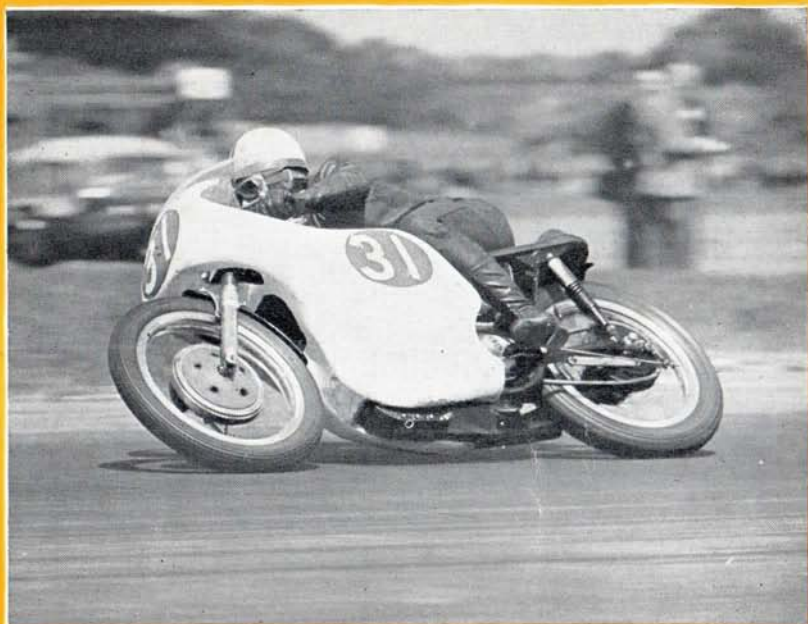




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 13. No. 7. JULY 1960



The first man ever to lap the Island at the "ton" on a British machine—
Derek Minter

(Photo by T. C. March (Avon Tyres))

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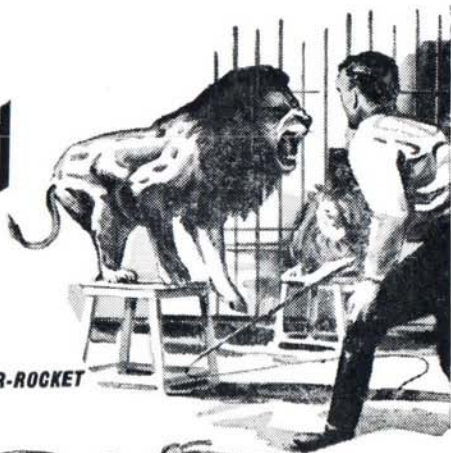
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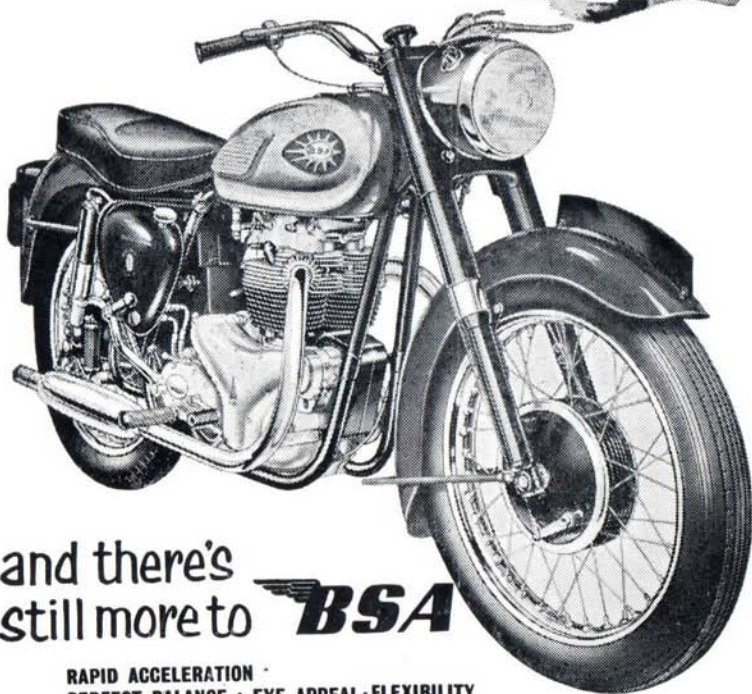
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EDITORIAL

LAST month we mentioned that one very good thing about this year's T.T. was the return of the Ultra-Lightweight and Lightweight races to the Mountain circuit. These words are of necessity being written before the actual races have been run, so we do not know what will have happened on Monday, June 13th. Already though the existing lap record for quarter-litre machines has been broken at 91½ m.p.h. And the Ultra-Lightweights, or at least two of them, have gone round at over 85 m.p.h., which we find really remarkable. Such is the progress that has been made in these categories. We do hope these two T.T. events will do a little to stimulate interest in the two capacity classes concerned. We mean in racing circles. At any event we remain convinced that the Isle of Man Mountain course is the finest in the world and still the greatest test of man and machine there is.

One particular fact emerges from a study of the entry list in the two T.T. events previously mentioned. All the machines that have any hope of winning, or indeed even gaining a replica, are of foreign manufacture. The machines of British manufacture in these races are entirely home "one off" specials; either privately designed and built like the G.M.S. or R.E.G. or very extensively modified from sporting road machines like the three Ariel Arrows. These are handicapped right out of it from the start, and we do not mean to denigrate the efforts of their builders and riders (far from it—we have a profound admiration for everyone of them) by saying this. How can one man, or at best a small firm, possibly hope to beat the full might of a Continental factory team with plenty of resources, money and the full backing of its management? Whether the fact is palatable or not, the big solo classes do seem more or less moribund as far as progress is concerned. No manufacturer, save M.V. Agusta, is interested in them at present. The case is far different in the 125 and 250 sphere. Here a number of foreign factories compete seriously. Isn't it about time our own manufacturers began to wake up and do something? We are aware that many of the arguments used in favour of racing (improving the breed and increasing sales are two) can be overstated. We also know racing, especially on that scale, is apt to be expensive. Yet small car firms like Cooper and Lotus have proved it can be done in the relatively more expensive car racing world. Here British prestige is overwhelming. We feel it is little short of a disgrace that something similar has not been done, or at least attempted, in British motor-cycle racing. Italy is by no means a wealthy country. Yet several of her manufacturers indulge in running racing teams. If it were not for Italy, international motor cycle racing would look rather silly today. When, therefore, do we see a British 125 or 250 capable of winning?

