

NEWSLETTER July 2026

Hello Everyone, July has been a busy month for PEEMS and a lot of other organisations. We have been fortunate to have had good weather for all our activities.

We had an excellent *Social and Barbeque*, which has been reported on at the end of this newsletter. PEEMS would like to thank Mike and Pat for providing the facilities (including gazebos and furniture) and the barbeque itself. Obviously it's not easy to set up events like this and dismantle them too with all the disruption that entails, so thanks again to Mike and Pat. Generous donations were given by attendees and the PEEMS committee has decided on a very worthy local cause which Colin will announce at the next meeting.

Incidentally this year 2026 is the 25th anniversary of the foundation PEEMS so the *Social and Barbeque*, I think, was a suitable celebration of that event.

Members will soon have to decide where they would like to go for the PEEMS annual excursion. The places that have been considered have already been announced in June's newsletter, with links to help you make up your minds: The Bradford Industrial Museum, National Coal Mining Centre (Wakefield) and the Barrow Hill Roundhouse (incl. The Deltic Preservation Society) near Chesterfield. We will be asking for your votes at the next meeting.

Talking of excursions, nine PEEMS members went on a special excursion to Elvington for a "deep dive" tour of the Halifax 3 restoration project. Historically and technically, this was fascinating, and we have to thank Gary Hancock and his two volunteers for giving their time to explain the valuable work being undertaken. The volunteers conveyed to us the difficulties and the terrible vulnerabilities of operating in the Halifax (and other aircraft of this type). Once again, many thanks to Mike for organising this special trip for PEEMS. This visit will be written up in the PEEMS August newsletter. Thanks to Gary for allowing photos and voice recording.

At our next meeting on Wednesday 5th August, Adrian will be talking about "digital fabrication" which should be very informative.

So, signing out, I read something very interesting in this month's "Aerospace" magazine, which relates to the "Ball Resolver" that Mike brought to the December 2025 meeting. This was used in "inertial navigation" and helped navigators to plot an aircraft's position before the era of GPS. We may have gone away with the idea that "The Ball Resolver" Inertial Navigation System was a thing of the past because we now have GPS.

Experience in Ukraine has shown that GPS can be jammed because satellite signals are weak.

Mobile phones contain a tiny *Inertial Measurement Unit* (IMU) with accelerometer, gyroscope and a magnetometer to measure velocity, which are all the ingredients of the original *Ball Resolver* navigation system. These IMUs can be integrated into drone navigation systems to overcome GPS jamming.

See you at the next meeting, Neville.

□ **Forthcoming Events.**

- **Wednesday August 5th** **Digital Fabrication In The 4th Industrial Revolution. A talk by Adrian Glasser.**
- **Tuesday August 18th** **Workshop Morning.**
- **Wednesday September 2nd** **Mike Sayers' Trophy and "Bring and Brag" Evening.**
- **Tuesday September 15th** **Workshop Morning.**

- **Club Evening Wednesday 1st July ~ The Historic Rosedale Chimney Bank Hill Climb 1911 - 1928. A Talk By Paul Hayward.**

Colin opened the meeting by welcoming everyone. There was a good turnout for Paul's talk.

There were some notifications.

- **Jonathan:** Jonathan is at home and is in a position where he can see visitors, but preferably one at a time. Anyone who wants to visit Jonathan must phone beforehand to find out what the best time is for the visit. He is quite tired, so the expectation is that current visits will be of a short duration.
- **Future PEEMS Chairmanship:** Jonathan, for procedural reasons, has agreed to remain as Chairman of PEEMS until the Annual General Meeting (AGM) in November. However he is unlikely to be active during that period, which means the Vice Chairman (Colin) will continue as a "stand in". HOWEVER, we need to elect a new Chairman in November for the November 2026 to November 2027 period.

Colin is not going to be standing for the Chairman's position, but will be putting himself forward for re-election as Vice-Chairman, "filling in gaps and assisting the elected Chairman".

Please give the Chairmanship serious consideration. The Chairmanship is open to all members (including new members), and if elected, you will be given full support.

- **WARCO MD-30B "Complex" Mill/Drill For Sale.**



A Club member has a WARCO Milling/ drilling machine for sale. The machine is approximately 15 years old and is in good condition, having not been put to heavy use. It is self-contained and on its own detachable stand. It also comes complete with a little used machine vice, a collection of MT3 (R8?) collets, which are believed to be new, and a selection of milling cutters.

