

Burton Newsletter #6 – April 2021

Here is our sixth newsletter. Thanks to those that have sent me something to include in this issue. and please send me anything that you think might be of interest. The Covid 19 restrictions were eased from March 29th allowing groups of six outdoors to meet. I've included a copy of the current roadmap for the lifting of Covid restrictions.

If you haven't already seen the write up of our ride on the first day of the "rule of six allowed" you can view it on our [section website](#). I had picked the scatter waypoints to be visited taking us to an area South East of Burton. Mick Leach made a fine job of leading our group of five with everyone enjoying the ride on what turned out to be a sunny day.

We have a good variety of articles in this issue with Pat Robotham demonstrating his resourcefulness with his "best bodge", John Goodall entertains and amuses with some more "Vintage Musings", a couple of technical articles, one about changes in the M-o-T test relating to L.E.D. lamps and another about E10 and E5 petrol that could benefit riders of old bikes. We also have the first part of Glyn Hall's well researched section history, illustrated with photographs from Brian Slack. David Giles has put together another "Scatter" for you to try, this one goes North from Burton up into Derbyshire. John Grew (my best, most favourite and only brother 😊) has dug out some old photographs from the 70's with a group "enjoying" a road trial. (It involves water and emptying riding boots. 😬) Continuing a link with A.A. Fenn from the last newsletter, Brian Slack has scanned a programme from 1963, A.A. Fenn sponsored scramble. I spotted a few names in the entry list I remembered.

If you have missed any of the newsletters you can get them all on [this page](#) on the website.

Stay safe and stay well. Send me a little something to publish. Eddy. [Email me](#).

Don't forget, Tuesday April 13th, Club Meeting by Zoom 8.00 pm

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

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I heard a news item last week about the Boat Race between Oxford and Cambridge. Seems a flipping long distance to me.....

Trials, Tribulations and My Best Bodge.

Towards the end of the 1980's I was persuaded by Roger Allen and Roger Gagg to take up MCC trials.

For those of you unaware of what this is. The MCC is the oldest sporting motor club in the world, and its calendar is based around three main events, the Hildenborough trial, the Exeter trial and the Lands End trial. These are long distance, about 250 to 350 miles each and consist of road work, interspersed between about 17 off road sections. The sections are of the classic type, not nadgery as trials are today, but long sections, sometimes half a mile, mostly very steep uphill climbs over very rough terrain. There are some compulsory stops and restarts just to make it more difficult. Many of the sections Like Beggars Roost, Bluehills Mine and Bamford Clough are very historic and have been used since the early twentieth century when the club started.

In form it is classed as a no stop trial, so a clean is straight through. You may get through with a bit of footing, but if you stop, you fail. If you get a first class award in all three trials and clean all sections, in one season you get a Triple award. I have never achieved this.

Oh yes, I forgot, they all run in the winter and start about nine o'clock at night, so you do considerable distances in the dark, and they run through to about 4 o'clock the next afternoon with one compulsory stop of an hour.

Good lights , electrics and reliability are a must.

There are several different classes, including one for road tyres, which was the first one I did on a road going Triumph 5TA. It was an Edinburgh trial which is rather confusingly held in the Peak District and Staffordshire Moorlands because when it was restarted after the war they could not get folks to ride all the way to Edinburgh for the start.

I did finish the trial on the Triumph, but got nowhere near an award and really struggled on the slippery sections like Litton Slack, on the road tyres..

I decided that having watched some of the police and armed forces teams riding big BMW R80GS's that this was what I should get. So I bought a second hand one and used it to commute and do the trials. I ended up swapping tyres about six times a season as it tended to wear them quite quickly and make them less good for trials but left with enough tread for the road, so old tyres for commuting and new ones for the trials.

To be fair the BMW was far to big for me and was a bit of an animal. What I had not realised was that the riders I had been watching on them were all over six foot tall and muscular squaddies and policemen. The model I had was an early one that did not have the later paralever suspension so as you accelerated up a section the front fork rose and as you slowed to negotiate an obstacle it compressed the front fork placing more weight on the front wheel. Not good for control, a bit like riding a high speed pogo stick.

One Exeter trial I noticed that the exhaust was making a hell of a noise and the performance had gone off. I realised that the exhaust collector box, a flat steel box under the bike into which both exhaust pipes went, had blown apart. I managed to nurse it through to the end of the sections and was left with the problem of my return journey of 200 miles up the motorway, at very reduced speed due to the loss of performance.

I was staying overnight in a cheap hotel and was down on the beach waiting to go for a pub meal with some friends later. There I spotted my salvation. Some large flat stones, I selected two the correct size to go either side of the collector box. I then needed to seal the joint, it was obvious. I cut myself two pieces of turf from the roadside verge as I walked back to the hotel. All I needed now was something to fix it all on with. All hotels have a stock of wire coat hangers, so I used one of these to bind it all in place.

This done I went to meet my mates for the evening, confident that this was the answer to all my problems.

