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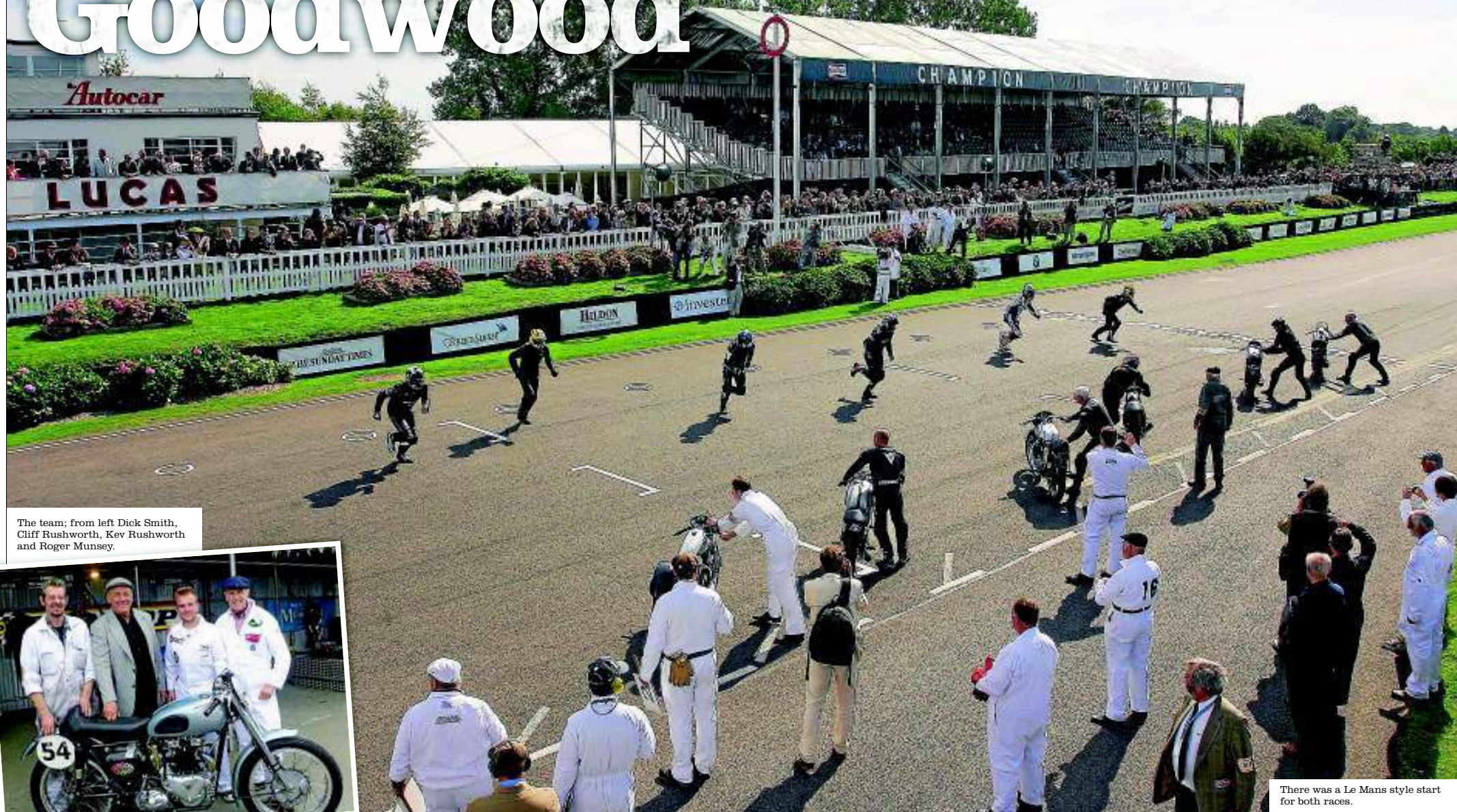


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Glorious Goodwood

The Ace Classic/Baron Speed Shop Triumph – featured in the October 2010 issue of *The Classic MotorCycle* – made its competitive debut at the Goodwood Revival, as did its co-builder.

Words by James Robinson
Photography by Nick Haskell



The team; from left Dick Smith, Cliff Rushworth, Kev Rushworth and Roger Munsey.



There was a Le Mans style start for both races.

The Goodwood Revival meeting continues to be one of the most popular and successful classic events in Britain, probably in the world. It's a race meeting – and a carnival too. Though the cars are the stars, the motorcycles give sterling backup, all supported by the wonderful efforts made on the part of organisers, entrants and spectators to 'dress the part'. And, of course, there's the aeroplanes too, which is fitting since Goodwood is a former RAF base, used during WWII.