[Continued on page 132]

SILVERSTONE SATURDAY by the Editor

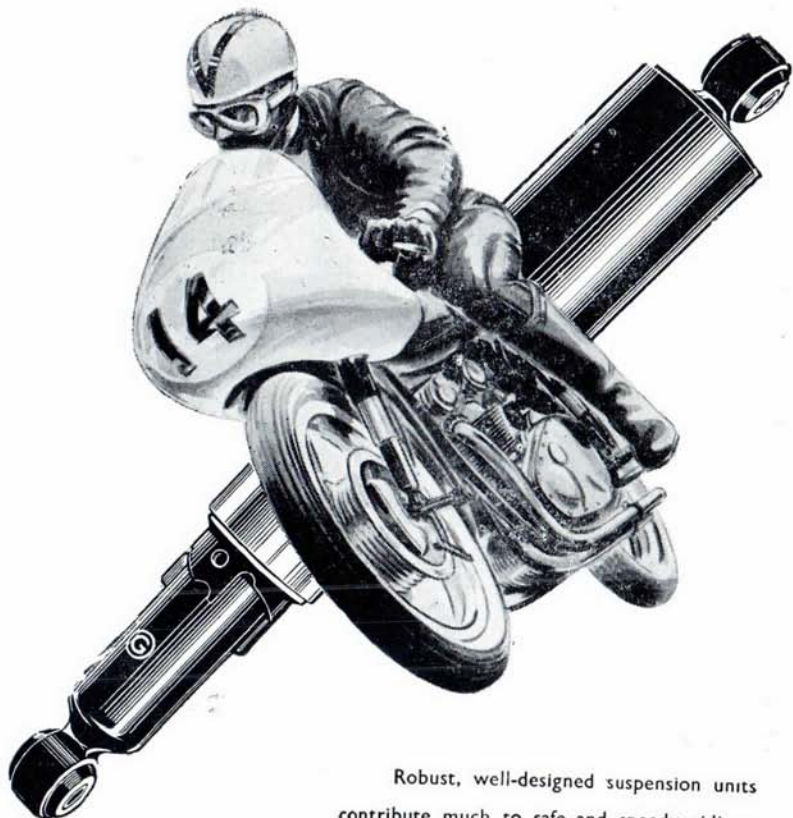
FOR reasons, which need not be discussed now, about the only thing lacking from the 1960 edition of Silverstone Saturday was a large crowd. At least the figures apparently do not indicate a large crowd, though the writer at least thought there was a goodly number of people present. However let us not dwell on that aspect here. Everything else went very well indeed. The racing was very good indeed. The general organisation was to usual Club standards, and in particular Dennis Bates' marshalling system seemed to go with a real swing (one felt that Mettett-like happenings would not, could not occur at Silverstone). The weather was very co-operative as well. For me, and I do stress this is a personal opinion, some of the best racing came from the three club handicap races. Admittedly though there was some pretty poor riding to be seen, there were some very fine performances, particularly by riders like Nick Parkinson who won the first event, John Kidson who literally ran away with the last of the three races on his ex-Forwick Guzzi. Haydn King and Dave Alcock the fastest pair of riders in these events (Dave did the best lap—at 91.50 m.p.h.) and Ken Adger, winner of the Colin Whorwood Trophy for the best lap by a 20-year-old rider. Yes, I thought these races were very interesting. I could not help noticing that one motor cycle weekly did not even mention these races in its report of the meeting; well, well!

In the two Silverstone races Tom Charnley was supreme. He rode brilliantly in both events. In the 350 it was no easy win for Mike Brookes and Joe Dunphy were right up with him all the time, though Brookes retired just before the end. Incidentally Charnley broke the then-existing 350 lap record which stood to McIntyre's credit. In the corresponding 500 event Charnley won rather more easily from Brookes, who took time to get into 2nd place and once there could not do very much about the flying Lancashire rider. This race was notable for a terrific scrap for 3rd place between Peter Middleton, Noel Wright and Pat Manning all on Nortons. They finished in that order. Most of the time Middleton was 5th and only came through on the last lap.

The two lightweight championship events were, rather understandably, dominated by Mike Hailwood and his

two desmodromic Ducatis. In the 125 race he allowed Dan Shorey to lead for 7 laps and then passed him, did a fantastic lap at 87.22 m.p.h. and won by 28.4 seconds. This lap represented one of the most amazing features of the day's racing. Though John Grace did not arrive with his Bultaco, Alberto Pagani from Italy on an M.V. was a very good 3rd, well ahead of Bob Anderson on the Ron Harris M.V. In the 250 12 lap event Hailwood again won; this time on the Ducati twin supposedly with revised frame, etc., to improve the handling. He won by 40 seconds from Jack Murgatroyd and Dave Moore who went magnificently on their now almost obsolete NSUs. Very impressive too was Harold Daniell's Ariel Arrow Special ridden by Michael O'Rourke, which lay 3rd for a while until Moore passed him. John Dixon's water-cooled Adler twin two stroke was seen to pass Bob Anderson (203 M.V.) and Dan Shorey (NSU) on the last lap, but none of these got the better of Tom Thorp's T.T.S.

