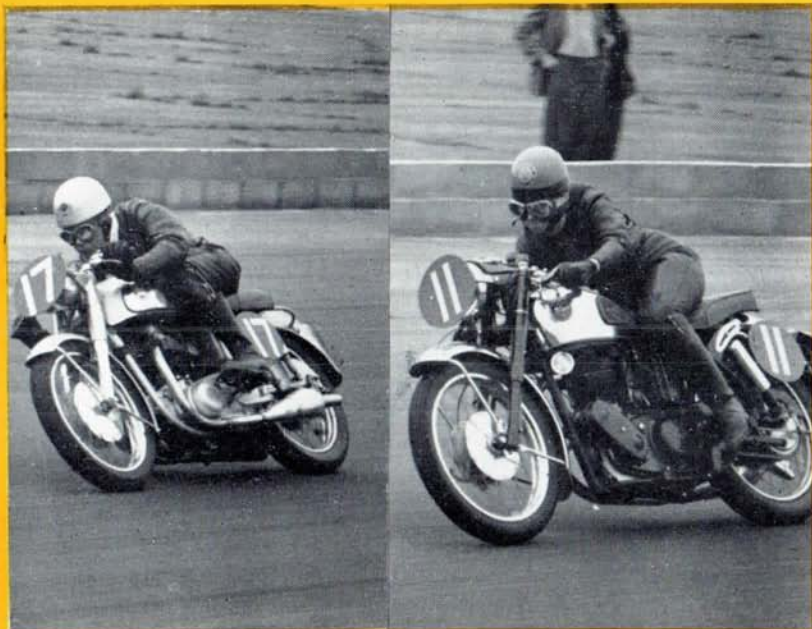




# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 13. No. 2. FEBRUARY 1960



What price production machine racing? Here are A. C. Warren (Norton Dominator 99) and Mrs. Pat Wise (Velocette Venom) at Copse Corner, Silverstone showing that it can be worthwhile.

*(Photos by R. V. Brown)*

## COMERFORDS LTD.

The Motor Cycle Distributors and Buyers

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

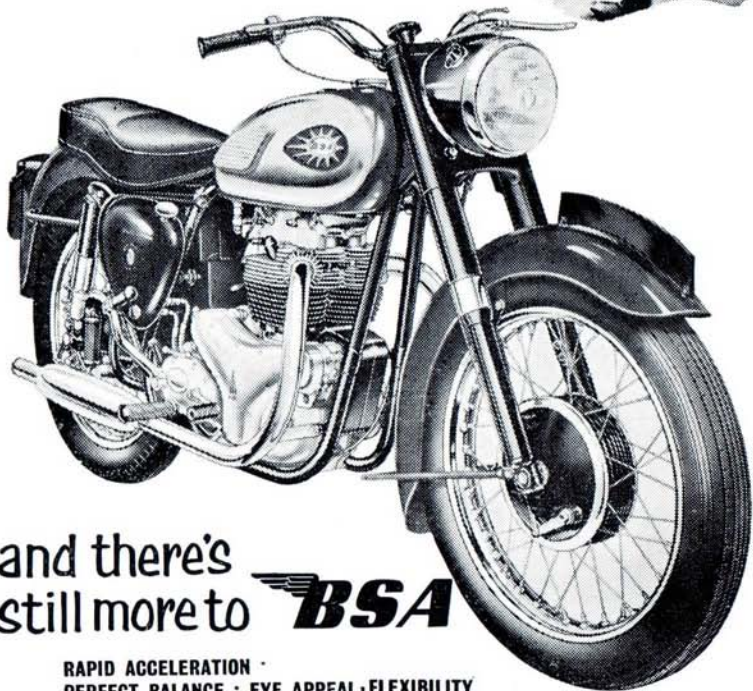
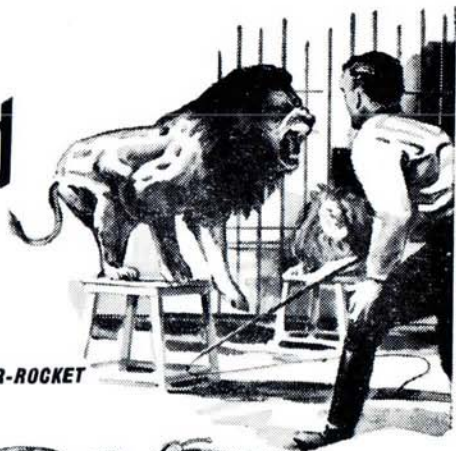
OUR OWN FAMOUS TERMS

**COMERFORDS LTD. PORTSMOUTH ROAD  
THAMES DITTON, SURREY**

Telephones : Emberbrook 5531 (6 lines)

# controlled power

The BSA 650 cc SUPER-ROCKET



and there's  
still more to **BSA**

RAPID ACCELERATION ·  
PERFECT BALANCE · EYE APPEAL · FLEXIBILITY  
MORE M.P.G. · STOPPING POWER  
HAIRLINE STEERING · EXTRA COMFORT

---

To B.S.A. MOTOR CYCLES LTD., 457 ARMOURY ROAD, BIRMINGHAM, 11

Please send me your latest catalogue

NAME.....

ADDRESS.....

# Bemsee

EDITOR:  
GUY TREMLETT**BRITISH MOTOR CYCLE RACING CLUB**

PRESIDENT: The Marquis Camden, J.P.

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

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

SECRETARY: MARGARET W. WARD, 34 Paradise Road, Richmond, Surrey

## EDITORIAL

FOR years now one of the things that has bedevilled the sport of motor-cycling has been lack of right publicity. It was not so very long ago that the B.B.C. cut Graham Walker off for a regular programme just when the Senior T.T. had reached one of the most dramatic moments in its history. It is still unfortunately true that motor cycling is frequently the subject of vicious attack in and on media with enormous public impact. One should only need to recall the recent programmes on television to make this point. Yet things are not quite so black as they may seem. For one of our number, a member of the Club as well, has received three signal honours in quick succession. We refer, of course, to John Surtees. We know that every member will join us in congratulating John on his achievements and be glad, at the same time, of the great service he has done to motor cycling. In the last decade motor cycling has been fortunate in having two men who have done it more good than most, Geoff Duke and John Surtees. We hear that John will continue to race motor cycles for at least one more year. This is good news. Dare we hope too that we shall see him on his own, British machines as well as the Italian "fire engines"?

With this issue we have a sharp reminder that there are not many weeks left until the new season starts. For the first time since the war the "Hutchinson 100" will start the racing year rather than finish it. Once again it is International. So hurry up and get that International licence; you'll need it on the entry form. Even International meetings are over-subscribed these days, so do not delay with your entry. And, if you do not possess an International licence, do not despair. There are plenty more Bemsee meetings later in the year.

In the last Editorial we mentioned the subject of entries. It is good to see that the A.C.U. have at last issued a directive on the matter. The method they advocate is almost precisely that which this Club has been using for several years. Indeed we are sure we are right when we suggest that they took the idea, lock, stock and barrel, from the Club!



### Subscriptions

May I once again remind you that 1960 subscriptions are now due. Please send your £2 2s. 0d. to me at the Office as soon as possible, if you wish to continue as a member and to receive regulations, etc. Thank you!

SECRETARY.

# SOME SHORT CIRCUIT RACES WITH A TIGER 100

## PART 2

by K. G. BROUGH

I drove through the night and reached home at four a.m. I had to start work at seven thirty, but I had had a glorious and valuable time. The following winter at the Redditch Club film show I saw a film, *Castrol I think*, showing the 500 race at Blandford. The start was shown and I believe there was a shot of the Triumph on Monkton Corner towards the end—quite a tonic in the dark, cold days of winter, in truth. I think the Blandford course a very fine one, the best in England. My primary chain oil reservoir had split, so I had to rely on grease applied before the race for lubrication. I was a little worried, but the results were satisfactory.

I could not afford to race any more that summer and in the autumn I obtained enough money to leave Cornwall (again by selling my leathers to Monty and Ward). Once more I headed for the Midlands in the Morris. I was lucky enough to find employment in the B.S.A. two stroke development at Redditch.

