

# KNOCK MOTOR CYCLE CLUB



**GOLDEN  
JUBILEE  
SOUVENIR**

1922-1972

**Catch  
the**



# FIFTY YEARS OF KNOCK

The Story of the First 50 Years of the existence  
of Knock Motor Cycle and Car Club Ltd.

*Compiled by*  
**W. A. McMASTER, A.M.I.M.I.**

*Motoring Correspondent, News Letter, Belfast, Irish Representative  
to the Federation Internationale Motocycliste and member of the  
C.S.I. of that body.*



*Capt. O. W. J. Henderson, President*

# **From our President**

## **Captain O. W. J. Henderson**

It is usual to begin a Presidential foreword by saying something along the lines of "being proud and privileged" to be invited to perform such a task.

I find no difficulty at all in expressing these sentiments nor assuring those who may read them of my sincerity in penning them. The pride is something with which I grew up and which was conveyed to me from my parents for reasons which will be obvious to any who read this commemorative history. The privilege derives from the fact that when my father died, after holding the office of president of the Club for 40 years, to which can be added seven years as vice-president, the Knock Club honoured me by asking me to succeed my father.

Fifty years is a very long time in the history of any motor club. I well remember my father and mother describing the happy occasion when the Club celebrated its Silver Jubilee-and now that lifespan has doubled.

I am glad to note that this commemorative history pays tribute to those who laboured in the interests of preserving the Club through those 50 years-and whose labours were rewarded by seeing the Knock Motor Cycle and Car Club grow in stature.

It is my hope that those of you who are the younger members of our Club and to whom many of the personalities recorded in this history are no more than names, will share the ambition of those men to preserve, at its present high level, the name and reputation of the Knock Motor Cycle and Car Club.

You have my assurance, as your President, of fullest support for these objectives and my good wishes that all of you, old members and young members, will enjoy and remember this commemorative occasion.

**BILL HENDERSON**



## **Live below your means.**

If you'd like to get around the high cost of living, cut down the high cost of getting around.

And buy a Volkswagen. Our 1200 cc model is only £791.

Once you've paid for it, you'll find it'll start paying for itself.

It uses very little oil.

Not one drop of anti-freeze.

And does up to 38 miles per gallon of petrol.

And when you finally come to sell it you'll find it will have depreciated less than most cars.

A fact we think you'll appreciate.

Rec'd retail price VW 1200 £791 inc PT. Delivery, seat belts and number plates extra.



**ISAAC AGNEW**

**LISBURN ROAD, BELFAST**

**Tel. 666583**

# General History

This little history being written, in 1972, to mark the 50th anniversary of our Club, it follows that the foundation year was 1922.

The actual date was 14th February and the decision was taken by a group of enthusiasts meeting in the Working Men's Institute, Ballyhackamore.

At this distance in time, a picture of the background as represented by the scene in 1922 might be of interest. The First World War. had ended, but regeneration of the sport in Ireland had been further delayed by the civil unrest of the 1920/21 period.

By tragic coincidence, this 50th Anniversary is also taking place under conditions of civil unrest. During the time it has taken to pen the above paragraphs, three loud explosions within earshot of the writer has, probably, brought to an end the history of Belfast business-houses which have been in existence, perhaps, longer than the Knock Motor Cycle Club.

But back to 1922. At that time there were, in total, six motor cycle clubs affiliated to the Ulster Centre of the Motor Cycle Union of Ireland. These were: Banbridge M.C.C., Ballymena M.C.C., Lisburn Motor and Motor Cycle Club, South Derry M.C.C. and Ulster M.C.C.

The Belfast and District Motor Club, founded in 1904 and one of the oldest Clubs in existence, had lain dormant since the early days of the War. but was revived just before the formation of the Knock Club.

The Temple Motor Cycle and Athletic Club was also in existence, although primarily concerned with the promotion of a major athletics meeting in their area.

During the year 1921 , a number of the Clubs mentioned had promoted road races for motor cycles. These were held at Temple on 3rd September; Ballynahinch, 10th September; Loughbrickland and Desertmartin. The Temple race. and that of the following week were, according to historical information in possession of the writer, organised by the Ulster Motor Cycle Club. I trust the history is correct (it was written in early 1922 and therefore had the benefit of close proximity to events) but the belief of the writer has always been that the Ulster M.C.C. only came into existence in 1922. This record seems to suggest otherwise.

Anyway, Ulster was lively enough in post-War motor cycling sport in 1921 Indeed three famous Ulster speedmen of the day—

Jimmy Shaw, Herbert Chambers and Tom Mallon had actually taken part in the T.T. races of 1921.

As for the Motor Cycle Union of Ireland itself, it had remained in a comatose state since 1915. Eventually it did gather itself together sufficiently as to stage an inter-Centre conference in March, 1922. One of the major items on the agenda was to give attention to the holding of those road races in Ulster previously mentioned.

For one thing, they had been conducted over ordinary public roads without the benefit of a Road Closing Order, albeit with the enthusiastic co-operation of the police in ensuring that the roads were kept clear of ordinary traffic.

The M.C.U.I., as the governing body, frowned upon such procedures and ruled that, in future, no race could be promoted on a public road unless and until the sanction of the appropriate road authority was given.

This was no great hardship, for already plans were under way to stage really major road races in Ulster. In May, 1922 the Road Races Act was passed to pave the way for authorised closing of public roads.

In Ulster, in 1922, there were more motor cycles registered than motor cars (6,417 as against 4,542). The motor cycle of 1922 was by no means the transport of the working class. True, second-hand machines could be picked up from around £10, but they were invariably 1914 or earlier. A really good 1921 machine would cost the buyer about £140--and that was a very high price for 1922.

New machines, such as the Indian 7 h.p. sold for £110; and the ABC flat-four of 3 h.p. with dynamo lighting (the "with it" fitting of the day) cost £118; the Raleigh flat-twin of 5/6 h.p. £130 and the P & M costing £82 10s could be bought on easy term's from a company trading as "Rideezi Sales Ltd."

It is easy to imagine the members of the newly-formed Knock Motor Cycle Club arriving for a club meeting astride such machines, or perhaps in their Bleriot Whippet or similar cycle-cars, which were very much in fashion.

Soon after its formation, and with 37 members on the roll, the Knock M.C.C. swung into action. Mr. R. J. Lynn, M.P., consented to become first president of the club, other officers were appointed, such as Geoffrey Fitchie as Club Captain, R. W. Bell as Hon. Treasurer and Billy Gunning as Hon. Secretary.

Early competitions took the form of paper chases-and the very first of these was won by Ryder Boyd, a name that was to figure prominently in Knock history. Even more illustrious was the winner of the second competition, Charles Duffin, happily



still with us and as keen as ever in progressing the status of the Knock M.C.C. Anyone who knows of the Knock Club knows of the "Duffin brothers, Charles and Fred." Conversely, anyone who does not know of the Duffin brothers has no knowledge whatsoever of the Knock Club.

Although, throughout the years, the Knock M.C.C. was to build a reputation extraordinary as promoters of first-class reliability trials, the club in its early life undertook speed events. In its first year it staged a successful hillclimb at Clandeboye. The following year, an effort was made to promote a road race but was not carried through because of opposition from the authorities to the proposal.

