



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 13. No. 1. JANUARY 1960



Almost a veteran! Jack Beeton with passenger Eddie Bulgin and streamlined Norton-Watsonian taking Maggotts Curve at Silverstone.

(Photo: Gordon Hicken)

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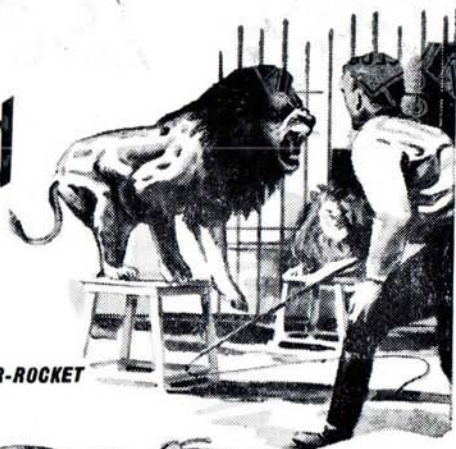
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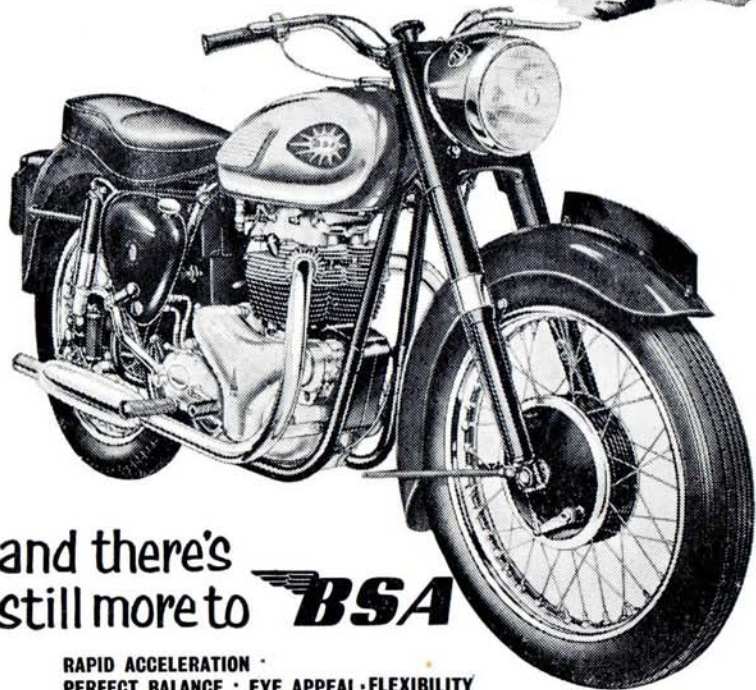
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Bemsee

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

WITH this month's issue we enter a new year, 1960. 1959 is past. From the standpoint of racing it has been no bad year. Indeed from two angles probably we have had it "real good"; standards of racing and the weather. While it is pleasant sometimes to look back on the past, we live in times that move fast and where progress is often decidedly quick. It behoves us, therefore, to look ahead; to look towards a new season's racing. It has been said many times before that the next year will be the best ever in-so far as our Sport is concerned when, in fact, things have turned out pretty dismally. Let it be said that 1960 could be quite a "vintage" year for racing. Certainly the Club's own race programme is a good one. Indeed we venture a little further and say one of the best yet planned. For this one big reason—the ordinary riding member and the "novice" rider will have more opportunities for racing under the Club's banner. We must never forget that it is just as much, if not far more, the Club's task to provide the newcomer with racing as it is the top line riders.

This year, for the first time, we are publishing a calendar of road racing events for 1960. While we know our august weekly contemporaries do likewise, we make no apology for following their example. To judge by the letters the Office receive, such a list of events will be more than welcome to most members. Could we take this opportunity, too, of stressing a couple of points in regard to entries at Club race meetings? Immediately you get the entry forms etc., fill 'em in and push 'em back to Richmond; with correct entry fee, of course! Where possible entries will be accepted "first come, first served". So it will be no use moaning if you're too late. Secondly please fill in your entry form correctly and legibly. Speaking from personal experience I know what some forms are like! So please do help us here.

May we wish all Members every success and good racing in 1960.

* * * * *

ALL LETTERS AND MSS. FOR PUBLICATION TO BE SENT TO THE
EDITOR BY 12TH OF MONTH

COMMITTEE NEWS

Meeting held on Monday, 7th December at the R.A.C., London, S.W.1.

Present: H. L. Daniell (Chairman), E. C. E. Brangwanath, D. Bates, L. S. Cheeseright, E. Cooper, R. R. Fifield, A. L. Huxley, A. Squillario, I. F. Teffler, W. G. Tremlett and the Secretary.

Apologies for absence were received and accepted from D. J. H. Glover and R. C. Walker.

The Chairman reported that at the Meeting of the Board held immediately beforehand, Resolutions accepting Mr. Tremlett's resignation and confirming the appointment of Miss Ward as Secretary had been passed. He also read a letter from Mr. N. B. Pope in which he resigned as Chairman of the Board and a member of the Committee. This resignation had been accepted with regret.

The A.C.U. Stewards' Reports on the Meropolitan Meeting and Hutchinson 100 were read and noted with satisfaction.

The Secretary gave a report on the current situation with regard to a new vehicle badge. It was agreed that she be authorised to continue the search for a suitable quotation and to order that which could be retailed at a reasonable price to members.

Mr. Cooper reported on the Annual Dinner. He said that generally he felt it had been enjoyed by those present.

During a discussion on the subject of officials for the 1960 race meetings, Mr. Bates suggested that a recently retired rider should be co-opted onto the panel of Stewards. It was agreed to give the matter further thought. It was generally felt that the Press service was inadequate and might be improved.

Considerable discussion followed Mr. Tremlett's mention of a proposal put forward by B.R.D.C. that the start/finish line should be moved back to that used by the B.R.D.C. for car meetings, i.e. after Woodcote Corner; this was by way of an experiment and would apply in the first instance only to the Hutchinson 100 meeting.

General points were discussed concerning the proposed reliability trial. It was hoped that the difficulty at present being experienced with the fixing of a date would shortly be overcome. The proposed date was 28th February.

New members were elected.

The next meeting was fixed for 25th January, 1960.

ANNOUNCEMENT

The Board of Directors regret to announce the resignation of Mr. N. B. Pope from the Board and Committee. At the same time they are pleased to report that Mr. W. G. Tremlett has been appointed a Director of the Company and member of the Committee of the Club.