The 350 B.M.C.R.C. Championship produced the most exciting race of all. At the end of lap one Phil Read led, having a considerable slide on Woodcote too, from John Hartle, Tom Thorp, Bob McIntyre and a whole bunch more. Hartle led next time round and soon had a good advantage riding with all his old Norton skill. To say the least his passage through Woodcote was superb and, when he lapped a slower rider by nipping on the inside, well . . . ! Derek Minter had to work through the field after a poor start and it was several laps before he was 2nd. In the last three laps he began to overhaul Hartle fast and finally took him on the very last lap in a terrific finish. Meanwhile a tremendous dice had gone on for 3rd place between Read, McIntyre and Thorp. The latter was riding magnificently, lying 3rd a lot of the time until he had mechanical trouble and retired. Both McIntyre and Hailwood had engine trouble with their 7Rs, so that Nortons had it all their own way. Johnny Lewis was a good 4th also after a poor start and Alan Rutherford and Bill Siddles were in excellent form to finish 5th and 6th. Also worthy of note were Fred Neville and Rex Avery—10th and 11th. Minter lapped at 98.48 m.p.h. which was actually the absolute motor cycle lap record for an hour or so—on a 350 too.



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The corresponding 500 race was less spectacular, though it produced the first official 100 m.p.h. two wheel lap at Silverstone. Mike Hailwood well and truly atoned for his relatively poor showing in the 350 race by leading all the way to win by 15.4 seconds from Minter, who again got away slowly. In the course of the race he went round at 100.16 m.p.h. These two left everyone else well behind, but a really good G50 scrap for 3rd place developed between Ron Langston, Bob Anderson and Tommy Robb. Langston fell at Copse almost at the same time as Bob McIntyre's motor seized at Stowe and fetched him off. Thereafter Robb and Anderson continued to scrap on their own, the little Ulsterman getting the verdict by one-fifth of a second. There were a number of similarly close finishes. Dickie Dale, riding very well, took Alan Shepherd on the last lap for 5th place, while Read beat Bruce Daniels by the same margin for 7th spot and only two-fifths separated Alan Trow, Fred Neville and Alan Rutherford who were 9th, 10th and 11th.

By contrast with these exciting solo races the sidecars can hardly be described by that adjective. In the scratch event "Pip" Harris scored a very well deserved victory with his beautiful B.M.W. outfit. After the mechanical

bothers and ill-luck that have attended him so far with the German twin I think most people were glad to see him score so convincing a win. Edgar Strub was a steady 2nd all the race, but a dog fight between Fred Hanks and Bill Boddice resulted in 3rd place going to the former. Pat Millard (he was going very well indeed) got the best of a similar battle with Terry Folwell. The handicap, and I will not mince words here, was a pretty poor "do". 25 entries, 13 starters, 7 finishers; not very happy. Ron Sleep, who was limit man, won easily. No one looked like catching him. Similarly Pat Overall was a safe 2nd. Harris, whose beautifully smooth, precise cornering was one of the few redeeming features of the race, got through to 4th place in the end.

So there we are. The only two big meetings in 1960 for two wheelers at Silverstone are now past history. We still have the two Club meetings. These are the ones I myself find more interesting. For these meetings are run by the Club for the Club. The main thing at them is to give the ordinary rider as good a day's sport as is possible. In these meetings I feel the Club does, contrary to the opinion of some people, have the interest of the rider at heart! Be that as it may, the 1960 Silverstone Saturday was a good meeting. Let us hope they continue; at Silverstone too.

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RACING NOTES by the Secretary

MY comments about getting your entries in promptly last month certainly bore fruit. In the first three days that the entries for the Metropolitan Meeting were open, I received no less than 238 entries. Of these, quite a lot had to be turned down as there just isn't the room at the Palace to cater for everyone. Still, I hope those who were disappointed this time will be more lucky at the Closed-to-Club meetings at Silverstone. You know, when you think that there have been well over 300 new members since the beginning of the year, of which a high proportion are youngsters (hark at Grandma) wanting to take up racing or in the early stages of their racing career, it isn't difficult to see why there is such a demand for space at our meetings. My pipe dream is to be able to run a whole series of Club meetings like "Trophy Day" during the course of a season, so that all the boys can have a "go". Maybe we shall be able to do so one of these days.

Silverstone Saturday was, by and large, a good day's racing; or so I was told—I didn't see very much of it myself. Considering the really huge numbers of riders taking part, the rate of casualties was extremely low and those who were hospitalised were "let out" again after a few days. Indeed, I heard that they couldn't keep Harry King in. He has another crunched crash helmet to add to his collection now. When he "lost it" at Maggotts, his bike slid a considerable

distance across the countryside and finished up against the one block of concrete for miles. One mustn't be complacent about this business of falling off, however, and I do ask you to mind how you go at the Palace on July 2nd and August 1st. A lot of rather pointless and sweeping statements have been made about the safety factor at the Palace, but the fact remains that it has probably the best surface of any circuit in this country. The thing that some of its critics forget is that it is a genuine road circuit and as such has solid objects around the place. After all, one never hears the competitors complaining of the walls, bridges, etc., in the Island. They just take care not to hit them and treat the course with respect. Due to the rebuilding operations which are at present in progress, the Paddock has had to be reduced in size and I do ask you to exercise patience with and consideration for your fellow competitors. Try to bring as few extraneous bodies and vehicles as possible, or if you must, leave the vehicles in the car park at the top of the circuit.

On the subject of the Palace, too, I would ask you to make every endeavour to get out to practice at your proper time. Timing is very tight indeed, as you will see from your regs., and in order that we may fit the whole programme into the very limited time allowed by powers that be, your co-operation is essential.

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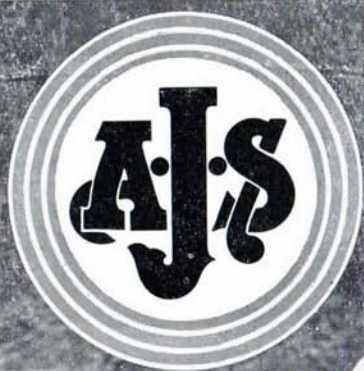
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COMMITTEE NEWS

THIS is a brief resume of the happenings of general interest in the last two Committee meetings, held on April 25th and May 30th.

