



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 13. No. 6. JUNE 1960



Will John do his third successive T.T. double ?

(Photo: Gordon Hicken)

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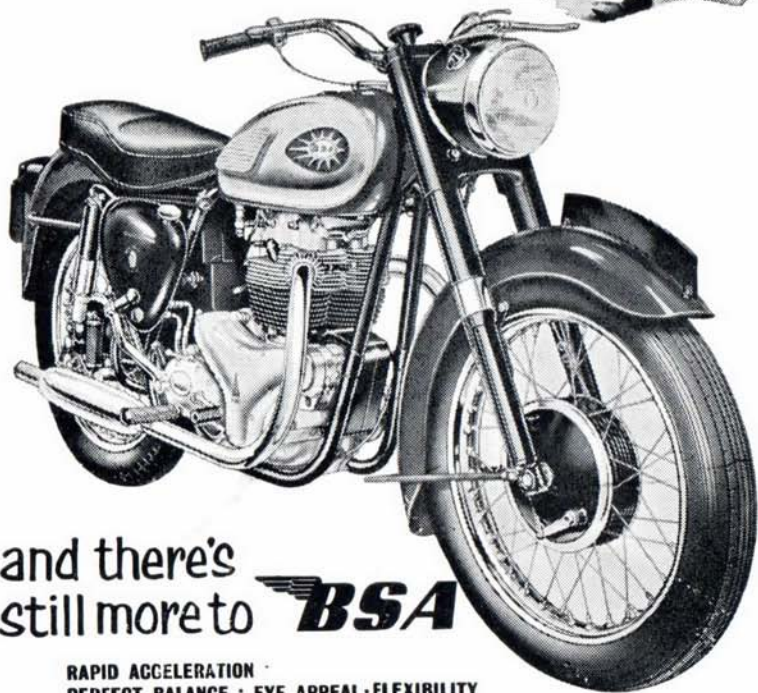
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EDITOR :

GUY TREMLETT

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EDITORIAL

MOTOR cycling and those that ride motor cycles are much in the news just now. One reads much, far too much, in various papers about them and most of what one reads is far from favourable. Certain papers seem to deliberately make capital out of the dangers etc. (so called) of two wheels. Indeed we recall having read not so very long ago in a popular weekly periodical a whole article of wildly exaggerated and grossly inaccurate content on this subject. We notice too, and this is the particular concern of this Editorial, an eager readiness on the part of the popular Press to seize on accidents in racing and give them publicity quite out of proportion to their relative importance, as compared with, for example, world shaking events like the Summit Conference, nuclear weapons or South Africa. One should not have to mention the terrible crash at the Crystal Palace last year to quote just one example of the truth of this statement. There was another, mercifully played down in English editions we believe, resulting from the unfortunate accident involving spectators in the Tanderagee 100 race in Ireland in April.

We realise, of course, that freedom of expression is something to which everyone in a free country such as this is entitled. We should wish nothing done to alter this state of affairs. Is it too much to ask for a sense of proportion? Never before has motor cycling and motor cycle racing been so popular. There are more machines on the road than ever. There are more people who race. There are more spectators. In 1939 there two or three road circuits; now there are at least fifteen. An entry of 60 at Brooklands or Donington was thought excellent. Today we get 400 or more at Silverstone and elsewhere. Rarely did more than a couple of thousand attend at the "Track". Now crowds of up to 40,000 and more are not unknown. And yet the struggle to gain our Sport the recognition it undoubtedly deserves has been, and still is, a long, hard one. It cannot possibly be helped by these sensational reports and articles to which we allude above. At the same time we must place on record the fact that, recently, some national dailies have begun to publish results of meetings and, of course, the coverage afforded by the B.B.C. and I.T.V. is of tremendous value. Indeed we feel the latter bodies deserve our grateful thanks for what they have done. It is to be hoped they keep it up.

