

Burton Section VMCC Newsletter #7 – May 2021

Here is our seventh newsletter. As always, many thanks to those that have sent me something to include in this issue.

The Covid 19 restrictions move to a new phase on May 17th allowing the rule of 6 indoors and groups of 30 outdoors so we should be able to get on with some good group rides. Your committee has already started to look at what events they can put on. Things seem to be going well but we should still be careful and if you haven't already had your Covid vaccinations perhaps you should, not just to protect yourself but also protect others you come in to contact with.

Send me anything you might have of interest to put in the next issue which might be the last in the current series as we look forward returning to close to normality.

Stay safe and stay well.

Regards,

Eddy [Email me](#).

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

Don't forget, Tuesday May 11th, Club Meeting by Zoom 8.00 pm.

Meeting ID: 937 187 9353 Passcode: BURTON

[Zoom Link](#)

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A salesman rings the doorbell and a 12 year old answers with a glass of brandy and a cigar.

The salesman asks “Are your parents home?”

Child says “What do you think?”

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Early Morning Sharpness

I started racing in the 1950's with an AJS 7R and in those days when Britain ruled the racing roost, the trade took a great interest in, and spent much money on, the sport. Ferodo, for instance, ran a race shop which used specially formulated race compounds for their brake linings.

By 1961 I had retired from racing, for the first time as you can never give it up completely. It was also in this year the accountants at Ferodo made the decision that too much money was being spent on materials specifically designed for racing and the race shop would have to find suitable substitutes from Ferodo's vast product range.

The race shop prepared a short list of alternative compounds taking account of heat tolerance and friction values. Both AMC's and Norton's cooperation were enlisted to afford the loan of race wheels for test preparations. Oulton Park had been hired for a week and Bob McIntyre and Alan Shepherd, under the supervision of Jack Williams, rode 7R's while Derek Minter rode a Manx Norton watched over by Doug Hele.

By the end of the tests the professional riders agreed that compound AM4 was the best for front brakes whilst AM3 best suited the rear. These compounds were adopted as standard racewear, and everything was fine until the new materials found a wider use in club racing. It was only then that a peculiar quirk of AM4 was identified and referred to as 'early morning sharpness' by the Ferodo test drivers. The AM4 compound, which had originally been designed for milk floats and taxis, was most intolerant of the slightest oxide film on the brake drum and would viciously snatch on the first application and until any oxide had worn off. This trait caught out a number of occasional racers and those who did not have their wheels out before every meeting. Once the problem had been identified Ferodo's race shop

reacted quickly and issued a recommendation to all AM4 users to lightly drag the front brake for the first laps of practice to clear any oxide which may be present, but not necessarily visible on the drums. The AM4 material is recognised by its green colour which can be seen on the edge of a lining whose working surface is otherwise discoloured. It contains asbestos so is no longer available as Ferodo stopped using asbestos in 1990 but many classic and vintage racers may still be fitted with it which brings my story up to date.

As stated earlier, one can never give up racing and I returned to the game in the mid 1980's thus missing Ferodo's awful warning regarding AM4. My ex-Warburton NSU Sportsmax has been fitted with a Manx Norton front brake for the last eight years and frankly it is the best bit of the bike as in the rare, but exceedingly pleasurable, instances of me gaining a place it's usually due to demon braking.

At this year's Mallory Park Easter meeting and only in the parade to give the bike a shake down for the pre-TT Classic I learnt the lesson of the occasional racer of 1963. Squinting through the red mist and going hot into the Esses after the Stebbe Straight I hit the front brake hard and ... WALLOP ... for an instant the front wheel locked solid. Having leading link front suspension NSU's do not dip, thereby defraying a little energy under braking. Just ... WALLOP. The handlebars kicked the bike sideways; the bike jumped a foot to the left and I was on the grass at 90mph. Luckily the brake then released itself and I stayed with it until the front wheel dropped into a rut and toppled me off at about 30mph with no damage done. I am very grateful it happened at Mallory and not two months later, between the stone walls of the Isle of Man.



