



# Bemsee

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(Photo: G. E. Hicken)

A scrap at the 'Palace—a shot taken at the Guinness Trophy meeting of Brian Setchell and Ned Minihan (Nortons).

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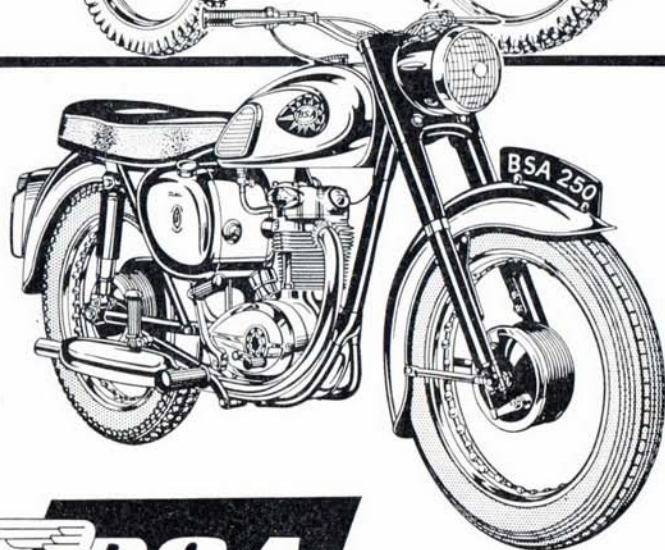
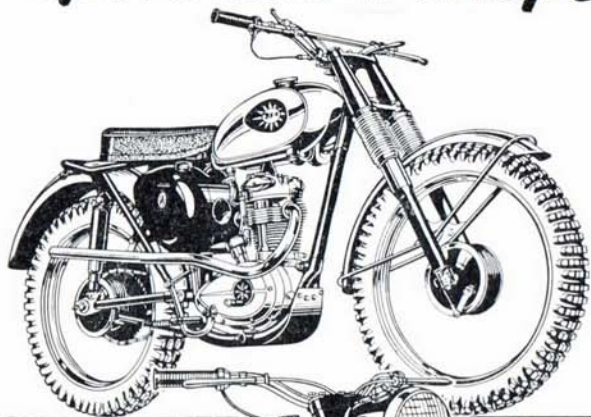
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# Bemsee

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## EDITORIAL

AS we commented last month the 1960 season is fast fading into the limbo of the past. Soon we shall have 1961 with us. Elsewhere in this issue we go into that in some more detail. In the meantime next year's racing calendar is being thrashed out, plans are being laid by promoters and organisers for bigger and better meetings (and, for all we know, bigger and better circuits too), riders are busy changing their old machines for new or newer ones or merely rebuilding the one they have at present; everyone everywhere connected with the racing game is busy; albeit behind the scenes. By the time these words see print quite a lot will have been decided. At least there should be a calendar of events agreed. And the Show usually sees a number of machine and rider problems sorted out as well. As usual rumours, some fairly sound and others quite patently wild, float around. The last two months of any year are often most intriguing in this Sport of ours.

How many of you members give any thought to what goes on behind the scenes both in the way of preparatory work at A.C.U. level to get the calendar of events sorted out and, later on, at organiser level to get the actual meeting under way? If you do not, then we suggest you do so. You can begin by reading the articles which our Secretary is writing for "Bemsee", the first of which appeared last month. These are designed to tell you just how a Club meeting is run right from the beginning and, later on, will explain the duties of officials and, indeed, introduce you to these officials. Please do read them. Think too of the big problems which face the A.C.U. when they sort out all the applications for dates and endeavour to marshal them into a just and fair sequence. We can assure you it is not easy. There has to be give and take in this matter; something which is not always forthcoming. Not all organisers can have all the meetings they want just when they want. Remember that when next you criticise the lack of a meeting at such and such circuit on such and such day.

Do not think we regard the organising side of things as all important or incapable of being (or doing) wrong. We do not. We recognise that, sometimes, organisers and officials can be woefully ignorant of the problems confronting riders today. Regulations, or shall we say most regulations, have a genuine reason for being imposed. They must be obeyed. On the other hand there are two ways of enforcing them and, quite often, we have seen the wrong way used. Understandably you riders get a little upset. After all we are all human beings. We believe that the present day racer is even keener than his predecessors on the Sport. True times have changed and values have changed too. We know perfectly well that quite a few of you make very considerable sacrifices to race. We well recall one young Member, now beginning to ascend the racing ladder, going all the way to Oulton Park on his racing machine from London. He had been forced to "arrange" leave from H.M. Forces and reckoned he had just about enough "lolly" at his disposal to do the trip. There must be countless other cases like this one. And yet there are those who decry this sort of thing. Personally we feel that such initiative is highly commendable. One hears so much drivel talked about the younger generation today, particularly insofar as motor cycles are concerned, that one gets heartily sick of it all. However may we make a sincere plea, by way of winding up this little homily. Please, riders, remember the organisers and, organisers, never forget the riders and that they too are reasonable human beings as you are. There are always two sides to every argument anyway.

One facet of speed work which has fallen into the background is record breaking. The reasons for this are, doubtless many. For one thing there is not the money in it that there used to be. Neither are the public any longer record conscious. The places where records, both long distance and flat out ones, can take place are few; at least in Europe. Mind you, we do wonder whether a lot of weird records which were set up proved very much. Yet a "stab" at a premier World figure is always an event. So we would like to congratulate member, Charlie Rous, on his recent attempts in Ireland.

Carrigrohane must be the only place in these islands where such records as this one can be tried under real road conditions.

Since writing this we have the news of George Brown's magnificent effort at Bedford. He broke the World's standing start solo and sidecar figures, though only the latter will count due to the 1% margin rule. Well done indeed, George.

Finally, as this is the last issue before the Christmas holiday, we wish all Members a Happy Christmas. May you all have a good time—and not too much of the alcohol (we'll leave you to sort out which kind we mean!). The next issue of "Bemsee" should see a few changes. An artist amongst our number is at this very moment tearing his hair out designing a new cover. All being well there will be other alterations inside. We hope that there will be a few more photographs too. And next month will see the publication of our calendar of racing events with as much detail as we can gather.

