettor intake tube) a small amount of burning fuel was added to the intake. The preheated air and cylinder injected fuel then operates as a diesel exhausting through the piston tops into the crankcase and then through the hollow propeller shaft. Cyril explained that the gudgeon (piston) pin had slots that covered/uncovered the holes in the piston crown i.e. acting as a sleeve valve as the conrod little end oscillated. The engine was started by three blank cartridges, but if ignition failed the torpedo would still do over 20 knots for several hundred yards just on the compressed air.



Apparently, the Navy did some tests and this little engine produced 550 horsepower! Some countries experimented with oxygen for more power, and some even tried hydrogen peroxide, although the latter caused a few accidents and was not widely used. There is evidence that an 8-cylinder radial was developed.

You will observe that there is a glass dome that I think protected a gyroscope. The gyroscope directed the torpedo towards its target. This was a work of art, and sadly like the powerful little engine, only had a lifespan of a few seconds.

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*Just opened an online shop selling second hand mountaineering equipment. Money for old rope.*

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### **AJS & Matchless Owners Irish Rally – A Grand Trip Away – Continued**

In the early hours of our first morning at the Rally sight I was woken by the sound of rain on my tent. Welcome to Ireland I thought. By the time I emerged from my tent the rain had stopped and there were early signs of the sun.



The first full day of the Rally was spent checking out Lesley's poorly AJS. Basically it was lacking compression, hence it was underpowered, not that a 350cc single AJS has much power at the best of times. It was decided to remove the head to see what the cause of the problem was and assess if it could be resolved. An open-air grassy rally field is not an ideal workshop. A sheet was spread under the bike to catch any small parts that may be dropped and eventually the head was removed.





**The 350cc single AJS with the head off.**

The bore seemed OK so attention was turned to the head and valves. I cannot recall in detail what was wrong but the use of workshop facilities were required. Fortunately the Rally Organiser, Bob Boaden, was returning to his home, a couple of miles away, each evening. Bob took the cylinder head home removed the valves and did the required repair. Next day the assembled cylinder head was refitted, the ignition timing reset, fuel tank refitted, fuel on and the bike fired up and sounded much better. Lesley could then use the bike for the remainder of the rally and rode it back home without any further problems with her bike.

The Rally site was well laid out on the Community Sports field with a fairly modern large hall. In the morning breakfasts were available, and in the evening a dinner was available, all at reasonable costs. Each evening, as soon as the meals were finished and cleared away the tables and chairs were rearranged and the bar opened. The locals turned up to play music for our entertainment as is the way in Ireland. During the evening the band members would slowly change, the odd player would drop out but more players would just turn up with their chosen instrument and join in. As long as there was anybody in the audience they would carry on.





I heard that on the first night the entertainment finished around 4 am! The consequences of such a late finish was that the organised breakfasts were late to open and many were late finishing their breakfast with then a rush to be ready for the organised ride out.

I enjoy the organised ride outs at Rallies. It gives me the opportunity to experience riding on different roads with a change of scenery. What I did not expect was that in Ireland the rural population, upon hearing the combined exhaust note of around 200 British bikes, turned out standing on their front doorsteps, road side corners, shops and pub fronts to give us a wave as we rode past. I then appreciated how much the Irish love motorcycles, racing motorcycles in particular.

The Sunday organised ride was particularly memorable for me. At around 10am the sun shining, the sky summer blue and it was warming up we assembled at the Rally site entrance. We all set off in an orderly fashion following the Rally organiser. At each corner or junction there would be a Marshall pointing the direction for us to take. As we rode through villages and small towns the locals, senior, middle aged and kids would be giving us a wave. Around midday we arrived at our planned stop, a small town, (I cannot recall the name).





Fortunately, I was amongst the first arrivals. We pulled onto the town square, parked our bikes and as we were removing our protective riding gear, with more and more bikes joining us a local Irish band struck up.



What with the band playing and the exhaust noise of ever more bikes continuing to arrive it was, to my ears, pleasantly loud. I managed to grab my video recorder and managed to capture the visual and audible scene, plus I managed to take a few still photographs to. The locals directed us to a queue for refreshments where they handed out tea, coffee and sandwiches, then refused any offer of payment from each individual saying we were their guests. Loose change was placed on the counter saying donate to your local charity. For most of our stay of a couple of hours the band continued to play. A small group of us did try one of the local pubs and we were made very welcome.



It was like going back in time. In each room was an open fire, not lit but clearly still used. I recall John Grew asking out peat fires, saying he was an ex coal mine worker. Next thing he had blagged a sample of peat off the landlord. After our stay we had a pleasant ride back to site.

Like all good things, the Rally came to an end. We packed away our camping gear, loaded our bikes, said our goodbyes and thanked the Rally Organiser, Bob Boaden and his partner for a superb Rally.

Our group had a steady ride back to Dublin, boarded the Ferry and settled down to a very untypical smooth second crossing of the Irish Sea.



We disembarked at Holyhead, and our riding group gathered and set off at around 5pm for home with the sun warm on our backs.