NEW MEMBERS

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

C. A. Atkins	R. J. Metters
B. J. Brinton	L. Mellor
L. A. Carter	A. C. Oliver
T. W. Cleminson	B. M. Porter
P. W. Cox	R. W. F. Rose
J. Findlay	B. Sayles
(Australia)	R. P. Wales
R. Jeremiah	H. E. Whitlock
B. W. Langford	

SUBSCRIPTIONS

I have to remind members that subscriptions become due for renewal on 1st January (vide Club Rule 6). Remittances for £2 2s. should be sent as soon as possible, to me, together with the blue form enclosed in the December issue of the magazine. Thank you!

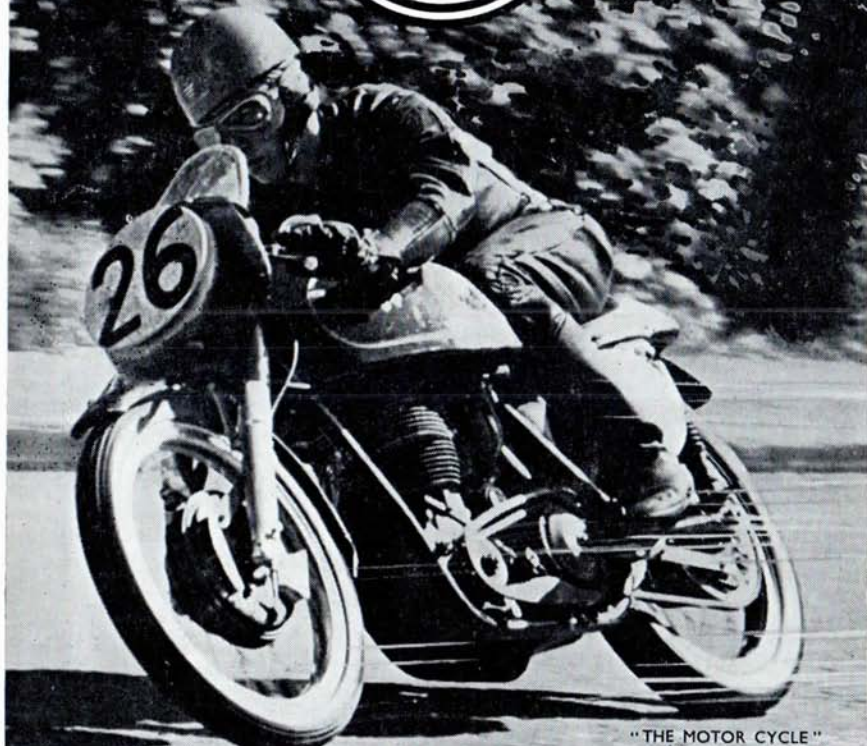
Secretary.

BENEVOLENT FUND

The Trustees of the Fund wish to acknowledge, with grateful thanks, receipt of the following contribution since the previous issue:—

T. E. Shillingford N. B. Pope

For further news about the Club, its members and doings see pages 8 and 9



"THE MOTOR CYCLE"
PHOTOGRAPH

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SOME SHORT CIRCUIT RACES WITH A TIGER 100

by

K. G. BROUGH

EARLY in March, 1954 I posted my entries for the Easter races at Brands and Thruxton. At the time I was working in the "Gold Star" shop at B.S.A.'s, but decided to leave at Easter, in order to obtain my week's back pay, which was necessary to cover expenses I expected to incur at Easter, and also to test the possibilities of finding work near my home in Camborne, Cornwall. For transport, I intended to use my 1925 Morris Cowley, and I wrote to my local motor cycle dealer, David Paull of Chacewater, to ask him if he could provide a trailer. My Clubman's Tiger 100 was at Camborne. About three weeks before Easter I visited the Triumph factory and ordered, and paid for, small bore exhaust pipes and megaphones, a selection of sprockets, and Ferado clutch plates, asking that these items, which were, I was told, in stock, be sent to my home in Cornwall.

When I arrived home in the week preceding the races I found the spares had not been delivered, so awaited them anxiously. David Paull offered me the loan of his heavy, two-bike trailer, which I gratefully accepted, and soon we had fixed up tow fittings. I gave the Morris an oil change and the transport problem was well in hand. But the spares did not come and I had to set out for Brands with the Tiger in Clubman's T.T. trim.

Driving alone I left Camborne at six a.m. on the Thursday. The Morris responded nobly, breasting many of the Salisbury Plain hills in top gear. By tea time I was in my old home town and I looked up my good friend Mr. J. Roe of the Fleet Motor Cycle Depot, who had given me his help in my first efforts at racing. Somewhere near Reigate I lost my way and the friendly rider of another Tiger 100 re-directed me. Darkness had long fallen by the time I reached the little village of Riverhead. I filled up with petrol and inquired for a hotel. I was practically on my knees when I stumbled into the Amherst Arms at about eight p.m. I had a glorious night's rest.

The next morning was sunny and decidedly inspiring as I made my way to Brands Hatch. Suddenly, whilst driving through the pleasant lanes of Kent I had

an intimation of immortality!

At Brands I renewed my acquaintance with John Hurlstone, who I had last seen when we rode in the Clubman's together the previous June. He too rolled into the grassy pits in an old car, although it was considerably younger than mine. The wet grass paddock was a decided nuisance. It was difficult to start an engine on and I performed some full lock slides at low speed whilst struggling for wheel-grip on the mud. During practice I found that third gear was only slightly too high for the straight.

I lined up for my first heat. The Tiger started as soon as I dropped the clutch, I got aboard and found to my dismay that I had absentmindedly folded the off-side footrest as if for a Clubman's type start. Trying to unfold the rest I had a glimpse of John accelerating past and then I got sorted out and entered Paddock Bend. I did not like the course at all. There was not a single fast bend that one could really "have a go at". I found that second gear was far too high for Kidney Bend; luckily the track was wide and I managed to keep off the grass. I do not know in what position I finished, but at least I was not last.

I do not remember any details of my second race except coming out of Clearways Bend on the last lap, level with a 7R Ajay; we accelerated over the line together. Again I did not qualify for the final though I had enjoyed some good place swapping.

I returned to the Amherst Arms and spent some hours before and after closing time in the saloon bar yarning with a big-game hunter from Africa. He had done some racing out there, and had a large fund of stories.