## First, Second, Third —

## A Summary of Members' Recent Successes

IT is 'a fitting end' to the season that the final meeting should be one for the 'boys'. Needless to say they all thoroughly enjoyed themselves even though the conditions were far from perfect; in fact thoroughly miserable. The short circuit at Brands was the scene of a meeting at which all International licence holders were barred.

The heat winners of the 250 event were **Norman Surtees** and **Terry Grotefeld**, the final being won by **Bill Franks** on his NSU with **Don Guy** 3rd. The 350 final was won by **Norman Surtees** on the A.J.S. with **David Strickland** 3rd on his Gold Star. Again the heat winners were **Surtees** and **Grotefeld**. The 1,000 final was won by **Chris Conn**, who, believe it or not, became interested in motor cycling in Singapore only eight months ago. He also won his heat, so that was not bad

going for a 'beginner'. Second in the final was **Robert Herring** on a Norton. **Dave Jennings** was 3rd in both sidecar races.

The Bouley Bay Hill Climb saw some quite good 'climbing' from our 'foreign' members. **Gordon Bisson** won both the 350 and unlimited sidecar classes and **Jimmy Lees-Baker** was 3rd in the former.

**Mike Hailwood** scored a double win at Zaragoza in Spain where he rode at the last big meeting of the season. On his Norton he won the 500 class and the 125 on the Ducati.

I notice that a slight grammatical error was made on the seventh line of the second paragraph of last month's issue. The third word should read separate and not desperate, although I wasn't there to give a verdict! J.H.S.

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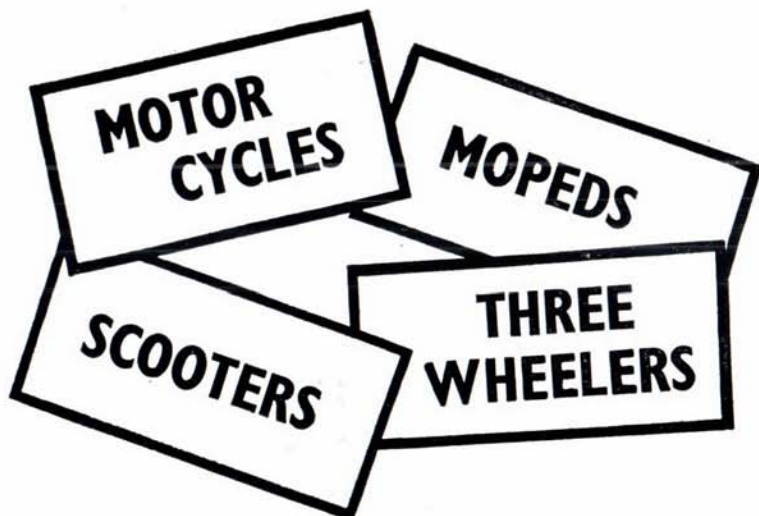
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## OPERATION RACE DAY by THE SECRETARY

LAST month, I stopped at the point where everything was ready for the "off". The notices were up, the lampshades down, the equipment used by the various officials distributed around to their offices. All that remained was to cook a meal and try and turn in not too late. The night before a race meeting can be pretty grim for those who are trying to get a reasonable night's sleep. While we can fully appreciate that some riders have, of necessity, to arrive in the small hours of the morning, I fail to see why they have to drive round the circuit and generally make a racket on the way! Still, we have solved that one by putting some good substantial barriers across the course.

### First Thing in the Morning.

Between five and five-thirty, I take a bleary-eyed swipe at the alarm clock and convince myself that it is necessary that I get out of my nice warm bunk. The first operation, after donning numerous sweaters against the chill early morning air, is to get the breakfast under way for the hungry officials who have come up overnight. The first time we stayed in the caravan, I fried the eggs. Anyone who has tried to cook a dozen and a half fried eggs in a caravan at 5.30 a.m. will appreciate why I felt rather ill by the end of the process and why I always poach or boil them now! The toast and marmalade stage having been successfully passed, I leave Jim to do the washing up and get out on the job.

The offices are opened up, for by then the marshals are beginning to arrive and a queue has formed to sign on in Dennis Bates' office. The first marshals to start operations are the paddock marshals. They have a pretty thankless task, one way and another. On one side they have the competitors complaining bitterly if asked to park in a place that they haven't chosen themselves and, on the other, are creating because the paddock is like a bear-garden and no-one can get anywhere. The parking problem is particularly acute at Crystal Palace and at Silverstone for the Club meetings, when the main runway isn't in use. If only riders could be persuaded to park in an intelligent fashion, how much easier life would be for everyone, themselves included! Having got everyone into the paddock, the paddock marshals occupy themselves with chivvying riders up to the marshalling area for practice and racing. Cliff Bryant has the Antone van, with which he circulates to call up riders

before each event. One thing I've noticed at trade supported meetings which I think is rather interesting. When you are driving or riding through the paddock, the person you have to watch out for most is the bloke with a wheel. He is going to get a new tyre put on or returning to his bike to refile the wheel and is usually in a bit of a hurry. He has his head down concentrating on wheeling his wheel across the paddock and you'd be surprised how much quicker a man walks when he is pushing a wheel than when he isn't. You watch next year and you'll see what I mean.

### Under Close Scrutiny.

The Scrutineers' Bay is the scene of increasing activity by this time and Dennis Glover and his assistants are working busily on the very necessary task of checking each machine thoroughly for raceworthiness before it goes out on the course. Although it may be thought that the strict timetable for the scrutineering of machines is a needless piece of over-organisation, there is a very good reason for this regimentation. If riders bring machines before their scheduled time, congestion results in the scrutineering bay and the operation is slowed down. The smaller machines have to be seen first as they have to go out onto the course first. This rule can be relaxed, however, when a rider has two machines of consecutive capacities, for instance, a 250 and a 350. In this case it is reasonable for the rider to bring both machines at the 250's scrutineering time as he will, in all probability, be practising on the 250 when he should be having the 350 checked. So please, don't think the scrutineering times are an unnecessary burden, but try to stick to them as near as possible.

