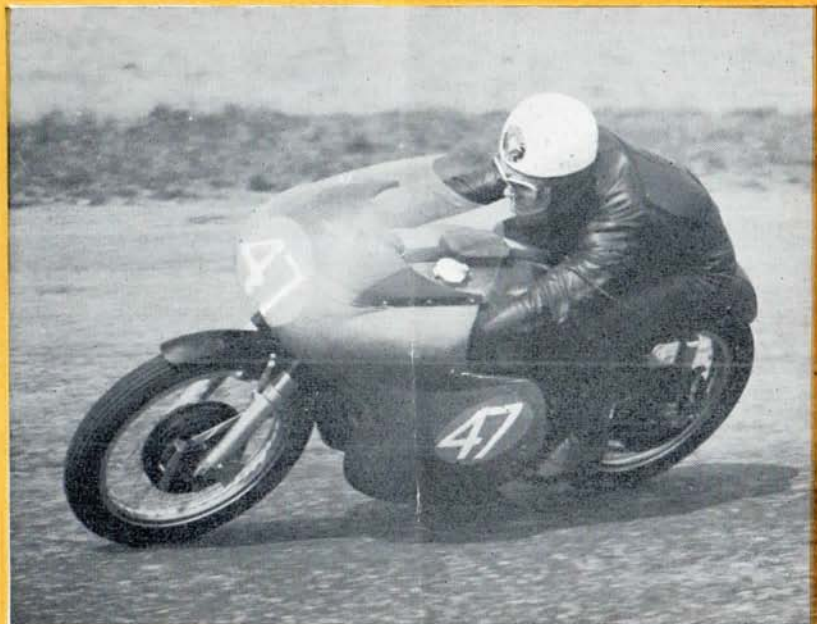




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 12. No. 10. OCTOBER 1959 ONE SHILLING



Bob McIntyre takes the 7R to victory in "Hutch" 350cc Championship

(Photo: Gordon Hicken)

COMERFORDS LTD.

The Motor Cycle Distributors and Buyers

**EXPERIENCED AND PRACTICAL
SUPPORTERS OF ALL PHASES OF THE SPORT**

COMERFORDS LTD. PORTSMOUTH ROAD
THAMES DITTON, SURREY

Telephones: Emberbrook 5531 (6 lines)

WHERE WILL YOU BE ON 19th NOVEMBER ?

at the

Bemsee Dinner/Dance

of course

Will You? And You? And You?

* * *

Yes, Ladies and Gentlemen, Members, the Dinner once again

THURSDAY, 19th NOVEMBER, is the date;

LYONS' COVENTRY ST. CORNER HOUSE is the venue;

6.30 p.m. (for 7.15 p.m.) until 1.30 a.m. is the time

Dancing to the Don Simmonds Group

A Big and Better Raffle than ever

Prize-giving

* * *

Tickets are now available for sale, price 30/- (single) and 50/- (double—lady and gentleman) from the Secretary at 34 Paradise Road, Richmond. Please use the form enclosed with this issue when ordering tickets. Don't delay as there are only 390 seats available.

Bemsee

EDITOR:
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT: The Marquis Camden, J.P.

VICE-PRESIDENTS: E. C. E. Baragwanath, H. L. Daniell, C. A. Lewis

CHAIRMAN: H. L. Daniell VICE-CHAIRMAN: A. Squillario

SECRETARY: W. C. Tremlett, 34 Paradise Road, Richmond, Surrey

WITHER GOEST THOU?

WHERE do we go from here? Do we follow the path of recent years or does our Sport continue on the same lines? Or is a change needed? Have we reached a cross-roads or do we keep straight on? The answer probably depends on your outlook on the Sport. But surely something should be done to keep interest going among spectators and to give the ordinary rider a fair chance of justifying the purchase of his machine and gear. £500 first prizes are all very well; big meetings with top riders are a vital part of the racing "set-up". It would be a shame if such meetings became too numerous and were allowed to swamp those other meetings which are run primarily for riders.

At the end of this month the Annual "Dates" Meeting takes place at the A.C.U. It is here that the dates of road race meetings for 1960 will be decided. It is no easy task and, often alas, some ill-will is evident. The B.M.C.R.C. delegate will go there with five, possibly six, applications for road races. Of these two will be major meetings and at least three will be club meetings. It is to be hoped other organisers will do likewise and thus make it easier for the A.C.U. to arrive at an equitable division of available dates

E. S. LONGSTAFF LTD.

FOR ALL MOTORCYCLES, SCOOTERS, THREE-WHEELERS

Part Exchanges — Hire Purchase — Service

108 HIGH ROAD, SOUTH WOODFORD

E.18

BUCKhurst 6369

• 68 NEW ROAD, EDMONTON

N.9

EDMONTon 6163

FIRST, SECOND, THIRD

A summary of members' recent successes

The Grands Prix of Ulster, Italy and the Manx M.C.C.; motor cycle speed events encouraged and supported by an enlightened City Council; a dice round the Club circuit at Silverstone for standard machines and the result of a successful expedition into darkest Ulster by intrepid 50cc enthusiasts are some of the events covered by this month's article.

At the annual Goram Fair, held at Whitechurch near Bristol, speed events were held for the first time, ably supported by the Bristol Council (other towns take note!) and, needless to say, Bemsee members were well to the fore. As mentioned last month, **Basil Keys** put up the fastest time of the day and won the 1,000cc class, and members took six racing classes and one standard. **Robin Newport** (E.M.C.-Puch), won the 125 **Barry Johnston** and **Charlie Luck** the 350 and 500 and **Howard Gorman** piloted the fore-and-aft Duggie to victory in the 750cc class. **Pat Barrett**, who only started sprinting at Long Marston this year, beat several better known riders to win the 3-wheeler class. **Cecil Mills** won the 1,000cc standard class on his Vincent. The following Saturday was road racing day at the fair, with every race won by Club members. **Dan Shorey** was never challenged in the lightweight classes and won comfortably on the Ducati and Norvel. **Alan Dugdale** and **Les Griffiths** were 2nd and 3rd in the 125 race. After a bad start on the R.E.G., **Ginger Payne** tried hard but was unable to stop **Tom Thorp** beating him to the line for 2nd place in the 250. **Phil Read** added to his rapidly growing list of successes in the bigger classes by winning the 350 and 500 races in convincing style. Another late start by Ginger meant that he had to fight his way through the field in the 350, to fight it out with **Dan Shorey** for 2nd place; Ginger won. **Tom Thorp** and **Noel Wright** were 2nd and 3rd in the 500 race, and **Bob Robinson** man-handled the big Vincent outfit to victory in the sidecar scratch race with **Terry Folwell** 3rd. The two handicap races were won by Terry and **Jack Difazio** (B.S.A.). **Ben Gross** followed Jack home.

Whilst motor cycles were mixing it with roundabouts and dodgems, Dunderd was the stage for the seventh act of the classic series. Held in brilliant weather, the Ulster saw victory for **John Surtees** in his ninth consecutive Grand Epreuve, and **Mike Hailwood's** first classic win. After sitting on Gary Hocking's tail for 4 laps, **Mike** took his Ducati on to win impressively at a record speed. Four Bemsee members started; **Arthur Wheeler** got home in 6th position; **Jim Baughn** on the only two-stroke to finish in addition to the works MZc, was 8th and **Bill Webster**, after having had considerable mechanical trouble, was still circulating when the flag went out. The ex-Works Mondial of **Mike's** was unable to meet the East German challenge and **Mike** had to be content with 2nd place in the 250 race. **Arthur Wheeler** was 7th on the Guzzi. As mentioned before, **John Surtees** again showed invincible form by winning the 350 and 500 classes on M.V.s. **Geoff Duke**, happily back on form, showed his critics a rear view of his exhaust and took two well deserved third places. **John Hempleman** was 6th in the 350 and the fourth Bemsee member to finish was **Chris Anderson**, 23rd on his 7R. A magnificent 2nd to John in the 500 was **Bob McIntyre**. **Geoff** was 3rd. **Terry Shepherd** and **Alastair King** 4th and 5th, **John Hempleman** and **Alan Shepherd** (G50) 8th and 9th, and **Robin Fitton** rode his Norton into 13th place.