We rode across Anglesey and I recall the sun shining on the stonework of the Menai Bridge portals together with the Snowdonia mountain range in the distance. We joined the A6 and made good progress at a steady 60mph, the sun still on our backs and reflecting in my handlebar mirror. On we went at our chosen cruising speed with nothing in front to slow us down. The bends were smooth and a pleasure to ride. We approached Betsy Coed and by then I was very uncomfortable and hoping we would stop so I could stretch my legs. The lead rider had the bit between their teeth and home beckoned. We passed a pub and there were customers sitting outside in the early evening sunshine having a beer and watched us pass. We did not stop there either. To be fair we had agreed to stop for refreshments at Dobbies, Shrewsbury so I had to keep adjusting my riding position to try and get some relief from the now very painful discomfort.

Eventually we came to the outskirts of Shrewsbury and entered the first of many road islands on the Shrewsbury A5 ring road. Great, I was more than ready for a break from riding and ready to stretch my legs and have a cuppa. Suitably refreshed and underway again I found myself once again briskly following Andy and Linda Smith with their Norton Atlas outfit. Andy entered the next roundabout and as he was just straightening up for the exit ahead, I saw a puff from the back wheel, the tyre was instantly deflated and the outfit managed to roll far enough along the exit of the junction and pull over at the road side. We all pulled up at the side of the road which even just after 7pm was relatively busy with relatively fast cars, vans and large HGV's. Andy quickly established the cause of the rapid deflation. A spoke had snapped, probably under significant tensile strain whilst cornering on the



roundabout. The sudden release of energy propelled the spoke and spoke nipple outwards through the rim tape and the inner tube, fortunately not through the tyre. Off came the wheel and tyre. The broken spoke secured to the next adjacent spoke with locking wire. The tyre was refitted with a new tube and the wheel put back in. Whilst Andy was doing the donkey work the rest of us were waving the traffic past. Frustratingly we were just one junction away from the Dobbies turn off and by the time we were ready to roll. The time was just after 8pm, Dobbies were closed and the sun was starting to set.

We all set off for home together but with the knowledge that the group was soon to split as we each headed for our respective homes. Charles and myself stuck together and we arrived home around 9.30pm just as it was getting dark. I was tired, hungry, thirsty and my hips and lower back ached but I thoroughly enjoyed my memorable trip across the Irish Sea.

A great ride, superb scenery and great people, both Irish residents and Rally attendees. The weather was a very unpredictable bonus. *John Renwick*

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*Have I told you about the time I tied my shoelaces with just the power of my mind? Thought knot.*

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## **The Howcette**

This device that I bought off Geoff Davis, a fellow member of the VMCC and APMC from Stoke on Trent was quite a contrast to other machines I have owned. Geoff bought it off the original designer and builder, Bob Howard. I bought it from Geoff after he had owned it for a few years. I did not keep it long before selling it on to a friend, David Wells in the Velocette Owners Club due to family resistance at my end? I was intrigued from when I first saw it at the Peterborough County Showground at the British Motorcycle Federation Annual Rally, I think that is what the event was called? I seem to remember Pat Davy riding a 350cc JAP in a vintage Grass Track event at that same Rally? The Howcette won Special of the Year on its very first outing on the road after construction. What is it some will be asking? It is a Velocette 500cc push rod Venom powered three-wheeler with some unusual features. It may have started out life with an MSS engine, but this was later changed for the more powerful Venom I believe. The rear frame of the Velocette complete with engine, oil tank, gearbox, rear swinging arm, rear wheel with brake and chain drive was married to a front sub frame carrying a pair of Ford Popular front wheels and axle assembly with very direct steering and just a single seat and enveloping alloy body. The standard kick start lever projected through the RHS body panel. I think it sported a cooling fan on the end of the crank shaft to assist air movement under the body work.



**John and the Howcette.**



The biggest drawback to its use was that the retention of the standard Velocette kick start which was very awkward to access if you stalled in traffic, or for any other reason and could be most embarrassing too, as Geoff related to me when it stalled at Traffic lights in SOT when going for his first drive and MOT Test. There was a double decker bus behind him and a queue of traffic behind that, which started honking horns as you can imagine. You had to raise the steering wheel which was pivoted to allow the driver to get in or out of the seat and then to kick the engine into life hoping you got a first kick start, which did not always occur, very, very surprisingly for a Velocette?? Then get back in, lower the steering wheel and hope you did not stall it again before driving off??



**The cockpit.**





**A shot from Brian Slack showing the engine with the cover off and the kickstart.**

Geoff also said to me it was plenty powerful enough and he never dared get it flat out as it may not have stayed on the road as it seemed a little bit twitchy?? I once owned a Ford Popular and would not have chosen its steering system as first choice if you wished to go in a straight line. It bump steered and tended to oversteer as well.

Geoff determined it would be much improved by fitting an electric starter mechanism and did procure one which came to me unfitted to the car. I seem to recall it was a unit off a Citroen 2CV complete with Bendix unit and it would have been awkward to fit inside the narrow body which is probably why it was still not fitted? A Bendix type drive is an absent failure of the French Alton system as sold for Velocette solo motorcycles which I know to my cost at over £1300 list price? It relied on nylon shear pins to shear before twisting the crank shaft if the engine backfired. They did shear, but twisted the crank out of line before they did? A very expensive purchase if it does not work effectively? I had been planning to complete this improvement on the Howcette, but it was left to the next owner to do this which he did using a Honda system I think, enough said. I was promised a drive in it by David Wells but he sold it before that happened. It was used very little in Davids's possession before he again passed it on to another Velocette enthusiast. I wonder where it is now? *John Goodall.*

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*I went into a shop and asked, "Can I have a bottle of shampoo please?" The woman said, "Extra volume?" I repeated "CAN I HAVE A BOTTLE OF SHAMPOO PLEASE!"*

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## **The EU Vnuk Law**

You may have heard of the EU Vnuk motor insurance law.