The actual points to watch so far as machine preparation is concerned have been mentioned on numerous occasions by Dennis Glover, but they can never be said too often. Make sure your control levers are tightened up and don't swivel round the bar. There is nothing more frightening than coming into a corner, grabbing at the front brake and finding that it isn't there any more. On the subject of brakes, besides the more obvious point of having ones that work, see that all split pins are in place and that they have been properly spread. Number plates—fit them on with at least three nuts and bolts and fit a good, big washer on each side, so that the bolt doesn't pull through. When fitting the plates, the front one should be flat and the side

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250 c.c.—2nd, 3rd  
125 c.c.—3rd  
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### SWISS 250 c.c. MOTO CROSS

Winner

### TRADERS CUP TRIAL

Best Solo Performance  
Best Sidecar Performance  
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

Best Solo Performance  
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Class Awards

### NORTH-WEST '200'

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

### SILVERSTONE RACES (May 28th)

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

### 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

### ITALIAN MOTO CROSS

Winner

### COTSWOLD SCRAMBLE

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

### W. GERMAN MOTO CROSS

Winner

### EXPERTS GRAND NATIONAL

Winner  
Senior—1st  
Junior—1st  
Lightweight—1st

### BRANDS HATCH RACES

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

### GERMAN GRAND PRIX

Sidecar—1st, 3rd

### SHRUBLAND PARK SCRAMBLE

Grand National—1st  
Senior—1st  
Junior—1st  
Lightweight—1st

### OULTON PARK RACES (Aug. 1st)

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

### LEINSTER '200'

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

### LANCS GRAND NATIONAL

Winner  
250 c.c.—1st

### LUXEMBOURG MOTO CROSS

Winner

### W. GERMAN 250 c.c.

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### SCARBOROUGH ROAD RACES

(Sept. 15)

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

### AINTREE ROAD RACES

(Sept. 24)

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

### IRISH MOTO CROSS

500 c.c.—1st  
350 c.c.—1st  
250 c.c.—1st

### MALLORY PARK RACES

(Sept. 25)

Senior—1st  
Junior—1st  
Lightweight—2nd, 3rd  
Sidecar—1st, 3rd  
Race of the Year—3rd

### WEST OF ENGLAND TRIAL

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### 1960 WORLD SIDECAR

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ones completely visible when you are seated in racing position. The paint should be matt and do try to get a good, clear colour. Pale green or blue number plates look very pretty, but are completely useless when it comes to reading the number when the bike is in rapid motion. Don't practise false economy and have worn tyres, and always have caps on your inner tube valves. When a machine is travelling quickly, centrifugal force compresses the valve springs and allows air to escape. Another favourite omission is the checking that the nuts and bolts on the brake anchor arms are good and tight. So far as clothing is concerned, a good, sound helmet with strong straps and buckles, a suit of leathers that fit properly and hasn't any holes or thin spots, and boots which, preferably, haven't got your toes sticking through—these are pretty obvious safeguards to your skin in general.

#### **Practise and Qualify.**

While the riders are out practising, the lapscoreers are busy trying to spot you as you go by, under the supervision of Lionel Cheeseright. Their main grouse is poor numbers and bad or shiney colours on the number plates. At every meeting we have the old trouble of riders claiming that they have done the necessary qualifying laps and the lapscoreers denying this. Often it is caused by a rider not coming out at the beginning of the session, but joining the course later, thus being missed completely. Others have trouble and, particularly at the Silverstone Club circuit, turning off into the paddock at the end of the third lap, but before they have passed the timekeeping box: This means that their third lap is not recorded. We always put up the list of non-starters, that is, those who have not qualified, immediately after practising has finished in the scrutineering bay, so if you have any doubts whatever, and indeed even if you have any doubts at all, you are well advised to go and check that you do not appear on the list. Even in the best ordered organisations, slips can occur and it is better to be sure than to be turned back at the gate when you are gone out for your race. Another thing you can do to help us is to let us know if you are going to be a non-starter as a result of trouble in practice, or indeed, if you are going to be a non-starter for any reason. It saves us writing you rude letters after the meeting asking the reason for your non-appearance.

#### **The All Important Spectators.**

While all this has been going on, Arthur Mills has been organising what is

by far the least popular side of the business, so far as the marshals are concerned. He is based right out near the main gate and is in charge of admission and programme sales. He has to supervise the programme sellers, handing out cash floats and supplies of programmes, keeping a check on takings and seeing that various bases are kept well stocked. He never sees any of the racing and his helpers see very little more. One job for which it becomes increasingly difficult to find volunteers, despite the lure of percentage commission, is that of back area marshal. These chaps patrol the outer limits of the circuit, trying to catch the hundreds of people who presumably think that racing can be put on for nothing and that therefore they need not pay to get in. Sometimes, a back area marshal takes as much as £90 in an afternoon, but he sees nothing of the racing until it is too late for the fiddlers to bother about trying to get in for nowt. With most of the spectators in, everything is set for the afternoon's racing and we have a few minutes break for lunch.

#### **W. J. (BILL) SAWFORD**

Again, alas, it is my sad task to take up my pen and write these few lines on the death of a member; in this case Bill Sawford. Bill, aged 24 and a lorry driver, was a rider with a wealth of experience, both here and on the Continent. He was one of the many first class private owners who have done so much to add to the prestige and worth of this country's racing fraternity. He was, moreover, a person who derived a great deal of enjoyment from his racing.

Like many prospective racers he began his riding career at Brand's Hatch (in 1953 on a Triumph) and graduated to the English circuits generally, first with the Triumph and then with A.J.S. and Norton. He was often seen at the Club's meetings and had a place or two at Silverstone. He first rode in the Manx G.P. in 1956 finishing 37th in the Junior race and 12th in the Senior. In 1959 he decided to devote all the season to racing and went to the Continent with Sid Mizen. I believe they had quite a time over there, but, unfortunately Bill was involved in the Dave Chadwick accident at Mettet early this season which put him out of racing for quite a while. The accident occurred at Monthlery during a record attempt by M.L.G. Engineering with an R69S B.M.W. during the dark.

To Bill's parents and family we would like to extend our deep sympathies in their tragic loss.

W.G.T.





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# GIRLING



## THE MARCH OF TIME by THE EDITOR

**T**ODAY a racing season continues for a long part of the year, at least when compared with its pre-war counterpart. Whether this is good or bad is a debatable point. Personally I am always rather thankful when it is all over. One can then relax and forget all about racing and racing 'bikes for a few months. However that is really by the way . . . 1960 is over as far as racing is concerned. It has been a good season. Indeed I doubt whether there has ever been such close racing, so high a standard of riding and such a wealth of lap records and fastest ever races at various circuits ever before. We can thank our lucky stars that we have the riders, the circuits and the spectators to make all this possible. It is not my intention in this article to dwell on the past season, but rather to look ahead to the next. It will not be long now before we are all in the throes of getting ready for 1961. Though the opening meetings seem a long way off yet, their regs. will be available in seven or eight weeks' time. Truly does 'Time march on'.

