



Bemsee

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WELL DONE! Michael O'Rourke in the finishers' enclosure after his 7th place ride in the 250 c.c. T.T.; with the Ariel Arrow and refreshing drink. Also in the picture are Harold Daniell and Herman Meier the men behind the venture.

[Photo by Margaret Ward.]

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EDITORIAL

LAST month we published a list of the performances made by our members riding in the T.T. This time our Secretary contributes some words on how the races struck her—the first occasion upon which she had seen a whole T.T. series—while Bill Jarman also refers to this event in his column. We make no excuse for dealing with this country's World Championship event in these paragraphs. After all the T.T. is our most important race. It is also the finest road race in the world.

For some time, it was generally agreed, the T.T. had not been in too happy a position. There was not always agreement on the time it should be held; the Clypse circuit was always very controversial (we feel, in this connection, that much of the complaint about this circuit would have been non-existent had it been elsewhere than in the Isle of Man); the genuine foreign entry was meagre; the spectator appeal, the attendance, were falling. For 1960 the A.C.U. made certain changes. The most important was to hold all five events over the Mountain course. As a result, largely of this move, a much better entry was secured. More spectators appear to have attended. Even if the 500 c.c. race was a foregone conclusion as to the winner, it was a fantastic event from the speed point of view. Here we feel we must express our congratulations to John Surtees on his tremendous effort. Well done indeed, John! Whether the Monday races were really attractive, at least to the average spectator, would seem to be a moot point. The 125 and sidecar events had relatively few contestants for so long a circuit. And the 250, potentially the most interesting of all the 1960 T.T. series, was decimated by an appalling number of non-starters. Indeed we are sure that a number of the foreign entries had no intention of appearing. This was bad.

Having reached the conclusion that this year's T.T. was better than for a number of years, where do we go from here? We already know the dates for the 1961 series. Obviously this year's formula seems to be somewhere near the right thing. However, the Monday races may need some "pepping up", though quite what we admit we are not sure. It is absolutely right to have the 125 and 250 races over the same circuit as the big jobs, particularly today when the difference in performance is becoming less and less marked. Yet some of the three-wheelers do not get on any too well with the "big" course, or so we are told. They are an attraction, but is it worth having a race where the number of starters is inevitably limited and the percentage of retirements is extremely high? Personally we feel inclined to hope that the A.C.U. will stick to this year's programme, "chairs" and all. Let us hope, however, that there will be none of this nonsense over footing technicalities in the Regulations. Nothing will put foreign riders off so much as the sort of thing which happened over exhaust pipes this time. It is, and was, quite unnecessary and creates needless ill feeling and confusion.

We have just been talking about a real racing circuit; the finest there is and certainly the most difficult, except the Madonie in Sicily over which 'bikes do not run. We confess it causes us some rather cynical amusement when we hear some circuits referred to as road circuits. We all know places like Silverstone, Thruxton, Snetterton and Castle Combe are not road circuits. This is not to say they are no

[continued on next page]

good. They provide excellent racing (one does not have to remember beyond the very last meeting at the first mentioned course to appreciate that) and serve a most useful purpose. Yet circuits such as Brand's Hatch, Mallory Park and Aintree are not really proper road circuits. They are all artificial and do not contain all the ingredients of such a course. No, the real road courses are places like the Mountain course, the Irish circuits, the Solitude, Hedemora and several of the other, lesser Continental ones. Perhaps it is a good thing that there are these degrees in the "roadlike-ness" of courses, though.

The Club's next meeting is Trophy Day. One thing is different this year. The Regulations contain a clause precluding any rider who has attained a certain standard of merit in the racing game from taking part. This, we consider, can only be looked on as a good thing. The Committee feel that these Club meetings at Silverstone are intended for the ordinary members and not the experts. They are quite right. We have read quite a bit lately in the Press about these "meetings for the boys" That is almost as far as things have got. For apart from the Wirral 100, M.C.'s little meetings at Rhydywyn, there have been precious few other attempts to stage this type of event except for Bemsee's Trophy and Club Days. Incidentally, we could not help noticing that these latter meetings were not given their due when the subject was discussed in one weekly contemporary. The Wirral 100 M.C. have now extended their activities in this field to an Oulton Park meeting the week before Trophy Day. We hope their venture will be as successful as it deserves to be; and that is 100% successful.

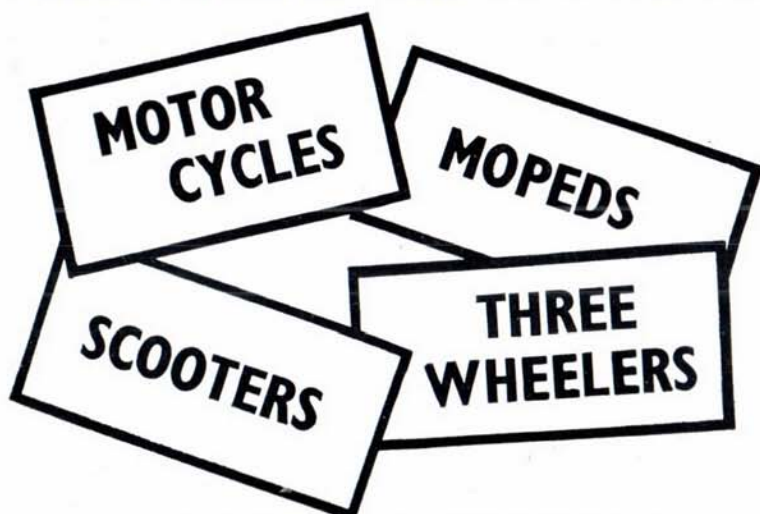
1960 B.M.C.R.C. CHAMPIONSHIPS

The present positions in the 1960 B.M.C.R.C. Championships are as under. The meetings so far taken into account are the "Hutchinson 100" and Silverstone Saturday. Points awarded are: 1st 10 points (7), 2nd 9 (6), 3rd 8 (5), 4th 7 (4), 5th 6 (3), 6th 5 (2), 7th 4 (1), 8th 3 (1), 9th 2 (1) and 10th 1 (1). The figures in parentheses are those for a National meeting.