On the Saturday morning I took some photographs of the equipe and set out to make my way leisurely back to Thruxton. I enjoyed ambling through the leafy ways, again in the welcome sunshine, with the hood down and my ex-R.A.F. survival hat on the back of my head.

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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

Triumph, but had been unable to obtain small-bore exhaust pipes and megaphones.

I made my way to the circuit early, and with the assistance of some army officers soon had the Tiger unloaded. On my first practice lap I discovered that there was loose grit on the chicane at Engineer's Corner when I had considerable rear wheel slide there. It seemed more like a trials section than part of a road racing course. I thought the 'slowing down' of the corner had been much exaggerated. I also experienced a little drift on Cuckoo Corner when banked to a mild degree only, it seemed. I was rather perplexed at this behaviour on the part of the Triumph, but concluded that there was an adverse camber, and also decided to reset the rear shock absorbers to their softest position as I had loaded them one notch for the bumpy Thrupton course. I found to my joy that I was just able to pull T.T. gears, though by this time I had a selection of sprockets.

I had an uneventful ride in my heat of the 500 c.c. scratch race and finished ninth, thus qualifying for the final. This meeting, too, was blessed with an exceptionally warm day and I made several visits to the refreshment tent to quaff orange squash.

I drew a position in the second of the five rows on the grid for the final. What an exhilarating sensation is a good start on a 500! The Tiger fired as soon as I bumped the racing seat and rushed away, as I opened the throttle whilst sitting sidesaddle. Quickly I got astride and tucked in, and the Tiger was amongst the first half-dozen machines roaring into Cuckoo Corner at a fair "lick", seconds only after the starter dropped his flag. Unfortunately the other riders started coming by then as I was rather slow to settle to racing. However my intention was to play a waiting game and let other riders fall out, my primary objective being to finish. As I could not afford to insure the model I did not intend to take any chances. The position soon clarified, I was keeping about a fifty yard lead on a B.S.A. I decided to carry on

steadily, keeping an eye on the distance between us. It was a ten lap race (thirty miles approximately), so there was plenty of time to enjoy the faultless performance of the Triumph:— the crisp crescendo up the rev. scale from five to seven thousand and sweetly into next gear, with chin pressed to the tank pad. After cresting the rise following the valley I sat up and used the excellent braking power to slow up before heeling over until the footrest brushed the road as I clipped the apex of Anson Corner and accelerated away into the fastest section of the course. Just once I took the right-hand curve on full bore; well heeled over I used all the road with the handlebars oscillating; for comfort, I rolled the throttle back just a fraction on subsequent laps.

The chicane brought speeds down far too much, in my opinion. There was a strong smell of frying clutches on the following stretch. I do not think that I mastered the art of being sufficiently brutal to mine for I lost about fifty yards a lap to the singles there. Nearing the end of the race I was disagreeably startled when I was overtaken. "So that blighter I've been watching has put it over me, huh?", my thoughts ran. "We'll see about that." I swooped into the valley with a fistful of throttle in third. I just managed to negotiate the left-hand bend at the bottom, but there was no more lean available and no road to spare. I saw 7800 on the rev. counter for the first time. I pretty well held the rider in front all round the course until Monkton Corner and then I realised that I had been lapped and was trying to keep up with the leader, Geoff Tanner! About two thirds of the way through the race I had been slowed on my approach to Monkton by spectators waving me down. I saw that someone had crashed into the coal yard. I later learnt that it was P. E. S. Webb on J.A.B.S.

I finished twelfth thus adding another point to the one I had scored at Thrupton towards an international licence.

(The second part of Mr. Brough's article will appear in the next issue.—Ed.)

Date to remember—

ANNUAL GENERAL MEETINGS

Friday, 26th February at 7 p.m.

AREA NEWS

METROPOLITAN

A. L. Huxley

Court End, Courthill Road, Chipstead, Surrey.

SUNDAY the 6th December saw the 2nd Metropolitan Area Bowl contested, and although the weather clerk wasn't too kind, a most enjoyable day was had by all, with the exception of two Competitors who had slight prangs to their vehicles—we hope these did not prove too costly. The Bowl was won again by only 1 mark, J. V. Godden gained 165 marks on clues and 46 marks on the scavenge, making a total of 211, thus gaining the Premier Award and prize of £3 15s. 0d. Runner-up was R. Edmond, who scored 160 and 50 making a total of 210 marks for 2nd prize of £1 15s. 0d. Best Motor Cycle entry was won by E. Wilson who gained 176 marks for a prize of £1 0s. 0d. 'Booby' prize for least number of marks scored went to D. Hall who gained only 62 marks.

After tea had been served, our Bemsee Golden Jubilee Film was shown by Bill Burniston and was a great success. Immediately after the film we had the presentation of prizes by Mrs. Daniell, and, as the time was then 7 p.m., many retired to the bar. It was good to see many friends of our Members turn out for this Sunday-Out, and especially to welcome many of the Metropolitan Police Motor Club boys—we hope they enjoyed themselves.

Our next meeting at the Prince of

Wales Tavern will be on January 12th in the New Year, when we will be having a discussion on Motor Cycle Racing Organisation and General Liaison between Officials, Marshals and Competitors. Last year, you will remember, we had a similar type of discussion on Marshals' Duties, and this year we feel we should have another meeting which not only will cover marshal duties, but many other matters concerning the Organisers and Competitors. If you, as Members, have suggestions which you consider will help to make our Race Meetings more of a success than they are already—come along and air your views—maybe you have a grumble or two—come along anyway, for we shall be having the usual convivial evening get-together. We have asked Dennis Bates, Lionel Cheesewright, Harold Daniell, Dennis Glover, Ian Telfer, Guy Tremlett and Miss Margaret Ward to sit on the panel of experts. It is possible that our friend, Harry Shuttleworth (Int. Timekeeper) will be putting in an appearance too. Don't forget the date—12th January, 1960, Prince of Wales Tavern at 8 p.m. Here's wishing you all good health and prosperity in this New Year of 1960, and may it be a truly successful one for Bemsee.

MIDLAND

A. Squillario

Shrewley Fields, Hatton, Warwick.

