

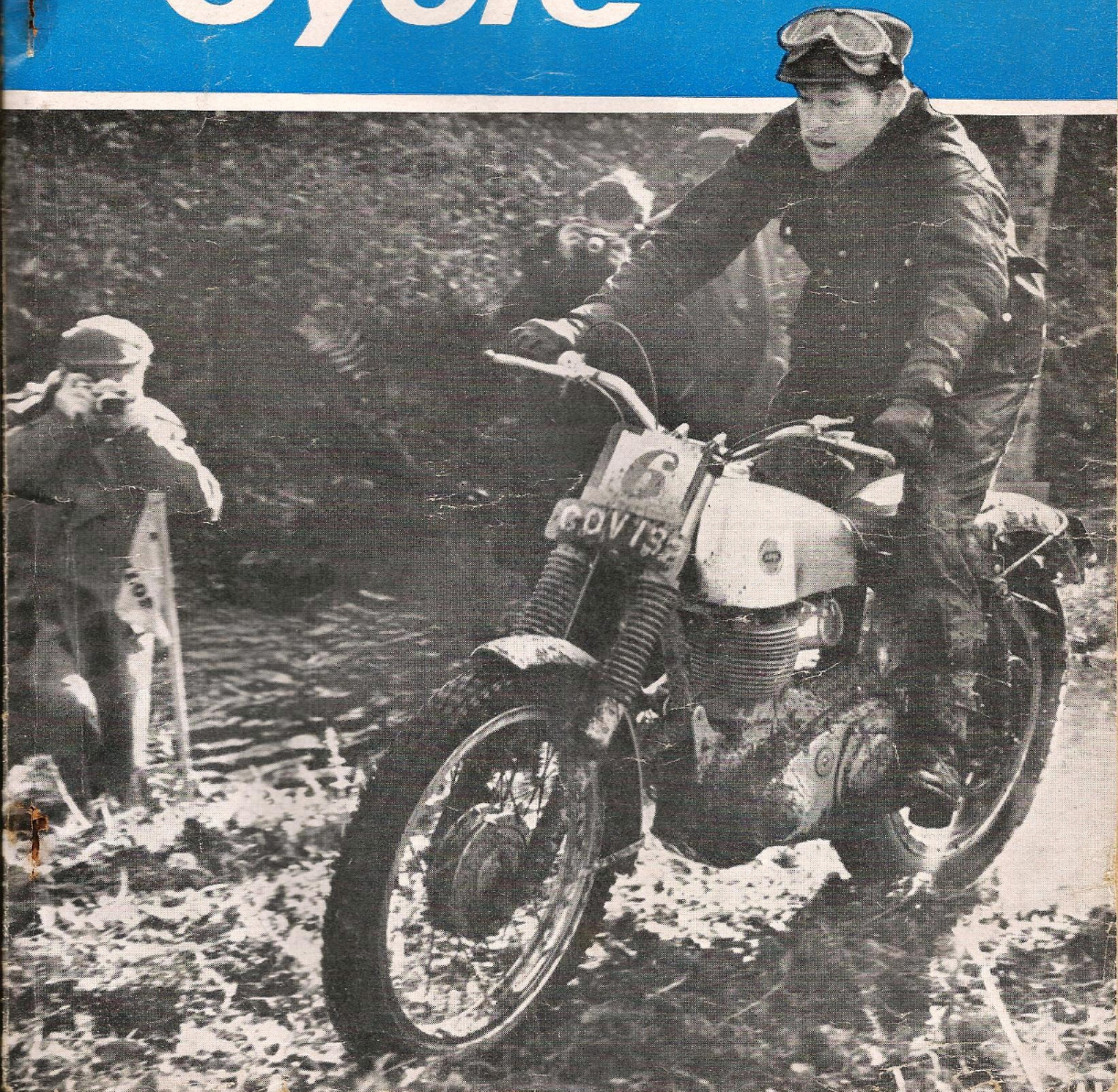
Motor Cycle

29 NOVEMBER 1962 • ONE SHILLING

Motor Cycle

World's Fastest— the Inside Story

TENSE BRITISH
EXPERTS' TRIAL





Spot the three British Experts? Sammy Miller, of course, about to attack the rock step at Aldon. And watching are Tom Ellis (extreme left), the 1951 winner, and, beside him, Artie Ratcliffe, victor in 1947 and 1949

SAMMY

JEFF SMITH just about summed it up. "All right," he shouted, as Sammy Miller took his Comerford-entered Ariel through one of the stickiest sections of last Saturday's British Experts' Trial for just a single dab. "We give up!" Sammy won? Of course; and by a 13-mark margin from Bill Wilkinson (246 Greeves). And to make it an Ariel double victory, Ron Langston demonstrated fantastic superiority among the sidocar brigade.