Sunday the 9th was the occasion of the 2nd meeting at Biggin Hill, to which quite a few of the riders, certainly most of the place-men, had travelled overnight from Bristol. This time, several of the faster men were entered and a good, though not understanding, day's racing ensued. Several people seemed to prefer racing in the paddock rather than on the circuit, and those who had reason to attempt to cross the paddock area stood in grave danger of mortal injury! **Dan Shorey** virtually walked away with the 200 and 250 classes, in both of which **Dave Moore** (Paton and NSU) was 2nd. **Eddie Kempson** was 3rd in the 200 race, and **Fred Hardy** (NSU) 3rd in the 250. **Phil Read** repeated his previous day's performance in the 350 race, and 2nd and 3rd places went to

DUNLOP

1st

— IN RACING, TRIALS AND SCRAMBLES

1959 Successes on Dunlop Tyres to date include:

St. David's Trial

Both Premier Trophies

Victory Trial

Best Solo Performance

Hurst Cup Trial

Winner

Cotswold Cups Trial

Both Premier Trophies

Bemrose Trophy Trial

Premier Award

Traders Cup Trial

Best Solo Performance

Sunbeam Point-to-Point

Senior Race, 1st
Junior Race, 1st

Austrian Moto Cross

Winner

Scottish 6 Days Trial

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize
36 Special First-class
awards

Italian Moto Cross

Winner

W. German Moto Cross

Winner

Cotswold Scramble

Senior 1st
Junior 1st
Lightweight 1st
Ultra Lightweight 1st

**Moto Cross Grand Prix
of Gt. Britain**

1st, 2nd, 3rd

Experts Grand National

Winner
Senior 1st
Junior 1st
Lightweight 1st

Dutch Moto Cross

Winner

**Shrubland Park
Scramble**

Winner
Senior 1st
Junior 1st
Lightweight 1st

**Luxembourg Moto
Cross**

Winner

**Oulton Park Races
(March 30th)**

Sidecar (1)—1st, 2nd, 3rd
Sidecar (2)—1st, 2nd, 3rd
250 cc—3rd
125 cc—3rd

**Silverstone (B.M.C.R.C.
Championships)**

Sidecar—1st, 2nd, 3rd
125 cc—3rd

North West '200'

500 cc—1st
350 cc—1st, 2nd
250 cc—2nd, 3rd
125 cc—3rd

Blandford Road Races

Senior—2nd, 3rd
Junior—1st, 3rd
Lightweight—3rd
Ultra Lightweight—3rd

Leinster '200'

500 cc—1st, 2nd
350 cc—1st
250 cc—1st, 2nd, 3rd

**Oulton Park Races
(Aug. 3rd)**

Junior—1st, 2nd, 3rd
Senior—2nd, 3rd
Lightweight—2nd, 3rd
Sidecar—2nd, 3rd

**Hutchinson '100'
Meeting**

B.M.C.R.C. Senior
Championship
1st, 3rd
B.M.C.R.C. 350 cc
Championship
1st, 2nd
B.M.C.R.C.—3 Wheeler
Championship
1st, 2nd, 3rd

**Lancashire Grand
National**

Trophy Race 1st
Senior Race 1st
Junior Race 1st
Lightweight Race 1st

**Moto Cross des
Nations**

Won by Gt. Britain

FIRST, SECOND, THIRD . . . (Continued)

Ginger Payne and **Dan Shorey**. All three were on Nortons. **Alan Trow** won the 1,000cc event, followed by **Ned Minihan** (G50) and **Ginger**. For taking too straight a line through the straw bales and joining the course further along, **Ginger** was disqualified from the Invitation race, which was given to **Ned**, who had followed him over the line. **Dan Shorey** and **Alan Trow** were 2nd and 3rd. **Bob Robinson** again slid and wrenched the Vincent to a runaway win in the sidecar scratch race (repeated in the handicap), followed at a respectful distance by **Terry Folwell** (who we were all very sorry to see riding in his last race) and **Mike Rowell**. **Harold Lee** took his Triumph powered Norton into 3rd place in the handicap. Although, probably because of a shortage of timekeepers, fastest lap times have not been issued for either of the two meetings so far held at Biggin Hill. **Ned Minihan** was reported to have been the fastest that day, and the first to get round the circuit at over the 60 mph mark.

While the Biggin Hill meeting was going on, another airfield circuit was having its inaugural meeting; Thornaby, five miles or so South West of Middlesborough. The premier race of the day, the East Yorks Centre Championship, a handicap race, was won by **Peter Bettison** on his 350 Manx, and 3rd place went to **John Whitehead** (250 Beasley-Velocette). **John** won the 250 scratch race, and **Peter** and **Jack Nutter** were 2nd and 3rd in the 350. The Unlimited event was won by **Gordon Bell**.

The following weekend was a fairly quiet one, the only meeting being at Aberdeen on the Saturday. This was undoubtedly **Mike Hailwood's** day for, in addition to putting up a new 125 lap record, which race he won, he also won the 250, 350 and 500 races. **Dan Shorey** was 2nd in the 125 and **Jim Dakin** got the better of his fight with **Chris Percival** for 3rd place. 3rd in the 250 was **Ned Minihan** (NSU), and 3rd in the 350 and 500 races were **Dan Shorey** and **Norman Storer**, both on Nortons. **Alan Trow** rode very well indeed to win the 1,000cc race, and such was the pace that he broke **Mike Hailwood's** new lap record.

set up earlier that day. **Alan** lapped the narrow circuit in 47.2s, an average of 57.20 (unofficial). 3rd in this race was **Norman Storer**.

What would appear to be the National sport of the Channel Isles, sand racing, was held at St. Ouen's Bay, Jersey, on the 6th and 20th August. On both days, **Jimmy Lees-Baker** won the 350 race on his B.S.A. The same day as the latter meeting, **Ken Tostevin** (Velocette) was 2nd in the 350 race at Vazone Bay, Guernsey.

Three days later the fifth meeting of the year was held at Brands Hatch. Being of Centre status only, several of the 'stars' were absent and victory in the experts classes went to **Dan Shorey** and **Derek Minter**, two races each. **Howard German** collected his fourth 50cc victory of the season on the Itom powered Sheene Special, and **Roy Nicholson** (Itom) put in his best performance of the season to finish 2nd. 3rd in the 200 race was **Peter Jones**, whilst **Fred Hardy** was 3rd in the 250. **Dan** was a good 2nd to **Derek Minter** in the 350, with **Mike O'Rourke** 3rd. 2nd and 3rd to **Derek** in the Senior Class were **Ginger Payne** and **Bruce Daniels**. The 350 and 1,000cc Non Experts races were won by **Ian Clarke** and **Pat Manning** respectively, both on Nortons. 2nd and 3rd in the 350 race were **Dennis Dicker** and **John Higgins**, whilst **Pat** was followed home by **Fred Stride** and **Cyril Wallis**. **Bill Boddice** turned up his usual Brands form in winning the sidecar scratch race, and **Ben Gross** was 3rd in the handicap.

Two members figured prominently on the Continent that Sunday. **Peter Ferbrache** continued his successful run on the G50, this time at Bilboa. **John Hempleman**, unable to catch the flying Stastny on the works Jawa, was 2nd in the 350 class of the Czech Grand Prix. The following Sunday, **John** was again in the news in another East European Grand Prix, this time the East German. On hand when Stastny had gear box trouble, **John** went on to win the 350; a very fine ride indeed. He and **Peter Pawson**, both on Nortons, were 3rd and 4th in the 500cc race.

