



**JUBILEE YEAR**

**1910 — 1960**



**A NOT TOO SERIOUS RECORD  
OF THE**

**IPSWICH MOTOR CYCLE  
& CAR CLUB**



## FOREWORD

As the Editors have explained, fifty years of Club Life cannot be told in a few pages, and this presentation cannot give any idea of how the Club has progressed, and how very much it is still alive. The voluntary efforts of many people of differing vocations, but with one interest in common, to join together individual enthusiasm for the love of Motor and Motorcycling sport, has carried the Club through, not always on the straight and narrow path, but eventually, to their many successes.

There is no doubt that the Club will continue to flourish, whilst we are able to find a hard core of Officials willing to do and say "What can we put in", and not "What can we get out of it!"

As conditions change, so must the pattern of Club Life change, and we should, and indeed must, see the other persons' point of view, and try to adjust ourselves from the old to the new.

To the present and future Officers and Members, congratulations upon the Past, and every success in the future.

F. J. Revett.



### EDITORS' NOTE

To write a detailed history of the Club it would have been necessary to reproduce the Club Minute Book and Trials Books in their entirety, and since this was obviously impossible, we have tried to give a picture of each aspect of Club life by selecting the highlights from the records.

In doing so, we have necessarily omitted to mention many past and present members who have made important contributions to the life of the Club during the past 50 years. This does not mean that we under-estimate the part which they have played in establishing the prosperity of the Club and indeed, we wish that it were possible to mention every single member.

Our attempted 'shafts of wit' at the expense of certain members are aimed without malice and we crave these gentlemen's pardon, nor are certain extracts from Club publications in the past intended to deride, but merely to draw a comparison between yesterday and to-day.

Finally, we thank the present Committee of the Club for their permission to reproduce extracts from the Minutes and other official documents.

J.K.D. S.M.W.

-----o?o-----

### ACKNOWLEDGEMENTS

The Editors acknowledge their debt to the past members who have so efficiently written up the Club's records and to the present members who have contributed to this publication.

-----oCe-----



### CLUB PERPETUAL TROPHIES

CORONATION TROPHY	Best overall performance in Sporting Trials
BOSTOCK CUP	Runner-up Coronation Trophy
C.V.SMITH MEMORIAL TROPHY	Best overall performance in Touring Trials.
BEARDMORE CUP	Best performance over six Scrambles.
GOOD TROPHY	Best Junior Grade Competitor in Trials and Scrambles.

### CLOSED EVENTS

GREENFIELD MEMORIAL TROPHY	-	Touring Trial
EGERTON CUP	-	Touring Trial
FISH TROPHY	-	Touring Trial
BOSTOCK TROPHY	-	Night Touring Trial
GANZONI CUP	-	Sporting Trial
PAVIOUR CUP	-	Sporting Trial
M.T.A. CUP	-	Sporting Trial

### OTHER EVENTS

JUBILEE TROPHY	Suffolk Mardle Trial - Premier Award
IPSWICH TROPHY	Shrubland Park Grand National - Premier Award
B. S. A. CUP	" " " " - Runner-up
REDHEAD ROSEBOWL	Shrubland Park - Senior Race - Premier Award
CLAVERING FISON CUP	" " " " - Runner-up
SHRUBLAND TROPHY	" " Junior Race - Premier Award
COBBOLD CUP	" " " " - Runner-up.
GREEVES TROPHY	" " Lightweight - Premier Award
ARIEL CUP	" " " " - Runner-up.
WATSONIAN TROPHY	" " Sidecar Trophy Race -Premier

-----oOo-----

## DISTINGUISHED CLUB RIDERS

### D. BICKERS:

Entered 'Trade Support' via D.O.T. Manufacturer's team at Shrubland Park. Subsequently regular 'works' Greeves rider in both National and International events. Consistent member of the Eastern Centre Team for both the Inter Centre Team Scramble and Trial. Has won numerous Eastern Centre Scramble Championships, and in this year won the 250 c.c. A.C.U. Scramble Star and the 250 c.c. European Moto-Cross Championship, and in doing so, competed in all 12 events. In 1958 he was runner up for the Pinhard Prize and in the same year was awarded the T.G. Meeten Trophy.

### A. J. HOWE:

Has represented the South in the North v South Scramble the Eastern Centre in the Inter-Centre Team Scramble, and has won numerous Eastern Centre Scramble titles. In 1959 he competed in the Scottish Six Days Trial.

### C. HUBBARD:

Our road racing enthusiast, who has represented the Club in the Clubman's T.T.

### F. W. NEILL:

Rode for the British "A" Team in the International Six Days Trial in 1926, and was a regular rider in the sprint meetings held at Shrubland Park in the 1920s.

### G. G. REVETT:

Rode for Norwich Speedway in the immediate post-war years; represented the South in the North v South Scramble and competed in the Scottish Six Days Trial. He also was a regular competitor at Brocklands before the second World War.

### L. R. KING:

Represented the Centre in the Inter Centre Team Trial in 1930 and was a regular competitor in sprint meeting in the 1920s.



## THE IPSWICH MOTOR CYCLE & CAR CLUB

1910 - 1960

The Club was founded in 1910, the inaugural meeting being held on 13th September, and became the Ipswich and District Motor Cycle Club under the Presidency of Dr. S. S. Hoyland. In March, 1911 the Club became affiliated to the Auto-Cycle Union with 23 members.

One of the first items of business of the newly formed Club was to discuss ways and means whereby, in co-operation with the Ipswich and East Suffolk Automobile Club, they could impress upon the local authorities the necessity for improving existing road conditions and the erection of road signs at dangerous spots in the area. These signs had, it is recorded in the Minutes, previously been paid for and erected by the Clubs themselves, but under the new Motor Car Act, this service had become the responsibility of the local authority.

The Club lost no time in entering the sporting field and in 1912 three reliability trials and two hill climbs were organised. On 21st June, the Club's long association with Shrubland Park was established when a hill climb was organised in the Park. 1913 saw the beginning of the current Eastern Centre Inter-Club Competition when the two annual trials between the Colchester and Ipswich Clubs were run. It is recorded that the route for the first trial agreed between the two Clubs ran via Ipswich-Norwich-Dereham-Thetford-Bury St. Edmunds - Stowmarket to Battisford.

With the start of the first World War the Club was unable to function, but by 1920 everything was back to normal. In this year the Inter-Club competition was extended to include Bury St. Edmunds and within the next two years Norwich and Lowestoft had joined in. In 1923 the Club acquired a Shield which was put up for competition between the Clubs concerned and in 1926 this was handed over to the Eastern Centre for competition between all its Clubs over a series of events. Also in the early 1920s the Club extended its activities in the sporting field by holding speed trials at Shrubland Park and beach races at Sizewell. The early 1920s also saw the beginning of the annual outings for the poor children of Ipswich and each year well over 1,500 children were entertained by the Club. These outings could not, of course, be held during the War but since then, they have been continued at less regular intervals and in a rather different form. In June, 1960 over 500 needy children were taken to the Circus in Ipswich.

In 1929, in view of the larger number of members who had become car owners, the name of the Club was changed to its present title - the Ipswich Motor Cycle & Car Club.



The Club magazine "Fishtail" made its first appearance in 1926 and continued to be issued monthly until March, 1932, when it was found that the cost of production was too heavy for the Club funds to maintain. The magazine was followed by a news letter until 1936, when "Fishtail" was once again revived.

From the modest 23 members in 1911, the Club membership had grown steadily through the 1920s to well over 100 members, but with the start of the '30s the Club 'hit the doldrums' and membership fell steadily to 59 in 1931 and even lower in 1932. Fortunately this falling off in interest did not last very long and by 1936, the membership once again topped the 100 mark.

During this period and until the outbreak of the second World War the Club continued to develop its trials, speed events and social activities and a very extensive programme of a wide variety of events were promoted. The Club had always taken a keen interest in the affairs of the Eastern Centre and in 1932, Mr. M.R.W. Fison, a Vice President of the Club became Secretary of the Centre.

With the outbreak of World War II, most of the Club's activities ceased and by 1940, 25 members were already serving in the Forces. The Club was, however, carried on by the Committee which met every three months, and it was therefore possible to return to normal immediately after the War. The Annual General Meeting of 31st January, 1946 was the first full meeting of the Club, and although hampered by petrol rationing a full programme of competitive events were planned for the year. In 1947 the Club resumed their long connection with Shrubland Park when an Open-to-Centre Scramble was promoted, and on 8th December, the Committee decided to apply for the upgrading of this event to National status in 1948, and since then the National Scramble on Bank Holiday Monday has been one of the Club's main events.

When the R.A.C/A.C.U. Training Scheme for learner motor-cyclists was started the Club decided that they too would take part and the first course was held in 1953, and four successful courses were completed with the help of the Ipswich Police. Unfortunately the Club were reluctantly forced to abandon the scheme since insufficient pupils were coming forward to take part.

Since the War the Trials Department had been working to establish a sporting trial course which would be worthy of higher status and in 1959, they promoted their first Regional Restricted Trial which proved very successful. The Suffolk Wandle Trial has now become an established feature of the Club's programme, and it is hoped one day, to be able to take this event up to National status. In the Scramble world the Club also took another step forward in 1959, when they promoted the Inter-Centre Team Scramble on behalf of the Auto-Cycle Union.

Finally, in this our Jubilee Year we are proud to have been able to promote an International Moto-Cross Meeting on behalf of the A.C.U., and in the same field, to salute our most successful member, David Bickers, who has happily chosen this particular year to bring the 250 c.c. European Moto-Cross Championship to Great Britain.

Having brought up the record of our Club to the present day, it may be thought strange that no mention has been made of the personalities who have played such a large part in the success of the Club. This omission is intentional, as so many hard working and wise people have guided us through the good and the difficult times, that it would be invidious to single out just a few. But, we, the present members, record our appreciation of our predecessors' hard work in bringing the Club through 50 successful years.

-----oOo-----

1911

OBJECTS OF THE IPSWICH AND DISTRICT MOTOR CYCLE CLUB

1. To co-operate with similar Clubs,
2. To affiliate with the A.C.U.
3. To afford Members information and advice on the subject of Automobilmism.
4. To encourage and protect Automobilmism as much as possible.
5. To make arrangements for lectures and discussions to be held, to organise exhibitions and competitions, make arrangements for tours and excursions for members and friends.
6. To urge upon local authorities the necessity of improving the existing conditions of roads and highways.

-----oOo-----

WHAT!! NO RED FLAG?

"It is the duty of a member taking part in a Club run or tour to see that he is fully informed as to the districts in which a speed of not exceeding EIGHT miles per hour must be observed, and the portions of the route in which the regulations above mentioned must be adhered to".

(Club Rule No.30 - 1911).



"ONCE UPON A TIME -"

It was suggested that the Club help to erect and pay for the erection of Road Signs at Danger spots in the district.

(Minute Book 1911)

HEAR HEAR!

"Proposed that a letter be sent to Sir D.F. Goddard, also signatures to Motor Cycle, protesting against the proposed new motorcycle taxation".

(Minute Book - 3rd October, 1912)

OR A LEMON ?

If 2 P.C. + 35 M.P.H. + 150 c.c. + 5 J.P. equals Minus £. s. d. it is clear that 998 c.c. + B.P. B.4., 4 A.J.S. + 2 P.C. + 5 J.P. can only equal JUG.

(Extract - Dinner Menu - 1924)

HAPPY DAYS!

"The first business was the Balance Sheet which showed a balance in hand of about £4. and the opinion was expressed that it showed great credit that such a balance was in hand."

(Annual General Meeting - January, 1913)

ANY OLD IRON

"It is rumoured that a certain club member is anxious to trace a telegraph pole or tree which ran in front of him at Claydon. The same gentleman also knows of a good Singer Saloon for sale; he especially recommends it to anyone who has no garage within which to put his car, as this particular car can be shovelled into any convenient corner without the necessity of a garage."

(Contributor "Fishtail" March, 1926)



A BRIEF SURVEY OF THE EVOLUTION OF SPORTING EVENTS  
IN THE IPSWICH MOTOR CYCLE & CAR CLUB.

This account is not intended to be a full history of the events which have been organised by our Club since its formation in 1910; that would be impossible in the space available, but it is hoped that some indication of the development of the events with which we are familiar can be gathered from it. All details are gleaned from the Club's records, and much thanks is due, therefore, to the people who so diligently kept up the records.

In the very early years, a type of event somewhat similar to our own touring trial was popular. For instance, on 5th April, 1912 one of these events carried competitors as far as Yarmouth, Acle and Norwich. The tendency was for courses to be much longer; 120 miles was thought commonplace for a one day reliability trial. Whether this suggests that the present day rider has become 'soft' or just lacking the so important team spirit is a point for discussion; in any case, a touring trial of today has the greatest difficulty in attracting an entry, let alone persuading them to travel a 100 mile course.

The Inter-Club competition which we know today, had its origins in 1913 and took the form of a two trial competition between Colchester members and ourselves. It is pleasant to look back on the long and healthy relationship which has existed, and still does exist between the Colcestrians and the Club.

After the First World War the competition resumed, and in 1920 included the Dury, Lowestoft and Norwich Clubs. The shield which was competed for was presented by the Club, and of course, is still a prized trophy to appear in any of the Eastern Centre Club's list of successes.