125 Championship		250 Championship		350 Championship	
S. M. B. Hailwood	20	S. M. B. Hailwood	20	P. W. Read	16
D. F. Shorey	18	J. Murgatroyd	18	R. McG. McIntyre	10
R. J. G. Dickinson	12	D. C. Moore	15	D. W. Minter	10
D. C. Moore	8	F. D. Hardy	9	S. M. B. Hailwood	9
R. H. F. Anderson	7	D. F. Shorey	9	J. H. L. Lewis	6
D. H. Edlin	7	A. F. Wheeler	8	E. Minihan	6
J. A. Dugdale	6	M. P. O'Rourke	7	F. A. Rutherford	6
C. J. Percival	6	T. Thorp	5	W. Siddles	5
P. Munday	5	L. A. James	3	D. F. Shorey	3
P. J. Walsh	4	R. H. F. Anderson	2	F. A. Neville	1
B. E. P. McEntee	2	C. C. W. Mates	1	B. P. Setchell	1
E. M. Kempson	1				
P. H. Tait	1				
500 Championship		S/C. Championship			
S. M. B. Hailwood	19	W. G. Boddice	15		
R. H. F. Anderson	13	P. J. R. Millard	11		
R. McG. McIntyre	10	P. V. Harris	10		
D. W. Minter	9	F. Hanks	8		
F. G. Perris	8	R. E. Cheney	7		
B. J. Daniels	6	C. Freeman	7		
T. Thorp	5	E. A. G. Vincent	6		
P. W. Read	4	T. P. Folwell	5		
D. F. Shorey	4	B. G. Gross	3		
J. H. L. Lewis	2	E. Pickup	2		
A. J. Trow	2	L. W. Taylor	2		
F. A. Rutherford	1	J. Bollington	1		
R. A. Rowbottom	1				
F. A. Neville	1				
J. H. Needham	1				

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A Week in the Island

I AM writing this, sitting in the sun on Douglas promenade, on the depressing last day of my visit. Thanks to the machinations of B.E.A., my stay has been lengthened by a couple of days (as good a reason as any) and the promenade is quiet again now that the motor cycling fraternity has handed the Island over to the push-bikes. Sitting in the scorching sun—needless to say the weather, fickle as ever in the Island, has waited till the last two days to really get hot and summery—I'm looking back over the last week. And what a week it has been!

Monday morning dawned fine and sunny, though a little cloudy to keep the temperature down. Pottering around the paddock before racing, I met up with several members—not competitors, of course, for they were already filling the 'bikes up with petrol and oil in the trade area, to which even a nice smile and a pass (the wrong one) hadn't gained me admittance past the gestapo-like marshals. A taste of my own medicine, you might say. With only a short time to go, trade representatives were bustling about, checking their lists and tending their various riders' needs. Chris Temple, of Mobil, was gently heating gallon cans of oil over a primus stove. "Frying tonight, Chris?"

Sharp on the dot of ten the first two men, Gary Hocking and Mike Hailwood, were away. Mike was the first member of our ill-fated Ultra-Lightweight team to fall, literally, by the wayside—luckily without injury. Ross Porter retired too, but he managed to keep going until the third lap. Pat Walsh did keep going to finish 20th, but the team had already been eliminated. Still, better luck next time, I thought. While waiting to see who would be the first home of the tiddlers, I met up with Tony Weeden, a new member who takes photographs at our meetings. Almost by accident he had found himself passengering for "Orrie" Salter, and the Sidecar T.T. was to be his first race. What a baptism of fire! He didn't seem too worried and was even looking forward to the gruelling hour and a half on the Mountain Circuit. Being generous (or rash?), he offered me the use of his bike, a cammy Velocette in a Manx frame, to go out and watch round the course and take some photos; so after watching Ubbiali cross the line to finish first in the 125 race, I took a quick gallop up to the Creg. I'm afraid to say that as photos of "Orrie" Salter

by Margaret Ward

and Tony Weeden, my efforts produced marvellous pictures of the crowd looking excited. Never was much good at this panning "lark". Still, I did get one minute back view which *might* have been them. It's so small that it's difficult to be sure.

How delighted we were that Pip Harris finished so well after his gruelling time during practice week. A lesser person would have given up after the run of bad luck he had had, and indeed Pip was on the verge of throwing in the sponge. Thanks to the very sporting gesture of Hellmuth Fath in getting the necessary spares flown over from Germany and burning much midnight oil to help in the rebuilding of the B.M.W., Pip was able to get his bike together again in time. Incidents like this restore one's confidence in human nature and go to show that the sporting spirit still does exist in racing.

The big excitement in the Lightweight race, so far as we were concerned, was Mike O'Rourke. On Sunday evening, I had asked Harold how the bike had gone in practice, and he had expressed his fears because it had been too reliable! They were groundless, anyway, because the Arrow went like clockwork for the whole race. As, one after another, the fastest riders disappeared from the leader board, our excitement mounted. From 11th place, Mike worked his way up to 10th, then 9th, then 8th, then 7th. Tuner Herman Meier paced nervously up and down the pits like an expectant father, while Harold's customary grin got broader and broader. We hoped that Mike might make the leader board, but it was not to be and he finished in 7th place, at an average speed of 80.18 m.p.h. The cheer he got at the prize-giving in the evening would have lifted the roof, had there been a roof to lift! One point of interest to the statistics enthusiasts is that Gary Hocking's speed was so incredibly high that even finishing as high up the list as he did, Mike was the last person to gain a replica, his being the only bronze one awarded.

The Lightweight team went the same way as the 125, with Mike Hailwood going out with, of all things, a broken throttle cable, Jack Murgatroyd retiring on lap four and Alan Dugdale finishing 10th. Well done, Alan.

