



Affiliated to the



www.yarmmotorcycleclub.co.uk

Tel: Secretary 07817074440

Club Meets: Second Wednesday of the Month at the Cleveland Bay, Eaglescliffe
Rideouts: April to October. Meet for 10am start at Yarm Town Hall every Sunday (1)

CLUB NEWSLETTER MAY 2020

Ramblings: Still under lockdown, all we can do is follow the guidelines, stay away from others and hope we and our families stay healthy. Stay safe everyone.

Well done to Bob McAlpine he had the kindness to volunteer for PPE deliveries from the local suppliers to wherever. He can do this on his bike, brilliant, good on you Bob.

Hope you have all found internet means of getting bits etc, etc to do all your maintenance. If you haven't get all those jobs done around the house so there is nothing left once we get allowed out again.

Penelope PuttPutt my affectionate term for my Cyclemaster is finally complete and I am most frustrated due to the lockdown stopping trying to see if she will run OK, but there is no way I can class it as a necessary journey. So you will all have to curb your impatience and wait to see what happens next in this saga. Hope fully before next months issue I will have remembered how to down load the pics from my mobile to the computer; then you will be able to see my enthralling pics

Pie & Peas evening. Next one deferred due to CV 19

Barbeque. Sunday 16th August 4pm at Yarm Cricket Club.£10.00 per person

For both of the above get your bookings in early for these popular social events Roger Barber will be delighted to take your names & cash. Fingers crossed may still be OK for this

NEC Coach Trip. Hope Allan & Norman are doing it again this year(organising the bus I mean). Look out for the date shortly. Surely we should make this!!!

Xmas Party: Covid 19 release willing our Christmas party will be held at Eaglescliffe Golf club on the evening of 12th Dec. At 6pm. Prices will be confirmed later. We are looking into providing music after the meal if costs will allow. So get your names down with Jeff Percival as it is members first, first come, first booked & first to secure a place. Lets all try to support this event, bring our partners and make it a grand night out

Forthcoming Events (latest additions in Bold). **No new additions until the virus has gone**

The Club Website. www.yarmmotorcycleclub.co.uk. Stephen Pratt is the new Webmaster of our Club Website. So give him your support and send in lots of info for him to include. Send in your pictures, articles of interest, forthcoming events, and items for sale and wanted. STEPHEN is the site moderator; he has the final responsibility for what appears on the site.

BMF INDIVIDUAL MEMBERSHIP DEAL CONTINUED FOR 2020

The BMF. Why not join the BMF as an individual member and save yourself and the Club money? Strengthen the membership base of the BMF and give it more clout in working for riders' rights. Convert to Full Membership at a £5 reduction in the normal fee AND make £5 for the Club. The joining fee will be £26, and the club will receive a payback of £5 for every member recruited. The payback to the club will be in the form of a credit note to be cashed in exchange for part of their affiliation fee for the forthcoming year. Speak to the Club Secretary for details and Application forms.

Club Logo Shirts. Shirts with the Club Logo are available from Elizabeth Embroidery, Stockton. All shirts are of excellent quality and in a range of colours. The Tee Shirt is available in a micro-fibre type material. For further details and ordering see Allan Coverdale. **You can also take your own garments to have the club logo embroidered by Elizabeth's Embroidery, Stockton on Tees. Tel: 01642 674 973.**

Club Badges. Allan Coverdale has Club Badges available at £8 each. These are quality items and will improve the appearance of your jacket/t-shirt/underpants/whatever!