The controversial law requires insurance for a wider range of vehicles other than those such as cars and motorbikes. This range of vehicles would include things such as ride-on lawnmowers, mobility scooters, golf buggies and quad bikes that previously did not require insurance.

The law also extends to vehicles on private land, meaning people with a ride-on lawnmower at home would require insurance where it would have previously not been needed.



Following Brexit this has all changed. Transport Secretary Grant Shapps announced on 21 February 2021 that the Government has confirmed plans to do away with the controversial EU 'Vnuk' law.

Had the EU law been implemented in Great Britain, it would have meant the insurance industry would have been liable for almost £2 billion in extra overall costs. These costs would likely have been passed onto their customers, British road-users.

It is estimated that the decision to scrap the EU Vnuk from British law will spare the British driver a £50 annual increase in insurance premiums as the UK takes back control of its own laws and regulations. This is a clear win for motorists in Britain.

Bypassing Vnuk will also protect the existence of the UK's world-leading motorsports industry. The EU rules would have meant any motorsports collision involving vehicles from go-karting to F1 would have been treated as regular road traffic incidents requiring insurance. This could have decimated the industry due to the additional insurance costs of roughly £458 million every single year. Scrapping the rules will save the industry from potential collapse and secure hundreds of thousands of jobs in the sector in the process.

Transport Secretary Grant Shapps said:

"We have always disagreed with this over-the-top law that would only do one thing, hit the pockets of hard-working people up and down the country with an unnecessary hike in their motor insurance. I am delighted to announce that we no longer need to implement it."

That sounds pretty positive but now we are no longer part of the EU you will need to carry a valid Green Card if you are riding/driving in EU countries. This was the requirement all those years ago before we joined the EU. Your motor insurer will be able to issue you with a green card on request. If you are stopped for any reason you may be asked for a copy of your V5 document and International Driving Permit. You also need to have a GB sticker on your vehicle. *Eddy*.

**Thomas Cook and Sons Ltd** was a company whose name that was synonymous with holiday travel. Sadly, they have gone the way of many old firms and have recently ceased trading.

Mick Dughan has unearthed some interesting information about a day trip to the 1939 TT races organized by Thomas Cook on behalf of *Motor Cycling*. (The prices look good. 😊 *Eddy*)

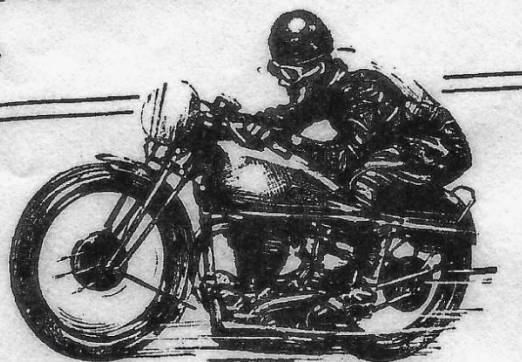


# HOW TO SEE THE SENIOR T.T. RACE

Isle of Man, Friday, June 16, 1939.

Arrangements have been made with the L.M.S. Railway Company by the Proprietors of

## MOTOR CYCLING



## FOR A DAY EXCURSION TO THE SENIOR T.T. RACE BY SPECIAL TRAINS & BOATS as follows:

### Departure Times

Thursday, June 15

★ From London (via Liverpool) A Train B Train  
London (Euston) .. Depart 9.0 p.m. 9.10 p.m.  
Liverpool (Riverside) Arrive 1.27 a.m. 1.45 a.m.  
[BOAT for Passengers from LONDON leaves LIVERPOOL 2.30 a.m., arrives DOUGLAS about 5.30 a.m.]

★ From Midland and Northern Districts Times of Trains  
Coventry .. .. C Train 9.0 p.m.  
Birmingham (New Street) .. C Train 9.40 p.m.  
Wolverhampton .. .. D Train 9.55 p.m.  
Fleetwood .. .. Train arr. 10.25 p.m.  
Fleetwood .. .. Train arr. 12.55 a.m.  
Fleetwood .. .. Train arr. 1.30 a.m.  
Leicester .. .. 8.35 p.m.  
Nottingham (Change at Trent forward journey) .. .. 9.5 p.m.  
Trent .. .. E Train 9.25 p.m.  
Derby .. .. 9.46 p.m.  
Sheffield (Change at Chinley) .. .. 9.53 p.m.  
Fleetwood .. .. arr. 1.15 a.m.  
Leeds (Central) .. .. 10.0 p.m.  
Bradford (Exchange) .. .. F Train 10.10 p.m.  
Fleetwood .. .. arr. 12.45 a.m.  
Manchester (Victoria) .. .. 11.30 p.m.  
Bolton (Trinity Street) .. .. G Train 11.50 p.m.  
Preston .. .. 12.30 a.m.  
Fleetwood .. .. arr. 1.5 a.m.  
[BOAT for MIDLAND and NORTHERN Passengers leaves FLEETWOOD 2.0 a.m., arrives DOUGLAS about 5.30 a.m.]

### Times of Return

Friday, June 16

★ For LONDON (via Liverpool) ★  
BOAT for LIVERPOOL leaves Douglas at 7.0 p.m.  
BOAT arrives LIVERPOOL about 11.15 p.m.