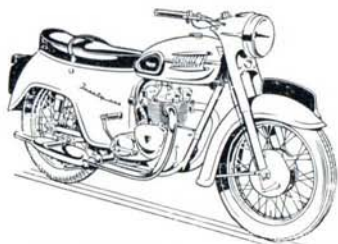
May we plead for a more balanced outlook toward our Sport among the tycoons of the popular Press. Surely they must realise how much of a sport motor cycle racing still is? Surely they must appreciate how amazingly safe racing is? If one were to work out the ratio of fatal accident to miles covered per year at all race meetings in, say, these islands, the figure would be

(continued overleaf)

pretty amazing. May we quote just one example to make the point. In all the two wheeler meetings there have been Silverstone there has been only one fatal accident; that in eleven years and 23 big and 8 "club" meetings, with literally thousands of riders taking part and a total mileage by all those riders in the seven figure bracket, or not far off it. And where too, in what other sport does one find so many people prepared to spend a considerable amount of money and all their spare time carrying on that sport without thought of reward? May we, with all respect, suggest these two points are more than worthy of consideration by our newspaper magnates; and come to that, by the large body of the ignorant and biased general public who would do well to practise the gospel of "love thy neighbour" rather more than they do. That is another story, however.

We turn now from one matter of the most vital importance to racing to another which might be almost as vital, though in a different way. We refer to the forthcoming scooter race at the Guinness Trophy meeting on 2nd July. Many people will, quite a few have already done so, raise their hands in horror at the very thought of the despised scooter racing. We confess we do not much care for the scooter, but one man's meat in another man's poison. Scooter racing is bound to come and it might as well be Bemsee who has the first "go" in this country. The Committee and Secretary have tried to do all they can to make sure quite standard scooters are used. It is possible that most of them, indeed it would probably be a good thing, will be ridden by experienced racing men. In that way we might be able to form some idea of the possibilities of a new form of racing. It is also to be hoped that those who look after the interests of scootering, as opposed to motor cycling, will attend the meeting and take due note of what happens. For it could well happen that this race will spark off a great interest and other such events may then result. If this did happen, such meetings would have to be properly run. In any event it ought to be instructive.

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POUR PASSER LE TEMPS by Danny Needham

(The writer of this article is one of our most distant members, living in Malaya. He was responsible in large measure for the revival of the Johore Grand Prix. This short article is not a description of the race. It tells of what can happen in the Timekeepers' box. Several months before the event Danny sought the assistance of the then Secretary and the Club's Chief Timekeeper, Harry Shuttleworth, on this vital aspect of a race meeting. We are not sure whether we ought to associate ourselves with this meeting, but a good time was evidently had by all! Be that as it may, good luck, Danny, and may you have many more of 'em.—Ed.)

THE Johore Grand Prix and Road Races for cars and motor cycles were discontinued in 1953 because of the failing health of His Highness, the late Sultan of Johore; a very great friend of Britain's and a great sporting character to boot. However his son, Sir Ismail, D.K., S.M.P.G., S.M.N., K.B.E., C.M.G., the present Sultan, gave us permission to resume the event as part of his coronation celebrations in February of this year. The event was to be a two day affair over the original road course of 2 miles 110 yds. which completes a circuit around the Istana. This is about equivalent to H.M. The Queen giving permission to hold the "Hutch" around Buckingham Palace. It is only fair to point out that His Highness is our Patron and his son, the Prince, is an enthusiastic member of the club and drives a 300SL Merc, a "blown" '38 Merc, a V 12 Lagonda and a plethora of moderns down to a Mini-Minor, which the children use as a kind of "do-it-yourself" perambulator!

The inaugural meeting was held in September last and the author was directed to the task of looking after the timekeeping and communication arrangements to keep him from dabbling in the more important mysteries. The Chairman had been considerably influenced by Montgomery's book. Meanwhile the Government promised their warmest support (which was very odd). Happily the Public Works Dept. voted the road around the Istana badly needed resurfacing. The Police asked if they could be invited to assist. Revenue said how nice it was to see a rekindling of the old spirit and how much, please, did we think they'd make on entertainment tax. *(Oh dear, do you still have that, Danny? —Ed.)* An oil baron quietly slipped us fifty thousand dollars for the petty cash; presumably as a penance for foisting on a gullible public the watery paraffin he calls petrol! It was all very pleasurable. Rather like a National Cash register gone mad. Ting! Ting! Ting!