This model is a large bench type machine, in this case on its own floor stand, but will be heavy to move, so provision of muscle and or a sturdy trolley is recommended for its removal. Access for moving is described as good.

Price £500 o.n.o.

Anyone interested please contact Colin Bainbridge for further information.

○ The Historic Rosedale Chimney Bank Hill Climb 1911 - 1928. A Talk By Paul Hayward.



• Introduction

The photograph from 1914 (from a Sidney Smith postcard) set the scene for the talk. Rosedale Hill Climb ran roughly from 1911 to 1928 when it definitely finished on Chimney Bank. It was veritably described as *“a classic event in the racing calendar”*, or alternatively as a *“freak event”*. It clearly had a high-profile whichever definition was used, and attracted a lot of entrants and spectators.

Paul wanted to cover three areas in his talk:

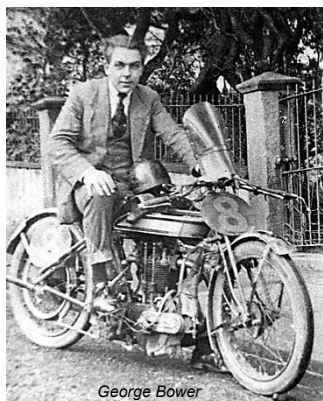
- Why he became interested in this particular event.
- Why these events evolved and became so popular.
- The Rosedale Abbey Hill Climb itself and the photo archive.

• Why Paul became interested in the Rosedale Hill Climb event.

Paul's grandmother said that Paul was only interested in anything if it had wheels on, which has been fairly true over the years. Paul's wife is from the Isle of Man, and after they were married, her brother persuaded Paul to become a Marshall at the T.T. and the Manx Grand Prix (1972-1985). Paul spent many a happy, but wet hour at the “Goose Neck” just above Ramsey, where the mountain climb starts.

Paul always looked out for riders from the local Pickering/Malton/York area, and there were quite a few. For instance, there was Charlie Corner (who has given a talk to PEEMS), Bryan Robson (from Norton), Michael Seward (from the agricultural merchants), David Potter (Hovingham) and others.

Paul just got more and more interested. Someone locally said that if you were interested in motorbikes, you should have seen what it was like in Malton in the 1920s. In the 1920s there were quite a few riders in the Malton area who competed in events locally and further afield.



Foremost amongst these riders was George Bower from Malton, who used to have the butcher's shop and “Bower's Restaurant”. He had a son called Fred Bower.

George Bower raced in the first two amateur TTs (forerunner of the Manx Grand Prix) in 1923 and 1924, and did quite well in both.

There were also two brothers, William and Ernest Wilkinson who owned a lemonade factory in Malton. There was also Richard “Dicky” Wood who had a grocer's shop in Old Malton (which is now the offices for the Malton Conservatives). There was Bill Searle who worked for the Wilkinsons.

Fred and Rob Dosser from Slingsby also competed. Their house in Slingsby is still there, named *“Dosser's House”*. In front of the school on the green is a maypole. If you look at the school from the maypole, the house is on the left.

There was also a lady called Sadie Taylor from Taylor's grocery store in Castlegate Malton, who was a racer too.

That is why Paul got interested in the Rosedale Hill Climb event and the “local scene”.

- **Why These Events Evolved And Became More Popular.**

At this time, the number of events grew rapidly, and sprints, hill climbs sand racing and trials were held all over the country.

Sprints: The sprints were at Bridlington and Scarborough and they were both on the sea front. There were also sprints on Octon Brow. At Staxton, the sprints were up the hill (B1249) to the right of the traffic lights on the A64 coming into Scarborough. The sprints took place at the corner on the top. One time they couldn't use that so they used the straight road beyond the bend at the top.

Sand Racing: There was sand racing at Saltburn, Redcar and Filey.

Hill Climbs: There were hill climbs at Sutton Bank, Garrowby Hill, Staxton Hill (B1249), Wass Bank (for one of the longer trials) and of course Rosedale Chimney Bank, which was the one Paul was particularly interested in. Why were these events so popular, particularly after the First World War? Human nature being what it is, people feel the need to race. As soon as there's motorised vehicles, they want to race them. There was a lot of technical development before and during the First World War and a lot of social changes after. For instance, people were less likely to go into service, and people felt more liberated. There was a shortage of labour, and wages went up. There were also a lot of surplus bikes for sale. Between the end of the First World War (1919) and 1925, there were over 165 events across the country, sprints, racing and hill climbs.