Next morning at the Junior weigh-in I came across David Mahoney and indulged in a fairly quick introduction to the Mountain Course on the back of

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HUTCHINSON '100' (Silverstone)

Senior—1st
350 c.c.—1st, 3rd
250 c.c.—2nd, 3rd
125 c.c.—3rd
3-Wheeler—3rd

SWISS 250 c.c. MOTO CROSS

Winner

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Best Solo Performance
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Manufacturers Team Prize

HANTS GRAND NATIONAL

500 c.c.—1st
250 c.c.—1st

OULTON PARK RACES (April 18th)

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

SCOTTISH 6-DAYS TRIAL

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Class Awards

NORTH-WEST '200'

350 c.c.—1st, 2nd, 3rd
250 c.c.—2nd, 3rd
500 c.c.—3rd

FRENCH GRAND PRIX

Sidecar—1st

SILVERSTONE RACES (May 28th)

350 c.c.—3rd
250 c.c.—2nd, 3rd
125 c.c.—3rd
Sidecar—1st, 3rd

POLISH 250 c.c. MOTO CROSS

Winner

BLANDFORD ROAD RACES

Senior—1st, 2nd
Junior—1st, 2nd
Sidecar—1st
Lightweight—2nd
Ultra Lightweight—2nd

T.T. RACES

Sidecar—1st, 2nd, 3rd
Junior—3rd

FINNISH 250 c.c. MOTO CROSS

Winner

ITALIAN MOTO CROSS

Winner

COTSWOLD SCRAMBLE

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

DUTCH T.T.

Sidecar—1st, 2nd, 3rd

W. GERMAN MOTO CROSS

Winner

LUXEMBOURG 250 c.c.

MOTO CROSS

Winner

BELGIAN GRAND

PRIX

Sidecar—
1st, 2nd

BRITISH MOTO

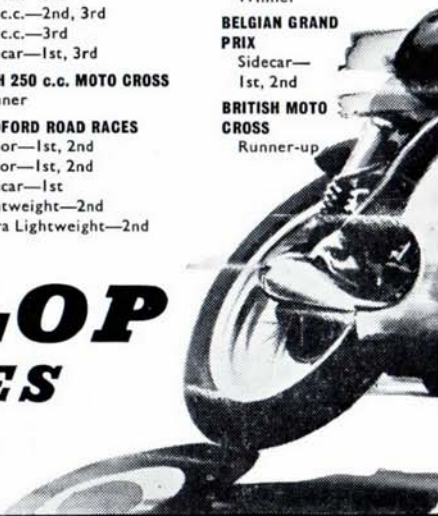
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his Gold Star—quick, that is, if you knock off the time we took to stop for a cuppa in Ramsey!

Junior Day started off promisingly, with just a trace of mist about, but this cleared early and we were all set for a really good race. We certainly weren't disappointed. After seeing the riders get away, I took "Jeff" Chandler, a prospective member from the Bow District Garage mob, up to Signpost for a spot of photography. The D.K.W. Hobby which I was using for transport got our combined 28 stone up Summer Hill like a good 'un, despite its mere 75 c.c. and one gear.

It was a pity that John Surtees' gearbox trouble spoiled his chances of the hat-trick double, but we were pleased that John Hartle's luck has at last changed and he has finally succeeded in winning himself a Tourist Trophy after so many years of trying.

I spent the day after the Senior weigh-in doing some sight-seeing, first on the "Deck" and then with John Kidson on a borrowed Comet. We made an ear-splitting trip up to the Point of Ayre, northernmost tip of the Island. If you should come across John at one of our meetings, ask him to describe the line we took round one bend. It has to be demonstrated to be believed!

The weather on Senior day was rather murky first thing, but our fears that the start of the race might be delayed dispersed with the last of the mist at about 10 o'clock. Tony Weeden and I decided to follow the course as far as we could before we were slung off, and then watch where we stopped. Being a noble, or brave, soul he let me pilot the Norton-Velo, and we had a mild little ear-ole as far as Sulby. There a burly Manx "rozzler" requested our removal from the road, so, as it was rather crowded there, we climbed up through Sulby Glen to the Bungalow, just having time to park ourselves near Bungalow Bridge before the first man was due. Both Surtees and Hartle were spectacularly fast through our stretch; the acceleration of the M.V.s from the Verandah to the Bridge was quite fantastic. Notably fast, too, were Hailwood and Minter, and a most exciting race-long duel was going on between Tom Phillis, Bob Brown and Dickie Dale.

Our teams for both Junior and Senior were the same: Surtees, McIntyre and Hailwood. Mike had been most apologetic about putting the team out of the running in the Junior race, but came up

to me at the prize-giving to say, "It wasn't me *this* time!" Still, we were glad that it was nothing more serious than engine trouble which put Bob Mac out of the race.

I had a spot of excitement during the evening. I had borrowed Barry Ryerson's Thunderbird for a gallop up to the north-western corner of the Island and, coming back across the Mountain, ran into a seagull during the quick descent from Kate's Cottage to Creg ny Baa. When I went back to pick up the remains of the windscreen, I found the seagull, unhurt but completely winded, sitting beside the road with a sausage in his beak! Presumably he wasn't going to let go of his treasure-trove at any price. Still, I was very grateful for the fact that the bike had a windscreen and that the bird hadn't hit me instead.

On Saturday morning I accompanied David Womack on a rapid trip round the course, with me holding down the back wheel of his Venom. We lapped in 36 minutes, which wasn't bad going for one of these little "lightweights", two-up. I feel sure my own heap wouldn't get round in that time. We spent a nautical evening in Douglas harbour, playing with Maggie Ryerson's Canterbury Belle. It was great fun, particularly when Barry and I got out in mid-stream and then found that the steering wasn't functioning! Needless to say, it caused a sensation among the locals when we arrived with a sidecar outfit, removed the sidecar and started sailing up and down in it! After it got dark, we had to pack it in—the Belle had no navigation lights—so we nipped out to the Arragon for a quick one. Geoff Duke, every inch the way a hotel keeper should look, was rushing about with a harrassed expression on his face, collecting the empties.