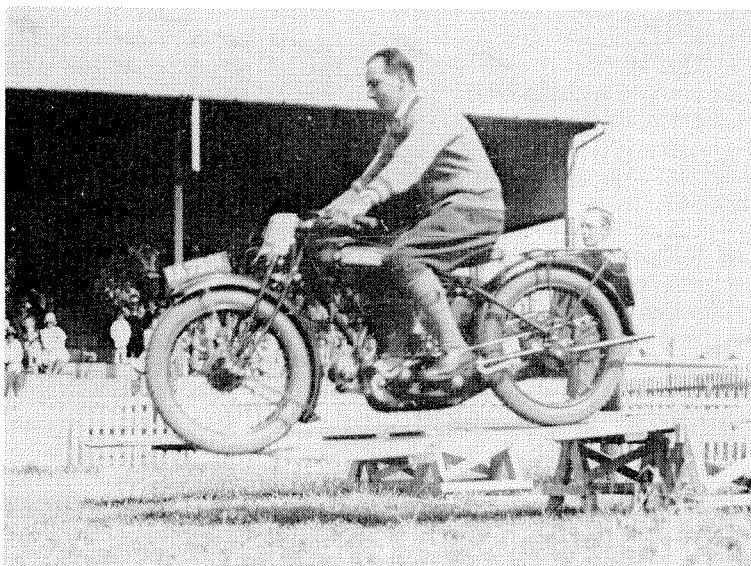
In 1924 the Club really got going. Its programme for the year was a massive one-a new venture being Speed Championships at Minerstown. It was in this year, too, that the Club received its first permanent trophy-the handsome Gunning Shield, presented by Billy Gunning, the Club Honorary Secretary, to be awarded to the Club member making the best performance in club events during the year.

In this year, too, Club members first sported button-hole badges to club design and had club teams in both Junior and Senior T.T. Races. The Senior team of J. W. Shaw, J. F. Dinsmore and J. Craig just failed to win the team award when all three retired on the last lap

Large-scale car events were introduced in 1925. the best-known of which was the Twelve-Hour Night Trial which was launched on a career which was to last for 40 years. For this competition the Vice-President's Cup, the Fitchie Cup and the J. C. Holland Cup were donated. It was late in 1925 that a prominent member of the Club, Herbert Chambers, was killed while participating in sand-racing at Portmarnock. A number of his friends donated a new trophy in his memory.

It was in 1928 that Club membership passed the 100 mark. An outstanding year, too, in that a member of the Club, Harold McKee, won a Gold Medal in the International Six Days Trial the first international success in trials for a member of the Club. Another major happening of 1928 was that the Ballynahinch Club, having decided to cease operations, handed over its trophies to Knock Club, most important of which was undoubtedly the Hurst Cup.

Arising from a claim for injuries sustained by an animal during the holding of a Club event, legal advice led to the Club, in 1929, ceasing to operate as the Knock Motor Cycle Club and re-constituting itself as a Company limited by guarantee. In this year, too, a team entered by the Club captured the Team Award in the Lightweight Tourist Trophy. Another team won the team contest in the Irish End-to-End Trial and in the Boxing Day Trial.



*Tommy Stewart negotiating the See-Saw in the Obstacle Race at an early Gymkhana held by the Club.*



*1949—The day we inspected the Ards Airfield, as a venue for racing. Left to right—Fred Duffin, Charles Eyre-Maunsell (our pilot) and Billy Michael. Also Billy Michael's dog. Photo taken by Billy McMaster.*

The early 1930's brought a world-wide depression, reflected in reduced interest in sporting events. The Club put every effort into maintaining the sport through troubled times, even taking over the promotion of the annual Ballydrain Road Race in an effort to save it from oblivion. This they succeeded in doing until, having reviewed the outcome of the 1932 race, it was clear that the Club could not put at risk any further finance.

It was not until the mid-1930s that any appreciable improvement in the economic scene could be detected. The sport began to breathe again and Club activities expand. A "flying kilometre" was held at Toomebridge and a Scramble at Bradshaw's Brae.

By 1936 everything was back to normal in club life, so much so that the Club supplied the entire Irish team for the International Six Days Trial, the team collecting two Golds (C. W. Duffin and T. Stewart). In 1937 Club members secured two more Golds (H. McKee and C. W. Duffin) and a Bronze (T. Stewart).

It was but a brief return to normalcy, for by 1939 the ordinary pursuits of life were once more interrupted, this time by the outbreak of World War Two.

While many Club Members departed into H. M. Forces for the duration others sought to serve in a number of capacities at home, putting at the service of the community their expertise in things mechanical.

By 1945 the worst of the emergency was over and thoughts turned to more peaceful pursuits. The Club, to meet the need, organised a series of lectures and discussions on motor cycle sport. Because of the long "pause" there was almost a new generation to be educated into the game. These activities greatly assisted the transition of the Club from war to peace.

The Club played a major role in getting the sport in Ireland back into peace-time conditions. Many of its senior members had taken office in the Ulster Centre of the M.C.U.I. and were in a position to guide the affairs of that body, and consequently the entire sport, along the correct channels to a successful future.

An early post-War blow fell when, in 1947, Tommy Stewart died after a brief illness. At the time of his death Tommy, as well as being a staunch Club member, was also serving as Hon. Treasurer of the Ulster Centre. It was particularly tragic that he, a founder-Member and one of its outstanding competitors, should have died in the year in which the Club was celebrating its Silver Jubilee.

The early post-War years found the sport somewhat inhibited by petrol rationing, which was to last until the early 1950s and make a brief return several years later. Still, inside the restrictions and frustrations of the time, the Club strove hard to revive as

many features as possible of the happier days-and to up-date activities to meet post-War conditions.

That this was a successful policy is as much a tribute to the "old hands" of the Committee as to their more recently-joined colleagues, many of whom had been schoolboys when last the Knock committee had discussed peace-time motor cycle sport.

One of the early outstanding successes of the post-War period was the winning of a Gold in the 1949 International Six Days Trial by Brian Stronge, a club competitor from pre-War days. In that year, too, the Club was successful in obtaining the use of Ards Airfield, where a series of short-circuit races were held. A new Trophy, in memory of Tommy Stewart, was first competed for in 1949 and it was a great source of satisfaction that the first winner was another enthusiastic Club Member, Terry Hill.

A comment on the entry into road racing promotion (or, more properly, re-entry, since Knock M.C.C. had taken over the old Ballydrain road races and staged them for several years) with the finding of Ards Airfield.

The venue was "discovered" by Charles Eyre-Maunsell, an enthusiastic member of the car competitions side of the Club and, at that time, busily engaged in acquiring his pilot's licence as a pupil of Ards Flying Club. Maunsell mentioned the matter to Billy McMaster, senr., who passed on the suggestion to Knock M.C.C.

A sub-committee consisting of W. B. Michael and Fred Duffin, along with McMaster and Maunsell, visited Ards Airfield. They walked round the circuit several times. Then McMaster said, casually: "The proper way to see this circuit is from the air." Maunsell at once whistled up a small plane and the party, accompanied by Billy Michael's small dog, took to the skies.

Race meetings were held at this venue in 1949 and again in 1950. When the Knock M.C.C. relinquished the venue it was taken up by Ards M.C.C. for several years-but eventually racing ceased there.

An historic note from the 1951 records show that, during a reliability trial which the club, in conjunction with Ards M.C.C., staged, the winner of the semi-expert class was "S. R. Miller." It was, of course, the great Sammy Miller. on his way to world fame as unquestionably the greatest trials rider the world has yet seen.

A tragic note from 1953 was the loss, through drowning, of the brothers Spence and Lennox Piggott, both members of the Club and who were aboard the ill-fated Princess Victoria. which foundered on the run from Stranraer to Larne one stormy January day

In 1954 an enthusiastic member of the Club, Billy Hutton, won the Irish Trials Championship and the Club continued to give strong support to that championship by the entry of teams. In that year, too, Brian Stronge won a Bronze in the I.S.D.T. and a Club Member, the late Bertie Mann, collected a Gold.

The mid-1950s found the car section of the Club particularly strong and, justifiably, seeking their own expression in Club affairs. To meet this, in 1955, the title of the Club was changed to "Knock Motor Cycle and Car Club."

In 1956 a Club member, Ronnie Adams, won the Monte Carlo Rally. a feat repeated in 1964 by another club member, Paddy Hopkirk.