Looking at books about that era, there were events every weekend, mainly on public roads. Only Northern Ireland and The Isle of Man had legislation to close roads for racing. They were thinking of doing that in England, but the legislation fell by the wayside.

Things happened quite quickly after the First World War. The first motorcycle race was in France with the Paris-Nantes-Paris route (480 miles) in 1896, and the first race in England was at Richmond, Surrey on an oval track. Technology and engines developed quickly during the First World War.

The first Hill Climb in England was on the 9th June 1899 at Petersham Hill near Richmond Surrey. It was quite a short course, 325 yards long and varied between 1 in 12 and 1 in 9. The fastest time was achieved by a Barriester tricycle at 14mph. Second place went to an Electrical Undertaking Dogcart at 11 mph. There were 40 entrants to that event.

The event grew from there, and as it grew, the other influencing factor was that manufacturers wanted to become involved. They saw these events in two ways:

- a) Research. They were able to test their products.
- b) Publicity. They were able to advertise their products.

As mentioned previously, the races were mainly on public roads in England, which at the time were relatively quiet. The worst problem was that the spectators wanted to be close to the action.

- **The Rosedale Abbey Hill Climb itself and the photo archive.**

Some Background: These days, Rosedale is a very quiet valley. It belies what it was like in the past with the ironstone mining. Glass making occurred in the valley during Roman times. It must have been a bustling hive of activity up to the 1920s. The kilns on the east-side were all fronted with metal, and it was said that they used to glow red at night due to the heat when calcinating the iron ore.

There were a lot of people living there. Some terraced cottages were demolished after people left. There was also the railway which ran around the periphery of Rosedale valley which took the ore to Ingelby incline and thence to Teesside. There would have been quite a number of people working as engineers in the mines who would have become very interested in these events. There's a story that the first bicyclist up Rosedale Abbey Bank made a special sprocket for his bike to achieve the task. He was one of the metalsmiths in the iron foundry.

The area was still fairly isolated though, as it is today. Rosedale was not an easy place to get to. If you went up the valley it was a tortuous road. To the west, the main link was by the Rosedale Abbey Bank, known as Chimney Bank after the chimney was built. On maps at the time, it was marked as an unfenced road, so it was never easy to use.

It is amazing that even though Rosedale was isolated, and it wasn't easy to get to, that the event attracted the massive crowds it did.

The Hill Climb Event.

The Hill Climb was always organised from the *White Horse Farm Inn*, which is on the left as you go up the road to Chimney Bank. The Hill Climb was organised by *The Bradford Motorcycle and Light Car Club*.

In 1927 and 1928, the last two years of the event, it was organised by *The Ilkley and District Motor Club*.



So, throughout its existence the event was organised by Clubs in the West Riding of Yorkshire. Paul gave a talk to the Rosedale History Society, and when he was giving the talk, he realised it was the evening before the Sunday race day 70 years previously, when the organising committee would have been staying at the White Horse Inn.

The Route.

The racing started from the *White Horse Inn* yard, where the competitors assembled and finished somewhere beyond the two hair pins.

Length: Approximately half a mile.
The finish was marked by a blue flag.
Paul couldn't find much information on the precise finish point.

Slope: Various slopes are given in the records: 1 in 4, 1 in 3 and 1 in 2½ in parts. It was quite a challenge anyway.

It wasn't a speed hill climb, it wasn't timed. We would now call it a "trial".

There were 7 sections, and each section had 10 points. If you climbed the whole course without making any mistakes you got 70 points. Points were deducted for mistakes like putting your foot down, stopping, running alongside, pushing etc.



There was a marshal for each of the seven sections. The winner was the one who had the fewest point deductions, so a perfect climb was awarded 70 points. The marshals would phone through (a line was provided) to the event secretary at the White Horse Inn. The event was very well organised.

Chimney Bank was first climbed in 1911 by Frank Phillip on a Scott water-cooled 2 stroke. Scott motorbikes were originally made in Bradford by the Jowett car factory, before the motorcycle factory moved to Shipley. The water-cooled 536cc twins did well in the early years. Frank also raced on the Isle of Man TT using the same bikes. He finished 9th in 1910.

This is the earliest photo that Paul has, and it was taken in June 1914.

The photos were either taken by Sydney Smith or William Hayes from Hutton Le Hole.

The photo shows a very large crowd. The road surface is particularly rough. Everyone seems to be wearing hats. The rider is only wearing a flat cap, jacket and trousers.