The Secretary reported that Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., had consented to become the Club's President. Discussion took place on the offer of a trophy to the Club, and the Secretary was instructed to communicate further with Mr. Tottey. The Secretary reported that the A.C.U. had approved of the suggestion that all riders be encouraged to wear identity discs while racing. It was understood that the Union would eventually implement the idea generally. The Secretary gave her report, as Clerk of the Course, on the Hutchinson 100 meeting. Various points brought up by the Committee were dealt with and it was generally agreed that the moving of the start line had been an improvement. The Secretary gave a progress report on the preparations for Silverstone Saturday. It was agreed that the

Secretary should be responsible for making up the Club Teams for the T.T. races.

The Secretary reported on the performance of the Club's entries for the Clubman's Trophy races at Oulton Park. Pleasure was expressed at the news that the Club's teams won the Production and 500 c.c. team awards. Following the Secretary's report on Silverstone Saturday, and the discussion of one or two detail points in connection with the meeting, it was generally agreed that the meeting had been first class from all points of view. The attendance figure had been disappointing. Considerable discussion upon the large number of non-starters who had no real reason for their non-attendance resulted in it being agreed that for the big Silverstone meetings next year, entry fees should be paid again, but that these should be refunded to those who were passed by the Scrutineer. Upon the election of a further 45 new members, the Secretary commented that the membership was now well in excess of 1,400.

NEW MEMBERS

WE welcome the following new members to the Club and wish them a successful stay with us:—

J. C. Abraham	P. H. Walker
R. C. Bullard	A. J. G. Beaumont
T. H. Cullwick	J. H. Connors
V. J. Finn	K. M. Dobson
G. Gostelow	P. J. Gallant
D. J. Hughes	R. Harding
P. Lucas	C. H. Knight
J. R. McLean	B. McCormick
G. C. Nash	A. D. Moore
M. L. O'Keefe	D. E. Newell
R. J. Saxton	J. V. Parsons
J. W. Thorold	A. G. Sheffield
P. J. Asberry	M. Bradbury
J. Camplin	P. Cottrell
F. J. Curry	M. R. Evans
B. J. Fry	A. C. Gearing
A. C. Grotefeld	P. J. Henda
W. P. Jones	C. W. Laws
K. J. Magor	B. J. McLean
K. A. Miles	W. A. Morley
C. Neal	A. Newstead
C. S. Osborne	D. W. Poulton
B. Scrivener	R. F. Shrimpton

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OUR thanks to the following who have made donations to the Benevolent Fund.

A. E. Rose, B. Sargent, R. Castle, F. C. Steward, S. King, F. W. Steele, R. Foster.

[Continued from page 125]

Safety is our other topic this month. Many members will undoubtedly have read the paragraph written by the Sports Editor of one of our weekly technical journals. All who have will, we feel sure, echo his sentiments on the disgraceful Mettet business. Whatever we might feel (we do not mean to be complacent here) British meetings are pretty safe. When one hears of shocking occurrences such as this one, costing as it did the life of one of our finest riders and sportsmen, it does make one think most seriously. The appalling thing about this is that it could happen at nearly any Continental meeting (and frequently does, though usually without such tragic result) and nothing is ever done about it, save for panic measures which do very little. Perhaps it can be seen how right the A.C.U. and the British clubse are to insist on the precautions they do.

SPRINTERS PLEASE NOTE

THE Sprinters in our Midst will doubtless be pleased to hear that, subject to Air Ministry consent the Vin-

tage M.C.C.'s sprint will now be held at Witchford Airfield, near Ely, Cambs. on Sunday, August 14th. The Secretary of the Meeting is A. E. Breese, Cuckoo Hill Farm, Cuckoo Hill, Pinner, Middx.

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HEANOR
NORWICH
SLEAFORD
GT. YARMOUTH**

SOUTH

**OXFORD
HASTINGS
PLYMOUTH
BRISTOL
LUTON
BRIGHTON**

FIRST, SECOND, THIRD—

A Summary of Members' Recent Successes

NORMAL Irish weather greeted the North West "200" in what can otherwise be described as one of the finest yet. Through the somewhat moist weather there were many "bright sparks" between them setting off a scorching atmosphere to the meeting.

BOB MCINTYRE, riding on foreign soil, managed to finish second in the 350 event two-tenths of a second behind the winner, in doing so setting up a new lap record jointly with the winner, who also equalled it on the same memorable lap. Unfortunately, at the end of the sixth lap in the 500 class oil on the rear tyre caused Bob to retire. **MIKE** BROOKES surprised even the most optimistic of his followers by achieving third place in the 350 and also doing very well in the 500. The 250 class saw **TOM** THORP with his special and **JOHN** DIXON (Adler) cross the line in second and third place respectively. **DEREK** MINTER shared the fastest lap in winning the 500 event.

Before coming back to the mainland, a quick look at the results of the Finnish GP reveals that **PETER** FERBRACHE has earned more foreign cash by coming 1st in the 350, 2nd in the 500 and third in the 250 riding his Montesa. I would hasten to add that he wasn't riding the Montesa in all three events although I wouldn't put that past him! A very creditable 3rd in the 350 was **PETER** PAWSON.

Aintree and the Red Rose Trophy meeting was, once more, a walk-over for **MIKE** HAILWOOD who finished 1st in all but the 500 class. **PHIL** READ romped ahead to snatch the 500 class from him, although finishing 2nd to him in the 350. **DAN** SHOREY was 2nd in the 125, and 3rd behind **JACK** MURGATROYD in the 250. To put a crowning touch to it he finished 4th in the 500 just ahead of **ROB** FITTON. The Vintage event saw **JOHN** HURLSTONE bring his 1929 490 c.c. Norton across the finishing line just ahead of **CHRIS** WILLIAMS on his very fast 1926 650 c.c. Scott. Sidecar honours of the day went to **PIP** HARRIS who won both the scratch and the handicap races. **BILL** BODDICE was second in both, being followed into 3rd place in the handicap race by **PAT** MILLARD. **ERIC** PICKUP was 4th with his BMW.