Well it was, until I got to Birmingham. I managed about 150 miles at 70 mph until the turf burnt away, so the last 50 miles was back down to 45 mph. Still, I got home which was all that mattered.

Pat Robotham

If T's were silent, you'd never hear the end of it.

M-o-T Changes

It has been reported in the press that LED lamps are not to be allowed on old vehicles and that LED lamps would be a failure in an M-o-T test.

Well, it has all changed again. DVLA have just issued a special notice so you can get those LED and HID kits back out of the bin.

So long as your light is fairly white and there is a decent beam cut off, you should be alright.

Changes to current rules

From 22 March 2021 we are changing these rules so that not all motorcycles and vehicles will fail the MOT test if their halogen headlamp units have been converted to be used with HID or LED bulbs.

Class 1 and 2 motorcycles

Class 1 and 2 motorcycles must not be failed for the defect 'Light source and lamp not compatible'. Headlamps must comply with all other requirements of the test and headlamp aim.

The motorcycle inspection manual will be updated shortly, and the ability to select the defect within the MOT testing service will be removed.

	Vehicle Class	Age for first M-o-T	Fee
Motorcycle up to 200cc	1	3	£29.65
Motorcycle up to 200cc with s/car	1	3	£37.80
Motorcycle over 200cc	2	3	£29.65
Motorcycle over 200cc with s/car	2	3	£37.80

Dick Dastardly's dog wasn't well, so he borrowed another one. It wasn't 'exactly' the same, but it was a proxy Mutley.

Vintage Club Musings?

I mentioned in my last chat I got actively interested in vintage bikes about 1975/6 period and started visiting local sections as the Burton Section was no longer extant, before I managed to resurrect it in 1981. This was after meeting Patrick Lowe and Vic Smith both of whom were actively keen riders. I went to most Notts and Derby section meetings with Pat and got to know many of the members there and became friendly with Pat and John Salisbury and their best friends Ann and Ron Minton. I met up with my old aeromodelling friend Bill Woods who was now running Long Eaton Enamellers. Ivan Rhodes and his two sons Adrian and Grahame also became friends, as did John Laws who ran a good few section events and it was on one of those runs I first met Patrick Robotham standing by his recently restored Ariel and with no one talking to him, so I went and introduced myself. I think we became friends from that time onwards. I think my son Paul was on the pillion of my 1953 MAC Velocette which I was riding that day.

I was keen to go on some of the larger events I had heard about in these visits and so in 1979 decided with my wife's approval I would go on The Irish Rally. The Salisbury's and Minton's were going and Patrick and Vic Smith who had entered a few times previously also encouraged me and as I had no eligible machine. Patrick offered me his 1936 BSA Empire Star to ride and Vic would ride his BSA Sloper (Ex Brian Slack).

Patrick's wife Hazel was to ride a 1924 AJS 250cc side valve machine. There is an interesting story behind this as it was found by Patrick hanging in the rafters of "Dumelow and Whitely", the well know local enamellers and at that time "Go Kart" and lead acid battery manufacturers would you believe? John Whitely was a keen aeromodeller in his younger days and also behind the Go Kart building. The 250cc AJS was sympathetically restored by Vic and Patrick and really needed a new cylinder and piston as there were tram lines down the bore where a lose gudgeon pin had scraped a groove each side of the bore. They reckoned the last time it had been used it would have run like that, so believed it would probably get round the Irish Rally, if the rest was OK and it did more than this one too, it did smoke a little however.

Came the day when we set off and Vic was taking his Volvo estate with a large ex-caravan chassis turned in to a trailer towed behind. The four bikes were lashed down with baggage stowed in plastic bags between. Vic said he would pick me up with the bikes loaded and ready for the trip down to Swansea to catch the ferry to Cork. This ran right up the Cork river estuary and moored close to the base Metropole Hotel where the bikes and cars parked in a basement park below.

I was filming the car arriving on my cine camera. It was a nice sunny day with the car sun-roof open and Patrick seeing this stood up through the roof and gave a Churchillian salute!! We set off for the M5 motorway and were bowling along nicely when we noticed a Morgan three wheeler in front following a car and trailer with two bikes and we guessed it could be the Salisbury's and Mintons's which it was. Pat Davy was driving the Morgan with Ann as passenger. Vic accelerated to overtake them and as we passed them the trailer started to snake, having got up to well over 80mph. We passed in a series of swerves as you can imagine and gradually slowed down to recover the plot and change underwear!!

We met up with them again in the queue at Swansea waiting to board the boat and had some banter about the overtake and arranged to meet for a drink later that evening after eating aboard. We duly met up and Pat and Ann were resplendent in new sweatshirts emblazoned with the logo "The Morgan

Sisters". Now Pat looked quite neat as usual, but Ann is a well blessed lady, (I am sure she would not mind me saying) and her sweatshirt visible from the front displayed "The Organ Sister" as two letters has disappeared, one at each side. I roared with laughter at this and they became known as the "Organ Sisters" for a long time after wards. They took it in good part and the rally progressed in the same vein. The scenery, camaraderie, hotels and good food and much riding of bikes are still part of this excellent rally. If you can gain an entry it is well worth the high cost today. I love the scenery, people and roads and the Irish public love of bikes too.