On the Shelsley practice day, several members dashed over to Pontypool for the first sprint to be held there for 4 years. **George Brown**, having got nicely loosened up at Shelsley, put up fastest time of the day. **Ray Cowles**, on his road racing Beasley-Velocette, won the 250 class and put up a truly startling performance to take 2nd place in the 350 class on the same machine. Winner of the 350 was local man **David Williams** (B.S.A.) with **Roger Willoughby** 3rd. **Charlie Luck** managed to secure 3rd place in the 500 class (must have been some pretty fast 500s!); **Alan Breese** (Scott) was 2nd in the Vintage, whilst **Pat Barrett** gained yet another victory in the three-wheeler class.

While all this rapid straight line motoring was going on, things were stirring at Oulton Park. **Bob McIntyre** shook off all challengers to win the 350, 500 and Handicap races, and in both the 350 and 500 he was followed home by **Mike Hailwood** and **Alistair King**; all three favouring 7Rs for the 350 and Nortons for the bigger class. **Mike**, having followed **Jack Murgatroyd** for most of the race, alongside **John Dixon**, broke away on the last lap and crossed the line first to win the 250. **Jack** hung on to his advantage to lead **John** to the flag. **Dave Moore** was 2nd in the 150 race, with **Alan Dugdale** 3rd. With a mixed bag of machines in the race, the Solo Handicap proved to be something of a tear-up. Starting from scratch, **Bob McIntyre** literally tore his way through the field to snatch victory from **Alastair King** (7R), **Alan Shepherd** (G50) and **Robin Fitton** (500 Norton). **Jack Murgatroyd**, on the NSU, was 5th man home and the first 250 to finish. A split fuel tank slowed **Bill Boddice** when he was leading the sidecar race (he eventually finished 4th), letting **Pip Harris** take the B.M.W. to victory. However, **Bill** made amends by winning the handicap race whilst **Pip**, as scratch-man, battled his way through to 3rd place.

The following Thursday, **Jimmy Lees-Baker** and his partner, **Gordon Bisson**, figured at St. Owen's Bay; **Jimmy** becoming the Inter-Insular 350 Champion and **Gordon** collecting 3rd place in the 350 race.

field circuit in use in Ireland, Kirkistown in Ulster, was the scene of victory for the 50cc enthusiasts. That the trip by those brave members of the Chiltern 50 Club (many of them Bemsee members) into the wild fastnesses of Ireland was not in vain is shown by the results sheet. **Philip Horsham** and **Barbara Bound** had to be content with 2nd and 3rd places in the scratch race, but the heathen Englishmen swept the board in the handicap race, the order at the flag being **John Hemmett**, **Mike Chiles** and **Donald Guy**. That day also saw racing at Errol and Rhydymwyn, and the SUNBAC 1 Hour Trials at Silverstone. Unopposed, **Bob McIntyre** won both the 350 and 500 races at Errol, whilst **Alan Dugdale** and **Harold Hall** shared the honours at the North Wales track. **Alan** won the 150 and 250 races and **Harold** the 350 and 500. Heat wins were recorded by **Robin Newport** (150) and **Alan Kibble** (500). Two first class and two second class awards were collected at Silverstone; **Albert Jackson** and **James Pearson** (who also won the 125 class) taking the 'silver', with **John Pearson** and **Roger Ottewell** (sidecar) the 'bronze'.

The final classic of the season, the Italian, took place last Sunday, the 6th September. **John Surtees**, apparently unaffected by the over-zealous Italian police, brought his season to a successful close, being unchallenged in the 350 and 500 races. Bemsee was well represented at this meeting, as in addition to **John**, five other members featured in the results, under the watchful eye (we hope it didn't stray to the surrounding scenery!), of our Secretary, **Derek Minter** (MZ and Morini) had two fourth places in the lightweight races; **Mike Hailwood** was 8th in the 125, with **Arthur Wheeler** 10th. **Arthur** kept up a steady pace on the Guzzi to finish 8th in the 250, just ahead of **Mike**, who making his debut on the Works MZ, found that it had a tendency to shed its gear pedal. **Geoff Duke** brought home (not to the Island!) one of the Works Benellis in 10th place. That staunch supporter of the Continental Circus, **John Hempleman**, had two very good placings in the larger classes, 4th in the 350 and 6th in the 500. **Geoff**, who goes much better in the bigger classes, got the better of a race long fight for 3rd place in the 500.

Two days later, the 5th, the only air-

Final Placings in the B.M.C.R.C. Championships

The meetings which were taken into account this year were Silverstone Saturday, Metropolitan Meeting and Hutchinson 100. Points awarded: International—1st 10, 2nd 9, 3rd 8, 4th 7, 5th 6, 6th 5, 7th 4, 8th 3, 9th 2, 10th 1. National—1st 7, 2nd 6, 3rd 5, 4th 4, 5th 3, 6th 2, 7th, 8th, 9th or 10th 1.

Mike Hailwood and Bob McIntyre win the 125, 250 and 350 classes for the second year running. Last year's Senior Champion was Bruce Daniels and the three-wheeler honours were shared by "Pip" Harris and Cyril Smith.

125 c.c.

17 points

S. M. B. Hailwood

9 points

J. W. Dakin

8 points

D. H. Eldin

7 points

D. M. Field

W. M. Webster

6 points

E. M. Kempson

W. J. Maddrick

D. C. Moore

D. F. Shorey

5 points

A. F. Wheeler

4 points

P. Munday

2 points

D. H. Allen

J. A. Dugdale

P. W. Jordan

1 point

J. Baughn

G. H. Dewar

R. E. Lee

R. W. Porter

P. J. Walsh

250 c.c.

17 points

S. M. B. Hailwood

10 points

D. W. Minter

9 points

A. King

8 points

J. Murgatroyd

7 points

G. Monty

6 points

D. R. Shepherd

A. F. Wheeler

5 points

E. M. Kempson

4 points

A. S. Pavey

3 points

A. Atherton

J. W. Dixon

D. C. Moore

2 points

R. P. Dawson

J. D. Hamilton

1 point

J. R. Blackwell

F. D. Hardy

L. A. James

D. F. Shorey

C. Smith

P. H. Tait

T. Thorp

J. R. Vincent

350 c.c.

14 points

R. McG. McIntyre

13 points

A. King

11 points

S. M. B. Hailwood

P. W. Read

10 points

P. D. Chatterton

J. Surtees

E. F. Wooder

9 points

R. H. F. Anderson

W. D. Craig

7 points

P. J. Dunphy

R. P. Dawson

R. G. Harris

6 points

R. A. Avery

D. J. Dicker

N. Davy

G. V. Harris

J. T. Shakespeare

A. J. Trow

5 points

J. G. Hempleman

K. W. James

L. A. James

J. C. Judge

M. J. Miller

M. P. O'Rourke

J. N. P. Wright

4 points

Derek Baker

A. S. Bolton

B. J. Daniels

L. S. Rutherford

3 points

T. Brown

I. Clarke

J. A. Chisholm

D. W. Minter

R. E. Niles

R. M. Watts

2 points

R. H. Carmen

J. E. Higgins

P. C. Middleton

C. W. Proffitt-

White

A. Shepherd

1 point

T. H. Charnley

M. E. Chiles

S. Cooper

G. E. Duke

R. Fay

R. D. Kirk

R. Minto

E. Minihan

J. T. Nutter

C. G. Peck

V. A. Poore

J. R. Pepper

W. Siddles

J. Somers

G. Saward

J. N. Tollitt

Senior

16 points

R. McG. McIntyre

13 points

A. King

Continued on page 8



Robust, well-designed suspension units
contribute much to safe and speedy riding ;
and whether you ride for sport, for pleasure or for
necessity, you will find a Girling suspension
unit—and that means the best of its type
—to meet your requirements

GIRLING



B.M.C.R.C. CHAMPIONSHIP FINAL PLACINGS (continued from page 6)