Turning to another type of event, Hill Climbs were popular in the early 1920s and reading the details of a typical event organised in 1925 makes quite a contrast to what we accept as normal practice today. No fewer than eighteen classes were included, which catered for both solos and sidecars and for engine capacities ranging from 300 - 1,000 c.c. for both novices and experts. The permutations necessary to make everybody happy, would compare favourably with present day 'Pools' practice.

Speed trials were a particularly popular type of event at about the same period of the Club's life, and these often took place at Shrubland Park.

I think it is true to say that the first suggestion in



the Club's records of what we now call a "sporting trial" appeared in 1926. It took the form of two laps of a 22 mile course to be covered non-stop in a specified time. It included a single water splash at Coddham, stopping in which resulted in a penalty of 10 marks. Two secret checks were also included. An appropriate name for the event could have been a 'Spouring Trial'. One thing which is evident in 1926 is the enthusiasm of the local press to include details of our events in their publications, as the following entries from the East Anglian Daily Times of that year show:

"By the majority of motorists, road travelling by night is looked upon with abhorrence as something to be undertaken in the direst circumstances. Yet on Saturday evening no fewer than 18 competitive machines, comprising 5 solo and seven combination motorcycles and six cars, turned up at the Golden Lion Hotel, Ipswich, for the fourth annual all night run organised by the Ipswich & District Motorcycle Club. All the cars and motorcycle combinations had their complement of passengers, including several ladies. An excellent East Anglian route had been arranged and marked out by the Committee, and prompt to time the first motorcycle set out at 10.1 p.m., a minute after lighting up time, the other competitors following at one minute intervals. The run was organised on a speed regulation system. The course measured 235 miles, and the entrants had to complete it in 12 hours, an average of 20 m.p.h. with one quarter of an hour stop, the times being checked at various points; the rider of a solo mount who kept most accurately to his average being entitled to hold the Ganzoni Cup, the winner in the combination and motor class being awarded the Robro Cup.

There was a good muster to witness the start and pedestrians in Westgate and St. Matthew's streets were not a little intrigued with the red and yellow caps sported by the Club members. All was plain sailing until within a mile of Colchester, where the times were checked by Mr. A. Metcalf (Colchester M.C.). Policemen, an ever-ready A.A. Mechanic, tramway employees and a band of soldiers returning from leave, were the only signs of life as the string of glaring headlights and red tail lamps passed through the garrison town on its way to Sudbury. A check was taken at Bures by Mr. M.R.W. Fison (Ipswich M.C.C.) as the competitors re-entered Suffolk, but sleepy Sudbury was negotiated without challenge, and Bury St. Edmunds reached at half-past twelve. Here Mr. A. Clinton Wilson of the local M.C.C. officiated. The journey Northwards was made, little else being heard save the steady purring of the engines and sometimes the melodious notes of a nightingale or the notes of a thrush complaining of being disturbed. One lady from her upstairs window witnessed the procession through Thetford en route for Stoke Ferry and King's Lynn.



The stars which had been shining had disappeared, and the sky became darker and darker, and rain, which had attended the three previous runs, began to fall steadily at 2.35 a.m. but not before the motorcycles had reached the stopping-place for refreshments and replenishments, where Mr. J.E.R. Lambert of the King's Lynn M.C.C. took the times. The competitors as they hugged the Norfolk coast from Hunstanton via Wells-next-the-Sea, Blakeney, Sheringham, to Cromer, which was reached as the grey dawn was breaking. Still keeping near the sea, Overstrand and Mundesley were passed through, and Lessingham reached, where Messrs. K. H. Fish and A. G. Jewhurst (Ipswich M.C.C.) were on duty. Yarmouth was the next objective, by which time the rain had stopped, and thence to Lowestoft, the last of the marking places where Mr. L. E. Watson presided, and welcome refreshments were provided by the local Club. Noses were then turned towards home, and with no fear of ambushed checkers, the "speed merchants" raced merrily down the main road, while the more staid were able to enjoy the beauties of the fine spring morning.

A keen band of enthusiasts assembled in the Golden Lion Yard to witness the clocking in of the hardy knights of the wheel, who had been sent on their mission by Mr. W. B. Rouse exactly twelve hours before. "

One of our most coveted trophies, the Paviour Cup made its debut in 1926. The following Press cutting indicates that in these past days we still had a good reputation for organising ability, and it is interesting to see how much of the now familiar trials terrain was covered at that time:

"The Ipswich & District Motor-cycle Club are nothing if not thorough in the matter of trials, and their competition for the Paviour Cup on Saturday was no exception to the rule. A sporting course was promised, and it did not belie its name, the twelve competitors, the checks, and numerous spectators having an enjoyable afternoon. The thirty-five miles included no less than seven water-splashes and was certainly by far the stiffest course of the year.

A start was made from Hintlesham George towards Chatsisham a splash of one foot in depth on the way accounting for four stops, A. Revett and C. D. Marrows making the best performances. Another at Washbrook only produced one victim. Turning off at Brook Inn the "blue powder" led to Wenham, and on to Capel Railway crossing by the Weedy Way a narrow, overgrown, clay mud lane, one mile long. Here all the combinations came to grief. All clear to Capel White Horse gave the competitors an opportunity of making up time to average 12 m.p.h., and Raydon and Layham presented no difficulties. At the latter place the fun - and trouble - began once more. Mill lane boasted



of about 200 yards of water, and seven competitors got into "troubled straits". At Kersey another long water lane had been discovered by those imps of mischief, the hon. trials' secretaries, but although the lane was just wide enough for a motor-cycle and sidecar, and had a loose, sandy bottom, such as the skill displayed that all safely negotiated it. At Whatfield J. Giddens was unfortunate enough to overturn his combination outfit, but after a delay of 15 minutes he pluckily continued.

The well-known Flowton splash, not far from "Noah's Ark" also took its toll. F. Brackett came to rest in 18 inches of water - the level of his carburettor - but thanks to the efforts of Capt. Groves, the donor of the trophy, who paddled about knee deep - not in daisies, but muddy water with a spade - he started up, and was able to continue. E. Harvey also was not grateful for the cupful of water he drained out of his engine. C. D. Marrows made an excellent performance.

The best from a spectators' point of view however, was yet to come. A further six miles brought the competitors to the Hadleigh main road, and then acquaintance was made with Keeper's lane, or as it was dubbed, "Misery Mire", the worst section of the course consisting of a mile of boggy, rutty overgrown lane, of the type that only Suffolk can produce. L. R. King and C. J. Gibbons were the only ones to make a non-stop of this Eden.

With but a mile to go to reach home, most competitors clocked in late."

Motorcycles in the precincts of a bird sanctuary! For Minsmere was the site of beach racing which the Club promoted in 1927. Another former venue in the same year was Kesgrave Hall where some sprint racing was held. Competition between machines of varying origins were certainly more interesting than to-day, for in one of these sprints no fewer than 10 different marques were in evidence.

In passing let us just glance at the yearly calendar of our Club at about that time, which you can see was quite as full as we are used to seeing it at the present time. In 1927 we ran the Hippodrome Trial, an Inter-Club Trial, the Paviour Trial, Shrubland Park Speed events and Christmas Touring Trial (all comparing closely with events run 33 years later) together with the M.T.A. Trial and the Beadmore-Bostock Trial which seem to have disappeared from our Calendar.

We were quick to see the necessity of organising a Novices Trial, for in 1931:



"Subject to confirmation, the results of the Ipswich Motor Cycle & Car Club's novices' reliability trial, held during the weekend-are:

Best performance: Solo - J.W. Knights, 2nd J.W. Lane, 3rd C.H. Rook and E. W. Jones (tied). Car - G.E. Dansie 2nd E. Claxton, 3rd G. Dunlop.

The Course led over secondary roads of a very twisty nature and caused many of the competitors to miss a check at Thorpe Morieux. Of the fourteen starters, all but one checked in at the "finish."

(Press cutting).

Having been trials secretary since 1929, the first trial Frank Revett organised in 1933 was the Egerton Cup Trial, which took place on Boxing Day. It makes us realise what a valuable member we have still with us in the Club, for undoubtedly experience gained over the years is of untold value when advice is needed.

Conducted Trials were popular in 1936, and it is interesting to compare their characteristics with those of the Paviour and Ganzoni Trials of today. In this particular year, a 15 mile course of rough going was used, the competitors moving from one section to the next en bloc. We may be well advised to consider such a project once again in our future calendars, for as the Press reported "Undoubtedly these events are a great help in teaching the young rider the way to handle their mounts with confidence and consideration and with safety, under all conditions".

The marking system in Sporting Trials differed somewhat from our own familiar method. In place of 0, 1, 3 and 5, the sequence 0, 2 and 5 was favoured, and it also appears that in 1936 a good deal of detail organisation was favoured in the Club, considerable effort having been devoted to the naming of sections; these include Glue Pot, Minnie Haha; Flying Squad and Tunnel Mudbath.

The first record of a Scramble as we know it today was the Ipswich Grand National run in March, 1937. Familiar names appearing in the results list are H. Redhead, G. Revett and G.Voules.

In 1939, at the April Scramble Geoff Revett showed the beginning of the dash which we all associate with him. He won the Allcomers race, the 351 - 500 race, the Ganzoni Cup for the fastest Ipswich member, and the Fison Cup for the fastest time of day.

It is particularly interesting to list the perpetual trophies competed for by Club members and to see who were the successful competitors in that year:

Egerton Cup	- Mrs.F.J. Revett	Bostock Cup	- E. Cunnell
M.T.A. Cup	- G. W. Voules	Ganzoni Cup	- H. Andrews.
Redhead Rosebowl	- A. H. Creswell	Cobbold Cup	- G. Cayne
Novices Cup	- C. V. Smith	B.S.A. Cup	- G.G. Revett
Novices Shield	- C. Thompson	Paviour Cup	- A. Cresswell
Beardmore Cup	- O. Dent	Ariel Cup	- O. Dunt
	Fish Trophy	- Mrs. F. J. Revett	

Additional cups which appeared in 1939 were the Wiles Fison Cup and the Clavering Fison Cup.

The balance sheet of the 1939 Scramble makes an intriguing comparison with our present day knowledge. The total expenses amounted to £27. 17. 3., income £52. 18. 9d., so the Club made the handsome profit of £25. 1. 6d. Admission was by 6d. per programme car park 6d. motorcycles 3d. How nice it would be if the sport could see events being organised for as little as this, today.

Although trials were run in 1947, the first post-war event listed in the Trials Book was the 1948 Paviour Cup Trial in which 18 competitors took part and of course, in that year, we must not forget the upgrading of the Shrubland Park Scramble to National status.

In 1951, Peter Wigg took over the Trials Secretaryship with Fred Steele as his assistant. The list of events organised in the sporting Calendar is an impressive one - Bostock Novices Touring Trial, Greenfield Touring Trial, Hippodrome Night Trial, Inter-Club Touring Trial, a closed to Club sporting trial and the Paviour Cup Sporting Trial and two Eastern Centre Scrambles at Creeting.

The election of John Leggett to the position of Trials Secretary in 1952 made a considerable impact upon the Club, and his flair for organisation is reflected in the particularly complex set of speed schedules for the Fish Trial of that year.

Also in this year, the Club broke away from the accepted practice in touring trials of having check points at places named on the Route Card, a bold decision at that time.

From about this time the policy of the Club in Sporting Events has been to introduce new ideas in both Trials and Scrambles which, although not always enthusiastically received at first, have we feel, had considerable bearing on the popularity of the sport in the Eastern Centre, and indeed the whole Country where Scrambling is concerned.



In Sporting Trials we have been quite ruthless concerning the time schedule to be maintained, this step being introduced in 1956. It is now an accepted thing that the Ipswich Trials contain this regulation.

The Organisation of a Regional Restricted Sporting Trial in February, 1959 was quite a brave venture. Now known as the "Suffolk Mardle", we hope it will gradually establish itself as one of the famous name trials of the motorcycling calendar. It has certainly destroyed the old, old plea of so many in the Eastern Contro, that good trials ground is not to be found in this area.

In conclusion our record of Scrambling organisation is one of which we are most proud. Commencing with local events, passing to the National and Trade Supported Shrubland Park events, and culminating in the International 250 c.c. Moto-Cross, the Jubilee Year, has, we feel, made a significant contribution to the motorcycling fraternity.

-----oOo-----

#### "TRIALS and TRIBULATIONS"

"What are our prospects regarding our inter-club shield competition? Having held it for seven years, and then going to Ilford, followed by Southwold, it is time we made a serious bid for its return. Have we got those necessary "rough stuff" riders? I understand that two of the four events are to be definitely sporting. So boys, get off the wood blocks and try a bit of real riding. It's really great fun."

(Extract - Trials Book 1933)

-----oOo-----

#### "SHAPE OF THINGS TO COME"

"All-night trials should be made easier now that the E.S.C. Council has placed all sign-posts at a height visible from the driver's seat. This is a practice I should like to see carried out all over the country. Another point ensuring road safety would be that all side roads carry signs that a main road is ahead."

(Extract - Trials Book 1933)

### HANDY HINTS FOR LADY CHARIOTEERS

" Oh you shingled ones, carry some hairpins! They are sure to be needed before the day's run is over. Also make sure the Tool-kit is in an accessible place. Nothing infuriates a harassed driver more than having to turn out the entire contents of the locker, on to the road-side, in order to find a spare sparking plug. Put his pet spanner in your vanity bag rather than be called hard names for sitting on it at a critical moment."

(Extract - "Fishtail")  
1926.