But the issue, for all that, was still very much in doubt as the solos completed their first circuit of the two-lap course which the organizing Birmingham Club had laid out around the Shropshire hills near Ludlow. At that stage Miller and Wilkinson were level-pegging, with 34 marks lost apiece, while Don Smith (246 Greeves) was hard on their heels, just one mark behind.

The day was mild, almost spring-like; but deep snow lay on the higher ground, and bank-high brooks set a problem for the course-plotters. Out went some of the planned sections, in came substitute hazards. Mud was everywhere.

First observed section on the route, Aldon had its fair share of mud. It began with a loop up a bank and around a bush, continued over a three-foot rock step and finished as an ever-steepening leaf-mould gully. A right-angle approach to the first bank meant that rush tactics were out, and the best that could be managed was a slow, plodding climb—if that. Of the earlier attempts, Pat Brittain (248 Royal Enfield) made a brave showing and was, indeed, the first to surmount the hump.

But for sheer determination Gordon Blakeway's ride, on his 199 c.c. Triumph, took the

biscuit. As his foot went out to steady himself for the angled rock step his right boot went flying; undaunted, he charged on in his stocking foot, right to the end of the remaining pair of subs.

Applause for Wilkinson, who rode straight over the step, never even looking like dropping a foot; but then came Miller, completely unflurried—a dab at the first turn, another at the top of the bank, one more on the rock and a final one at the top of the exit gully. A total loss of five, but far and away the best of the entry. True, Peter Stirland (246 Greeves) had cleaned the

Miller and Langston (497 Ariels) Gallop Home to Win British Experts' Trial

top gully, the only man to do so, but he had lost a stack of the lower reaches.

Leading the sidecar contingent, Arthur Pulman found his little Dot completely at sea on a section which called for power and yet more power, and it was left to Ron Langston to show just how to tackle the situation. Mud showering from his rear wheel, everything turned full on, he rocketed through the three lower subs and came to a halt

half-way up the gully. And that was more than any other chairman could manage for, without restarting, they were unable even to reach the section-starts card of that upper-sub-section.

Weobank caused little trouble for the solos in its upper reaches, but there was havoc in the slippery mud of the bottom gully. Man after man slid to a stop until David Clegg (246 Greeves) making a fast approach by a hitherto un-

Arthur Pulman (246 Dot) spins to a halt at Hall's Farm



WAS DEMORALIZING!



Runner-up Bill Wilkinson (246 Greeves) tries a fast approach through Aldon's leafy mud



A study in concentration as Don Smith (246 Greeves) makes a brilliant climb over mud

Skefco Gold Cup (best solo).—S. H. Miller (497 Ariel), 56 marks lost.
Palmer Trophy (best sidecar).—R. J. Langston (497 Ariel), 25.
Feridax Trophy (best passenger).—D. Cooper.
Finishing Order: Solo: 2, W. Wilkinson (246 Greeves), 69; 3, D. Smith (246 Greeves), 79; 4, J. V. Brittain (248 Royal Enfield), 88; 5, D. C. Clegg (246 Greeves), 89; 6, A. J. Lampkin (249 B.S.A.), 92; 7, M. Andrews (347 A.J.S.), 103; 8, B. W. Martin (249 B.S.A.), 104; 9, S. Ellis (199 Triumph), 105; 10, E. Adcock (246 Dot), 109; 11, A. J. Davis (343 B.S.A.), 112; 12, D. G. Langston (249 B.S.A.), 116; 13, J. V. Smith (249 B.S.A.), 119; 14, J. A. Sandiford (249 B.S.A.), 134; 15, P. Fletcher (248 Royal Enfield), 140; 16, P. T. Stirland (246 Greeves), 141; 17, J. M. Brush (199 Triumph), 144; 18, M. G. Davis (246 Greeves), 155; 19, R. S. Peplow (199 Triumph), 157; 20, B. G. Lamb (246 Dot), 169; 21, J. R. Sayer (199 Triumph), 170; 22, F. C. Dickson (246 Dot), 180.
Sidecar.—2, K. R. Kendall (498 Metisse-A.J.S.), 39; 3, P. Wraith (497 Ariel), 44; 4, C. A. Morewood (497 Ariel), 47; 5, P. W. Roydhouse (490 Norton), 52; 6, G. G. Milton (497 Ariel), 55; 7, W. C. Stoccombe (499 B.S.A.), 83; 8, A. Pulman (246 Dot), 96.

