



Affiliated to the



[www.yarmmotorcycleclub.co.uk](http://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 JULY 2020

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Ramblings: having spent a week in the Yorkshire Dales I now agree with the locals that some motorcyclists are a nuisance. Those that ride noisy machines or use excessive revs &/or go too fast.

On the Sunday we saw a bike crash between Masham & Breymoor Ice Cream farm. The police were there guiding traffic & The Yorkshire air ambulance had landed in a nearby field. I was astonished to see the riders mate laughing , joking & videoing him being taken to the ambulance. What a set of pratts, no apparent thought for the trouble they had created or the costs involved. No apparent problem to cause the crash other than a bend that we have all negotiated scores of times.

We should ride in groups of no more than 6 as per BMF recommendations congregate in groups of no more than six at stops and behave considerately to other road users

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

Barbeque . Cancelled

NEC Coach Trip. Cancelled

Xmas Party: Covid 19 release willing our Christmas party will be held at Eaglescliffe Golf club on the evening of 12<sup>th</sup> 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](http://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.

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**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](http://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

Stay safe guys and consider motorists and people who live where you go. We need some good press. So follow the BMF guidelines ( also the Governments)

No groups bigger than 6, better you & a buddy or two.

Take your own food & drink.

Toilets are considered a high risk area ( small space bad air & highly contaminated

They are probably not open anyway. So pee in a bottle or fertilise a hedgerow discreetly.

trespass or walk through crops, dog walkers never let their dogs worry sheep or defecate in crops especially grass for silage. Dog poo ingested by cows causes them to abort their calves.

Cyclists can ,as we all know, be especially arrogant and inconsiderate by riding two or three abreast totally ignoring the traffic piling up behind them. They also often speed down hills in the middle of narrow roads, I have had several near misses due to this problem both on two wheels and four.

Ramblers and cyclists can congregate in large groups and also need to drink, eat and go to the loo so in these restricted times where do they do that?

The editorial in the paper even implies that the problems at the waterfalls in Richmond

Next is our new competition, thanks to those brave enough to send me photos of their younger days.

Send me one of yourself and we can keep the competition going.

Who can guess the names of these club members

**Will someone please have a go at this competition at least one response would be nice**





# KEN REDFERN "THE GENTLEMAN Racer"

Published in the D&S Times 10.07.2020

Motorsport broadcaster and journalist Larry Carter looks back through the archives at the 1975 Ken Redfern Trophy meeting

MEMORIES are fading but I vividly recall as a ten-year-old, sitting in the windswept and decidedly damp grandstand at Croft when the PA crackled into life.

I don't recall exactly who the announcer was, or his exact words, but it wasn't long before my ears pricked up as the content of the broadcast became more significant. News had filtered through that Ken Redfern, the quiet and unsung local motorcycle racing hero, who had taken on and regularly beaten the best in the world, had been killed.

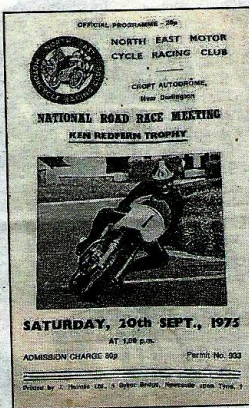
I'll admit I was too young to know of Ken's exploits on his home-prepared 750cc Norton Domiracer where on consecutive weekends back in 1969, at Cadwell Park and Mallory Park, he had finished second to the Italian megastar Giacomo Agostini on the works MV Agusta. Cheered on by crowds in excess of 50,000 at both venues, one of the famous names Redfern beat at Mallory Park was a certain Mike Hailwood.

Originally from Stockton before moving to Hutton Rudby, Ken and latterly his brother Mike, made his debut at Croft on a Manx Norton and quickly became the man to beat. His first major victory came at Snetterton, however, as he climbed the ladder from clubman to established star in a relatively short period of time.

He progressed from the 350cc and 500cc Nortons to a 350 Aermacchi and then onto the 750cc Norton, scoring considerable success at meetings around the country. One such result came at the famous 1971 Race of the Year at Mallory Park when he enjoyed a race long battle in the MCN Superbike race to claim third behind works stars Ray Pickrell and Percy Tait.

Following those races Ken went on to ride for London-based team owners Paul Dunstall and Gus Kuhn, continually perfecting and developing the bikes, but his life was cut tragically short when he was involved in a freak road accident on Saturday, June 30, 1973 between Yarm and Kirklevington.