On the following day at Brands Hatch many were the race and lap records which were broken. It was incredible how so many of the riders who were riding in the N.W. 200 managed to get to Brands in time—or at least to race! The 50 class was won very convincingly by one of **FRANK** SHEENE'S mounts second to which was **CHARLES** MATES on an Itom. The 200, 250, 350 events were all dominated by the Nettlebedlian who was, once more, riding with his rear wheel yards ahead of his nearest rival's front (wheel). **DAN** SHOREY was second to him in both lightweight events followed home in the 250 by **FRED** HARDY. The arrival of "GINGER" PAYNE on the scene in the "heavier" events helped to split up things a bit. In the 350 he managed to get in between Mike and Dan and gave a repeat performance of this in the 500 "fast" events. In the second 500 he achieved a 2nd place in front of **BRUCE** DANIELS and behind **DEREK** MINTER. Derek also won the first 500, but it was with his second ride that he shattered the lap record. Two up-and-coming riders showed their potential mettle in the 350 "slow" race. The riders, **REX** AVERY and **DAVID** DEGENS, were followed into 3rd place by **HARRY** RAYNER. The 500 "slow" saw **ARTHUR** GEARING, **IAN** GODDARD and **VERNON** COTTLE finish in that order. The three-wheelers fast race was won by **BILL** BODDICE, and **LEN** GOODING was 3rd in the class "B" Handicap.

The French Grand Prix held at the Montagne D'Auvergne circuit witnessed two new lap records being set up. In doing so **JOHN** SURTEES won the 500 and was 3rd in the 350. **FRANK** PERRIS was 6th in the 350.

PHIL READ was the hero of the day at Oulton Park for the Clubman's Trophy, winning both 350 and 500 classes. **BILL** SIDDLERS was second in the 350, and **FRED** NEVILLE and **DENNIS** PRATT 2nd and 3rd in the 500. In the preliminary rounds of the 350's, the first event of the day was won by **BILL** SIDDLERS who beat **PHIL** READ by no less than five seconds. The Clubman's production race was won in grand style by **ALAN** DUGDALE. **MIKE** BROOKES was 2nd and **KEN** DOUGLASS on Arthur Taylor's Venom was an excellent 3rd. **RAY** KNIGHT, after

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HUTCHINSON '100' (Silverstone)

B.M.C.R.C. Senior Championship—1st
350 c.c. Championship—1st, 3rd
250 c.c. Championship—2nd, 3rd
125 c.c. Championship—3rd
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HANTS GRAND NATIONAL

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250 c.c.—1st

OULTON PARK RACES (April 18th)

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

SCOTTISH 6-DAYS TRIAL

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize
34 out of 38 Special First Class Awards

NORTH-WEST '200'

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

FRENCH GRAND PRIX

Sidecar—1st

SILVERSTONE RACES (May 28th)

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

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Winner

BLANDFORD ROAD RACES

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

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having ridden his Royal Enfield Constellation all the way to Oulton, and after having obtained a 4th place, got back on and rode it all the way back again. (I think such an achievement as this says much for the driver and the machine which he has maintained. It ought to be a stipulation that all production machines should undergo the same exercise. No rude letters please!) The major sidecar event of the day, thrown in for good measure, was won by BILL BODDICE with ERIC PICKUP (BMW) 2nd and TERRY FOLWELL 3rd.

Our own Silverstone Saturday's results ought, by now, to be known almost by

heart. So we'll skip that one and continue. BOB LLEWELLYN, one of the Club's Senior Marshals, hit the trials news recently by winning the sidecar class of Wickham Motor Club's Summer Trophy Trial with his Ariel outfit.

An unusual end to this month's column is a sand race. From Jersey we hear the news that JIMMY LEES-BAKER achieved two seconds and one third in a recent meeting held at St. Oeuun's Bay. It is nice to know that the "Bemsee" flag is being kept flying in the Channel Isles. Keep at it!

J.H.S.

SPRINT NEWS

THE very thing the National Sprint Association hoped to avoid after last year has happened again. Most of the planned sprint meetings seem to have gravitated to the end of the season. There is one each weekend from August 20th to the end of the season. Now the Chelmsford club will presumably wish to hold their event at a later time which may complicate matters even more. No fault of theirs, mind you; they had to accept the ruling of the Air Ministry whose property North Weald is. The position may be even more frustrating than ever because, again through force of circumstances, the two B.M.C.R.C. events, Shelsley and Brighton, are restricted as to the number of entries that can be accepted. What a pity this state of affairs has arisen.

Margaret Ward tells me she will have the regs. available for Shelsley and Brighton ready this month. They will be sent to all last year's runners. Any one else should write to the Office for them right away. Shelsley will be cut down as to entries this year. I think this a pity personally, though, in fact, it has been a struggle to get a decent sort of entry in recent years. 24 is the number this year. The meeting spreads over two days,

but the two days are Saturday and Sunday. Shelsley is a pleasant place at which to spend a weekend, but do not expect an M1-like road surface on the hill. It may have been resurfaced, but it's still darned bumpy. Brighton needs no introduction. It is an invitation event again. How I, and doubtless many others, wish Bemsee could run its own meeting along the Madeira Drive again.

While talking about kilometre sprints let me mention Melbourn not far from Pocklington in Yorkshire and run by the Ilkley club, led by that stalwart, Norman Bedford. Last year Norman had scant reward for all his effort. This time I hope he will do better as far as his entry is concerned. The course is good and there is at least another Kilometre to pull up in. Take a trip to Yorkshire; you'll enjoy it.