That was practically the end of the holiday, because the vast majority of the boys had left by Sunday morning. Still, it gave me a breathing space before getting back to the grind and allowed me time to write this. I shall be thinking of next year when I eat the Manx kippers which should be arriving any day now.

Harold Bowman, Racing Secretary of the Wiral 100 M.C., tells us his Club's efforts to get a proper road racing circuit on the Wallasey promenade have been successful. The inaugural meeting will take place on Saturday, 10th September under a Centre-restricted permit, with the usual classes. Regulations will be available from Harold at 63 Claremount Raod, Wallasey, Cheshire immediately.



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A Survey of Members' Recent Successes

STARTING abroad this month news comes of **Peter Ferbrache** finishing 3rd in the 350 and 500 classes of the International Circuit des Frontieres at Chimay. **Peter Pawson** achieved a very good 4th in the 350. From Chimay, a quick dash to Tubbergen and Peter came 2nd in both the 125 and the 350 classes.

And so on to the Whit-Monday Meetings, when much can happen—and much did. Blandford was the first on the venue. **Dan Shorey** and **Phil Read** carried off the honours of the day. Dan won both the 125 and 250 events; Phil was 1st in the 350 and 2nd in the 500. Behind Phil in the latter was, no very far behind, Dan. **Dave Shepherd** on his NSU was 2nd in the 250 and **Chris Percival** 3rd in the 125. **Ned Minihan** managed 3rd in the 350.

Cadwell Park and a blazing, sultry day was the attraction in the more northerly hemisphere. It seemed that nearly the whole population of Lincolnshire turned out. On the twisty course that had everything including a Ramsey-like hairpin it required an enormous amount of skill to stay upright; let alone win. **Tom Fenwick** won the 250 final in convincing fashion. **Bill Siddles** walked away with the 350 event, followed by **Mike Hancock**. The 500 final saw **Denis Pratt** and **Lewis Young** receive the chequered flag in that order. **Charlie Freeman**, on his Norton, won the 500 sidecar event followed by **Fred Hanks** and **Reg Cheney**.

Bands Hatch was the scene of some very damp spirits. The 50 c.c., 200 c.c., and 250 c.c. events were won by **Cecil Mates**, **Malcolm Brown** and **Fred Hardy** respectively. **Brian Scrivener** came 2nd in the 350 non-experts' race, but the experts was expertly won by **Fred Neville**, who also came 2nd in the 1,000. **Chris Williams**, the new 'wonder boy of Brands', after winning the 1,000 non-experts event was invited into the experts' and came third. The experts' sidecar scratch race was again a walkover for **Bill Boddice**, who, in winning, put up a new record lap. In the fastest ten handicap race for sidecars **Bil Boddice** again won with **Pat Overall** 2nd. **Ken Longman** was followed home by **Fred Hanks** in the second handicap race.

At the Middlesborough Road Raecs at Thornasby, Yorkshire, **Peter Bettison** was 3rd in the 350 event and 1st in the Handicap event. **Tom Charnley** won the 350 class, but in the Unlimited it was the turn of **Brian Fortescue** to cross the line in first place. **Derek Woodman** was 3rd in the Handicap.

The results of the T.T. need no relating. To skip over the first three, however, here goes. In the sidecar **Pip Harris** surprised everybody in coming second after some very bad luck with his engine. **Charlie Freeman** also deserved his 3rd place; being, at the same time, the first man to bring a British machine home. The 125 and 250 events were a walkover for the Italians with one notable exception. The finest achievement in these classes was put up by **Michael O'Rourke**, who brought the Harold Daniell owned, Hermann Meier tuned, Ariel Arrow into 7th place. **John Surtees** was 2nd in the 350, after mechanical derangements, but was the first man to win three consecutive T.T.'s by winning the Senior. **Bob McIntyre** brought the A.J.S. home into 3rd place in the Junior, as did **Mike Hailwood** in the Senior.

At Mallory on the Sunday after the T.T. **Mike Hailwood** again walked off with most of the honours of the day. After playing around with **Dan Shorey** in 250 final, Mike finally swept past to win in comfortable style. Third, behind Dan was **Dave Moore**. The heats were won by Mike and Dave. In the 350 final Mike made no mistake. Starting from the front row of the grid he fairly rocketed away and wasn't challenged for the whole race. **Bob McIntyre**, who had a job getting through from the third row of the grid never quite got his sights on Mike and, therefore had to be content with 2nd place. Two heats again were won by **Phil Read** and **Mike Hailwood**. The 500 final, however, was a complete reversal. **Bob McIntyre** and **Mike Hailwood** shot away from the start together and for the first lap were neck and neck. Thereafter the flying Scot increased his lead lap after lap. The heats were won by Bob and Mike. The sidecar finals were close indeed. **Charlie Freeman** was third in the scratch. **Eric Vincent** won the Handicap final with **Charlie Freeman** 2nd and **Jim Bollington** 3rd.

On the same day at Ouston in the combined car and motor cycle road race meeting, **Dave Degens** fought a fast and furious 350 race in the end managing to hold a third place against some renowned opposition. **Chris Percival** was second in the 125 with M.V. **Jack Murgatroyd** (NSU) won the 250 with **Ian Wallace** 2nd and **Bill Crosier** 3rd. **Tom Charnley** waltzed away with the over 350 event with **Dennis Pratt** 3rd.

Turning now to the Continent we come to the Dutch T.T., the first of the hardy

annuals among meetings. Here great fortune attended some members while a great tragedy befell another. Quite the finest feature of the meeting was 'Pip' Harris' win in the Sidecar race at 75.21 m.p.h., the first British victory in such an event for several years. **Bill Boddice** was a most worthy 5th. **John Surtees** won the 350 race easily with **Bob Anderson** a fine 3rd and **John Hempleman** 6th. John fell in the 500 race in which **Mike Hailwood** was 5th. The same weekend saw the Thruxton 500 Miles race as Britain's most important road racing fixture. Here **Don Chapman** riding with **Ron Langston** on **Geoff Monty's** 650 A.J.S. twin won the race outright at a record speed of 68.84 m.p.h. Next to them came **Dan Shorey** and "**Ginger**" **Payne** on a Triumph. **John Holder** partnered the 3rd place Triumph, while **Ray Minto** and **John Simmonds** were the 4th and **Vernon Cottle** and **Roy Banning** 6th. The 250 class was eventually won by **Ray Prowling** and **Mike Munday** on an Enfield.