### WHO'D BE A TRIALS SECRETARY?

Sunday's marking of the Scramble course having been washed out within 3 hours, another valiant attempt was made on the following Tuesday evening, in spite of the persistent downpour of rain. A large barrel of dye was obtained, and fully armed with a trowel, an 18 inch screwdriver (to loosen the dye!) sundry arrows and a hammer, a party of four ventured out into the rain. They were well sheltered in a Ford complete with waterproof roof, closed windows, and a section of floorboard removed (for the convenience of the O.D.D. - Official Dye Distributor).

9 p.m. found the quartet in the wilds of Foxhall Heath in pitch darkness, pouring rain and some 2½ miles from the nearest road. At that precise moment the "Henry" stopped --- no petrol! (slight sensation), spare can? Yes!!! (exclamations of relief). THE SPARE CAN WAS EMPTY (great consternation). The end of this jovial evening was a 3 mile walk in a deluge for two of the party, who had volunteered to make for Kesgrave and obtain petrol.

After an hour's wait the two occupants of the lizzie heard the welcome sound of a Rhoda, headlights appeared, petrol produced, lizzie rattled into life and the party fled for home. Truly the life of a trials organiser is hard!!!

(Reproduced from "Fishtail")  
April, 1926.



PROFIT .....

..... the expenses amounted to £1. 17. 6d. for the Supper. Tickets were 2/- each and after paying 2 other small expenses left a profit of 6d.

(Sausage Supper 10th Jan. 1930)

..... AND LOSS.

Total Expenses	£35. 15. 6.
Total Takings	34. 1. 4.
Net Loss	£1. 14. 2.

(Shrubland Park Spring Meeting - Bank Holiday Monday 1929).

-----oOo-----

CHIEF CONSTABLE PLEASE NOTE!

"A jolly party assembled at the King's Head Woodbridge, on Wednesday where after doing justice to the ample spread provided, the evening was given over to music, songs and anecdotes. What a fund the boys dug out! Some of course, wore the proverbial whiskers whilst others could have done with a little decoking. I thought the tit-bit of the evening was our entertainer, with the falsetto voice and his clever imitations. Time passed all too quickly, and then a snappy ride home. Due respect was paid to the junction with the By-pass at Martlesham. I think there is room for improvement here!"

(Trials Book, 1933).

-----oOo-----

ECONOMY?

.....the really worst patch being at Wolves Farm, Aldham, where, owing to the kindness of Mr. Turner, the competitors were allowed to finish "ploughing" his field".

(Extract - Report Paviour Trial 1932)

ANTICIPATION?

.....These positions were held for the next four laps, and then Geoff Revett came round in front, motoring at a very fast speed and looking very pleased with himself."

(Tattingstone Scramble report 1938)

## "THE GYMKHANA"

"Gentlemen," said the Chairman, "It is proposed and seconded that we should take part in the Stowupland Gymkhana - a show of hands, please". The Committee raised their hands. "Carried - will the social committee make the necessary arrangements."

The younger ones among us had no idea what it was all about, but vivid descriptions of sledges and prams being towed behind the models sounded good enough for us.

On the appointed day, we met at the Royal George and Peter Wigg piloted us to Stowupland, most of us not knowing where it was and probably, like me, having never heard of the place before.

We arrived and parked our 'bykes, and to our surprise found Roundabouts, Swings, Dodgems and Sideshows. Just the job for the 'blooies'. This is where we headed first - the other attraction being the "talent". We crowded round and watched the girls enjoy themselves. Some, however, made the mistake of getting on the Dodgems. There is nothing - not even motorcycling - more satisfying than bumping dodgems particularly when there is something interesting to chase!

Reluctantly, we abandoned the ladies as it was time to do our stuff in the arena. Alas, I didn't have a good start. I got the 'byke going; slipped it into first gear; let out the clutch - and spun completely round, ending up facing the wrong way, and earning much comment - mostly ribald - from the lads. Some impressive Entrance!!!

There were many races. During one obstacle race I was wearing a floppy hat which would keep blowing into my eyes. By the time I got rid of the thing I was heading straight for the ropes and crowd. Taking strong evasive action, I cranked the model over good and hard - then applied the front brake! Well, any novice will tell you that is not quite the right thing to do. I found it out the hard way, sailing over the handle-bars and landing on my crust. No damage done, but I finished last naturally.

The most memorable event of the day was the sledge race. Have you ever seen it? You should! A small sledge is towed behind the 'byke to the peril of all concerned, and there are two main objectives. First to win, and second, for the passenger to stay on the sledge. In the ring there was other equipment waiting for various obstacle events, and this unwittingly played a great part towards the hilarity of the race.

The pig-netting was Charlie Cook's undoing. Belting round



a corner on his Beeza with David Hardy clinging on to his sledge like grim death, he failed to see the sledge swing inside the 'byke and hit the peg holding the net down. David bailed out - quite involuntarily of course - leaving Charlie to chase round none the wiser until he came round again to see his passenger standing in front of him ruefully rubbing the lower part of his anatomy.

We left the ring eventually, battered, bruised, bewildered and bothered with a goodly collection of grazes, bruises and torn trousers and gasping for the pint of beer which was our payment for an exhausting but amusing afternoon out.

R.F. Yapp.

-----oOo-----

### THERE'S NOTHING NEW !

#### "NOISE"

Again we motor cyclists have been figuring very prominently in all the leading Dailies - this time on the question of noise. The Home Secretary started the ball rolling by issuing instructions for further drastic measures to be taken to deal with this "awful nuisance"; whereupon the "penny-a-liners" pounce upon it in their usual scare-mongering way.

I think perhaps there are some grounds for complaint, but feel sure that in most cases it is due to thoughtlessness and lack of appreciation of just what volume of popping is coming from the old 'bus.

We motor cyclists have always been used to a good healthy bark; but I ask you, one and all, as members of a Club looked upon kindly by the men in blue; to refrain from undue use of the throttle in towns and villages; and where your present silencing arrangements are inadequate, to see them righted. In this way, as Club members, we shall keep the peace and the goodwill of the "Blue'uns", and incidentally keep the cash (and now-a-days the fines are bumpers) in our own pockets towards new machines and gadgets, instead of handing it over to those less needy than ourselves.

Remember that any novice can make an engine bark, but to hear a machine purring along and doing its job without any undue fuss shows the handling of an expert.

(Reproduction from "Fishtail - 1926)

GUESS WHO ?

"A kind looking gentleman, with a scarf wound round his neck"

who:

- was once observed in an embarrassing situation close to a deserted stretch of road near Ipswich;
- in his youth was discovered by an inquisitive policeman making amorous advances to a young lady in a Felixstowe beach hut at 2 a.m.
- is wont to visit the 'smoko' at regular intervals for purposes unstated;
- has touring holidays in Scotland (with a similar reprobate) and refuses to discuss them afterwards;
- was "seen tacking down Bishop's Hill after a Boxing Day Trial" ;
- and who was the object of the remark -
- "help the old gentleman off the boat".

-----oOo-----



### LADIES IN THE CLUB

I am sure that no one in the Ipswich M. C. & C. C. will disagree with the statement that our lady members and friends make a significant contribution towards the smooth and efficient running of our Club. Indeed, many of the ladies themselves may disagree with the title of this article, preferring 'Gentlemen in the Club', on the basis that the male is often less active than the female! To the uninitiated, let me just list a few of the duties which they have performed throughout the year. In the first place, we have the Secretarial duties which are handled superbly by one of these 'outcasts' from the motorcycling fraternity. Any typing associated with the Trials department, treasurer, captain and social committee are carried out by the glamour section. The wonderful feasts which are eagerly looked forward to after the Shrubland Park scrambles are prepared and served by yet another section of the "gentle-sex" - no mean task when they have already been on their feet all day ministering to the thirst and hunger of the competitors! These may seem usual tasks to come their way, but let us now consider a few of the unusual ones.

We have already mentioned elsewhere the achievements of one of our ladies in the scramble organising field and in the high level committee work, which must surely rank as a feat of which many males would be proud. Let us hastily say, of course, that their activities are not confined to the comforts of a warm room - far from it! They can be seen at almost every working party connected with the Scrambles and indeed one of our 'elegantes' has, during the past year, even put one of the 'robusts' to shame over a matter of brawn, for I must record that during such an evening connected with the 250 c.c. Moto-Cross preparation, one of the males(?) pleaded that he was incapable of carrying three stakes, but might be able to manage one; whereupon, the 'gorgeous one' gathered a mighty bundle of poles about her and marched off with the sound of trumpets and cymbals recording a resounding victory (could it be that the weaker sex is often the stronger because of the weakness of the stronger sex for the weaker?).

Have you ever thought about the possibility (or impossibility) of riding a combination up 'the Slide'? One of our more senior male members who is often given to such desires, and who also shall be nameless, did more than think about this gargantuan feat and actually attempted it with a lady as his accomplice! The results were quite astounding - the gentleman almost committing suicide by hanging from the wrecking rope - the lady so startled at having escaped from one of the near disasters of the century that she promptly joined the Police Force!



Whilst one lady member has actually taken part in Sporting Trials, with the result that she has more often than not returned home from such a day with boots and trousers filled with mud and water, she and other ladies often turn out in full force to 'man' sections. This may seem an easy task but they often have to prepare themselves for the overkeen competitor, who, knowing full well that he has lost a '3' tries to use his charm to persuade them that it was only a '1'.

Before concluding, dare I mention Touring Trials, wherein the lady passenger has to be a navigator and timekeeper as well as putting up with a certain amount of abuse from the gentleman in the driving seat when things go wrong (past experience has shown that the bewhiskered type of driver is the one to avoid!)

In ending, let me hasten to add that these young ladies do not neglect their main purpose in life, namely to prepare a 'section' for the unwary 'competitor' so that, if unprepared, he may have eventually to 'foot' consistently a straight and narrow path for the rest of his career.

Joyce Bradley.

#### INTER-CLUB TOURING TRIAL ORGANISED BY ----- CLUB

Journeying to Galleywood End on a typical wet Sunday morning I found myself the only Ipswich entrant, a state of affairs which appeared to surprise the other competitors, eight of whom came from NORWICH. The trial followed last year's course, and but for the fact that the rain had washed away the majority of the route-marking, it would have been very easy. As it was, however, it resolved itself into a series of "blinds" to get back to the course, after going wrong at some unmarked corner. In the morning good roads led to the acceleration and brake test, which was held in the rain over a very short distance, and as the timing was to the nearest second the test appeared to be of doubtful value. The next point of interest "Hagg Hill", a shingly descent, caused a spot of hedging and ditching, after which second class roads led to TERLING SPLASH, quite a deep ford, where two entrants were swamped out and took no further part. The confusion occasioned by the obliteration of the dye, now caused one to frequently meet other competitors coming in opposite directions, and the sight of the lunch halt was very welcome. In the afternoon, the reverse direction of the course was taken, the chief obstacles being TERLING SPLASH and a stop and re-start test on HAGG HILL.

(Extract from the Trials Book)  
September, 1932.



"FIRST SUFFOLK SCRAMBLE".

Saturday, 24th April, 1926

REGULATIONS

COURSE: This will be marked in blue dye and will be a circuit over footpaths which abound over the Kesgrave, Brightwell and Martlesham Heaths. Distance will be between three and six miles to be covered once or twice, as the organisers think fit.

PRACTISING: The course will be marked by Sunday, April 18th (6 days beforehand) and anyone wishing to view the course may thus do so. No practising allowed on Saturday April, 24th.

CLASSES: Three only - Solo, Sidecar, Car

AWARDS: The member completing the circuit in the shortest time will be adjudged the winner of his class.

SUPPLEMENTARY RULES

1. There will be no checks, and no penalties for stops, you may go as you please, but you must complete the whole of the course.
2. Members will be started at one minute intervals.
3. Where the course crosses a public road no member must exceed 15m.p.h
4. Entrance fee 2/- to be paid before starting.
5. Non observance of these rules will entail your losing your 2/- and your being disqualified.
6. A member by competing undertakes to waive all claims against the Club or organisers, and to reimburse the Club or organisers in respect of any claims which they may suffer in consequence of such members entry.

(Official Regulations published  
April, 1926.

\*\*\*\*\*000\*\*\*\*\*

THE END OF AN ERA?

The Trials Secretary quoting figures, said Gymkhanas were not a paying proposition, and that generally entries in events were badly supported, 277 against 326 last year, with one Shrubland event less; he thought the day of Trials were done (loud no's).

(Extract: Trials Secretary's  
Report - A.G.M. 1929)

### SHRUBLAND PARK.

On this, the Club's Jubilee Year, it is of interest to record that 1962 will see (we hope) the Golden Jubilee of Speed events promoted by the Club at Shrubland Park.

An old fixture list records the fact that a speed Hill Climb was staged there in 1912, and apparently, a good time was had by all.

After World War I, the Club returned to its happy hunting ground, and sprint meetings were staged on the main drive, and perusal of the entry lists and results indicate that these events were very popular and well supported, even if a trifle strange in some respects to we modern A.C.U.-conditioned types. The race lists for novice and experts events are identical; thus we have the runner-up in the novice event winning the expert class, and going on the following year to win the novice class and become runner-up in the expert class. What memories the entry lists recall. Eric Fernihough on his Brough Superior, E. Searle and G. J. Williams on Nortons, F. W. Neill with his Matchless, E.C.E. Daragwanath, 500 and 1,000 Brough Superiors; famous marques alas now only memories, Rudge, New Imperials, New Hudson, Chater Lea, Scotts, Sunbeams, Rex Acme, O.K. Supreme, Calthorpe's, O.E.C., Zenith and many more, even the ever-present "special" developed by some midnight oil burner!