11 points

S. M. B. Hailwood
D. W. Minter

10 points

R. H. F. Anderson
P. D. Chatterton
G. C. Young

9 points

W. J. Sawford

7 points

K. H. F. Inwood
R. H. King
F. G. Perris
P. W. Read

6 points

P. Manning
A. C. Warren

5 points

K. G. Hearn
F. A. Neville
N. J. Price
R. A. Rowbottom

4 points

P. R. Evans
H. R. King
P. McKnight
E. Minihan

3 points

A. G. Holtom
P. E. Richardson

2 points

P. J. Darvill
K. W. J. Douglass
J. A. Deighton
M. Hayward
A. J. Trow
David Walker

1 point

T. E. Fenwick
J. R. Holder
R. F. Hamblin
M. J. Jones
J. L. Payne
R. A. Robinson
A. Shepherd
D. F. Shorey
T. A. Turner
A. J. Thurgood
J. N. P. Wright
R. G. Wittich

Three-wheeler

16 points

W. G. Boddice
P. V. Harris

12 points

T. P. Folwell

8 points

J. Beeton
C. J. H. Smith

5 points

K. J. Beere
P. Overall

3 points

C. Freeman
H. W. Lee

2 points

F. Hanks
P. J. R. Millard
E. A. G. Vincent

1 point

B. G. Gross
D. E. Houseman
D. W. Knight
J. E. Marchant
R. Sleaf
L. W. Taylor

Final Placings for the Torquemeter Trophy

This trophy, presented to the Club by Messrs M. H. H. Engineering Co., Ltd., is awarded to the B.M.C.R.C. member putting up the best performance in the World Championship events during the year. Points system is: 1st 6, 2nd 5, 3rd 4, 4th 3, 5th 2, 6th 1. John Surtees wins this trophy for the second year in succession.

48 points

J. Surtees

21 points

S. M. B. Hailwood

10 points

D. W. Minter

7 points

R. McG. McIntyre

6 points

R. H. F. Anderson

J. G. Hempleman

A. King

5 points

P. V. Harris

T. S. Shepherd

2 points

W. G. Boddice

22 points

G. E. Duke

1 point

A. F. Wheeler

ARCHERS of ALDERSHOT

Offer a complete service for the motor cyclist
built on years of real practical experience

Sales and Service for . . .

ARIEL - MATCHLESS - TRIUMPH - NORTON - PANTHER
VELOCETTE - JAMES - NORMAN - AUSTIN - MORRIS - ROVER

CAN WE HELP YOU?

ARCHERS THE RIDER AGENTS

VICTORIA ROAD, ALDERSHOT

Phone 323

IN THE TRADE SINCE 1902

Final Placings for the Watsonian Annual Trophy

Presented to the Club by Messrs. Watsonian Sidecars, Ltd., this trophy is awarded to the driver gaining the most points in Bemsee road race meetings and hill climbs during the year, based on the following points system: 1st 16, 2nd 12, 3rd 8, 4th 5, 5th 3, 6th 1.

The meetings which were taken into account this year were Silverstone Saturday, Trophy Day, Metropolitan Meeting, Hutchinson 100 and Shelsley Walsh Hill Climb. Last year's winners were Bill Boddice and Jack Beeton.

60 points	J. Beeton	E. A. G. Vincent	E. Strub
W. G. Boddice	B. G. Gross	8 points	3 points
45 points	O. E. Greenwood	W. D. Bragg	C. Freeman
P. V. Harris	12 points	J. Melhuish	F. Heath
32 points	M. J. Rowell	C. J. Smith	L. P. Hawes
E. T. Young	J. F. Swindells	L. Wells	R. Sleep
T. P. Folwell	A. C. Williams	6 points	1 point
25 points	11 points	J. E. Marchant	F. Hanks
K. J. Beere	H. W. Lee	5 points	D. W. Knight
P. Overall	9 points	J. O. Cunliffe	P. J. R. Millard
16 points	E. Pickup	D. E. Houseman	S. Nightingale

Final Placings for the Power and Pedal Trophy

Awarded on a points basis of 1st 6, 2nd 5, 3rd 4, 4th 3, 5th 2, finish 1, this trophy goes to the B.M.C.R.C. member putting up the best performance in 50 c.c. races organised by the Club during the year. It was donated by the proprietors of the magazine "Power and Pedal".

Only two meetings are taken into account this year, Trophy Day and Metropolitan Meeting. Last year's winner was Fred Launchbury.

11 points	4 points	R. S. W. Field	1 point
C. V. Dawson	J. C. Hemmett	D. I. Fisher	Miss P. M. Dale
8 points	R. E. Niles	P. R. Horsham	P. J. Foster
A. A. Stride		D. A. Juler	D. Guy
6 points	2 points	C. C. W. Mates	J. Gardner
H. D. German	Miss B. M. Bound	C. A. Surridge	R. H. H. James
5 points	V. J. Dedden	G. E. Todd	N. K. K. Lloyd
R. G. Harris			W. R. Marley

OTHER ANNUAL AWARDS

Noel Pope Bowl. This trophy is awarded to the sprinter recording the greatest speed in a sprint meeting during the year. It was donated to the Club by Mr. N. B. Pope, Chairman of the Board of Directors. Last year's winner was Charlie Rous.

1959 winner: Basil Keys—103.5 m.p.h. for the standing kilometre at Brighton on September 5th.

Alcohol Trophy and Peter M. Walsh Memorial Trophy. The final destination of these two awards has still to be decided by the Committee. The winner will be announced in next month's magazine.

The four trophies originally presented to the Club for competition at the Spring Speed Trials at Brighton were presented at Long Marston this year. The winners are:—

The Rex Judd Trophy. Fastest time of the day—Basil Keys (996cc Norton J.A.P.).

The Ron Watson Challenge Cup. Best three-wheeler—Bill Ottewell (998cc Vincent Special).

The Riley Cup. Best production machine—Len Creek (998cc Vincent)

The National Benzole Trophy. Best Vintage machine—Alan Morgan (499cc 1930 Rudge).

BEMSEE GOES SPRINTING

AT SHELSELEY

PRACTICE day for the two-day Shelsley Walsh hill climb dawned bright and sunny, though rather chilly. Parts of the hill have been resurfaced since last year and there were speculations as to whether any new motor cycle records might be set up. Hopes faded, however, when practice got under way and the course was found to be very bumpy still at the crucial points.

The riders took their time on the earlier runs, but George Brown clocked under 40s before he and Charlie Luck rushed off to take part in the Hendre Park sprint at Pontypool (where, incidentally, George put up F.T.D.). Basil Keys found the Norton-J.A.P.'s ground clearance left a lot to be desired and adapted his cornering to suit.

An epidemic of clutch trouble caught several competitors napping. Bill Bragg arrived with his Matchless twin float (towing a trailer with his two bikes aboard), having cured the inevitable clutch slip en route with the spare plates from his racing outfit, only to find that the latter was suffering from the same disease! Cyril Hale also had trouble and acquired another clutch from a car competitor, while Phil Heath borrowed a four-wheeler's clutch springs (it took three people to fit them) to increase adhesion in his A.J.S. The saddest tale of all was Chris West's. His party took 12 hours to travel from Sidcup to Shelsley, during which time they had rebuilt the distributor and petrol pump, done a decoke and fitted a new head gasket to their van. They arrived just before practice finished, the 'bike was swiftly scrutineered, and Chris, slapped on in to do his two practice climbs. Ten yards from the start line on his first run the clutch burnt out, but with much effort he managed to complete the necessary two runs on the charred remains. Sunday morning was spent knocking up people in Worcester in an endeavour to get hold of some A.M.C. clutch internals.

