

(Right) Not often does the camera catch such a stylist as Vic Brittain (490 Norton) in the act of footling. But the large, loose boulders of Hollinsclough have an extremely unsteady effect on both man and mount.

Sun and Wind "Detune" Derbyshire Course: Vic Brittain (490 Norton) the Winner: J. E. Breffitt (493 Triumph sc.) Best in Opposite Class

FOR the past few years there has generally been a spot of snow about on the Bemrose course, and the condition of many of the sections has been in keeping with the kind of weather that provides "snow on the high ground."

However, there was no snow about last week-end, and the weather forecast seemed to slip up somewhere, for instead of mist and showers it was a day of warm sunshine—providing one sheltered from the wind, which was rather keen. This particular combination of climatic conditions need not have formed the subject of these opening paragraphs if it had not been that they rendered firm, dry, and almost smooth, certain parts of a route that usually can create more than a spot of bother.

The fine weather brought out many spectators, and the first observed section, Holly Hill, near Belper, was packed with onlookers.

Actually Holly Hill was not the first observed point on the route card, but Lumb Lane and the tiny splash that ends the Depths of Lumb section had had to be cut out, so the competitors had about ten miles of main and "nearly main" road going from Derby.

Not in Form

Holly Hill was in very good condition. It is straight, steep and stony, and although its rocky ledges are decidedly uncomfortable and its loose stones treacherous, it is the kind of climb that any reasonably good rider should be able to do five times out of six. When it is dry no trials star should fail upon it or even use his feet.

The fast climber on Holly Hill is apt to come very properly unput, but the obstacle was not quite in form, and so both fast-and-shut-eyes and slow-and-pick-every-inch methods had equally successful exponents.

George Rowley with his oversize A.J.S. pulling slowly made it look easy. He was followed by J. A. Morton (348 Triumph), who used his feet a little when the model bounced violently sideways. Norman Croft (348 Triumph) made a clean climb and got out of one unkind swerve in a masterly way.

Probably a clean ascent would have been recorded by W. H. Cole (493 Triumph), but his gear jumped out at the worst part; as soon as he restarted his feet went up and stayed up.



A FINE-WEATHER BEMROSE

K. B. Norris (248 Red Panther), R. C. Hazell (493 Triumph) and L. Thompson (348 Velocette) were a trio who made no mistakes, but Jack Williams (348 Norton) caused a gasp of surprise when he had to deal in the only possible way with his model's attempt to take several directions at once. Bert Perrigo's effort gave the lie to those who say that Midland riders are only at home on mud—he and his 348 c.c. B.S.A. were really good on this rocky lane.

D. Parkinson (348 Ariel) was distinctly unsteady and footed hard, but G. Littleford (346 A.J.S.) was pretty and quite undisturbed when he hit a loose "brick" about the size of a petrol tin.

Young Billy Tiffen (248 Velocette) stood on the rests, fought the wandering front wheel and achieved a clean climb; Vic Brittain (490 Norton) was effortless; G. F. Povey (499 B.S.A.), by contrast, had rather a stern fight to avoid footling; R. Wilkinson (348 Velocette) had a nice engine that just gave the requisite urge.

So far Holly Hill was not living up to its reputation at all, but it got one in by inducing H. Handley (348 Panther) to ram the bank. A most distinct "canary" was audible when M. Randerson's 343 c.c. Triumph came along, and A. G. Briggs, on a similar model, climbing rather faster, had the same steady "chirp! chirp!" accompaniment.

F. Randerson, on a 346 c.c. two-port Levis made into a single-port by blocking up one "hole" and leaving the pipe at home, footed very hard. Then came a whole string of people who were all good in their various styles of riding, although

J. Ashworth (499 B.S.A.), T. E. Flintoff (493 Sunbeam) and J. J. Booker (346 Royal Enfield) were outstanding.

Passenger machines had no particular trouble, except Maurice Gavson (346 New Imperial sc.), who more or less spilled the outfit. D. K. Mansell (348 Norton sc.) was sure; Tommy Spaun, who was in the book of words as driving a 349 c.c. Stevens outfit, rode the machine solo with speed and certainty; and Laird, driving the supercharged Morgan was astoundingly spectacular and noisy.

Assorted Rocks

After the timed section an observed crossing of Staley Moor was dealt with, and next came Dethick Lane, which was also known as Highlow Causeway, or something like that, because it is more or less a paved track and some of the stones are high and some are low.

As a matter of fact, the surface is uninvitingly paved one side and grassy on the other. Only after a rider has elected to make a comfortable passage on the grass does he find that it is only semi-solid, with assorted and submerged rocks.

Hunger Hill was dry and not so bad as it might have been; nevertheless, it created quite enough anxiety, and only Breffitt (Triumph) and Laird (Morgan) among the passenger machine contingent were able to treat it with nonchalance.

Riley's Rise, near Eyam, was another of those can-be-difficult climbs that was in a state of de-tune. Then came some of the hills and lanes in the Buxton district, with Washgate, Hollinsclough and Blackermill as the main items.

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(Left) An impression of J. E. Breffitt (493 Triumph sc.), the ultimate sidecar winner, tackling Hollinsclough.



rough passage that was not helped by spectators pushing the model instead of the chair, which just slewed it broadside. Laird had a chain break and a couple of punctures before he got his Morgan into the final check. Harry Perrey (549 Triumph sc.) had bother on Hollinsclough and retired later, while M. Beckett (493 Triumph sc.) was said to be out with gear box trouble near the finish.

Retirements were not unduly heavy, and fifty out of the sixty starters finished; most of the losses were in the sidecar ranks.