MY apologies for lack of news recently, but the pace of business has been such to exclude very much else. First

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THE 1960 ROAD RACING CALENDAR

compiled by the Editor

WE feel it might be of considerable benefit to racing members to have at their disposal a calendar of racing events at this time. We include, therefore, in this issue such a calendar, which, as will be seen, contains brief details of the road racing and sprint events scheduled to take place in the British Isles during 1960. The list is as complete as possible. Any additions and/or alterations to it will be published in "Bemsee" each month. While the Editor has taken every care to ensure the information it contains is accurate we can take no responsibility for errors, etc. If there should be any mistakes made, the Editor would be glad to hear of them. This list is designed to be removed from the magazine if desired. Below appear a few points in connection with it.

In every case, where possible, the following information is given about a meeting:— date, venue and location (if necessary), length of course, classes of machine eligible, type of permit and name and address or organiser(s). Where there are several meetings on one circuit, all the above information is NOT given at subsequent meetings, unless it varies in any way. A word about permits may be appropriate. For all International meetings a restricted International licence must be held. Similarly a National licence must be held for all National events. In a regional restricted or restricted event, riders must belong to the organising club/centre or one of the clubs/centres invited to participate. In a centre restricted event riders must belong to a club affiliated to the centre concerned and in a closed meeting, of course, to the organising club. We have felt it best to put an asterisk against any information about which there may be any doubt.

ROAD RACES

APRIL

9. Hutchinson 100; Silverstone; 2.9m. 125/250/350/500/500 s/c. International.
Miss M. W. Ward, 34, Paradise Road, Richmond, Surrey.
15. Brand's Hatch R.R.; 1.24m. 50/200/250/350/1000/s.c. National.
C. D. Elliott, 50, Brook Road, Northfleet, Kent.
17. Snetterton R.R.; 2.7m. 125/250/350/500/s.c. National.
R. J. Havers, 138, Hall Road, Norwich.
18. Oulton Park R.R.; 2.7m. 125/250/350/500/500 s/c. International.
H. W. Bowman, 63, Claremount Road, Wallasey, Cheshire.
18. Crystal Palace R.R.; 1.39m. 200/250/350/1000/s/c. National.
F. E. Dowty, 28, Cuckoo Hill Road, Pinner, Middlesex.
18. Thruxton R.R.; 2.2m. 125/250/350/500/non experts 350/1000. National.
N. E. Goss, 60, Burlesdon Road, Bitterne, Southampton.
18. Thruxton R.R.; 2.2m. 125/250/350/500/non experts. National.
C. Wilkinson, 140, Eastgate, Louth, Lincs.
23. Castle Combe R.R.; 1.89m. 125/250/350/500/s/c./non experts. National.
V. C. Anstice, Westgate Buildings, Bath, Somerset.
24. Biggin Hill R.R.; 1m. 200/250/350/1000/s/c. Centre restricted.
E. A. Pope, 41, Oakfield Gardens, Beckenham, Kent.
30. Aberdare Park R.R.; 0.7m. 125/250/350/500/1000. National.
Mrs. M. Pryse, "Preswylfa", Campbell Terrace, Mountain Ash, Glam.
30. Tanderagee 100, North Armagh; 6m. 250/350/500 handicap. National.
Dr. M. J. Brosnan, Lough Road, Lurgan, Co. Down.

MAY

1. Mallory Park R.R.; 1.2m. 250/350/500/s/c. National.
Miss M. Wallis, 41, Knole Road, Wollaton, Nottingham.
7. Rhydymwyn R.R.; 0.7m. 150/250/350/1000/s/c. Centre restricted.
T. Woodworth, 62, Hawthorne Road, Little Sutton, Wirral, Cheshire.
14. North West 200, Portstewart; 11.1m. 125/250/350/500. International.
North of Ireland M.C.
16. Aintree R.R.; 3m. 125/250/350/500/s/c. National.
J. R. Greene, "Alderley", Brownhill Road, Blackburn, Lancs.
14. 250 Mile Enduro, Snetterton; 2.7m. 50 only. Closed.
D. K. Mitchell, 7, King Street, Houghton Regis, Beds.
15. Brand's Hatch R.R.; 1.24m. 200/250/350/1000/s/c. National.
R. Thomas, 15, The Walk, Wainscott, Rochester, Kent.
18. Cookstown 100; 8m. 250/350/500/ handicap. National.
Cookstown & D.M.C., Molesworth Street, Cookstown, Co. Tyrone.
- 20/21. Cock o' North R.R. Scarborough 2.4m. 125/250/350/500. National.
J. Clayton, The Rowans, 1, Westover Road Scarborough, E. Yorks.
21. Oulton Park R.R.; 2.7m. 125/250/350/500/s/c. National. *
J. B. Thomas, "Welwyn", Moorfields, Willaston, Nantwich, Cheshire.
28. Silverstone Saturday; 2.92m. 125/250/350/500/s/c./non experts. National.
See 9 April.

JUNE

6. Blandford R.R.; 3.2m. 125/250/350/500. International.
F. J. Rendell, 109, Sutton Veny, Warminster, Wilts.
6. Brand's Hatch R.R.; 1.24m. 50/200/250/350/1000/s/c: National.
A. R. Baukham, 31, Highbanks Close, Wickham Lane, Welling, Kent.
6. Cadwell Park R.R.; 1.1m. 250/350/1000/s/c. National.
See 18 April.
6. Rhydymwyn R.R. See 7 May.
- 13/15/17. Tourist Trophy; Isle of Man; 37.73m. 125/250/350/500/s/c. International.
Auto Cycle Union, 83, Pall Mall, London, S.W.1.
19. Mallory Park R.R.; 1.2m. 250/350/500/s/c. National.
E. G. Cope, 33 Henhurst Hill, Burton-on-Trent, Staffs.
25. Thruxton 500 Miles; 2.2m. Production solos. National.
See 18 April.
25. Killinchy 150. Dundrod; 7.4m. 250/350/500 handicap. National.
J. Donnelly, High Street, Killyleagh, Co. Down.
25. Rhydymwyn R.R. See 6 June.
26. Cadwell Park R.R.; 1.1m. 250/350/1000/s/c. Centre restricted.
See 6 June.

JULY

2. Guinness Trophy R.R.; Crystal Palace; 1.39m. 50/125/250/350/1000/s/c. National.
See 28 May.
2. Skerries 100; 7m. 250/350/500 handicap. National.
Dublin & D.M.C.C., 37 Exchequer Street, Dublin.
2. Silverstone R.R.; 1.6m. Production solo and s/c. Restricted.
J. A. Masters, 22, Norland Square, London, W.11.
3. Biggin Hill R.R. See 24 April.
- 6/7. Southern 100; Billown; 4.2m. 250/350/500. National.
E. Peers, Lower Foxdale Post Office, St. John's, I.O.M.