In 1919, the Hill Climb was won by John Walker on a Scott, and in 1920 the Climb was won by G. Gilyard on a P&M solo (Phelon and Moore) which was a Yorkshire company.



May 1st 1921

The event in 1921 took place on 1st May; this is the first year for which Paul has significant information. It was reported by the press that there were a thousand cars in Rosedale, and many more motorcycles than there were motorcycles with side cars. There were 7000 spectators. It took many hours for the cars to get away along the avenue after the event.

The winner was Arthur Champion from Castleton on a 3½ hp B.S.A. which was 9 years old, borrowed from Mr Morely from the Forestry Commission.



Arthur Champion tied with Mr Moorhouse but after a "runoff" he won by one point. On the saddle of the bike can be seen the "Fell Cup" which was awarded by the Chairman of *The Bradford Motorcycle and Light Car Club*.

Paul had the photo and wondered what had happened to the 1921 "Fell Cup". Champions had the garage in Castleton. As you drop down into Castleton, there was a garage on the right, and that was Champions. It is closed now. So Paul rang them up and they still had the Cup, so it's still in the same family.

The Fell Cup In 1921



The Fell Cup Photographed By Paul In 1991.



The first photo above shows a general view of the climb on May 1st 1921. You can see the large stones in the road in front of the motorbike. They were put down specifically to force the riders to go a different way and to go on different parts of the road, which was unmade at that time. The organisers didn't make it easy for the competitors. They probably removed the rocks when the cars went up. Again, we can see the size of the crowds.

The second photo shows the two hairpins at the bottom of the climb. Once again, stones can be seen across the road at the apex of the hair pin bend.

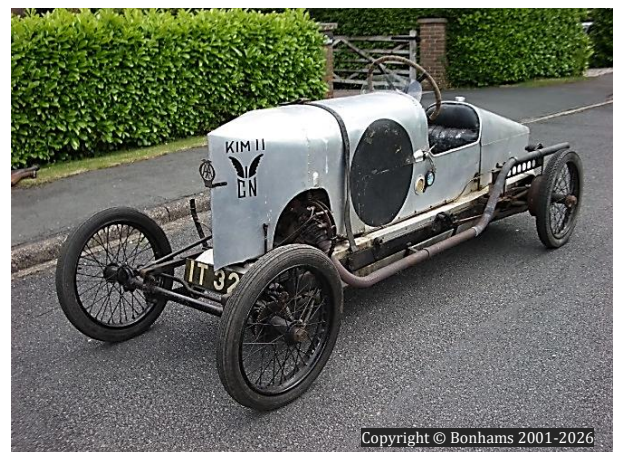


The first photo above shows someone on a bike and sidecar coming up the hill, and the rider is dressed quite formally. Note the position of the crowds, which made it difficult for the riders on the hairpins. The second photo is looking up the hill from the second left hand hair pin. Note the thin tyres on the bike.



The first photo above is looking down the hill, with the rider in the same location as the rider in the first 1914 photo shown in this article. The second photo is down in the village of Rosedale Abbey on May 1st 1921, with a field given over to car and motorbike parking. This is a testament to the fact that some spectators and competitors came from a long way away. The events were held on a Sunday, which caused some controversy at the time.

April 23rd 1922.



Here we see Archie Frazer-Nash going up the first right hand hairpin in his GN (Godfrey-Nash) "Kim II" IT 327. His mechanic is standing on the rear axle, to put weight on the back for grip. The previous day there was supposed to be a hill climb at Sutton Bank, but the weather had been so bad, it was cancelled. However, some of the entrants, including Archie Frazer-Nash entered the Rosedale Hill Climb, the following day. The newspaper described the weather as "poor" and said *"rain and hail were sweeping across the moor, converting the acclivity into a tolerable imitation of a river bed"*.

Nevertheless, there is still a large crowd, and they were entertained by The Rosedale Brass Band both before and during the event. Here Archie Frazer-Nash is making his first ascent with his unnamed mechanic. The press continued; *"the passenger was hanging on grimly as the machine leapt the gullies and swayed dangerously from side to side on the bends. Given his precarious position he seems quite the hero!"*

Len Cushman was Frazer-Nash's mechanic, and it could be him. Len raced Bugattis. If it is him, he did a 200-mile race at Brooklands where he was mechanic, lying flat under the tonneau cover at the side of Frazer-Nash.