And it was aircraft which led to the creation of Goodwood as a race circuit. Following the end of WWII, it was decided to run a few race meetings at

Goodwood, apparently on the suggestion of Squadron Leader Tony Gaze (a friend of the ninth Duke of Richmond – Freddie March – a renowned amateur racer who went on to design both March sports car bodies and aircraft in his capacity as engineer) who was based there during WWII.

The motorcycle element has long been a popular part of the revival, mainly due to the participation in the early years by Barry Sheene. Barry had been away from road racing for years but began appearing regularly at the Revival, quickly establishing himself as a firm favourite with the largely car racing fraternity. Of course, it was Barry's personality, combined with his ability on a motorcycle, that led to motorcycle racing enjoying such popularity

in the late 1970s – and the popular Londoner's 'golden touch' applied at Goodwood, with the motorcycle races becoming firmly established.

Following Barry's death in March 2003, the motorcycle events were renamed as the Barry Sheene Memorial Trophy races. Ever since they had been created, the races had been for pre-1967 Grand Prix type motorcycles; ie Manx Nortons, Matchless G50s and AJS 7Rs predominantly, with the odd MV Agusta, Paton, Honda and such like thrown in. While this usually produced some good racing (and continued to attract some top riders, following in the wheel tracks of Sheene) it was decided, in 2008, to try a different format for the two-wheeled events.

“The motorcycle element has long been a popular part of the Goodwood Revival, mainly due to the participation in the early years by Barry Sheene.”

It was decreed that the motorcycle races should be for 1950s type machines, as motorcycle racing at Goodwood ceased in that decade. This opened up the races to a whole different load of machines, with the organisers seeking a more

diverse grid. It was judged a success – with Gold Stars, Dominators and Norton Inters to the fore – though the Sheene Trophy reverted back to the 1960s machines for 2009 (it was always the plan to alternate) so for 2010, it was back to the 1950s kit.

This pricked the interest of Kev Rushworth (of Ace Classics) and Dick Smith (The Baron Speed Shop). Kev and Dick are pre-unit Triumph men through and through; Ace Classics has long been the go-to place for fans of pre-unit Triumphs while Baron's Speed Shop has built some sensational



Overall winner Steve Brogan, who has since clinched the British Superbike EVO crown.



The Triumph up on the bench.



Famous flypast – the Battle of Britain Memorial Flight does its thing.



Kev flicking through the chicane.

machines, including the 'bobber' which featured on the cover of our November 2007 edition, plus similar machines for movie star Ewan McGregor and his continent-crossing pal Charley Boorman.

Kev and Dick decided they wanted a piece of the action, so set about building a bespoke racer, the process of which we detailed in our October 2010 issue. With a bit more testing and a few mods – like fitting a high-level exhaust system – it was time to head for Goodwood, though first the Ace/Baron team had to find out who their 'second' rider (nominated by the Goodwood organisers) would be... the name given to Kev was Roger Munsey, a man who'll be familiar to many of our readers, owing to his long participation on various classics – including, of late, a Norton Domiracer in the Bonhams Historic GP series, so giving him useful experience of riding a twin. Roger has raced numerous motorcycles over the years, including enjoying success on a Manx Norton, so Kev and Dick were quietly relieved to have someone they felt they could trust on their racer, which had taken a lot of time and effort to construct.

The weekend started on Thursday 16 September, when the team travelled to the

Goodwood circuit, full of hope and expectation. It was to be the culmination of a lot of hard work and the debut for the racer, while it was also Kev Rushworth's full competition debut too, the 29-year-old having had plenty of track time in the past, being a track-day veteran – albeit the majority of his time having been on Yamaha R1s and their ilk.

FRIDAY

First practice took place at 9am on Friday morning. Kev was raring to go, though Dick was reiterating the point it was a long weekend and that they shouldn't do any harm to the Tiger in practice. Eventually, they qualified 16th out of the 30; a satisfactory job all round. Others weren't so lucky – the Wayne Gardner Walmsley Gold Star suffered terminal damage (a holed piston) though the Aussie was given dispensation to race on a G50; admittedly out of period, but the 1987 500cc world champ is one of the stars of the show and it doesn't do to disappoint the crowd. He was to be partnered by John Leigh Pemberton, so bringing back together the winning team of 2009 – and, as it turned out, the winning motorcycle too.