Pat Davy riding the 1955 Warburton NSU Sportsmax on the Billown Circuit, Isle of Man, brain in neutral, trying not to think about the stone walls.

The prognosis in the workshop revealed that the torque arm was bent and welding securing its anchorage to the fork leg had ripped apart. The steel pressing forming the fork leg and its internally located suspension unit were also bent.

It all got straightened out in time for the Island and Alan Campbell, who is Classic Brake Services, replaced the AM4 with the modern equivalent which is not quite so sharp. I got caught out after 8 years' ignorance so be warned, if your linings have a green edge beware the 'Early Morning Sharpness'. *Pat Davy*

My doctor said I shouldn't drink any more, but to be honest, 44 units a week is a bit of a struggle anyway.

The Curtis Trial

Part One.

The AJS and Matchless Owners Club (AJS&MOC) East Midlands Section have traditionally organised two key runs each year. One called "The Jampot Road Trial" ridden over tarmac roads and the other called The Curtis Trial which includes riding green lanes. The name of the trial is in memory of members who were a married couple Ann & Tony Curtis. Tony was a founder member of the East Midlands Section of the AJS & Matchless Club in the early 1970's. He was a keen motorcyclist and cyclist. Every year Tony, with his brother Keith on the pillion, would enter the ACU National Rally on his AJS 650 CSR. Ann & Tony were also keen cyclists. Unfortunately both were involved in a tragic road traffic accident whilst riding their tandem. Ann and Tony were both teachers at the same school. The whole secondary school attended their funeral. They were a charming couple. Each year a large silver cup, called the Ann & Tony Curtis Memorial Trophy is awarded for the best performing rider. The Cup was first awarded in 1974 to John Grew.



Tony Curtis on his Matchless twin.

John Grew, who kindly provided the details about Ann and Tony who lived in Stoke Golding, included that; *"It is fitting that we have come full circle in the fact that the trial lunch stop is now at the White Swan pub in Stoke Golding"*.

When I joined the AJS & MOC in 1978 and became a fledgling member of The East Midlands Section I participated in both runs on my Matchless 350cc G3. It was after I had completed my first Curtis Trial it became apparent to me that I had been accepted by the regular established members. The principals of The Curtis Trial were to encourage the use of road going Matchless and AJS motorcycles

so the organiser selected green lanes that were sometimes challenging but not too arduous and could be successfully ridden using road tyres. Of course, no organiser could control the weather, especially in late September/early October when The Curtis was scheduled. In general, rocky terrain was avoided to minimise risk of damage to either machine or rider. Over a few years the interest in green laning grew with a few of the section members.



John Renwick - Sometimes it got quite muddy!

Machines of the marque were modified to increase ground clearance, protect crankcases and knobbly tyres fitted. The Curtis Trial naturally evolved to become more challenging. Penalties were introduced against those with knobbly tyres for the Curtis Cup but less members were competing on bikes with road tyres compounded by high quality restorations discouraging owners from getting their pride and joy plastered in mud. Interest in participating in The Curtis Trial pretty much dropped off and stopped in 1998. With the keen Off-riders going off on their purpose built machines to enjoy their two wheeled pleasure on much more challenging green lanes and environments.

After a few years with some section members having left to pursue other interests and new people joining us I thought it was time to blow the cobwebs off The Curtis Cup. A good idea in theory but in practice the envisaged problem was how do I persuade others to take their, often shiny, and now Classic motorcycle out for a ride and get it covered in mud!

In 2007 I came up with an idea to gradually introduce new members to the joys of green lanes without them having to fully commit by initially riding off road but witnessing, at close quarters, those that were getting muddy. My idea was to offer a ride out which combined a route which included green lanes and also closely similar route but on tarmac with the objective of planning and issuing a route card for those who wished to ride the selected green lanes and, in addition a slightly different route card, for the persons who wanted to only ride on tarmac. Whenever the route came to the start of a green lane there would be an alternative route which led the tarmac riders to the end of that green lane where the whole group would meet up and ride the road route to the start of the next green lane and the process was repeated.