I adopted the same procedure as the previous year and entered for Thruxton. I managed to borrow a works Bantam Major with an engine I had slightly modified, and set out for Louth one Saturday to visit Reg. Cross in order to have some new leathers made to measure. I completed the two hundred and fifty mile round trip quite fresh on the light-weight as the riding position was good even for my long legged six foot one and a half inch frame. Once I nearly made an inspection of the bottom of a fen when I grounded a foot rest on a sharp bend, but, as the road test reports say, "adopting normal cornering methods there was sufficient ground clearance." I also noted a top speed of sixty-four m.p.h. lying down, and an overall fuel consumption of ninety m.p.g. obtained whilst cruising at fifty most of the time.

The A.C.U. annoyed me at this time by deciding that my crash helmet (from a firm which supplies a large proportion of all crash helmets for racing) was a quarter of an inch too low in the crown. Hence at this late hour I had to order a new hat. Another £3 gone west!

I had arranged for Reg. Cross to send the leathers to my home. When Easter Satur-

day came my leathers had not arrived. When the usual last post had been delivered and I was still without them I was extremely irritated. I had just collected my gear to go skin diving with my friend, when at four p.m. there was a knock at the door and a special late post delivery brought my leathers. There was a frightful rush to get everything ready. The car had been laid up. There was no trailer available. Not to be beaten, I recalled that I had once carried my B.34 on the luggage grid. We took the wheels and mudguards off the Tiger and loaded it, lashed in position with fathoms of rope, stayed to the hood supports to take some of the strain. Then I found that my new helmet was too small. I couldn't get it on at all. Once more the outlook seemed black. Then I found the trick of easing it onto my head and discovered that it was wearable. And it was supposed to be the same size as the old one!

We set out for Thruxton on the next morning, the Morris performing nobly as usual, having started first pull after lying idle since Christmas. Petrol and oil were installed in the right places and we rolled for the east. We passed through Chacewater where I called at the repair shop of David Paull, the Cornish scrambler. I was lucky enough to purchase a pair of ball-ended control levers and so overcame the last of my worries.

We reached Thruxton in good order that evening although the Morris, with so much weight at the rear, performed one violent swerve when I got my foot tangled up with the gear lever and inadvertently drove off the road whilst disentangling it. We obtained a roof over our heads at the flying club by gaining permission to kip in a Nissen hut. There were several beds with a few blankets on each. My friend Treb, "whipped" most of them. I was awakened in the middle of the night and observed through the window some debauched looking men who seemed to wish to gain admittance. I don't know if they were the rightful occupants of the beds, but Treb, and I had all the bedding anyway, so I left the door locked and the remainder of the night passed in peace.

To restore the Triumph to running order took us rather longer than we had



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

# GIRLING



expected. Practising was taking place whilst we were putting it together. Some riders had two or three practice periods, but I only managed to avail myself of one. I had not ridden anything faster than a Bantam capable of about seventy since the previous Autumn. However the Triumph was going nicely. A twenty-two tooth engine sprocket gave satisfactory gearing. This was two teeth less than the T.T. sprocket and one of twenty-one might perhaps give better times at the expense of revs, exceeding the normal 7000 mark occasionally.

I drew the back row on the grid for the first heat of the non-experts senior race for which there were fifty entries, the first ten in each heat to ride in the final. After a bit of overtaking I calculated that I was lying well within qualifying position, so took things easy.

In my next race, a heat for the 500 scratch race I again drew the back row of the grid but managed quite a reasonable start nevertheless and indulged in some scrapping with some other fairly well placed riders before I eased off to save my engine for the final of the non-experts. I did not imagine that I had finished anywhere near the first ten. Imagine my surprise when, on coming into the pits, Treb. told me that I had finished eleventh, only one place away from the qualifiers. He was quite enthusiastic and said that at first I had been skirmishing with the fast men, Keeler and Co., mounted on Manx Nortons and G45's. We are both Triumph fans (amongst other makes) and felt very pleased that a hotted up sports machine and a very much out of practice rider could mix it with good riders on machinery costing twice as much.

For the final of the non-experts race I drew the rear row on the grid for the third time running. I had hoped that the luck would change for the final because I think a good start all important if machines are fairly evenly matched in a short race. I accomplished a fairly good getaway, but by the time I had worked into a clear position the little bunch of leaders was about a hundred yards away and I was unable to make much impression on this gap. I revelled in my ride, hurtling into bumpy bends at over "the ton" with the footrest scraping the tarmac; then the awkward curve of Horizon Bend, holding the forty-five snarling horses of the Tiger in as we flashed past the crowds; brakes hard on for the aptly

named Anchor Corner; up to peak revs. in third; a quick flip through the kink in Farm Straight; second gear round Ashton Corner; full bore in top down the Home Straight; bottom for Club Corner; third for the right-hander that follows; joying in the stability of the Triumph clinging firmly to the road though heeled at forty-five degrees and ninety m.p.h. A careful line for the bumps at Windy Corner, whoops; then we clipped the grass verges again in top at about a hundred and ten round by the Shelters. Delighted in the wind and space! The year before a G45 passed me on the last lap and I could not do anything about it, but a Norton dropped out so my position was unchanged. Treb. told me that I had finished sixth—a place in the money at last.

Once again the standard of riding was poor in some instances. The stewards finally had to put out a notice warning that riders who took to the grass verges would be disqualified. If such disregard for the confines of the course had been shown in the Isle of Man the circuit would soon have been littered with bodies. One rider was coming into the finish round Ashton Corner when another came up fast on the inside and swiped him off, continuing to the finish whilst his "victim" crashed. At the start of my heat in the non-experts race as I was rounding the right-hander after Club Corner at about ninety another rider crossed my bows from the outside and our front tyres touched. I was surprised to find myself still mounted on my machine at the end of this episode. Luckily our machines did not tangle, I suppose I was heeled over enough inside him to prevent anything other than our tyres touching. Anyway I soon dusted him up and finished the race without further alarms.

I am sorry that the course has been altered so that the bumps at Windy Corner are no longer encountered. I saw Bob Keeler touch his mega, there and the ensuing wobble was quite exciting. I also recall Tommy Ovens meteoric progress there on a Triumph the previous year. I thought this part of the course very good racing. Bumps are part of road racing and develop machines and riding skill. The aim should not be for super smooth open tracks, but for real road conditions and there are plenty of mighty big bumps to be encountered on our roads still!

*(continued on page 36)*



*The Race-Bred Motor Cycle*

AJS MOTOR CYCLES · PLUMSTEAD ROAD · LONDON SE18

## MARGARET'S MEGAPHONE

I received a letter from our old friend **Arthur Willerton** a few weeks ago. You may remember that he was run over by a car at the beginning of last year, breaking a leg. He was recovering from a bone graft on this injury when he had a fall, breaking the other leg. It now seems that fortune is beginning to treat him more kindly, as he has recently got himself a new 350 Gold Star for use this season. He hopes to be passengering as well. He tells me he is also "messaging about" with his old Plus 90 Douglas and hopes to be riding that too during 1960. Glad to hear you are fighting fit again, Arthur. Best of luck on your return to the Sport.

One or two other members have reported on their new machinery. **John Pepper** has sold his Gold Star in favour of a 7R, together with a van to transport the plot. He has obviously taken the various hints which have been thrown out about racing transport seriously and has joined the R.A.C. Wise man!

A Wise woman this time. I have it on good authority (from her husband) that

**Pat Wise** has added another Velo to her stable, it is a 1939 Mk. VIII in pretty well original trim. It is reputed to be the machine on which Stanley Woods won the 1939 Junior T.T., though Les doubts this and is trying to get more accurate information on the subject. Pat hopes to race the bike, along with the Venom in production trim, in all Bemsee road races and sprints and at one or two other circuits as well.

**Tony Monk** has acquired **Alan Virco's** B.N. Special. Actually he had it at the end of last season and managed to get an entry in a Snetterton meeting. Unfortunately all he succeeded in doing on that occasion was welding the clutch pushrod at each end. However, he has been working on the bike through the winter and has great hopes for the new season.

The congratulations department contains only two names this month, **Dickie** and **Margaret Fifield**, whose son Julian was born on December 23rd, just in time for Christmas.