Looking at things from a more general point of view I would not expect to see much change in the pattern of racing in this country. I am sure the sport will continue to be very closely fought and, therefore, very fast. There will be as many meetings as ever; too many really from the spectator's point of view. So that those promoters and/or organisers who have a lot of money to spend on getting a really good field together or are fortunate enough to have Sunday or Bank Holiday dates will reap the lion's share of the benefit, as they have done this year. Mind you, the spectator, whatever meetings he goes to, will have little cause to complain. I cannot see that racing as a spectacle will be any less so than before (it may well be even better), but there will be the same lack of variety. I do not refer so much to riders—after all certain riders go better on one type of course—as to machines. One is indeed thankful that the latest 7R A.J.S. and G50 Matchless are a match for the Norton. Even then there is still a dreadful "sameness" about British 350 and 500 events. This criticism is not applicable to the lightweight categories thanks largely to foreign manufacturers. I think racing will be quite as fast; perhaps too fast? Well, I would not dare express an opinion on that, but I have heard more than one well known rider express such a view.

This is the time of year when many rumours are noised abroad. Many of

them are usually pure fantasy. However there do seem indications that trade support, which has meant so much to a lot of riders, may be considerably reduced. In fact this trend has been going on for a few years now. For one thing the number of trade supported meetings has been reduced to a bare minimum. Currently I expect you may have heard that one of the petrol companies is withdrawing from motor cycle racing. This is bound to affect some riders. Indeed it would affect those riders who are endeavouring to make their racing pay for itself, as opposed to those who do not or cannot, and who are knocking about near the top. Taken to a conclusion this might in time lead to fewer stars or near stars. The other trend that we may see developed in 1961 is novice only meetings. Now this is something I am personally very keen to see. In 1960 we had the Oulton meeting and the Brand's one, as well as the two B.M.C.R.C. club meetings at which the fast 350 and 1000 races could hardly be termed novice races. Nevertheless they do count as such as most of the races are graded. It seems fairly certain that these four meetings will be held again. Will there then be others? That there should be is not, I imagine, disputed. I think there will be, though not in the quantity necessary. For myself I favour a few less of the so-called big time meetings and few more such affairs as were seen at Oulton Park last August.

It is opportune, perhaps, to remark here that racing as we know it at present is by no means the certainty for years to come, as it may appear. Leaving aside the obvious possibilities of some fool sparking off another World War and thus blowing us all to blazes, a serious economic recession would effectively put a stop to the present set-up. Consider that at the moment money is plentiful; plentiful in that people have to spend it on buying racing motor cycles and using them and to putting on properly organised meetings for them to be raced at and on coming to those meetings to watch. A slump would mean a lack of money. Not only lack of money to do the things I have just mentioned, but lack of it to make new machines. And if promoters could not get the crowds or the entries their circuits too would fold-up. Therefore any real shortage of the "lolly" would have a most disheartening effect on racing generally. One has only to look at the 30's to see this. Then there were but two racing circuits and about a



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dozen meetings a year often with by-no-means-full entry lists. Apropos of this, one is sorely tempted to comment that these are the "good old days" referred to by some. All I have to say is that, if those were the good old days, then they can be kept, you know where!

Looking at racing in a little detail it may be that the 500 class will die a natural death; at least insofar as the World Championship events are concerned I imagine a lot will depend on just what Count Agusta decides to do, for it does not appear that Gilera or Guzzi will bother to enter the lists again. Once a manufacturer has discovered he can sell his wares without racing then he is unlikely to go on racing. So if M.V. do pack up the 500 fields would be composed of privately owned English 'bikes going little if any faster than 250's! I feel sure the public would not be interested on a Championship basis in this sort of racing. On the other hand the 350 class has better prospects. Whether M.V. drop their 500's only or their "fours" generally there are still a number of possible participants. Apart from the A.J.S. and Norton (I do not think there is the gap in performance in the 350 c.c. versions of these machines as compared with the foreigners as there is in the 500) we have Bianchi, Ducati, Jawa and possibly an enlarged Honda 250. In any event M.V. have either a quick 283 c.c. twin or the 349 c.c. "four". Brambilla demonstrated the Bianchi at Monza and Stastny and Havel the Jawas at several smaller meetings this year. However it is in the lightweights and especially the 250's, that the interest will really lie. Here we have M.V., Ducati (mostly private runners now, of course), Bianchi, Morini from Italy, M.Z. from Eastern Germany and Honda from Japan. I feel the latter with a couple of top flight British riders might well humble the Italians for the first time for several years. The sidecar category will be as before. Apart from the spectacle of a three wheeler, which is acknowledged, this is about the duller category of the lot. There will be ten events next year, so that a World Champion really will be that. I would hardly have thought it necessary to include the Argentine event. For one thing it is the last one and for another a most expensive undertaking. The last attempt to get European runners to South America was not exactly a howling success—the Sao Paulo event in Brazil about 7 years ago. I imagine those doing the ordinary Continental Circus will have a good time. There are plenty of races, though whether there will be the necessary starting money isn't per-

haps quite the same thing!

Things are not quite the same over here. For one thing I cannot imagine the 500 class dropping out of the English racing scene. There are far too many 500's. While there are so many riders wanting to race there will be the present vast crop of meetings on the dozen or so circuits we have, not to mention the Manx Grand Prix and the Irish road events. Machines too are in good supply, be they second-hand Manx Nortons or Gold Star B.S.A.'s or foreign 250's like the Ducati, M.V. or Honda. The 500 class will continue to be a straight fight between the Matchless and Norton; the 350 likewise twixt A.J.S. and Norton. Indeed we need have no fears about the health, numerically anyway, of these two categories here. For British riders have always favoured the bigger "bangers". This very fact probably accounts for the fact that we have produced fewer good lightweight riders than 350 or 500 men. Nonetheless in the lightweight field we have plenty of interest and it is on the increase. While the number of specials based on old English road designs (for the most part) are beginning to decline the number of production Italian and German machines raced is increasing fast. And we have some most exciting 125's and 250's lined up for 1961. In addition to the intriguing Italian machines, mainly Ducati and Mondial, raced by the Ecurie Sportive there are the Aer Macchis of Bill Webster and Norman Surtees and we may see Hondas occasionally and possibly a Morini. On the other hand an English 125 may well beat the lot—the Joe Ehrlich two stroke. I rate this as the most interesting horizon of next year's racing. Its success might even encourage one or two of our manufacturers to do something about it!