Conditions for race day were perfect, with no wind and some cloud to keep the sun from melting the tar. The early stages of the motor cycle runs were marred by two accidents in quick suc-

cession. The two riders concerned, Don Williams and Ernie Woods, were happily not seriously hurt; in fact, after being patched up by the M.O., Ernie went up and coasted his Norton, much shortened in the wheelbase, back to the start amid much cheering from the spectators! Howard German made the best performance in the 350 class with two superbly effortless climbs on his 7R, making the course look like a main road and proving that good springing all round is a definite asset on the bends. Mike Tomkinson's Velo, made two good runs in the capable hands of Phil Heath, giving him 2nd place in the class. David Mahoney tried a run without the silencer on his Gold Star, but as the motor didn't respond to this impromptu tuning, re-fitted it for his second climb, which was much more successful. Ernie Woods' climb looked like being a winner and he was really tramping in top gear when he collected the bank just above the Crossing.

Generally speaking, the 500s were faster than the 1,000s, with both Brian Cuff (J.A.P. Special) and Harry Voice (Excelsior) clocking times under 40s. Harry did best on his first climb, the second being slower because he had had to brake for the Esses with his feet, in true speedway style, the brake lever having worked loose and disappeared round the handlebar. Brian did a very fast second run, though he failed to equal Harry's time by .01s., losing him 2nd fastest overall motor cycle time. Ron May's Triumph sounded most impressive first time up, but had begun to go sick by the time he went again. Stuart King made a fast, stylish first climb, clipping the bank at Kennel. Trying to do the same thing again, he found himself motoring rapidly in close contact with the bank for some yards. The resulting spectacular wobble was remarkably well held, his time being only .26s. slower than his previous one. A new member competing at his first Bemsee event, Ian James, took his ride-to-work Vincent up in a particularly neat and steady fashion. Terry Turner's G45 seemed a trifle overgeared and the wearing of a dolphin fairing seemed a dubious advantage. However, he made two very fair climbs. Phil Heath's ministrations to the Ajay's clutch seemed

to have been effective, although it almost needed two hands to operate the lever, and both his runs were free of the clutch slip he had had in practice. Charlie Luck's old Norton was misfiring and generally giving its owner a hard ride to begin with, but, aided by some footing round the Esses, his second attempt was much better, giving him 3rd place in the class. Improving on his first run by some .4s., C. A. N. Willmott made a very fast second climb to take 2nd place in the class, his J.A.P.-engined Special pushing out plenty of power.

Three of the four Vincents in the 1,000 class were road machines with their legal impediments removed for the day. The first of these, Cecil Mills, made two neat, steady runs which looked faster than their time indicated, the exhaust note, as usual, sounding very clean and crisp. Ian Phillip, of Forres, made a round trip of 1,000 miles to ride his Vincent H.R.D. up the hill and made two good climbs for his pains. The long-awaited B.B. Monster of Bill Bragg was next on the line. His twin-Triumph twin-engined Special was only firing on two pots (which two wasn't apparent) for the first part of the run, though it cut in on all four after the Crossing with a sound reminiscent of certain high speed fire fighting appliances. Despite the incredible length of wheel-base, Bill managed the Esses quite successfully with a little footing, but on the last straight the clutch finally gave up the ghost in a cloud of blue smoke. The aid of two bystanders had to be enlisted to get the Monster to the top of the hill. His second climb was much more successful and he succeeded in completing the climb. While the Special will require a lot more work to get it going, it has definite potentialities, although more suited to straight-and-level work than uphill bends. Fddie Horsfield, on the third standard Vincent, had a rather slow run. His second looked quicker and he was obviously more sure of himself. Unfortunately his front wheel didn't actuate the timing mechanism, so that no time was recorded. George Brown being the fastest overall motor cycle. Basil Keys was awarded 1st place in the class. Taking the bends rather cautiously, he used all the power of the Norton-J.A.P. one the bike was pointing in a straight line. The Coles-Bavlev 596 Douglas was running like clockwork and unhampered by about two feet of exhaust

pipe projecting beyond the rear wheel. Howard German rode a lovely line on both climbs to take 2nd place. George Brown's first run, though very fast, was slowed by a battle on the take-off between George and Nero as to who was going to take the thing up the hill. His second start was clean as a whistle and, as far as the second of the Esses, the run was breath-takingly fast. George said afterwards that at that point he was sure he was going to break his own record and then, in his haste to get over the line, he missed his gear-change from 1st to 2nd, finished up in 3rd, and thus lost the second which would have done the trick.

The sidecar class was dominated by Bill Boddice, whose first run was well-nigh perfect, with a time only .39s. outside his own record. Hoping for even greater things, perhaps the two Bills tried too hard on their second climb, for it was disappointingly slow. Second fastest was Alfred Williams, who made two good steady runs. John Cunliffe's Brough seemed to be feeling its age, despite the added incentive of having Mrs. Cunliffe as ballast.

RESULTS

Motor Cycle F.T.D.—G. Brown (998 Vincent Special), 38.10s.

2nd F.T.D.—H. A. Voice (498 Excelsior), 39.79s.

350 c.c.

1st—H. D. German (349 A.J.S.), 40.61s.

2nd—F. P. Heath (348 Velocette), 42.27s.

500 c.c.

1st—B. S. Cuff (497 J.A.P. Special), 39.80s.

2nd—C. A. N. Willmott (497 Triumph-J.A.P.), 41.59s.

1,000 c.c.

1st—B. E. Keys (996 Norton-J.A.P.), 41.40s.

2nd—H. D. German (596 Douglas), 42.04s.

Three-wheelers

1st—W. G. Boddice (499 Norton Watsonian), 42.49s.

2nd—A. C. Williams (Vincent-Norton), 45.20s.

* * *

BEMSEE GOES SPRINTING

AT BRIGHTON

Excitement which had been building up among the sprint enthusiasts as the sprint of the year approached reached fever pitch by the day of the meeting. The early promise of good weather was amply fulfilled, and when the 'bikes came to the line in the afternoon conditions were nearly perfect. The start signal was sited further from the line and lower than in previous years in response to a request from "Barry", so that the motor cyclists could watch the lights and the road at the same time.

First away were Jack Terry and Haydn Williams. Some days before Jack had expressed the desire to break his own record for the 250 class, set up on the same Ariel in 1956, before he goes off for a stay in hospital. Possibly with this in mind, he beat the clock and made two false starts. As a result his eventual take-off was rather slow, although he only missed equalling the record by .15s. The schooling of Frank Williams was evident in Haydn's nice, clean get-away on the Velo-Norton. Terry Brown, his 350 Norton sporting a dolphin fairing and looking every inch a road racer, was paired off with Laurie Ascott on the 500 long-stroke Manx. Initially the short-stroke was quicker, but once the bigger banger got into its stride, it stormed past in good style. Barry Johnston had substituted a comparatively standard Manx for his 350 Baton Special at the last minute, and on his first run was obviously not really used to the change, taking a considerable time to get the 'bike "on the megga". Brighton veteran Gordon Thomson made a good take-off, but slowed down halfway with mechanical trouble. Presumably he cured this, because he clocked second best time in the class with his later run. Ron May and Alan Morgan provided an excellent comparison between the modern high-revving vertical twin and the long-stroke single layout of pre-war days. Alan's old Rudge having the legs on the Triumph from the start. Howard German on the 500 Douglas was quickly away, the motor running in its usual healthy fashion, though Charlie Luck overtook him to make the fastest

time so far. Harry Voice and Brian Cuff both got away very well and Brian clocked second fastest time in the class for the first run.

Reg. Barton's progress on the 1,000 c.c. R.B.-J.A.P. was impeded by Dick Knight and his Brough Special, who were lying on the floor after a spectacular spin on the line. Cecil Mills made his usual nice clean get-away on his Vincent Special, while his sparring partner, Tony McPherson, lost some time trying to sort out his gears. Charlie Rous' take-off on the Moto Vincent was slowed by a missed gear, but he was well in front of the Peter Peters "Squarrel" by the finish. Frank Williams, sporting a dazzling new bone-dome helmet, ran in company with George Brown for his first outing on the new Norton-J.A.P., but a slipping clutch put paid to his hopes of a good run. George's run was very fast indeed and was clocked at .07s, short of the record. Last of the solos was Basil Keys. After a steady, almost slow, start with no wheel spin at all, he quickly brought in all the ex-Williams Norton-J.A.P.'s power and completed a very speedy kilometre, which proved to be an improvement of .26s. on the absolute course record.