Bonhams Auction of Kim II IT 327: Bonhams auctioned IT 327 in 2008 for £65,000, the price probably reflecting its association with Frazer-Nash. There are some historic details and more photos at this link:

<https://cars.bonhams.com/auction/16251/lot/337/gn-1086cc-v-twin-cyclecar-kim-ii/>

Press on link. To return to newsletter press on the back arrow at the top left hand-side of the screen.



This is Frazer-Nash coming out at the top with the mechanic leaning out to the right. It looks fairly wet as people are wearing rain coats.



After the first climb with his mechanic, Frazer-Nash descended the hill and completed a second climb, this time solo.

His average speed for the Hill Climb was 40 mph and as the newspapers reported *"heartily applauded by the huge crowd"*.

The GN "Kim II" was a remarkable vehicle. They used special engines, not proprietary motorcycle engines. Works GNs dominated almost every sprint they entered probably due to:

- They held the road well with a low C of G.
- Gear changes on the 'dog-clutch' were extremely rapid.
- Gear ratios could be altered easily due to the chain drive.
- The car was very light.
- GN Kims had a very advanced design of engine with two cylinders set at 90°. Valves were large (48mm diameter) and set at 90° to each other. The cylinder head was bronze with hemispherical combustion chambers.
- Even "ordinary" GN Kims had overhead cam shafts.



This is the 7hp Jowett (made in Bradford) driven up the hill by Mr Shotton. He was second up the hill and here at the first hairpin.

Talking about publicity, after this hill climb, the 7hp Jowett was advertised as *"made in Bradford and able to climb freak hills"*.

Here we have a good view of the state of the road. One of the marshals (observers) can be seen in the foreground and an advert placed on the hill behind.

The newspaper reported that Mr Shotton and his passenger *"bumped up and down on the seats to get a grip"*.



This is Mr Gott in a Mathis just above the second hair pin, showing the poor road surface. There is a good view up the valley. The second photo is a closeup. He failed to reach the top in spite of a "slight lean" by his passenger.



The first photo above shows the organising committee and Archie Frazer-Nash is in the back row with the helmet and goggles. Unfortunately, the Bradford Club could not provide names for committee members. The second photo shows the organising committee again with Reverend Clarkson-Birch on the left but without Archie Frazer-Nash.



Before the event started on a Sunday, there was a church service held on the "green on the hill".

This is the Reverend Clarkson-Birch, vicar of Rosedale giving a sermon to the people on the hill.

One of the themes of his sermons was "*I will lift my eyes up to the hills*". He was a big supporter of the Hill Climb event.

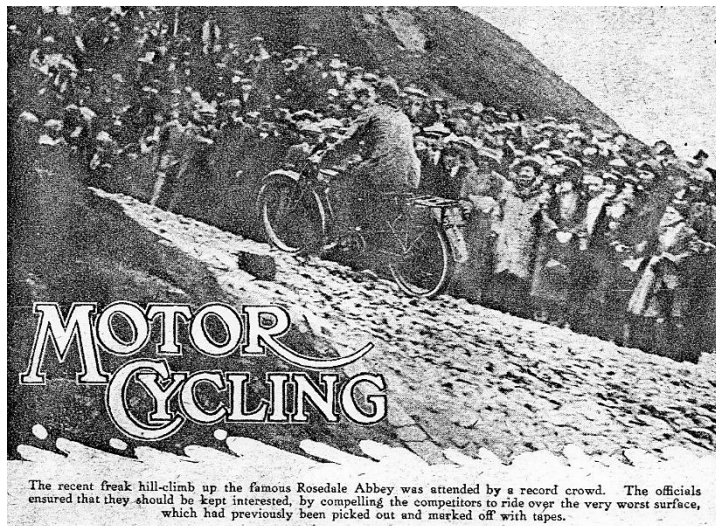
The Rosedale Brass Band played the accompaniment to the hymns and during the event.

April 19th 1923.

In 1923 the organising committee stopped putting rocks and stones across the road, and for this year and all subsequent years, tapes were used instead to test the skill of the riders and drivers. Competitors had to ride between the tapes. If any vehicle touched the tapes or went across them during the ascent, points were deducted.



Someone coming off, between the tapes on the bottom hair pin.



Both of the above photos serve to show the state of the road in 1923.



Collar and tie, no hat or helmet and a rocky road between the tapes. The tapes in both photos are quite narrow, and in other places zig-zagged across the road.