There are two other points I would like to mention—production machine racing and sprinting. At the moment I do not see that there will be much more in the way of production machine racing. Thrupton is to be held again, of course, and I have no doubt there will be such events as the B.M.C.R.C. club meetings, the Clubman's Trophy, if it be held, and one or two sprints. I think this is a pity. A few more events would do no harm. At least they provide a few more of our number with a ride and demonstrate how good or how bad any one model is. On the other hand there does not seem to be much spectator interest. Perhaps British organisers of these events should go to Spain to the Barcelona 24 Hour Race

[Continued on page 244]

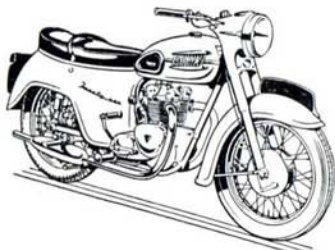
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## THE ANNUAL DINNER 1960

This year's function fell during Show Week, on the Thursday evening, and, therefore there were no empty seats. What a pity one or two gentlemen who were not detained by duties at Earl's Court came in without paying, etc. It always seems to happen.

Sir Geoffrey Tuttle, our President, took the Chair and presented the trophies. His speech was one of the most sprightly and apt we have heard. In fact, if we may make so bold as to say so, all the speeches were on a high level. Squirrel and Gordon Hadfield proposed the Press and Guests/Ladies respectively to which John Eason Gibson, Secretary of the B.R.D.C., replied: John is a journalist and was a guest. As the speeches were shorter and the raffle tickets were sold during the meal there was more time for dancing. This was punctuated by the prize giving, the draw for the Raffle and one or two diversions by E. Cooper, Esq.! What a good thing for us "Cabby" came back early from his Indian trip to help the evening along. As usual 1.30 a.m. came far too quickly.

A special word of mention must be made of the Raffle. Due to "Cabby's" tremendous energy a fine array of prizes worth some £75 were obtained. Some £130 was raised by the sale of tickets. Some people thought 5/- a time was too much. They were proved well and truly wrong. In fact all 500 tickets went quickly. We want to close this piece by placing on record our sincere appreciation of all those kind people who donated the prizes. To them we say 'thank you very much'.

## THE MOTOR CYCLE SHOW

What had the latest Show to offer the racing man. The answer, at least insofar as machinery was concerned, was not very much. True there were one or two models to be seen from foreign lands, but British ones there were not.

A.J.S. and Matchless stands each had an example of 7R and G50 on display. There appeared little visible change from this year, though no doubt there is a little power on tap. The latter machine of these two looked particularly fine. Nortons showed two Manx models with the oil tank mounted differently, but not much altered otherwise. B.S.A. had a Clubman's Gold Star for once, but this too has not changed. There were several 50 c.c. jobs for those interested and

Canterbury had a racing sidecar on view.

Unlike the car show, until this year at least, it is allowed to show racers at Earl's Court. Thus we were able to see a 125 twin and 250 four cylinder Honda, the 7R on which Alan Shepherd performed so remarkably in the Ulster G.P., the Thruxton winning A.J.S. 31CSR Sportstwin, Mike Hailwood's famous 250 Mondial, a 125 M.Z., the 250 G.M.S., an Ecurie Sportive Norton, George Brown's world record breaking Vincent Special Nero, the Moto-Vincent and Bill Boddice's Ariel two stroke four outfit. In addition there were the historic racers on the R.A.C. stand where the display was dominated by the 1928 500 Grindley Peerless; not the actual one Bill Lacey rode, but one very like it. This is a feature I like to see—the racing 'bikes I mean; long may it be continued. One small comment I have; the Thruxton Ajay only had one carburettor and was good enough to beat all the other vertical twins with two. Might one not draw something from that fact. Our correspondence column is yours, sirs.

It was interesting to see, too, how many of the foreign "sports" machines could be converted, with what effort and expenditure of "lolly", into racers. I thought the 175 Parilla a very fine example of Italian practice in the sports/racing field, though I wouldn't care to ride it far on the road with that riding position! Similarly the 175 Mondial was a beautiful machine; one of the best finished in the Show. Both the 125 Benly Supersport and 250 Dream Sports Hondas had the makings; the latter in particular. Whether one likes the rather angular styling of these 'bikes is a moot point, perhaps, but they evidently go. I fear our own sports lightweights are just not in the same class; at least insofar as performance is concerned, though the 250 Royal Enfield does 80 m.p.h.

Margaret Ward was kept busy at the Club's "pied-a-terre" on the Avon Stand and saw over 125 members during the course of the week. She also managed to enrol several new ones. I think it would not be out of place here to record our grateful thanks to the Avon India Rubber Co., Ltd. and their sales' staff for their kindness and help in this matter. All in all I thought it a dull Show, but all the same as enjoyable as ever. At no other time can one meet so many people in and near the racing world in so short a space of time and, what is more, meet them properly instead of a hasty yelling match in the middle of a meeting!

W.G.T.

## EDITORS' CORRESPONDENCE

Sir,

I noticed on reading the reports of the sprints and hill climbs to which we are invited by car clubs a distinct "anti-motor car" feeling. I circulate in a world which is predominantly four-wheeled and I manage to hear both sides of arguments of this type. I find that most of the more reasonable minded car racers show genuine admiration for the performances put up by motor-cycles. They usually think that the riders are either mad or very brave.

There are, of course, many who regard motor cycles and their riders as noisy, smelly things, but I know many die-hard two-wheeler addicts who get hot under the collar if you talk about cars.

I have ridden at some of these mixed meetings and I must say I have always enjoyed them. We are rather treated as the poor relative at Brighton, but after all it is a car meeting run by a car club. It is no good crowing about how much faster we go than the cars. With vastly superior power to weight value it would be a sad thing if we didn't! Anyway the cars go up the hills a lot faster.

I really think that criticism of the clubs whose hospitality we accept should be withheld until a motor cycle club run an event of their own and invite some selected cars to compete.