### G. MONTY & A. J. DUDLEY WARD

47 HAMPTON ROAD, TWICKENHAM

*Popesgrove 5040*

FOR RACING and SPORTS MACHINES  
AGENTS FOR

Norton  
B.S.A.  
James  
Matchless



*"Motor Cycling" Photograph*

Ducati  
Gilera  
Dot  
Lambretta

Repairs and Machine Preparation at our Workshops  
60 PARK ROAD, KINGSTON, SURREY

Kingston 4071



## The 1960 Road Racing Calendar by the Editor

WE give below the first list of additions and alterations to the Calendar of events which we published last month. There were one or two printer's errors therein for which we apologise. They are corrected this time. We now have details of the Scottish events, but these are not complete. We have felt it best to include such information that we do have, as we feel some members may well wish to include a trip or two north of the Border in their racing programme. We understand that Brand's Hatch is to be lengthened before the season starts.

### ROAD RACES

#### APRIL

17. Errol R.R. 200/250/350/1,000 s/c. National.  
Dundee & Angus M.C., 12/12a Stirling Street, Dundee, Angus.
18. Last event mentioned on this day should read Cadwell Park R.R. The meeting has a Centre restricted permit.
24. Charterhall R.R.; 2m. 200/250/350/1,000 s./c. National.  
L. H. Stockill, 81 Whitfield Terrace, Newcastle-on-Tyne 6.

#### MAY

7. Scottish Speed Championships; Beveridge Park; 1.4m. 200/250/350/500 s/c. National.  
J. W. Dunshire, 116 Dick Crescent, Burntisland, Fife.
- 20/21. Cock o' North R.R. Secretary's name should read J. Claxton.
28. Edzell R.R. Solos only. Restricted.  
C. C. Wright, 11 Hosefield Avenue, Aberdeen.

#### JUNE

26. Charterhall R.R.; See 24 April. Closed. (N.B. date is uncertain.)

#### JULY

2. Aintree R.R.; 1.8m. 125/250/350/500 s/c. Centre restricted. See 14 May.
3. Charterhall R.R. See 23 April.
9. Lurgan Park R.R.; 1m. Solos only. National. See 30 April.
24. Snetterton R.R. Delete asterisk—programme as for 17 April.

#### AUGUST

13. Edzell R.R. See 28 May.

#### SEPTEMBER

18. Errol R.R. See 17 April.
28. Charterhall R.R. See 3 July.

### SPRINTS

#### MAY

14. Crimond. Restricted. No other details available.  
C. C. Wright, 11 Hosefield Avenue, Aberdeen.

# PINKS

OF HARROW

EST. 1929

New machines — Main Agents for all  
Leading Makes.

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

Accessories — Spares — Clothing

#### MOTORCYCLES WANTED

REALLY GOOD PRICES PAID FOR MACHINES  
IN REALLY GOOD CONDITION

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

## The COMPLETE

## Motorcycle Service



Lying in bed is a wonderful time for self-appraisal. The more under the weather one feels the greater the degree of accuracy. So when I had exposed myself as a cynical, mistrustful sort of chap I knew I was laid low for a couple of weeks.

Who was I to doubt that a standard Japanese '125' could poke out 15 b.h.p. and 140 m.p.g. as the advertisements claim and why should I think for one moment that a slightly tuned edition in stripped form should have walked away with the Ultra-lightweight last June?

Furthermore, what right had I even to think that some of these models which were performing so well in Australia and Ceylon were just a teeny-weeny bit not so standard; that is, the sort of standard one attains when producing hundreds and thousands of them.

I don't know how the doctors know that a crisis has passed in one's illness.

My own formula is quite simple—I woke up one morning feeling that I am not such a bad chap after all and there was really no point in increasing my life insurance policy last time the agent called. I suggest that the tea tastes funny and ask whether it's Wednesday or Thursday yet and have the "books" arrived.

This time they hadn't. It was Tuesday. Surely there was something I just couldn't believe? What about that statement I had read somewhere that the breathing efficiency of the Rennmax 250 was greater than unity. Well, let's be reasonable and say that 250 c.c.'s of charge plus the chamber is trapped. Now, it doesn't matter how early the inlet opens, the essential point in considering this is when it closes. Let's assume 60 deg. after bottom. If we draw a crankpin circle diagram and mark the crankpin position and conveniently forget con-rod angularity we find the cylinder capacity is about two-thirds maximum. Now to my way of thinking if the breathing is equal to unity the pressure resulting is now  $3/2 \times 14.7$  lbs. In other words, at the time of inlet valve closure, there is over 7 lbs. supercharge!

This means either that the statement is correct or it isn't correct. I have already said I am a cynical bloke. Boy, am I getting better.

What more natural than I should turn to a field in which I am rather interested. No, Cecil, I am not all that better; I mean two-strokes. In common with quite a number of people I have rather thought that the usual inlet timing adopted—say 60 deg. before top to 60 deg. after—was fixed in order to get the crankcase fairly full. In fact when we stretch it to 65 deg. or 70 deg. on a 125 and hang on an ambitious carburettor we ought to get it jolly full, didn't we?

Well, we don't. Quite apart from the fact that the inlet aperture presented with a piston skirt at various stages across it is a major obstacle to flow, we can't get any more gas in than the space available will allow at the time of port closure. Once again, this is about two-thirds of the maximum. You can forget all about rain. Its effect isn't very great. I know that some success has been attained by using long inlet tracts, but probably any increase in power arises from the successful matching of exhaust, crankcase and inlet frequencies. So, assuming that in spite of all obstacles we have trapped the maximum possible charge, i.e. 66 per cent., let us assume that we transfer the whole amount to the cylinder and lose none via the exhaust port. A nominal compression ratio of 12:1 becomes 8:1. In point of fact it is more likely that the actual compression ratio is probably about 6:1.

Returning to the crankcase filling, it is interesting to consider the problems. To induce 125 c.c. of mixture into an engine of this capacity at 6,000 r.p.m. it has to be in the crankcase/piston space by shortly after T.D.C. at atmospheric pressure. We could probably stretch to about 20 deg. after top as the piston isn't far removed from T.D.C. at this angle.

Therefore, opening at 70 deg. before top by some means we would have 90 deg. of crankshaft angle—at 6,000 r.p.m. this is 1/400th seconds. Using a 1 in. carburetor a column of gas 9 in. long represents 125 c.c. approximately, so the gas has to travel 9 in. in 1/400th seconds. This is about 200 m.p.h.! from a standing start. No wonder we give the gas a bit more time in practice and settle for a hopeful 66 per cent.

Now that the prospect of returning to work arises I have had a slight relapse and would like to adopt a more helpful attitude.

# DUNLOP

# 1<sup>st</sup>

— IN RACING, TRIALS AND SCRAMBLES

1959 Successes on Dunlop Tyres include :

**St. David's Trial**  
Both Premier Trophies

**Victory Trial**  
Best Solo Performance

**Hurst Cup Trial**  
Winner

**Cotswold Cups Trial**  
Both Premier Trophies

**Bemrose Trophy Trial**  
Premier Award

**Traders Cup Trial**  
Best Solo Performance

**Sunbeam Point-to-Point**  
Senior Race—1st  
Junior Race—1st

**Austrian Moto Cross**  
Winner

**Scottish 6 Days Trial**  
Best Solo Performance  
Best Sidecar Performance  
Manufacturers Team Prize  
36 Special First-class awards

**Italian Moto Cross**  
Winner

**W. German Moto Cross**  
Winner

**Cotswold Scramble**  
Senior—1st  
Junior—1st  
Lightweight—1st  
Ultra Lightweight—1st

**Moto Cross Grand Prix of Gt. Britain**  
1st, 2nd, 3rd

**Experts Grand National**  
Winner  
Senior—1st  
Junior—1st  
Lightweight—1st

**Dutch Moto Cross**  
Winner

**Shrubland Park Scramble**  
Winner  
Senior—1st  
Junior—1st  
Lightweight—1st

**Luxembourg Moto Cross**  
Winner

**North West '200'**  
500 cc—1st  
350 cc—1st, 2nd  
250 cc—2nd, 3rd  
125 cc—3rd

**Blandford Road Races**  
Senior—2nd, 3rd  
Junior—1st, 3rd  
Lightweight—3rd  
Ultra Lightweight—3rd

**Leinster '200'**  
500 cc—1st, 2nd  
350 cc—1st  
250 cc—1st, 2nd, 3rd

**Oulton Park Races (Aug. 3rd)**  
Junior—1st, 2nd, 3rd  
Senior—2nd, 3rd  
Lightweight—2nd, 3rd  
Sidecar—2nd, 3rd

**Hutchinson '100'**  
Senior Championship  
1st, 3rd  
350 cc Championship  
1st, 2nd  
3 Wheeler Championship  
1st, 2nd, 3rd