My proposal was well received by a decent proportion of section members so I went ahead and planned a local route which ran pretty much either side of the A444 from the M42 Services up to just North of Hinckley and Nuneaton. Because I needed to ride the green lanes I could not enlist the help of my wife Sue to write down all the directions at each road junction etc. whilst I drove the car (far easier, more reliable and quicker than riding the bike stopping removing gloves retrieving pen and

paper from my rucksack to write an instruction before reversing the process before re- starting the bike and be on my way). Not only that, after riding the green lane to check that it was passable on our old bikes I had to go back to the start of the green lane to ride the road section to the end of the green lane recording all the directions. Riding and recording the planned route(s) took a long time was very tiring. Never the less the day went ahead, and as I recall, without a hitch and was well supported by both tarmac riders and off road boys. Because there is The Ann & Tony Curtis Memorial Trophy Cup to be awarded a winner has to be determined on the day. For the resurrected Curtis Trial I decided that should be determined by setting out a short slow riding course along one of the green lanes using coloured marker sticks, which I had to carry in my rucksack, with penalties for footing or straying off the course set out. (You can just see one of the easy to carry stick indicated by the red arrow. 😊)



“Orch” on his Commando.

That idea was well received as it not only determined a winner for the Curtis Cup but also created a break at the selected site and generated some entertainment and banter amongst the group. *(Alternative ways of deciding a winner have been used with some interesting and amusing consequences. More on this with some photographs in part two that will be in the next newsletter. Ed.)*



A “bit of banter” among the participants of an early Curtis Trial.

(I think it is at the start as I can't see any mud! 😊 Looks like my brother John on the right. Ed)

The revised Curtis Trial was considered success by all the participants, but I had realised it was more difficult and too time consuming to organise as a printed route card. Also none of the tarmac riders had been tempted to try any of the off road green lanes, so, although early days, I felt that objective had not been achieved. In addition I decided that riding green lanes on my own, now I was older and less fit and weaker than I used to be was not such a good idea. I concluded that although the day went well a few changes would be needed to both simplify things and encourage participants to try very easy green lanes if the Curtis Trial was to become included on our Annual Events List.

Because the green lanes I used were local to our section plus in the gap years we were now unfamiliar with the status of green lanes further afield it was decided for the subsequent years we would continue to use our local lanes for the annual event. After some thought, I decided that rather than issue a route card to each rider we would use the “Follow my leader” for the route. I would need assistance from another member who knew the local roads. This meant still planning the route, riding the green lanes before the day, but now with company, to check they are passable. The planned route is then shared with the leader of the tarmac riders.

On the day of the event we ride as a single group led by the off road riders followed by the tarmac group who themselves are led by their nominated leader. At the entry to each green lane the off roaders turn off and the tarmac leader takes his group on the metalled roads to the end of the green lane. Upon arrival of the off roaders the two groups reform with the off roaders leading to the start of the next green lane and so on until we stop for lunch, more often than not, The White Swan at Stoke Golding.

-----End Part One. To be continued-----

Chris Harper

Sadly, Chris passed away in April aged 79 after suffering a severe form of cancer caused by asbestos.



He had been a motorcyclist all his life, starting in the 1950s with an AJS combo, which did not last long before moving on to a Francis Barnet and various others including Vincent, Cotton, Moto Morini, MV and BSA.



He favoured smaller machines including cycle-motors and was also a member of that club.

He was an enthusiastic member of the VMCC and led a few runs to events in Lichfield and always contributed to Section club nights when a speaker took questions or comments.

Likewise, he was a prolific writer with hardly a month going by without a letter from him in either our journal or Old Bike Mart.

His funeral service was held at Lichfield crematorium on May 6th with Vic Carrington-Porter, Mick Leach, John Stone and myself accompanying the cortège on motorcycles from his home to the crematorium. This this was one of his last wishes and I am glad we were able to make it happen; it was much appreciated by his family.

Mick Dughan

An oil company has announced it is going to start producing fuel from insect urine. I think it's BP.