About this time Willy Utiger, the Omega representative, arrived in Singapore on his way back to Bienne from the South East Asian Games. So it suddenly clicked that, wherever Uncle Willy had been, there reposed all the beautiful Olympic timing gear. Jolly—the thing to do chaps is to put both feet on Uncle Willy until he coughs up with the loan thereof. The Olympic equipment, which consisted of 25 M.G.1135 micro-split Olympic timepieces and the celebrated quartz clock, arrived early January and immediate arrangements were made to enrol 25 volunteer timekeepers, one to each competitor, and to train them in the use of this high grade equipment. Thirty two volunteers were selected and made to take the oath that they considered work vulgar. This included five official lapscorers. We were taking no risks, you understand.

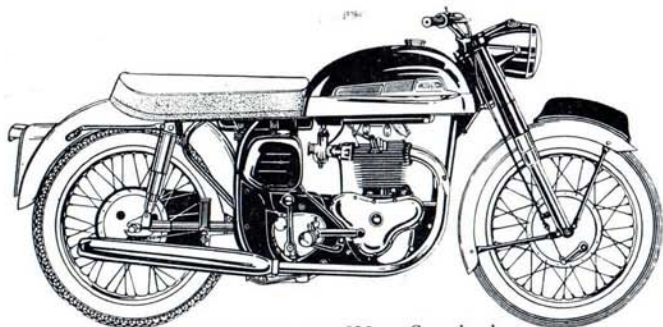
Practising for the timekeepers began soon after the gear arrived. First we purchased a dozen or so small Shuko racing cars and fitted them out with little flags bearing numbers. Next we harnessed an edited tape recording of about a dozen G.P.s to a 60 watt amplifier and twenty four loudspeakers. Finally we topped the lot by building a little track on which to race the cars. The idea was to let the timekeepers time the cars round the track (one to each timekeeper) against a background of a full blown G.P. We aimed at producing a Shuttleworth for each competitor. By God, we did y'know!

The first practice session produced nought but thoughtful expressions. Very few got their sums right. The noise put them off. We had also omitted to close the bar (sic transit and very much hic). "Dusty" Miller, who went to school in France (a Finishing School for Young Ladies we are mischievously inclined to think) got into awful trouble with his sevens, which he crossed in the continental way, and thereafter couldn't remember whether it was a four or a

(continued on page 120)

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A Summary of Members' Recent Successes

WITH the advent of Silverstone Saturday, a thing of the past by this time, this will of necessity be rather compressed, so to those that are missed out I must apologise in advance, although it will not be intentional (not the apology).

The outstanding debut of **John Surtees** in the Motor Racing world will be remembered for some time; to date—three seconds and a fourth all on Coopers and all against fierce opposition. May he continue the good work!

By now the Hutch is history and can be described as being a most fitting opening to the British racing season. The Easter races have also been accounted for in last month's edition, so I am now left to push on with subsequent results.

At Castle Coombe on the Saturday after Easter it was again something of a **Mike Hailwood** benefit day. In all but the 500 class a series of very fast machines brought him across the finishing line into record-breaking first places. All the records but the 250 were broken and three of them by Mike. The remaining 500 lap record was taken by **Derek Minter**, who for most of the day had been battling furiously with Mike. **Dan Shorey** had a most successful day finishing 2nd in the 125 and 250 and 4th in the 350 and 500. **Dave Moore** was 3rd in both the 125 and 250 and **Phil Read** 3rd in the 350 and 2nd in the 500. The sidecar class was dominated by **Bill Boddice**, though in the handicap race was handicapped out of a place. **Pat Millard** managed to get his Norton home into 3rd place in the Scratch Race and **Mike Rowell** his into 2nd place in the Handicap. In the 'Non-Experts' **Fred Neville** once again showed his superiority by winning both races. **Dave Beckett** followed him home into 2nd in the 350, while in the 500 it was the turn of **Haydn King** and **Bill Siddles** to follow Fred. At Imola, wet as usual, **John Surtees** won the 500 race with ease, while **Bob Anderson** and **Arthur Wheeler**, Benelli and Guzzi respectively, were 6th and 9th in the 250 event.