Finally, and on a more personal note. I wish to record my disappointment at the cancellation and/or postponement of various sprint meetings this year, i.e., Witchford, Blackpool (Vintage one), Shenington and North Weald. I had hoped to have a "go" on a 500 Norton object I possess. So far I have not ridden it at all. It gets a little frustrating! Now I'm keeping my fingers crossed in the hope my Long Marston entry will be accepted by our Secretary.

W.G.T.



don't forget the . . .

METROPOLITAN MEETING

CRYSTAL PALACE CIRCUIT—MONDAY, 1st AUGUST

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BILL JARMAN'S COLUMN

THE sun came out in all its glory for Silverstone Saturday. The racing was as keen as ever and anyone who says he did not get value for money should see a psychiatrist with rose coloured spectacles.

Calling in at a well-known Hostelry on the way home from Silverstone, we were quite surprised and pleased to hear the local lads discussing the various events plus some caustic remarks about competitors and mechanics who don't know the difference between growing crops and ordinary grass. Apart from this one black mark, the conversation was complimentary to the club and its membership.

What with Whitsun followed by the Isle of Man T.T. with a record entry, then the Dutch T.T. (clashing with Le Mans) and the Thruxton 500 mile event the month of June has provided many of our membership with lots of opportunities to expend energy, money and machinery. I often wonder what can be done to reduce the cost of competing, but always get bogged down by things like the weather and the customers. A wet day can easily mean a loss for everyone.

This issue should reach you just about the time the Guinness Trophy Meeting is being held at the Crystal Palace. This particular award commemorates the late Sir Algernon Guinness who was our President for so many years. Without doubt it is one of the most beautiful trophies in any sporting sphere. It is also

one of the few things which cannot be filled with champagne at our Annual Dinner in November.

A few days ago someone passed a remark to me to the effect that the top-class racing motorcyclists never made the grade on four wheels. I nearly exploded trying to get out some of the names. Varzi, Dixon, Handley, Nuvolari, Rosemeyer, Denley, Driscoll, Don and many more. I must check up with Erwin Tragsatsch who is now back in England and living in Kent. Erwin knows most of the answers without looking at the records. Amazing man!

Now that one of our members has officially lapped Silverstone at over the hundred, I think the time has come when we might consider a special mark of some kind to register the occasion. This token could become a coveted item like the gold stars of pre-war Brooklands. Although a silver star might seem to be of lesser value than the golden variety, the name is in keeping with the venue. If it were made of platinum the lads would still call it silver—or would they?

It is not often that the B.M.C.R.C. organise a meeting on a Bank Holiday. There are reasons for this of course but this year, given good weather, we hope to beat the record attendance at the Palace on August Bank Holiday. If you are not racing or acting as a mechanic, why not help your club as a marshal? You will probably find that you will enjoy the training as much as the actual racing. Training is the right word.

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*Delete whichever is inapplicable.

THE T.T. RESULT

BY THE EDITOR

AS a sequel, if such it can be called, to my piece in the June issue I thought it might be fitting to record how our members fared in the Island—in the fastest T.T.s ever run. This is not the tale of the T.T. The races have been reported already. And next month our Secretary will account for her T.T. week. In the tables below appears an analysis of how Bemsee fared in the 1960 series. By and large we did very well, though our teams all fell by the wayside.

Ultra Lightweight. *Ducati*: Brian Clark—14th (30.37.8), Alan Dugdale—retired lap 3 (30.21.6), Gary Dickinson—11th (29.17.8) and Mike Hailwood—retired lap 1. *E.M.C.*: Jim Baughn—retired lap 3 (33.57.4). *Montesa*: Rex Avery—retired lap 3 (33.31.4). *M.V.*: Ross Porter—retired lap 3 (32.30.8) and Peter Walsh—20th (33.05.2). *M.Z.*: Bob Anderson—5th (26.55.6) and John Hempleman—4th (26.51.6). *Suzuki*: Ray Fay—18th (33.10.8).

Lightweight. *Ariel*: Stan Cooper—retired lap 1 and Michael O'Rourke—7th (27.27.8). *Bianchi*: Derek Minter—retired lap 1. *Ducati*: Brian Clark—11th (28.59.2), Mike Hailwood—retired lap 1 and Harry Crowdes—retired lap 4 (28.41.2). *M.Z.*: Bob Anderson—retired lap 2 (26.06) and John Hempleman—retired lap 4 (24.39.2). *Norton*: John Bacon—12th (28.51.4). *NSU*: Alan Dugdale—10th (28.51.6), John Dixon—retired lap 5 (28.35.5), Les James—retired lap 3 (29.32.4) and Jack Murgatroyd—retired lap 4 (27.47.6). *Velocette*: John Patrick—13th (29.31). *Villiers*: Peter Walsh—17th (32.37.4).

Junior. *A.J.S.*: Ray Prowting—34th (25.46.8), George Catlin—10th (24.35.8), Tom Thorp—retired lap 2 (31.42.6), Bob McIntyre—3rd (23.35.6), Mike Hailwood—retired lap 4 (24.44.2), Peter Pawson—retired lap 3 (25.31.4), Derek Jarman—24th (25.22.6), Ray Fay—20th (24.59.8) and Michael O'Rourke—retired lap 5 (25.24). *B.S.A.*: Geoff Eccles—40th (26.31.6). *M.V.*: John Surtees—2nd (22.49.4). *Norton*: Ron Rowbottom—26th (24.47.8), Noel Wright—28th (25.33), Derek Minter—4th (23.47.4), Peter Middleton—15th (24.50.8), Harold Riley—retired lap 4 (26.13.4), Terry Shepherd—retired lap 4 (24.07), George Leigh—42nd (26.44), Fred Stevens—23rd (25.00.7), Maurice Gittins—45th (26.56.4), Brian Clark—38th (26.15.6), Trevor Pound—retired lap 1, Stan Cooper—retired lap 6 (26.24.6), Monty Buxton—50th (26.55.4), Brian Setchell—9th (24.37.8), Dave Beckett—51st (27.28.6), Don Chapman—retired lap 2 (25.27.4), Alfred Shaw—49th (26.59.2), Vernon Cottle—25th (25.26.8), Bob Anderson—6th (24.31.4) and John Hurlstone—32nd (25.36.2). *Velocette*: Ted Lavington—56th (28.31.8).