Musings on Modelling and Motorcycling?

I have previously mentioned my great love of aeromodelling, in fact modelling in all its guises, which I greatly appreciate and enjoy. Thinking in an early morning awakening (it must have been the Indian?) recently. I started to think of all the people I know who also enjoyed motorcycling as well. The first I thought of were Glyn Hall and Trevor Mear as we each enjoyed aeromodelling and our motorcycling. When Trevor Mear bought his first decent motorcycle it was a Velocette Venom which he obtained from Hill Top Spares in Swadlincote run by Laurie Jackson a surly type of man and his wife, a rather matriarchal and imposing lady who was distinctly daunting to us younger members of society. I think the chief reason for this was she rode a Vincent Rapide which was often parked outside the premises. She started it with no problem at all and rode it with aplomb, but I never saw Laurie ride it. I seem to recall it having a sidecar attached at one period. Laurie came from a motorcycle family with his brother running Jacksons Motorcycles in Waterloo Street in Burton upon Trent, a much larger concern. The brother's apparently never spoke to each other having fallen out many years beforehand. Both brothers were rather stern and sometimes sarcastic to the foibles of the uninitiated like us relative beginners to motorcycling.

One episode Trevor had forgotten about until I reminded him recently was when he was riding the Venom one day, he blew his nose and the engine immediately coughed and died!! When he tried to kick it over "no compression" at all! He pushed it home and later took off the cylinder head and found a penny doubled up under the inlet valve. Moral, do not blow your nose when wearing jeans with cash in the same pocket as your handkerchief.

The three of us would visit most of the motorcycle shops around the Burton and Swadlincote area and one we used to frequent quite often, was Woodville Motorcycles run by Jim Cowley who happened to be an aeromodeller. His models were often second hand built by others, he said he had no time to build himself. He usually added a radio control system to free flight models to make it roughly controllable. The shop was situated almost opposite where Sainsbury's Store is now. It had a small shop on the roadside with a drive leading to a long unkempt garden at the rear. A large shed and equally large Greenhouse were used to store bikes and those being worked on, a few were left outside. Many of the bikes were rather rough and had extremely hard lives in this predominately mining area. When I got back into motorcycles again about 1975, I decided call in on Jim to see if he had any old bikes. Nothing was then suitable, but he gave me a handful of old green and beige log books and most were for things like cycle motors, Triumph Tina Scooter and other obscure types. When I next saw Glyn again, I mentioned the log books and Glyn told me he had a Cyclemaster in a bicycle frame and needed a log book for it, so I said I would check them over and sure enough there was one for a Cyclemaster powered machine. I gave this to Glyn and he went about retrieving the number for the bike and was successful. He later sold the number to a dealer having found it was worth a bit, it also happened to be transferable and it sold for over £400, so he did a much better than I did from them, as the next item shows.

I tried to get a few of these logbooks registered with DVLC when the V5 system was introduced as there was a moratorium and I think all were turned down. This almost led to a prosecution by The Merseyside Police. It was in 1979 or 1980 when after I returned home from the IOM TT week, where I had ridden the MAC Velocette with son Paul on the pillion. I had a summons waiting for me for driving an untaxed and so uninsured Bedford Charabanc through the Mersey tunnel, which must have had surveillance cameras installed. I was able to prove I never owned such a vehicle and I was in the I-o-M when the said offence occurred. It turns out the registered number was one of those I tried to register with DVLC and had been transferred to the old Charabanc, which is why it could not be granted to me. So, be warned these things can have repercussions! I still cannot fathom how the police could associate me with it however.