These were really 'golden years' of the post-War sport. The sport of both motor cycle and motor car competitions were in a flourishing state and in 1958 the Club could report that membership, for the first time, exceeded 400.

The annual programme included almost monthly competitions for motor cycles and about five annual motoring competitions. the most important of which was the Twelve-Hour Night Trial. Among the most successful competitors of that time was one, Paddy Hopkirk, who. like Sammy Miller, was to acquire world fame as a rally driver.

In 1958 the Club suffered a grievous blow by the death of Robert H. Wright. whose devotion to Club activities had been monumental. In 1959 Ryder Boyd, because of declining health, asked to be relieved of the Hon. Treasurership of the Club, a post which he had held since 1945. Reluctantly his request was granted and Bobby Lockie took over office, which he holds to this day. Ryder Boyd still maintained his interest in the Club until his death in 1964.

In 1965, because of changes relating to the Dufferin Estate, the Hurst Cup of that year had to be confined to ground in the Lead Mines. In this year, too. the officials concerned with the car side of Club activity began to show concern as to the lines along which car rallying was progressing. Rallying was, in their view, becoming closer and closer to racing and they had no affection whatever for the "special sections" of the modern rally.

Consequently. they asked for no dates for motor car events for 1966, since when the Club has virtually ceased to promote competitions for motor cars.

In 1966 Donald Fleck, a pillar of the Committee since the immediate post-War days. asked to resign from the Committee. It is worth commenting that, whereas his not inconsiderable bulk may be absent from the committee-table. his advice and assistance is as much available to the Club as ever it was. Indeed, the many

actions carried out by Donald, unheralded and unsung, in the interests of the Knock Club are legion.

It is a source of pride to us that, in this Jubilee Year, Donald is President of the Motor Cycle Union of Ireland, a post which several Club members have held with distinction over the years.

In late 1966, too, another distinguished Knock member, Brian Stronge, showed his willingness to serve the sport by taking over duties as Hon. Secretary of the M.C.U.I. when illness struck the holder of that office, Percy Johnston. Brian, already serving the sport as a Knock committee-man and as a founder-member of Ulster Centre Promotions, organisers of the Ulster Grand Prix since 1963, now had an even more onerous stake in motor cycle sport.

The closing months of 1966 and the early months of 1967 found the sport seriously affected by a widespread outbreak of foot-and-mouth disease. Landowners were reluctant to permit sporting events on their property and, indeed, the Government refused to allow such events. Fortunately the outbreak subsided in time to allow most of the 1967 programme to be completed.

Victor Neill, after 21 years valiant service on Committee, retired in 1968. In that year two club members, David Andrews and Billy McMaster, jnr. (at that time Vice-Captain of the Club) both won Bronze medals in the I.S.D.T.

1969 was a sombre year. That staunchest of Knock members, Harold McKee, having retired from business, emigrated to South Africa. The club presented him with a Silver Salver in appreciation of the devotion he had given the Club and the distinction which he had brought it. The Club Captain, Billy McMaster, jnr., took up a business appointment in England and relinquished the captaincy of the Club for a period.

The death took place of that outstanding President, Commander Oscar Henderson, leaving the presidency vacant for the first time in 40 years. It was a great source of pleasure to the Club that his son, Captain O. W. J. Henderson, agreed to succeed his father while Mrs. Oscar Henderson, widow of Commander Henderson, accepted appointment as Vice-President.

The following year (1970) was a brighter time. The Hurst Cup Trial was accorded international status as a "counting" event in the F.I.M.'s European Championship Observation Trials series. In the three years since, the "Hurst" has acquired a new stature and now attracts the leading riders of the world.

So the story which began in 1922 reaches its 50th chapter-and that is a long time in the history of any motor cycle club.

As we said at the beginning, full circle has been turned and again our country is in the midst of political turmoil. Few of us

have any real reason to celebrate anything in such conditions-but these conditions must, surely, pass and take up their place of importance in history,

For our part, we feel that the 50th year of the existence of Knock Motor Cycle and Car Club is of sufficient importance for us to mark the occasion. Indeed, we feel duty bound to do so--for in noting the history of our Club we have, above all else, noted the unstinted devotion given our affairs by many.

Their names may mean little or nothing to the younger members of our Club in this year of 1972-but for some they will recall old friendships, old problems faced and solved, old loyalties preserved through thick and thin.

All to the end that the Knock Motor Cycle and Car Club should be able, in this year, to look back and know why it is that our Club can lay claim to 50 years of devotion to the sport of motor cycling-and to a claim to be held in the highest esteem by motor cycle government and motor cyclists throughout the world.

And, lastly, to a sound foundation upon which to look forward, with confidence, to the celebration of the Centenary Year of the Club in 2022 A.D.

# ***Golden Jubilee Year***



*The News Letter—sponsors of the  
Henderson Cup Scramble—extend  
congratulations to Knock Motor Cycle  
and Car Club on the occasion of their  
Golden Jubilee*



## Officers

No record of 50 years of Club life could be in any sense complete if it did not devote a large portion of its length to placing on record the officers who have kept that Club in existence and so enabled it to attain its Jubilee.

The general history contains the note that during the early years of the Knock Club those who strove to keep it in existence had, at times, considerable doubts as to the wisdom of their efforts.

This is understandable, especially during the early and formative years of any new body. It is, in hindsight, a matter on which the whole of motor cycle sport in Ireland can congratulate itself that those first officials, whatever their doubts, persevered in their work. For this can be said without fear of contradiction--that the Knock Club has made a tremendous contribution to the present high standing of motor cycle sport, not only in Ireland, but wherever the writ of the Federation Internationale Motocycliste runs.

One has only to reflect that, whatever services certain individuals may have given to the Knock Club, they also gave excellent service to the wider spheres of motor cycle government in Ireland,

The writer is only too well aware that any attempt to single out individuals for mention brings the twin dangers of omission of some worthy, or of underestimation of the efforts made by others.

The Knock Club committee has always functioned as a team--and most will agree as a very strong team. It is a sign of their combined strength and singleness of purpose that any one officer of the Knock Club can be roused to the heights of rage by a loosely-spoken word of criticism of any act of the Club. Which is not to say that they cannot just as readily respond to constructive criticism.

Still, looking back over 50 years, the Club has unquestionably produced men whose entitlement to special mention would be readily acknowledged by every single Knock member. In listing them, I am quite certain I will be at no risk of assault from others who have also served. This much is sure--that any who served the Club during its 50 years and under the officers I will name not only assisted in creating the lustre that surrounds the names, but added to their own stature in having served in such company.

The easiest form in which I can review the outstanding Club officers is to list them by year in which they served. From this

it will be seen that service in the Knock Club had the peculiar and commendable attraction of producing great loyalty as denoted by long service. There are, however, two outstanding offices which changed with surprisingly little frequency over the 50 years. The offices are those of President and Honorary Treasurer. There is little need to list them chronologically, for they have been in the keeping of relatively few people in 50 years.

**Club President.** How astonishing it is that only four people have held this, the highest office in the Club, over a period of half-a-century and that only two, a father and his son, over 41 of those years.

Commander Oscar Henderson, C.V.O., C.B.E., D.S.O., R.N. was elected Vice-President of the Club in January, 1924. In 1931 he was elected President in succession to the Rt. Hon. Herbert Dixon, M.P., thus continuing the association between the Henderson family and the Club.

It was a happy association, for however busy the Commander may have been with his many business duties and his position as aide-de-camp to the Governors of Northern Ireland, he took his presidency of the Knock Club seriously. Not for him the place of a figure-head.

His popularity at social functions of the Knock Club was out-done only by his charming wife, who supported her husband at every Knock annual dinner and other functions. Indeed, on occasions when Commander Henderson could not attend, Mrs. Henderson deputised for him and made an adequate substitute. It was never a formal occupation of the top table, for Mrs. Henderson frequently revealed herself as a story-teller of considerable merit.