9. Brand's Hatch R.R.; 1.24m. 125/250/350/500/500 s/c. International.
J. W. Fordham, 966, Rochester Way, Sidcup. Kent.
10. Catterick R.R.; 1m. 250/350/500/s/c. Centre and/or Regional restricted.
R. J. Futers, 10, Glenfield Road, Darlington, Co. Durham.
16. Castle Combe R.R. See 23 April.
17. Mallory Park R.R.; 1.2m. 250/350/500/s/c. National.
G. H. Reynolds, 2, Clarke Estate, Melton Road, Leicester.
20. Mid Antrim 150, Ballygarvey; 10.2m. 250/350/500 handicap. National.
A. Watt, 45, Market Road, Ballymena, Co. Antrim.
24. Snetterton R.R. See 17 April. *
30. Temple 100; Saintfield; 5.5m. 250/350/500 handicap. National.
S. Campbell, 6, Imperial Drive, Belfast.

AUGUST

1. British Championship R.R., Oulton Park; 2.7m. 125/250/350/500/500 s/c. International.
See 21 May.
1. Metropolitan Meeting, Crystal Palace; 1.39m. 50/125/250/350/1000/s/c./Vintage. National.
See 2 July.
1. Commonwealth Meeting, Thruxton; 2.2m. 125/250/350/500/s/c./non experts. National.
See 25 June.
1. Cadwell Park R.R.; 1.1m. 250/350/1000/s/c. Centre restricted.
See 26 June.
6. Ulster Grand Prix, Dundrod; 7.4m. 125/250/350/500. International.
Ulster M.C.C., 83, High Street, Belfast.
13. Aberdare Park R.R.; See 30 April.
13. Leinster 200, Dunboyne; 4.5m. 250/350/500 handicap. National.
See 2 July.
20. Trophy Day, Silverstone; 1.6m. 50/125/250/350/1000/s/c./production solo. Closed.
See 1 August.
21. Brand's Hatch R.R. See 15 April.

SEPTEMBER

3. Rhydymwyn R.R. See 25 June.
4. Snetterton R.R. See 24 July.
- 6/8. Manx Grand Prix, Isle of Man; 37.73m. 350/500. Restricted.
Manx M.C.C., 32, Athol Street, Douglas, I.O.M.
10. Carrowdore 100; 10.2m. 250/350/500 handicap. National.
R. Brown, 47a, Linfield Road, Belfast.
11. Cadwell Park R.R.; 1.1m. 250/350/1000/s/c. National.
See 1 August.
- 16/17. Scarborough R.R.; 2.4m. 250/350/500/500 s/c. International.
See 20/21 May.
18. Brand's Hatch R.R. See 6 June.
24. Aintree Century R.R.; 3m. 125/250/350/500/500/s/c. International
See 14 May.
25. Mallory Park R.R.; 1.2m. 250/350/500/500/s/c. International.
See 19 June.

OCTOBER

2. Biggin Hill R.R. See 3 July.
8. Oulton Park R.R.; 2.7m. 125/250/350/500/s/c. National. *
J. Smith, 27, Faulkner Street, Hoole, Chester.
8. Club Day, Silverstone. See 20 August
9. Brand's Hatch R.R.; 1.24m. 50/200/250/350/1000/s/c. National.
See 15 May.

SPRINTS AND HILL CLIMBS

APRIL

10. Witchford (Ely); 440 yards. 250/350/500/750/1000/s/c./production. Restricted. *
J. Clarke, 11, Lulworth Court, Curzon Crescent, Willesden, London, N.W.10.

MAY

1. Ramsgate; 440 yards. 250/350/500/750/1000/s/c. Restricted.
D. Bates, 55, Chatham Avenue, Hayes, Bromley, Kent.
8. Shenington (Banbury); 440 or 880 yards. 50/25/250/350/500/1000/s/c./production.
Restricted.*
A. J. Pink, The Caravan, St. Rumbold's Orchard, Wallingford, Berks.

JUNE

19. North Weald (Epping); 440 yards. solo and s/c. *
W. H. Petts, 8, Ash Tree Close, Chelmsford, Essex.

JULY

10. Long Marston (Stratford); 1000 yards. 250/350/500/100/s/c./production.
Restricted.
Miss M. W. Ward, 34, Paradise Road, Richmond, Surrey.

AUGUST

20. Barbon Hill Climb (Westmorland); 1000 yards. solo and s/c. Regional restricted.*
P. S. Duff, 218, Burneside Road, Kendal, Westmorland.
28. Shelsey Wash Hill Climb (Worcester); 1000 yards. 350/1000/s/c. Restricted.
See 10 July.

SEPTEMBER

3. Brighton Speed Trials; 1 KM. 350/500/1000/s/c. Closed (invitation).
See 28 August.
10. Wellesbourne (Stratford); 440 yards. 250/350/500/750/1000/s/c./production.
Restricted.
J. A. Masters, 22, Norland Square, London, W.11.

OCTOBER

2. Ramsgate. See 1 May.

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and foremost I have arranged (some time ago as a matter of fact) with the Birmingham M.C.C. for an "open" night at their Club H.Q. at the Motordrome, Colebrook Road, Greet, Birmingham, 11 every Thursday. All B.M.C.R.C. members are welcome, whether local or passing by. Not many have taken advantage of this so far. It's worth it!

For the future there are two special occasions. In January, though the kind offices of Barry Johnston, the Solihull Club have invited us to their Club Room for a Film Show. This will include the Bemsee Golden Jubilee Film.

The following month we have the Quiz, Bemsee v. Birmingham M.C.C., at the Motordrome. 4th February is the date, a Thursday, any time after 7.15 p.m. I'd be pleased if all who propose coming to this will drop me a card saying so before the day. Thank you!

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SOUTH MIDLAND
A. F. Mills**

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Northants.

WE sincerely hope that the gentleman,
owner of car number ORP 668,

thoroughly enjoyed himself whilst waiting to get his car from the car park of the Queen Victoria Hotel, Rushden, on 11th December. At 8.15 p.m. he popped into the lounge bar for a drink, intending to leave at 8.30 p.m. Upon returning to the car park, however, he was amazed to see an array of machinery such as had never graced this particular car park before. There were about 75 motor cycles between the entrance of the car park and his motor car! He came along to see what we could do. He had no trouble at all getting his vehicle out—well, not at 11.15 p.m. anyway! As he went away he thanked me for a good evening and hoped the wife would believe him when he told his story; at least, as he pointed out, it would be a new one! The turnout for our film show was extremely good. We had about 175 present, with members attending from a wide area. We were very pleased indeed to have Margaret with us, along with Jim (from the office). They brought up Pauline Dale from London, too.