**Lancashire Grand National**  
Trophy Race—1st  
Senior Race—1st  
Junior Race—1st  
Lightweight Race—1st

**Moto Cross des Nations**  
Won by Gt. Britain

**Scarborough Road Races**  
Senior—1st, 2nd, 3rd  
Lightweight—1st, 2nd  
Junior—2nd, 3rd  
Sidecar—2nd

**Aintree Road Races**  
Senior—1st  
Junior—1st  
Lightweight—3rd  
Sidecar—2nd

**Irish Moto Cross**  
500 cc—1st  
350 cc—1st  
250 cc—1st

**West of England Trial**  
Best Solo Performance  
Manufacturers Team Prize

**1959 Moto Cross World Championship**  
Winner

Part of the answer to the above is the employment of a rotary valve and in this respect I'll pause to congratulate the M.Z. people (as if they care) and doff my cap and eat it. During my discourse with Irwin Tragatsch some time ago when he said he hated racing two strokes, I mentioned that although I was diametrically opposed to him in his views I thought two strokes were now losing ground rapidly. Happily I was a long way from being correct. Several drawings of the M.Z. have been published and at least one similar engine has been produced here. Everybody talks about 180 deg. plus for inlet timing but I would recommend a little less enthusiasm. If the rotary valve is going to give such an improvement in filling there is no point in keeping the inlet open for a long time after T.D.C. For the reasons which I have shown to apply in the case of the piston controlled inlet the gas should be all in by just after T.D.C. The gas has to be given adequate time to get in and it should be possible to open the inlet just before the transfer ports close, say 65 deg. after bottom. By closing at 20 deg. after top we have a period of 135 deg. This is about the same as a normal piston con-

trolled inlet but the great advantage lies in the fact that with a decently contrived rotary valve the period of full opening is much greater.

This is what I shall do with my own projected rotary valve job which bears a resemblance to the M.Z. (probably prophetic). My drawings have now reached a fairly advanced stage; they have been transferred from the back of a small used envelope to a larger one!

What happens if we start producing more power? We start doing in pistons. I repeat now what I have said for a long time. The Achilles heel of the two stroke is the piston. Quite apart from racing it is about time that some decent research on pistons for two strokes was carried out. The specimens available seem to be the spare time efforts of tin soldier manufacturers

What is wanted is a low expansion component with a crown a little more reluctant to accept heat than those available today. Then the clearance can be such that the piston can be a pump as it is intended to be, not a bell clapper.

Doesn't this sitting up in bed give you pins and needles in the elbow!

---

### FIRST, SECOND and THIRD—a Summary of Members recent successes.

We don't seem to have very much activity to report this month. Perhaps the thought of the festive season and its consequent effect on people's pockets and stomachs has something to do with it. However, BILL SLOCOMBE has certainly been pegging away at the trials and has already qualified for the British Experts in 1960 by winning the sidecar class in the Hoad Trophies Trial. A week later he was third in the Southern Experts too and then won the Talmag Trophy Trial. Trials in Guernsey and the Isle of Man saw Bemsee members in the "hunt". KEN TOSTEVIN with the aid of an Ariel won the Guernsey December event outright and was runner-up in the January one, while COLIN BROUGHTON had two third best performances in Manx rougherries prior to Christmas. And we mustn't forget the most important role played by "CABBY" COOPER in the Press Trial; a role of "encouragement" to the press bods on their day of mudplugging! Jersey's first 1960 event saw JIMMY LEES-BAKER make second best performance.

Meantime, far away, in the sun, BOB ANDERSON, with 7R and Nortons, had a 2nd, a 3rd and 4th at the Boxing Day meeting at Johannesburg. Earlier Bob had been 3rd in the 500 c.c. event at Pietermaritzburg. Bob had another 3rd with the 350 at East London on New Year's Day. He won the 350 race at Bellville Cap a week later. On the other side of the Southern Hemisphere we are sorry that JOHN HEMPLEMAN had a spill at a grass track meeting and broke a leg. Looks as though that will put paid to the rest of the season down there; a great pity.

Scrambling? Well, we didn't go to the Boxing Day scramble this time, though I expect Bemsee was represented. Yes, we were. PETE JAMES and ARTHUR WEST both had a bash. (Arthur's impressions—mental only—will appear in the March issue.) Further north, at the Derby Pathfinders scramble, NORMAN STORER won almost everything on his 250 Greeves.

## THE TRIAL

You are probably all wondering what happened to the reliability trial which was mentioned on several occasions at the end of last year. Unfortunately, some trouble was experienced when it came to territory and dates, but happily this has all been sorted out now.

Despite the fact that the work of lengthening the circuit is now well under way and thus life is rather difficult for him, Mr. Hall, of Brands Hatch Stadium, Ltd., has very kindly permitted us to use the Brands scrambles course for the trial. We are particularly grateful to him as it is this sporting gesture which has made the trial possible.

We are therefore pleased to announce:

### ***Bemsee Bogwheelers' Excursion***

to be held at Brands Hatch, Fawkham, Kent

on Sunday, 28th February, 1960

It should be a good day out and will help you to get in trim for next April, so let's have a good turnout. At least you can't make the excuse that you don't know how to get there! Among those who have said they will be competing are John Surtees, most of the Committee and one noble soul who is coming from Worcester on a Bantam!

Regs. and entry form will be found overleaf.

---

## THE PRACTICE DAYS

Done some mods to the bike since last October? Feeling a bit rusty and in need of a work-out before the season starts? Or just looking for an excuse to have a day off from work? The answer is to put your name down for one of the practice days we have lined up for you.

In addition to three for the road racers on 9th and 23rd March and 27th April, if enough support is forthcoming, there will be an additional one for the sprinters on 16th March.

Further details and a questionnaire are overleaf.

## SUPPLEMENTARY REGULATIONS

for the

# BEMSEE BOGWHEELERS' EXCURSION

on Sunday, 28th February, 1960

at Brands Hatch, Fawkham, Kent

start : 11.00 a.m. - from the Pavilion

1. *Officials*: Maggie Ward and anyone else she can grab hold of who isn't riding.
2. *Entries*: Only fully paid members of Bemsee may compete. The entry form is on the reverse of the page opposite. Entry fee is 5s. per caput (head to you), closing date is Saturday, 20th February, and the form should be sent to the boss-woman as above. Not more than two riders may use the same machine and this should be indicated on the form (separate form for each rider, please). Teams may be entered, but there must be three bikes to a team (with riders on, of course). If the writing on any entry form is illegible, it won't be slung back as I shan't be able to read the address.
3. *Awards*: Best performance.....A Tankard  
Best opposite class.....An Ash Tray  
Best team.....Teaspoons to each member  
Booby prize.....We'll think of something awful
4. *Marking*: The usual 1 — 3 — 5. Black mark to anyone who runs over an observer or bends his co-rider's half of the bike.
5. *Protests*: Any person who makes a protest will be told what to do with it.

FOR ENTRY FORM SEE OVER

**IMPORTANT**: Please use the Pavilion entrance (turn left at R.A.C. Box, Sign Post Fawkham Green Ash, just before main road entrance coming from London). If you don't you will have to pay to get in !!

## *Bemsee* PRACTICE DAYS

As mentioned overleaf, those for the road racers will be on 9th March, 23rd March and 27th April. The Club circuit will be available to you from 9.30 a.m. to 5.30 p.m., with a break for lunch from 12.30 p.m. to 1.30 p.m. Incidentally, please note that you are advised to bring your own refreshments as none will be available at the track. Only fully paid members are entitled to take part. A fee of £1 per head will be charged, covering riders and passengers for Third Party claims and P.A. Insurance in the usual way. Full protective clothing must be worn.