Ride-Out Programme. There are Ride-Outs every Sunday and on public holidays. Two of the ride-outs are planned to be for 12 hours: 09:00 to 21:00, taking advantage of the light-nights and hopefully warmer weather. **Deferred due to CV1**

Potholes!!! They are everywhere and ruining everyone's driving experience. So when you see one report it to the council then they have to repair it. Not getting out to find the horrors

The Biker Guide. Want to know more about biker-friendly accommodation, cafes, camping, events and squillions of other things related to biking? Check out www.thebikerguide.co.uk

Bike Meets: Don` t worry I will put them all back when we can go out again

BE ADVISED:

- Avoid crowded spaces= Ride Motorcycles
 - Do not use public transportation =Ride Motorcycles
 - Well ventilated spaces are virus free = Ride Motorcycles
 - Protect your nose and mouth = Ride Motorcycles
 - Recommended use of Gloves = Ride Motorcycles
 - Try not to touch contaminated surfaces = Don't let anyone touch your Motorcycle
 - Avoid shaking hands = Do not remove your gloves when getting off the Motorcycle
 - Keep a Safe distance from people who sneeze or cough = Ride Motorcycles
 - Maintain a positive and prudent attitude = Only way to ride a Motorcycle
- *Feel Free to Share this Important Information

When its an essential journey we can use our bikes
Not under the guidelines for exercise

TT in the Orkneys (That is TED & Tony)

After talking to Tony about ride outs and trips away in the summer he suggested a trip to Orkney for a couple of days. It was agreed and arrangements were made ie (when, digs, ferrys, etc). Both our bikes been adventure bikes Africa/twin and BMW gs which are ideally suited for that sort of jaunt giving you comfort /fuel range?/ luggage capacity etc. Arrangements made and date set it would soon be time to go.

It was both dull and damp when we both met on the A68 just out/side Darlington on the Sunday morning. Kitted up in waterproofs expecting bad weather like we have been having the passed week we set off at 8/45. Little Sunday morning traffic let us make a brisk pace up the A68 submitting carter bar in just over an hour. Slowing up a little due to camera's but keeping to the A68 until we reached St Boswell where we hung a left onto the A699 a quick and we'll surfaced road.

>

>Turning right onto the A7 a shell garage is immediately on your left (Selkirk) to save any problems later on the A/Twin was brimmed while the G/S took a breather. Off again though [Selkirk](#) and sticking to the A7 picking up the pace a little and enjoying the wide open bends and no camera's the roads where still wet but the newly fitted Avon trial masters on the A/Twin were great . The road runs alongside the recently reinstated Waverly railway line. Turning onto the A720 (Edinburgh ring road) the traffic was building. But it's not far and it's left onto the M8..next junction it's off and onto the M9 briefly which leads you to the M90 and over the new Forth road bridge Passing Kinross service's around noon fuel was still ok so went onto Perth where fuel would be needed. Picking up the A93 which takes you around the eastern side of Perth and still not a garage in sight but staying on the A93 passing though some lush arable countryside we reached Blairgowrie where a welcome fuel station took some of the pressure off the GS still not needing fuel (a hefty bill when he does fill up) staying on the A93 and after the [Bridge](#) of Cally the scenery turns into forestry, mountains, and moor's the road climbs steadily up though Glen Shee to the [Spittle](#) of [Glen Shee](#) where we had our first stop for a snack and photos. Pressing on and passing though the Cairnwell pass (highest main road in Scotland). We soon reached the Balmoral estate where we had a quick check to see if Her majesty was in residence before back tracking a few hundred yards hanging a right onto a steep at first single track road the B976. A short distance later and left onto the A939 continuing though [Cockbridge](#) and stopping on the Lecht (2nd highest road in Scotland) for photos. It was now mid afternoon and not a cloud in the sky(probably because they were be low us) with very little snow on the tops the ski centre was now closed. It was now time to desend and we were soon out of the Cairngorms to our first nights digs in Grantown -on-spey staying at a b/b called (Brocklynn) comfortable with off road parking. Next day off in good time and both filling up with expensive fuel, joining the A9 to Inverness after that the A9 is a pleasure to travel on, over the Black Isle and beyond, never far from the North sea and crossing various firth's the Views were exceptional on this fine sunny day. Topping up the A/Twin in Bora we pushed on up the coast with not a lot of traffic for a Monday morning. Reaching Latheron the A9 turns inland for Thurso this to me is one of the best parts of the A9 baron moors as far as you can see apart from a massive wind farm. The wide we'll surfaced road with sweeping bends was a highlight for us