The sidecar class listed four assorted Vincents, Les. Bolton's L.S.B. Mk. II three-wheeler and Bill Boddice's Norton Watsonian racing outfit. The latter two were first to go, about as wide a contrast as one could imagine for two means of taking three-wheels along Brighton front. At first they were evenly matched, but then Bill began to draw ahead. Maurice Brierley's first attempt with the Methamon was doomed to failure from the start—he had difficulty getting into gear on the line, missed his first change up and was running on one most of the way. His second run was much more successful as he put up the best sidecar time of the day. Bill Ottewell's engine stalled with rather a nasty crunch before he even got off the line and he retired to investigate. Hilton Woodrow caused a sensation when he was towed to the line by his Bedford Dormobile. The Vincent Special emitted numerous ear-splitting bangs while the start officials wrestled with the tow-rope knot, and then there were two

Bemsee Goes Sprinting (continued)

false starts before he finally got away up the course. Still, it was worth the effort as he put up fastest three-wheeler time for the first run.

With the end of the first half of the motor cycle programme the competitors retired to the Paddock to rebuild their motors in preparation for renewing the battle.

Most of the second runs followed much the same pattern as the first, though Laurie Ascott's Norton cut out amid much smoke about three-quarter distance, possibly due to too soft a plug. Roger Willoughby (Willoughby - J.A.P.) bettered his earlier performance to put up best 350 time. Charlie Luck went even quicker and put up a new 500 class record, beating Basil Key's 1955 record by .39s. Harry Voice's Excelsior began to sound sick and Reg. Barton's 'bike was obviously very tired. None the worse for his earlier experience, Dick Knight succeeded in staying aboard for the second try, though he laid a fairly extensive smoke screen up the course. Peter Peters' Ariel, though it has very smooth, progressive initial acceleration, was lacking in the sheer top-end steam required for a course as long as Brighton. George Brown made a false start, and on his return to the start managed to do something the officials had failed to do all day—persuade the extraneous bodies who were cluttering up the place to shift back out of the light. His run was very fast indeed, though not quite as fast as Basil Keys' first, record-breaking one. Frank Williams was just too late to get to the line after a rapid dash back home, only a mile or two away, to get fresh clutch plates for the Norton - J.A.P. Charlie Rous and Basil Keys came to the line next and the tension mounted as everyone waited to see if either of them could push the record up even further. The Moto Vincent snaked as it left the line and again as Charlie drooped into second cog, but Basil repeated his first start, driving away with no wheel-spin at all. From up the course they looked most spectacular as they approached, both with full streamlining, at around 150 m.p.h. By distance Basil had several lengths' lead and crossed the line some 50 feet ahead, despite the fact that only

.21s. separated them on time. Everyone waited with baited breath for the time to be broadcast. Basil had done it again—another .2s. off the record. What a magnificent performance!

The Bemsee team for the Car v. Motor Cycle team trophy, Basil, Charlie and George, all completed the course in under 22s., all at an average speed of over 102 m.p.h., Basil's second record-breaking run being 103.5 m.p.h. The Golden Jubilee season of Bemsee certainly finished with a bang and a blaze of glory.

RESULTS

Motor Cycle F.T.D.—B. E. Kays (96 Norton-J.A.P.), 21.59s. Absolute course record.

2nd F.T.F.—C. W. Rous (998 Moto Vincent), 21.80s.

350 c.c.

1st—R. Willoughby (344 Willoughby-J.A.P.), 29.30s.

2nd—T. Brown (348 Norton), 29.40s.

500 c.c.

1st—C. M. Luck (498 Norton Special), 25.83s. New class record.

2nd—G. F. Thomson (499 Thomson-Norton), 26.60s.

1,000 c.c.

1st—B. E. Keys (996 Norton-J.A.P.), 21.59s.

2nd—C. W. Rous (998 Moto Vincent), 21.80s.

3rd—G. Brown (998 Vincent Special), 21.90s.

Three-wheelers

1st—M. S. L. Brierley (998 Methamon), 28.78s.

2nd—H. P. Woodrow (998 Vincent Special), 29.19s.

AREA NEWS

METROPOLITAN AREA

Alan L. Huxley

*"Court End," Court Hill, Chipstead,
Surrey.*

When we made our arrangements with the *Prince of Wales Tavern* in Drury Lane for the various dates for this coming winter, we did not realise that the 6th October would be chosen for the Streatham and District M.C.C. Jubilee at the Lyceum Ballroom in the Strand. As we know that many members of our Area will wish to attend this Jubilee, we have made arrangements for the first 'get-together' to be postponed until the 20th OCTOBER (Tuesday night). Please alter the date in your diary and save disappointment.

Our first 'get-together' will be a Film Show, which will include last year's North-West 200 and a full supporting programme. Don't forget the date: 20th OCTOBER—not the 6th as previously advertised.

Since writing up the news for the September issue of *Bemsee* we have heard from Arthur Mills in the Northampton Area and he has accepted our challenge to a dart match between the two Areas. The match was intended to be played off sometime in November, but it is thought that perhaps December date would give our Area a little more

time to get a team organised. Details of the match will appear in the November issue of *Bemsee*. Have we any Geoff. Surtees of the dart world in our Area? If so, would you please let us know, either by post or at our meeting on the 20th October, so that we may make up a team and beat these 'provincialities' from Northampton. Come along, you dart players, let's be hearing from you.

Arrangements for the Metropolitan Area Bowl TREASURE HUNT cum MYSTERY RUN are well in hand. The date is the 6th December. Start and finish will be at the *Sugar Bowl Restaurant* at Burgh Heath, and we are investigating the possibility of having an earlier start, lunch-break, and finishing a little earlier. Entry forms will be sent out with the November issue of *Bemsee* to all our Area members.

We heard from the 'old codger' the other day that one or two members are looking into the possibility of running a Reliability Trial this coming winter. This seems a wonderful idea—let's hope it materialises. Just imagine seeing Harold Daniel, Dennis Glover, Cabby Cooper and other of our racing members of yester-year indulging in mud-plugging. We might even see Geoff, and John come along and join in the fun.

Looking forward to seeing you all at the *Prince of Wales Tavern* on the 20th OCTOBER next.

BRYANTS OF BIGGLESWADE
"THE RIDER AGENTS"

FOR EVERYTHING CONNECTED WITH MOTOR-CYCLES

100% SERVICE from a 100% DEALER

PART EXCHANGES on RACING, SCRAMBLES
and TRIALS MACHINES OUR SPECIALITY

25-27 & 72-74 SHORTMEAD ST., BIGGLESWADE, BEDS. Tel.: 3108

NORTHAMPTON

Arthur Mills

*Express Dry Cleaning Works,
Wellingborough Road, Rushden.*

THE Area meeting at the *Queen Victoria Hotel*, Rushden, to be held on Friday, October 16th, at 7.45 p.m., promises to be very interesting; already many of the lads have promised their support. We have managed to secure the ballroom, and refreshments are laid on. We hope on this occasion to be able to pick a team of dart players and to find out how many of our lads are journeying to the *Prince of Wales Tavern*, Drury Lane. We have received a challenge to a darts match at this worthy Tavern from Bill Huxley and the Metropolitan boys. I hope the *Prince of Wales Tavern* is large enough to hold a respectable number—I feel we can present a worthy evening for them. This match is planned for November, date to be fixed at this meeting. We hope also to have a return match in December. Please bring any ideas for future meetings along with you.

OBITUARY

It is with great regret that we have to put on record the loss of two members, Royston Harold Hayward and John Desmond Hamilton.