PROVISIONAL RESULTS.

Bemrose Trophy (best performance)—V. N. Brittain (490 Norton); marks lost, 4.
News of the World Cup (best opposite class)—J. E. Breffitt (493 Triumph sc.), 7.
Lepidus Cup (501 c.c. to 1,100 c.c., solo)—G. E. Rowley (490 A.J.S.), 11.
System Cup (501 c.c. to 1,100 c.c., passenger)—F. W. Stevenson (980 Brough Superior sc.), 10.
Ian Robertson Cup (351 c.c. to 500 c.c., solo)—G. F. Povey (499 B.S.A.), 4.
Tailor Trophy (351 c.c. to 500 c.c., passenger)—H. J. Flook (499 B.S.A. sc.), 16.
Alan Smith Cup (351 c.c. to 500 c.c., solo)—F. E. Mann (349 Velocette), 2.
Granham Club Cup (251 c.c. to 350 c.c., passenger)—D. K. Mansell (348 Norton sc.), 20.
Committee Cup (250 c.c., solo)—W. T. Tiffen, 10.
Best Manufacturers' Team—B.S.A.: A. E. Perrigo, G. F. Povey, H. J. Flook.
Best Club Team—Bradford and District: C. Halm, A. Jefferies, T. E. Flintoff.
Leicester Cup (best Leicester Club member)—L. G. Holdsworth (346 New Imperial).
Tornado Medal (best Nottingham Tornado Club member)—J. E. Breffitt (493 Triumph sc.).
First-class Awards—J. Williams (348 Norton), 9; G. A. Welby (597 Ariel), 2; A. Jefferies (493 Triumph), 8; L. G. Holdsworth (346 New Imperial), 5; M. Randerson (348 Triumph), 10.
Second-class Awards—K. B. Norris (248 Panther), 10; A. E. Perrigo (348 B.S.A.), 11; T. E. Flintoff (493 Sunbeam), 11; G. Halm (495 Sunbeam), 11.
Third-class Awards—R. C. Thompson (249 Rodger), H. Handley (345 Panther), H. Marshall (348 Norton), J. J. Booker (346 Royal Enfield).

Hollinsclough proved the stiffest hill in the trial and its loose stones and rocky ledges were the undoing of many good men and machines.

Ken Norris (248 Red Panther) was the first man to gain applause—and just as the cheers burst forth he had to make two lightning dabs to straighten out for the top section, which he did clean. G. Littleford (346 A.J.S.) was good, and so, too, was W. T. Tiffen (248 Velocette), although the latter stepped off on the top section. Both Brittain and Williams (Nortons) footed hard, but Perrigo and Povey (B.S.A.s) were in much the same case as Norris, and simply needed quick correcting dabs to keep straight. Jack Ashworth (499 B.S.A.) was perfectly clean, and was the only one to keep his feet up over the entire lower (and worst) section of the hill.

"Mixed" Performances

Miss Molly Twigg (348 Velocette) tried "all or nothing" tactics in a way that deserved a better result, while T. E. Flintoff (493 Sunbeam) decided it was "cheaper" to foot than fail, and swung his feet at high velocity. J. J. Booker (346 Royal Enfield) was another who got applause for a nearly-perfect climb, while L. G. Holdsworth (346 New Imperial) got a cheer when his model climbed vertically up the bank and he held it for a few moments high above his head, swinging it down like a music-hall weight-lifter.

The "chairs" were rather a mixed lot. F. W. Stevenson (980 Brough Superior sc.) failed in spite of a huge rear tyre; A. C. Kelly (549 Triumph sc.) kept

"the front wheel rotating in a forward direction" very cleverly; H. J. Flook (499 B.S.A. sc.) had one momentary stop; M. Beckett (493 Triumph sc.) was very good; M. Gavson's New Imperial outfit needed more ground clearance, while H. Tozer (596 Norton sc.) had a

All Set for Clubman's Day A Record Entry and Great Enthusiasm

THERE is every indication that *The Motor Cycle Clubman's Day* at Brooklands on April 6th will be an even greater success than in past years. When the entries closed on Friday last a total of over 400 (excluding reserve riders) had been received, representing 174 individual riders and 72 clubs. Even more remarkable is the fact that every event, with the exception of the Passenger and Team events, shows a "full house."

In the team trial—a three-lap round-the-mountain affair—the following clubs will be represented: West London, Ken-sal Rise, Wembley Speedway, Sidcup, London Transport, Berkhamstead, Stamford Bridge Speedway, British Two-stroke (2), Streatham, Brighton and Hove, Six Hills, West Middlesex Amateur and Sunbeam. This makes the big total of fourteen teams.

The programme will open at 1.45 p.m. with the kilometre trials, for which an entry of 150 has been received. Racing proper will start at 2.30 p.m. The clubman's events consist of a three-lap round-

the-mountain inter-club handicap for 350 c.c. machines, a three-lap mountain event for over-350 c.c. machines, the Passenger Handicap Trial (which is also a mountain event), the inter-club relay for teams of three solos, and two two-lap outer-circuit events—the first a handicap for solo machines not exceeding 350 c.c., and the second a scratch race for over-350 c.c. solos.

The remainder of the programme consists of events for B.M.C.R.C. members—two "mountain" and two outer circuit races—and a special novelty event, to be announced later.

A broadcast commentary of the proceedings will be given by Mr. Graham Walker, who will also act as announcer.

Readers of *The Motor Cycle* will be admitted to the track, and their solos, sidecars or three-wheelers parked free of charge, on payment of the specially reduced fee of one shilling and the production of a coupon that will be published in next Thursday's issue, together with a complete guide to the meeting.

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