tried route, got away with a solitary dab. Better still were the attempts by Mick Andrews (347 A.J.S.), Jeff Smith and Arthur Lampkin (249 B.S.A.s), the only unpenalized climbs of the lap.

Water was coursing down the stream under the overhanging trees at Lower Preece



Ron Langston's Ariel churns out a shower of mud and snow on a charge over typical mud

I, but the biggest difficulty lay in the muddy left turn in the third sub-section, and the right turn, with a protruding tree root, in the fourth. First to try, Brian Martin (249 B.S.A.) dropped the model into the mud and sprawled full length.

Dramatic Stuff

Making wall-of-death speed attempts at the third-sub corner, both Pat Brittain and Gordon Adsett (246 Greeves) came to a sudden stop. Certainly there seemed to be some grip in Sub-section 4—once you could get that far—and Gordon Blakeway (199 Triumph), later to retire with ignition failure, ploughed all the way up with heavy footing.

And Miller? Incredible! Amid a storm of clapping he kept well out of the sticky gully, plonked his way round the corner, that wiry body waving like a stalk of corn in a breeze, and was through with just a single, levering prod. And that was where Jeff Smith, watching Sam's progress, made the remark quoted earlier.

Beyond, at Upper Preece, the middle sub extracted threes and fives from all, while on the third stretch—cleaned by eight riders—even the mighty Miller came unstuck



Left: With the front wheel of his two-fifty Royal Enfield up, Johnny Brittain is ready to dab. Right: Mick Andrews (347 A.J.S.) also has an airborne front wheel, but he's still in control



when his front wheel wandered into the slot. His total so far was 20 marks lost, as compared with 22 by Wilkinson and 23 by Lampkin.

Arthur Up

But Lampkin was ahead after Strefford Wood, for while he charged up the leaf-mould track without further loss, Miller added six more to his score.

The sidecars, meanwhile, were tackling the awkward gully of Woolston—a stopper

for all bar Peter Wraith (497 Ariel) and Ken Kendall (498 Metisse). Langston's stop cancelled out his earlier advantage, to put Wraith ahead by one mark.

Hall's Farm, one of the substitute hazards, presented its usual full-bore-in-second climb of a steep, left-hand sweep, and here early numbers had a bonus. But the top surface soon wore away, to leave just grease. For once Miller abandoned plonking tactics, took a vast handful of grip and tore up the hill under complete control; in contrast, Blakeway's little Triumph skittered from side to side while Gordon footed lustily to maintain for-

in then shot up in a hail of mud. Wraith's effort failed with the front wheel just an inch inside the uppermost sub-section. Peter Roydhouse (490 Norton) didn't even get that far. Yet there was still some wheelgrip left, as Graham Milton (497 Ariel) demonstrated in making still another clean climb.

Hillend (sticky in the steep top sub but otherwise relatively easy), Cold Weston and Strandbrook remained before the end of the lap.

Stamina Tells

But by then the day was waning, for the hills—and the deep between-sections snowdrifts—had made nonsense of the time schedule. So while the solos went on to complete a further circuit the sidecars, at the tail of the entry, were turned back after tackling Woolston for the second time.

It was that second solo lap which really counted, for Miller seemed as fresh as when he had begun the day while others, tiredness clouding their judgment, dropped farther and farther astern.

Proof of that is Sammy's second-lap score of 22 marks lost (against his 34 on the first round)—at a time when hills were even more cut up than on the opening lap. Stamina: that's what makes an expert a British Expert.