Roy was involved in a fatal road accident on 8th July. Aged 36, he was sales manager of Coopers Bros. of Troon and lived in Kilwinning, Ayrshire. He had some experience of short circuit racing at Errol and for a number of years had been a member of the Stevenston and D.M.C.C.

John, aged 26, died in hospital after crashing at the 33rd Milestone while competing in the Senior M.G.P. He was a well-known and popular rider who had competed with success at nearly every circuit in the country. His most noted performance was his titanic struggle with Roy Mayhew in this year's Junior Clubman's Trophy race at Silverstone. A qualified radio and T.V. engineer, he was a company director in Southampton.

To the families and friends of both members we offer our deep and sincere sympathy in their bereavement.

G. MONTY & A. J. DUDLEY WARD

47 HAMPTON ROAD, TWICKENHAM

Popesgrove 5040

FOR RACING and SPORTS MACHINES

AGENTS FOR

Norton

B.S.A.

James

Matchless



"Motor Cycling" Photograph

Ducati

Gilera

Dot

Lambretta

Repairs and Machine Preparation at our Workshops

60 PARK ROAD, KINGSTON, SURREY

Kingston 4071

ODDS AND ENDS

First of all, our heartiest felicitations to three members who, to quote "Barry", have recently become "hook-and-eyed". Bob McIntyre was married to Miss Joyce Campbell just before the Ulster, and indeed spent part of his honeymoon riding in Ireland; Ian Johnson, of West Bridgford, recently married Miss Christine Cundy and Bob Anderson to Mlle. Marie Vanier. Bob's wedding was all highly romantic, as the happy event took place after a secret trip to Scotland. This is the most original reason we've heard yet for being a non-starter at a Bemsee meeting! Congratulations, all!

* * *

Word has come from Pauline Dale that, owing to a change of job, she will definitely not be racing any more. We haven't seen the last of her, though, because she will still be at the meetings on the organising side. Best of luck with the new post, Pauline.

* * *

Another racer who has officially retired is Terry Folwell, his reasons being financial ones. Providing he can find a new owner for his 7R, Fred Bickel will be driving Terry's outfit next season. He and Ray Baker (who normally rides a 350 Velo.) have gone into partnership and Ray will be in the chair. Still, we hope we haven't seen the last of Terry—perhaps when finances permit . . . ?

Among the items mentioned in the R.A.C. Bulletin this month is the Ministry of Transport experiment known as "clearways". The general gist of it all is that, with certain exceptions, no vehicles may park on stretches of road so labelled. If this business becomes widespread, it would seem that some members would do well to look to their racing transport! (Chris. West please note.)

* * *

Couldn't resist quoting this paragraph from a letter we received from Geoff. Duke shortly after the "Hutch":—

"My retirement from the Senior race was due to the drain plug dropping out of the oil tank! The few seconds of excitement when a gallon of oil found its way to the back tyre just as I banked my machine into a corner impressed me no end!"

* * *

METROPOLITAN MEETING

Please note the following alteration to the provisional results which were issued for the "Metropolitan Meeting" at Crystal Palace on 3rd August:—

Event 4, second 1,000 c.c. race. M. J. Jones should be deleted from 10th place and all subsequent finishers move up one place.

PINKS

OF HARROW

EST. 1929

New machines — Main Agents for all Leading Makes.

Large stocks of first-class used machines. Three Months Full Guarantee.

Accessories — Spares — Clothing

MOTORCYCLES WANTED

REALLY GOOD PRICES PAID FOR MACHINES IN REALLY GOOD CONDITION

**E. T. PINK (HARROW) LTD.
STATION ROAD, HARROW, MIDDX.
Tel: HAR 0044/5 HAR 3328 Spares & Accs.**

The COMPLETE

Motorcycle Service





"THE MOTOR CYCLE"
PHOTOGRAPH

ALAN SHEPHERD-348c.c. MODEL 7R A·J·S

*Ride A.J.S
and Ensure Success*

A·J·S MOTOR CYCLES · PLUMPSTEAD ROAD · LONDON S.E.18

27th HUTCHINSON 100

Notes from the Editor's programme

GOOD weather again blessed a Bemsee event, when on August 22nd, the twenty-seventh of the series of "Hutch" meetings was run at the Silverstone Circuit in Northants.

Records went in two classes, the greatest margin being an improvement of nearly $4\frac{1}{2}$ miles per hour on the existing lap record of the 125cc class. Mike Hailwood did this, riding a works twin camshaft desmodromic-valved Ducati, thus gaining the giant "Mellano Trophy" by bettering the existing lap record with his average race speed, to the tune of some 2.40 miles per hour in the first event of the day. As if that wasn't enough, Event Two saw John Surtees' existing M.V. 350cc lap record for the circuit (93.87), smashed, when Alastair King (A.J.S.) did a 94.38 miles per hour lap, while chasing his compatriot Bob Mac. In the Sidecar Championship, Bob Robinson and passenger Young (998 Vincent), gave a magnificent display of three- (and at times two-) wheeling, to nearly equal Cyril Smith's long-standing lap record, before going out at Cope on the last-but-one lap through a broken valve head, with, at the time, at least a 15 seconds lead.

The first event of the day was certainly a Ducati benefit for the Bologna models gained six of the first eight places. Hailwood came through with a tremendous lead after one lap and when he had disappeared round Cope, the second rider, Robb, came past, followed by Wheeler, Shorey, Dugdale (Ducatis) and Moore (Paton). Shorey gained second place from Robb, who went back to fourth spot behind Wheeler, but the Belfast lad again moved up on the sixth and last lap, to come in third.

125cc Championship.

- 1 S. M. B. Hailwood (124 Ducati)
12m. 26.2s.—84.54 m.p.h.
 - 2 D. F. Shorey (125 Ducati)
 - 3 T. H. Robb (124 Ducati)
 - 4 A. F. Wheeler (125 Ducati)
 - 5 D. C. Moore (124 Paton)
 - 6 J. A. Dugdale (124 Ducati)
- F/lap: Hailwood
2m. 01.4s.—86.60 m.p.h. (new record).

At times, one wonders if the fact of having the full number of fifty riders on the starting grid is not a bit dicey for them. Not many starts are affected lately

without tumbles or bumping, and the first 350cc race of the day saw a scramble and two riders down. The terrible Scottish twins mounted on 7R's, made it a fine day for St. Andrew, for Bob McIntyre lead all the way, with Alastair King right behind in second place at the finish. Watching the "Wizard of the Circuits" at Cope, we think we have detected just how Bob gets round those bends at such a speed—he moves his whole body practically off the machine, leaning into the bend, and then tucks back again on the exit, almost "chairwise", thus keeping the machine more upright than he would if he stayed in situ. The Scotsmen's 7R's had new all-enveloping dolphins which completely streamlined the riders' bodies and arms.

Mike Hailwood (A.J.S.) and Phil Read (Norton), followed the above two home, while Derek Minter and Geoff Duke cut and thrust with J. L. Lewis intervening. A bunched dice saw John Holder, Tom Thorp and Alan Trow having a "go", which ended in the order stated.

350cc Championship

- 1 R. McG. McIntyre (349 A.J.S.)
28m. 16.2s.—92.97 m.p.h.
 - 2 A. King (349 A.J.S.)
 - 3 S. M. B. Hailwood (349 A.J.S.)
 - 4 P. W. Read (348 Norton)
 - 5 D. W. Minter (348 Norton)
 - 6 J. W. L. Lewis (348 Norton)
- F/lap: King
1m. 51.4s.—94.38 m.p.h. (new record).

350cc August Championship

- 1 E. F. Wooder (348 Norton)
24m. 27.4s.—85.98 m.p.h.
 - 2 R. A. Avery (348 Norton)
 - 3 L. A. James (348 Norton)
- F/lap: Avery and James
1m. 59.4s.—87.80 m.p.h.