For the sprinters' day *only* (March 16th) the set-up will be slightly different. Riders will circulate round the course as far as Becketts, where they may stop and re-start using the main runway as a "course".

The rule is "pay-on-the-day" when you sign on before going out to practice, but it will help the staff to cater for as many members as possible if you will return the questionnaire on the reverse side of the opposite page to the Secretary.

# THE BEMSEE BOGWHEELERS' EXCURSION

on Sunday, 28th February, 1960  
at Brands Hatch, Fawkham, Kent.  
Start at 11 a.m.

## ENTRY FORM

Name..... Mem. No.....  
Address.....

Machine..... c.c..... Solo/Sidecar

This machine will also be ridden by.....

Name of passenger (sidecars only).....

Team names:

1..... 2..... 3.....

## INDEMNIFICATION:

In consideration of this, my entry, I hereby agree to save harmless and keep indemnified British Motor Cycle Racing Club Ltd., Brands Hatch Stadium Ltd., the A.C.U., South Eastern Centre A.C.U., and any other person interested in the promotion, conduct and management of this trial and the officials, servants, representatives and agents of each and every one of the aforesaid bodies, from and against all actions, costs, expenses, claims and demands in respect of injury, fatal or otherwise, loss or damage to the person or property of myself, my passenger or my mechanic, howsoever caused, or arising out of or in connection with my entry or my taking part in this trial and whether or not occasioned or contributed to by reason of the negligence of the said bodies, officials, servants, representatives or agents.

Signature..... Date.....

ENTRY FEE OF 5s. 0d. enclosed herewith. (Please make cheques/P.O.s payable to B.M.C.R.C. Ltd.)

Please complete the above and send it to: Miss M. W. Ward, B.M.C.R.C., Ltd.  
34 Paradise Road, Richmond, Surrey, before Saturday, 20th February.

---

## *Bemsee* PRACTICE DAYS

To:— Miss M. W. Ward, 34, Paradise Road, Richmond, Surrey.

Please note my name as a definite/possible\* starter for the practice days on

\*MARCH 9th (road racers only)

\*MARCH 16th (sprinters only)

\*MARCH 23rd (road racers only)

\*APRIL 27th (road racers only)

Name..... Mem. No.....

Address.....

\*Please delete where not applicable.

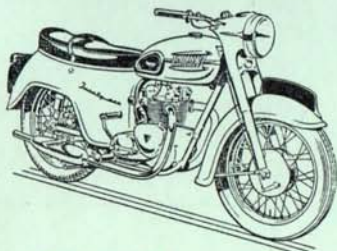
# BOB ANDERSON

relies upon

## Alpha Big End Bearings

ALPHA BEARINGS DUDLEY WORCESTERSHIRE

# ARTHUR WHEELER



SURREY'S LEADING  
RIDER AGENT  
FOR YOUR  
NEW OR USED

**MOTORCYCLE - SCOOTER - SIDECAR - 3-WHEELER**

Main Agent for all the leading makes

**TOURING • TRIALS • RACING**

***SATISFACTION and an unrivalled  
AFTER SALES SERVICE assured***

Part Exchanges and Hire Purchase welcomed

# ARTHUR WHEELER LTD.

45, 47 & 51 WATERLOO ROAD

# EPSOM

PHONE  
4505/6



# STREAMLINED WEATHER PROTECTION



by "AVON"

**THE ORIGINAL AND STILL THE BEST**  
*INSIST ON GENUINE "AVON" FAIRINGS*  
*FAIRSHIELDS, STREAMLINERS, SCOOTER SCREENS,*  
*AVONAIRES & STOWAWAYS*

From all good stockists or if in difficulty write

**MITCHENALL BROS. LTD.**

SALES DIVISION • AMESBURY • SALISBURY • AMESBURY 3016

## R.A.C.-A.C.U. TRAINING SCHEME

A record number of learner motor cyclists and scooterists have successfully completed courses under the R.A.C./A.C.U. Training Scheme this year. Already more than 2,000 have reached the required standard of proficiency with several more examinations still to be held during December.

Last year's total of 1,957 pupils gaining proficiency certificates was itself a record. This in turn was 312 more than the previous best in 1954.

Since the scheme started 12 years ago, over 14,000 of the 16,494 trainees have passed out as competent motor cyclists.

One organisation that has played an important part in it is the Farnham Royal Motor Cycle and Light Car Club which passed out its 500th trainee at Slough this week.

The scheme enables pupils to learn how to ride competently on private roads without danger to themselves or others before graduating to busy public highways. Maximum cost for a course is 36s. —due mainly to instructors giving their time voluntarily and manufacturers and others providing training machines free of charge.

The final test is regarded as at least equal to the official M.o.T. examination and has the advantage that the candidate is under observation by the examiner throughout, the examiner following on his own machine.

The Ministry of Transport, police, R.O.S.P.A. and local authorities all support the scheme as a valuable contribution towards road safety.

T.T. DEALER ENTRANTS SINCE 1937

## BRYANTS of BIGGLESWADE

District Agent for all Leading Makes of

**MOTOR CYCLES AND SIDECARS ✱ SCOOTERS AND MOPEDS**  
**ISETTA and RELIANT THREE WHEELER**

Always a Large Selection of New and Used Machines for your disposal  
Realistic Part Exchange Prices  
Up-to-date Hire Purchase Terms

Postal enquiries receive prompt and personal attention

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

## AREA NEWS

### METROPOLITAN

A. L. Huxley

Court End, Courthill Road, Chipstead,  
Surrey

**T**UESDAY night, January 12th, saw another meeting at the Prince of Wales Tavern when we had the discussion on Racing Organisation etc., and although it was an extremely cold night, quite a few members turned up to support the meeting and argue over their points of view. Several matters were discussed at length and at times with much hilarity—it would seem the Club Committee will have one or two items on their Agenda in due course. However, after the Interval, the housey-housey machinery was aired again and, we think, enjoyed by everybody—especially a certain lady who not only won the bottle of Sherry, but one of the main prizes in the housey-housey and later very sportingly made a presentation to the Bemsee Benevolent Fund, which increased the Raffle surplus and was given to Miss Ward as a donation to the Fund.

Our next meeting at the Prince of Wales Tavern will be Tuesday, 16th February when we shall be having a film show and, once again, our "Bemsee" Golden Jubilee Film will be shown to enable those in the Metropolitan Area who have not as yet seen the film to see it in comfort. Other films will be in support, but we are endeavouring to make this film show slightly different from the past. Don't forget the date—16th February, Prince of Wales Tavern, 7.30 p.m.

The Old Codger tells me that there is likely to be a rush for entries in our Bemsee "mud-plug". So as soon as you get your February issue of "Bemsee" send off your entry per return, else you might be disappointed.

Looking forward to seeing more of you on the 16th February and, remember, do come early before the gallery seats on the lamp standards are sold.

We are being invited up to the Northampton Area during the month of February (date to be fixed) to participate in the return competition—don't forget they beat us (only just, remember) and we must be all out to get our own back. Please let us know if you can make the trip—we will arrange for seats in cars where possible so as to make it a comfortable journey and a strong party from the Metropolitan Area.

### MIDLAND

A. Squillario

Shrewley Fields, Hatton, Warwick.

**S**ORRY about the mess-up over Barry Johnston's Film Show in last month's news. Anyhow you have not missed it because it has been arranged for Thursday, 25th February. The venue is the "Malt Shovel", Barston, about three miles from Solihull. I hope many of you will be there to do justice to the Solihull Club's invitation. A goodly selection of films has been secured, including the Club's Golden Jubilee Film. Time is 7.00 p.m. onwards.

Maybe you will get this issue of the magazine in time for me to remind you of the Birmingham M.C.C. v. B.M.C.R.C. quiz on Thursday, as never is, 7.15 p.m. onwards at the Motordrome, Colebrook Road, Birmingham 11.

### NORTHANTS

A. F. Mills

Express Dry Cleaning Works, Rushden.

By the time this appears in print the Area Dinner will have been held. February's meeting has yet to be fixed, but all members in the Area will be notified by the usual post card in a few days' time. Before the winter is out we hope to welcome the Metropolitan Area lads and lasses to Rushden for a return of the darts match.