Senior. *A.J.S.*: Roy Prowting—retired lap 6 (26.05.4). *B.S.A.*: Lawrence Povey—retired lap 4 (29.18.8). *Matchless*: Peter Chatterton—retired lap 2 (24.58.2), George Catlin—19th (23.22.8), Tom Thorp—retired lap 4 (23.30), John Simmonds—retired lap 6 (27.16.4), Derek Jarman—retired lap 2 (39.41.4) and Ray Fay—retired lap 1. *M.V.*: John Surtees—1st (21.45). *Norton*: Bob Anderson—8th (23.06.8), Bob McIntyre—retired lap 2 (22.47.8), Mike Hailwood—3rd (22.33.2), Terry Shepherd—20th (23.21.6), Fred Stevens—21st (24.04.6), Derek Russell—26th (24.29.4), Harold Riley—retired lap 1, John Hurlstone—25th (24.55.8), Ron Rowbottom—24th (24.41.4), Noel Wright—retired lap 3 (25.00.6), Derek Minter—retired lap 4 (22.24.2), Peter Middleton—14th (23.57.8), Pat Manning—38th (26.48.4), Dave Wildman—retired lap 6 (27.31.8), Stan Cooper—retired lap 4 (26.01.6), Trevor Pound—retired lap 2 (26.14), Peter Pawson—retired lap 3 (24.47.4), Brian Setchell—retired lap 2 (24.51), Graham Downes—retired lap 5 (24.49.4), Monty Buxton—retired lap 5 (25.40.2), Dave Beckett—retired lap 2 (26.06.8), Alfred Shaw—36th (26.34), Don Chapman—22nd (24.27.4) and Vernon Cottle—retired lap 6 (24.27.6).

Sidocar. *B.M.W.*: Eric Pickup—retired lap 2 (30.51), "Pip" Harris—2nd (27.05.6). *B.S.A.*: Tom Padlev—retired lap 3 (31.32.4). *Norton*: Pat Millard—8th (30.10.2), Charlie Freeman—3rd (28.48), Brian Green—9th (30.43.6), Eric Vincent—14th (31.18.4), Ron Cheney—retired lap 1 and Len Taylor—retired lap 1. *Triumph*: Jack Bollington—12th (31.00.1).

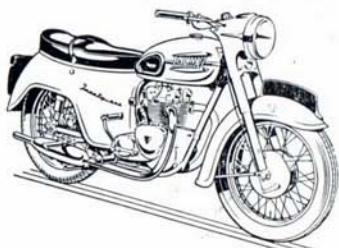
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MARGARET'S MEGAPHONE

STRANGELY enough, I can find very little to say this month. Either nothing is happening to the members or they are too ashamed to admit it!

Three members have recently attained the state of matrimony—John Tremlett, Guy's brother, Fred Bickel (who had the effrontery to ring up Bill Otwell on his wedding morning to ask him to get hold of some Long Marston regs!—better than on his honeymoon though, I suppose) and Tony Horton. I heard about Tony's marriage by a very round-about way. Brother Peter sent their entries in for the Metropolitan Meeting.

apologising for omitting their membership numbers as Tony had taken them on his honeymoon! Anyway, congratulations all.

That's all there is, I fear, with the exception of a piece from Bill Dixon. You know, that man keeps us office-bound characters sane with his demented letters when we have got to the stage where life isn't funny any more. The latest is that he is experimenting with alloy rockers and con-rods for the Gold Star. In addition he is trying water induction "so I can promise the boys a bit of steam, if nothing else".

BOOK REVIEWS

"MOTOR Cycling" Road Tests—the Sixth Series. Each year Temple Press Ltd. publish in concerted form the road test reports that have appeared in the pages of "Motor Cycling" in the previous 12 months. The 24 motor cycles and five three-wheelers which are featured in the latest such edition are by no means all British. Of special interest to the more sporting types, are the tests of the R69 B.M.W., Gilera 175, Greeves trials, Guzzi "Lodola", Harley Davidson (by far the most interesting chapter in the book), Puch SGS and Royal Enfield Crusader Sports. Very full details are given with each report, though I feel a little more variety might be used in the reports. Nonetheless, it is a good 5/-'s worth and could well provoke quite a nice club room argument as to whether the British motor cycle industry is proceeding along the right lines.

THE 1960 edition of the R.A.C. Motor Sport Year Book and Fixture List is now available from the R.A.C. Competitions Department, Pall Mall, London, S.W.1. and all R.A.C. County Offices, price 2s. 6d. (postage 9d.). This handy pocket sized booklet—a "must" with every motor sport enthusiast—has been completely re-planned to provide a simpler indexing system. The comprehensive information contained in its 338 pages includes a calendar of international, national and local motor sport events of every description.

HAVE you noticed a lot of things on the roads these days with a wheel at each corner which don't fall over when the brakes are applied in the wet? Have you wondered what they are and what makes them tick? If so, you will no

doubt be interested in "The Private List". To quote the sub-title, this is "a series of detailed and independent car road tests" which are circulated to subscribers each month. The tests have the great advantage over similar ones in the technical journals in that they are written by one person, John A. Barnet, thus assuring a similar approach to each vehicle. The tests are written in an entertaining and refreshingly honest style and give the writer's impressions of the subjects from every conceivable angle. All shapes and sizes of cars come in for this very close scrutiny of their appearance, design and performance, ranging from the Miniminor, via the XK1505 Jaguar to the Rolls Royce Silver Cloud. Interesting comparisons can be made from the specification and performance data supplied. The subscription for 12 monthly issues (two tests per issue) is 30s. including postage; and members interested in receiving these illuminating and instructive descriptions of those things the others drive, please let me know.