On this occasion Mr. and Mrs. Bob and Harry King, of Bedford, presented us with a wonderful box of fruit, approximately one yard square and as much as one could lift, containing almost
(continued on page 12)

**This is January 1st
so you should pay
your subscription!**

MARGARET'S MEGAPHONE

CRIBBING from the late lamented Double Knocker, or should it be John Knox (see page 208, November issue), I am hereby sounding The First blast of the Megaphone by The Monstrous Regiment of Lady Clerks of the Course!

I hear from **Eddie Horsfield**, who last season rode a Black Shadow at several race meetings and sprints, that he has just acquired an ex-Ernie Washer Manx with which he will be competing this year. **Len Creak** is looking for a Manx less engine/gear box. As he, too, has been riding a 1,000 Vincent in the past, dare we put two and two together and make five? **Brian West**, from Poole, has got himself a new Bonneville 120, the one with the new duplex frame; "for sprinting rather than racing," so he says.

Bill Heslop, that keen type from Acrington who always comes to the Crystal Palace meeting, tells me he now has Mike Hailwood's 7R. Actually a piece of appalling bad luck attended his purchase of the new bike. On the way north after picking it up from Oxford, he was the innocent party in a road accident which left his van a total wreck and considerably damaged the Ajay. He escaped with only minor injuries, but his mechanic, Maurice Wareing, was seriously hurt and is in fact still in hospital as a result. **Bill** took the trouble to write to me about all this in order to remind other members to insure the passengers of their racing transport. So often with

all the other things which have to be thought of, this all-important matter is overlooked. Incidentally, Bill's passenger was insured. A happier sequel to this story is that the damage to the bike was found to be only superficial and with the help of the redoubtable **Bill Dixon**, it is well on the way to recovery. We hope you are too, Maurice.

New models seem to feature in this month's news, both two-wheeled and two-legged. Of the latter variety, we must offer our hearty congratulations to **Alastair Ingam Clark**, whose wife Pru recently presented him with a son, their first. **Ned Minihan** and his wife have just produced their second model, a boy, I believe, and **Frank Gillings** and Jeanne have a daughter, Mk. II.

Among this month's crop of newly weds to be congratulated and wished every health and happiness in the future are **George Catlin** and Sheila Walmsley, **Erwin Tragatsch** and Betty Keller and Marion Hughes.

My goodness me! More congratulations, this time to **Dan Shorey** on being awarded the Pinhard Prize for his achievements in motor cycle sport during 1959—a worthy winner indeed!

Finally, plain sailing and plenty of business to **Terry Folwell** and **Peter Knocker**, who have just continued their partnership of the race track into business, having just opened a driving school in Hatch End, and to **Arthur Tuck** in his venture as a motor cycle dealer in Streatham.

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IN THE TRADE SINCE 1902

ANNUAL DINNER, 1959

THE 1959 edition of the Club's Annual Dinner and Dance was held on Thursday 19th November at Lyons' Coventry Street Corner House. The President, the Most Hon. the Marquis Camden, and Lady Camden, presided. After the usual excellent meal, served with almost startling military precision by a positive army of waiters and waitresses, Lord Camden proposed the Loyal Toast and that of the Club. In his speech he outlined the history of the Club through the last 50 years. Other speakers were Dennis Bates, Bob Hake-will (Motorcycle News), "Cabby" Cooper, John Eason Gibson (B.R.D.C.) and John Coveney (Smith's Motor Accessories, Ltd.). Before Lady Camden presented the Trophies and other awards, the President, on behalf of the Club, gave a portable radio to Guy Tremlett upon his resignation as Secretary of the Club. At the end of the prize giving a gilt Bemsee plaque, suitably inscribed, was handed to John Surtees to commemorate his second "Double" Championship and his election as Sportsman of the Year by the Guild of Motoring Writers.

Thereafter the evening was given over

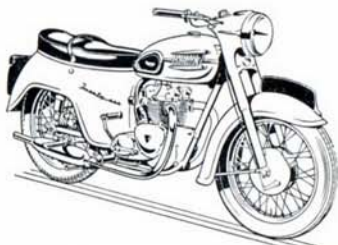
to dancing, music provided by the Don Simmonds Group with interruptions for a showing of the Golden Jubilee Film and the draw for "Cabby" Cooper's phenomenal raffle. The diversity of the prizes was astonishing; they even included a birdcage! Sincere thanks are due to "Cabby" for the work he put in to make it so successful and to all the good people who supplied prizes. The evening's entertainment finished at 1.30 a.m. Some 427 members, guests and friends were present.

NORTHAMPTON AND SOUTH MIDLAND

THE Area Dinner will be held at the Queen Victoria Hotel, Rushden, at 7.30 p.m. for 8.00, on Friday, 29th January, 1960. It will be an informal party. Our host has promised to put on a really good dinner. There will also be a cabaret and dancing; in fact we hope to cater for everyone. Tickets are on sale now, 10/-d. each. It would assist if members apply for their tickets as soon as possible. It is hoped everyone will make an effort to get to this dinner. So, if you have not yet been down to Rushden, what better occasion than this to start?

ARTHUR

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FIRST, SECOND, THIRD

With road racing non-existent in these northerly climes at present, some of our members have taken to other forms of sporting motor cycling. We hear of several very well known racing men who are currently coping with the "noble" art of trials riding. There are for example **Dan Shorey, Geoff Monty, Derek Minter, "Pip" Read, John Surtees, Chris Williams, Robin Dawson, Pete James** and, of course, **Geoff Duke, Tom Arter** and **Bill Slocombe**; the latter three being old hands at the game. Good sport these trials, you know!

This month we start with the T.V.T.C. November Trial in which **Pete James**, who rides a Tiger Cub when he's not on a Venom and B.M.W., won a first class award. The same weekend our versatile Jersey member, **Jimmy Lees Baker** was runner-up in an Island trial. **Bill Slocombe** with his Beesa outfit figured in three big trials at the end of November. In both the Mitcham Vase and Knut events he was the second best "chair", while in the British Experts' Trial at Llandrindod Wells he was rated 5th. That was some trial, as the writer of this

feature can testify. **Derek Minter** gained a second class award with his Norman in the Rochester-Chatham trial on 29th November, a like award falling to **Lees** December. On the same day **Pete James** won the Leatherhead "closed" trial.