SATURDAY

For race one, Roger Munsey – the 'professional' rider in the two-man Ace/Baron riding team – was lined up for the Le Mans style start, along with all the other 'star riders.' Among them were Northern Irish former 250 and 500cc GP star Jeremy McWilliams (Norton Manx), multiple TT winner Charlie Williams (Vincent Black Shadow), ex-works star Paul Smart (Norton Dominator 99), Scouse BMW superbike ace – and since crowned inaugural BSB EVO class champion – Steve Brogan (Manx Norton), former BSB race winner Scott Smart (partnering his dad on the Dommie), 1970s BMW star Helmut Daehne (BMW RS54), Scottish Ian duo Duffus (Manx Triton) and Simpson (Manx Norton), fast lady Maria Costello (Gold Star) and journalists Alan Cathcart (Gilera Saturno) and Michael Neeves (Matchless G80CS). Other notable names included British Historic GP regulars Glen English (Velocette MSS), Ian Bain (Manx), Seb Perez (Velocette KTT) and Andrew Taylor (AJS 7R).

Munsey got off to a reasonable start and settled into a nice rhythm, gradually easing himself past a few riders, so that by the time he came in to hand over to Kev, they were running 13th.



Kev Rushworth in his 'posing gear' on the Goodwood start-finish line.

Despite this being his first race, Kev acquitted himself well.

Kev set off for his stint – and his first ever road race. Though he's been doing track days since he was 18 and is 30 now, Kev had never actually taken part in a proper race – until now. He acquitted himself well, gradually moving through the field and being classified as ninth finisher.

Though the Gardner/Pemberton G50 crossed the line first, they weren't classified in the results, that honour going to the Brogan/Ian Bain featherbed Manx. Runners-up were McWilliams, partnered by Duncan Fitchett, with third the Neeves/Stuart Tongue Matchless single. Nick Roberts and Mick Hemmings were fourth on a 99 Dominator, fifth was Cathcart and Tim Jackson on the Gilera, from the father-and-son Smart duo, Scott and Paul, who were sixth. Indeed, wife of Paul and mum of Scott, Barry Sheene's sister Maggie, complimented Kev on his riding, which greatly pleased the Ace Classics man.

The first race had taught the team a couple of things, namely that they were able to mix it with some of the 'stars' and secondly, that the Triumph needed a bigger engine sprocket. So, Saturday night saw the spanners out and the gearing altered – the guys were quietly confident for Sunday's race.

SUNDAY

Kev was to take the first stint this time. With confidence high, he set off at a rapid pace, scything through the field up to seventh. With its altered gearing, the ton-ten was

much faster than the day before, with Kev gleefully mixing it with the Manx Nortons and Vincents. However, proving that old adage about good things must come to an end, it didn't last.

By lap three the Triumph had developed a serious misfire, which stopped play. It's thought a broken valve spring was the cause. It was a disappointing end to what had been a good weekend.

Reflecting on it, Kev said; "It was all like some kind of mad, brilliant dream. I absolutely loved it. If only we could have finished, that would have been great." Still, for a first effort, it wasn't bad – in fact, it was pretty good. In the final classifications – the aggregate score being taken over the two races – despite Sunday's DNF, the team was placed 17th which, all things considered, was fairly satisfactory.

SO WHAT NEXT?

Kev and Dick had a wonderful time at Goodwood, that much is evident and naturally they are keen to return. However, next year the motorcycle race reverts back to the 1960s GP style machinery and so the Tiger 110 won't be eligible. However, the duo are still keen to compete – so have started thinking about next year.

"Obviously, because of what we do, if we build a bike, it has to be a Triumph," says Kev. "And so that means it needs to be a Daytona-based 500cc racer. We've started looking at it, though it'll be a tough job to have it done for

next year. Really, we'd need it built in the next six months, so we have a chance to run it in, which will be pushing it.

The machine would be basically a replica of the racer Buddy Elmore used to win the 1966 Daytona 200 and when Kev floated the idea with the Goodwood organisers, they were keen.

Kev is keen to do some more racing, intending to run the Tiger 110 with the VMCC next season, while he'd also like to ride at Goodwood in 2011, even if it's not possible to have the 500cc Triumph ready for next year, so in that case he'd be looking for a ride.

Meantime, if the Tiger 110 has tickled anyone's fancy, the guys are able to build a replica. "We could build a road-going version if anyone fancied one, with all the bits on but a standard engine, which would cost about £14,000. We could build a racer too, though that would cost a good bit more..."

THANKS

Kev and Dick wanted to thank various people for their help in getting the racer to the line, with among them Gordon and Sally Russell for all their efforts in helping the team secure an entry, Will Kingman at Goodwood and, of course, Lord March for running the event and Steve Smith of Avon Tyres. ■

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