Just about every year since his accident, the perpetual Ken Redfern Trophy has been fiercely contested by the sport's leading lights. Held at venues such as Croft, Oliver's Mount, Scarborough and East For-

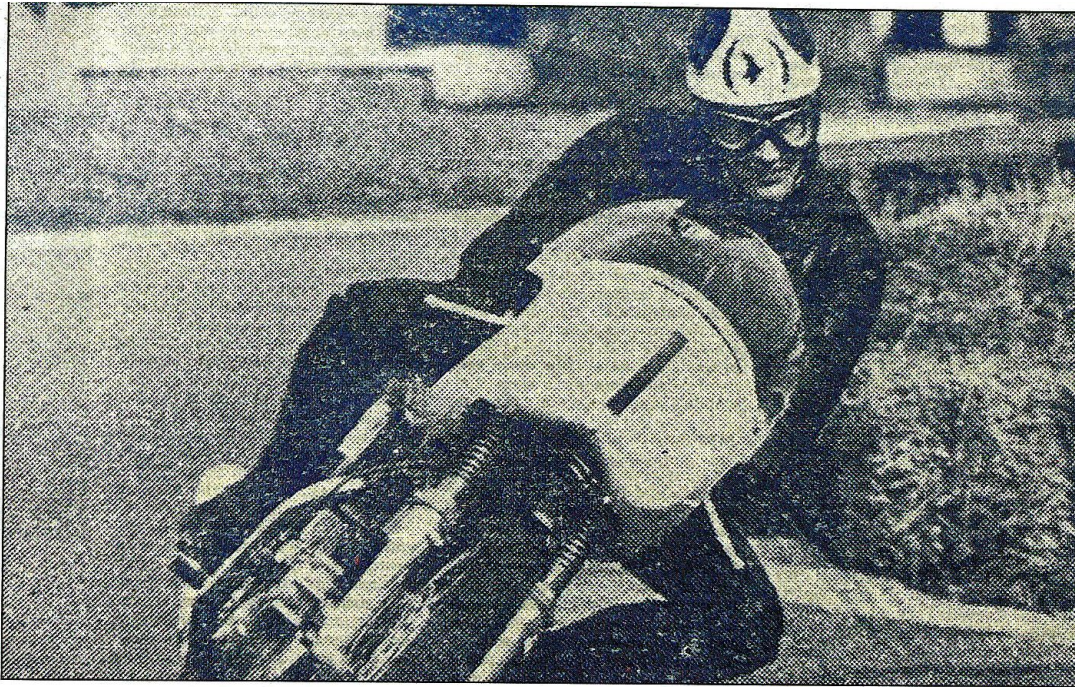


tune, names including everyone's favourite TV biker Guy Martin, local Guisborough ace Dennis Hobbs as well as TT legends Joey Dunlop and John McGuinness, are on the famous Flying Geese cup which replicates Redfern's unique helmet design.

One such meeting took place at Croft in September 1975 with the North East Motor Cycle Racing Club hosting a National Road Race Meeting for the Ken Redfern Trophy. As ever there was a star-studded field to contest the various races including future double world champion Kork Ballington from South Africa. A fledgling 21-year-old Ron Haslam was there along with other National stars Steve Manship, Roger Marshall and Scot Bill Simpson.

Local honour was in plentiful supply too with Guisborough's Alan Stewart, Shildon ace Neil Mason, John Webb and Mark Middleton from Middlesbrough, Redcar riders John France and Graham Petite along with Chris Hopes from Stockton. Richmond's star of the future Geoff Johnson was entered too as were Tyneside sidecar legends Mac Hobson, Geoff Bell and Ken Blacklock.

Ballington kicked things off with a win in the 250cc race on his Yamaha ahead of local hero Stewart (PA Yamaha) with Hobson, and passenger Gordon Russell, (700cc Ham-Yam) taking the first sidecar race. Manship edged out Ballington to win the 10-lap 350cc race on his Manchester Yamaha with Haslam third on Mal Carter's Pharaoh Yamaha before Shildon's Ray Bell/T Bradley



Ken Redfern in action, and below, an obituary plus the entry list for the 1975 memorial trophy in his name

**KEN REDFERN**

The primary object of this meeting today is to honour the memory of KEN REDFERN a North East Motor Cycle Racing Club Member who rose from the ranks of ordinary Clubman to become one of the established stars in National and International Road Racing before he met his death in a road accident on Saturday, 30th June, 1973.

Ken's rise to fame was achieved in an incredibly short space of time with his first taste of real success coming in 1969 when he finished second to Giacomo Agostini at Cadwell and again at Mallory, beating the best in the land to do so.

These two achievements, the first of many to follow, brought him into sharp focus as a potential International Star of the future if ever there was one, and it was not long after this that the promise he had evinced was fully realised with a series of wins and record laps second to none at all the major short circuits throughout the country.

Ahead he competed successfully in Sweden, France and British Guiana, especially Guiana where by his personal charm, politeness and artistry made him a celebrity overnight to a degree seldom achieved by anyone in the world of sport.