Our highly successful Greeves scrambler member has now returned to his winning ways—**Norman Storer**. At the Grantham Grand National Norman was going well and won the 350 final. He was second in the 250 race and 2nd too in the main race of the day. A week earlier in the Sutton Falcons M.C.C. scramble he had two 2nds and two 3rds. Well done, Normans, keep it up!

Meantime many, many thousands of miles away in sunny (?) New Zealand **John Hempleman** has been very busy winning races. At Levin and four days later at Taranaki, no one could approach him. Result—six starts and six wins. At this rate John will beat his last year's record of 17 wins in the N.Z. season.

That's the lot for this time. Don't forget to write to the Editor if you win anything. We'll be glad to publish "mentions".

Continued from page 9

everything in that line. During the interval the Kings were away to a good start flogging raffle tickets, and between them raised £12 0s. 0d. This, I feel, was a wonderful way for the area boys to say thank you for a great effort. It was

agreed at the meeting that the proceeds of this raffle should go towards the expenses of an area dinner.

In February we hope to entertain Bill Huxley and the Met. lads at Rushden. We will fix up a date for this event; details later.

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:

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Ladies' brooch: 6/6

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GIRLING



A-C.U. Notes

1960 T.T. RACES

The Competitions' Committee has approved the following programme of races for the 1960 series and all races will be held over the Mountain Course.

Monday, 13th June (Start 10.30 a.m.)

Race 1.
Lightweight (125 c.c. Class) 3 laps

Race 2.
Sidecar 4 laps

Race 3.
Lightweight (250 c.c. Class) 5 laps

Wednesday, 15th June (Start 11.30 a.m.)

Race 4.
Junior 6 laps

Friday, 17th June (Start 11.30 a.m.)

Race 5.
Senior 6 laps

ENTRIES FOR ROAD RACING MEETINGS

The Competitions Committee has decided that, for all road race meetings, promoters must, within seven days of the receipt of the completed entry form, notify drivers of the definite position with regard to their entry and whether accepted or being held in abeyance, or refused. In the case of drivers whose entries are in abeyance, refused or offered reserve positions, they should be permitted to enter another event provided they have notified the promoter of the withdrawal of their original entry.

It was also decided to recommend to promoters that in applying this rule, 75% of the entries for each class should be accepted in order of receipt and the remainder, if necessary, held in abeyance until the closing date of entries and these drivers notified of the position.

Road Racing Stars

The following results are announced in the 1959 Road Racing Star Competitions:

125 c.c. Class

S. M. B. Hailwood (Ducati)	64 pts.
D. F. Shorey (M.V. and Ducati)	34
J. W. Dakin (M.V.)	20
J. Baughn (EMC)	18
D. C. Moore ((Paton)	17
A. F. Wheeler (Ducati)	12

250 c.c. Class

S. M. B. Hailwood (Mondial)	64 pts.
J. Murgatroyd (NSU)	48
D. F. Shorey (Norvel)	40
D. V. Chadwick (M.V.)	30
F. D. Hardy (NSU)	22
W. A. Smith (NSU)	20

350 c.c. Class

S. M. B. Hailwood (A.J.S.)	62 pts.
D. W. Minter (Norton)	50
A. King (A.J.S.)	40
R. McIntyre (A.J.S.)	32
R. H. F. Anderson (Norton)	25
P. W. Read (Norton)	21
J. L. Payne (Norton)	21

500 c.c. Class

S. M. B. Hailwood (Norton)	60 pts.
R. McIntyre (Norton)	27
R. H. F. Anderson (Norton)	26
A. King (Norton)	22
D. W. Minter (Norton)	22
J. R. Holder (Norton)	19

Three-wheeler Class

P. V. Harris (B.M.W.)	48 pts.
W. G. Boddice (Norton)	44
R. A. Robinson (Vincent)	38
E. T. Young (ETY Vincent)	29
J. Beeton (Norton)	22
P. E. W. Russell (Vincent)	21
C. Vincent (B.S.A.)	21

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BEDS.

I reached Thruxton in the late afternoon and eventually obtained accommodation at the flying club. It was good to hear the flying talk once more. I had a room in a dispersal hut lying amongst trees in an extremely pleasing situation.

On Easter Sunday I walked around the course and repainted my racing numbers. The Morris and trailer stood in an old blister hangar in good company as there was a Rolls Royce there and several vintage sports cars.

Monday was another fine day, unlike so many Thruxton meetings. In practice, to my dismay, I found that top gear was too high for this circuit too. In the race, a National event for non-experts, I made a fair getaway despite the disadvantage of a cork clutch and high bottom gear. The standard of riding was mixed, some of it being very ragged. I had a bad moment when another rider cut across my front wheel on quite the wrong line somewhere near Windy Corner. Another Triumph passed me as I began braking at the end of the finishing straight. To my satisfaction the rider was unable to negotiate Cluo Corner and he went straight on through the straw bales. On the next lap a Matchless G45 passed me and I

was sorry to find that I could not prevent the gap between us from extending. I finished eighth out of an entry of thirty-one so I was quite pleased in view of the disadvantage of the clutch and the fact that I could not use top gear at all.

The next morning I left the undulating pastoral landscape of Thruxton and crossed the bare downs on my way to Sutton Veny to visit the secretary of the Blackmore Vale Club in order to enter for the Whitsun races at Blandford. I obtained an entry form and tendered it to the secretary's wife. From her I learnt the tragic news of the death of Ray Amm. However his memory will live as long as motorcycles are raced and I am sure that he packed more living into his twenty-six years than some people do into the normal three score and ten.

I bought a carton of milk in Honiton and picnicked outside the town. Later, as I crossed Bodmin Moor I delighted in the shimmering blue of the pools as they reflected the wide expanse of sky.

On Whit Sunday I set out for Blandford and arrived in the evening after a pleasant trip and with some difficulty obtained a room and garage space. I had fitted Ferodo clutch plates to the

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BILL JARMAN'S COLUMN

ALL you wish yourselves for 1960 and thanks for the letters and cards which you sent from far away places as well as near. The tit-bits from Germany and Italy were especially welcome. Even the foreign stamps pleased a small boy who makes a hobby of philately.