Panic reigned on the Friday preceding the 1926 August Monday meeting when a course inspection revealed that the drive was, to quote the Club Magazine "too pot-hole and loose for speed work." However, an appeal to the President of the Club, Mr. D. F. Bostock, saved the day; with the ease of a conjurer he produced materials and a steam-roller, the drive was repaired and all was well", thus inspiring the Club's poet to pen these immortal lines:

"B is for Bostock the President man  
If we can't do it, well Bostock can".

Following World War II, the Club returned to the park, and staged an open-to-centre Scramble on ground now mainly utilised for car and coach parks. This was highly successful, and the following year a move was made to the present Scramble site and under the able leadership of Harry Redhead and Charlie Smith the first National Scramble was held. In the following year, the meeting became Trade Supported, and for the past twelve years, East Anglian Scramble fans have been able to see the cream of the Country's Scramblers in action over this now famous course.

Earlier meetings starred Bill Nicholson on his flying B.S.A.'s whose forceful riding made him a firm favourite with the



crowds; Bill Barugh who led the D.O.T. team to many successes and Basil Hall, rapidly establishing himself as the prime favourite of the Shrubland crowd - perhaps the most popular rider ever to grace this circuit.

Memories crowd in - Dave Tye pitting his flying 350 against the 500s; John Avery's four second places in one meeting, including a titanic duel with Geoff Ward in the Junior Race. Winning rides by that immaculate stylist Brian Stonebridge, and Les Archer's incredible feat of 3 consecutive wins in the Grand National. John Draper, Jeff Smith, Dave Curtis, hurtling round to hard won victories; Dave Bickers, becoming the first club member to win an event in the National Scramble - the list seems endless.

The course remains substantially the same to-day as it was in 1947 with the exception of "The Pit" which was included three years ago. The solo events also remain the same, but Sidecar Scramblers made their first appearance in 1959, and immediately their forceful driving and team-work endeared them to the spectators, especially those "battle wagons" which sported female ballast.

Following the Inter-Centre Team Scramble which was promoted at Shrublands in 1959, Jubilee Year has produced the highlight of all the events - the staging of the 250 c.c. European Moto-Cross Championship on behalf of the Auto-Cycle Union. At this meeting riders from Finland, Germany, Belgium, Czechoslovakia, Sweden, Denmark and Holland competed against Britain's best.

Development of the course and organisation continues with the co-operation of Mr. Saumarez, the owner of the Park, and the Club looks forward with confidence and anticipation to the 1962 Golden Jubilee of speed at Shrubland Park.

.....oOo.....

#### SPEED EVENT - 1912 STYLE

##### HILL CLIMB - CLASSES

1. Single Geared Touring single Cylinders 500 c.c.
2. T.T. and T.T. Roadsters up to 500 c.c.
3. Any class up to 500 c.c.
4. Single geared lightweights up to 400 c.c.
5. Variable geared lightweights up to 400 c.c.
6. Any machine up to 1,000 c.c.
7. Slow Climb knockout fixed gear.
8. Sidecars.

PRIZES: - 1st 7/6d. 2nd - 4/- . 3rd - 2/6.



## PROFILES OF THE PRESENT OFFICERS OF THE CLUB

### 1. THE PRESIDENT - Dr. P. Weiner

At the 1951 A.G.M., the Club was fortunate enough to be able to persuade Dr. Weiner to accept the office of President. Associated with the affairs of the Ipswich Club for the past 30 years, our President has not been content to be just a figurehead. Having a keen interest in all aspects of Club life and motorcycle sport in general, his experience and practical help has been invaluable to the Club during his term of office, especially during this, our Jubilee Year.

Medical Officer for the Shrubland Park Scrambles, he has developed a lively interest in 'Scrambling' even though the activities of the "barrow-boys" seems to occasion a certain professional concern.

His ready response to all requests for help and advice has smoothed many difficulties from the Club's path, and we have every reason to be grateful for such an active and able President, and look forward to a continuation of this happy association in the future.

### 2. THE CHAIRMAN - Peter Wigg

At the present time Peter is Chairman of the Club, a position he has held since 1958. He has been a prominent member since he first joined in 1947, and has held every official position except Secretary and Treasurer, since that time. His first love is undoubtedly the sporting activities of the Club, and we associate him first and foremost with the Shrubland Park Scrambles. He first became Organiser in 1951 and has continued in this office until the present day, culminating in the International 250 c.c. Moto-Cross meeting. The development of the fine course at Shrublands has been largely brought about by him and the close liaison which the Club is happy to enjoy with the Hon. Victor de Saumarez is something which we all owe to him. The field of Scramble Organisation is not the only one in which he has participated, for he has taken a major part in the development of the 'Suffolk Mardle' Trial which is the major event in our Trials Calendar; indeed, the name of this trial was suggested by him in the first year of Regional Restricted status.

He has been an A.C.U. Steward for 10 years, and as a result has officiated at many of the speed events and trials in the Centre. As a member of the A.C.U. Competitions Committee since January, 1958 he can be looked upon to stick by a decision, no matter how unpopular he may become for doing so. Perhaps his greatest quality is one of complete reliability, and this and his many other assets make him a person whose presence in the Club is invaluable.



3. THE VICE -CHAIRMAN John Bradley

Already well known to members as a regular competitor in its post-war Sporting Trials, John Bradley, lost no time in joining the Club upon taking up residence in Ipswich in 1955.

Taking over the position of Trials Secretary in 1956, a post he held for two years, John was mainly responsible for raising the Club's Sporting Trials activities to its present high level. His keenness and enthusiasm was mainly responsible for the Club's success in the Inter-Club competition in 1959.

One of the instigators of the Suffolk Mardle Trial, he has taken a large share in the organisation of this Event since its inception. In 1958, he became Deputy Clerk of the Course for the Shrubland Scrambles, a position he still holds.

John became Vice-Chairman in 1959, and his great interest in all branches of motor-cycling sport, will undoubtedly mean that the Club's high standards will be maintained for many years to come.

4. THE TREASURER - Ted Rolfe..

Ted became the Club's Treasurer in 1959 on the sad death of Kem Fish, who had been Treasurer for many years. He was the logical choice to take over from his old friend, as he had been helping him for a very long time. Definitely one of the 'back room boys', he has been responsible for all the Club Trophies and the preparation of all awards for the Annual Dinner for many years.

However, Ted has not always been so retiring, for in 1953 he became Vice-Captain and the following year Captain.

Although he has from time to time had to wag an admonitory finger at the Committee when they are bent on spending more money than he considers necessary, he does help in a very practical manner to keep the coffers filled, by organising the sale of programmes at all our speed events.

5. THE CAPTAIN - (Roy Ambrose)

Roy has devoted his energies in the Club to being Captain for the last two years and prior to that in 1957. Anyone who has served as Captain will readily agree that of all the Officers of the Club, this is the most difficult to fulfil. All the social activities, including the organisation of the Annual Dinner are in



his hands. No matter how badly supported a particular outing has been, he can be guaranteed to carry on with the next event in the Calendar as if every Club Member had attended. The difficulty of stimulating interest in all activities of the Club is left to the Captain and Roy's perseverance in this field is immense. He has made a significant contribution to the smooth running of the Shrubland Park Meetings, and has been using up his spare time by constructing permanent lap scoring enclosures.

In Roy, we have, once again a person of 100% reliability and this, coupled with his quiet unassuming manner, make him a tower of strength on the Committee.

#### 6. THE TRIALS SECRETARY - Les Tatum

Les has been a member of the Club since 1954. At the present time he holds the vital position of Trials Secretary and in doing so has made a tremendous contribution to the Club's sporting activities. He and his wife organised the 2nd Suffolk Mardlo Trial in 1960 and his conscientiousness is something which we all admire. He cannot tolerate inefficiency in anyone, a fact to which several members will bear witness. He is one of the most strong willed persons on the Committee at the present time, and a stickler for keeping to the regulations of any event he organises.

Before becoming interested in the administrative side of the Club Les was a regular competitor in Trials and Scrambles and his forceful personality showed clearly in his riding, to such an extent that although he emphatically states he is still a novice in sporting trial, most of us find it difficult to believe!

We hope that he will continue to serve the Club for many years to come.

#### 7. THE SECRETARY - Sheila Wigg

It is quite superfluous to state that Sheila now holds the post of Hon. Secretary of the Ipswich M.C. & C.C., and has done so continuously, except for a small break, since 1953. Although not officially a member until 1950, she has been working for the Club since Peter joined in 1947. Her secretarial training has stood her in good stead for the important post which she now holds and we are glad to say that her ability to take part in discussion with men of far greater experience than herself, to record and report in a full though concise fashion, has not been overlooked by the Centre. She has been a Council Member since 1956 as well as representing the Eastern Centre at the Birmingham Conference in 1957 and 1958.



Non-one who attends Board Meetings regularly in this Centre can deny the fact that the official business of the Union discussed at Fall Mall has never been brought home to the ordinary Clubman in such a lucid fashion as when Sheila reports.

The title of Hon. Secretary of the Club is quite a misnomer as far as she is concerned, for any event, whether social or sporting enjoys the ready assistance of Sheila Wigg. The detailed organisation of the National and International Meetings at Shrubland Park is in her hands, and the fact that these events are recognised as among the best organised in the Country, says a great deal for her ability. In the trials field, she has been responsible for working out the 'results production' system associated with the 'Suffolk Mardle' trial. As a result of this work, we can boast that detailed results sheets are produced within 30 minutes of the last competitor finishing.

In addition to her work as an organiser, she has also found the opportunity to take an active part in motorcycle sport. At one time she was a regular passenger to Peter in Sporting Trials and could often be seen climbing out of ponds and ditches; and has also taken part in the National Rally.

Her energy is quite unlimited, and there is no doubt that if ever she decided to relinquish her activities in the Club, the latter would be presented with a void which would be very difficult to fill.

#### 8. HARRY REDHEAD:

Present members of the Club think of the names Harry Redhead and Shrubland Park together, for it was he who did most of the spade work for the National Scramble. Nevertheless, he had been taking a prominent part in Club life for many years before this.

He became a member in 1926 and for the first few years concentrated on riding in speed events and trials. His name first appears as a competitor in the entry list of the 1927 Hippodrome Trial, and the results of the 1928 Sprint Meeting at Shrublands show that he swept the board in the three novice events at his first attempt. It was not until 1933 that Harry started taking an active interest in the administration of the Club when he was elected to the Committee. He became Captain in December, 1934 at a time when the Club had only just begun to prosper again after a lean period in the early 30s, but by the time he retired from office at the end of 1936, membership was again registering over 100. 1937 found him in a new role as Editor of the Club Magazine "Fishtail"



and he returned to the office of Captain in 1940 until he began his service with the R.A.F.

After the War, Harry became Trials Secretary and with Charlie Smith was appointed the organiser of the first National Scramble at Shrubland Park in 1948. He had the unenviable job of plotting the new course and the proficiency with which this was done is reflected in the fact that the course remains substantially the same to-day and the general organisation of the meeting varies little from that laid down by Harry 12 years ago.

Following a period taken up almost entirely with the organisation of Scrambles, Harry became Chairman of the Club in 1954 and on his retirement in 1956, a Vice-President, in which position we still have the benefit of his vast experience of the sport.

9. FRANK REVETT:

From almost the earliest days there has been a member of the Revett family playing a prominent part in the life of the Club. Francis joined his father and brother Arthur in 1924. He was elected to the Committee in 1925 and took over the job of Trials Secretary in November, 1929. Those who have had anything to do with the organisation of Trials know that this is perhaps the most arduous of all jobs, and particularly so in this Club where the running of speed events is apt, suddenly, to become part of the Trials Secretary's work. It is, therefore, of particular merit that Frank remained Trials Secretary until the end of 1933.

Following the usual practice of flogging the willing horse, Frank was not allowed much respite after his work in the Trials Department and he was elected Honorary Secretary at the A.G.M. of 1935, a position from which he was not allowed to retire until 17 years later in 1952. Even so, the Club were not willing to allow such a valuable member to rest on his laurels, and he became Vice-Chairman in 1954 and Chairman in 1956.

Running concurrently with all his activities inside the Club he has played a leading part in the affairs of the Eastern Centre since 1932, when he became the Club's delegate to the Centre Board, and has served the Centre as delegate to the General Council, member of the Centre Competitions Committee, Centre Steward and has been its Vice-Chairman since the end of the War.

Having undertaken so much work, one would imagine that Frank would have had no time for any actual motorcycling. Not a bit of it! He has been a notable trials rider (once reserve for



the Centre Team in the Inter-Centre Team Trial) and has been a regular competitor in all types of competitive events promoted by the Club.

It was with great reluctance that the Committee accepted his decision not to continue as Chairman at the end of 1957, but we still have the benefit of his advice as a Vice-President of the Club, and hope that his connection with us will be maintained for many years to come.

#### 10. PIP WELLS.

One of the 'Old Guard', Pip Wells has a long record of service to the Club. Joining in 1936, he immediately took a keen interest in all Club activities; he was elected to the Committee in 1942 and helped to keep the Club functioning during the War years. In 1947, when a full programme was resumed, he became Trials Secretary.

Pip became Vice-Chairman in 1957 and took a particularly keen interest in the organisation of the National Scrambles and was Clerk of the Course from 1951 to 1958. He still takes an active part in the field preparations at Shrublands where his experience and keenness is invaluable.