Wisely, perhaps, the Commander often contented himself with congratulating the prizewinners and the Club on yet another year of success and left it to Mrs. Henderson to cap some of the best stories told by "worldly-wise" competitors. Frequently, the looks of astonishment on the faces of visiting competitors when this gracious and charming lady could meet them on their own ground in story-telling was, for me, a highlight of the evening.

One thing emerged with startling clarity--that the Hendersons, the President of the Club and his wife, endowed the Knock social occasions with a dignity and warmth which ensured the success of the evening.

Small wonder that there was never the slightest suggestion of nominating anyone else for the post of President. The real worry was that Commander Henderson, for even the best of reasons, might decline to accept office.

This he never did and only his sad death in 1969 brought about a change of presidency. It was natural that the Knock Club should look to the Henderson family for a continuance of the strong ties which linked that family to the Club and it was a tremendous source of pleasure to all that Captain O. W. J. Henderson agreed to succeed his father; a pleasure matched only by that when Mrs. Henderson, senior, accepted the office of vice-president. One can only express the hope that the presidency of the Club is now assured for the next 50 years. One thing must be said--the debt owed by the Club to the Henderson family is fully acknowledged.

Holding office quietly among the vice-presidents is one of the best-known figures in Irish motor sport--Commodore C. A. R. Shillington, C.B., V.D.R., R.N.V.R. His service to the Club in this capacity extends right back to the very foundation. Indeed, such records as exist of motor sport in Ulster of the 1920s all contain the name of Commodore Shillington and usually in a position of some importance.

In his time, Commodore Shillington has served the sport in such capacities as competitor in motor cycle races, hon. secretary of the Ulster Centre of the M.C.U.I., steward of the meeting and chairman of specially-appointed committees. It is not over-writing to say that he is a welcome guest at any motoring meeting held anywhere in Ireland, not least at Knock Club functions and one frequently wonders what thoughts must pass through his mind as he listens to proposals made by speakers who are infants in the sport. Probably more than any other man in Ireland Rives Shillington is Mister Motor Sport--and we of the Knock Club are proud that he has been vice-president for half-a-century.

The office of Hon. Treasurer of any club is one which, because of the worries involved, usually sees a succession of occupants. We of the Knock Club have, over 50 years, also seen our hon. treasurers come and go. Fortunately, we can also point to the fact that included in those who have held office are two who, between them, can account for 26 years, spanning the entire post-War scene.

The late W. R. (Ryder) Boyd took over the treasury in 1945, when the Club was striving to get sport back onto its feet after the War. Under his wise guidance the Club grew strong financially and Ryder saw to it that its resources were husbanded carefully. The finances of the Club remained in his care until 1958 when, for reasons of health, he felt compelled to resign. He died in 1964 but retained his interest in the Knock Club until the end.

R. N. (Bobbie) Lockie succeeded Ryder Boyd in 1959 and has continued in the office of hon. treasurer ever since. Like his predecessor, Bob Lockie has been a zealous official and the present

healthy condition of the Club owes a great deal to his care and attention to the financial details. By a coincidence, Lockie is now in his 13th year in office, thus equalling the term served by Ryder Boyd. The Minutes contain vague hints that Lockie is thinking about relinquishing the post. One hopes that he will stay for at least another year, if only to capture the club record for service as hon. treasurer.

Two brothers have a unique record in the Knock Club, albeit their names figure only now and again in this backward look over 50 years. The brothers are, of course, Charles and Fred Duffin, who, to any who have known the Knock Club over a period **are** the Knock Club.

Both share the facility of being self-effacing, willing to work as hard as anyone behind the scenes but by no means willing to accept the glare of any publicity attached to that work. Yet their contribution to the evolution of the Knock Club has been great- and no one, certainly not among those who served with them over the years, will begrudge them whatever prestige attaches to this special mention.

The Knock Club also had the great fortune to have had, among its most industrious workers, the late Robert H. Wright, O.B.E. Bob Wright was one of the mighty of the motor sport scene of the past 50 years.

A senior Civil Servant. Robert Wright became interested in motor cycle sport soon after the First World War. A first-class legislator, he was soon in demand not only by the motor cycle clubs, but also by the governing body the Ulster Centre, which he served as chairman for many years. He was also President of the Motor Cycle Union of Ireland on 12 occasions.

Robert Wright took an especial interest in time-keeping and soon built up a reputation that led to his services being sought by both motor cycle and motor car sport. not only in Ireland but also further afield. He laid the seeds of the very professional approach to time-keeping that is now so much part of our sporting scene and the team which operates to-day does so under the name of the "R. H. Wright Time-keeping Team." Robert Wright died in 1958.

One could go on picking from the Knock roll the names of men who served their sport with distinction. The great I.S.D.T. team of Harold McKee, Tommy Stewart and Charles Duffin, and the equally valiant work done by these competitors around the committee-table. The post-War scene, when others came along to take their place, which they filled with distinction and held the Knock Club in the forefront of the changing scene of the sport. All of them, without exclusion, are worthy of their place in this history .

The appended list of the chief officers over the years will give indication of the leadership which the Club has enjoyed.

<i>Year</i>	<i>President</i>	<i>Captain</i>	<i>Hon. Sec.</i>	<i>Hon. Treas</i>
1922	R. J. Lynn, M.P.	G. W. Fitchie	W. Gunning	R. W. Bell
1923	H. C. Kelly	W. R. Boyd	do.	do.
1924	do.	do.	do.	do.
1925	do.	C. W. Duffin	do.	do.
1926	Capt. H. Dixon	H. T. Megaw	do.	do.
1927	do.	S. Q. Osborne	do.	S. B. Johnston
1928	do.	C. E. Brown	do.	do.
1929	do.	F. G. Duffin	do.	do.
1930	do.	R. H. Wright	J. Dubois	do.
1931	Cdr. O. Henderson	T. Stewart	do.	do.
1932	do.	W. Gunning	do.	do.
1933	do.	W. Shaw	do.	do.
1934	do.	G. B. L'Estrange	C. W. Duffin	do.
1935	do.	H. McKee	do.	H. English
1936	do.	J. Richardson	do.	do.
1937	do.	do.	do.	do.
1938	do.	I. M. Hamilton	do.	do.
1939	do.	F. Bean	do.	R. E. McClure
1940	do.	W. Gunning	do.	R. H. Wright
no elections owing to War				
1945	do.	I. M. Hamilton	F. G. Duffin	W. R. Boyd
1946	do.	R. A. Gallagher	do.	do.
1947	do.	H. E. Broderick	D. D. H. Fleck	do.
1948	do.	W. B. Michael	D. D. H. Fleck & J. McKimm	do.
1949	do.	T. J. B. Stronge	W. B. Michael	do.
1950	do.	F. G. Duffin	J. McKimm & W. B. Michael	do.
1951	do.	C. W. Duffin	do.	do.
1952	do.	J. McKimm	V. Neill & R. N. Lockie	do.
1953	do.	*S. S. Russell	V. Neill	do.
1954	do.	D. D. H. Fleck	do.	do.
1955	do.	R. N. Lockie	do.	do.
1956	do.	W. Kelso	do.	do.
1957	do.	B. Grubb	do.	do.
1958	do.	V. Neill	M. Batley	do.
1959	do.	W. J. Hutton	do.	R. N. Lockie
1960	do.	D. J. Campbell	W. N. McKinley	do.
1961	do.	G. T. Crabbe	do.	do.
1962	do.	S. Steele	D. D. H. Fleck	do.
1963	do.	T. J. B. Stronge	do.	do.
1964	do.	N. McKinley	L. F. Chambers	do.