Shortly after resurrecting the Burton Section I had a phone call from Don Blake living on Beam Hill. Don was an old Colleague from my days as a Design Engineer at NCB Bretby Mining Research

Establishment and was also a modeller in his younger days. He was restoring a Norton Navigator and was looking for spares. I was able to point him towards Granville Motorcycles and they did supply what he wanted. It transpired that Don had an old Norton frame which he mentioned after I told him I owned the Norton 16H that once belonged to Vic Smith, who along with Patrick Lowe had introduced me to The Irish Rally. The story about the frame was interesting as it came out of the attic at the Albion Hotel in Shobnall Road not far from Marston's S&SC where we now meet. I think Don knew someone working there and he was given it. I bought it off him thinking it would be a good spare, but when I compared it my frame, it was larger and heftier although similar. Research showed it was off a mid-twenties Colonial Model for export only, so how did that happen to be there, I have often wondered?

Other aeromodeller's and motorcyclists in our area were Stuart and Alan Ball brothers from Overseal and both worked in the local collieries. Stuart went on to rebuild an Auster light aircraft which he flew from an airfield near Leicester. After a lengthy restoration he damaged it badly when the engine failed and the undercarriage was knocked off in the emergency landing. Stuart preferred to restore cars rather than motorcycles however but was always interested in bikes and had a few in his large workshop where his brother Alan was restoring a Triumph TR2 having no garage of his own. Alan actually lived in Linton and had several bikes all kept at Stuarts place. I tried to do several deals with him, but it was difficult work and I was never successful. He did buy my Rudge Ulster which I had lost interest in. There is a story behind this but would take too long to describe here.

Fred Vale had recently been demobbed from a Radio Artificer position in the RAF in the late 1940's when I first met him and I was not yet in my teens. He was then riding a Triumph twin, I think it was a Thunderbird. He was a very good modeller and built one of the first successful radio control outfits fitted into a Radio Queen, a Keil Kraft kit and powered by a twin Taplin diesel. He later built a Falcon again by KK kits which was 9 ft wingspan a lovely high wing cabin model again with homemade radio, powered by a 10cc Super Cyclone petrol engine from USA. Fred came from a large family all involved in the garage trade with Vales Garage being a well-known Stapenhill facility in Ferry Street. Now a housing estate encompassing "Ferry Vale Close". Fred bought his son Grahame an ex-RAF Vickers Varsity for his 21st Birthday as he was very keen on full size aircraft. It was flown by the RAF to Coventry where it resided for a few years, before it was flown to the Airpark at East Midlands Airport, where it still resides. I think it cost £750 when Fred bought it.

I must mention Don Bailey a good friend and modeller, a lot older than I was, who rebuilt a Scot doing all the machining work at Cadley Hill Colliery in his "lunch hour" where he worked in maintenance. He took me for a first test ride on it after this with the sidecar chassis present, but no body or pillion seat re-fitted. I had to stand on the chassis and hang onto Don as we went speeding faster than I had ever been at the time on my James Comet 98cc. Once when Don wanted to test a Pulse Jet engine in the garden, it started to rain so he took it into his father's greenhouse. The engine started and the noise was horrific, but more than this the glass started falling out of the windows with the vibration and we ran for it across his dad's immaculate garden. The old lad was not best pleased on two counts.

There were a few more I could mention, but this is getting too long, so as a final mention it should be of our own Pat Davy. Pat was an aeromodeller in his younger days and he told me recently he was building models once again. I do not know what but hope to find out in the fullness of time. A great hobby when you cannot ride your bike, or you have finished all your repair work, or maybe just because you want a change? *John Goodall.*

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Bill and Melinda Gates are getting divorced. Melinda gets the house, Bill keeps the Windows.

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Pillion Insurance. Something worth checking when insuring your bike?

Often, pillion cover is not now included as standard with bike insurance policies. Anyone who wants to be insured to carry passengers must request to do so with their insurer.

With pillion insurance, the passenger can claim on insurance in the same way as the rider, however they cannot claim for damage to the bike.

If a rider has third party insurance but no pillion insurance, the pillion may be considered as a third party and be able to claim. However, the rider would have to foot the cost as they breached their policy.

Likewise, if a passenger causes an accident through their actions, the rider is legally responsible.

Carole Nash says that when you sign up for a motorbike insurance quote with them, they will ask if you plan on carrying a pillion. If you are then they will include it in your policy and you'll be covered to carry a passenger. *Eddy*

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My son, Luke, loves that I named him after a Star Wars character. My daughter, Chewbacca, not so much.