Blackpool was the scene of a lot of noise on the following day when the Sprinters amongst us decided to air themselves by a 'stroll along the prom'. **George Brown**, making a welcome return after his unfortunate accident in Jersey, made the fastest time of the day on 'Nero'. **Charlie Luck** rode extremely

well to win the fastest riders' event and finish second in the 1,000 class (on a 500 Norton running on petrol). He also won the event for 500 racing machines. **Cecil Mills** on his 'standard' Vincent won the 1,000 c.c. event for production machines and was 2nd in the fastest riders' class. Other notables were **George Breach**—3rd in the 1,000 production, **Tony Macpherson**—3rd in the 1,000 racing machines and **Derek Woodman**—2nd in the 350 racing machines.

Austria and its Grand Prix at Salzburg saw only three "Bemsee" riders taking part, or should I say finishing on the leader board. **Peter Ferbrache** came 3rd in the 350 on his Norton followed into 5th place by **Frank Perris** who also finished in the same place in the 500 one behind **John Hempleman**. Though there was a large continental entry at Bourg-en-Bresse, again on the 1st, **Bob Anderson** (Norton) won the 350 and **Rob Filton** was 3rd in the 500. Only one other English rider "made the grade".

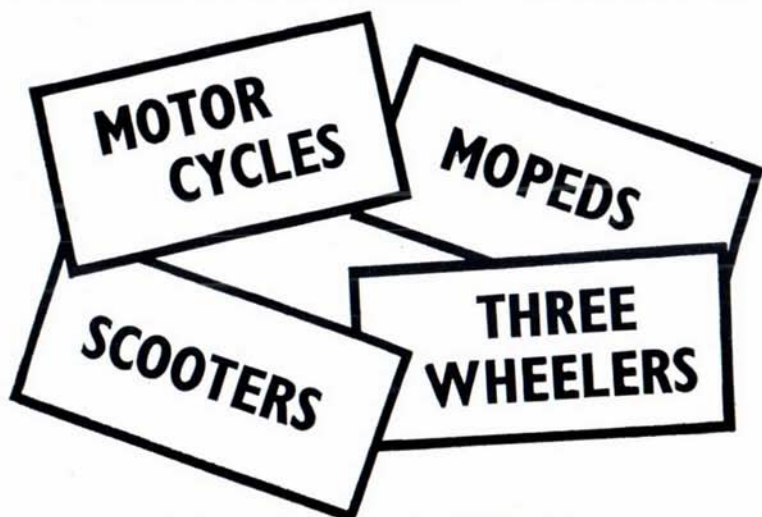
At Aberdare Park **Mike Hailwood** was again as unbeatable as ever, winning all but the 350 when he was unfortunate enough to "step off". **Dan Shorey** came 2nd—125, 3rd—250 and 3rd—500, proving how worthy he was of the Pinhard Prize. **Dave Moore** and **Mike Brookes** came 3rd in both the 125 and 350 respectively. **John Dixon** with his NSU was 2nd to Mike in the 250.

On to Mallory Park where again most of the honours went to **Mike Hailwood**. As is becoming quite natural now, **Dave Moore** again followed **Dan Shorey** and **Mike Hailwood** into 3rd place in the 250 c.c. race. Many were the battles for the 350 and 500 honours. The 350 in the end went to **Bob McIntyre** with **Phil Read** and **Bruce Daniels** close behind. After a race that had the spectators spellbound for whole distance, the 500 resulted in Bob and Phil having to be content with 2nd and 3rd place respectively behind Mike. A change of machines from solos to sidecars again produced some close racing. **Bill Boddice** with the Norton won the Scratch Race putting up the fastest lap and was followed into 3rd place by **Fred Hanks**. Fred managed to keep the same position in the Handicap event, but this time behind **Pat Millard** and **Charlie Freeman** with the Vincent.

(continued on page 124)

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THE T.T. by the Editor

THIS issue could be called our T.T. number, though I refrain from so doing because "Bemsee" is a Club magazine and, in any case, every member probably knows a lot, if not all, about the T.T. and the Isle of Man. Nonetheless I thought a few random thoughts on the subject generally might be appropriate at this time.