-----oOo-----

#### WELL!!

FOR SALE - Bluff Thluperior. Born 1920! Still going wrong!!  
Duff enamel. Buff Orpington (Good Layer). Buffed Tank. Duffers  
bufure and behind. Two-stage transformer. Dull emitter loud  
speakers; Heterocomeandine circuit, guaranteed to receive broadcast  
from Sproughton, Claydon AND Kesgrave. All the latest conveniences,  
H & C., R.A.C., J.C.C., wait and see. Specially suited to a man  
with an eyeglass and plus fours.

Apply: Between 11 and 2, or 5 and 10 p.m., Messrs. Watt, Shores  
and Minesabitta, Knott Likeli, Kilmarnock.

(Reproduced from Dinner Menu and  
Programme - probably 1924)

SCRAP STEELE!

- T for Tatum, L. with his Trials Staff  
Also Tatum, P., his better half
- H for H'Ambrose the Club's Captain  
Also H that's not in his name
- E for Events the Organisers put on  
Also 'Elp! It you they depend on
- I for Ipswich the home of the Club  
Also Income; have you paid your Sub?
- P for Pat and Sheila the typewriter bangers  
Also Permits, Paper and a few little clangers
- S for Scrambles, Section and Surprisers  
Also Shrublands, Stakes and Scythens
- W The Wiggs, the Scramble runners  
Also work, the amount will surprise yer's
- I for Interest we like to see  
Increasing in every Club activity
- C for Club whose Jubilee reaches  
half a Century in nineteen sixty
- H for Health we wish the I.M.C. & C.C.  
Also Hope it makes the Centenary
- M for Members old and young  
Also Money, the Club costs to run
- C for Checkers who brave cold and wet  
Also Chief Marshal by name John Leggett
- &
- C for Competitors we all wish success  
Also Committee who work in your interest
- C for the Clot who composed this fine reel  
also quite Clearly it must be Fred Steele.



### PRAISE INDEED!

"It is obvious that we must have a governing body in common with every other sport. The A.C.U. have, hitherto, been far too easy going, and we are pleased to see that they are realizing the necessity of coping with the greatly increasing popularity of motor sport"

(Extract "Fishtail" - 1926 in reference to new Competition Rules)

### TIME WILL TELL!

"We shall all rejoice in the absence of the tram lines, and the town will be immeasurably safer without them. Their removal will give a greater capacity to the streets, as riders of two-wheelers will be able to ride in any part of the street, instead of being confined to those portions of the road between the rails. At the same time, I am afraid that the Trolly Buses are going to create as much or even more obstructions than the trams, one advantage of the latter being that by those who know, the amount of overhang of the tram can be gauged to an inch, whereas, as far as I can see, we shall have foot passengers swept from the pavements by the Trolly Buses. I expect to be called over the coals for saying it, but only time can demonstrate what a failure these trolly buses are going to be and how unsuitable for our traffic conditions."

(Contributor to "Fishtail," May, 1926).

### PROLIFIC

"The Ipswich Club is looked upon as the Father of the Eastern Centre and we should uphold this position."

(Chairman's remarks - A.G.M. December, 1933)

### STILL AT IT?

"Mr. F. J. Revett organised a very successful Jumble Sale on behalf of Club and P.C.O. funds."

(Minute Book 10th March, 1935)

## MOTOR CYCLING AND CLUB LIFE IN THE 1920 - 1935 ERA

The first world war ended in 1918, and the motor cycles which had been used for dispatch riding etc., became available to the general public. Hundreds of the famous "Douglas 350 Flat Twin", and the "3½ h.p. Triumph" were sold in auctions all over the country. This started the ball rolling, and clubs were re-started, or formed, and club life began. It must be remembered that everything we did was in the nature of an experiment, or pioneering, and to try and give a fair picture, I shall split this little write up into groups:

Club Events - Machines - Comparisons.

### Club Events.

The start of things was the Reliability Trials (Touring and Sporting). To give an example: The Beardmore Trial was for several seasons run over a course of up to 200 miles, and often with entries of 30, 40 and 50. This led to night trials, and these were somewhat difficult. One which I shall always remember, started from Headquarters at the Golden Lion at 9 p.m. one Saturday evening, and the finish was at Camberley via a roundabout route (Newmarket, Royston, Dunstable, Tring, High Wycombe, Maidenhead and Camberley). This in a night of heavy rain and flooding, and the mileage was approximately 180. Route marking was a bit suspect and sign posts hardly readable. Please remember also, we only used gas lighting and the main problem was whether the gas would last the night. A spare generator cost money, and in those days, money was scarce. Finally, having completed the trial and had breakfast, one was faced with the return journey of 100 miles by direct route; you really felt tired at the end. We held several night trials of this mileage, but as the newness and the enthusiasm waned, so entries got smaller and mileage less.

### Sporting Trials.

These were very hard going indeed, and in particular, the Eastern Centre Inter-Club Shield events. I think the worst were those which started at the Scole Inn. Usually the mileage was around 80 - 100, split up into morning and afternoon sessions with an hour's break for a sit down lunch. In the early days no official OBSERVED SECTION was ever marked, but all round the course there were checks for time - footing and stopping. Under these conditions it was not easy to relax as one never knew where the observed sections ended (if at all) and secret checks were used in case of a tie, but rarely found necessary. Entries were up to 70, and don't forget Ordinary tyres were used as no competition tyres had then been made.



### Speed Trials and Hill Climbs.

A great many of these were held, and mostly on Public roads, as for example, Lawford Hill - Bolstead Brook Hill - Dedham Long Road - Section of the road at Mildenhall and Brandon. These events were very popular and eventually it became illegal and private roads were used. This was the start of Shrubland Park, where we used the main drive for a third of a mile sprint from a standing start. Although the gravel drive was a steam-rollered one, it was a fairly hectic ride, with a rigid frame - small tyres, and a rather weak type of screw down damper. It may not be generally known, that the use of public roads ceased, following a fatal accident at a hill climb at Kop Hill, when a spectator was killed. Another interesting feature was the fact that although it was early days, we used electric timing by means of a rubber tube across the road at the start and finish, connected to a stop watch. This proved very successful.

### Hill Climbs on Main Roads.

These were always popular and full of incident. I recall one hill climb at Lawford Hill (near Manningtree Station). I was there as a boy spectator. It was on a Saturday afternoon, and the local authority had tarred and sanded the hill the day before. I can still see the look of horror on the first rider's face. The signal to start - terrific engine roars - clutch in and a series of snaking swerves all over the road, before going through the hodge. The hill climb was carried on but everyone was covered with wet tar. The road at the start was torn to pieces and I believe this was the last hill climb at this venue. A later development was the Freak Hill Climbs (so-called at that time). This was the start of the Leiston Club's now famous Westleton Hill Climb, although for several years it was held straight up the hill without the turn as now used.

Incidentally, I should like to record with modesty, that 1959 was not the first time a sidecar made the attempt. In 1928-9, after the official event, the writer had several attempts with a 588 c.c. Norton and sidecar, but each time failed, and on two occasions the machine used the sidecar as a pivot, went round to the left, and rolled over and over down the hill. I am told this looked good, and one little local lad said to me "When are you going to do it again mister?" I shall not tell you my reply!

### Machines - preparation, etc.

What were machines like and what did one do to them? Well, to be an all-rounder, as was the trend in the early days, one had a lot of work to do. There were no Clubman machines, and one had to buy a standard model and tune, and improvise for the various events.



For speed trials, one stripped the machine of all touring equipment, and did as much tuning as one's experience and pocket permitted - and hoped for the best! For all other events one reversed the procedure or at any rate, prepared the machine to suit the trial. In the mid-twenties, makers began to learn and some very good machines came along; the 16H Side Valve Norton - Velocette 350 - Rudge 4 Valve 350 and 500 c.c. and a number of machines fitted with the Blackburn or J.A.P. engine, Sunbeam and finally the first model 18 O.H.V. Norton.

My own choice was the 350 c.c. Camshaft Velocette and the 490 c.c. O.H.V. Norton. In their day, these machines were very fast, and very popular, as records show. The problem with the Norton was that it was possible to tune the engine to a point beyond the road holding ability, and one experienced a lot of frame whip at high speeds. The machine was capable of 100 m.p.h. in tuned and sprint condition, but one always felt there was a speed wobble waiting round the corner. However, all makers recognised the problem, and the cradle frame and rear springing started things on the right lines. To give some idea of the way riders used to experiment, in 1928 or 1929, I forget the exact date, the sidecar Matchless used by the works in the Ockmore Cup Trial had a rear wheel made up with two wheels built side by side on a single spindle in wide forks. This was of course done with the idea of giving greater traction. Much argument arose as to whether this made it a four wheeler. However, it was not a success, and it died a natural death.

One of the troubles was that the gap between the two wheels would fill up with mud or clay, and the outfit was nasty for fast cornering. However, in 1928, Matchless did produce a quite interesting machine called the Silver Arrow. This had a rear spring frame and an adjustable friction type damper under the saddle which one could operate whilst riding. The engine was a Vec twin of small capacity and would run as smoothly as a dynamo. It was not fast, but its performance in mud and pot holes was a revolution, and the feeling for the first time of riding in and out of holes and not bouncing over them and sliding all over the place, was really good. This machine did not last long but I mention it because it did have many features which can be seen today. One could go on for ever talking about the various machines and the innovations which the makers introduced, but finally, I think the 350 Four Valve Rudge should be mentioned. It came out, I believe in 1925, and had a four speed gearbox. The whole machine was beautifully made and was very successful in sporting trials. It was also, with the A.J.S., one of the first 350 c.c. to be used with a sidecar.



### Comparison.

Comparisons are difficult to make, there being factors for and against, but if asked what it was like trials riding in the early days, I would say:

1. Mileages were high;
2. Entries were always large;
3. Gas lighting was the bad feature of night trials;
4. There were no competition tyres;
5. No knock-out spindles, making puncture repair a major operation.
6. One was always improvising;
7. Getting the right kind of fuel for the machine, for certain events, was difficult.
8. In short, nothing was easy, but it was good experience!

L. R. King (Tootle)

TRUE TO-DAY ALSO - WE HOPE!!

### MEMBERS, ACTIVE AND OTHERWISE:

It has been very noticeable during the last 12 months that our list of well-meaning but inactive members is steadily growing less and less, whilst our active members grow more and more. The reason for this may at first sight appear hard to seek, but the solution is really a simple one.

Our aim is to create as much variety as possible in events in order to suit the requirements of various members. We do not think that any two of our events were quite the same last year and so we grew out of the old sameness which had previously characterised our events. The solution is therefore, variety.

(Reproduced from "Fishtail"  
1926)

### RELIABILITY TRIALS.

The Club has, in recent years, obtained a high reputation for the organisation of a rigorous sporting trial known as "The Suffolk Mardle Trial". This trial which is Regional Restricted - we think that it deserves National status - is the culmination of several years of course development on the part of Trials Sub Committees during their period of office. It is felt that the current approach to the method of organisation of sporting trials would not be out of place in this magazine.

In the planning of such a trial, preliminary aspects which have to be considered for the purpose of drafting regulations are the length of course; whether it will consist of one or more laps; whether a time schedule should be made and the number of awards to be given. It is essential for the smooth running of a trial that as few hold-ups as possible should occur, and this is largely a result of a reasonably long course. A one lap course of some 50 miles containing about 35 to 40 sections seems quite adequate for an entry in the region of a hundred. A trial in which the competitors have to cover the same course more than once suffers from the disadvantages of deterioration of sections, congestion, and not least, bad will between villagers and organisers due to the passage of many motorcycles through their homeland over a long period. A one lap course, in conjunction with a strict time schedule also favours the rapid production of results, for as soon as the last competitor has passed through the first section, that Observer's card can be returned to the organisers for recording.

As far as the time schedule is concerned, it has been found that although difficult, a 15 m.p.h. average is quite satisfactory; the average speed, however, does not allow for the consumption of a large brown ale after the first few sections; some competitors will have learned this to their disadvantage. One serious difficulty associated with a one lap course, together with its large number of sections, is that of Observers. It is impossible for even a large Club to staff these satisfactorily, and help has to be obtained from outside. We have found it advantageous to allocate a group of sections to a senior member of the Club, who will be responsible for the staffing of all the sections in the group and for the return of the observers' cards to the Secretary of the meeting as soon as the last competitor has passed through his group. This is most successfully carried out by using a back marker.

The actual structure of the course can vary considerably, but it should consist of as much rough going as possible without a tendency for the ground to deteriorate during the passage of machines. As far as the road work is concerned, it is essential that Churches



be avoided as much as possible; indeed it should be as far removed as possible from heavily populated areas. It is also a good thing to avoid land which may deteriorate in a matter of hours, e.g. due to heavy rainfall producing flooding.

The organisers, having decided on an ideal layout of the course, can now embark on the task of obtaining the owner's consent to use his property. Before actual contact with a landowner is established, it is wise to pay a visit to the Local Authority Surveyor's office to determine the allocation of all the roads, tracks and paths which one hopes to use. If, among any of these, there appears a public footpath or a bridle path, then written permission has to be obtained from the landowners concerned. This permission has to be submitted to the Surveyor's Office, who will, in conjunction with the Chief Constable, either grant or refuse permission to use the ground proposed. It is usual on granting such permission, for the Chief Constable to lay down a series of conditions to be fulfilled during the actual running of the trial. They may include the insertion of a speed limit on parts of the course where people are likely to be taking a Sunday walk or to instruct the organiser to make sure no mud is carried on to a road in a certain section. Having found out the 'classified paths' then actual contact with landowners can be made. It might be added here that the procedure outlined above is one outcome of the revision of the Road Traffic Act, 1956, and has complicated the Trials Organiser's job considerably.