In conclusion I would like to say that in my association with motor sport in general, stretching back over half a century, I have seldom met anyone more fitted to the title of 'Gentleman' than Ken Redfern, and for those who knew him, his passing has left a void which will never be filled.

SPENCER OLIVER

Name	Town	Machines	Entrance
1. K. BALLINGTON	Huddon	250 350	Self
2. N. TRIGGLIUS	Huddon	250 350 500	Henderson TT
3. R. HASLAM	Langley Mills	250 350 500 1000	Mal Carter
4. A. STEWART	Guldborough	250 350	Armstrongs M-Cycles
5. A. MORRIS	North	250	Self
6. E. J. JOHNSON	Barnsley	250	Self
7. J. GOLDING	St. Helens	250	Self
8. R. KNOX	Kibblesworth	250	Hamilton M-Cycles
9. J. STONE	Sutton Coldfield	250	Self
10. N. MASON	Sliden	250	Self
11. S. WATERS	Sheffield	250 500	Lockside Eng.
12. M. RAFTREE	York	250	Self
13. M. MOORE	York	250	Self
14. T. MASON	Healy	250	Self
15. R. IRWIN	Berwick	250	Self
16. B. BOWMAN	Lancaster	250	R. Lambert
17. P. BANKS	Marple	250	Self
18. M. LORRYMAN	Hellon	250	Self
19. N. TREEMAN	Stockfield	250	Self
20. F. WAUGH	Cleveland	250	Self
21. H. WIGG	Arthing	250 500	1000 Self
22. C. PATERSON	Dalbeattie	250	Self
23. B. SIMPSON	Dalbeattie	250 350 500	R. D. McCulloch
24. S. MANSHP	Leloster	350 500 1000	L. Manchester MCA
25. D. DAVIS	Staffs	350	R. Cooper MCA
26. A. MYERS	Hull	350	Self
27. J. McMEIKEN	Lothneham	350 500	McMeiken-Lothneham
28. P. LAVERACK	Wakefield	350	Self
29. P. HOLMES	Burnley	350	Self
30. G. D. NEWMAN	Southorpe	350	Self
31. R. PIPES	Hull	350 500	Glasgow Int.
32. A. WIGGANS	Bury	350	Self
33. R. EATOUGH	Burnley	350	Self
34. R. J. STEVENS	Grimby	350	Self
35. B. ROBERTSON	Abrwick	350	Self
36. G. BARSARDORF	Bandy	350	Self
37. E. MARTIN	Huddersfield	350	Lodges S'market
38. R. BROWN	Barnsley	350 500	Brighouse Cycles
39. K. RILEY	Raincoom	350 500	McVeigh G'wide
40. G. PETTE	Redcar	350	Self
41. J. WEBB	Middlesbrough	350 500 1000	Self
42. D. CLARKSON	Cremington	350 500	Self
43. G. CAPP	Barnsley	500	Self

pick up the prestigious trophy on his 350cc Yamaha.

Second place went to Roger Marshall (750cc Yamaha) with Cott third again. Fourth and best local was Graham Petite (350cc Yamaha) ahead of Barnsley coalman Rob Brown (352cc Yamaha) and another South African Greg Barsdorf (350cc Yamaha) in sixth.

The late and well respected photographer, Spencer Oliver, paid tribute in the programme by saying: "In my association with motorsport, stretching back over half a century, I have seldom met anyone more fitted to the title of 'Gentleman' than Ken Redfern and for those that knew him, his passing has left a void which will never be filled."

In recent times, there has been calls for a section of track at Croft to be renamed in Ken's honour. How fitting that would be if it came to pass as we near the 50th year of his passing?

(Konig) won the second sidecar race.

Manship won the 500cc race ahead of Haslam and Paul Cott before the gladiators lined up

for the feature race for the Ken Redfern Trophy over 15 laps. As expected, the leading lights scrapped it out with the lap record smashed on a number of

occasions. Ballington, Haslam and Manship all took it in turns to lead before the latter two succumbed to the pressure and left the South African to

**Dateline: Saturday, September 20, 1975**  
**Location: Croft Autodrome Meeting; National Ken Redfern Trophy Meeting**

The End Game.

Originally due to Covid , holidays , work & sheer idleness, coupled with lack of articlers to publish etc, etc , etc; I wasn't going to do a July newsletter until I saw the Ken Redfern article in the Darlington & Stockton times. So knowing how much respect and admiration we all had for Ken it seemed a good idea to let you all share it

Do let me have some attempts at guessing who the members are that are pictured in their younger days & let me know if you would like some more, a few replies at least would be encouraging

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

I have been that flooded out with submissions of article and tales and pics I just haven't had time to sort them all out. But don't let that put you off sending stuff in as it will be a long winter so I will need loads of stuff to publish.

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, must give him a good laugh ( 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!

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