1960 makes one landmark in T.T. history at any rate. All five races at last return to the Mountain course. I cannot help feeling that this was the right thing to do, though whether the racing will be exciting enough for the ordinary spectator is another matter. An enthusiast does not mind the interval starts, the necessary manipulation of watches to discover who is leading and, as might be the case in the Sidecar and Lightweight races, the wait between competitors appearing. I for one will be most interested to see at what speed the 125s and 250s lap. The late Werner Haas with one of the NSU "Rennmax" machines got round in over 91. The Sidecar race should be worth seeing too. I have a feeling that machine mortality might be rather high, as the stress on an outfit over this course will be pretty severe. Indeed these three races may well be the most interesting of the week. As far as it is ever possible to prophesy, the result of the Junior and Senior is more or less a foregone conclusion. The main interest here is to see which of the number of Norton privateers finish on the leader board, and at what speed the fastest among them lap. One question that does occur to me is whether we might see a 100 m.p.h. lap by a Norton. I think we might well do so. For a change, too, there should be an A.J.S. or Matchless or two to split the Nortons in the placings behind the M.V.

I have often felt that the practice is the best time of the T.T. For one thing even in this day and age of non-factory participation by most manufacturers there are still some interesting machines to be seen. Such machines are likely to be almost entirely confined to the Lightweight classes this year. That is where the works' entries will be found. Another thing about practice is that the keen spectator can get about to a number of vantage points. During the races one is almost bound to stay put in one particular spot. With a dozen or more practice periods one can move around; possibly to a spot unvisited before. Perhaps I had better not express my

opinion on early morning practice! I have never minded it, but I would agree that, by and large, it has little to commend it other than possibly reducing some of the inconvenience that inevitably is caused to the worthy Islanders.

I would not attempt to be dogmatic on the subject of where to watch. I have my favourite vantage points. No doubt you have. In some ways the Mountain circuit is the most frustrating course imaginable for a spectator. There are too many places at which to watch. My own "pet" place is the bottom of Baarregaroo, or the "Hole-in-the-Wall". This really is a place to watch and I can thoroughly recommend it as a spot to see just how quickly a really fast bend can be taken by one or two of the masters now riding. I imagine it would be little use to anyone, but a real expert, if they were wielding a camera as well as watching the race. For that the Mountain is excellent, provided it is fine. The Mountain has the added advantage that you can move about with relative freedom. The Stonebreakers Hut is a most worthwhile spot to choose; again it is really fast for those that know how. Of the more popular vantage points Hillberry or Braddan take a lot of beating in my opinion. Places like the Quarry Bends, the Laurel Bank/Glen Helen section and the Signpost—Governor's Bridge piece are interesting examples of more difficult or slower bends, but I would prefer these in practice rather than a race. Anyhow wherever you decide to go, you can hardly fail to find something interesting.

I have no intention either of forecasting the winners, even though, as I mentioned above, it might be very easy as far as the Junior and Senior are concerned. Though it might be of interest to finish this short piece by a mention of the Bemsee members who are entered this year. As usual there are quite a number. At the time of writing the exact composition of the Club's teams is not known. Indeed until the Chairman and Secretary finally tie up the loose ends when they reach the I.o.M. they will not be known. I would like to wish all our members, be they factory, dealer or privately entered a good ride/rides with at least one of those Mercury figures to show for their effort(s) at the end of the week. And finally may I express the hope that the Secretary will provide us with her impressions of the week's racing after it is all over!



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GIRLING



Bemsee members entered in the T.T. are:—

Ultra Lightweight : *Ducati*—Alan Dugdale, Gary Dickinson, Mike Hailwood, Arthur Wheeler. *E.M.C.*—Jim Baughn. *Montesa*—Rex Avery. *M.V.*—Ross Porter, Peter Walsh, Dave Whelan, Bob Anderson. *M.Z.*—John Hempleman. *Rumi*—John Dixon.