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75th Anniversary National Way Point Rally

The event will run from Wednesday 16th June until Wednesday 15th September and you can find all the in the information and places to visit in the “The Way Point Handbook”. It that can be downloaded from the newsletter page of the Burton Section website: [Download the handbook](#)

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Does anyone know where I can get a longer dipstick for my car? Mine doesn't reach the oil anymore.

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Weekday Ride-Outs

Hello to all,

I retired in 2020 and was planning to do a lot of miles on one or more of my bikes, but that hasn't happened so far, you know the story!

As we return to some more activity, I am happy to organise some weekday runs if there is sufficient interest from members. I have discussed (exchanged emails!) with Mick Dughan and the committee who are content. Please let me know via email to [Email Me](mailto:oldbill687@hotmail.com) (oldbill687@hotmail.com) if you are interested.

I propose to make a regular fixture on the same lines as club night, either 4th Tuesday or 4th Thursday of the month depending on members' preferences. Please let me know whether you have a preferred format, say half day, morning/afternoon, full day, with a defined destination, meet up with other sections/groups etc. All suggestions would be welcome and if you have a favourite route or destination please share it. I am not precious about what we do, I am happy to ride in the pack (or even at the back!) if somebody else has a route in mind and wishes to lead.

If there is sufficient interest I will organise something for the last week of May.

Bill Mantle

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Little is known about Diana Dors' sister Erin, as she never went out much.

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Thoughts on Covid and going for a ride.

Early last year we were experiencing nice weather but unfortunately, we found ourselves mainly “confined to barracks” because of the lockdown due to Covid 19 with little opportunity for motorcycling. We spent a lot of our time rearranging the garden, something we’d planned, started but not actually got around to completing. (Perhaps we could call this an unexpected result of the Covid lockdown. 😞) The gardening provided lots of exercise (too much at times!) in the fresh air and sunshine. The morning session was followed by a leisurely sandwich lunch in the conservatory and a chapter or two of the current library book. (Once the local library closed due to Covid 19 we ran out of books so bought books on Amazon. Lots of choice, used, but generally in very good condition, inexpensive and delivered to your door 👍.) The afternoon gardening sessions started when we felt like it and ended when we’d had enough or didn’t happen at all.

When the lockdown eased a little, we did venture out for one or two short rides down the local by-roads. These rides were very pleasant, but we usually aim to have a destination where we can meet fellow motorcyclists, look at the bikes and have refreshments. While we are there, we enjoy sharing a story, giving, or receiving some gentle ribbing or just general chatting about this and that. To outsiders motorcycling may seem to be a solo pastime, one person on a bike, maybe sometimes with a pillion passenger. Those of us in the know will tell you that once motorcyclist congregate it is one of the most sociable groups imaginable, all with a shared interest. It is this social side of motorcycling that many of us have missed most due to our local haunts being closed.

This year we found ourselves once again in lockdown. Spring hasn’t been kind to us and we had long periods of frosty mornings and cold days so there wasn’t much enthusiasm to go out gardening or venture far on one of the bikes.

The government Covid easing road map reached a point when we were allowed out to ride in groups of 6. Mick Leach said a small group was going to ride the short “Scatter” that I had plotted out, visiting waypoints in Leicestershire, mostly S. East of Burton. We met up at Twycross where five of us set off together on what turned out to be a nice sunny ride.

The following week I suggested to Gloria that maybe we should get back in the saddle and get a few miles with a day out on the bike. Where should we go? David Giles had put together a short Scatter that went into Derbyshire starting and finishing at the Salt Box Café at Hatton. His route card showed it to be 45 miles start to finish. Hinckley to the Salt Box would add another 30+ miles each way.