The next day there were two meetings in the North; widely differing in characteristics they were too—Catterick on aerodrome and the perennially delightful Cadwell Park. At the former **Tom Charnley** maintained his promise by winning both the 350 and 500 finals. **Peter**

Middleton was runner-up in the 350 and was beaten into this position in the 500 final by **Fred Stevens**. **Jack Murgatroyd**, **Bill Crosier** and **Brian Clark** were the first three in the 250 final, while **Jim Bollington** had a 2nd and 3rd in the sidecar races. At Cadwell **Dan Shorey** had two wins on his 250 NSU and 500 Norton in the respective finals. **Harry Crowder** and **Peter Chatterton** followed Dan home in the 250 event. **Tony Sugden** won the 350 final from **George Cattin** and **Lewis Young**. **Martin Hayward** and **Dave Degens** were first and second in the Reg Cross Trophy race; positions attained by **Reg Cheney** and **Charlie Freeman** in one "chair" event. Also on this day **Peter Pawson** was 2nd in the 350 c.c. race at Obenai in France, after dashing all the way from Holland!

At our own Crystal Palace meeting **Ned Minihan** had two excellent wins in the first 350 and 1000 races, though **Tom Thorp**, **Michael O'Rourke** and **Brian Setchell** gave him little peace in the former race. **Fred Hardy** and **Dave Sheppard** kept the NSU flag high in the 250 race, while Fred was 2nd too in the 125. Other winners were **Charlie Mates**, **Mick Miller**, **Ian Goddard** and **Dennis Dicker** (they tied for first place in the

[Continued on next page]

BOB ANDERSON

relies upon

Alpha Big End Bearings

ALPHA BEARINGS DUDLEY WORCESTERSHIRE

second 350 c.c. event). At Aintree on the short club circuit the same day **Ray Fay** had something of a field day, winning 350 and 500 finals from **Tom Charnley** and **Fred Stevens** respectively. **Jack Murgatroyd** beat **Dan Shorey** in the 250 event, but the latter won the 150 c.c. race from **Gary Dickinson**, Ducatis both. **Charlie Freeman** was again "chair" victor. Jack and Tom made an overnight dash to Charterhall where Jack won the 250 final with **Bill Crosier** third, and Tom the 500 with **Denis Pratt** third. **Brian Clark** was the 200 c.c. winner. We understand, too, that **Ray Knight** and **George Breach** distinguished themselves at the M.C.C. Silverstone meeting.

Sunday saw the following round of the World Championship series fought off on the super fast Spa-Francorchamps circuit in the Belgian Ardennes. Outstanding was **John Surtees** who averaged over 120 m.p.h. to win the 500 G.P. **Mike Hailwood** was 4th and **John Hempleman** 7th. The latter was also 2nd 125 home, M.Z. mounted of course, and assisting his East German team mate to beat the M.V.s. Mike got his two lightweight Ducatis home in 6th and 4th places in 125 and 250 races respectively. **Jack Beeton** was an exceedingly good 4th in the "chair" race.

The midweek Southern 100 in the Isle of Man is enjoyed by all who take part in it [*all being well, we will hear more about it next month—Ed.*] including **Bob McIntyre**. This year Bob was 2nd in the 350, but, though finishing 1st in the 500 race, was then disqualified for refuelling. **Peter Middleton** was 4th 350 and 3rd 500 home. **John Patrick**, from Corby, had an excellent win in the 250 race (how nice to see a British 250 in first position—there were two NSU Sportmax in the race too!). One of the stars of the meeting was **Robin Dawson**, 5th 350, 2nd 250 and 4th 500 home—a very fine show. **Doug Rose** was 3rd in the 250, **Bernard Hunter**, 6th 500. Also noteworthy was **Derek Woodman** (8th 500 on a 350).

The inaugural meeting at the long Brands Hatch circuit was completely dominated by **Mike Hailwood** who won all four solo races in excellent style. "**Pip**" **Harris** carried off the sidecar race with equal ease on his B.M.W. **Dan Shorey** and **Fred Hardy** were runners-up to Mike in the 125 race; **Tom Thorn** being 3rd in the 250 race on the T.T.S. with Hardy and Shorey on NSUs next behind. Tom, whose brilliant riding was a feature of the meeting, was 3rd in the 350 race in which **Michael O'Rourke** just "pipped" **Phil Read** for the 4th berth. **Fred Neville** went magnificently in the 500 race to finish 2nd behind Hailwood

in the rain. In this race **Mike Brookes** was 6th. **Bill Boddice** held off the other B.M.W.s in the "chair" race to finish 2nd, **Mike Rowell** being 6th after a first class ride. In contrast to the wet and Brands it was fine at Rhydymwyn where **Peter Bettison** won 350 and 500 finals on his 350 Norton. In Germany the following day **Bob Anderson** also won the 350 and 500 races, at the Eifel-rennen held over the short Nurburg-ring circuit. **John Hempleman**, **Peter Pawson** and **Frank Perris** also featured in the "places". Further to the south in sunny Spain the Barcelona 24 hours race was held. Despite a tremendous effort **Bruce Daniels** and **Pete Darvill** on the M.L.G. entered B.M.W. could only finish 2nd to a works Ducati.