both. Reaching Thurso we both filled up expecting this to last until our return in a couple of days time. After turning on to the A836 towards John O Groats and reaching a village called Dunnet we turned left onto the B855 with time in hand we had decided to visit the lighthouse at Dunnet head which is the most northerly point of mainland Britain. After that we made our way back to the A836 and were soon at Gills Bay to catch the 1/clock Pentland ferry to St/Margaret's Hope on Orkney (£64 return bike /rider). Now on Orkney after an hour's crossing we headed for Kirkwall. The route took us over the Churchill Barriers and past the deliberately scuttled ships of WW2 which was done to block some access points and protect the royal navy which was moored in Scappa Flow a natural deep water harbour. Reaching Kirkwall and after a brief look about headed for our digs located in St/Ola just a 5 minute ride away. The digs were called Scappa house which over looks Scappa flow the people were very welcoming the room comfortable, and definitely the best and biggest breakfast we have ever had in a b/b.

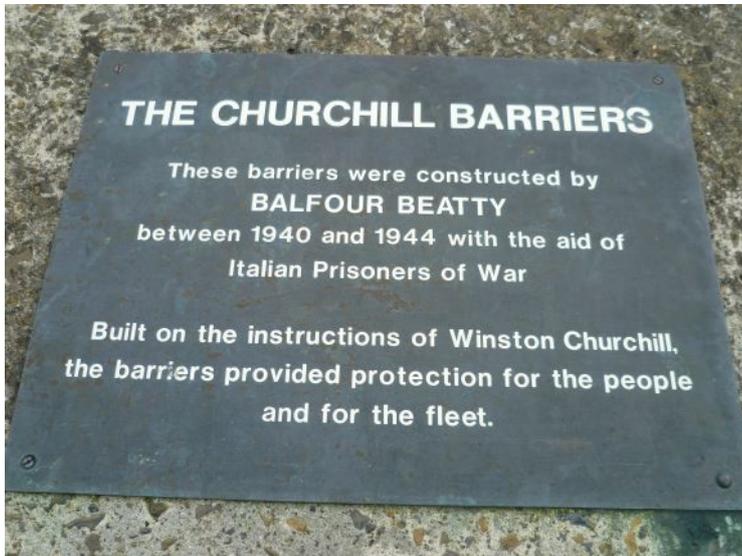
Now Tue's it was time to see the island traveling and in a clockwise direction we rode up to Stromness the landscape was flat all grass land and Dairy Farms. Riding at a leisurely pace looking for roads less traveled stopping were we fancied enjoying the views. Visiting (The Ring of Broger) their version of Stone Henge. Also the (Tomb of the Eagles) sea eagles (interesting) but we just had to visit the hamlet of Twatt a place we had heard about. But it was disappointing to hear that the navel museum on the island of Hoy was closed for renovation. But there is plenty to see and do on the islands given the time. Next day after another massive breakfast we set off to catch the 11/30 return ferry calling in to admire the (Italian chapel) which was on the way to the ferry terminal is was built by Italian prisoners of war. After a smooth crossing and back on the mainland we headed back to Thurso for fuel.

Cooler and brezzier than the day we traveled up we headed back. Our digs for the night were at (The truck stop) at Ballinui about 200miles away and it is now 2o/clock but with dry clear weather and knowing the roads and fuel stops we cracked on. Reaching Inverness the roads were getting busy and Tony signalled that the A/twin was getting down on fuel but decided to carry on until we reached Carrbridge which is just off the A9 back on route it was not far to the digs but with average speed cameras since Inverness it's 60mph max were possible made that stretch a long slow journey. Next day after a smaller breakfast we headed home the way we came as far as Selkirk, after that we kept to the A7 and down to Hawick, fuel again and and onto the A698 for a couple of miles then turning right onto the A6088 towards Bonchester bridge then turning onto the B6357 for Saughtree and Keilder. After that it was down to Hexham A69 for 3mls then A68 south and home by 3/30. 1,100mls travelled and never saw rain after the first few miles on the day we set off, Anyone thinking of going we would recommend it.