I also used to visit the Taverner's Section and became friendly with Colin Missen and Don Mitchell more Irish rally participants. Colin helped me a lot with a 1920 Triumph Junior I found incomplete, badly damaged and in modified condition in Sedgley within the Black Country. The frame seat tube on this had been cut down and top tube bent down to try and lower the already low saddle height presumably for a child to ride, but this stopped the round tank from fitting after this butchery! I did obtain a frame later and made new fasteners and fittings in most parts of the bike. I made new toolboxes and working replica locks for them too. I also made a complete front brake assembly, footrests and a complete exhaust system. New rims and belt rim were obtained made by a chap up in Durham whose name (John?) escapes me now. I laced and built the wheels with Ivan Rhodes' guidance after having been properly dull nickel plated, painted and lined. All the bright parts were dull nickel plated too. I made new handlebars, repaired the control levers including making new inverted levers. I did lose interest in the bike for quite a while as Colin kindly let me ride his totally original bike at Founders Day one year. It was so under powered compared to what I was used to, it put me off for several years. The Thompson Bennet magneto was rebuilt by John Smith in Birmingham. John used to rebuild the racing section mags and was trained at BT-H. I think it took me over twenty years to finish it and I sold it without ever riding it through Phil Haywood at Vintage and Veteran In BOT. Phil is another Irish Rally attendee by the way. Phil got a then record price for the bike and started it and ran it round the car park area at his storage base until stopped by the lady supervisor there. The bike with the addition of acetylene lights and a basket on the carrier won the Vintage Concours at the NEC the year after I sold it.

Another local section I used to visit though not quite so much was the North Staffs. Section and got friendly with Geoff Davis, a good guy who I co-operated with organising the APMC stand at Classic Bike Show for some years. It was Geoff I bought the Howcette off incidentally. I joined the APMC at Ivan Rhodes suggestion. This is a club that has broadened its outlook and membership, catering for all types of motorcycle regardless of age, having started life as exclusively for pioneer motorcyclists. Talking of the Classic Bike Show I went to the first ever show held at Belle Vue in Manchester and attended Belle Vue Speedway later that evening. Granville Motorcycles were there and chatting to them asked if they were staying up there. Oh yes said Pete, in a four-star hotel. You could lie in bed and count the stars through the ceiling! His other quip was they ordered two steaks for the evening meal, but only one each came! We were that hungry we wanted two each they said, in fact just pull its horns out, wipe its backside and stick it all on the grille that will do fine!

I went to the Isle Of Man in both 1979 and 1980 never having been before, basically to see Mike Hailwood on his comeback. I took part in the VMCC events at Mooragh Park in Ramsey and Cregneash near the Calf Of Man. My son Paul and I stayed at a hotel in Peel, right on the sea front run by VMCC members. The I-o-M kippers for breakfast were brilliant. We took in the Velocette Owners Club rally at Niarbyl Bay as well as visiting most parts of this lovely little island. There was

also a commemorative ride around the old TT course starting at St John's, up to Kirk Michael, back down the coast road into Peel and back to St John's. It was such a nice ride I decided later in the week to have another ride round it and pushed the MAC as fast as I could make it go. I think I averaged about 45mph. I was astounded when getting home to find that the last man to win on this course on a single speed belt drive, girder forked, rigid framed Triumph had gone faster at about 48mph and he had to repair a puncture as well. The road surface at that time was compacted earth/gravel not tarmac as it is today!! Those riders were very special indeed.

These local section visits led to starting the intersection VMCC meetings in the early 1980's and the first of these was held at a public house at Heath End on Pisternhill near Staunton Harold called the Saracens Head. We met there for a few years before it closed and became a private dwelling again. The move to the current location of the Thomas Sykes then took place. I recall one evening when Grahame Rhodes was riding the ex-Alec Bennet, 1928 Velocette, TT winning machine, still as raced and on an open exhaust pipe. His brother Adrian was on a KSS Velocette. Grahame had no lights and they set off back home at a very fast rate around 9.30 with dusk approaching and a cacophony of noise, getting home in the dark, I guess?

What this was all leading up to is the value of the comradeship, friendship, help and advice one gets in the local sections of the VMCC and other clubs. It should be cherished and nurtured for the betterment of all our motorcycling activities and experiences. It has certainly made my life far more pleasurable, enjoy it while you can this is not a rehearsal! *John Goodall.*

When my partner gets a little upset, all it takes is a simple "Calm down dear" in a soothing voice to get her a whole lot more upset.

E10 Petrol for Historic Vehicle Owners

The FBHVC has recently issued this to clarify the introduction of E10 petrol for historic vehicle owners.

After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM

Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol>

It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

For media enquiries, please contact: • Wayne Scott at Classic Heritage PR, 07759 260899. <mailto:wayne@classicheritagepr.co.uk>

Does the Arachnophobia Society have a web site?