Lightweight : *Ariel*—Stan Cooper, Roy Castle, Michael O'Rourke. *Benelli*—Jack Murgatroyd. *Bianchi*—Derek Minter, Ray Fay, Peter Middleton. *Ducati*—Brian Clark, Mike Hailwood, Harry Crowder. *Guzzi*—Arthur Wheeler. *M.V.*—Bob Anderson. *M.Z.*—John Hempleman. *Norton*—John Bacon. *NSU*—Alan Dugdale, Ross Porter, Les James, John Nixon, Peter Chatterton. *T.T.S.*—Tom Thorp. *Velocette*—Dave Whelan, John Patrick. *Villiers*—Eric Hardy.

Junior : *A.J.S.*—Roy Prowing, John Hurlestone, George Cattin, Tom Thorp, Bob McIntyre, Peter Chatterton, Mike Hailwood, Peter Pawson, Rob Fitton, Arthur Wheeler, Derek Jarman, Bob Anderson. *B.S.A.*—Geoff Eccles, Derek Russell. *M.V.*—John Surtees. *Norton*—Ron Rowbottom, Noel Wright, Derek Minter, Peter Middleton, Harold Riley, Terry Shepherd, George Leigh, Fred Stevens, Maurice Gittins, Brian Clark, Dave Wildman, Harry King, Michael O'Rourke, Trevor Pound, Stan Cooper, Monty Buxton, Brian Setchell, Dave Beckett, Don Chapman, Alfred Shaw, Vernon Cottle. *NSU*—Jack Murgatroyd. *Velocette*—Ted Lavington.

Senior : *A.J.S.*—Ray Prowing, Arthur Wheeler. *B.S.A.*—Laurence Povey. *Matchless*—Peter Chatterton, George Cattin, Tom Thorp, John Simmonds, Derek Jarman, Bob Anderson. *M.V.*—John Surtees. *Norton*—Bob McIntyre, Mike Hailwood, Terry Shepherd, Fred Stevens, Derek Russell, Harold Riley, John Hurlestone, Ron Rowbottom, Noel Wright, Derek Minter, Peter Middleton, Pat Manning, Harry King, Dave Wildman, Bob King, Trevor Pound, Peter Pawson, Rob Fitton, Brian Setchell, Graham Downes, Monty Buxton, Dave Beckett, Alfred Shaw, Don Chapman, Vernon Cottle.

Sidecar : *B.M.W.*—Eric Pickup, "Pip" Harris, Jack Beeton. *Norton*—Pat Millard, Charlie Freeman, Brian Green, Eric Vincent, Ron Cheney, Ron Sleaf, Len Taylor, Tom Padley. *Triumph*—Harry Lee, Jack Bollington.

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

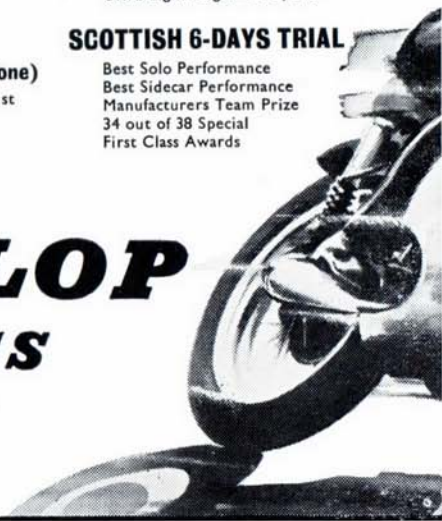
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MARGARET'S MEGAPHONE

IN case you thought from the blessed silence last month that someone had finally succeeded in shutting me up, let me here and now disillusion you. Lack of time and material was the main reason for the lapse.

The only member I have heard of who got himself "spliced" in time for the tax rebate was BRIAN BURGESS, who was married to Margaret Gower on March 28th. Our best wishes for your future happiness. Possibly inspired by the generosity of the Commissioners of Inland Revenue, Brian has also taken unto himself CYRIL JONES' 500 Gold Star and, by all accounts, is settling down very nicely after a long spell out of the saddle following an accident at Snetterton last year.