A successful Trials Organiser has to be a perfect diplomat for the approach which he must use for the various types of people he will have to meet is all important, and must be assessed in a flash. For remember not everyone regards motorcyclists as welcome visitors or even desirable ones. A doubtful farmer can often be convinced in an instant by reference to 'that wonderful crop of sugar beet over there' and female landowners - unfortunately few and far between - are certain to react more favourably to compliments than brickbats. It pays to be tolerant to landowners - if they are anxious to tell you how to organize a trial based on 1920 experience, then a patient indulgence works wonders. Experience has shown, that a polite, patient approach to the landowner will always provide the most satisfactory result, and once good-will is established, it has to be a particularly objectional approach by someone, to destroy the good feeling which exists. A polite letter of thanks to the owner concerned after the trial means a great deal to both parties, and in my opinion must never be overlooked.

As soon as the whole outline of the course has been established and the necessary written permission submitted to the Local Authority, then the actual planning of sections can begin.

Considerable experience is necessary before one is capable of siting a good section, and a number of years competitive motorcycling is of immense help in this direction. The common saying "natural section" is a complete misnomer, and in my opinion such terrain rarely exists. This expression is often used in the Centre in the context "we can't organise a good trial here; there are no natural sections" - and in my opinion is a poor excuse for the "nagery" type of section so often used by certain Clubs in the Eastern Centre. Sections are made by hard work with shovel, pick and scythe, and it rarely takes less than a day's work to construct a worthwhile hazard. Anyone who thinks a good section can be constructed on the morning of the trial with a band of sleepy observers armed with a roll of tape and a few sticks are sadly mistaken. A good section should be wide enough for a machine to be manouvered without danger of colliding with trees or tape, and should be as long as possible, consistent with its satisfactory observation. A section containing four continuous sub-sections is far better than four short separate sections. Its degree of difficulty should be such that on an average every competitor can lose marks.

When planning sections, it is not sufficient to have an average trials rider test the section, riding it clean, and pronouncing it a good section. This is only likely to end in a large number of 'clean sheets'. Far better for the section to be altered to produce a near 'stopper'.

It is most important for the 'Begins' and 'Ends' cards to be strategically placed. This is particularly important with the 'Ends' card, which should always be situated clear of any hazard which might produce loss of marks. Attention to these details will save a deal of argument.

It is hoped that this short article will give some idea to the would be organiser and indeed to the competitor himself how the work of trials organisation is carried out, keeping in mind the fact that the views put forward are quite personal in nature.

J.K. Bradley.

----- oOo-----

#### NO URGE!

....."Frank Revett's riding was very steady throughout, but his engine lacked the necessary "pep" for him to keep up the time and he finished very late".

Halstead Inter-Club Trial 1933.



## GOING TO THE SCRAMBLE?

Why not take your Camera ?

The Happy Snapper or Serious Amateur will always find plenty of action and interest at the local race meeting. It is advisable to arrive early at the course before practising commences so you can walk around to examine the parts of the Course which promise most opportunities for filming before the start of Racing.

For spectacular shots choose a position opposite the top of a bump then sit back and watch the riders go round a couple of times. You'll soon see which riders make the most thrilling jumps. When these come through pick them up in your viewfinder and follow them through. Panning with the rider creates the impression of speed because the background is intentionally blurred. However you must keep the machine and rider in the same position in the viewfinder. A low camera angle with this type of shot gives an exaggerated but more spectacular picture.

For a corner, select a position on the outside of a bend. If you film from less visible positions you will find that the 'bykes leaping over towards you become foreshortened and detail in the engine will be lost in the shadow. On the other hand when filmed from the outside of the bend the machines lean away from you, exposing the engines to view and giving yet another impression of speed and power.

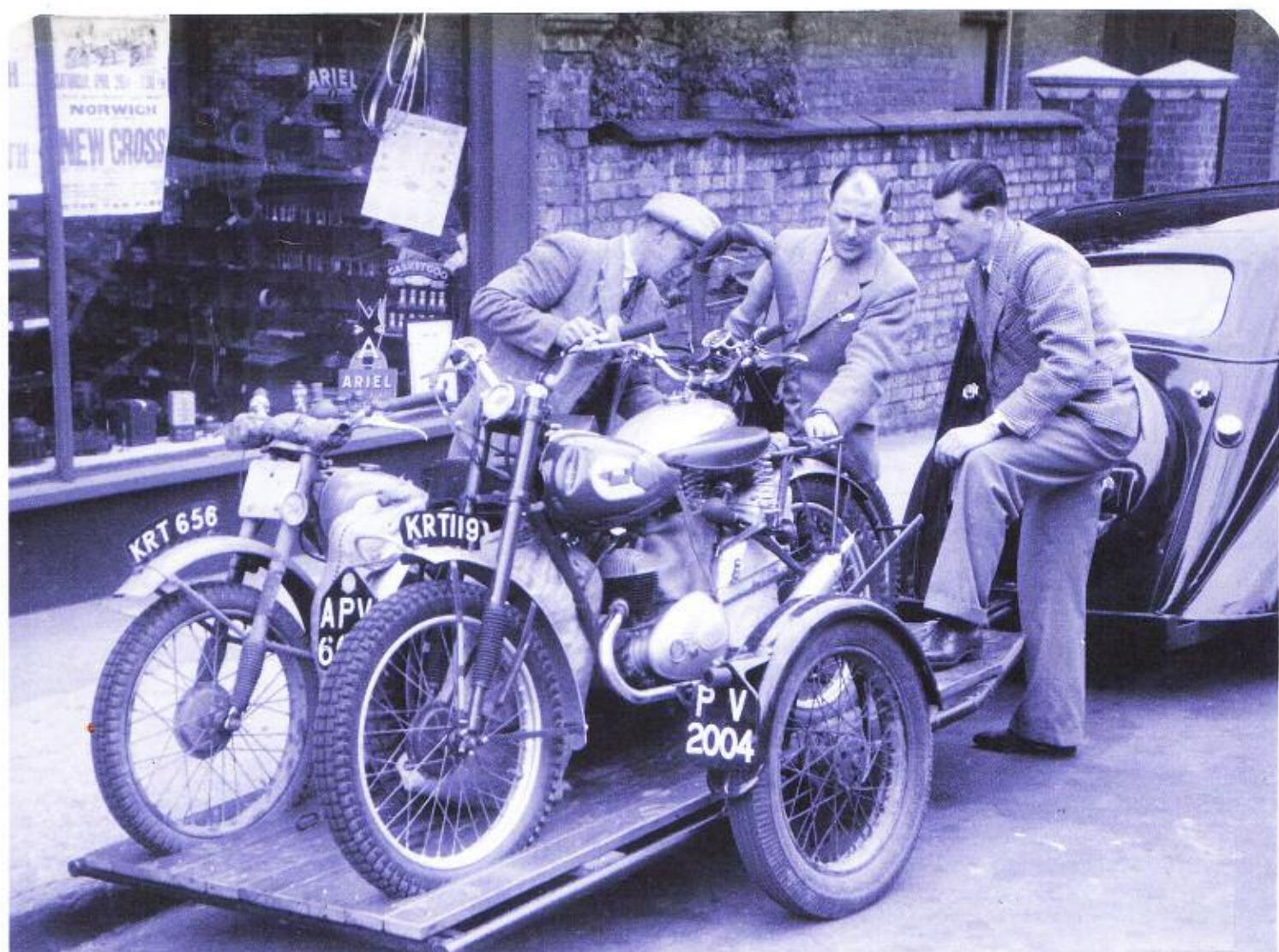
During the lull between practice and the actual meeting, why not wander over to the pits. There's plenty of activity going on here. Mechanics tuning up engines and changing sprockets whilst riders are possibly discussing the nature of the terrain.

There goes the five minute warning hooter Chaps, better get back on the course to the positions you selected in practising and here's to Happy Shooting.

TO THE FUTURE:-

It is the sincere wish of the Committee that the foregoing history of the Club may be of some interest to present day members, especially the younger ones, and it is hoped that it may encourage them to take a more active part in the affairs of the Club and in so doing make every endeavour to see that its high standards are carried forward into the future. We are confident that with their help, the Club will not only retain its position as one of the premier Clubs in the Eastern Centre, but may well take its place with the best in the land.





**IPSWICH RIDERS IN SCOTTISH TRIAL:** Geoff. Revett (centre) and Peter Davey, members of the Ipswich Motor-Cycle and Car Club, preparing to leave Ipswich yesterday morning to take part in the Scottish Six Days' Reliability Trial starting from Edinburgh on Monday. On the left is Mr. French, who is travelling with them.





The Ipswich Motorcycle and Car Club.

And the Scottish Six Days Trial. 1952.

The Ipswich Motorcycle and Car Club, formed in 1910, has a long and chequered history, and when I became a member was thriving and successful. I joined in 1947, just two years after the end of the war motoring clubs were picking up from the suspension of activities during the five war years. At this time motorcycling was considered an honourable sport for gentlemen, and the club enjoyed the support of many of the towns professional and business people. Doctors, Solicitors, Jewellers, and people from the motor trade. A few of the many come to mind; Kemble Fish, of Fish and Son's Jewellers in the Arcade, with his Sunbeam's, Barney Baxter, in the transport business, Norton 500.T. Fred Steel, Manager, Ransomes Lawn Mowers, Ariel 500 Red Hunter. Charlie Smith, Gents Outfitters, another Ariel Red Hunter. Peter Wigg, Accountant, Norton 500 ES2 and sidecar, Sheila Wigg, his wife, the Club Secretary at the time. From Revett's Motorcycles, the brothers Geof and Frank and the shop manager Harry Redhead, Riley and Jaguar cars. The Revetts had whatever machine's took their fancy, Geof was the keen rider with B.S.A's and Triumph Trophy's, he also rode for Norwich Speedway, he was known for his exuberant style more than for his skill. Harley Deschamps a close friend of Geof's and the owner of Wilding and Smith, with sand and gravel pits at Waldringfield, Harley did a few competitions with his B.S.A Bantam and had a very nice Riley Kestrel. Pip Wells, in the insurance business with his always immaculate Triumph T100 twins. Mr Lou King, the owner of Lock and Stagg's motor garage, agents for B.M.C. Austin and Morris, Lou was the Club chairman and latter became president. In 1948 I was voted onto the committee, I believe to represent the clubs competition riders. Another well known member about that time was Tug Wilson, a big chap with a beard that had a sprinkling of ginger about it, Tug was a chef and worked for a firm called "Steel Filings" in Claydon, he had a Vincent Rapide hitched to a Steib sidecar and a Black Shadow that he rode solo. I worked at this time at Boltons of Barrack Corner, Tug would bring the Vincent's in for servicing although Boltons did not hold the Agency, Revetts held the Vincent franchise, but Tug for some reason had nothing to do with them. At the club one night Tug asked if I would go to Stevenage with him to bring the Shadow back to Ipswich, it had been back at the works on a service recall. I said I would, and got a day off work, the Rapide Tug left with me before the ride to Stevenage. On the morning before we were due to go, I got a phone call, Tug said that he had made other arrangements; I was looking forward to the run up to Hertfordshire and felt a little miffed at the late change, especially as I had taken a day off for which I would not be paid. The Rapide stood in the workshop finished and waiting on Tug's collection; I decided on a test ride; I screwed on the power from the bottom of Valley Road to the crest of the hill, smoking the rear tyre all the way, I felt better after that. He sold the Rapide and harnessed the Shadow to the Steib, he almost killed his wife in that outfit, he turned the plot upside down in a pond full of water, his wife was trapped in the



sidecar under water, luckily Tug was unhurt and being a big strong fellow he managed to lift the sidecar and get her out, however she never rode with him again and he changed to four wheels. Some of the people named here had tragedy in their lives; Kemball Fish one of the nicest person's you could meet, died young in his early forties. Barney Baxters very attractive wife Mary, a business woman in her own right, died on the operating table during an operation on her thyroid gland; she was just 35 years old, we were all drinking together in the Golden Lion on the Sunday and by the middle of the week she was dead, it came as a huge shock to us all. Charlie Smith, a real gentleman, committed suicide after being diagnosed with cancer. Geof Revett, whilst driving in thick fog at Stowmarket, hit a cyclist causing injuries that proved fatal. Frank Revett, the best of the Revett family many believed, also died before he reached 60. Harry Redheads wife became bedridden as a young woman, suffering with Rheumatoid Arthritis. Harley Deschamps lost his only son, as a much loved small child, when his Riley became involved in an accident on the Norwich Road at Barham in another thick fog.

In those early post war days, the club still organised it's annual 'Poor Children's Outing' members with motorcycle combinations and cars would load up with kids and go off in a convoy for a day beside the sea; sometime in the fifties this event was abandoned, kids did not like to be called poor children and it became difficult to get enough people to make it worthwhile. The club ran two major events in the Eastern Centre; 'The Suffolk Mardle' a one day sporting trial, open to other centre's, I believe the entries where restricted to 180, and the 'Shrubland Park National Scramble' always held in August on the Bank Holiday this became the premier motorcycling event in East Anglia, it attracted the best riders and works teams from all the major manufacturers. Eastern Counties Bus Company laid on transport from Ipswich town centre to the track, spectators came from far and wide. At the height of Scrambling's popularity between 20 and 24,000 people watched the Shrubland Park races.