### NEW MEMBERS

We are pleased to welcome the following new members to the Club and wish them a long and happy stay with us:—

D. G. Ainsworth	O. H. Lake
M. Aitken	B. W. Moore
J. F. Blount	C. L. Morgan
D. I. Borley	B. Owen
I. Bruce	A. J. Perry
E. Bunce	A. J. Pickman
J. F. L. Burrell	E. Pickup
M. J. Burton	R. V. Pike
J. A. Collins	B. H. Pinckney
W. P. Crozier	R. Prince
W. Evans	W. R. Rabson
R. J. Everett	S. G. Raynor
J. W. Goodwin	J. R. Rush
L. Gryce	D. J. G. Sarsons
J. P. Hawker	R. I. Seabrook
M. A. Higgs	C. Thomason
G. A. Hockham	B. J. Thompson
D. L. King	I. Watkins
R. A. Kingstone	A. D. Williams
S. Knight	T. G. Yeatman

## BILL JARMAN'S COLUMN

LET us give the A.C.U. a pat on the back for setting out a much better programme for the 1960 T.T. Above all let us give three cheers for the decision to use the one and only Mountain Course for all events. Personally I have waited many, many years to see the "Barrow Boys" back on the proper circuit. For your information here are the speeds and record laps:— 1923, 53.1 and 54.6; 1924, 51.3 and 53.2; 1925, 55.2 and 57.1.

\* \* \*

Our very own first event is the famous "Hutch" which is now the oldest event on the Mainland. Except for the war years, the "Hutch" has been an annual event since 1925. It was originally a handicap race but when we moved to Silverstone in 1949 (after two meetings at Dunholme) the Committee evolved a formula which has stood the test of time. Full details are given in the Regulations.

\* \* \*

Above all, we require at least twenty thousand people at the "Hutch", so if you can display a few posters and get your pals to put stickers on their cars or sidecars, drop a note to the Secretary at Richmond and ask her to send along the necessary. Places like pubs, clubs, canteens and agents' showrooms are the places for posters. I personally have given out hundreds of these things with never a refusal yet. In some instances I have been rebuked if I failed to deliver the documents.

\* \* \*

Let us offer our congratulations to the B.B.C., Daily Express and Sports Writers'

Association. It has taken many weary years to make people realize what the members of this Club have done during the past fifty years. Just for the record, take a look at the G.P. and T.T. results since the war. Observe the names in the 1, 2, and 3 positions and you will agree with the late Mike Hawthorn who reminded the press that he had won ONE world championship, not TWO. Now that John Surtees has done it again, i.e. two years running, four in all—well, well, they just had to notice something we already knew!

Every year I notice quite a lot of our members riding in the Pioneer Run. Rarely do I see three of them grouped together as a team. This was done regularly, a few years ago, and most of us would like to see it operating again. It is very good publicity for B.M.C.R.C. and those members who are fortunate enough to possess a really good pioneer motorcycle made before the Kaiser war. Get together lads!

\* \* \*

It was good to see contributions from other members in recent issues of this magazine. Now that Guy Tremlett has taken over the Editor's chair he is bound to welcome articles which will interest the rest of us. Never overlook the fact that this journal is run by the members for the members. If you doubt it, just turn up last month's issue and read the letter from a man who really does understand the Queen's English. The strange thing about that letter is one small item of pronunciation. It sounds fine if you read it aloud to someone else.

### THE MOTOR CYCLE SPECIALIST and EVERYTHING FOR THE MOTOR CYCLIST

# ANGUS MOTOR CYCLES

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

SERVICE  
ACCESSORIES  
REPAIRS  
INSURANCE

**STATION PARADE**  
Phone **SEVENOAKS** 3338  
**KENT**

PART  
EXCHANGED  
H.P. TERMS  
USED MACHINES

**Main Agent and Spares Stockist for all the Leading Makes**

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

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

# MEN AND MACHINES—1

by DOUBLE KNOCKER

*(This is the first of a number of articles which will appear from time to time in "Bemsee" about riders and machines which have made, are making and look as though they will make a mark on racing. This initial article deals with a matter that appears to be concerning some racing circles at the present time.—Ed.)*

Rather spasmodically and with no great enthusiasm several efforts have been made in the past to promote production machine racing. B.M.C.R.C. has been concerned with one or two of these efforts, notably at the earlier Silverstone Saturday meetings and again last year at "Trophy Day" and the Long Marston sprint. By far the most important of such ventures have been the Clubman's T.T. and the Thruxton Nine Hour races. Apart from the latter it can hardly be said that these races have been startlingly successful. Why should this be so? If it is so, then is there any real future for such events in 1960 and the years to follow? I thought it might be opportune to have a brief look at these questions. It might be as well to say, at the outset, that any opinions expressed in what follows are my own and not, repeat not, any official views of the Club.

First a look at production machine races of the past two decades might be as well. At the forerunner of the post-war Silverstone Saturdays there was "Motor Cycling's" Day at Donington in 1939, and this meeting included two races for production machines; won by a KSS Velocette and Tiger 100 Triumph respectively. In 1947 the A.C.U. conceived the excellent idea, on paper at any rate, of having races for club riders, i.e., riders relatively new to racing, riding production machines over the Isle of Man Mountain circuit, the races to be included in the T.T. programme. In 1947 a very representative entry was received and though International Nortons won both 350 and 500 events, several other makes such as Rudge, Ariel, Triumph and A.J.S. were prominent. What was a great pity was the insistence on removal of all road equipment and permitting straight-through exhaust systems. Excelsior, Velocette and Vincent-H.R.D. provided the winners in 1948, A.J.S., Norton and Triumph being again well placed. In 1949 a B.S.A. Gold Star won the 350 c.c. race, a performance repeated each year to 1956. Nortons held on to the 500 c.c.

race until 1954, with a solitary Triumph win in 1952, when the 500 c.c. Gold Star won. But long before the complete B.S.A. domination there were in fact only three types of machine which were seriously considered, the B.S.A. Gold Star, international Norton and Triumph Tiger 100, all machines of a super-sporting category, which when prepared for the race looked very like racing bikes. By 1956 interest in the race had largely expired and, though the regulations were changed that year (road equipment had to be carried) B.S.A. carried all before them again. Thereafter the race ceased to be held in the Island. In fact the races had ceased to have any value. I feel that the regulations were to blame for the eventual demise of the series. Only one manufacturer took full advantage of the rules as they stood and that manufacturer soon secured domination of the races; no blame to him for that either.

Before the Clubman's T.T. ceased the Southampton & D.M.C. has already run three of its Nine Hour Races for standard machines. Once again B.S.A.s won the early events of the series, but latterly Royal Enfield, Triumph and B.M.W. have been well to the fore. At Thruxton very nearly standard machines are insisted upon. At the two B.M.C.R.C. production machine events last year even more stringent regulations were enforced. It can be seen, therefore, that this form of racing has hardly been prominent in the British Isles so far. The reasons why may well be more numerous, but the very fact that entry lists have been more than full with riders wishing to race proper racing machines, leaving no time for other types of race, coupled with the disinterestedness of the majority of spectators in such racing, seem to me pretty conclusive.

Is it different now then? In some ways I think the answer must be "yes". For one thing more manufacturers are producing sporting bicycles which can be easily used on the highway and yet could well be used in production machine races.

# ARCHERS of ALDERSHOT

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

Sales and Service for . . .

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

CAN WE HELP YOU?

## ARCHERS

THE RIDER AGENTS

VICTORIA ROAD, ALDERSHOT

Phone 323

IN THE TRADE SINCE 1902

One has only to glance at a list of such machines currently available to the British buyer to see that. Therefore it should follow that the competition ought to be greater—a good thing. It should also follow, surely, that, provided one can ensure machines are standard, there will be greater spectator interest. For one thing exactly similar machines as they themselves own are being raced. The considerable increase in attendance at Thruxton during the last two years should be noted. Against one must say that production sports car racing is not rivalling Grand Prix racing in popularity in the four-wheeled sphere, though their problems are somewhat different. Before going to the question of future production racing there is one most important matter to be mentioned.