Two prospective members have recently joined the scene, Dean, second son of ROY HUNTER and David, first son of TONY CHRICH. Tony tells me that David weighed 8 lbs. at birth; I hope he puts on weight before he gets his International licence, otherwise he'll have to carry an inordinate amount of ballast to comply with the F.I.M. Code! Congratulations, both!

Though most people have got their machinery organised for the season, one or two bikes are still changing hands. BARRY JOHNSTON has sold his sprinter, the Baton Special, to DAVID MAHONEY and now has a Mk. II on the stocks. Another interesting item of news which Barry sent me was that he and David recently proposed a new member—you may have noticed the name in a recent issue of the magazine. The name is JAMES GUTHRIE and with a name like that one's father can only be one person! Jimmy junior hopes to start racing this season with a Gold Star.

Another sprint "iron" which has changed hands is FRANK WILLIAMS' 1,000 Norton-J.A.P., which was being ridden by a particularly self-satisfied ERNIE WOODS at Ramsgate. Ernie normally goes about with a broad grin on his face, but he was so pleased with the Norton-J.A.P., and life in general, on May 1st that we felt his smile might meet up round the back of his head with disastrous consequences! Meanwhile, Frank has now sold up all his 'bikes except the road-going ones and is concentrating on the tuning of HAYDN'S 350 Velonorton. Frank has had a very

good innings in the racing game and we wish him a happy retirement, with the hope that we shall see him about at the sprints for a long time to come, even if it isn't in a competing capacity.

Talking of Williams' Norton-J.A.P.s, I feel I must mention an incident witnessed at Ramsgate. BASIL KEYS was starting the other one, with no less than four (or was it five?) pushers. They got up quite a fair speed, Basil dropped the clutch, the motor fired and the plot departed rapidly up the paddock. The first of the pushers fell flat on his face and the others trampled over him! About time they employed self-starters on these things!

My final piece this month is a quote from a letter from our old friend BILL DIXON: ". . . the things my wife comes out with. I've come to the conclusion it isn't necessary to be blonde to be dumb. Watching T.V. the other week; Go-Karts and Brand's Hatch. We had been watching for about half an hour and the 3rd event was running. The T.V. camera showed a rear angle view. Suddenly the wife exclaims; 'Why! They have little engines stuck in the back.' I do believe she thought they were fitted with pedals. Then the other day some chaps in a workshop somewhere sent one of their workmates to "Coventry"—it was in the daily paper. The wife, reading this, says; 'It's a poor 'do'. Bill, being sent to Coventry. He might not be able to get a job straight away and what about his family if he's married.'

If you have room in Mutual Aid—FOR EXCHANGE. One good-looking, dumb brunette for 7R or Manx."

JOHN BROOKS and M. K. WINSLOW

We regret to record the deaths of John Brooks and M. K. Winslow in motor accidents. John joined the Club some two years ago, but had more than his fair share of bad luck. After an apprenticeship period on a Gold Star, he bought a G45 Matchless which "blew up" more than once. A Manx Norton did exactly the same thing when he bought one of them and that had kept him from racing for most of last year. M. K. Winslow was one of our founder members (his membership number was 14F) and a great supporter of the Club. To the families of both members we offer our deepest sympathies in their tragic losses.



The Race-Bred Motor Cycle

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RACING NOTES by the Secretary

FIRST of all, I must apologise most sincerely to all those racing members who didn't receive their usual set of regulations and entry form for the Guinness Trophy meeting last month. Exactly what happened is not certain; all I know is that somewhere between the stencils being run off and the magazines being despatched, two bundles of envelopes were switched, with the result that some people who didn't want them were sent regs. and, more important, some who wanted them were unlucky. You may rest assured that it will not happen again if I can do anything to prevent it. However, I would ask you all to let me know immediately if at any time your regs. don't turn up with the magazine at the beginning of the month. At an early stage, I can try and do something about it, but once the races are full, nothing can be done.

On a similar subject, I would like to spur you on to even greater rapidity in returning your completed forms. To give you some idea of what you are up against, I accepted no less than 180 entries on the first two days after the Guinness Trophy regs. were circulated and turned down about two dozen more. As there are only 25 riders and 4 reserves per race, you will appreciate that it doesn't take long at that rate to get a full house.