LIVERPOOL (Riverside) A Train B Train  
dep. 11.20 p.m. dep. 11.50 p.m.  
LONDON (Euston) .. arr. 4.16 a.m. arr. 5.5 a.m.

★ For MIDLAND and NORTHERN DISTRICTS ★  
BOAT for FLEETWOOD leaves DOUGLAS at 8 p.m.  
BOAT arrives FLEETWOOD about 11.30 p.m.  
TRAINS leave FLEETWOOD between midnight and 1 a.m. for:-  
Preston .. .. arrive 1.10 a.m.  
Bolton (Trinity Street) } G Train .. 1.50 a.m.  
Manchester (Victoria) .. .. 2.12 a.m.  
Bradford (Exchange) } F Train .. 2.36 a.m.  
Leeds (Central) .. .. 2.51 a.m.  
Sheffield (Change at Chinley) .. .. 3.40 a.m.  
Derby .. .. 3.55 a.m.  
Trent .. .. E Train .. 4.19 a.m.  
Nottingham .. .. 4.45 a.m.  
Leicester .. .. 4.45 a.m.  
Birmingham (only) D Train .. 3.35 a.m.  
Wolverhampton .. .. 3.30 a.m.  
Birmingham (New Street) .. C Train .. 4.0 a.m.  
Coventry .. .. 4.35 a.m.

★ SPECIAL NOTE: To avoid disappointment, and in order that adequate accommodation and food may be provided on the trains, it is essential that tickets be purchased not later than Monday, 12th June. ★

Tickets obtainable, in advance only, from the Booking Agents: **THOS. COOK & SON, LTD.**

For List of Fares and Booking Offices and conditions of issue of tickets, please see back.

[P.T.O.]



# SENIOR TOURIST TROPHY RACE

ISLE OF MAN, JUNE 16, 1939.

## ONE - DAY EXCURSION

Organized by the  
Proprietors of



The Journal with  
the Pictorial Cover.

### RETURN FARES INCLUSIVE OF MEALS (FOR TIME-TABLE SEE OVER)

	Third Rail Saloon on Boat	Third Rail Third on Boat
Between DOUGLAS and LONDON (Euston) .. .. .	38/6	34/6
COVENTRY .. .. .	30/-	26/-
BIRMINGHAM .. .. .	29/6	25/6
SHEFFIELD .. .. .	29/6	25/6
WOLVERHAMPTON .. .. .	28/6	24/6
LEICESTER .. .. .	30/6	26/6
NOTTINGHAM .. .. .	29/6	25/6
TRENT .. .. .	29/6	25/6
DERBY .. .. .	29/-	25/-
LEEDS .. .. .	28/6	24/6
BRADFORD .. .. .	28/6	24/6
MANCHESTER .. .. .	19/-	15/-
BOLTON .. .. .	18/6	14/6
PRESTON .. .. .	18/-	14/-

BOOKINGS for BOAT  
PASSAGES ONLY CAN-  
NOT BE ACCEPTED

#### NOTE:

These fares are IN-  
CLUSIVE of supper  
on Train each way,  
including tips to  
restaurant-car attend-  
ants, and Breakfast in  
Douglas.

#### NOTE:

Inclusive of Breakfast  
in Douglas only.  
(Train journey too  
short to allow time for  
supper.)



**SPECIAL NOTE:** To avoid disappointment, and in order that adequate accommodation and food may be provided on the trains, it is essential that tickets be purchased not later than Monday, 12th June.



### Booking Agents, THOS. COOK & SON, LTD.

LONDON—Berkeley Street, 125, Pall Mall, 10, Sloane Street, 21, High Street Kensington, 21C, Church Street, Notting Hill Gate, 15a, Orchard Street, 86, Oxford Street, 122, High Holborn, Australia House, Aldwych, 377, Strand (opposite Savoy Hotel), Charing Cross Station (Strand), Forecourt, Ludgate Circus (108, Fleet Street), 81, Chancery Lane, 98-99, Gracechurch Street, 100, Leadenhall Street, 30, Mincing Lane, Salisbury House, London Wall, Euston Road (front of St. Pancras Station). BIRMINGHAM—124, New Street. BLACKBURN—5, Railway Road. BOLTON—9, Victoria Square.

BRADFORD—19, Market Street. BURNLEY—16, Standish Street. HANLEY (Stoke-on-Trent)—8, Fountain Square. LEEDS—55, Boar Lane. LEICESTER—Gallowtree Gate. LIVERPOOL—49, Lord Street. MANCHESTER—77, Market Street, 14, Oxford Street, Midland Hotel, Victoria Bridge (opposite Cathedral). NOTTINGHAM—16, Clumber Street. OLDHAM—110, Yorkshire Street. ROCHDALE—55, Drake Street. SHEFFIELD—31, Fargate. WOLVERHAMPTON—32, Lichfield Street.

**TICKETS ARE NOT AVAILABLE AT THE OFFICES OF "MOTOR CYCLING."**

### IMPORTANT NOTICE. Conditions of Issue of Tickets and of Carriage.

Temple Press Ltd., proprietors of "Motor Cycling" and organizers with the London, Midland & Scottish Railway Co. of this excursion, and their Agents, Thos. Cook & Son, give notice that all tickets (whether for transport, conveyance, accommodation, meals or otherwise) are issued by them and all arrangements for transport or conveyance or for accommodation or for meals are made by them in every case on the express condition that they shall not be liable nor shall the holders of such tickets or any other person have any right of action against them for any injury (fatal or otherwise), loss, damage, accident, delay or irregularity, however caused or for any loss of or damage or delay to property however caused.

