



BOURNE CIVIC SOCIETY NEWSLETTER

Member of

CIVIC
VOICE

June 2014

Registered Charity No 512420

Welcome
To new member Luke Kelly

Visit to Baldocks mill by the Rubery Owen family.
We are pleased to say that they were impressed. Rick Hall
also came on the visit.

They presented our chairman with four more impressive
BRM trophies.

**June meeting which was a
visit is cancelled.**

The next meeting is the Social
which will be at 64 Stephenson
Way on Friday 4th July. 7pm.
Please let Brenda know if you
will be coming. Cost £5 each.

The last meeting which was on
Tuesday 13th May, by Richard
Pullen on the Lincoln Tank
was one of our best.

The Society will be playing a
part in making the town look
lovely for "Bourne in Bloom"
which will be judged on Tues-
day 8th July.

Assistant Secretary
The Society needs an assistant
secretary so as to reduce the
work load on our present secre-
tary.

In August the Society intends
to hold an Exhibition on WW1.
We are looking for photographs
and other items of interest
which we can display. Also
needed are volunteers to man
the mill as we will be open
each afternoon from 2pm to
4pm. We will start to put it all
together in July. The opening
will be Saturday 26th July at
2pm. All members welcome.



**Italian Grand Prix
1971 Peter Gethin 1st**



**Austrian Grand Prix
1971
Jo Siffert 1st
Pole and Fastest lap**



**Coupe De L'Action Automobile
et
Touristique Circuit Rouen les
Essarta 8 Juillet 1962**



**Monaco Grand Prix
1972
Jean Pierre Beltoise 1st
Plus Fastest lap**

Alderman Sir George White M.P.

Born at the family home in Bourne Market Place in 1840, George White grew up in the town. He attended the Congregational Chapel in Eastgate, and Bourne Grammar School.

At the age of 16, he left the family business and became a junior clerk at Tillyard & Howlett boot and shoe factory in Norwich. George progressed through the company and in 1876 became joint partner to Howlett & White.

George White was a committed member of both the Baptist Church and the Temperance Movement. He became a national leader of both organisations. In 1876 he was elected onto Norwich City Council, where he rose to high office.

The last of 15 new schools, The George White School, was opened in 1903. the school was named in tribute to George White's contribution to education, as Chairman of the Norwich School Board.

He was elected as the Liberal member of Parliament for Northwest Norfolk in 1900 and continued to work for social reform and free education for all.

Alder White's achievements were recognised with a Knighthood in 1907 and in 1910 he was awarded the Freedom of the City of Norwich.

Three thousand people attended the funeral of Sir George White in May 1912. On the day of his funeral, memorial services also took place in Kings Lynn and Bourne.

George White has been forgotten in the town of his birth. The man and his achievements deserve to be recognised with a Blue Plaque. The story of his life, his Bourne family connections and contemporaries deserve to be recorded.

Joyce Stevenson



Sir George White's birthplace in Bourne. The White shop has dormer windows.

Mills and Baxter's druggist and chemist West Street.

The Royal coat of arms above the window denotes the supply of Bourne Waters to Queen Victoria's son the Duke of Connaught and Beccleuch. Arnold's "Boot and Shoe warehouse" next door was replaced in 1914 by D Horn outfitter, tailor and hatter.



Raymond Mays from a painting by Sofy Ascher.

RAYMOND MAYS

AT SPEED

London

HODDER AND STOUGHTON

Raymond Mays' missing book found
by REX NEEDLE

The international racing car driver and designer, Raymond Mays, is known to have written two books about his life and times but now knowledge of a third has surfaced although copies are extremely rare.

The records show that he had two published works, both written with the help of ghost writers. They were *Split Seconds - My Racing Years* (G T Foulis & Co Ltd, London, 1950) and *BRM* with co-author Peter Roberts (Cassell and Co Ltd, 1962). He also contributed a chapter on hill climbing technique for Lord Howe's volume on *Motor Racing* (1939) and a piece for *Speed: the Book of Racing and Records* (1950).

The two complete books carrying his name are well known publications and many copies exist here in Bourne, notably at the Heritage Centre in South Street, home of the Raymond Mays Memorial Room which is devoted to his life and career.

But there was another, *At Speed* by Raymond Mays, published in 1952 by Hodder and Stoughton and printed by C Tinling and Co Ltd., of Liverpool, London and Prescott, a partnership that produced many popular books of the time although it has taken some research to track down this third work.

Few people associated with Mays, either in Bourne or in the racing world, have heard of it. The publishers were unable to help because their records from that period no longer exist while the print firm folded in 1975 and there is no mention of it in the British Library, the country's legal depository holding some 14 million titles and which receives copies of all books produced in the United Kingdom. Furthermore there is no copy of it in the Raymond Mays Memorial Room here in Bourne but after a lengthy trawl through the Internet, a clue finally surfaced that has put an end to the mystery.

As a result, we have discovered that the book was printed and put on sale in 1952, a bad year for the BRM which had been dogged by a long period of misfortune involving components and race tracks and was now facing financial difficulties and in danger of being wound up, although it was eventually sold to the engineering firm Rubery Owen. But soon after publication it was discovered that Raymond Mays had upset a few people by what he had written and so rather than incur further acrimony and perhaps even attract the attention of the lawyers, the book was hastily withdrawn and all unsold copies removed from the shops and destroyed rather than risk a legal action that could have costly repercussions.

The book was a hardback with a red linen cover, 190 pages and ten photographs plus the frontispiece, a copy of the portrait in oils of Mays painted in 1950 by Sofy Asscher and which now hangs in the entrance foyer at the Red Hall. The only reference we could find is in a book entitled *BRM V16* (Veloce Publishing 2006) by Karl Ludvigsen, the prolific American journalist and historian specialising in motor racing history and author of almost fifty books on the subject who now lives in Suffolk. In a section entitled *Reflections*, he writes about his researches into the problems involved with the development of the V16 and the way they were eventually solved, describing how he was loaned a copy of the "rare" 1952 book *At Speed* and adds: "In it, Mays was so revelatory about the struggles of the BRM Trust and the team that all but a few copies were retrieved and pulped."

One copy that has survived is now owned by Lindsay Johnson, aged 59, a retired civil servant, who lives at Bromley, Kent, and is related to Raymond Mays as a second cousin. It was given to him by a friend who bought it for £10 while browsing for publications connected with motor racing from a second hand bookshop at Hay-on-Wye, a small market town at Powys, Wales, close to the border with England where there are so many bookshops that it is often described as "the town of books". One or two other copies may exist but as the bulk of the print run was destroyed, they will have by now become collector's items.

Nevertheless, this puts the record straight about what Raymond Mays did leave for posterity in the way of autobiography and in view of the rarity of this book and the number of organisations now devoted to the history of the BRM and motor racing in general, there must be many supporters of the man and the motor car who would welcome an opportunity to have it reprinted at some time in the future.

A PORTRAIT OF BOURNE is the definitive history of the town and is available on CD-ROM. An order form may be downloaded from the Bourne web site at www.bourne-lincs.org.uk

Our Mission Statement

It is the aim of the Society to make sure that new developments are of the highest possible quality and developers are made aware of the issues surrounding their schemes. Good design is only possible through a full understanding of any scheme's environment and urban context. We seek to safeguard our existing heritage and the many listed buildings from demolition or neglect.