At the moment we are very keen to grumble about what car clubs offer us without offering them anything in return.

Yours etc.

ROGER WILLOUGHBY.  
Hill End Hospital, St. Albans.

### ★ SHELSLEY WASH

An invitation has been received from the Midland Automobile Club for members to take part in their annual hill climb again next year. If you have your 1961 diary, make a note of the date—26th/27th August.

★  
We are informed by the Avon India Rubber Co., Ltd. that, effective 6th October, Mr. J. F. Swanborough, General Sales Manager, becomes responsible for all Avon Sales including Export and Original Equipment.

Mr. A. F. Walsham ceases to be Competitions Manager and is appointed Home Tyres Sales Manager (Replacement).

Mr. Brian Heath becomes Competitions Manager.

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## AREA NEWS

### METROPOLITAN

**A. L. Huxley**

"Court End", Courthill Road,  
Chipstead, Surrey.

Everything is well set for the Annual Metropolitan Area Bowl competition. Entries have come in very well and, by the time you read this, should be full. See, it's not only the road races that are fully subscribed! A final reminder that the start is at the "Sugar Bowl" at Burgh Heath (on A217 Sutton/Reigate road approx. 5 miles from Sutton), the date is Sunday, 11th December and the first competitor will leave at 11 a.m.. Have a good time!

Our January date will be at the "Prince of Wales", Drury Lane, W.C.1 again.

### NOTTS., DERBY & LEICS.

**W. B. Martin**

Ivy Cottage, 55 Kneeton Road,  
East Bridgford, Notts.  
(Tel. E.B. 349)

To say that an overwhelming crowd (around 60) attended our last Film Show would be somewhat of an understatement. I must apologise for lack of seats. However, I believe everyone was most satisfied with a show so well given by Tom Lambert who had made a round trip of eighty miles to bring along his projector—thanks, Tom.

The next Meeting will be at the same place—Anchor Inn, Kesworth (A6)—on Monday, 12th December, usual time, when we hope to see Margaret our Secretary and have a photo quiz or something like that. After this Meeting we shall be changing from Monday to Thursday evening in order to accommodate some of our most keen members who are unable to make Mondays due to studies etc. Je compte sur vous, Monseigneur Plews.

### NORTHANTS

**A. F. Mills**

Express Dry Cleaning Works,  
Rushden, Northants

Our thanks must go to the Bedford Eagles M.C.C. for entertaining us so well at the Swan, Godlington on 9th November. Their Club Secretary, Mr. Butcher, certainly had the evening organised. There was quite a good gathering and a fine time was had by everybody. The fact that this event was on a Wednesday evening instead of our usual Friday was probably responsible for a few of the regular faces being absent. We hope this will be made up when we entertain the Bedford Eagles one Friday in January.

They have decided to stick their necks out again and have challenged us to a return darts' match at Rushden. It is hardly necessary to mention who were the champions at this meeting at Bedford! When we were asked if we played dominoes, I had to admit that we could not. So a knock out dominoes competition was arranged. When it came to the final it was Bemsee v. Bedford Eagles again. Modesty will not allow me to say who won, but strangely enough our hosts did not! Deciding that at this stage things were getting desperate it was decided to try something really skilful. Therefore between lashings of beer and sandwiches the word 'Tombola' drowsed everybody's attention. It is true, of course, to relate that a Bemsee member got the first line, drew cash for this, and then went on to get a full card and more cash, I must not forget the last win! A raffle was held to defray expenses and a prize was collected again by our party. At this point Bedford Eagles' Secretary came over and asked if we had had a good evening. At the same time he assured me that they were looking forward to coming to Rushden one Friday in January and, to put it in his own words, "really clean us up!" Will all members in this area remember we have this very important date towards the end of January on a Friday night. It seems the most popular idea is a jolly good party at the works in Rushden similar to the one we had last year. This will be arranged.

Our next meeting of course is on December the 9th, we have secured a good room in the village of Wollaston, at the sign of the Nag's Head, five miles from Rushden. (Leave the M1 at Newport Pagnell (A50) and pass through Olney and Bozeat.) The landlord has promised us a private bar and his good lady will provide hot and cold snacks. Mr. Simms has kindly offered to bring along his new projector, an excellent instrument, and we have an extremely good programme of films. Let's have a good turn out; remember I shall not circularise members, but just hope you will turn up in good numbers. Don't forget the date—9th December, at 7.30 p.m.



Members who are interested in going to a film show in Newmarket are asked to contact Les Clifford at the Newmarket Secondary Modern School, Exning Road, Newmarket, Suffolk.

Remember—the more the merrier!



## BILL JARMAN'S COLUMN

AS this issue is due to reach you early in December, it must be appropriate to wish all members a Happy Christmas wherever they may be. Many of us have made a habit of toasting the Club at 12 noon on Christmas Day and it's not a bad idea either, despite the fact that some of our members are probably sweltering in the heat of summer.

These notes are written before the show and our Annual Dinner so you will understand why there is no reference to either event in these notes. I hope you were able to attend both of these special occasions and that you were well and truly exhausted after such a test of leg muscles and both soles. Walking and dancing certainly find the lesser used portions of one's anatomy.

In these days of television it is quite an effort to drag people away from the "goggle box" especially in bad weather. Even with door to door transport, members of clubs, etc. have to be almost whipped into action after lighting up time. It is not so bad in the country as in the towns, but there is room for better support for the hard working minority who try to supply the apathetic majority.

Have you studied the Calendar for next year? If so, you will be able to make a lot of entries. In pencil of course, until all these provisional commitments are confirmed. Once again it looks like being a heavy year for both organisers and competitors, so spare a thought for the back room girls and boys of Bemsee, who work so hard and hope for fine weather to make is successful.

Since writing about the excessive weight of motorcycles, I have been privi-

leged to inspect the last word in racing cycles. Believe it or not, one can lift it with a single finger and yet this machine will carry a full grown athlete all over the Continent in a long distance competition over all kinds of terrain, in every kind of weather. The downhill speeds are quite high in the area of the European Alps and their only real worry is tyres. It makes one think!

Whilst we are on the subject of weight, I have asked many racing men if they know their riding weight in leathers, etc. Not many of them know accurately and in view of the great importance of this one item (especially in the 125/250 classes) I suggest some of them should get on the scales. Those using leather instead of synthetics should also weigh themselves when wet. A gallon of water weighs ten pounds, remember!