In the event of it being considered necessary or desirable to cancel the excursion, the full deposits paid will be returned to the senders, and upon the

tendering of the same, all liability of the organizers in respect thereof shall cease. Temple Press Ltd. also reserve the right to modify the itineraries in any way they think desirable.

**Railway, Shipping, and Road Transport Companies.** The Excursion tickets are issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills and Notices of the respective Companies and Proprietors on whose Railway, Coaches or Steamboats they are available, also to the condition that neither the holders nor any other person shall have any right of action against the London, Midland and Scottish Ry. Co., The Isle of Man Steam Packet Co., Ltd., or any other Railway or Steamship Company in respect of

- Injury (fatal or otherwise), loss, damage or delay, however caused.
- Loss of or damage or delay to property, however caused.



### Travelling Arrangements (contd.)

On the return journey your train (marked and timed as shown on opposite page) will be found waiting your arrival at Fleetwood. You will recognise your correct train by the notices on the windows and a large printed letter, corresponding with the letter on your Travel Ticket, on each coach.

### POINTS TO WATCH.

Both on the outward and return train journeys, a seat will be provided for every passenger. Trains will be clearly marked C, D, E, F, respectively, and the train in which you have been allotted a seat will be indicated on your travel coupon. Do not get into the wrong one. When the steamer arrives at Douglas, plenty of time will be allowed for everyone to leave the boat. Do not rush the gangways. "More haste, less speed" is a motto worth remembering on these excursions.

### MEALS.

The following are the menus for supper on the trains during the outward and return journeys respectively, also for breakfast at Cunningham Camp, where passengers go on arrival at Douglas. The map given overleaf shows the situation of the Grand Stand, where the race starts and finishes, also of Cunningham Camp.

### MENUS.

#### OUTWARD JOURNEY—15th June. RETURN JOURNEY—16th June.

##### Supper on Train

Potage Castelaine.

Roast Beef, Horse-radish Sauce.  
New and Baked Potatoes.  
Green Vegetable.

Cheese, Salad, etc.

Coffee, per cup, 3d.

##### Supper on Train

Crepe Pompadour.

Roast Lamb, Mint Sauce.  
New and Baked Potatoes.  
Green Vegetable.

Cheese, Salad, etc.

Coffee, per cup, 3d.

NOTE.—The cost of this Meal (excluding Coffee) and gratuity in respect of same are included in the price of the Railway Ticket.

NOTE.—The cost of this Meal (excluding Coffee) and gratuity in respect of same are included in the price of the Railway Ticket.

#### BREAKFAST (at Cunningham Camp, Douglas):

Porridge, Bacon and Egg, Bread and Butter, Marmalade or Jam, Tea.

### MIDLAND TRAINS { TRAIN "C" TIME TABLE TRAIN "D" TRAIN "E"

#### OUTWARD JOURNEY TO DOUGLAS—15th JUNE.

"C" & "D" Trains—	
COVENTRY "C" Train .. dep.	9.0 p.m.
BIRMINGHAM "C" Train .. dep.	9.40 p.m.
(New Street) "D" Train .. dep.	9.55 p.m.
WOLVERHAMPTON "D" Train .. .. dep.	10.25 p.m.
FLEETWOOD { "C" Train .. arr.	12.55 a.m.
"D" Train .. arr.	1.30 a.m.

"E" Train—	
LEICESTER .. .. . dep.	8.35 p.m.
TRENT .. .. . . . . . arr.	9.20 p.m.

NOTTINGHAM.. .. . dep.	9.05 p.m.
TRENT .. .. . . . . . dep.	9.25 p.m.
DERBY .. .. . . . . . dep.	9.46 p.m.
SHEFFIELD .. .. . . . dep.	9.53 p.m.
FLEETWOOD .. .. . . . arr.	1.15 a.m.

FLEETWOOD (STEAMER) .. dep.	2.0 a.m.
DOUGLAS .. .. . . . . . arr.	5.30 a.m.

#### RETURN JOURNEY FROM DOUGLAS—16th JUNE.

DOUGLAS (STEAMER) .. dep.	8.0 p.m.
FLEETWOOD .. .. . . . arr.	11.30 p.m.

"C" & "D" Trains—	
FLEETWOOD "D" Train .. dep.	12.20 a.m.
BIRMINGHAM (only) "D" Train .. .. . arr.	3.35 a.m.
FLEETWOOD "C" Train .. dep.	12.50 a.m.
WOLVERHAMPTON "C" Train .. .. . arr.	3.30 a.m.
BIRMINGHAM "C" Train .. .. . arr.	4.0 a.m.
COVENTRY "C" Train .. .. . arr.	4.35 a.m.

"E" Train.	
FLEETWOOD .. .. . . . dep.	12.35 a.m.
SHEFFIELD .. .. . . . arr.	3.40 a.m.
DERBY .. .. . . . . . arr.	3.55 a.m.
TRENT .. .. . . . . . arr.	4.19 a.m.
NOTTINGHAM .. .. . . . arr.	4.45 a.m.