Burton Section V.M.C.C History by Glyn Hall

1971

These are notes on the early days of the Burton Section and rely on fading memories, the V.M.C.C journal, programmes, photographs and limited written history. It would be reasonable to begin with “once upon a time”.

Popular legend has it that Pat Lowe was riding his B.S.A Empire Star along Monk Street in Tutbury when he was accosted by a member of the public. This was John Mellor (a Vincent Owner) who suggested that an attempt should be made to form a Group of like minded souls. (This is confirmed by Pat Lowe.)

There was a meeting at which this suggestion was discussed and it is now thought that it was at the Gate Inn in Branston, but how this meeting was arranged no one can remember. Opinion of the surviving founding members (those that have been contacted) is that it was arranged via Bob Hazlehurst, a local B.S.A agent. The other thought is that it was via an advert in one of the local free papers of the time. There is no mention of a meeting in the 1971 V.M.C.C journals. Apart from the founding members Mr Muggleston a friend of Titch Allen attended.

The suggestion was taken up, the Group was formed and meetings were held at the Beacon Hotel on Tutbury Road. According to V.M.C.C Management Committee records Group status was granted to the Burton on Trent members on the 4th of October 1971. To achieve Section status the Group had to meet for a year and give an account of the meetings held. We think there also had to be no objections from neighbouring Sections: Notts and Derby and Taverner's. The application for Group status was made by Pat Lowe (sec at the time) who could remember ringing Eric Thompson who was the National Secretary of the V.M.C.C. Bob Hazelhurst was Chairman and Vic Smith Treasurer.

It is reasonable to assume that the Group had met at the Beacon prior to the request being made. Pat Lowe remembers the John Mellor incident taking place in the spring or early summer. He was using the bike instead of the car. The meetings could have started in July/August. None of the founders can remember and there is no documentary evidence. A definitive fact recorded by Les Wright (one of the founders) is that the founding members were:

Chris Roberts, J.R.E Mellor, Pat Lowe, Ray Gopsill, Bob Hazelhurst, Joe Fearn, Jeff Nutt, Les Wright, Brian Slack, Vic Smith, Peter Halliday, Glyn Hall and Brian Lord. (Chris Roberts became a member of the V.M.C.C in early 1972.)

In November 1971 V.M.C.C membership had passed 3500. (The first mention of the Burton Group in the V.M.C.C journal was not until in January 1972 when John Mellor was recorded as the new Hon Secretary. In the same journal, one Eddy Grew is reporting on the 15th Annual Taverner's Trial.)

To give some idea of bike prices, a 1923 Douglas (S.V) and sidecar in concours condition was £350 and a 1922 A.J.S V. Twin, Original and mechanically sound, £150. In February, Les Wright was welcomed as a member.

1972

We have no records of the meetings at the Beacon or the exact date of the Group's move to the Spread Eagle at Rolleston-on-Dove. The first meeting recorded is 18.2.72. Chris Roberts reports from his mother's diary. March 10th, Chris went to his first meeting of the local V.M.C.C, March 18th joined the V.M.C.C and received a badge!

March 1972 saw John Mellor mentioned in the V.M.C.C journal as Hon. Sec. And Barry Tullet was welcomed in April. May saw Bob Hazlehurst, Vic Smith and Chris Roberts welcomed. Of local interest Ivan Rhodes was appointed to the Management Committee. Brian Slack was welcomed as a member later in the year.

From handwritten notes (Les Wright) it would appear that the Group met at the Spread Eagle from 18.2.72 with what appears to be a Committee meeting at Bob Hazlehurst's house on the 30.7.72. There is also a mention of Banbury on 18.6.72 (entry fee £1) when Brian is mentioned as riding the Round Tank. If this is correct then Vic Smith would have ridden the 147cc "Built like a Bridge" Francis Barnett. It should be remembered that at this time there were few trailers. One rode to the Run, did the Run and then rode back. A fair day's ride Burton to Banbury, the Run and then ride back.

The August V.M.C.C journal recorded that the Burton-on-Trent Group had been formally constituted. 18.8.72 and 1.9.72 are recorded as meetings at the Spread Eagle. 22.9.72 is recorded as the first meeting at the Spread Eagle in the Club Room. Titch Allen spoke. The Oct journal records 4000 members.

15.10.72, the first Breakfast Run organised by Brian Slack from Belvedere Road, 7:00am-9:30am, 46 miles and eighteen rode.



First Breakfast Run



First Breakfast Run outside Brian's house.

Eddie Walker another new local member is recorded in Nov 1972. Others of the Group were already members of the V.M.C.C. Glyn Hall joined in 63/64, being for a time a member of the

Midland Section. In those far off days Midlands Members included Rem Fowler, H.G. Tyrell Smith and Geoff Davison of TT special fame and a winner of an early TT on a Levis.

There was also a reasonable amount of visiting done in 1972, as visits to Notts and Derby and the Warwickshire Section at the Virgins and Castle are remembered.