In case you feel like knocking some winter avoirdupois, you can try bog-wheeling, golf and Turkish Baths which may, or may not, make you feel a bit lightheaded, lightheaded and lighter in pocket. Finally there is the London to Brighton Run which is the most interesting way of walking known to mankind. You can also stop eating of course.

Finally a few words of good cheer to those members who have hit the road or track and learned a lesson the hard way. May all your wounds be healed in time for next year's racing even if a scar or two are your constant companions. At least you will probably get a warning when it's going to rain, not that it is needed in this part of the world. We get too much of it so everyone tells me.

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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 final positions were:—

20 <i>Points</i>	P. J. Hardcastle	B. T. Osborne	K. Adger
C. C. W. Mates	F. D. Hardy	D. Pratt	D. C. Alcock
17 <i>Points</i>	K. I. Johnson	V. A. Poore	V. R. Brazier
P. W. Read	G. A. Jenkins	R. V. Pike	M. D. Brown
14 <i>Points</i>	D. C. Moore	F. A. Rutherford	M. J. Burton
P. V. Harris	P. Overall	R. A. Robinson	R. H. Bacon
K. E. Longman	C. G. Peck	Rob. A. Robinson	J. Bollington
E. Minihan	N. R. Parkinson	B. P. Setchell	G. D. Claron
D. F. Shorey	J. J. Parkins	N. Surtees	R. H. Carman
D. R. Shepherd	R. A. Roberts	J. Surtees	F. Cox
13 <i>Points</i>	R. A. Sleep	J. C. Simmonds	R. E. Cheney
S. M. B. Hailwood	T. Thorp		V. J. Dedden
12 <i>Points</i>		4 <i>Points</i>	G. H. Dewar
B. E. P. McEntee	6 <i>Points</i>	M. L. Bennett	B. L. Denehy
11 <i>Points</i>	P. Bettison	G. A. Bonney	K. W. J. Douglass
R. A. Avery	W. G. Boddice	E. Bunce	J. A. Dugdale
R. Chandler	P. M. Carrana	J. H. Campbell	J. W. Dixon
F. A. Neville	T. H. Charnley	G. Clark	W. Evans
10 <i>Points</i>	P. J. Darvill	M. E. Chiles	R. Edmond
T. P. Folwell	R. G. Harris	P. Catchpole	D. H. Edlin
S. Griffiths	M. Leary	S. Cooper	R. S. W. Field
T. C. Jackson	A. J. Monk	A. G. Clark	G. J. Griffin
C. J. Percival	M. J. Miller	J. A. Chisholm	D. Guy
D. A. Simmonds	R. A. Mayhew	W. H. Dixon	C. B. Golesworthy
E. A. G. Vincent	P. Munday	D. J. Ellis	B. G. Gross
9 <i>Points</i>	F. G. Perris	C. F. Edwards	C. J. Huff
G. W. Breach	J. E. Somers	R. W. Franks	P. R. Horsham
J. Bacon	V. G. Thomas	M. Gamble	D. E. Howton
J. C. Buxton	K. Watson	M. G. Howard	R. J. Herring
J. E. Higgins		R. F. Hamblin	F. Hanks
R. E. Lee	5 <i>Points</i>	E. Hardcastle	P. H. Horton
H. R. King	R. H. F. Anderson	K. Hearn	R. J. Harrison
J. Murgatroyd	B. A. Burgess	K. A. Lindsay	F. D. Inger
R. A. Nicholson	M. T. Brookes	E. M. Kempson	K. F. H. Inwood
M. P. O'Rourke	J. Baughn	T. P. Mayne	D. A. Juler
M. J. Rowell	H. Crowder	B. W. Moore	A. G. Jenkins
8 <i>Points</i>	G. C. Crane	P. C. Middleton	L. A. James
M. A. Atkin	D. Comley	P. Manning	E. A. Lavington
D. F. Degens	P. R. Denyer	N. J. Price	Rob. J. Lawrence
R. P. Dawson	R. J. G. Dickinson	M. J. Price	D. W. Knight
D. J. Dicker	D. Filler	J. R. Pepper	W. Kelton
P. J. Dunphy	L. S. Froud	L. G. Rodda	L. G. Kempster
C. Freeman	V. J. Finn	J. Southwell	B. J. McLean
I. R. Goddard	H. D. German	B. Scrivener	W. R. Marley
B. N. Green	W. Green	T. E. A. Shade	R. Millins
J. F. Harper	E. L. Griffiths	L. W. Taylor	R. Niles
R. L. Longland	A. R. C. Hunter	J. Tanswell	H. J. Preece
J. E. Kidson	D. Housman	I. Watton	J. T. Nutter
D. W. Minter	M. Hayward	A. J. West	A. S. Pavey
R. McG. McIntyre	A. B. Horton	R. M. Watts	R. A. Rowbottom
W. Siddles	R. M. Jeremiah	C. J. Williams	K. Rutland
J. N. P. Wright	P. Lucas	G. W. Votier	A. J. Reed
7 <i>Points</i>	R. L. Knight	J. R. Youens	M. A. Ryan
R. Foster	P. J. R. Millard		J. A. Sugden
	C. E. Mills	3 <i>Points</i>	
	R. Minto	D. G. Ainsworth	

