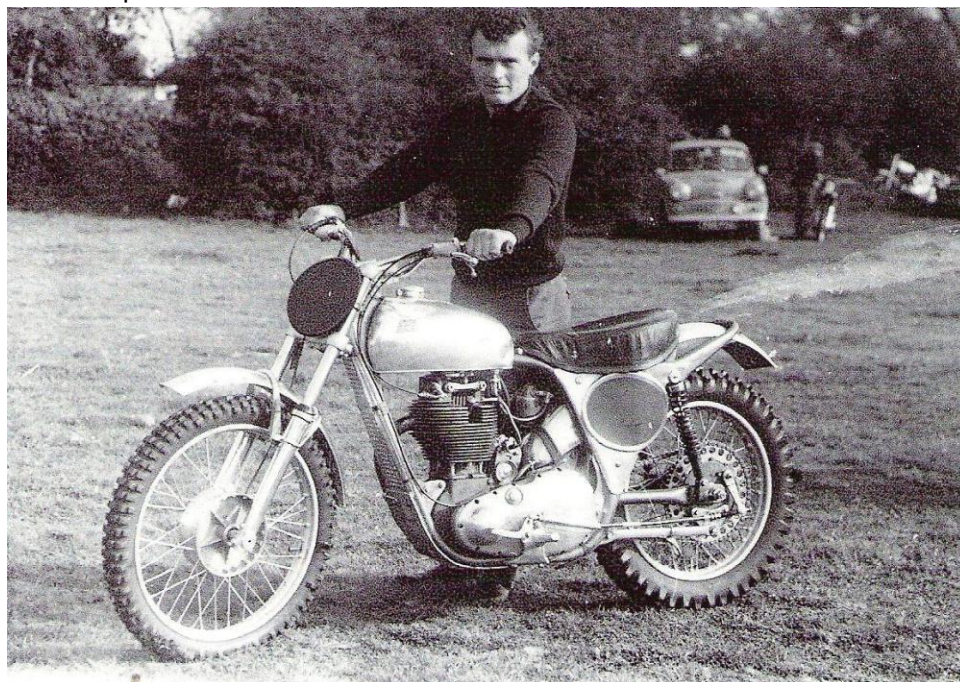


Regarding the article in the January 17, 2014 TMX by Andy Westlake, memory alone is not a reliable witness. The pictures of Jerry Scott racing a Gold Star in 1961 is almost certainly his own bike, probably having the engine fettled by Eric Cheney and not to be confused with the featured bike. Though this bike has some recognizable Cheney mods, in 1963 it would not have carried Ceriani forks as the iconic blue bike did but which didn't appear until sometime in 1965.

The featured bike clearly has a modified Gold Star frame, including the rear loop supporting the mudguard and the air cleaner but lacking the strengthening gussets on the swinging arm, and would never have been raced without a chain guide. For comparison, see picture of the Frank Underwood bike, then owned by Gerry Allen in 1965.



This came with a painted frame but was cad plated during the winter of 1964-65 by the man (Roy Smith) who took the picture in the paddock for the March Hare. Typical gussets and chain guides in view and a standard air box. You can see why Eric tidied that up on later bikes. What you can't see is twin spark arrangement fitted by Eric to this and other bikes up to, but not including, the blue bike. The second plug entered head through to the space between the push rods. Incidentally, Jerry Scott was racing the black framed Norton forked bike at the aforementioned 1965 March Hare at Aldworth. Now view the picture of Jerry Scott holding the blue bike in the Padworth pits in the summer of 1965.



Incidentally, it was the frame that was blue, not the petrol tank, basically the last works Gold Star that Jeff Smith raced with many Cheney touches - he not being restricted by boardroom rules demanding that it appeared like an over the counter Goldie. The obvious changes being the Ceriani forks with Matchless front wheel. The frame having lighter Reynolds tubes with joints sifbronzed. The top yoke handlebar blocks have been repositioned and the bars have been fabricated by Eric and carry Magura levers (nothing but the best). Another of Eric's fabrications is the swinging arm to carry a fully floating brake assembly. He also fabricated the footrests, for the n/s one to carry the brake pedal pivot operated by an inner and outer cable. The heart of any race machine is the engine and, as Andy correctly stated, should have magnesium engine and gearbox cases which, as can be seen in the picture, is sprayed matt black to stop oxidizing rather than heat dissipation.

If I had been asked as to whether the Cheney Gold Stars had been converted to oil in the frame, I would have said 'Yes'! All the photographs clearly show otherwise. To conclude, I suggest the first oil in the frame and chrome plated was the 250 C15 he built for Jerry Scott to race during the same period – a short time later sold in bits to Gerry Allen. Yes, that same man again, one who knows more about the blue bike than any other man still alive as he paid frequent visits to Eric's workshop during the time it was being reassembled, handling many of the internal titanium parts. I also might add he kept pretty close company to Scotty on the track on many occasions.

I am sorry to disappoint Andy Westlake but I think I have shown he is yet to ride the iconic blue bike. I wonder whose bike he has ridden; I think Vic Vaughan's is accounted for. The ex Underwood-Allen machine turned up near Alton in the early nineties but Gerry declined to repurchase it as he already knew it was substantially different from the bike shown. Subsequently John Compton bought and renovated it, whether he still has it I don't know. I would guess Keith Hickman still has his, seen hard up behind Jerry Scott at Padworth (black frame Norton forks) in picture shown.



J. V. Smith took home £100 1st place, Scott second but a lot of lead lap money added. I flogged round in the Junior races for no monetary reward. Happy Days.

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