Members of the Section also visited Tony Twycross, at that time probably the early Veteran expert. Glyn had been given the remains of an early Rex and an Armstrong hub gear and a deal was made with Tony. Photos show a Rex.



The Round Tank ridden by Brian belonged to Glyn, who had a 'love hate' relationship with it. It was the De-Luxe model S.V with black tank and three speeds, aluminium piston and would rev. It would start easily cold, run well for a while and then stop. After a suitable interval (usually one fag long) it would start again for the process to be repeated. The mag had been overhauled and at a later date a new condenser had been fitted. Eventually a later AJS mag was fitted using a packing plate as the mag was gear driven. It then became a very reliable little bike which went well but didn't stop too well as both the brakes were on the back wheel. The final solution was when John Smith (an ex-BT-H man) rebuilt a mag for it.



Brian Slack Banbury Run 1972

Pat Lowe was again active, usually visiting the Island apart from the local Sections.

Jan 1973 records the V.M.C.C. membership as over 4000. With regard to tyre prices a 24 x 2¼ Beaded Edge tyre cost £10.50, a 26 x 2½ x 2¼ B.E. tyre cost £7 and an inner tube cost £1.40. Cost today of a 26 x 2½ x 2¼ tyre and tube is approximately £148! At or about this time Vic Smith had a Lotus Elan sports car. He and Brian went to collect some tyres from Ken Cobbing. The only way they could get them home was by Brian raising his arms and Vic slipping them over him, Michelin man style. It was also recorded that the Silver Jubilee Banbury Run and future Banbury's would be run by the Cotswold Section.

Mention is made of a Fanfare for Europe Rally as part of the Fanfare for Europe Common Market celebrations. The March journal records Pat Lowe as the Sec of the Burton and District Group, but in "Around the Club" in March there is a reference to the Burton and District Section AGM at the Spread Eagle in Rolleston-on-Dove at 8pm. In the Section notes for March the speaker at the January meeting was John Lawes, who gave a most entertaining slide show. Apparently, there were a few of "doubtful origin" but only to encourage audience participation. The Section Notes Scribe was Eddie Walker. A new local member welcomed by the Club was Kevin Early of Uttoxeter. In later years Kevin became a fan of the early two stroke Velocettes.

The next Section Notes appear in May, when it was reported that the A.G.M scheduled for the 30th of March had been cancelled due to poor attendance. Phil Heath was the speaker who proved very popular, comment from the Scribe "we finally allowed him to go home when he promised to come again". The next May meeting was to be a film show.

As a matter of interest, the Section Notes for Taverner's in March were by Eddy Grew (older than he looks!) *Glyn, you are such a smooth talker. Ed.*

The next Section meeting was to be in May and would be a film show at the Spread Eagle.

To be continued next time, 1973 >>>>>>>>>

ENGLAND – Issue date 01/03/21 (note all dates subject to change)

COVID-19 Proposed Roadmap: Advice for Motorcyclists

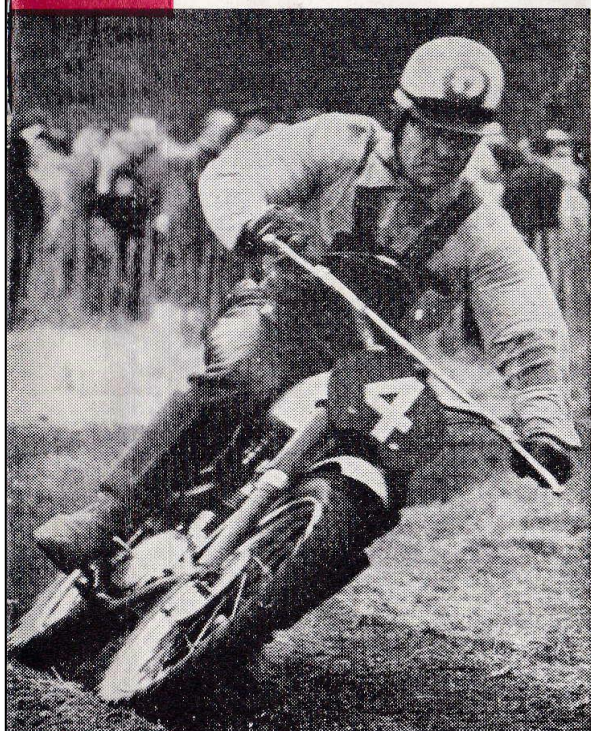
DATES (not before)	29 th March 2021	12 th April 2021	17 th May 2021	21 st June 2021
Motorcycle activity	Rule of 6 applies – stay local avoid unreasonably excessive journeys	Rule of 6 applies – stay local avoid unreasonably excessive journeys	Rule of 6 indoors. Group of up to 30 permitted outdoors – Excessive travel advice removed.	YES – subject to whatever guidance is suggested .
Travel	Avoid excessive travel advice remains You can leave home for exercise and recreation.	Avoid excessive travel advice remains You can leave home for exercise and recreation. DVSA testing restarts.	Excessive travel restriction advice removed Domestic travel only. No international travel before this date (subject to review)	All restrictions lifted.
Rules on mixing	Up to 6 adults from 2 households allowed to meet for social and recreational purposes as well as exercise	Rule of 6 or 2 households mixing in outdoor settings only. No indoor mixing of households.	Rule of 6 or 2 households in indoor settings (under constant review) 30 person meeting limit but outdoors only.	All restrictions lifted.
Overnight Stays and Retail	Non-essential retail remains closed. Hotels remain closed to all but essential customers	All retail open. Hotels remain closed. Overnight stays permitted in domestic premises (household only)	No overnight stays restriction lifted. Hotels and all retail now open.	All retail open.
General guidelines	Social distancing and hygiene advice still in place. Hands Face - Space	Social distancing and hygiene advice still in place. Hands Face – Space. Overnight stays in domestic settings (household only)	Covid secure guidance remains in place. Hands Face Space. Overnight stays possible in hotels	All restrictions on gatherings removed