<i>Year</i>	<i>President</i>	<i>Captain</i>	<i>Hon. Sec.</i>	<i>Hon. Treas.</i>
1965	do.	D. D. H. Fleck	P. M. Cusack	do.
1966	do.	*W. J. Hutton (J)	do.	do.
1967	do.	*W. J. Hutton (B)	do.	do.
1968	do.	D. G. Andrews	do.	do.
1969	do.	W. A. McMaster, jnr.	do.	do.
1970	Capt. O. W. J. Henderson	D. J. Russell	do.	do.
1971	do.	S. W. Scott	do.	do.
1972	do.	R. Bell	do.	do.

\* Mr. W. J. Hutton, who was Captain in 1966 and Mr. W. J. Hutton who succeeded him in 1967 are cousins. Mr. D. J. Russell, who was Captain in 1970 is a son of Mr. S. S. Russell, Captain in 1953.

## Friends of the Club

The Knock Club, since its foundation, has always been extremely wealthy in terms of its friends. In its simplest form, this friendship could be identified as willing workers, anxious to share the organisational burdens of the Club's sporting programme. And while it is true that, as the general history of the Club reveals, the first two years of operation were conducted against a background of doubts as to the wisdom of continuing the existence of the Club because of scarcity of workers-this phase rapidly passed.

Throughout the years the reputation of the Club for efficient organisation gained in strength and many hundreds of Stewards' Reports in the archives of the Ulster Centre of the Motor Cycle Union of Ireland contain unbiased tributes to this efficiency.

Other firm friendships were created with the passing of the years. Some of these are exemplified by the donation of trophies, either by the friends themselves, or by others in memory of the friendship.

In a sense, it would be true to say that the donation of trophies was probably the first form of sponsorship -and a valuable form.

With the revival of the sport in the years that followed the Second World War, sponsorship of a more practical kind developed in every form of sport. Today (1972) financial backing of sporting events by commercial interests has reached staggering totals and is the accepted practice. Indeed, it is probable that many sports would have died long since but for the assistance of a sponsor.

In the post-war scene, the Knock Club spared no effort to preserve the status of their major events-these being the Hurst Cup Trial, the Tommy Stewart Scramble and the Henderson Scramble. Withdrawal of trade support from the Hurst Cup, an event outside the control of the Knock Club, placed that event in some danger of lapsing back into an all-Irish affair.

It was in 1963 that the first friends of the Hurst Cup were found. This was the Veedol Oil Company, who contributed generously to the promotional costs of the event. The same company sponsored the Hurst Cup again in 1967.

Then, in 1969, a link was formed between the Hurst Cup and Duckham Oils. This brought considerable benefit to the Hurst Cup (and, one hopes, Duckham Oils) and enabled the Knock Club to pursue their aim of maintaining the "Hurst" at the status of top Irish trial and further elevating it to take its place as an F.I.M. championship Observation Trial.

One must not overlook two other good friends of the "Hurst" who gave assistance to ensure the upward growth in stature. One

was that great Ulster sportsman and enthusiast, C. T. (Toby) Hurst, who sponsored the event in 1966 and since. and the Government of Northern Ireland, who, in 1971, gave financial assistance as part of their "Ulster 71 " celebrations.

It was also in 1963 that Messrs. Gallaher joined forces with the Club in promoting the Tommy Stewart Scramble-a link which exists to this day. Messrs. Gallaher, and in particular their public relations executive. Mr. J. T. (Jack) Duddy. are very much part of the "Tommy Stewart" scene. It is no overstatement to say that the present eminence of that event-and it is high-is due entirely to Messrs. Gallaher and Jack Duddy.

The general history of the Club shows the clear hand and impressive influence of the Henderson family in the Club's evolution. No one who has ever, for however short a time, been a member of the Knock Club can be unaware of the deep interest taken by the Henderson family in the Club's affairs since its very foundation. What other motor cycle club in Britain, or elsewhere, can boast of having the same family at its head for almost 50 years? It was not, therefore. surprising that it was this family, through its business interests (Century Newspapers) who, in 1965, decided that the Henderson Cup Scramble could benefit from an injection of organisational finance. -This sponsorship has been continued ever since and, as was the intention of the sponsor, has enabled the Knock Motor Club to attract some of the leading scrambling exponents to the event.

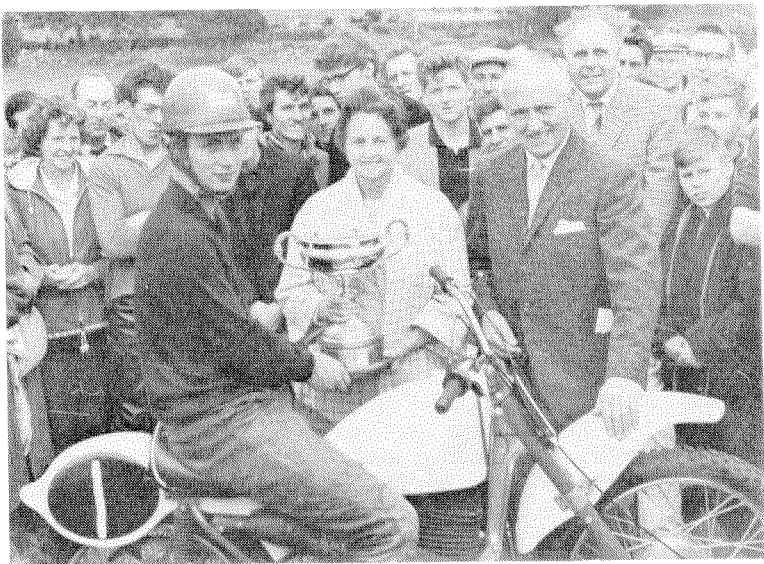
At this time of writing, all forms of sport in Northern Ireland are suffering from the current political unrest. This has produced many side-effects, such as a decline in spectators and a distinct reluctance on the part of some cross-Channel riders to travel to Ulster. In these circumstances, even with the greatest possible support from sponsors, it would be difficult to mount events equal to those of the brighter days.

For all that, sponsorship during these difficult times is all the more valuable-in that it enables the Club to preserve some vestige of the better days and to keep in being the expertise in organisation in the hope that happier times lie just ahead.

Of one thing we can be certain-that when those happier times arrive there will be a tremendous upsurge in sporting activity and interest in sport. Perhaps, who knows, there may well be the keenest competition among commercial interests to sponsor sporting events. That, indeed, would be a happy outcome.

But so far as this history of the Knock Club is concerned-it would be far from complete if it did not contain this reference to those good friends of the past who have helped to carry the Club to its present stature and who, beyond doubt, will be quite willing to continue to be associated with the Club in its second half -century.





*English star Malcolm Davis receiving the Tommy Stewart Trophy from Mrs. Tommy Stewart. Also in photo is Mr. Fred Loney, manager of Gallaher Ltd. (N.I.) and behind him Donald Fleck, president of M.C.U.I. and a long-serving member of our Committee.*



*Winner of 1972 Tommy Stewart and Henderson Cup Scrambles, Dick Clayton (Greeves)*

## Three Generations with Knock

Two families have the distinction of having served the Club for three generations.

The Russell family have been identified with motor cycle sport since its beginning in Ireland. Far back in time S. J. (Sammy) Russell was one of the little band who, in 1921, triggered off the chain of events which led to road racing becoming firmly established in Ulster. Although his first loyalty was to the Ulster M.C.C. and perhaps even more so to Temple M.C & A.C" he gave strong support to our Club when asked. He was vice-president from 1947 until 1955.

The second generation of Russells was, of course, S. S. (Stanley), who joined the committee in 1948, at which time he was a successful competitor in trials, scrambles and road racing. He was captain of the club in 1953 and subsequently did excellent work as clerk of the course for our Hurst Cup trials. He was elected a vice-president in 1964, an office which he holds at this time.

Then, in 1967, D. J. (Derek) Russell joined the committee, to create a unique record of family service. He was captain of the Club in 1970 and is, at time of writing, one of our most successful trials riders.