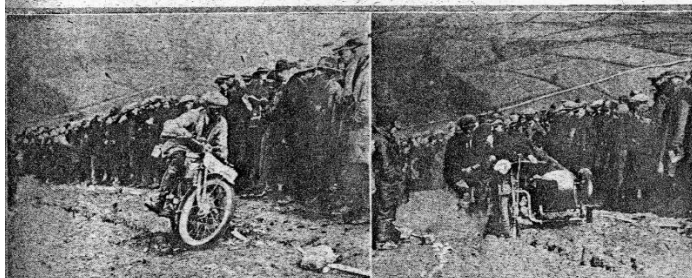
A couple of press reports on the 1923 event.



Hobson On A Sidecar. Even if there had been no tapes on Rosedale Abbey Bank to lead astray the competitors in the Bradford Club's famous freak hill-climb, the thronging spectators allowed little choice of route.

FREAK CLIMB ON ROSEDALE ABBEY BANK.

Bradford Club's Successful Event Last Week-end Before 12,000 Spectators.



By means of tapes on the hill, the competitors were deliberately guided over the worst sections. (Left) G.S. Davison nearly parts company with his Levis. (Right) G.B. Aked (Croft Cameron Sidecar) hung up in one of the ruts.

Geoff Davison was a reporter who wrote books on the Isle Of Man T.T. called "*T.T. Tales*"

In 1923, Arthur Champion won the "Fell Cup" again, this time on an *Excelsior* bike made in Coventry. This was possibly a 248cc JAP engined version as this was more popular for events than the Blackburne or Villiers engined machines. He scored 68 out of 70 points.

The person in second place was Ida Pickles from Morecambe, a famous woman rider at the time. She was riding a 536cc Scott and was the only woman competing. She received 65¾ points.

C.P. Wood won the sidecar event on a Scott Squirrel, possibly 596cc. He won for "best performance" with 69¾ points. Second was Freddie Dixon on a 998cc Harley Davison with sidecar, with 69½ points.



May 11th 1924.

On May 11th 1924, the papers reported that there were between 12,000 and 15,000 spectators, most arriving by car. 3,000 cars were parked with 1,000 motorcycles. These facts are difficult to believe. There were, in total, 237 entries representing 103 vehicles.

The weather was a wet morning and a warm sunny afternoon. Again, there was a service at 12.30pm conducted by Reverend Clarkson- Birch MA. Three hymns were sung; "Fight The Good Fight", "All People That On Earth Do Dwell", and "Onward Christian Soldiers". The course was described as *"being in excellent condition as the surface was muddy and sticky with deep cart ruts"*.

It was at this event that there was a controversy about the events being held on a Sunday. Pickering Rural District Council considered the objections. A Mr J. Smith stated that *"it was a disgrace in the country that these things were allowed. The country was running to the gutter of heathenism without these things being permitted."* The vicar of Kirkbymoorside together with non-conformist ministers objected to the event being staged on a Sunday saying, *"There was no reason why the people of Rosedale should be subjected to all the annoyance and disturbance of people from distant towns who seemed to think they had the right to come over and turn the place into perfect pandemonium. It was a downright scandalous thing to do and extremely selfish"*.

However, the Reverend Clarkson-Birch was fully supportive of the event. He was at the meeting and he said that *"95% of the people of Rosedale wanted it to happen"*. The council moved on to other business, and the 1924 event went ahead.



Entry fees were 3s/6d for a first entry and 2s/6d for the second and subsequent entries. For sidecars and three-wheeler cars, the minimum weight was 13 stones.

The "Fell Cup" for best performance of the day was one by Mr Westward Mills on a 349cc AJS combination (a bike and a sidecar). Marjorie Cottle, another famous lady rider was 2nd on a 350cc Raleigh.

The team prize was won by Marjorie Cottle, J.A. Watson-Bourne and T.E. Flintoft. Marjorie Cottle was married to Watson-Bourne and they came from West Kirby on the Wirral.

Captain Frazer-Nash was second in the car class in an 8hp Rover.

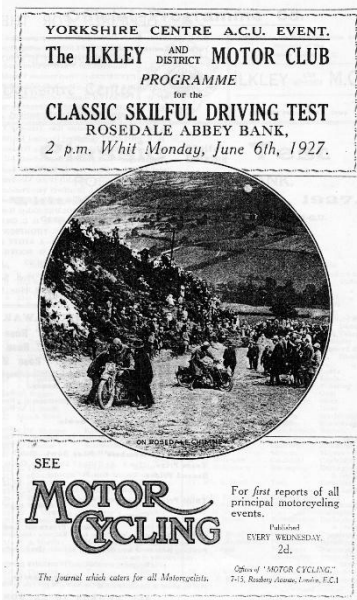


Whit Monday 6th June 1927.