We wind up this month with three sprints; Ragley Hall, Queensferry and Long Marston. **George Brown** won the first two with "Nero", beating **Ernie Woods** with the ex-Frank Williams' Norton-J.A.P. Class winners at Queensferry included **John Terry** (250), **Tony Winfield** (650) and **Peter Barrett** (sidecar). At Long Marston **Charlie Rous** put in a sizzling 19.92 (some 101 m.p.h.) to set up f.t.d and a new record. George was next and **Basil Keys** third best. **Peter Tucker**, **Charlie Luck**, **George Breach** and **Bill Ottewell** won the classes, all four setting up new records. Quite a fast day that one!

J.H.S. and W.G.T.

We are sorry to have to report that two of our members are at present in hospital. Bill Mason, our Chief Travelling Marshal, is in St. Thomas's Hospital, S.E.1 while the medicos decide whether or not some repair is necessary. Bill will not be about at the 'Palace or, probably, Trophy Day. We hope everything will soon be sorted out and we shall have him back with us.

Arthur Willerton, from Leicester, has had the misfortune to have another bad smash. It appears that this occurred on the day of Princess Margaret's wedding when Arthur was taking pictures of the occasion back from London to Leicester for a local paper. We were not told that Arthur was in Keats Ward, New End Hospital, Hampstead Heath, N.W.3, until the other day. He suffered serious head injuries, but is making slow progress towards recovery. Arthur is naturally a little "out of touch" down in London and it would be greatly appreciated if local members could look him up and help cheer him up during his enforced stay. Visiting times are 7.30 p.m. to 8 p.m., except on Wednesdays and Sundays when they are 2.30 to 3.30 p.m.

May we wish both members speedy and complete recoveries.

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Racing Notes by the Secretary

BY rights, this month's column should be headed "Sprinting Notes" as it is concerned with drawing your attention to our invitation events. Long Marston will have come and gone by the time you read this, but Shelsley and Brighton are still to come. Brighton is essentially a sprinters course, though of course we shall be only too pleased to see one or two of the road racers having a go. Shelsley, however, is a very different kettle of fish. The bends are sharp enough to make it very difficult for the average sprint bike to get up the hill and an "ordinary" road racing machine stands a much better chance of getting up in a good time, as was proved by Howard German's performance on his 7R last year. (4th fastest time of day, irrespective of class). So you people who aren't going to the Manx what about it? Quit apart from anything else, it's a most attractive part of the country!

Just to give the Brighton chaps some extra encouragement, if they need it, I have set out below one or two comparisons for the record. The 1,000 c.c.

Brighton record is getting quite near the World Standing Kilo record.

250 c.c.

World: 25.4s. G. Sandri (248 Guzzi)—
20th October, 1939
Brighton: 32.30s. J. T. Terry (248 Ariel)
—4th September, 1954

350 c.c.

World: 23.22s. A. Milani (349 Gilera)—
14th November, 1957
Brighton: 27.65s. G. F. Thomson (348
Monroe A.J.S.—3rd September, 1955

500 c.c.

World: 20.95s. A. Milani (499 Gilera)—
14th November, 1957
Brighton: 25.83s. C. M. Luck (499 Norton
Special)—5th September, 1959

1,000 c.c.

World: 20.95s. A. Milani (499 Gilera)—
14th November, 1957
Brighton: 21.59s. B. E. Keys (996 Norton-
J.A.P.)—5th September, 1959

Sidcar

World: 23.49s. A. Milani (499 Gilera)—
13th November, 1959
Brighton: 26.80s. C. W. Rous (998
Vincent)—12th May, 1956

NEW MEMBERS

We welcome the following new members to the Club and wish them a long, happy and successful stay with us.

J. W. Thorold	A. A. Hilleard
P. H. Walker	W. D. Ivey
D. Axtell	C. Jones
G. L. Bailey	R. G. Jones
Miss A. W. Barber	J. B. Kelley
D. H. Baulch	W. E. Maisey
F. A. Bloomfield	G. H. Matthews
P. M. Garrand	E. J. Moores
G. G. Bourcier	M. V. L. Naintree
B. C. Chandler	D. F. O'Flynn
D. H. G. Chester	E. O'Keefe
S. E. Collyer	B. T. Osborne
D. L. Cooper	J. Parker
R. C. Dent	A. J. Pink
P. M. S. Dunn	N. G. Pugh
R. N. Evans	D. E. Smith
R. W. Frodsham	S. T. Smith
M. D. Gallagher	D. G. Souter
J. N. Gilbert	P. H. Stoughton
Miss A. E. Goldmann	R. J. Thatcher
(Germany)	J. N. Tonkin
B. Hall	G. W. Votier
F. G. Walthall	B. W. Young

V. L. Wardhall
I. Webb
R. Wyler (U.S.A.)

F. W. House
Miss J. M. Winter

BENEVOLENT FUND

The Trustees of the Benevolent Fund gratefully acknowledge receipt of the following donations received since the last issue.

J. Ainsworth, G. D. Brown, S. G. Dinsdale, L. J. B. R. French.

[Continued from page 160]

have given him so much enjoyment in 50 years of watching the T.T. races.

The trophy will be awarded this year and it is hoped to be able to publish the winner's name in the September edition of the magazine, after the Committee have been able to discuss and agree to whom it should go.

In the meantime, our grateful thanks are due to Mr. Moore for his most generous gesture.



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The Minnie Grenfell Memorial Trophy

This trophy was donated to the Club by J. G. Grenfell in memory of his wife, a well-known competitor at Brooklands in pre-war days. It is for the best performance by a Bemsee member at meetings organised by the Club and the T.T. and M.G.P., only the best score per meeting being taken into account. The points system is as follows: 1st—5; 2nd—4; 3rd—3; 4th—2; all other finishers—1.