"E" Train—	
TRENT .. .. . . . . . dep.	4.25 a.m.
LEICESTER .. .. . . . arr.	4.45 a.m.

### NORTHERN TRAIN { TRAIN "F" TIME TABLE

#### OUTWARD JOURNEY TO DOUGLAS—15th JUNE.

"F" Train—	
LEEDS (Central).. .. . dep.	10.0 p.m.
BRADFORD (Exchange) .. dep.	10.10 p.m.
FLEETWOOD .. .. . . . arr.	12.45 a.m.

FLEETWOOD (STEAMER) .. dep.	2.0 a.m.
DOUGLAS .. .. . . . . . arr.	5.30 a.m.

#### RETURN JOURNEY FROM DOUGLAS—16th JUNE.

DOUGLAS (STEAMER) .. dep.	8.0 p.m.
FLEETWOOD .. .. . . . arr.	11.30 p.m.

"F" Train—	
FLEETWOOD .. .. . . . dep.	11.50 p.m.
BRADFORD (Exchange) .. arr.	2.36 a.m.
LEEDS (Central).. .. . arr.	2.51 a.m.

### TRAVELLING ARRANGEMENTS.

A Direction Notice near the booking office at each station will tell you the number of the platform from which your train starts. It will run direct to Fleetwood, where a steamer will be waiting to take you to Douglas. At Douglas a bus will convey you to Cunningham Camp for breakfast.

"Motor Cycling" T.T. Excursions—June 15/16, 1939

## GENERAL INFORMATION FOR PASSENGERS

from COVENTRY, BIRMINGHAM, WOLVERHAMPTON,  
LEICESTER, NOTTINGHAM, DERBY, SHEFFIELD,  
LEEDS and BRADFORD.

EVERYTHING is done by the organisers of these excursions to make them as comfortable and convenient as possible. Naturally, if arrangements are to work smoothly, the co-operation of passengers is necessary. You are, therefore, asked to read this leaflet carefully, in order to make yourself quite familiar with the details of the journey.

"Motor Cycling" representatives will be present on the trains and boats to give assistance to those who need it.

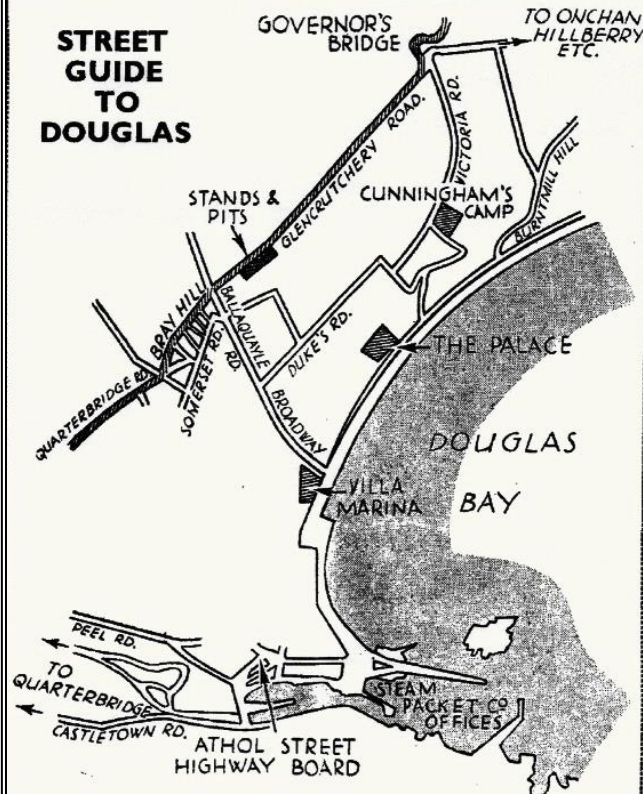
### YOUR BOOK OF TRANSPORT AND MEAL COUPONS.

These, fastened together in a cover, consist of:—

- (a) Travel coupon to Douglas.
- (b) Coupon for Supper on train (*forward journey*).
- (c) Coupon for bus to Cunningham Camp, Douglas.
- (d) Coupon for Breakfast at Cunningham Camp.
- (e) Return travel coupon from Douglas.
- (f) Coupon for Supper on return train.

Keep your tickets safe. The railway and boat companies will not allow you to travel without a ticket, and if you lose your meal tickets payment will be requested.

### STREET GUIDE TO DOUGLAS



### GOOD PLACES TO SEE THE RACE.

**Quarter Bridge**—Within easy walking distance.  
**Ballacraigne Corner**—Seven miles from the start.  
**Bray Hill**—Provides many spectacular speed thrills.

**MOTOR  
CYCLING**

**T.T. SPECIALS**

**1st T.T. Number—14th June.**  
Containing first fully illustrated report of Junior Race.

**2nd T.T. Number—21st June.**  
First with complete illustrated reports of Lightweight and Senior Races.

147—39

*BREAKING NEWS! An earthquake has hit near a biscuit factory in the North of England last night. It measured 2.8 on the Rich Tea scale.*



## **Old Burton Bike Shops**

Mick Leach writes:

I have been doing some research regarding Kirton's Garage in Derby Street, it would have fitted in well in the Black country or Beamish museums with its pavement mounted petrol pump. It was next door to Baker Brothers, a hardware shop that seemed to stock every hinge and wood screw known to man, manufactured in brass, plain steel, zinc plated or black japanned. I have posted on a history of Burton Facebook page. I have not as yet got a decent historical photograph, but enquiries are ongoing, maybe one of the young ones will come up with something.