The Secretary.

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EDITOR'S CORRESPONDENCE

[The Editor does not necessarily endorse the opinions of correspondents.]

Dear Sir,

Racing would not be the same without the traditional push start. In May issue Dr. Bayley states that "we race in order to find out who has the best and fastest machines". This is incorrect. Nowadays we know beforehand who will win; either McIntyre or Minter or Hailwood in the 350 and 500 c.c. and Hailwood in the 125 and 250 events. It is by studying the style of lesser riders that we can see who will make the grade next season. In any case if a rider crashes due to over-doing it the blame is usually on him.

Yours, etc.,
Hugh O'Neill.

Dublin.

Dear Sir,

The editorial in last month's issue strikes a note that is all too familiar these days for very sound reasons. Motor cycling, whether for pleasure or sport, can, and often is dangerous. As a result we attract the attentions of the so-called "yellow" press, whose more sensational examples are only too pleased that a section of the community is apparently willing to provide enough blood and thunder to fill a column almost daily.

That, of course, is one side of the story to us. But as a story it is well bandied about by thousands, if not millions, of unformed people. To some extent the blatherings are off-set by the considerable achievements of the more famous amongst us; by the occasional good coverage given by the BBC and also the commercial television companies I mean no disrespect when I say that all this favourable publicity is the result of no clear policy on any one person's part; nor on the part of any publicity conscious body. This is the point of my letter. In order to promote motor cycling, whatever branch of it is immaterial, you the motor cycling enthusiast has got to do it. Now we have a governing body of the sport that could well take the lead in this sort of venture and "market" our sport and pastime as it badly needs marketing.

Where, too, are our manufacturers in this respect? Are they so blind that they cannot see that the mounting public feeling, egged on by newspaper reports, is capable of growing to an extent where more and more legislation against the motorist and the motorcyclist could well reduce the market for their products.

There has only been one section of the two-wheeled manufacturers that has had anything like an idea how to market travel—the scooter concessionaries. A leaf should be taken from their book. For paradoxically the detrimental remarks about motor cycling rarely seem to cover scootering.

I propose that the Auto-Cycle Union appoint someone with the right sort of enthusiasm and knowledge of the science of promotion and publicity to get as much favourable coverage as is possible. After all they have the material to work upon. And no doubt the top name in the sport would be willing to assist too.

In addition I would urge manufacturers to act likewise in the setting up of a body whose aim will be to market motorcycles as legitimate and obvious a means of transport as a car. This can be done by re-thinking on advertising policy, the industry as a whole indulging in press and publicity promotions and in combining with the ACU to co-ordinate activities.

Then you will see a start made which will be one of the most effective ways of really counteracting the menace.

Yours faithfully,

Hayes, Kent.

DENNIS BATES.

[We are pleased to see the recent Editorial on this topic has brought a reply. Mr. Bates undoubtedly makes a very good point indeed. What do you think of his idea?—Ed.]

Dear Sir,

With reference to Dr. Bayley's letter in the May Edition of *Bemsee*, I would like to put on record that I applaud his remarks regarding push-starts and would also like to see them abolished in favour of clutch starts.

After all we are supposed to be testing the reliability of machines and the skill of the riders, not the athletic capabilities or gymnastic prowess of the men astride the machines.

I have been riding motor-cycles for a long time now and am very keen on racing. When it comes to riding I consider I can handle a machine and have "seen off" racing rider friends of mine on occasions. Unfortunately I am just plain awkward at gymnastics of any kind and cannot bump start a machine without falling in a heap of tangled man and

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Editor's Correspondence (contd.)

machinery. No, I don't mind admitting it. This means that I shall have to confine my interests to sprints this year and be forced to be a spectator at the races I am so keen to participate in.

Maybe I am an exception, but, I do agree wholeheartedly with Dr. Bayley and hope that the Club adopt the clutch start for all races. Failing this how about more Clubman's races with clutch starts and the same for all Production machine events. Surely this would be a good thing as it is universally accepted that racing improves the breed and there are still machines being produced which are prone to clutch trouble.

Yours, etc.,

Stevenage, Herts.

J. E. A. West.

CALENDAR FOR JULY

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Skerries 100—National
Aintree R.R.—Centre restricted
Silverstone R.R.—Restricted
Ragley Hall Hill Climb—Restricted
- 3 Charterhall R.R.—National
- 6/7 Southern 100—National
- 9 Brands Hatch R.R.—International
Lurgan Park R.R.—National
Rhydymwyn R.R.—Centre restricted
- 10 **Long Marston Sprint—Restricted**
- 16 Castle Combe R.R.—National
- 17 Mallory Park R.R.—National
- 20 Mid Antrim 150—National
- 24 Snetterton R.R.—National
- 30 Temple 100—National

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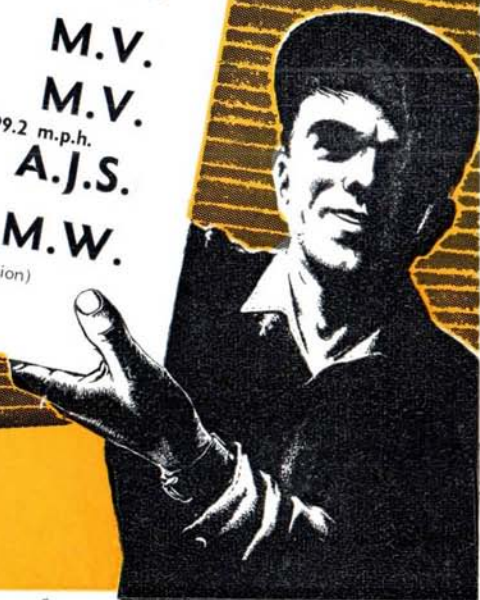
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