We have heard a rumour that Mike Hailwood will be riding for Reg Dearden in the bigger classes next year, while still spreading his racing time in the smaller classes, over a variety of machines. In the Senior Championship he rode a close race with Alastair King and, in the later stages, with Minter who had moved up well to join the leaders. McIntyre again showed his supremacy in brilliant style by riding fast and safely, way out ahead of the remainder of the field. Minter

Continued on page 20

HERE NOW!



the petrol planned for 1963

Esso Golden. Planned for 1963, it's here now . . . four years ahead of its time. It's an entirely new petrol . . . formed by a new process exclusive to Esso. This process takes ordinary petrol and re-arranges the hydrocarbon molecules—remakes the basic structure of petrol.

Because of its modern formula **Esso Golden** preserves engine life—and, most important, it gives your motor cycle wonderfully smooth acceleration through the whole speed range.

With **Esso Golden** you feel you are driving a better machine.
And you are.

Give your motor cycle the 1963 petrol today!



improved immensely from lap four onwards, cutting his way through to take second spot and establish the fastest lap to boot, at 97.35 mph. Duke lay fifth mainly, until he was forcibly retired at Maggots with oil loss and a flat tyre amongst other troubles. Phil Read and Alan Trow scrapped magnificently for many laps, the result being in favour of the Kentish lad. All these riders were on Nortons.

The other Senior event went to G. C. Young (Norton) who lead steadily from lap four onwards with P. Manning following behind. Third to fifth places were at first shared by John Simmonds (Matchless), Peter McKnight (Norton) and Les Kempster (Norton) over several laps, but Norman Price (Norton) poked in his nose at the finish to split up this order and Peter Darvill (Norton) came through to join them.

500cc Championship

- 1 R. McG. McIntyre (499 Norton)
27m. 29.8s.—95.59 m.p.h.
 - 2 D. W. Minter (499 Norton)
 - 3 A. King (499 Norton)
 - 4 S. M. B. Hailwood (499 Norton)
 - 5 J. W. L. Lewis (499 Norton)
 - 6 A. J. Trow (499 Norton)
- F/lap: Minter
1m. 48.8s.—97.35 m.p.h.

500cc August Championship

- 1 G. C. Young (499 Norton)
23m. 28.8s.—89.55 m.p.h.
 - 2 P. Manning (499 Norton)
 - 3 N. J. Price (499 Norton)
- F/lap: Price 1m. 53.6s.—92.55 m.p.h.

The 250cc class, always interesting nowadays, was no exception and as always, provided the greatest variety of machinery on the grid. N.S.U.'s are still very popular and Continental bikes dominated the scene. Arthur Wheeler

had his home-modified Guzzi out, the G.M.S. looked and sounded very potent, the R.E.G.'s were their usual immaculate selves and the Ecurie Sportive Mondials were outstanding. Mike Hailwood drew a low number and Jim Adams, his mechanic, a high one; so Mike wanted to change over to give Jim a better start, but of course did not. John Dixon (N.S.U.) had to change a plug on the line, but got away with the pack, all to a good start. Adams led initially followed by Hailwood with Tommy Robb third and Dixon behind him; then for the next six laps, the youngster from Belfast lead the youngster from Oxford in close battle until the eighth lap, when the Mondial went to the front. Retirements at the pits included Minihan (N.S.U.) after two laps, Payne (R.E.G.) after three, J. F. Patrick (Velocette) after six, and T. Rutherford (N.S.U.) after eight. The high-buzzing Adler of Buxton was unique although not placed and Minter again really got going towards the end, eventually taking sixth place. A good and interesting race all told!

250cc Championship

- 1 S. M. B. Hailwood (249 Mondial)
20m. 18.8s.—86.26 m.p.h.
 - 2 T. H. Robb (250 G.M.S.)
 - 3 J. W. Adams (248 Mondial)
 - 4 J. Murgatroyd (247 NSU)
 - 5 J. W. Dixon (247 NSU)
 - 6 D. W. Minter (250 R.E.G.)
- F/lap: Hailwood
1m. 57.6s.—89.40 m.p.h.

Take one rip-roaring, sliding, slithering and very fast Vincent, one heroic and capable driver, and equally heroic "ballastee" and you have a fit description of the Robinson/Young outfit that made such an impression in the sidecar championship. For seven laps they stayed way out in front and could have well slowed their pace as the race proceeded, but inevitably the exertion applied to their motor told, and they pulled off the track at Copse in complete silence and rolled to a standsill. Joining them there, after completing nine of the ten laps, came Len Taylor in a fine

old mess with oil practically everywhere . . . the tappet guides had gone. Pip Harris and the Munich twin, who were following Robinson at the time, naturally went into the leading position, but not without some considerable harrying by the Boddice/Canning equipe.

Sidcar Championship.

- 1 P. V. Harris/R. Campbell
(492 B.M.W.-Watsonian)
20m. 45.0s.—84.45 m.p.h.
 - 2 W. G. Boddice/W. Canning
(499 Norton-Watsonian)
 - 3 J. Beeton/E. C. Bulgin
(499 Norton-Watsonian)
- F/lap: R. A. Robinson/L. P. Young
(998 Vincent)
2m. 00.8s.—87.03 m.p.h.

Sidcar Handicap

- 1 O. E. Greenwood/T. Fairbrother
(Triumph)
21m. 53.8s.—81.26 m.p.h.
 - 2 P. V. Harris/R. Campbell
 - 3 J. Melhuish/T. Willerton
(Norton-Watsonian)
- F/lap: Harris
(B.M.W.-Watsonian)
2m. 02.8s.—85.61 m.p.h.

MUTUAL AID

For Sale: Rudge Ulster, 1938, with '39 Lawton bronze head, new piston and barrel, new chains, big end, mains and clutch. Re-con. speedo, new dual seat, wiring harness, headlamp and glass. General appearance, including dampers, levers, tanks and carrier, spot-on. Gear-box ribby and requires new battery. T. West, 48 Braeside Road, Bitterne, Southampton.

★ ★ ★ ★ ★

For Sale: 1951 7R. Engine overhauled at manufacturer's at beginning of season. Clean throughout. Bills to show. £150. H.P. terms arranged. Phone TULse Hill 4321 after 8 p.m. A. E. F. Bickel, 9 Thursley House, Holmewood Gardens, London, S.W.2.

★ ★ ★ ★ ★

For Sale: 1956 499cc B.S.A. Gold Star with 1957 DBD motor; bottom half new two months ago: "Dolphin" streamlining; fibre glass tank; road equipment available; £220; Lilley, 7 Sheridan Road, Ham, Surrey.

THE MOTOR CYCLE SPECIALIST and EVERYTHING FOR THE MOTOR CYCLIST

ANGUS MOTOR CYCLES

A. S. HERBERT, M.I.M.I.

SERVICE
ACCESSORIES
REPAIRS
INSURANCE

STATION PARADE
Phone **SEVENOAKS** 3338
KENT

PART
EXCHANGED
H.P. TERMS
USED MACHINES

Main Agent and Spares Stockist for all the Leading Makes

ANGUS HERBERT offers all enthusiasts expert advice based on his 30 years' experience of Racing and Competitions

Fully equipped workshops able to undertake all classes of repairs and to prepare machines for any event

for safe riding under all conditions



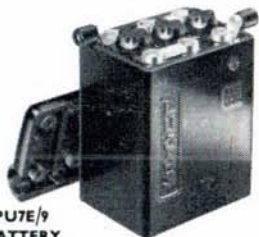
SLR576
DRIVING LAMP
82/6



SFT576
FOG LAMP
82/6



SC7E
BATTERY
(uncharged)
78/6



PU7E/9
BATTERY
(uncharged)
44/-



HF1748
HORN
55/-



L569
COMBINED REAR
& SIDE LAMP
17/-



BATTERY FILLER
3/6

LUCAS
MOTOR CYCLE ESSENTIALS

OBTAINABLE FROM ALL GOOD DEALERS EVERYWHERE

JOSEPH LUCAS LTD • BIRMINGHAM 19

Printed by Heath Press Ltd., High Street, Thornton Heath