I remember visiting Kirton's once or twice as a teenager, where you seemed to be checked out by who I think was his wife before Ted would appear from around the back and invite you to come and see what he had to fix you up.

My posting did generate a few responses from people who had memories of Ted one of which was Brian Slack who recalls when back in the sixties he and a mate Dubba Stringer each bought a bike ( Brian a model 18 Norton and Dubba a Royal Enfield) from Scrappy Jack's who had a place in the old LNWR goods yard adjacent to the 9ft bridge in Moor St. Brian remembers pushing his newly acquired girder forked Norton back to Hatton before returning two days later to Burton on his push bike to visit Kirton's Garage. Brian apparently experienced a similar reception from Ted's wife before Ted appeared and took him out the back and up some rickety stairs, where all the parts needed were bought for a pound (you could buy a complete bikes for a few quid in those days) Brian had to go back to pick up some parts because he couldn't carry them all in one go, he continued to use Kirton's right up till it's closure. Brian has fond memories of the chats he enjoyed with Ted and looking at all the lights, horns, wheels, frames and all the other goodies hanging from the rafters and the petrol pump which he recalls was branded power, if anyone has a photo it would be really good to see it.

All the Best *Mick*



**A *Burton Mail Remembers* picture of Baker Bros with a faint image on the right-hand side of maybe one or possibly two petrol pumps.**



**As it is now, fuel is still being sold but is now Calor Gas rather than petrol. The petrol pump or pumps would have been either side of the entrance to the yard at the back.**



Kirton's were there for a long time as shown by the two pictures below that Glyn Hall has sent. The first is an order from W.A.H. Bass for 16 gallons of petrol in 1907 and the second the header from a Kirton's invoice in 1938.

No. 2 *17. Oct. 1907* W. A. H. BASS,  
BYRKLEY LODGE,  
BURTON-ON-TRENT.

Messrs. *A. E. Kirton* 190

Please deliver to the above address the following:—

*16 galls Petrol 2 galls Vacuum Oil*

*W. Silencer*

*Emtaps 1 tin*

No Goods to be delivered without a Printed Order, duly signed.

143. DERBY STREET. BURTON-ON-TRENT.

TELEPHONE 98. *Aug 31<sup>st</sup> 1938*

REPAIRS OF EVERY DESCRIPTION TO CARS, MOTOR CYCLES, AND CYCLES.

*M.R. Guthrie*

Dr. to A. E. KIRTON.

MOTOR GARAGE.

Agent for Coventry Eagle Motor Cycles and Cycles. Ray Cycles.

CAR FOR HIRE. PETROL, OIL, SPARES. CARS STORED. SECOND-HAND CARS AND MOTOR CYCLES A SPECIALITY.

In my teens I went to Burton Technical College on day release. I became good friends with Dennis Tailby who some of you may remember. At lunch times we would sometimes go and look at motorcycle shops as Dennis was into bikes as well. One lunch time I think he wanted something for one of his bikes, might have been a Velocette Venom. He said he thought he knew where he might get some parts. I realize now that where we went must have been Kirton's. When he asked the old man if he had got whatever it was Mr. Kirton replied, "Ah, we've had a run on those this week." Apparently, that is what he said whatever you were looking for. 😊 Eddy

—  
Did two Marathons yesterday. Tomorrow I'm going for three Twix  
—

Glyn Hall writes: I remember Ambrose Fenn who was at 41/42, New Street, termed as Motor Dealer, 1960. He was a Francis Barnett agent, I can remember buying spares from him. He became a VW agent; I do not know what other Agencies he held. Ambrose Fenn was something of a character, I think he rode in the TT. Jackson's is another one, Hill Top Spares in Swadlincote, Hazlehurst Motors, Hadfields and Pyecrofts in Newhall.

Brian worked for Hazlehurst's for a while at the new shop. Brian may know of some more, there were certainly several in the early days. Ask Brian. I do have photographs of Hadfields and Hazlehurst's new shop. Glyn

*I have some more information on Hazlehurst's from Glyn Hall that I will put in the next newsletter. I have also been doing a bit of research of my own by following up on Glyn's mentioning that he thought A.A. Fenn had ridden in the Isle of Man TT races. I found the information below on the TT database.*

*He was entered as Archie Fenn so maybe his second name was Archibald. Eddy.*

### **Archie Fenn**

**Biography:** Junior - Norton

125 c.c. - Mondial

Senior - Norton

Age 36, A. A. Fenn comes from Findern, Derby, and has a motor-cycle business at Burton-on-Trent. He has had several rides over the Island course, gaining a replica in the 1947 Junior Manx Grand Prix, he turned "International" in 1948 and finished 19th in the Senior T.T., to win a first-class replica at the first time of asking. He won a second-class replica in both the Senior and Junior T.T. races of 1949. Business prevented him racing in 1950 but on his return to the Island last year he won a second-class replica in the Senior T.T., finishing 24th at an average speed of 80.20 m.p.h.

Hobby: gardening

*(TT Special, 9 June 1952, p.11.)*

Junior - Norton

Senior - Norton

Age 35, A. A. Fenn comes from Findern, near Derby, and has a motorcycle business at Burton-on-Trent, which appropriately is next door to a good "Bass" house!