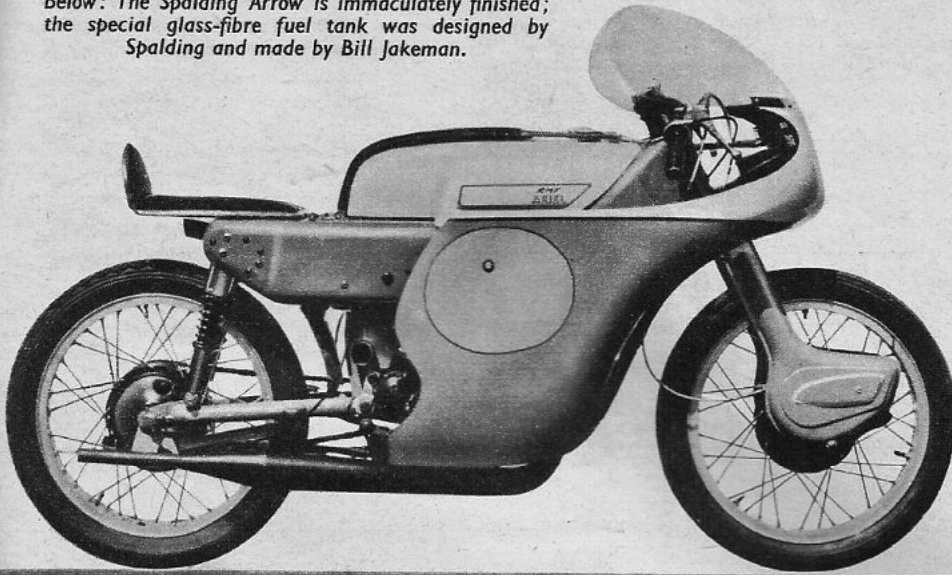


Arthur Lampkin (249 B.S.A.) was one of the two riders to climb Weobank unpenalized

ward motion. And Jeff Smith never did recover from the sideways slide at the very foot of the hill.

Still, the best was yet to come—and it was Don Smith (246 Greeves) who provided it. Mouth gaping open with sheer concentration, he wound on the urge, held his machine to a set course and slithered his way, feet-up, to the top. Spectacular, certainly, and equalled only by Ron Langston, who backed his outfit way down the track, took a long and terrifically fast run

Below: The Spalding Arrow is immaculately finished; the special glass-fibre fuel tank was designed by Spalding and made by Bill Jakeman.



ONE MAN'S ARROW

BEFORE it had even seen a road, Maurice Spalding's Ariel Arrow was being dismembered. Modifying a standard British model, especially a two-stroke, would provide endless fun for him and his friends—and would be so much cheaper than a production racer. So Maurice—"MotorCycle" midland advertisement rep—upped and bought a 1960 Arrow.

Hermann Meier's tuning articles had been well digested. First job after the strip-down was to polish the connecting rods and modify the big-end eyes so more oil could reach the bearings. Then the flywheels were padded to increase crankcase compression.

The inlet port was bored to accept a $1\frac{3}{8}$ in Amal Grand Prix carburettor, with remote float chamber, and the cylinder porting was modified to improve gas flow. A pair of tapered exhaust pipes were copied from Meier's pattern.

The alternator was discarded, and a new cover fabricated to accommodate a rev-meter gear box driven by a slotted bolt from the end of the crankshaft. Ignition is by standard Lucas battery and twin coils and the output is about 27 b.h.p. at 7,400 r.p.m.

Close-ratio gear-box internals were fitted and the gear lever reversed, but the clutch was left unaltered.

A beautifully styled Fi-Glass two-gallon tank replaced the standard one and is retained by twin aeroplastics; a $\frac{3}{8}$ in-thick dural plate forms the seat support and backrest.

The standard 16in wheel rims were replaced by 18in light-alloy rims shod with racing Dunlop 3.00in front and 3.25in rear tyres. Both hubs were extensively lightened, an air scoop fitted on the front and a special light-alloy sprocket carrier mounted on the rear. Racing Girling rear suspension units are used but the standard front units are retained.

A Fi-Glass dolphin fairing, finished in blue and white to match the frame and tank, completes a very pretty picture. Incidentally, that tank was designed by Spalding and is now available from the manufacturers at Edenbridge, Kent—price £7.

The riding position was tailored to measure. Note that lightened "rear stand."