A few sentences above I said that one must ensure machines are standard. Here lies the crux of the problem. To make these races worth running the machines must be in standard trim and any modifications allowed must be such that any private owner can acquire them or carry them out himself. I would go further and say that no modifications should be allowed that might create an adverse impression when the machine is used on the public road. Therefore it seems to me that full road equipment should be carried with the exception of stands and front number plates which can be dangerous. No departure should be allowed from a manufacturer's specification in respect of compression ratio; valve size; exhaust system (which should work properly (decibel meters at the

scrutineering?); carburettor size, type and number; ignition systems; size and type of wheels; footrest, rear brake, gear lever and handlebar position; gearbox ratios (other than any variation by means of different engine sprockets, etc., available as optional extras anyway); tank sizes, shapes and material of construction and seat, I see nothing against the use of racing tyres. All the lighting should work properly, before and after a race. At least 100 of each type of machine should have been sold to the public and no machine before a certain date, say 1950, should be eligible. This latter may seem a little hard, but machines more than a few years old are often so much modified that they do not comply with the letter of the regulations. While some elasticity in rules is an excellent thing, in this particular instance exact compliance would be necessary to maintain proper order. There are snags, of course; there are in most things. Scrutineering has to be more thorough and even then there is nothing to prevent someone pulling a "fast one" by incorporating unseen mods. Of course there is the possibility of detection after the race if this someone wins and the organisers are not satisfied all is well. I would too ban any form of streamlining, at least for the present. It is still relatively rare and by no means an accepted requisite for a road going motor cycle in this country.

1960 will see another Thruxton 500 Mile Race. It will also see three production machine events at various B.M.C.R.C. meetings. More than that is not yet clear, though indications are that

practically no new events of this nature will in fact be run. As I said before, with the immense number of riders (with proper racing machines) and the inevitable overcrowding of entry lists, organisers can hardly be blamed for not including new classes. In any case this type of race really falls between two stools; for in nine cases out of ten riders with racing machines have not got a production job as well and probably will not wish to bother with one, while the public are not interested in a crowd of novices who, moreover, can add heavily to the burden of organisation. Nonetheless, I do suggest that a few more such meetings might be put on, at suitable circuits and at suitable meetings, Thruxton, and any other long-distance event of a like nature, is different. Such races are difficult and only experienced men should be allowed to ride in them. The extra production machines races I suggest would be short events. Any organiser who does put on such an event will get a good enough entry, I feel sure.

There is one other aspect of this matter that might be mentioned. Recently in various quarters there have been suggestions that organisers should include in their programmes at least one such race as I am discussing, so that the local "coffee bar cowboys" can work off their surplus enthusiasm in the right place rather than up the local by-pass or high

street. While this is a laudable idea, I am not sure that it would work. The A.C.U. insist, and rightly so, on a standard of protective clothing. That is one problem right away. Such characters will not have any. And I do doubt whether the idea would appeal to them, whatever blandishments were placed in front of them. Obviously if such riders can be persuaded to enter the standard machine events which are held, then all well and good. Some 10 new members joined the Club so that they could race in the production machine event at "Trophy Day" last year. I would certainly never suggest that any of them came into the category mentioned above. Perhaps that adds some proof to my point here.

To sum up the matter I would say that a number more production machine races could well be run; both to open opportunities for some fresh rider talent and to provide further "education" for the general run of spectator. But I do feel regulations should be standardised, sensibly, both for racing events and sprints. I understand B.M.C.R.C. will be having two such events at the Club meetings at Silverstone, as well as Long Marston. This is a good sign and perhaps others will follow. Anyway, what do you think? I have no doubt that the Editor would welcome a little correspondence on the subject.

## BADGES

The New Year needs a new badge! Why not buy one now? Fill in the form below and send it off to the Office:

Lapel badge: 10/-                      Ladies' brooch: 6/6

Blazer badge: 45/-

Car badge: 17/6                      Transfer: 1/9

Ties: type 'A' 12/6 and 'B' 16/6

Name ..... Membership No. ....

Address .....

## R.A.C. POLICIES

**B.M.C.R.C. members are invited to  
REDUCE THEIR INSURANCE COSTS and to obtain the  
BEST SECURITY COVER AND SERVICE**

### THE R.A.C. MOTOR CYCLE POLICY

Combines a low basic premium with up to 20% No Claims Bonus; there is a unique Personal Accident extension for crash helmet wearers. Also reliability trials and other competitions held on the public roads and approved by the R.A.C. or the A.C.U. are allowed without additional premium.

### THE R.A.C. PRIVATE CAR POLICY

Gives a one year 33 $\frac{1}{3}$ % No Claims Bonus, irrespective of the present percentage being allowed by the present insurers at the renewal date. As further encouragement to the careful motorist, the Bonus is increased to 40% for four consecutive claim-free years, the policy extends Personal Accident section to include insured's wife. Manslaughter legal defence included without additional premium.

In many cases the saving offered to you is substantially more than the annual R.A.C. Subscription.

#### ENQUIRE NOW

by completing the short form below and returning it to:

The Secretary,  
British Motor Cycle Racing Club Ltd.,  
34 Paradise Road, Richmond, Surrey.

---

#### Please send details of the R.A.C. Policy to :

Name .....

Address .....

Particulars of Motor Cycle and/or Car :

Make and Type (full details)	c.c.	Year	Estimated Value
------------------------------	------	------	-----------------

Occupation..... Date of Birth.....

Is the vehicle used for business.....

My present policy is in respect of :

Comprehensive / Third Party Fire and Theft / Third Party only.\*

Company.....

Expiry Date..... Are you a member of the R.A.C.....

I have/have not a No Claims Bonus. If so, state amount.....

How long have you held a licence to drive a motor cycle and/or car.....

\*Delete whichever is inapplicable.

## EDITOR'S CORRESPONDENCE

Dear Sir,

I feel most envious of the members who live rather nearer to Silverstone than I; travelling 270 miles to a race track and then back again is rather tiring to both rider and machine. Fortunately the summer vacation allows me to work in the south and stay in Oxford. This usually allows me to see some racing at Silverstone and Mallory Park, which, together with visits to Oulton Park and Oliver's Mount (surely two of the best circuits in the country), makes life bearable.

In the December issue there was an article by Lionel Cheeseright which I thought showed a great deal of common sense. I should like, if I may, to recount two experiences of mine which have firmly imprinted on my mind the fact that most drivers of four, and more, wheeled vehicles seem to regard the mirror as a very dangerous instrument not to be used under any circumstances once the Driving Test has been passed. The first occurred in the main street of Newcastle. I was moving along the centre of the road, after signalling to overtake a car which was moving at crawling pace hard against the left-hand kerb. When I was within approximately ten yards of him he turned sharp right and accelerated. Result was one "bent" B34, a week old, and a fractured ankle. The second incident took place when I signalled to overtake a lorry. The lorry pulled out in front of me, giving no indication. I braked hard and travelled the next 50 yards on my back following the 'bike. Did the lorry driver stop? Not on your "nelly"! Perhaps I'm unlucky or maybe I'm the one at fault, or perhaps there are two versions of the Highway Code: the one I read and another for car and lorry drivers. I think I'll stay clear of the M1 until there is a lane for motor cyclists! (*Don't panic; it ain't too bad!*—Ed.)

On the subject of "milk bar cowboys"; I've seen several gangs of these idiots in action and it scared the life out of me, don't believe that a "piece of skirt" is responsible, I've talked to some of these lads and nine times out of ten there is not a girl around. Try to get them to a road race meeting—I hope you have more luck than I have had. I was con-

sidered an idiot because I left home at 5 a.m. to go to Oulton Park or Mallory. However, I hope something can be done about the whole business. They may account for only 1 per cent. of all the motor cyclists, but they are doing a lot of damage to the good name of the other 99 per cent. By the way, I'm only 21 myself, so I'm not one of the "old brigade".

Yours etc.,  
KEITH ROBERTS.

Ferryhill Station,  
Co. Durham.

\* \* \*

Dear Sir,

May we make a few sincere suggestions for 1960.

We read with horror that in the Competitors' Road Race Calendar, there are no fewer than 10 Sprints and Hill Climbs. Surely this points to a trend in the wrong direction; what a waste of dates! We are sure 99% of Bemsee members will agree, as sprint meetings are seen every day on the M1. Who wants sprints anyway. Let's ban them.