He has ridden several times before in the Island, gaining a replica in the 1947 Junior Manx Grand Prix and turning "International" in 1948, finished 19th in the Senior gaining a first class replica. He won second class replicas in 1949, finishing 52nd in the Junior and 27th in the Senior. He did not ride in 1950, being too busy getting his business going. He has also competed at Short Circuit events and gained a third place in the 1,000cc class at Eppynt in 1948.

Hobbies: Gardening and rearing a future TT rider! He is entered by his firm.

*(TT Special, 4 June 1951, p.12.)*



He Competed in:

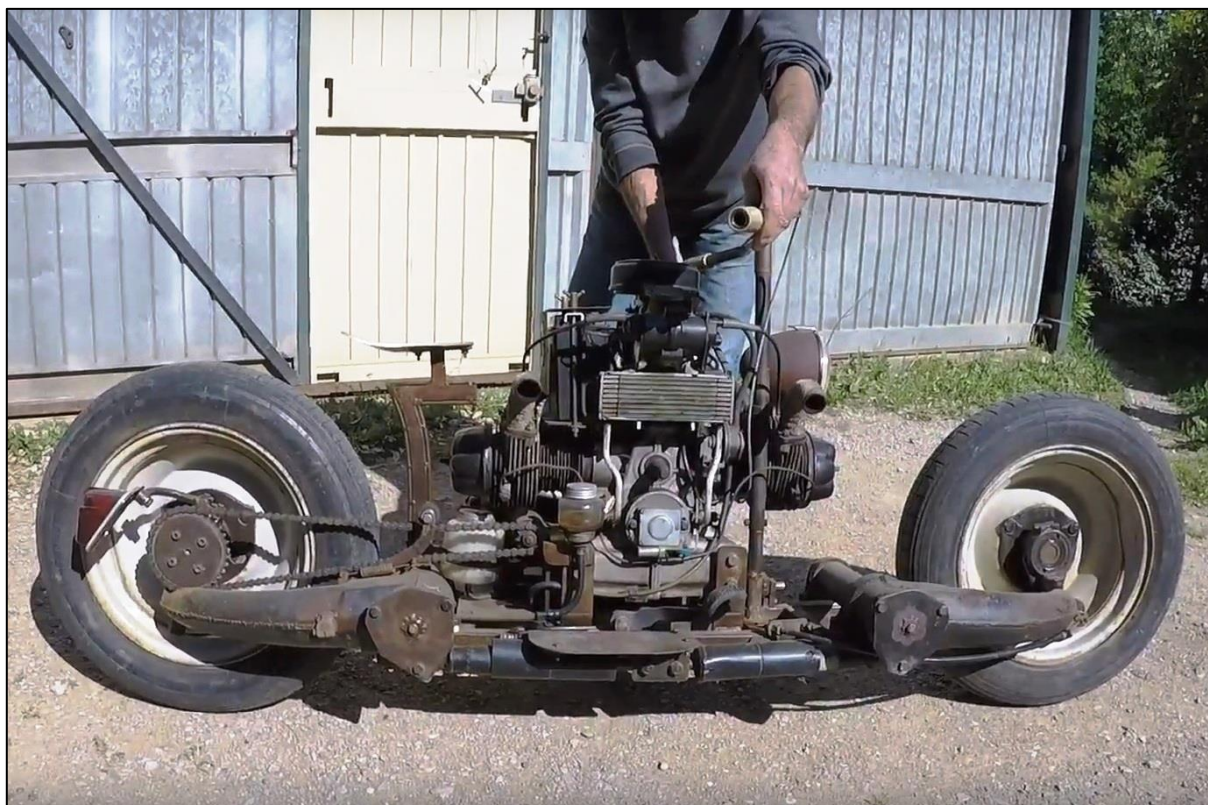
Race	Position	Time	Speed	Machine
<a href="#">1953 Ultra Lightweight TT</a>	7	1:41:20.00	67.03	Mondial
<a href="#">1953 Senior TT</a>	R			Norton
<a href="#">1953 Lightweight TT</a>	R			Rudge
<a href="#">1952 Senior TT</a>	R			Norton
<a href="#">1952 Junior TT</a>	24	3:18:58.00	79.65	Norton
<a href="#">1951 Senior TT</a>	24	3:17:37.20	80.2	Norton
<a href="#">1951 Junior TT</a>	R			Norton
<a href="#">1949 Senior TT</a>	27	3:29:15.20	75.74	Norton
<a href="#">1949 Junior TT</a>	52	3:32:54.60	74.44	AJS
<a href="#">1948 Senior TT</a>	19	3:39:17.20	72.27	Norton
<a href="#">1948 Junior TT</a>	R			Norton
<a href="#">1947 Junior MGP</a>	30	3:18:24.00	68.48	Norton

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*I catch every dinner I eat from a boat, and I don't waste anything. It is all about a Fish and sea.*

---

John Grew finds another French Motorcycle using a Citroen engine .... and chassis!





Does it work: [Youtube link](#)

*My favourite teacher at school was Mrs Turtle. Funny name, but she tortoise well.*

## 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
March 9 <sup>th</sup>	Club Night 8.00 pm <a href="#">Zoom Link</a> Meeting ID: 937 187 9353 Passcode: BURTON	
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 (Pre-1960 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: V36J+CQ	
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>	Ian Marcer Autumn Mist Run. Start 10.00 Conkers	<b>*Volunteer wanted*</b>
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