New Year resolutions? Pay your subscription and then fill in the dates in your 1960 Diary. Most of these were given in last month's Bemsee but you can add a few more like the A.G.M., the T.T. and the "mudlark". Don't assume that our racing members know nothing about the art of riding in trials. Some are very good at it.

New members must learn the flags, their colours and meanings. When you sign your entry form ask yourself if you know the following:— National flag—START; Red—STOP; Black with number—that driver to stop; Blue—give way; Yellow—DANGER; Green—course clear; Chequered flag—FINISH. Now repeat them all without reference to the list!

There are more two-stroke enthusiasts in the Club than I bargained for. One correspondent tells me that apart from "lots of pots" and rotary valves, fancy ports, etc. we can expect injectors and hot coil glow plug ignition. Blimey, they'll soon be as complicated as the four strokes, won't they!?

I was recently talking to a well known

racing man who has been around the T.T. course a thousand times. I invited him to pass on any hints which might help a newcomer. Here they are:— (1) Unremitting concentration. (2) Memorize every hazard (3) Save one second per hazard and remember that sixty seconds per lap means one minute in the Timekeepers' Box and (4) Take it out of the bike if you must—not yourself. These remarks apply to almost any road racing circuit and I hope the beginners will find them useful.

To all the racing members, a successful 1960 and may you stay in the saddle for hours and hours—aye even years and years. Finally, many thanks for all the hints and tips which have enabled me to scribble these notes over the years.

R.A.C. ROAD AND WEATHER INFORMATION

During the next few months, the R.A.C. Road and Weather Report Service, which is now in operation, will prove invaluable to thousands of members who use their vehicles throughout the winter. This day and night service functions through a carefully planned radio and telephonic network covering the whole country. Members living in Scotland, for instance, can find out what the weather conditions and the state of the roads are like all the way to Land's End—and vice versa. All the member has to do is to ring his nearest R.A.C. Office and he will be given up-to-the-minute information about the route he

(continued on page 16)

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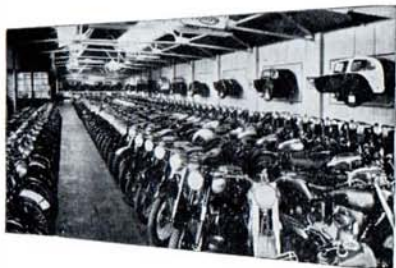
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EDITOR'S CORRESPONDENCE

Dere Sir,

Ware do you git the infurnal impew-dence to sujest that awl of us Bemsee members are an illitarate lot, wot cant spell or know nuthing about gramma and not using a proposition to end a sentence with, "Lets have you" you says. Well I says as Ill challenge you to a spelling competishun any day of the weak. I am in a high dungean over yore remarks and will remane there until we git an apologize from you.

Yours and etc.

Leyton, E.10

C. SMITH

(Wot did we tell yer!—Ed.)

MUTUAL AID

Wanted: 350 or 500 (DBD) Gold Star motor with carburettor and magneto; good condition essential; details to G. J. Griffin, 92 Woodland Road, Isleworth, Middlesex.

For Sale: 350cc KTT Velocette; in racing trim with new big end and bearings and teles; carefully maintained and of good appearance; spares; £50 o.n.o.; R. D. Baker, 28 Chantrey Road, Brixton, S.W.9 (after 6 p.m. please).

Wanted: good, latish Manx Norton complete, but less engine/gearbox; details to L. D. Creak., 23 Chief's Street, Ely, Cambs.

For Sale: 248 road racing Velo; all alloy motor; Norton Manx hubs; Dural rims; twin leading shoe front brake; swinging arm, tile forks; spare iron head; barrel; new spares include cams, valves,

and guides, valve springs, forks, sprockets, etc.—£165 o.n.o. L. A. Sherman, 151 Broomgrove Gardens, Edgware, Middlesex. (EDG 2467).

For Sale: 125cc Bantam cylinder head—£1. 4 speed F/C Royal Enfield gearbox and clutch—£4. Lucas magneto (working)—£1. 19in. front and back wheels with tyres and tubes—£1 10s. ea. Original 150cc O.H.V. 1936 B.S.A. engine now 125cc with carburettor and K.E. 965 valves, H.C. piston—4. (Fly wheels on above not much good). David Baker, 136 Blundell Road, Burnt Oak, Edgware, Middlesex.

For Sale: Just the job for the Club trial or even 250 c.c. sprinting—1958 Greeves "Scottish"; good condition with 9E Villiers engine; 5,900 miles and never trialled; £115—H.P. arranged if necessary. Also practically new (125 miles only) Vale-Onslow conversion (high compression) for above motor to 250 c.c.; with Amal "Monobloc" carburettor; £21. Also 4/5 gallon alloy petrol tank for Manx Norton; quite sound but requires a respray; £5. W. G. Tremlett, 25 Angel Hill, Sutton, Surrey.

Continued from page 15

intends to take. If it is considered dangerous or he is likely to be delayed, an alternative one will be suggested. It is estimated that during the worst of the weather nearly 3,000 enquiries a day are dealt with by this service. R.A.C. Road and Weather Reports are also widely circulated to the B.B.C., the I.T.V. and the Press.

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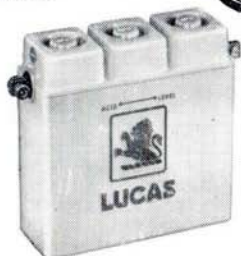
Programme includes a 6 lap 125cc race, a 10 lap 250cc race, two 15 lap 350cc races, two 15 lap 500cc races, and 10 lap scratch and handicap races for three-wheelers. Racing starts at 1.30 p.m. and will finish at 6.05 p.m.; practice in the morning from 9.20 a.m. to 12.20 p.m. Trophies include the Mellano 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 will be available 1st February. Entries close 12th March.

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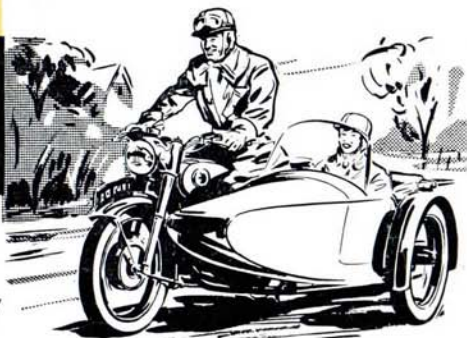
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