The second family to be worthy of record is the Stronge family. In 1938 W. J. Stronge was elected vice-president at a time when his son, T. J. B. (Brian) was just beginning his competition career. W.J. presented the Stronge Trophy as an encouragement to young riders. His death, in 1945, cast a deep shadow over the Club.

After War service with the Army (as a despatch rider, naturally) Brian Stronge resumed his competitive motor cycling in 1945 and, fortunately for us, resumed the seat on the club committee which he had held since 1938. He was captain of the club in 1949 and again in 1963. For all that he is one of the only two pre-War riders still actively competing (Terry Hill is the other) and has given 34 years of service to motor cycling, Brian has a record of devotion to the sport which, quite apart from service to our club, includes saving the International North West 200 from extinction in 1959, the Ulster Grand Prix in 1963, has been President of the M.C.U.I. (1964) and is, at time of writing, Hon. Secretary of the M.C.U.I. and acting chairman of Ulster Centre Promotions, organisers of the Ulster Grand Prix.

Very recently, the Stronge family could claim a place alongside the Russell family in the history of the club. Upon his return

from an English university, John Stronge was elected to the club committee and undoubtedly possesses talents which will stand the club in good stead in the years ahead. He has already, through his willingness to assist his father, acquired a sound knowledge of the sport--both from the point of view of the competitor and of the official.

TRIUMPH Main Agent B.S.A.

COME AND SEE

## **RAY SPENCE MOTORCYCLES**

**MILLTOWN, SHAW'S BRIDGE**

**BELFAST**

Phone 642878



SPARES POSTED ANYWHERE

**New Bikes — Middle-aged Bikes — Old Bikes**

**Exchanges H.P. Insurance**



Ring Road between Malone Road and Ormeau Road

**Killinchy and District Motor Cycle Club Ltd.**

---

CONGRATULATIONS

Knock Motor Club on

***Fifty Golden Years***



**our 25th Anniversary Dance and Prize Giving**

will be held in

**STRANGFORD ARMS HOTEL**

**Wednesday, 25th October, 1972, at 8 p.m.**

## THE MEN WHO BROUGHT THE CLUB THROUGH 50 YEARS

Everybody who ever paid an annual subscription to the Club since its foundation in 1922; who ever drove a stake or tied a rope to mark a circuit or trials observed section; or held a stopwatch, or manned a Control Point-they all deserve to be listed here. Space precludes the compilation of such a "Who's Who."

We must, therefore, be content to place on record those who served as Officers of the Club-and so directed- the efforts of all. In recording the names of some-our intention is to honour all.

**ANDREWS, D. G.**--A successful trials, scrambles and road racing rider, David Andrews was elected to Committee in 1954, was Assistant Secretary 1959/61 and Captain 1968. He is still serving on Committee.

**ARTT, J.**--John Artt, a regular competitor in trials after a period of 'road-racing, joined the Committee in 1967/1971.

**ALLEN, S. E.**--Vice-President of Club in 1928.

**BATLEY, M.**--Maurice Batley joined the Committee in 1957. He did two terms as Hon. Secretary in 1958/59. His main interest was in the very active motor car section of the Club at that time. He retired from Committee in 1964 shortly before the Club dropped the promotion of car events.

**BEAN, F.**--Frank Bean was a stalwart of the Club in the immediate pre-War period. He joined the Committee in 1935 and was Captain in 1939 when the War brought a cessation of activity.

**BELL, R. W.**--One of the foundation members of our Club. His interest was such that he made clubrooms available to us in 1926, giving our Club the distinction of being the first with its own headquarters. Mr. Bell was made a Vice-President in 1934 and held his office until 1946.

**BELL, R.**--Captain of our Club in this historic year, Ronnie Bell joined our Committee in 1964 and has shown the greatest willingness to advance its interests in every way possible.

**BLACK, S.**--Shaw Black was an active member of Committee in the happier pre-War days of 1935/6/7.

**BOAL, I.**--Isaac Boal joined the Committee in 1946 and played a major part in the post-War re-construction until resigning in 1951.

**BOAM, W. F.**--Donor of the Boam Cup, given with the aim of recognising the debt owed to those Who had served in the Second World War. Major Boam was elected Vice-President in 1947, a post he held until 1954.

**BOSTON, J.**--Our Hon. Solicitor, as he is for most motor cycle clubs in the Belfast area, James Boston's honorary office, fortunately rarely called upon, extends right back almost to the foundation days of 1922, a distinction shared only by Commodore C. A. R. Shillington.

**BRODERICK, H. E.**--One of the long-serving Vice-Presidents of whom we are so proud. He was elected Vice-President in 1938 and still hold, that position at time of compilation He was also an active Committee member and was Captain in 1947.

**BOYD, D. A.**--David Boyd was a pillar of motor cycle government in the pre-War years. He was elected Vice-President in 1934 and held office until his death in 1953.

**BOYD, DENIS**--An early Club member, Denis was forced to interrupt his membership when transferred to England. On his return he rejoined the Club and, in addition to time-keeping duties he acted as Hon. Auditor from 1959 until 1963, shortly before his death.

**BOYD, W. R.**--Ryder Boyd, a foundation member, was tower of strength to the Club, Appointed Hon. Auditor in the first years of our existence, he served in that capacity until 1945, when he took over the duties of Hon. Treasurer for a record term of 14 years before resigning because of ill-health. He was elected a Vice-President in 1959, an office held until his death in 1964.

**BRASHAW, A.**--Andy Brashaw is a comparative newcomer to our Committee, being elected in 1971, but displays the keenness and ability to progress the Club.

**BROWN, C. E.**--Served on Committee and was Captain in 1928.

**BROWNE, R. E.**--Bobby Browne was a well-known competitor in road-racing and trials of pre-War and immediate post-War years. He served on the Committee from 1945 until 1950 when forced to resign because of business pressure.

**CAMPBELL, D.**-- Denis Campbell was a noted trials rider. Elected to Committee in 1955 Denis served as Assistant Hon. Secretary in 1957 and Captain in 1960. He gave up his seat in 1963 when moved for business reasons.

**CAMPBELL, W.**--A land-owner whose co-operation made possible some great scrambles meetings of the early post-War period. Elected Vice-President in 1947, a post he held until 1949.

**CAMPBELL, W. A. C.**-- Served on Committee 1951/53 but then emigrated.

**CHAMBERS, L. F.**--A keen recruit to Committee in 1962, Chamber's served as Hon. Secretary in 1964 and Assistant Hon. Secretary in 1965.

**CHAMBERS, W. F.**--A member of the famous "Chambers Car" family, Billy Chambers served on Committee 1948/50.

**CHAMBERLAIN, W. R.**--Dick Chamberlain, a keen trials rider, joined the Committee in 1948 and served until 1957.

**CLARKE, A.**-- Alex. Clarke, a keen follower and owner of vintage cars, served on Committee 1939/40/47.

**CLARKE, A.**-- Arthur Clarke, son of above, was a leading scrambles rider. Served on Committee in 1966 but business reasons compelled resignation.

**CRABBE, I.--** Served on Committee 1953/56.

**CRABBE, G.--** Brother of above now qualifying as a veteran in Knock service. First elected to Committee in 1956, was Captain in 1961 and is still a valued member.

**COPITHORNE, R.--** Served on Committee 1961/63.

**CROSS, B. N --** Member of Committee 1959/60. A successful scrambler of the period.

**CUSACK, P.--** Record-holder of the office of Hon. Secretary, Peter Cusack has guided the affairs of the Club since taking over secretarial duties in 1965.