*Continued*

*on page 242*



# Christmas



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G. E. Todd	L. J. Iles	J. R. Vincent	M. Gunyon
P. H. Tyack	C. Jones	G. C. Young	L. Gryce
C. S. Todd	R. H. H. James	1 Point	A. C. Grotfeld
R. G. Underwood	J. A. Jacques	H. R. Aldous	W. Goltz-Mehn
A. F. Wheeler	D. Jennings	L. D. Ascott	R. Gibbard
D. Williams	D. Jarman	K. W. Allum	R. W. F. Gates
A. C. Warren	Ron. J. Lawrence	D. A. T. Bishop	R. Gardner
D. E. Watkins	D. W. Lamb	J. W. Buffham	M. J. Gittins
J. C. E. Vaughan	G. Lund	N. G. Brillard	I. R. Grant
L. P. Young	F. W. J. Launchbury	P. R. Beal	A. K. Gardner
2 Points	O. H. Lake	B. L. Bassett	R. W. Good
H. M. Anderson	J. W. Leather	Miss B. M. Bound	N. G. Hayward
A. Atherton	R. W. Kay	P. J. Bulswell	C. H. Hubbard
A. Atherton	J. E. Marchant	A. S. Bolton	F. Hath
R. F. Arnold	R. Masson	K. G. Buckmaster	E. Horsfield
G. Adger	W. Maisey	F. G. Bailey	J. R. Hudson
D. R. Ajax	R. F. J. Mawby	D. J. Beckett	F. W. House
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R. Burgess	E. R. Presland	K. J. Chapman	I. M. James
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J. R. Blackwell	John R. Pearson	R. Campton	P. W. Jordan
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C. A. Chivers	D. L. Read	M. Cook	S. Knight
R. M. Chambers	H. W. Rayner	B. Clark	R. Kemp
A. Cox	H. Riley	B. M. Cox	B. H. King
J. G. Carter	D. B. Russell	D. C. Cray	B. E. Keys
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Continued on page 244

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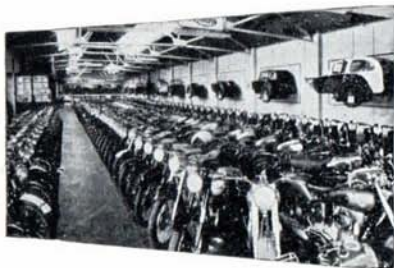
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labour of love. Not a bad thing, may be.

From which welter of words you may, or may not, have got the impression that 1961 will be, or rather ought to be, a cracking season. I am sure it will. Even if it does not surpass this last one, which I am sure it will, it will be good enough. More riders want to ride, and do ride; more spectators come to watch. Here I would just mention the undoubtedly beneficial effect Radio and T.V. have in introducing more people to our ranks. Nevertheless, though I am confident about the immediate future, is there really any foundation for permanent security in the Sport? I think not, though my feeling is not easily translated into words at the moment. One thing is certain—racing is riding on the crest of a large wave. How long can it go on? What do you think? Write to the Editor if you want to. In the meantime good racing next year.

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WANTED. 21in. alloy rim, tyre and tube for front wheel of 7R. T. Miles, 18 Croft Avenue, Charlton Kings, Cheltenham, Glos.

WANTED. 5 or 6 gallon Manx Norton tank for featherbed. Paintwork immaterial. Also any spares for 250 o.h.c. Guzzi engine. J. E. Kidson, Post Office, Box, Stroud, Glos.

FOR SALE 250 c.c. Villiers-M.V. Finished in this year's T.T. Very reliable. Suitable for rider in first season. Little altered from standard, therefore spares not expensive. With spares, offers around £220. Also 250 machine less engine, £110. E. V. C. Hardy, 9/11 Hamstead Road, Handsworth, Birmingham 19.

**REWARD of £50 offered for information leading to discovery of and return to owner of stolen 499 c.c. Manx Norton engine no. 11M 78413 and frame no. 11M 76413; K. W. J. Douglass, 60 Oakleigh Drive, Croxley Green, Herts.**

[Continued from page 234]

and see how it is done. There, I am assured by one who has ridden twice recently, the enthusiasm is tremendous. No doubt there will continue to be a number of sprints thanks to the efforts of the National Sprint Association and the few other clubs who have steadfastly run them throughout the years. Personally I think the number of these events will not increase over much. There is no spectator interest, except every now and again. And I am afraid I must confess to finding it hard to understand what, if any, fun can be got out of sprinting some of the machines one sees at the meetings. However I stress that is my own opinion (all brickbats etc. to me, please!). While there are a number of people interested in sprinting, then, of course, there should be sprints. I doubt whether it will ever be more than a

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### CALENDAR FOR DECEMBER

- 9 Northants Area—Wollaston.
- 11 Metropolitan Area Bowl Competition—Surrey.
- 12 Notts., Derby, Leics., Area—Kegworth.
- 25 Christmas Day (as if you didn't know).
- 26 Boxing Day Scramble (to get rid of hangover).
- 27 Brand's Hatch R.R. (no, we're not being funny).

And that's yer lot for 1960!

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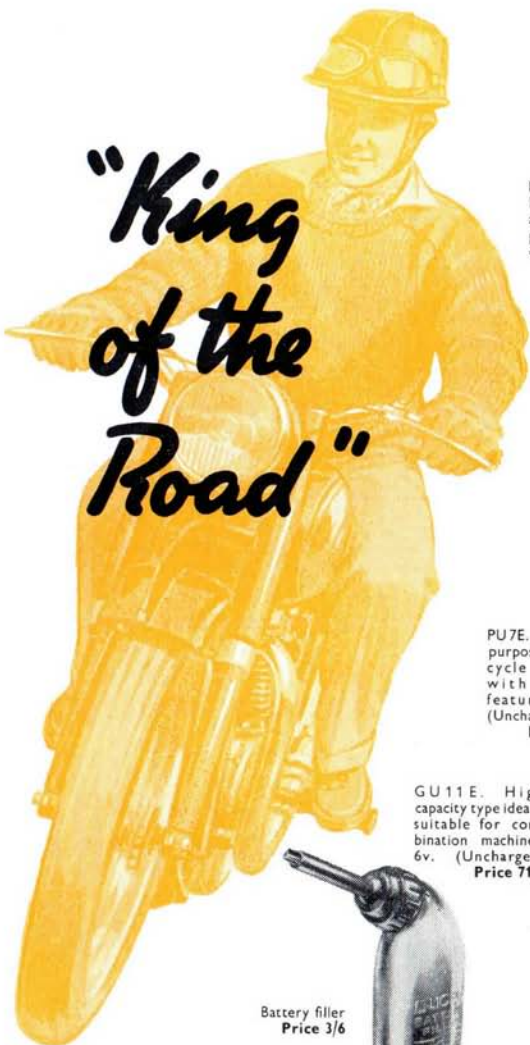
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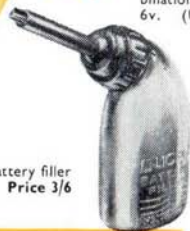
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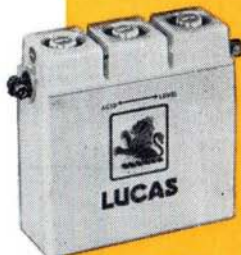
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