Ted& Tony`s pics



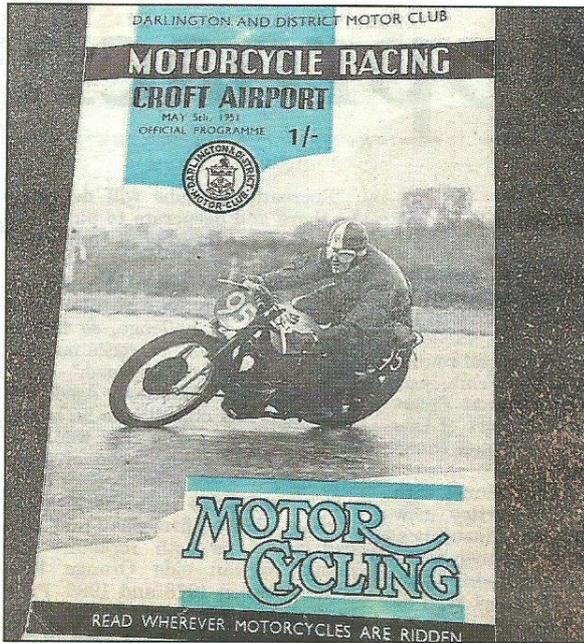




Next is a bit of nostalgia, cast your minds back to May 1951 (if you were alive then) details of a bike meeting at Croft. I could only recognise one name from the entrants. Edgar Peacock who went on to open the Triton bike shop in Cockerton and become Scottish sidecar champion. If I remember correctly his passenger and business partner was Kipper Layfield. Does anybody remember the shop, it was just near the bridge before Cockerton green going out of town. I got quite a few bits from them for my first Triton, and always stopped to admire the outfits they were building. They built a Norton outfit with a laid flat engine position for Billy Hannah (The Mayor's son) Can't remember if it was successful or not, must have had to alter the oil recovery system.

Larry Carter digs through the archives for a look back at the programme for a meeting of Darlington and District Motor Club at Croft airfield on May 5, 1951

DARLINGTON & STOCKTON TIMES



The cover of the programme from the 1951 meeting

DARLINGTON and DISTRICT MOTOR CLUB
and open to all clubs affiliated to the
Yorkshire Centre A.C.U.

Motor Cycle Races

at
CROFT AIRPORT

SATURDAY, 5th MAY, 1951

ORDER OF PROGRAMME

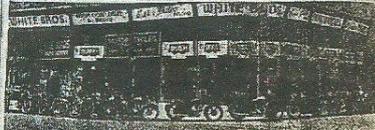
Heats	Solo Motor Cycles up to 350 c.c.	5 laps
Heats	Solo Motor Cycles 351 c.c. to 500 c.c.	"
Final	Solo Motor Cycles up to 350 c.c.	"
Final	Solo Motor Cycles 351 c.c. to 500 c.c.	"
	Motor Cycle Three Wheelers	"
	Handicap Race for Motor Cycle Solo Experts	"
Heats	Solo Motor Cycles 251 c.c. to 1000 c.c.	"
Final	Solo Motor Cycles 251 c.c. to 1000 c.c.	"

Prizes for Each Event:

1st, £10; 2nd, £8; 3rd, £4; 4th, £2. Heat Winners £2.

ACKNOWLEDGMENTS. The Darlington and District Motor Club wishes to acknowledge the assistance received from all voluntary Marshalls and Officials, Croft Aero Club Members, Police, Nurses, Ambulance, St. John's Ambulance, 50 Inf. Div. Sig. Regiment and to tender their thanks to the Local Press and Landowners.