I had to get a National Licence to compete, which I did, and took part in every event up to 1952. There was a special magic about the day, the pits thronged with riders and their machines, the factory owned transporters, colourful dresses of wives and girl friends, camp followers of the competitors; lazing in the sun on deck chairs, or passing tools to mechanics readying machines for the races, then running to the rope barriers for the best view of their men during the race. The noise of engines being warmed up, the clatter of spanners in tool boxes, a smell of oil and fuel in the warm air. The course, one and three quarters of a mile of rough going per circuit; each feature having it's own name, 'Main Straight', 'Big Tree Corner', 'The Hairpin', 'The Bomb-Hole', 'Back Straight' etc. The start line was at the beginning of the 'Main Straight' set back off the main track and wide enough to accommodate sixty riders on the line in the all comers race the sight of so many bikes roaring off down the main straight, charging for position before the track narrowed into the first left hander at 'Big Tree Corner'. The top riders on the 500cc machines would reach speeds of up



to 60 plus on the main straight. If you got a position on the start line, about a quarter of the way in from the left, this was the best place to be, bringing one right onto the racing line from the off. If you were unlucky enough to be allocated a position right out on the right wing, this was the worst place to start from, machines had to be ridden across very rough ground to find the racing line, a tardy start could put you toward the rear of the pack, riding completely blind in the clouds of dust. I never did win a race at Shrublands, I managed to get placed and twice got a first class award.

The lightweight was my favourite class, but the competition at the Shrublands National was much stronger than that in the closed to Eastern Centre events. Some of the manufacturers entered teams, James came with their works riders, as did D.O.T, the D.O.T's were quick, and their rider Andrea Baldet usually did well. Brian Stonebridge with his super fast B.S.A Bantam blew us all into the weeds!.

The organisation for this event took some time, and a special committee would be set up just to run it. Course preparation was begun some two weeks before the races, we would go out to the Park in the evenings and weekends, a years accumulation of bracken and undergrowth had to be cut back from the track. The course had to be marked out, staked and roped, areas for spectators double stacked and roped. Miles of rope and lorry loads of stakes were used. Barney Baxter helped move the stuff with his transport connections. The event was a drain on club finances but we always came out with a profit.

After a nights work we would adjourn to the 'Sorrel-Horse' at Barham to wash dust from throats with well earned beers. One incident comes to mind, it happened during one nights course preparation, some one called; has any one got the 'Slasher'? the slasher was what we called a curved bill hook; a voice from high up on one of the slopes, answered with; 'yes I have', the voice belonged to Geof Revett, 'do you want it, he queried?. yes please the first voice replied from the bottom of the hill; with that, Geof appeared, saying here it comes! he then launched the thing high into the air toward the group of which I was a part; we watched in horror as the twirling 'bill hook' came hurtling at us, with panic on faces the group scattered in all directions. The slasher buried itself in the ground where we had been standing, if it had hit some one I'm sure it would have killed them!. In spite of our protests Geof stood at the top of the slope, laughing fit to burst!. On the Saturday and Sunday, last minute preparations were made, all the equipment checked, banners put up on the bends, marshalling points set up, the lap scorer's and starters huts erected.

On the Sunday before the Bank Holiday Monday, some riders and their followers that lived a long way off would arrive at the Park to camp out, a few of the better off riders brought caravans, the atmosphere began to build. I did last minute checks on my bikes, but always I found time to go out to the Park on that Sunday afternoon.

In 1952 I brought an old 'Crysler Airflow' shooting brake, it didn't cost much because the gearbox was broken, I assumed wrongly that parts would be available to repair it, spare parts could not be found, it looked as if I had wasted my money!. Then I came across a 14 hp Vauxhall engine and



gearbox, it was a box of bits! however we rebuilt it and put it into the Crysler, it looked lost sitting in the vast space under the bonnet that had housed the huge straight eight. The Vauxhall surprised us, it struggled at times with the heavy Crysler Brake loaded as it was with bikes and gear. We covered so many miles in that car and it never let us down. I can't remember what became of it, some one brought it from me, together with all the spares and the original straight eight motor.

In 1952 I was to compete in the "Scottish Six Days International Trial". So how did the 'Famous James' leave East Anglia to venture north and the highlands of Scotland?. It happened that some of the serious competitive members of the Club began to meet on Sunday nights at an Ipswich town centre watering hole, the 'Golden Lion Hotel' on the Corn Hill. They weren't planned meetings, we used to just turn up, knowing that some convivial company could be found, we would swap yarns, talk about future plans and passed achievements; both of which became embellished as the evening wore on and the effect of Tolly Cobbold ales. Late one night in the winter of 1951 there were about ten of us in the hotel snug, the talk had gone beyond the 'Local Mudplug sporting Trials' and had elevated to National events, the Scottish in particular. Geof Revett happened to be with us on this occasion, Geof putting in his contribution, said, that's one event I would really like to do; O/K, so what's stopping you we laughingly chorused?. Oh, nothing much says Geof, but I wont do it alone! he smiled, satisfied of being on safe ground; If some one else in the club will do it, I will. I wouldn't mind having a go at that; came a voice from the group; after a short silence, somebody piped up with, 'do you know what you've just said?. At the time I had no idea of just what I had said; I had committed myself in front of witnesses to take part in the hardest competition of my motorcycling career, without really thinking about the consequences!. It suddenly hit me that I would need some money, fast!. Next morning I went to Revetts in Clarkson Street, looking for Geof; he saw me coming, I know what you are going to say, he said; it's about last night; you want out!. No I replied; I want to do it, but what about you? I'm O/K about it, we should get the club secretary to send off for some entry forms. Even when our entry applications had gone in, and although we were early, we knew that it was likely they would not be accepted. The Six Days trial was always oversubscribed; If I don't get in, I don't have to go I thought. There was a little nagging doubt about the bike, and also a shortage of money, being not a saver at that time; living from hand to mouth to support my racing. However I decided that if the entry was accepted a way would be found to do it. As it turned out both entries were accepted, and we began to plan the trip. My James needed a complete rebuild to bring it up to scratch for the Scottish I decided to approach my boss. Mr William Bolton for help; William not a man noted for his generosity, to my surprise and delight he seemed quite keen, saying that I could use the workshops and draw anything needed from the stores free of charge. The only stipulation being that a proper record of parts used be kept and given to



him when the work was finished. So the James was withdrawn from local events after February, and was rebuilt from stem to stern; making modifications on the way that I considered might be needed for the Scottish. A lot of parts needed replacing, and as the list grew I began to wonder if Mr Boltons generosity would stretch so far!. Geof was doing the same with a 1951 B.S.A 350 cc Gold Star, Geof was the son of the owner of Revetts Motorcycles Ltd, I'm sure he had easy access to all he required on the parts front.

By this time we began to think about how we would get to Edinburgh, Geof said he would use his car, his car at the time was a 1935 Riley Kestrel, most of us were using pre-war motors in 1951. I had the use of my fathers 1933 Austin 10, but I didn't think he would take kindly to his poor little motor struggling to lug a three bike trailer to Scotland and back. Two months before we were due to go, Geof's car had its engine in bits, it was with George Bristowe, a garage owner a club member and friend of ours. George rode a B.S.A Bantam that went really well, competing in the same class at the scrambles the I rode in. I was not sure that George still held a friendly feeling toward me, for at the last scramble I had had him off, he didn't hurt himself, but he was not a happy man. I believe it was at the 1951 Bentley event, at the end of the straight there was a drop through a ditch, followed by a sharp turn to the right, a second gear hazard in my case. Georges Bantam and the James were flat out side by side all the way down the main straight, there was just room for one machine at a time through the ditch, some one had to give, and it wasn't going to be me! about ten yards from the drop the James's handle bars were just edging in front, George tried to slow down, to late, he hit me somewhere on the left side and the last I saw of him he was off the Bantam and flying through the air. I went to see him after the race; but he didn't want to talk about it!.

I digress; the Riley engine was in process of a complete overhaul and the job was being held up waiting for oversize pistons, Geof urged George to finish the job, promising swift payment.

We didn't have a trailer; Arthur French a club member and a personal friend of the Revett family said that he would build one. Arthur farmed land at Brantham, he grew mostly potatoes, and also in season lettuce, cabbage and carrots. He owned a barn and a large workshop where he did all his own repairs on the tractors and his lorry. I've got some wheels and that's a start he said, but it must be a three bike trailer because I want to take my Bantam, Arthur owned a trials B.S.A Bantam. I could follow you round, he smiled in anticipation!. Arthur was a good man to have around in any sort of crisis, mechanical or otherwise; and Geof readily accepted. As is the way of the world; 'nothing happened' I know that the clocks had been put forward and evenings were becoming lighter. Then one day I got a call from Geof, we must take the bikes to Arthur's tonight, he wants to make a start on the trailer. I had just finished running in the James and the Gold Star was ready. On our arrival we had time to look around Arthurs domain, he being a relaxed sort of bloke, was still at his supper table, his wife was a stickler for things domestic and supper time was supper time; I am



not saying that Arthur was under Ivy's thumb, lets say he took the easiest way in life. I remember being taken with his Lanz-Bulldog tractor with it's huge single cylinder motor, a belt to the flywheel drove all sorts of machinery, most of it designed and built by Arthur himself, his potato grader a work of art in metal.

When Arthur appeared from his bungalow it was becoming dusk, we stood in the yard talking a while, I put in, don't we ought to start work on this trailer; Oh, don't worry that wont take long, say's Arthur.

And it didn't, he just stood the three bikes together on the concrete floor of the barn, in the positions that he had decided in his head, the two 125 cc one each side of the B.S.A, the Gold Star facing forward, and the other two rearwards. Then with a long straight edge he drew what would be the base of the trailer round the bikes with chalk. Some scaffold poles were soon cut to match the chalk lines, and within the hour the base of the trailer was there and tacked together with Ark-Weld. The ancient looking spoked wheels that Arthur had found had already been attached to a rigid axle, the made up frame of the trailer was lifted onto the axle and a position found that Arthur decided would balance; he was latter to be proved correct in his calculations. I'll finish it during the week, he said, you don't need to bring the bikes out again, but I do need the Riley to work on the tow hitch.

Everything came together, and one evening Geof picked up the trailer and we did a test loading with the three machine's and the tools etc. This put quite a weight on Arthurs trailer; I expressed a doubt about the ability of the wheels to carry the load to Edinburgh and back! Arthur took on a hurt look, and I wished that I had kept quiet. Hitched up we towed the lot round for a couple of miles or so, the Riley's engine just reconditioned, was a little tight and it's twelve horses laboured a bit on a couple of hills, I'm sure the sporty little car was a shade miffed at being expected to drag a heavy trailer behind! Geof said that he would get a few miles on the clock before the big journey.

About three weeks before the event I got a letter from the Edinburgh Club, not enough entries had been received for the 125 cc class, this class was therefore abandoned, but as my entry had been accepted, I would have the option of running the James in with 200 cc group. The problem with the 200 cc section was that the time average was higher than the 125's. The James would not be able to keep to the 28-mph average speed, this was 3-mph more than the original 125 expected average. There was no chance of my changing my bike, so I wrote back accepting the 200-cc slot. I really didn't have an option, and so much work had gone into my bike. I believe as it turned out the James was the only 125 running that year.

We left Ipswich for the North on the Thursday before the event, the local paper turned up, and we posed for our photographs with the bikes and trailer. As far as I'm aware we were the only Ipswich riders to take part in the Scottish Six Days Trial up to that time, and the East Anglian Daily Times gave us a write up to mark the occasion; I include it here in it's entirety.



# IPSWICH RIDERS IN SCOTTISH SIX DAY TRIAL.

The Scottish Six Days reliability trial is regarded as one of the roughest and toughest endurance tests known to the motorcycling fraternity. Year after year the men who seek the thrills of this sport write anxiously to the organisers - The Edinburgh and District Motorcycle Club hoping to be included amongst the restricted entry of 180 to take part.

This year, for the first time Ipswich will be represented. Two members of the Ipswich Motorcycle and Car Club have been accepted, and early tomorrow morning will set out Northwards by car with their machines on a trailer behind. Geof Revett will be riding his 350-cc Gold Star B.S.A and Peter Davey a 122-cc James. Both are highly excited at the prospect of attempting the 881 miles of moors and mountains, and have been over three months preparing and tuning their machines for the event. The trial starts from Edinburgh on Monday morning, and the riders have a strict time schedule to keep over each leg - the first of 182 miles to Fort William they must average 30-mph. During the following four days they will cover varying courses of a 100 miles out from Fort William and back, returning to Edinburgh in the final leg on Saturday. Among the tricky sections they will encounter are 'Stoney Brae' 'Allans Bridge' 'Camushurich' 'Mamore' and if they survive, the aptly named 'Devils Staircase'! several miles of narrow mountain track with rocks on one side, and a sheer drop of 200 feet on the other. A mark is lost for every minute a rider is late or early at the end of each days leg, points may also be lost during machine inspections by officials who look for broken spokes, loose bearings, fractured crank cases, and many other defects. The machines are locked away each night, and any repairs have to be done during 15 minutes before each start, or during running time. Spares are strapped to the machines with insulation tape so as to be easily accessible. The best performance over the course was put up by B.H.Viney A.J.S Ltd who completed it having lost only two marks, an incredible display! Geof Revett told the Evening Star, I shall not mind if I lose 150 marks, I shall consider I have done well, in fact I shall be very happy if I finish! Forty four of the entries are works riders, eighty agent supported, and the remainder are from the Services and English and foreign clubs.