The weather forecast for Monday April 26th was quite good, so we decided to go for it. Monday morning dawned a bright and sunny day albeit a little cool early on. We decided to use our Yamaha Tracer as it had a very convenient tank to hold our picnic lunch and a flask of coffee. Setting off around 9.00 am the traffic was light but having to go through Burton meant it was around 10.00 am when we got to the Salt Box where we were able to answer the first question on the scatter sheet. This was what are the Sunday opening times?

We set off East and after 0.2 of a mile turned left and headed out into the countryside at a leisurely pace towards our next waypoint at Church Broughton. Boyleston came next then Longford. These backroads were very quiet and when we reached our next stop, Shirley we decided to have a break. A little way up the slope from the village pub there was a sunny spot outside the church with a comfortable wooden bench. We ate our sandwiches and watched the world go by. It was very quiet (once the guy at the pub had finished mowing his bit of lawn) and there was not much world going by, just a woman walking her puppy and a couple of cars. The church clock broke the silence as it struck twelve reminding us we were supposed to be riding but in such a nice spot on a sunny day, what was the rush? There wasn’t one so we just opened up the flask and had a drink before we even thought about where we were going next.



A sunny spot for a break.

We moved on passing through lots of small villages and as we headed further North there were many fine views over miles of open countryside. We had another stop in Tissington where we found the café open and people sitting outside at the tables. We bought two tubs of ice-cream and found an empty table. A little aside next to relate a strange coincidence. While we sat eating our ice-cream there a big husky dog tied up outside the café. It looked a bit like a lion and howled every now and then. Eventually the owner got up, untied the dog and walked down the road past where we were sitting. Back at home that evening Gloria was watching a repeat on TV of an old episode of “A Place in the Country”. It shows families that have relocated from towns or cities. In this case they had relocated to Tissington and there was a shot of the same man and his dog, both looking quite a bit younger, walking past where we had been sitting. Gloria couldn’t believe her eyes. What a coincidence! I guess Peter Kay would have said “it were a sign”, but I’m not sure what it would have been a sign of. 😊

On the move again, we passed through the Tissington ford. David had said that it was allowed to push your bike over the footbridge if the water was high but no problem or footbridge for us as it was easily passable.

We continued our run visiting several more interesting and picturesque villages and unusual places one of which was the strangely named “Hole in the Wall”. The photograph below explains the reason.



Alma Cogan sang an old song that goes, “*The rail road runs through the middle of the house*”. Here it is just the tarmac road. 😊

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We visited the last of the waypoints and from there we headed back to Hinckley. I can thoroughly recommend this scatter. You can find the sheet with waypoints in newsletter #6. (If you haven’t got it you can download it here. [Newsletter #6](#).) Choose a sunny day, take your time, maybe take a picnic and stop and enjoy the scenery and little villages that you pass through.

Culinary highlight of the ride for me was my cheese sandwich at Shirley and especially the tub of double chocolate ice-cream at Tissington. 😊

Thanks to David Giles for putting this scatter together. David also tells me that we got all the questions right. ✓ Salt Box to Salt Box is 45 miles according to David’s sheet Starting from Hinckley and heading straight back to Hinckley after our last waypoint we clocked up over 120 miles. The Yamaha averaged 70 miles to the gallon so it was an inexpensive day out. At home while we were getting the creases out of our backsides we pondered that this was our longest ride for over a year due to Covid.

😊 Must get back in the saddle and get saddle fit. *Gloria and Eddy.*

I accidentally swallowed the cat’s pills. Don’t ask meow.

Calendar

Club nights highlighted in **GREEN**. Riding events highlighted in **YELLOW**.

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
May 11 th	Club Night 8.00 pm Marston's by Zoom Meeting ID: 937 187 9353 Passcode: BURTON	
June 8 th	Club Night 8.00 pm Marston's by Zoom Meeting ID: 937 187 9353 Passcode: BURTON	
June 19 th	Joint Run with Notts & Derby, 2.00 pm, MacDonalds Car Park, 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 (Pre1960 and upto 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	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	The Ian Marcer Autumn Mist Run, Start 10.00 Conkers	Eddy Grew (I'll do a short run if no other volunteers) 074299 949851 Email
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