The positions at the moment, after the Hutchinson 100, Silverstone Saturday and the T.T., are:

14 Points	N. R. Parkinson	H. R. King	D. Jarman
P. V. Harris	D. Pratt	P. Manning	L. G. Kempster
	J. Surtees	F. G. Perris	O. H. Lake
13 Points		R. A. Roberts	F. W. J. Launchbury
S. M. B. Hailwood	4 Points	R. A. Robinson	R. J. Lawrence
	P. Bettison	R. A. Bowbottom	J. H. L. Lewis
9 Points	M. T. Brookes	J. Southwell	R. S. Mayhew
J. Murgatroyd	J. C. Buxton	T. Thorp	E. Minihan
	J. A. Chisholm	A. F. Wheeler	B. E. P. McEntee
8 Points	B. N. Green		J. T. Nutter
C. Freeman	P. C. Middleton	2 Points	M. P. O'Rourke
R. McG. McIntyre	P. Overall	J. Bacon	J. F. Patrick
D. W. Minter	J. J. Parkins	J. Baughn	C. J. Percival
D. F. Shorey	C. G. Peck	G. A. Catlin	N. J. Price
	M. J. Price	D. G. Chapman	W. R. Prowling
7 Points	L. W. Taylor	P. D. Chatterton	H. Riley
P. W. Read	J. R. Youens	A. G. Clark	D. B. Russell
		V. W. Cottle	F. A. Rutherford
6 Points	3 Points	B. J. Daniels	B. P. Setchell
N. G. Boddice	K. Adger	B. L. Denehy	D. R. Shepherd
T. Charnley	R. A. Avery	D. J. Dicker	W. Siddles
D. C. Moore	J. W. Beevers	K. W. J. Douglass	J. A. Sugden
R. Sleep	J. Bollington	D. H. Edlin	R. J. Tose
	R. E. Cheney	P. R. Evans	G. E. Todd
5 Points	S. Cooper	R. Fay	E. A. G. Vincent
R. H. F. Anderson	J. W. Dixon	E. R. Fitton	J. W. Waller
P. J. Darvill	J. A. Dugdale	T. P. Folwell	C. V. Wallis
R. J. G. Dickinson	C. F. Edwards	F. D. Hardy	P. J. Walsh
P. J. Dunphy	B. G. Gross	J. R. Holder	R. M. Watts
S. Griffiths	F. Hanks	A. B. Horton	A. J. West
J. E. Kidson	T. C. Jackson	A. Hughes	D. Williams
F. A. Neville	L. A. James	J. R. Hurlstone	I. Wootton

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 3, 4th 5, 5th 3, 6th 1.

The positions after the Hutchinson 100, Silverstone Saturday and the Guinness Trophy Meeting are:

37 Points	20 Points	14 Points	7 Points
P. V. Harris	R. Sleep	W. G. Boddice	P. J. R. Millard
		B. N. Green	
32 Points	17 Points		5 Points
E. T. Young	C. Freeman	12 Points	K. E. Longman
		P. Overall	
28 Points	16 Points		3 Points
E. Strub	F. Camathias	8 Points	L. A. Gooding
	R. A. Robinson	B. G. Gross	
	E. A. G. Vincent	C. B. Golesworthy	1 Point
24 Points	15 Points	F. Hanks	J. Bollington
L. Wells	T. P. Folwell	L. W. Taylor	J. E. Marchant

Peter Ferbrache

It is very difficult to write this notice. Somehow it just does not seem possible that we shall never see Pete about the meetings anymore. It would be true to say that he was a definite part of them whether it was a Continental Circus "do", a British short circuit or Shelsley. The tattered moustache, the stammer, the wonderful, brazen arguments (very persuasive there!) belonged to Pete alone. And they will be missed.

I will not attempt to recount Pete's racing career. For one thing there is not room enough. After serving as a gunner in the R.A.F. he took up motor cycle racing after he had done with the service. He became very well known for his riding of the famous 500 Hartley Ariel. To see him ride this potent device at Alton Towers or up a Shelsley was a sight worth seeing. He rode a 350 Gold Star in the 1955 Clubman's T.T. finishing 3rd, but his next I.O.M. appearance, the 1957 M.G.P., was less happy as he crashed in practice. For 1959 and 1960 he was doing the full Continental Circus and doing it

very well indeed. He gave the G50 Matchless its first wins, at Crystal Palace and Barcelona (Spanish G.P. 1959). He was very successful in Finland; winning at Helsinki twice, Tampere and Turku in 1959 and the 350 race in the Finnish T.T. this year. Spain saw his victories too—Barcelona, Bilbao and Malaga, while he was first in the 350 c.c. race at Pau this last Easter. One could go on for much longer. At all events he was a very fine rider.

Peter enjoyed life to the full. He got as much out of it as he could in every possible way. Many are the tales told about him and by him. I well recall one occasion when he spent half an hour at a Crystal Palace meeting trying to convince me that he should not pay for a Club blazer badge (this was just before he went over to Europe last year). It was extremely funny. Now he is gone. To his mother we all extend our deepest sympathies. Racing will not forget Pete for a very long time.

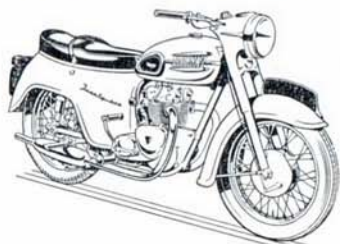
W.G.T.

SPRINTERS PLEASE NOTE

The Club has received an invitation from the M.C.C. to take part in the sprint meeting at Wellesbourne Mountford near Stratford-on-Avon on Saturday, 10th September. Those interested please apply to the Secretary, 34 Paradise Road, Richmond for Regulations.

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Bill Jarman's Column

THE only item of constructive criticism I heard at the T.T. this year was collected from three different places on the far side of the course. "Why start the riders in pairs?" was the cry—"it only makes it difficult for the sporting people who have come a long way to see these great races." The speakers did not mind the ten-second intervals; it was the pairs they disliked. Les Archer, please note. Vic Anstice knows!

* * *

The following 1960 T.T. summary is put in for several good reasons, but the most important one concerns our very own manufacturers, who are quite unable to equal or beat anything which is being imported, especially in the smaller capacity classes. The red light is shining!