**DALE, T.--** Member of Committee 1961/62/63.

**DIXON, RT. HON. HERBERT, D.L --** President of the Club 1926/30.

**DUFFIN, C. W.--**The names of Charles Duffin and of his brother Fred are synonymous with the Knock Club. Member from the earliest days, Charles was Hon. Secretary as long ago as 1934, a post he held up until 1939. On the resumption of post-War sport he continued to serve on Committee and was Captain in 1951. On retiring from Committee in 1959 he was elected Vice-President, an office which he still holds. A gold--medalist in the I.S.D.T his work as Clerk of the Course for the Hurst Cup made that trial the classic it is to-day.

**DUFFIN, F.--** Fred is a brother of Charles and, in the history of this Club every bit as distinguished. A member of Committee since 1934, he took over the Hon. Secretary position in 1945 and was Captain in 1950. He was elected Vice-President in 1962, an office which he still holds.

**DUFFIN, A.--** Alastair is a nephew of the more famous brothers. He was elected to Committee in 1968.

**DUNLEATH, LORD--** Lord Dunleath takes a considerable interest in motor Sport in Ulster and was elected a Vice-President in 1964.

**ENGLISH, H.--** Served as Hon. Treasurer of the Club 1935/38.

**FERGUSON, R.--** Elected to Committee 1971.

**FITCHIE, G. W.--** Founder member and first Captain.

**FLECK, D. D. H.--** Donald Fleck's term of service spans the entire post-War scene. He was elected to Committee in 1945. served as Hon. Secretary 1947/48, Captain in 1954. Hon. Secretary in 1963 and again Captain in 1965. On retiring from Committee in 1968 he was elected vice-president.

**FRAME, R. J.--** Member of Committee 1946/47/48.

**GAULLAGHER. R. A.--** Pat Gaullagher was one of the best-known competitors in motor Sport in the 1930s and 1940s. He joined the Committee in 1937, was Captain in 1946.

**GILMORE, W.--** Member of Committee in 1963.

**GRAHAM, B. M.**-- Member of Committee in 1945.

**GRUBB, B.**-- Joined Committee in 1950 and was Captain in 1957. Emigrated to Rhodesia shortly afterwards.

**GUNNING, W.**-- Founder-member of the Club and donor of the Gunning Shield, one of the first trophies owned by the Club. Billy Gunning was a member of Committee from the beginning and Captain in 1940. In 1945 he was elected vice-president, a position he still holds at time of writing. His service to the Club can never be over-emphasised.

**HAMILTON, I. M.**-- Ian Hamilton knew the Club from the early 30's. He was Assistant Hon. Secretary in 1934 and Captain in 1938 and again in 1945. He continued to serve on Committee until 1951, When pressure of business duties compelled him to relinquish office. He still takes a keen interest in club affairs.

**HANNA, A.**-- Served on Committee 1934.

**HAYWARD, D.**-- Served on Committee 1949.

**HENDERSON, OSCAR**-- Probably the longest-serving President of any motor club in the British Isles, Commander Oscar Henderson, already a vice-president, succeeded Captain Herbert Dixon as President in 1931 and still held that office when he died in 1970. He displayed a keen interest in Club affairs throughout his presidency and never failed, when at all possible, to occupy the Presidential Chair at Club functions, nor did he ever fail to express the pride he sincerely felt at holding the highest office in the Club.

**HENDERSON, MRS. OSCAR**--Widow of Commander Henderson and held so affectionately in the esteem of all who have been, at any time, a member of the Knock Club that her election as Vice-President in 1971 gave the Club the greatest joy.

**HENDERSON, CAPTAIN O. W. J.**-- Succeeded his father, Commander Oscar Henderson as President in 1970. thus continuing the "family ties" between this family and the Club. Displays all of the keenness of his predecessor to ensure that the high standing of the Club is maintained.

**HENSHAM, T.**-- Vice-president in 1928.

**HENDERSON, W. W.**-- Served on the Committee 1947/54, taking a deep interest in the motor car competitions organised by the Club.

**HENRY, W. J.**-- Served on the Committee 1953/56 with special interest in motor car competitions.

**HENDERSON, E.**-- One of the younger school of trials riders who joined the Committee in 1969.

**HOLLAND, J. C.**-- Donor of the Holland Trophy and a friend of the Club from the earliest days. Elected vice-president in 1934, holding that position until his death in 1947.

**HUTTON, W. J.**-- There being two of this name on our Committee, this "W.J." is usually given the identifying tag of "Jordanstown." He was elected to the Committee in 1952, was Captain in 1959 and again in 1966. Is still an active Committee member and an active competition rider.



- HUTTON, W. J.**-- This is the other "W.J.," identified as "Bells Hill" from the magnificent area which his family made available to the Club for the Stewart Scramble. Was elected to Committee in 1964 and was Captain in 1967. Still serves the Committee-and serves the sport by acting as Clerk of the Course for most of the Club events, including the Hurst Cup.
- HURST, C. T.**-- "Toby" Hurst was elected a vice-president of the Club in 1970, there being no other way in which to express the appreciation of the Club at the many kindnesses extended the Club by this fine sportsman.
- HUSSEY, H.**-- Elected to Committee in 1958 but unfortunately died soon afterwards.
- HYDE, D. L.**-- Served on Committee 1959/62.
- JACKSON, T. W.**-- Served on Committee 1928/29.
- JACKSON, O. H.**-- Oliver Jackson was elected vice-president in 1947 in recognition of his kindness in making land available for Club meetings. He died in 1952.
- JACKSON, O. H.**-- Harry Jackson, son of Oliver Jackson, served on Committee 1947/50.
- JACKSON, P.**-- Served on Committee 1962.
- JOHNSTON, S. B.**-- Acted as Hon. Treasurer during the early years of the Club.
- KEERY, D.**-- Served on Committee 1962/66.
- KELLY, H. C.**-- Founder-member, donor of the Hugh C. Kelly Trophy. Vice-president from earliest days. Died during the War years.
- KELSO, W.**-- Joined the Committee in 1949 and served with distinction for many years. Captain in 1956 and elected vice-president in 1964.
- KILPATRICK, R.**-- Elected to Committee in 1969. Served as Competitions Secretary 1970/71.
- KIRK, A. A.**-- An outstanding trials rider who served on Committee 1952/61 before emigrating.
- KIRK, L. L.**-- An extremely active member of the Committee, which he joined in 1965.
- L'ESTRANGE, G. B.**-- Captain in 1934. Elected vice-president 1936 and served until 1938.
- LINDSAY, D. C.**-- Col. Lindsay was a vice-president in 1934 and continued in this capacity until his death in 1947.
- LYNES, A. D.**-- Served on Committee 1934/35.
- LOCKIE, R. N.**-- Long-serving member of Committee. First elected 1949, was Joint Hon. Secretary 1952, Captain 1955. Appointed Hon. Treasurer 1959 and still holds this office, rivalling the term served by the late Ryder Boyd.

**MARTIN, W.--** Served on Committee 1958.

**MATTHEWS, T.--** Elected to Committee 1963 and has served continuously since.

**MEGAW, H. T.--** Served on Committee 1927/28.

**MICHAEL, W. B.--** His service extends to pre-War days. First elected to Committee in 1938, Major Michael returned to Committee after distinguished War service. He was Captain 1948. Hon. Secretary 1949 and Joint Hon. Secretary 1950/51. He continued service until 1961, when he was elected vice-president.

**McCLURE, R. E.--**Elected to Committee 1938 Hon. Treasurer 1939.

**McCLURE, K.--**Elected to Committee 1965.

**McGUFFIN, R.--**Vice-president 1928. 1934.

**McKIMM, J.--** Long-serving member of Committee. Assistant Hon. Secretary 1945. Captain 1952. Continued to serve until 1969, when elected vice-president.

**McKEE, H.--** One of the "greats. of our Club. Harold McKee was Captain in 1935 and continued on Committee. Elected vice president in 1952. Gold medalist in International Six Day Trial. Emigrated to South Africa.