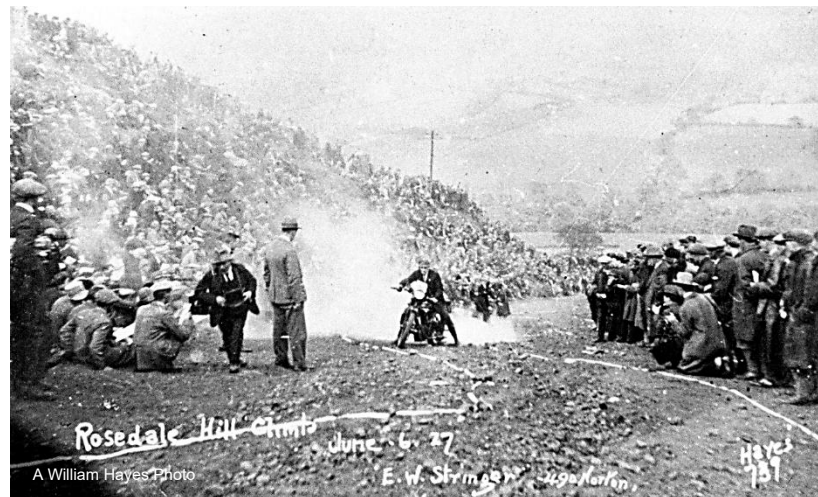
In 1925, the RAC stopped all big sporting events on public roads. There had been two accidents at the *Kop Hill* up-hill sprint. A motorcyclist crashed and the rider was injured, and Francis Gileen in a Bugatti lost control and hit a spectator who suffered a broken leg.

An RAC steward stopped the meeting. The RAC committee met on the 2nd April 1925, and all speed permits for speed events on open highways were cancelled.

A few days later, there was an event at Sutton Bank, and they had to stop the hill-climb because the spectators were on the road.



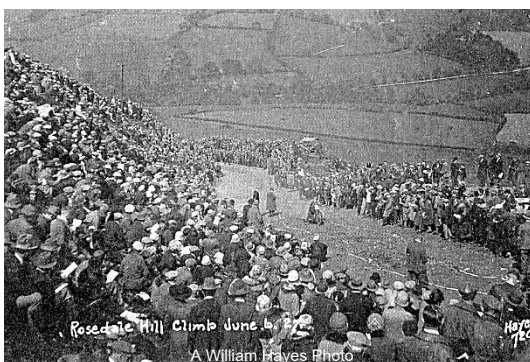
So, how did the event start again in 1927? As can be seen from the programme, it says "*Classic Skilful Driving Test*" which was to get around the RAC ban. The Hill-Climb was now organised by the Ilkley and District Motor Club.



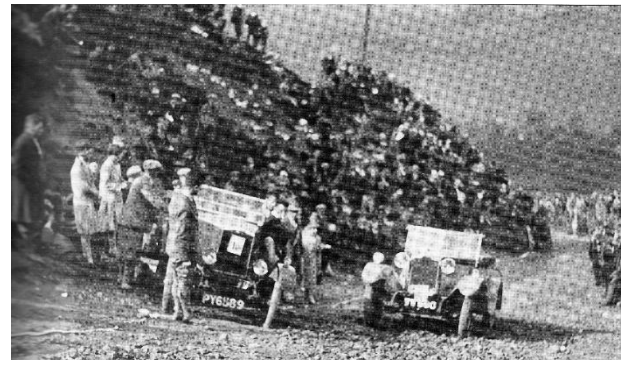
The event followed the previous formats with the start at The White Horse Inn yard, and the finish half a mile away beyond the hair pins. White tapes marked the course and there were seven observed sections. Again, we can see huge crowds up the bank.



This is Marjorie Cottle. She was a well-known figure in road riding and racing in the 1920s. She did hill-climbs and trials. Paul went to see her at a motorcycle show at the NEC Birmingham when she was in her 70s-80s. She was tiny. The second photo shows her (the rider in the white shirt and tie) coming back down the hill to the start.