WHITE BROTHERS



NORTHGATE
DARLINGTON

for
RELIABLE SERVICE AT SPORTING
EVENTS AND ALL TIMES

LARGEST STOCK OF PISTONS
AND RINGS IN THE NORTH

REBORES-RESLEEVES IN 24 HOURS

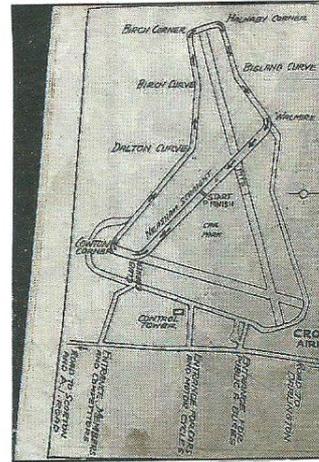


PHONE 2379

ENTRY LIST

Rider	Home Town	Club
J. K. Beckton	Middlesbrough	Darlington
C. H. Phillips	Highgate	Darlington
R. Morris	Felling	Darlington
A. R. Vesely	Stranmillis	Sheffield and Hallamshire
A. C. Taylor	Doncaster	Darlington
W. V. Telfer	North Ormsby	Darlington
K. Parnock	Darlington	Darlington
M. J. Bentley	Holmes on Spalding Moor	Darlington
D. Yastinson	Walsfield	Walsfield
T. Halkett	Marton	Darlington
A. L. Brandy	Thornaby	Darlington
G. L. Mober	Hull	Darlington
E. Hoag	Prenton	Darlington
D. Shields	Sewerby	Darlington
N. J. Anderson	Acklam	Darlington
V. R. Green	Helmthorpe	Darlington
D. R. Chappell	Loxley	West Leeds
N. Mober	Harworth	Darlington
J. B. Dainton	Bradford	Bradford
J. G. Robertson	Shibboleth	Darlington
G. S. Fairburn	Levenson	Darlington
G. A. Gill	Hull	Darlington
A. A. Hadden	Woodland	Sheffield and Hallamshire
R. H. Hartley	Scamborpe	Darlington
P. Bagshaw	Doncaster	Darlington
L. Chisham	York	Sheffield and Hallamshire
G. Gunnell	Harrogate	Bradford
A. B. Jones	Middlesbrough	Darlington
W. D. Reid	Hull	Sheffield and Hallamshire
J. B. Best	Hull	Sheffield and Hallamshire
R. H. Hibber	Penketh	Castleton
B. J. Thompson	Yelland	Darlington
D. Dainton	Donald	Bradford
D. W. Tomson	Yelland	Darlington
C. H. Francis	Escot	Sheffield
G. H. Smith	Whitby	Sheffield
R. Cooper	Middlesbrough	Darlington
C. Hearn	Whitby	Darlington
J. Giffiths	Manfield	Darlington
J. I. Dunn	Sunderland	Darlington
W. Chisham	Scarborough	Darlington
A. J. Gunn	Groby	Sheffield and Hallamshire
J. Bottomley	Scarborough	Sheffield and Hallamshire
R. Arden	Scarborough	Darlington
D. P. Burkin	Ripon	Darlington
G. A. Dilly	Scarborough	Darlington
H. Hill	Barby	Darlington
A. J. Samuels	Malpas	Darlington
T. B. Davis	Hildesley	West Leeds
T. L. Taylor	North Shields	Darlington
A. Rodham	Darlington	Darlington
A. R. West	Defra	Darlington
G. F. Squance	Harwood	Darlington
H. B. Short	Whitton Quay	Darlington

The programme from the 1951 Darlington & DMC Club meeting at Croft airfield included a comprehensive circuit map



CROFT AIRFIELD (RAF Croft, later renamed RAF Neasham, also known as Croft Aerodrome) was constructed in 1940 and opened in October 1941.

It was originally intended as a satellite base to RAF Middleton St George (today better known as Teesside Airport) and its first squadron was 78

Sqn with Whitley bombers, from October 1941. 419 Sqn RCAF (Royal Canadian Air Force) arrived at the airfield a year later in October 1942, and various other squadrons occupied the North Yorkshire airfield throughout the Second World War.

At the end of hostilities, Croft saw very little activity apart

from some training usage, and finally closed in the summer of 1946. The following year, businessman and councillor John Neasham acquired the lease to the land and formed the Darlington and District Aero Club. The club folded after only five years and subsequently the airfield fell into disuse.