**McKEE, D.--**Elected to Committee 1971 .

**McCRACKEN, W.--** Ex-road racing man of early days. Elected vice-president 1950 and still serves in that capacity.

**McKINLEY, N.--** Elected to Committee 1959 Hon Secretary 1960/61. Captain 1964

**McKENZIE, C. A.--**Hon. Solicitor in 1928

**McMASTER, W. A.--** Elected to Committee 1966. Captain 1969. Rides as member of Club team in reliability trials Now based in England for business reasons.

**McMULLAN, B.--**Served on Committee 1968/69.

**McMILLEN, E. T.--** Served on Committee 1947/51..

**McMILLEN, A. M.--**Vice-president 1928.

**McPHILLEMY, W. E.--** Served on Committee 1927/28 and. Was also a successful competitor.

**NEILL, V.--** Long-serving member of Committee. First elected 1950. Joint Hon. Secretary 1952. Hon. Secretary 1953/4/5. Captain 1958. Elected vice-president 1969.

**OSBORNE, S. Q.--**One of the leading Competitors of his day. Served on Committee 1928/29.

**PRICE, T.--** Elected Vice .president 1934 and served until 1940.

**PORTER, S. C.--**Elected to Committee 1945

- QUIGG, J.--** Served on Committee 1952/55.
- RAND, E. H.--** Elected vice-president 1934/5/6.
- REID, H. C.--** Elected vice-president 1950 and still holds this office
- RICHARDSON, J.--** One of the oldest of Club members. Was on Committee in 1930. Captain 1932/36/37. Elected vice-president 1961 and still holds that office.
- RUSSELL, S. J.--**One of the great names of Ulster motor cycling. Elected vice-president 1947 and served until 1955.
- RUSSELL, S. S.--** Son of S. J. Russell. Elected to Committee 1948. Captain 1953. Elected vice-president 1964 and still serves in that capacity.
- RUSSELL, D. J.--** Son of S. S. Russell giving this family a unique distinction in Club history. Elected to Committee 1967. Captain 1970. Rides as member of Club team in trials.
- SCOTT, S. W.--** Elected to Committee 1966, Stanley Scott has served as Competition Secretary, Assistant Hon. Secretary and Captain 1971 . Has played a major part in bringing outstanding riders over to Club events.
- SHAW , SNR., W.--** One of the foundation members of the Club and donor of the Shaw Cup. Vice-president 1934 until his death in 1948.
- SHAW, JNR., W.--** Son of above. Captain of Club 1933 and served on the Committee 1931/45.
- SHILLINGTON, MAJOR D. G.--**Vice-president from 1934 until his death during the War years.
- SHILLINGTON, C. A. R--** The best-known figure in Irish motor sport, Commodore Shillington has been an active vice-president of the Club for over 40 years, taking a keen interest not only in sporting events but also in the general running of the Club.
- SHORT, J.--** Served on Committee 1940/45.
- SIMPSON, G.--** Served on Committee 1962.
- STANFIELD, V.--** Elected to Committee 1956 and served until 1961 taking a special interest in motor car events promoted by the Club.
- STEELE. S. A--** Elected to Committee 1952 and Captain in 1962, Sidney Steele has played a major role in the promotion of Club events of the past 20 years, specialising in timekeeping. He is still an active member of Committee.
- STEWART, T.--** One of the great men of the Knock Club, the late Tommy Stewart was as outstanding a competitor as he was in the capacity of Club official. He was on the Committee in 1934, serving right through to his sad death in 1947. In 1949 the Club, in his memory, created the Tommy Stewart Memorial Trophy and set themselves the task of making the Tommy Stewart Scramble the most outstanding event of its kind. In this they have succeeded.

**STRONGE, T. J. B.--** A Knock official from pre-War days, Brian Stronge was elected to Committee in 1938. After service with H.M. Forces he resumed as a member of Committee. Captain in 1949 and again in 1963 he can look back upon 34 years of valiant service to the Club and, as a still-serving Committee member, to many more ahead.

**STRONGE, W. J.--** Father of T. J. B Stronge and donor of the Stronge Trophy he was elected vice-president in 1938 and held that office until his death in 1945.

**STRONGE, J.--** Son of T. J. B. and grandson of W. J. has joined the Club Committee in 1972 on securing a post in the New University of Ulster.

**TAYLOR, H.--** Vice-president in 1928

**TOWNLEY, E.--**Hon. Auditor 1928.

**WALLACE, V.--** Elected to Committee in 1964 Victor Wallace has rendered good service to the Club over the years since.

**WHITE, W. B.--** Joined the Committee in 1934 and served until, in 1936, his occupation took him from Belfast. W. B. White also served the Ulster Centre M.C.U.I. as Hon. Secretary and is still active in motoring competitions in the Omagh area.

**WHITE, H.** Served on Committee 1964.

**WHITESIDE, W.--** Elected to Committee 1960 and served until 1965.

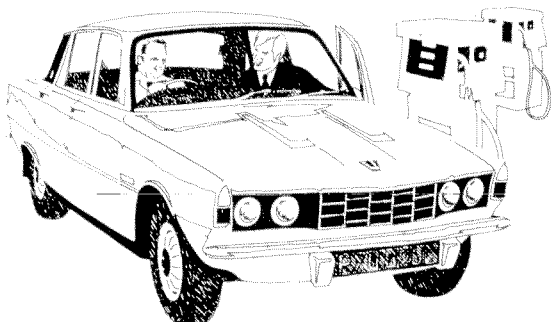
**WHYTE, R. J.--** Elected to Committee in 1968 Bobbie Whyte was an active competitor with an outstanding record in the I.S.D.T. and more recently in road-racing. Killed competing in Temple 100, July, 1972.

**WILSON, R.--** Served on Committee 1955

**WILSON, L. F.--** Elected to Committee 1968 and is still a serving member.

**WRIGHT. R. H.--** Another of the giants of the Club. A senior civil servant Robert Wright held more offices in Ulster motor sport than any other man. His speciality was time-keeping, in which he had an international standing. He was one of the earliest members of the Club, joining the Committee in 1934. Among offices he held were Hon Treasurer (1940) and Hon. Auditor up to his death in 1953. Our Minute Books speak volumes of his deep interest in the affairs of our Club.

**WYLIE, J. K.--**Served on Committee 1928/34.



## **Test our reputation.**

The best publicity for a  
Rover 2000 is a test drive.

ARRANGE ONE SOON WITH

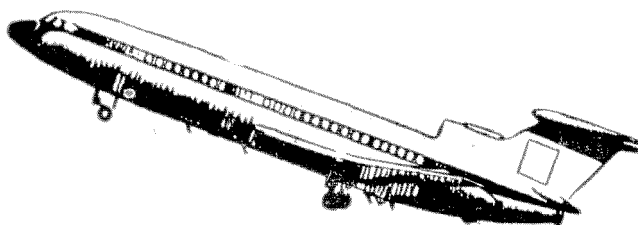
**CHARLES HURST LTD.**

**44/54 CHICHESTER STREET, BELFAST**

PHONE 33001



# ***Fly now . . . Pay later***



**TRAVEL CREDIT TO ALL DESTINATIONS**

OTHER DESTINATIONS ON REQUEST  
**LEADERS IN LOW COST TRAVEL**

LOS ANGELES	...	from £119 Return
NAIROBI	...	from £125 Return
AUSTRALIA	...	from £299 Return
MAJORCA	...	from £32 Return
ATHENS	...	from £49 Return
BERLIN	...	from £39 Return

## **WHY WASTE MONEY!**

When we can offer you low cost Government approved flights to the Far East, U.S.A., South Africa, Australia, South American and European destinations.



Telephone for more information at 01-499-4482

## **Economic Travel**

**11/12 CLIFFORD STREET, LONDON W.1**



Pure gold  
from Benson & Hedges.

EVERY PACKET CARRIES A  
GOVERNMENT HEALTH WARNING