Excerpts from a local scramble programme from 1963

**OFFICIAL
PROGRAMME**

BURTON MOTOR CYCLE and LIGHT CAR CLUB
(Affiliated to East Midland Centre A.C.U.)

A. A. FENN TROPHY
SCRAMBLE



at
BROOMFIELDS GARAGE
NETHERSEAL

on
SUNDAY
20th OCTOBER, 1963
at 1.30 p.m.

Restricted to East Midland Centre

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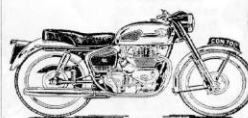
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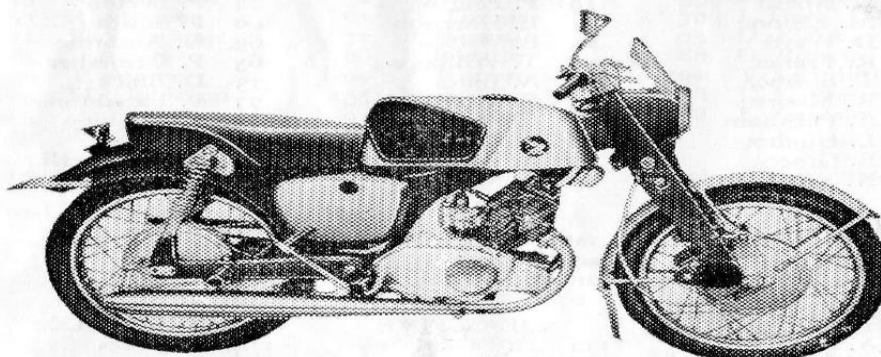
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are superior in design, workmanship and finish to comparable machines. They have "race bred stamina" that permits trouble free riding to top limits . . . Come and see them for yourself. Exchanges and Easy Payments quickly arranged . . . Always a large selection of Motorcycles, Scooters and Mopeds of popular makes and models, new and dependable secondhands.

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OFFICIALS

Stewards : For the Club	G. E. J. Rider and A. G. Beech
For the Centre	J. R. Walton
Clerk of the Course	G. Eyre
Secretary of the Meeting	C. Needham
	274 Branston Road, Burton-on-Trent
Scrutineers	R. I. Wrathall and K. W. Carnwell
Chief Flag Marshall	C. Wright
Competitors Stewards	M. H. Kersey and A. James
Starter	J. Nutt
Lap Scorers	R. Hazlehurst, G. Finch and P. Lowe
Announcer	J. Smeaton
Gate Stewards	G. Broughton and E. W. Smart
Programme Steward	Mrs. B. Nutt
Assistants to Clerk of the Course	H. R. Whetton, A. G. Wardle and J. Higgins
Hon. Secretary	F. L. Wright

The St. John Ambulance Brigade in attendance
Sound Equipment by Mr. Arthur Tipper of Tutbury.

TODAY'S COMPETITORS

No.	Name	Machine
1	J. Bowley	250 Greeves
2	G. Beach	350 B.S.A.
3	P. Cartwright	250 Greeves
4	P. M. Edmondson	500 B.S.A.
5	K. Hayman	500 Velocette
6	M. Mallinder	250 Greeves
7	F. A. Stallard	250 Cotton, 490 Triumph
8	D. Griffiths	250 Greeves
9	J. Stevenson	250 D.O.T.
10	J. Price	250 Greeves
11	E. Shaw	500 Tribsa
12	D. Clayton	250 Greeves, 500 B.S.A.
13	B. Walker	250 Greeves
14	B. Woolanay	350 B.S.A. Spl.
15	A. K. Browning	250 Greeves
16	L. M. Vale-Onslow	350 & 500 Metisse
17	K. Allen	250 Metisse
18	T. P. Sleeman	500 Match/Met
19	P. Pearson	250 Greeves, 500 Tribsa
20	M. Elstone	250 Greeves
21	C. G. Harrison	250 James
22	P. Fisher	350 B.S.A.
23	D. J. Smith	500 Matchless
24	D. Ward	250 D.O.T.
25	B. Wilson	250 Cotton
26	R. France	250 Greeves, 500 Ariel
27	T. Williams	500 Matchless, 250 Greeves
28	T. Bramer	250 D.O.T.
29	A. C. Jones	250 D.O.T.
30	F. Bourne	500 Tribsa
31	R. C. Moore	250 Greeves
32	A. C. Cummings	500 Tribsa
33	F. Mumford	250 B.S.A.
34	A. Parnham	250 Greeves
35	I. Parnham	225 Greeves
36	L. Hughes	250 Cotton
37	T. Silvester	500 B.S.A.
38	J. Chapman	250 Greeves
39	B. R. Carlin	500 Matchless
40	E. Greer	250 D.O.T.