Class Capacity	Average Speed	Record Lap	Difference
125	85.60	86.13	.53
250	93.64	95.51	1.87
350	96.70	99.20	2.50
500	102.44	104.08	1.64

* * *

Members of this racing club are invited to draw up their own summaries for all the big events. It will clearly indicate the future to those who are keen enough to forecast how things are going during the next five years. The last time I wrote about this subject, my letter-box was overloaded, so this time you may send your comments to the Editor, who will be delighted to get your views.

* * *

We hear a lot nowadays about the "professional tuner", which is a bit of a mystery to some of us. The late Freddy Dixon once said to me, "Tuning be damned. It's perfect preparation and you can scratch the word 'luck' out of your dictionary." In Dixon's hey-day the facilities were not nearly so good as they are now. It makes you think, because F.W.D. sometimes blew up as he won and then called it "perfect preparation". [*Or just damned good luck!*—Ed.]

* * *

For many years this magazine of ours has been kept going by a handful of members who are enthusiastic enough to scribble for many hours every month. Have you, dear reader, ever thought of sending along a contribution? It need not be serious or scientific—the members

seem to enjoy hilarious tales in these days of rather serious racing. Why not have a go and let the Editor tidy it up if necessary? Technical stuff is always welcome, but it should be accurate!

* * *

Next time you go to Earl's Court, call at some of the cycle stands. Many of the "specials" can be lifted up with one finger, never mind one hand. The muscular types who ride these light machines in events like the "Tour de France" rarely have any bother except punctures or collisions. Maybe we can pick up some useful information from the cycle people as well as the aircraft boffins.

* * *

On the 20th August we are due at Silverstone for what I regard as one of the most sporting occasions on our fixture list. Yes, it's Trophy Day, and one of those days when the members of Bemsee have a "go" amongst themselves. The racing is keen, the standard is high, and all is for the love of the sport. Furthermore, if you fancy your chance at talent spotting, here is a splendid opportunity.

* * *

On reading the foregoing paragraph, I am tempted to say a few kind words about the sporting agents and other real enthusiasts who enter and sponsor riders. There is not the slightest doubt that our sport would be much poorer were it not for these big-hearted folk, so next time you look at your programme give a thought to the entrant as well as his jockey. [*Some organisers ought to take heed of this!*—Ed.]

THE J. S. MOORE TROPHY

WE are very pleased to be able to announce that one of our oldest members, Sid Moore, of All Stretton, Salop, has presented a new trophy to the Club. It is to be known as the J. S. Moore Trophy and will be awarded annually for the most meritorious performance by a member riding a British machine in the Isle of Man T.T. races. In donating the trophy to the Club, Mr. Moore has said that he wishes it to be a token of his appreciation to the British riders who

[Continued on page 156]

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Editor's Correspondence

Sir,

I notice Mr. John West says that he thinks he can handle a machine and would like to race, but cannot bump start to save his life. Well, this is most interesting to me, as I *can* bump start very well. I have ridden in two races to date and got away in the first half-dozen on my heavy old Vincent both times. On arrival at the first corner, however, I immediately assume my usual position at the extreme rear of the field. In view of our respective qualities, perhaps we could come to some arrangement? I could supply him with a postal course on "How to bump start a Vincent" on very economical terms!

Yours, etc.,

LEN CREAK.

Ely, Cambs.

Sir,

Regarding clutch starts (June and July issues): the first motor cycle races had clutch starts and solo events have had this ever since apart from some Clubmen events where kick starting has been used. Many of them would have wished it otherwise too. Please think of the Marshals sorting out the grid positions with engines running, clutches dragging (because the machine cannot be got out of gear). The crowd, who have paid to come and see us race, and who want to know all about it, could not hear the loudspeakers vainly trying to tell them. There is the B.B.C. and I.T.V., too. I say if you cannot push start then you should learn—quickly.

Yours, etc.,

KEN LINDSAY.

Battle, Sussex.

P.S.—I am nearly always last off the line!

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FOR SALE. 1956 M.V. Agusta 175 c.c. with road equipment extra; £140 o.n.o., Modello Sport; full racing specification; H.P. available; Ainsworth, 13 Brownedge Close, Walton-le-Dale, Preston, Lancs.

FOR SALE. Ex-Duke 350 c.c. B.S.A.; unused since complete rebuild during winter when new parts fitted include con. rod, Alpha big ends, mains, cams and valves; machine offers excellent performance

with running cost of standard Gold Star; offered with it "dolphin" fairing, sprockets and other spares; ideal and ready for Manx Grand Prix; £265; J. C. Judge, 88 Ridgway Road, Luton, Beds.

WANTED. Set of racing leathers, one or two piece; must be in excellent condition; 6ft, 2½in. tall, 38in. chest and long leg; Kenneth Bosson, "Silverdale", Rainrow Road, Macclesfield, Cheshire.

WANTED. 6 inch lathe with motor etc.; £20 or near; all letters answered; J. R. Blackwell, 22 Park Lane, Coxtie Green, Brentwood, Essex.

FOR SALE: following spare parts for Gold Star B.S.A.—front wheel with alloy rim and 190 mm brake £10; 5 pint oil tank with pipes £2 10s. (would exchange this item for Manx Norton front number cowl 1959/60 type); 4½ gallon petrol tank which is perfect except for one small dent £3 10s.; Don Ridgway, 25 Ash Lane, Great Wyrley, Walsall, Staffs.

FOR SALE. Set of one piece racing leathers made to measure; full details and price from R. E. Rule, 47 Woodlands Avenue, Wanstead, E.11.

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Cadwell Park R.R.—Centre restricted.
- 6 ULSTER GRAND PRIX—International (World Championship event).
- 13 Leinster 100—National.
Aberdare Park R.R.—National.
Oulton Park R.R.—Centre restricted.
- 14 Witchford sprint—Restricted.
- 20 **Trophy Day—Closed.**
Barbon Hill Climb—Restricted.
- 21 Brand's Hatch R.R.—National.
- 27) **Shelshey Walsh hill climb—Restricted invitation.**
28)
- 29 Manx Grand Prix practice begins.

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