50 c.c. Racing is another form of racing (?) that should be banned. We feel quite sure that the only enthusiasm for this class rests with the riders, definitely not with the spectators. If we must have them couldn't somebody put up a cup for the F.T.D. in the paddock with points gained for those who keep their engines going the longest during the day? If they must race, let's put them on the Mountain Course where we feel sure a few observed sections (1 for a dab, 3 for pushing, 5 for a stop) would enliven proceedings.

Alcohol should definitely be banned as we have been convinced by trade publications publishing letters by well-informed people that there is nothing whatever to be gained.

I.O.M. (spelt expense)—let's stop this as well, but, if racing must be undertaken there (why we cannot imagine, when Brands' Hatch is available) put them all on the Clypse Circuit (except 50 c.c.) and forget the antiquated, boring for spectators Mountain Circuit. If we must race on the Mountain surely the chairs should be run the other way round, so making it a left handed circuit?



In 1960 let's have some information on Brooklands in the Bemsee journal as information seems rather vague. What shape track was it? Did it have left and right hand corners? Did it have any hair-pins, etc.?

Graded racing—how ridiculous! On winning the third graded race a rider wins more prizes than a man who has lapped ten miles an hour faster in a first graded race and come in well down the list. Have graded racing if you must, but distribute the prize money according to lap speeds. A better way out of this is to forget prize money altogether. Who wants it anyway?

Women riders—no argument here.

Banned! Their place is in the kitchen or the bedroom.

We close on a word of advice to those members trials riding. It's very dangerous and painful. The writers speak from personal experience. Don't go down steep, muddy hills in neutral with a dead motor for you are liable to find yourself sitting on a non-folding footrest or in hospital with a broken ankle.

Yours etc.,

R. A. AVERY and  
K. W. J. DOUGLASS.

P.S. We refuse to enter into any correspondence with those ignorant enough not to agree with us.

*(What's this—mutiny in the camp—Ed.)*

---

## Mutual Aid

For the benefit of members who may not be aware of the fact we would point out that no charge is made for insertions under this heading in "Bemsee". If an individual wishes to make a small contribution to the Club Benevolent Fund he may do so. Any insertions for this should reach the Editor not later than the 12th of the month preceding issue.

**For Sale:** 1948 M.A.C. Velocette engine, complete with B.T.H. mag.—£3 10s.; 4 speed gearbox for same complete with clutch—£3; Dowty teles with wheel, fitted new tyre and tube (teles need new seals)—£3; new Terry saddle—15/-; Speedo Head—15/-; see below.

**FOR SALE:** Complete front fork assembly with wheel from Black Lightning. Electron brake plates. New 19in. alloy rim and tyre.—A. E. Willerton, 30 Houghton Street, Leicester.

**For Sale:** 1937 Model 30. "Cammy" 500 c.c. Norton. G.P. Carbs; Bronze Head; Plunger Springing; 4½ gallon Tank; B.T.H. Racing mag. No lights. Very good condition. £50 o.n.o. Apply: J. H. Swift, B.M.C.R.C. Limited, 34, Paradise Road, Richmond, Surrey.

**For Sale:** 1956 7R. Recently overhauled for the 1960 season. M. C. T. Sampson, 5 Park Row, Greenwich, S.E.10.

**For Sale:** New and used but serviceable spares for a 1957 500 Gold Star. Includes megaphone and exhaust pipe, racing cams and almost complete set of new racing gears. P. Arnott, West Winds, Staunton Road, Monmouth.

**For Sale:** 1958 "Manx" racing seat, as new, £5 10s.; 1958 front racing number plate, £1 10s.; J. A. Sugden, 89 Cromwell Drive, Sprotborough Road, Doncaster.

\* \* \*

**WANTED:** Racing boots, size 9, and bottom half of two-piece leathers.—N. J. Dicks, 100 Chamberlayne Road, Kensal Rise, N.W.10.

**WANTED:** Leather to fit 40-42in. chest, 5ft. 6in. height.—B. West, 6 Buckingham Road, Upper Parkstone, Poole, Dorset.

- FEBRUARY**
- 3 National Sprint Association Talk—London\*
  - 4 Midland Aea Quiz—Birmingham.
  - 16 Metropolitan Area Film Show—London.
  - 26 Annual General Meeting—London.
  - 28 The Trial—Brand's Hatch.

\*            \*            \*

- MARCH**
- 9 First Practice Day—Silverstone.
  - 16 Sprinters' Practice Day—Silverstone.
  - 23 Second Practice Day—Silverstone.

**Wanted:** One piece riding leathers in good condition. 5 ft. 7 ins. high, 36 ins. chest. S. Knight, Esq., 7, Tabor Grove, Wimbledon, S.W.19.

**Wanted:** Old Inter or Manx 1937-39; must be cheap; M. D. Grant, 19, Heathside, Hanworth Road, Hounslow, Middx. Phone HOU 8420.

**Wanted:** Leathers—chest 38 ins. height 5 ft. 8 ins.; also any information on spares for 50 c.c. Maserati Special. L. P. Sole, "Fison" 233, Worplesdon Road, Guildford, Surrey.

**Wanted:** One piece leathers in good condition; 6 ft. 1 in. tall, 40 in. chest; long legs! L. H. Creak, 23 Chief's Street, Ely, Cambs.

**Some Short Races with a Tiger 100**

*(continued from page 20)*

I drove home overnight, having to stop and walk at about twenty mile intervals towards the end in order to combat a tendency to fall asleep.

A few weeks later I regretfully sold the Triumph, having decided that racing from Cornwall was too expensive single handed. I invested the proceeds in diving gear, as I thought that it might prove more lucrative whilst living near the sea and perhaps bring in sufficient funds for a real good try at racing again sometime.

*(Concluded)*

## **E. S. LONGSTAFF LTD.**

**FOR ALL MOTORCYCLES, SCOOTERS, THREE-WHEELERS**

Part Exchanges — Hire Purchase — Service

**108 HIGH ROAD, SOUTH WOODFORD**

**E.18**

**BUCKhurst 6369**

● **68 NEW ROAD, EDMONTON**

**N.9**

**EDMONTon 6163**

Reminding you that

*Bemsee's* first race is

THE

28th

"Hutchinson 100"

at

SILVERSTONE

9 APRIL

\* \* \* \*

International again this year—a one day meeting again—  
“graded” races again.

Programme includes a 6 lap 125cc race, a 10 lap 250cc race, two 15 lap 350cc races, two 15 lap 500cc races, and 10 lap scratch and handicap races for three-wheelers. Racing starts at 1.30 p.m. and will finish at 6.05 p.m.; practice in the morning from 9.20 a.m. to 12.20 p.m. Trophies include the Mellano Trophy, Avon Trophy, A.M.C. Challenge Trophy and the Dunlop Trophy. 50 125cc entries, 50 250cc entries, 100 350cc entries, 100 500cc entries and 25 three-wheeler entries will be accepted, with 5 reserves per solo race and 2 per three-wheeler race. Regulations now available. Entries close 12th March.

Posters, Stickers and leaflets will shortly be available. Make sure you distribute as many as you can. Publicity for the event is vital. You can help here. Please do so!

**add style  
- and safety!**



**4LR.  
DRIVING LAMP**  
Hooded rim style.  
Chromium plated. 55/-

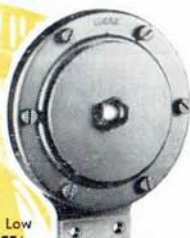
**LAMP BRACKET**  
Solid brass, enamelled.  
For 1" diam. crash  
bars. 6/9



**L564.  
STOP/TAIL LAMP**  
with switch and cable. 30/-



**569.  
SIDECAR LAMP**  
All chromium plated. 17/-



**HF.1748.  
HIGH  
FREQUENCY  
HORN, Black. Low  
or High note. 55/-**



**KEEP YOUR BATTERY AT  
EFFICIENCY LEVEL!  
BATTERY FILLER**  
3 sizes. From 3/6

**LUCAS**

*Quality*

**MOTOR-CYCLE ACCESSORIES**

JOSEPH LUCAS LTD . BIRMINGHAM 19