Some crowd shots



The first photo shows a Rover 1100cc 'Nippy 9' driven by Charles Thakeray of Ilkley who won a rosebowl for best performance in a car. His passenger was Percy Crossby, headmaster of Ben Rhydding School.

Their wives are on the inside corner bank wearing hats. (This photo came from a book that Paul bought from The Ilkley Club about their activities). The second photo shows the 'Nippy' reaching the top passing the Morris owned by Mr Milnes.

The winner of the solo motorcycles (up to 350cc) was Mr McClean on a Douglas with 57¼ points. He was from Bristol but was in the Ilkley Motor Club.

Just to show how far some competitors had come to the event:

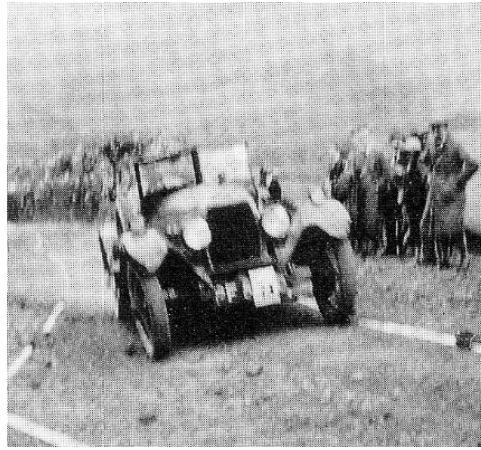
- J.C. Duncan from Hull on a Rex-Acme Bike (40½ points).
- J. Watson-Bourne from West Kirby (Wirral) on a Raleigh Bike (38 points).
- C.R. Sanderson from Durham (solo up to 600cc) on a B.S.A. Bike (67½ points).
- G. Bower from Malton (who raced in the first two Isle of Man TTs) (65¼ points).
- Fay Taylor from Camberley on a B.S.A. (60 points).

In the cars, the person in second place was Veronica Worsley of Hovingham (Marcus Worsley's aunt) in a Sports Salmson.

Whit Monday 28th May 1928. The last event run at Rosedale Chimney Bank in this form.



Bertie Jenkins of Leeds on a Triumph Motorbike



The first photo shows a Crossley car driven by J. Hepworth from Bradford. This is quite a rare car. The second photo shows T.B. Welton from Hull in a 11.9 Bugatti. He qualified second in class with Veronica Worsley. The third photo shows Bill Bradley from Addingham near Ilkley on a 596cc Bradley-Scott Bike. His daughter Rosa is in the sidecar with her eyes closed. He won the sidecar class as he did in 1927.

Finally: Majorie Cottle.



The 1928 Rosedale Hill-Climb event was the last one run in this form. There were other events in the 1930s, but not on this course.

PEEMS thanks Paul for an excellent talk.

Where the photographers are known, these are credited on the photos. Where they are not known, these are shown for illustrative purposes under "fair use".

Some of these photos have been sourced from The Ryedale Folk Museum, The Ilkley and District Motor Club and Bradford Motorcycle and Light Car Club, for which thanks are given, but they should not be reproduced without their permission.

- **PEEMS Summer Social and Barbeque on Sunday 6th July**



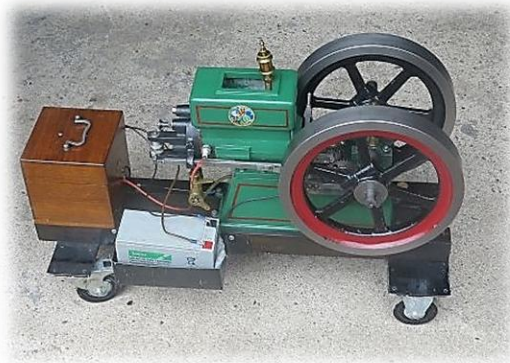
PEEMS had a very good summer social and barbeque. The barbeque food was top notch and PEEMS thanks Andy for the very hard work that went into providing the brilliant meat offerings. The "Bring and Share" food provided by members and visitors was also excellent, with quiches, cakes and various desserts. Note for future events; expect twice as much food as expected when suggesting "Bring and Share"!

Many thanks to the various people who provided the great variety of food which really enhanced the afternoon along with the beautiful setting provided by Mike and Pat.

Of added interest were the models, vintage cars and an 'Indian' motorbike, along with a stationary engine. Thank you to the members and guests who brought along these items for enjoyment and discussion.

Thanks also for the generous charitable donations which will be sent to a local charity.





Contact: If you would like to contribute to the Newsletter, the contact is:
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