<i>No.</i>	<i>Name</i>	<i>Machine</i>
41	P. P. Watkin	250 D.O.T.
42	K. J. Ward	250 B.S.A.
43	R. Minion	250 B.S.A.
44	D. Ashbolt	249 ?
45	R. Fairburn	500 R.F.S.
46	A. Hipkin	250 Cotton
47	J. Heath Jnr.	250 Cotton
48	W. J. Hopkins	250 Greeves
49	R. Jones	250 D.O.T.
50	B. Huggins	250 Greeves
51	C. M. Earp	250 D.O.T.
52	R. Brown	500 Tribsa
53	C. B. Nadin	250 D.O.T.
54	K. Wheeldon	250 Greeves
55	C. Schule	500 Matchless
56	A. Stoggall	250 Greeves
57	B. Hooper	500 Tribsa
58	R. A. Jackson	500 J.A.P.
59	D. King	250 D.O.T.
60	F. Smith	250 D.O.T.
61	D. Timms	350 A.J.S.
62	G. Moghs	250 Greeves
63	G. Ambrose	250 D.O.T.
64	J. Radford	250 D.O.T.
65	P. Ormesner	250 Greeves
67	J. Richardson	250 Cotton
70	I. Hall	350 B.S.A.
71	J. A. Painter	500 Triumph
72	P. Beeton	250 Greeves
73	D. Black	250 Greeves, 350 JAP
74	J. Gatenby	250 D.O.T.
77	P. Laughton	250 D.O.T.
80	M. Hazlewood	250 D.O.T.
81	B. Canning	250 Cotton
82	I. G. Rainbow	250 D.O.T.
84	B. Pegg	250 Greeves
85	J. Auger	500 Tribsa
86	J. Randle	350 B.S.A.
88	G. Brown	500 Triumph
90	D. Marlow	250 Greeves or 250 B.S.A.

<i>No.</i>	<i>Name</i>	<i>Machine</i>
96	J. Chamberlain	250 A.J.S.
98	A. Rubery	250 D.O.T.
99	T. Auger	500 Ariel
100	P. Robson	350 B.S.A.
101	T. Leadbitter	250 D.O.T., 500 R.H.G.S.
110	J. Tyers	250 Greeves
111	D. Friend	250 Greeves
114	N. Jones	250 D.O.T.
116	P. Bright	250 P.B.S.
124	G. Clayton	250 D.O.T.
136	R. Crofts	250 D.O.T.
148	J. Matthews	500 Metisse
150	M. Carter	250 D.O.T.
151	B. Rogers	250 D.O.T.
155	H. S. Chew	250 D.O.T.
158	D. Staniforth	250 Greeves
159	G. Rowley	250 Greeves
172	D. H. Allen	250 B.S.A.
177	R. F. Mansell	250 Greeves
185	M. Holdcroft	500 Ariel
189	C. Tipping	250 Greeves
201	I. James	250 Greeves
215	D. Harris	250 & 500 B.S.A.
220	F. Hipkin	250 Cotton
222	J. Duncombe	250 B.S.A.
236	A. Ashbolt	199 Triumph
239	D. Wilson	250 Greeves
241	D. C. Round	250 Greeves
291	M. J. Calcatt	350 B.S.A.
304	M. Sygrove	250 D.O.T.
312	M. L. Hosgood	250 Greeves
335	J. Waldron	250 Greeves
348	R. J. Brough	250 Greeves
350	D. L. Stanier	250 D.O.T.
378	E. Greasley	250 D.O.T. or Greeves, 500 Triumph
447	G. Derricutt	250 Spl.
448	M. G. Miller	250 Greeves
449	R. Watts	500 Triumph
455	T. Barlow	250 D.O.T.
811	A. R. Cooper	250 B.S.A.

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— BUY BRITISH —

Scatter Navigation Run - Mid Derbyshire - Short Route

Two O.S. 1:50,000 maps are required, sheets 119 & 128. This circular route that can be entered at any convenient point. F = fuel, R = refreshments available, T = toilet. At Tissington* ford bikes with dead engines may be wheeled over the footbridge if the river is in spate.