It was still owned by the

RAF however, and in 1951 they changed the name of the airfield to Croft Airport, using it as a relief landing ground. At the time, the airfield was also occasionally being used for motor race meetings by Darlington and District Motor Club. On various layouts utilising the runways and perimeter roads as a circuit, it held races throughout the 1950s.

One of the first meetings took place in May 1951 for various classes of solo motor cycles and three wheelers. It was the usual format of heats, finals and handicap races with some pretty generous prize money on offer of £10 to the winner of each event. That equates to £338 in today's money and with prizes of £6 for second, £4 for third and £2 for fourth, as well as £2 for each heat winner, it was certainly worthwhile.

Leading the entry was TT and Manx Grand Prix win-

ner Denis Parkinson from Wakefield on his 350cc and 500cc Nortons as well as another former TT winner, Eric Houseley from Chesterfield (347cc Matchless and 499cc BSA). The vast majority of the 107 solo entrants (and only six sidecars) were from the North-East and Yorkshire although V.R. Green (Birkenhead), A.J. Samuels (Manchester) and S.R. West (Oxford) had slightly longer journeys in those pre-motorway days.

Sadly, no results were included in the programme, or exist online but it did include many adverts for local businesses including the now defunct Darlington traders such as Motor Delivery Co, White Brothers Motorcycles, Wm Dresser & Sons (Stationers) and John Neasham Ford (later to become Skippers).

There was also a comprehensive circuit map which bears

little resemblance to the track of the 1960s and 1970s, nor the latest version from 1995 onwards.

The pits were roughly on the exit of the former Sunny Corner (Now Sunny In and Out) and at the top end of the old Railway Straight.

Cowton Corner appears to be around the location of the "cut-through" on the run to the Jim Clark Esses before the track disappears through the no longer visible roads of Dalton Corner, Birch Curve and Birch Corner before starting to run back through Halnaby Corner, Bigland Curve and Walmire Turn which would be in the vicinity of the residential houses now at Vince Moor East.

The programme cost a shilling (5p in today's money) and the meeting was sponsored by Motor Cycling Magazine "read wherever motorcycles are ridden".

O.H.V. POWER PUTS AUSTIN FIRST

Power-packed, economical O.H.V. engines put Austin first on all counts. First to capture 108 records at Indianapolis U.S.A.—with a stock A90 Convertible. First to travel from Britain to the Cape in 24 days—in the A70 Saloon. First to gain 48 records at Long Island, New York—with a stock A90 Saloon. Another A90, at Montlhéry, France, covered 10,000 miles in 10,000 minutes.

A90
LONG ISLAND
(A stock A90 holds 48 records)



MONTLHÉRY
10,000 miles in 10,000 minutes

A70
BRITAIN TO CAPE TOWN
(in 24 days, 3 hours—fastest time ever)



A90
INDIANAPOLIS
(A stock A90 holds 108 records)



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The End Game.

For poor Dave Clark it's the end game for him after many years of serving us bikers, he has shut up his bike shop. He will be sadly missed always cheerful and ready with free advice. Does anybody have his telephone number or address? I would still like to send him a letter from the Club.

Anybody who fancies a good flat with a superb bike store and workshop watch for his for sale sign.

Hope you all get some joy from this months newsletter even if it's just a good moan about how poor it is. Thanks to Ted for his tale of the Orkneys, grateful for his contribution. Come on the rest of you follow his lead and put pen to paper.

I was hoping some of you would have sent in pics of yourself on your first bike or even when you were a teenager. Come on send them in it would be great to see them.

Send your piccies of trips, days out & rideouts to both Allan Coverdale and Stephen Pratt for the club website & photo archive

Now it's 'Goodnight' from the two B`s, I like to think he is watching over my shoulder to make sure I do a reasonable newsletter.(For new members the other B is my predecessor, now a skyrider, ask me if you don`t know who I mean)

Please message me or email if you would like something putting in the newsletter.

There is no deadline...you either make the next issue or you don't!

My contact details:

brian.taylor84@outlook.com. Phone 07817074440

Hope you are all encouraged to send me write ups or articles of interest, I am fresh out now & the members are desperate for something more. The members are a pretty desperate lot anyway