ARTICLE ENDS..

Geof stopped in Bury St Edmunds, and made two trips from the car carrying heavy boxes into Bowers motorcycle shop, delivering parts he said; we found afterwards that the boxes had contained ball bearing races that he had acquired somehow!

Now it appeared he had plans to sell them to George Bowers to raise pocket money for the trip. We watched through the showroom window, Geof in serious conversation with his friend George Bowers the shop owner. I don't think that there was anyway that George wanted to increase his stock with three large boxes of bearings! George was hard, but Geof had a very persuasive personality, and after about 30 minutes he returned to the car minus the boxes, and a wallet that was a little thicker.

We had given ourselves time to spare for the journey, the little car with its engine still running in could not be



pushed to hard, so we 'trundled' I think that describes our progress up the A.1. It was dark when we arrived in Newcastle. We drove straight to the nearest hotel, and although it looked expensive decided to have a look, the car park was reached through an archway in the centre of the building, and was enclosed and secure, ideal for parking our valuable bikes overnight, so being also tired after a long day, we stayed. When after a welcome dinner, sitting in the bar, we couldn't understand all the attention directed our way; As we paid our bill in the morning, all was revealed, the receptionist asked if it was true that we were big football pool winners?. - I wonder how that rumour started, and did Geofs mischief have anything to do with it ?. By midday on the Friday we were almost there, I remember seeing a road sign, saying, Edinburgh 9 miles, when a noise came from the Riley's engine department as if we had picked up a tin can; we lifted the bonnet and listened in dismay to the sound of a melted white metal big end journal!. The engine was allowed to cool, and we put in a little fresh oil; as if that would have changed anything!! So with serious faces we limped into Edinburgh, and stopped at the first garage, Geof went to find the workshop manager, with the realisation that his bearing money was about to be taken care of, there's no justice or is there?. And wonder of wonders; it transpired that the manager knew George Bristowe of the Riley's recent engine rebuild and had served in the army with him "what a small world indeed", we had found a friend, he arranged to move all our gear to the hotel in Princes Street. We shook hands all round, our benefactor said enjoy your week, don't worry, I'll have the car ready by next Saturday. We settled into the hotel, had a couple of drinks, and discussed plans for the next day, finding the Edinburgh Clubs headquarters and sign on came top of the list. The hotel, that I can't remember the name of, was full of a charged atmosphere; every one staying there seemed to be connected with the trial in one way or another. Geof soon forgot the car problems! we went out to find somewhere to eat, on the way back we saw 'Laurel and Hardy' arrive at a theatre entrance, and stopped to watch them go inside. Back at the hotel the bar was packed with competitors, we elbowed in to join them, Geof was enjoying himself, and had that smile on his face that usually meant mischief for some unfortunate. Back in the shared room altogether; the room was large and we each had a single bed, Arthur and I were quite ready for a nights sleep, it had been a long day. Geof however seemed to have got a second wind and was full of himself, when we were all in bed he began to tease Arthur about his cap; now I had never seen Arthur without that cap, he apparently kept it on even in bed, he wore it for work days and holidays, it was part of his anatomy!.The banter continued, ending with Geof snatching the cap from Athurs head, Arthur tried in vain to retrieve it he had Geof cornered by the window, and as his hand was about to retrieve his treasure, Geof hurled it from the window, we watched it spiral down into Princes Street below like a Frisbee, to disappear under the wheels of a late night Tram-Car. Arthur pulled on a jacket and trousers over his pyjamas and went out into the night to search for it; returning to the room twenty minutes later glum faced and



hatless. He was so upset that Geof seemed full of genuine remorse, and promised first thing to purchase Arthur a new one. Arthur was up again at first light, and went out to look for his cap; however he didn't find it. I can't think what the hotel reception made of it all! and things couldn't have been improved by the sight of Arthur insisting on walking about with a knotted handkerchief on his head at breakfast, disregarding stares he kept it on, claiming that he felt naked without his cap.

The night's rain had cleared to leave a fresh bright morning, we went out into Princes Street and joined the Saturday shoppers, our first task was to find a new cap for Arthur! That aggrieved person still wearing his handkerchief, a handkerchief that in the light of day, looked a little worse for wear. In the shop, Arthur took ages choosing his new cap, he was definitely giving Geof a hard time. I brought a Stewart Tartan Tam whilst waiting, at last we regained the street, Arthur wearing his new cap with some reluctance; the old one had, he claimed was moulded to the shape of his head this new one was stiff and uncomfortable! Geof was beginning to regret the episode of the previous night. On the Saturday afternoon we checked in at the headquarters of the Edinburgh and District Motorcycle Club to sign on. I remember being impressed by the stately granite building; from the inscribed brass plate at the entrance to the carpeted interior it reminded me of a solicitors office, rather than a Motorcycle club; I wonder are they still in that building today?. After signing on, we left to walk out in the spring sunshine, clutching our route cards, itinerary and instructions, something to study before bedtime, I didn't sleep well that night, the mileage's to be covered running through my mind. The machines were handed over to the scrutineers on the Sunday morning, a hive of activity met us in the large walled car park, this would be the last chance to go over the bikes before they were impounded for the night. We waited in a queue for our turn to present ourselves and our machine to the scrutineers. Bikes are pushed up a ramp onto a raised stand, the scrutineer checks the machine and spare parts to be carried, yellow paint is daubed on the parts of the machine that cannot be changed during the trial, a mark scratched into this paint completes the seal; if any of the marked parts fail, then you retire. I didn't plan to carry many spares, just some back up control cables taped onto the fixed ones, an inner tube, a couple of wheel spindles and some spark plugs together with a small tool roll, the biggest item was a tire pump. The scrutineer remarked on the small inventory, hinting that maybe I didn't understand how hard the trial was on machines. I had to agree, but the James had been prepared with meticulous care, I had to trust that it would hold out; as it happened no spares were used, one day I changed a chain link just to be on the safe side. Memories of the trial itself are a little misty, after all it was fifty three years ago. The fantastic atmosphere of the start I do remember well, the noise of the engines being warmed up, smoke from the two strokes, and the thud of big four stroke singles. Works and agent sponsored, foreign and private entries like ourselves all with bikes in pristine and perfect condition raring to go.



We were flagged off at one minute intervals and at last I was underway in a light drizzle of rain, this was the only rain of the whole wonderful week, and the only time that I got wet, except for the damp mist on the mountains. What can I recall of that first stage from Edinburgh to Fort William, it was a long ride, and for me a lonely one, I didn't see many riders after the first hour, or for that matter any persons at all, there were lots of black faced sheep on the hillside tracks, they were not a bit afraid of our motorcycles, as I slid around one rock strewn bend I came face to face with a big one with huge curved horns. I couldn't stop and he didn't move, I missed him by a hairs, or a wool's breath. My progress seemed slow, and I soon realised that to average 28-mph was going for me to be impossible; 125cc machines were originally supposed to run at 25-mph but as you will remember the James was running in the 200cc time schedule. I had to push the little bike as hard as I dared without breaking it, a lot of marks would be lost on time keeping, one mark for every minute late at the check points. The Scottish Six Days is a combination, of sporting trial, scramble, time trial and road race and everything was included in that first long exhausting day; keep your head down, keep the speed up, Follow the blue dye marking, scream into your pit stops. I had a Castrol sponsored support team, and they did a great job for me, they were always ready on my arrival at the pit stops with the fuel oil mix just as I had requested, too much or too little oil in the petrol would have spelt disaster. Toward the end of that first day I was lost on Ben Nevis in thickening mist, then I heard the sound of another bike away to the right of my position, I followed the sound, found a course marker and came down into Fort-William and the finishing check point. After 180 miles the hardest ride of my life was over, I was the last competitor in, the marshals had been waiting, I arrived just as they were packing up and the James was quickly whipped away for the nights impounding. It was dusk as I checked in at the hotel, Geof was already there; I didn't expect to see you again! he grinned, I was almost too tired to answer. We had a large portion of grilled fresh salmon for supper, and after a couple of whiskeys I went happy to my bed.

Day 2. After a good Scottish breakfast, I leave the hotel carrying my riding gear, at 8-30 am I am waiting for the marshals to release the James from the compound, 8-45 I take charge of the bike, there is just fifteen minutes to check the James over before my off time at 9 o'clock. Some of the riders have gone already and the others around are lining up. I check for loose bits and adjust the chain, the chain oiler that I had fashioned using a round Harpic tin had worked well and the chain was in good condition. As we began to tackle the hard observed sections, I realised that I had made a mistake with height of my handle bars, the setting was fine for our Eastern Anglian 'Mud Plugs' however this setting was a disadvantage on the steep rocky climbs that we were attempting now, as I stood up on the footrests, leaning forward to get my weight over the front wheel to keep it on the track, the bars were pressing into my stomach restricting the steering's lock, there would be no chance to change them now!.



Day 3. After successfully completing the first two days I began to think that I might get to the finish, but the trial did let up and we struggled on through day three. On this day I made a mistake that had nothing to do with the trial, I decided to wear the Tam purchased in Edinburgh, having no idea that the Scots who had been so friendly to us would be put out by a Sassenack wearing a tartan to which he was not entitled! It was not my practice to stop and walk through the sections as the time lost so doing could not be made up, as the observed sections came up I just steadied myself and then rode straight on through. On this day I became aware of voices calling to me and thought that they were just shouts of encouragement; In one section the James became wedged on a large rock, I stopped to loose five marks and fell off, as I got up, a voice in my ear put me right, and the offending Tam was stuffed into my bag.

Day 4. Cant remember very much, except the lunch stop. We came down into a valley, there was a hamlet and a little pub, the area seemed almost tropical with palm trees growing at the roadside. We rode the Devils Staircase, it seemed to me never ending, observed section lead into observed section. Making a tight right hand, with a rock face on my right hand and a drop of 200 feet on the left, my front wheel aviated over a rock and the bike started to go over the edge, I was off in a second holding onto the handle bars and digging the right one into the bank to stop the fall before the James plunged down the mountain side, three helpers arrived to rescue bike and rider.

Day 5. Crouched over the handle bars searching for a little more speed on one of the metalled roads, a B.S.A came up along side, it was Jonny Draper on the works 350 Gold Star; I'll give you a push he offered, and with his hand in my back he worked the James's speed up in excess of 55-mph; for this I paid a penalty! for just as he took off with a wave, a huge explosion from the engine department blew my leg off the footrest. The heavy riding boot protected me, and apart from a bruised ankle I was O/K. I believe that due to the engines high revs, unburned fuel had passed the main bearing seal into the flywheel magneto, then the spark at the contact points had ignited it, causing the explosion to blow off the alloy generator cover, this cover had hit my right ankle on it's way to the outside world. A search back along the roadside found the cover looking like a saucepan that had been stood on by an elephant. Some work with a pair of pliers and a rock got it in good enough shape to refit the motor, however it would never be water proof again, in the end any time gained by Drapers push was lost many times over. Geof also had a problem that day, putting a large rock into the B.S.A's clutch case, a roadside repair cost him about an hour. This was to be the day that things went wrong, for after the mag explosion I clumped a rock really hard with the left hand footrest peg and a little further on into the section the footrest parted company with the bike. It would not be possible to repair it and I continued using the clutch casing as a rest for my left foot.

Day 6. Collect the bike for the last day at Fort-William, no penalty mark for the broken footrest, just the one observed section today 'Town Hall Brae' in Fort-William town, riding



the section without the foot rest was very difficult but this was the last of the rocks, now followed the long ride back to the finish on metalled roads to Edinburgh, I remember passing a school with all the children sitting on the wall waving and cheering, I waved back, the trial was almost finished.

From memory 180 riders took part, we covered 860 miles, I had tackled observed sections only read about in magazines, Stony Brae, Allans Bridge, and the Devils Staircase.

Jonny.V. Brittain won the trial that year on his works Royal Enfield Bullet, I was so impressed with Enfield, that when the company produced a replica I ordered one from Boltons. As it latter turned out I never did do any good with this bike, it looked better than it was, at the Colchester clubs scramble at Friday Woods the engine blew up in a big way, it cost a small fortune to rebuild.

The trial finished in a park, Geof and I had our pictures taken together sitting on our bikes.

Late in the afternoon we went to the Town Hall for the prize giving ceremony, we had both lost a lot of marks, but had done well enough to receive second class awards.

That night we joined a farewell party in the hotel, a great time was had by all, my head spun and the bed was on the move during that night. Next morning as the little Riley made its way out of Edinburgh on the way home, its occupants were very quiet, in my case it was a hang over, I cant speak for the other two.

Unfortunately I am the only surviving member of the adventure Geof and Arthur have gone now, both died a few years since. There was a small column in the Evening Star saying how we had finished in the trial, Mr Bolton seemed pleased as far as any one could tell. The Famous James retired from competition, my brother Brian took it over and it became a commuter bike. It seemed shamed at its retirement, and began to break its mainframe, it transpired that the metal tubing had taken on a crystallised state caused by all the stress of the past three years.

ENDS.

Written by an ex member.. Peter Davey.. in the year 2005.





After the finish of the 1952 Scottish - Six Day Trial -  
Picture in the Park

On the right - Mr Geof Revett - B.S.A 350 Gold Star.

On the Left - Mr Peter Davey - James Cadet 122.

Both finishers. winning second class awards.