Nr	Location	O.S. Map Ref	Leg Mile	Leg Km	Question	Answer
1	Salt Box café Hatton (R & T) Fuel nearby	128 217 308		0 0	What are Sunday Opening hours?	
2	Sutton on the Hill church	128 237 343	3.1	5	What is the name of the Church?	
3	Longford	128 218 377	3.1	5	What safety feature is in the Telephone box?	
4	Shirley	119 218 416	3.1	5	The name of the name of the village pub?	
5	Hole in the Wall	119 217 457	3.1	5	What is the height of the Arch?	
	Atlow	119 232 486	3.1	5	When was the Village Hall built?	
6	Hognaston	119 236 506	3.1	3	What kind of house is the Red Lion pub?	
7	Carsington Water Centre (R & T)	119 242 516	1.25	2	What time limit is on free parking in the car park?	
8	Tissington *	119 175 525	4.4	7	How many Lions are on the Shield of Tissington Hall?	
9	Thorpe (church)	119 157 502	1.9	3	In which parish is Thorpe church?	
10	Mayfield (via road through the park) (F)	119 160 457	3.1	5	What of brand of petrol does the garage sell?	
11	Yeaveley	128 186 404	5	8	How many horseshoes on the front of the Yeaveley Arms?	
12	Boyleston	128 183 359	3.1	5	What do the gates to the Church commemorate?	
13	Church Broughton	128 206 337	2.5	4	What Brewery owns the Holly Bush Pub	
	Salt Box R&T	128 217 308	2.5	4	See Above	
	Total distance		42	66	Circuit complete	

Answers to the questions to be published in a later newsletter.

Attracted to Water.

On our section's last Zoom meeting I enjoyed the presentation from David Giles about his trail riding exploits. David had some nice photographs that enhanced his story and one picture stuck in my mind. The photograph, from memory, was of a trail riding mate who had come to grief in a ford or river. His bike was submerged, but I think David said that they did get the bike going again.

Our local section of the AJS and Matchless Owners Club ran several road trials per annum years ago, and still do. The club members enjoyed the challenge of "green lanes", some even on standard bikes with road tyres.

The trials often included a ford or two for "fun", and I have dug out some photographs of a run from the 1970's that included a ford. The ford is on Doles Lane, between the village of Clifton and Ashbourne.

It belted it down with rain all Saturday. The Henmore Brook was in full flood and was more akin to a small river by the Sunday morning.

The monochrome photographs (some better than others) show how deep the ford was. I was on my Matchless 600 TCS and managed to traverse the water. Many others didn't, as can be seen in the shots.

Despite several bikes being fully "waterlogged" we got all of them running again and continued on the run.

We could have diverted the route on the day, but it seems we are "attracted to water"!

John Grew.

A variety of techniques were tried to get through the ford.



Try taking a run at it and follow the bow wave?



Pushing the bike across creates no bow wave but you do get wet boots.



Some techniques just do not work well.



John Grew shows how it should be done.

Gospel according to St. John, 6:19 "... they saw Jesus approaching ... walking on the water; and they were frightened. ²⁰ But he said to them, "It is I; don't be afraid."



Bailing out!



Keep Smiling.



Eventually all the bikes were able to start and continue the run. 🍑



This is what Doles Lane ford looks like on a good day.



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
April 13 th	Club Night 8.00 pm <u>Zoom Link</u> Meeting ID: 937 187 9353 Passcode: BURTON	
May? TBA	Aviation Wolds Run	
May 9 th	Burton Parade	
May 11 th	Club Night 8.00 pm Marston's	
June 8 th	Club Night 8.00 pm Marston's	
June 19 th	Joint Run with Notts & Derby, 2.00 pm. Macdonalds, Markeaton Island A38, Derby. Gmaps + Code WFHV+FG	Mick Leach 01283 815487
June 22 nd	Chip Shop Run 7.00 pm Marston's	
July 4 th	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 th	Club Night 8.00 pm Marston's	
July 27 th	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 th	Tax Dodger's Run (Tax exempt bikes only)	Mick Leach 01283 815487
August 10 th	Club Night 8.00 pm Marston's	
August 22 nd	Evening Run – Last of the Summer Wine - 7.00 pm Marston's	
September ? TBA	Draycot Show – Arrive before 11.00 am	
September 14 th	Club Night 8.00 pm Marston's	
September 19 th	Breakfast Run 7.30 am Marston's	Pre- book Brian Slack 01283 544500
October 3 rd	Autumn Mist Run Start 10.00 Conkers	*Volunteer wanted*
October 12 th	Club Night 8.00 pm Marston's	
October 26 th	Harvest Supper 8.00 pm Marston's	Pre- book Brian Slack 01283 544500
November 7 th	Frost Bite Run 10.00 am Tutbury Car Park	Vic Carrington-Porter 01283 619489
November 9 th	Section AGM 8.00 pm Marston's	
December 14 th	Beer & Skittles 8.00 pm Bridge Inn	Vic Carrington-Porter 01283 619489