At the beginning of next month, we shall be trying something which, at the time of writing, no-one has done before in this country. At the Guinness Trophy

meeting, we shall be running a race for production scooters. Many of the "proper" motor cyclists among us will probably wonder why the **British Motor Cycle Racing Club** should concern itself with scooters. The answer to this one is that someone had to do it first—we like to think of Bemsee as the premier moor cycle racing organisation in the world—put two and two together and you have a scooter race. The main essential of this race is that it should be an event for genuine production machines and not degenerate into a free-for-all for carved about specials parading under the name of scooters. Their class is the ordinary racing class—for vehicles with an engine and two wheels, not a ride-to-work runabout.

A brief word about the straight-line branch. Tommy Hubuck, Secretary of the Sunbeam Club, has asked me to thank, on his behalf, all Bemsee members who assisted at the Ramsgate sprint on May 1st. Those among us who complain of the congestion in the Paddock at Silverstone or the 'Palace should pay a visit to one of the Ramsgate sprints. Each year the competitors get more opulent and have more 'bikes in bigger and better vans, and yet the paddock still stays exactly the same size. The amazing thing is that one never hears so much as a murmur of complaint from the competitors, even when yours truly is bullying them into parking in a space which is barely big enough for the transport, let alone the 'bikes.

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CIRCUIT AND BUMP by Ron Edmond

THE power-plant of my 3-wheeler had not been going all that well. I hadn't a clue why, so I let the mechanics loose on the job and slid quietly away for a spot of refreshment. Later I was assured that the outfit would now 'go like a bird'. My passenger and I climbed aboard and off we went for a quick flip around the continental circuit at which we then were. On the long straight I gave her the full gun from a standing start and about two-thirds of the way along it, at maximum revs. and a good 120 m.p.h., we rode over a slight bump on the track and became well airborne. All was well, for we were expecting it. I throttled back a little and at once began a sweeping left-hander. We completed the rest of the circuit without mishap and turned into the long straight again. Everything was going "bang-on" so there was no point in prolonging the test; I was as satisfied as one can ever be that the machine was all set for the serious stuff scheduled for the afternoon. On the home straight, therefore, I throttled right back and reduced speed to about the ton, in readiness for cantering

back to the paddock. Being a very thirsty type, something to drink was already foremost in my thoughts.

Then it happened! Parbleu! What was that almighty bang? With that awful chilly, butterfly sort of feeling I realised we had developed a rapid and awe-inspiring list to the left. A great, invisible, all-powerful and irresistible hand had grasped the whole machine and was wrenching it sideways. We left the track and continued in an ever-tightening turn. I clung on grimly to the controls and did an "all-in" wrestling act, but to no avail. In a cloud of dust and flying debris the machine spun violently about and broke into bits. Out of the wreckage crawled two badly shaken souls; dishevelled but, to our amazement, not disembodied. We looked around the scene of destruction, but for once had no wish to be monarchs of all we surveyed!

I wasn't insured and I certainly couldn't afford to buy another outfit. That, at any rate, was no worry at all. For the next day the R.A.F. gave me another, exactly similar aeroplane.

ARTHUR WHEELER

relies upon

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(continued from page 108)

seven he had written on the sheet. He was terribly piqued and said that time-keeping was a human achievement and one shouldn't grumble if, sometimes, it failed to behave like the Almighty.. We had five practice sessions, each more difficult than the predecessor, and, by the time we took the stand for the Grand Prix, we were all very blasé and non-chalant about the whole business. The Public Works Department had engaged a contractor to build a lovely timing box to house all the timekeepers. It was naughtily referred to as "The Erection".

The use of one timekeeper per competitor fully justified all the work we had put in and produced accurate results. The quartz clock, which stamps the time of arrival of each competitor to the nearest 1/100th second on a paper trace, kept a kind of fatherly eye on everyone. By this means we were able to signal the nett lap time of each competitor almost immediately after he had crossed the line after completing the lap. Fastest laps were signalled to the commentators within 20/30 seconds of their being made. It was jolly good, serious fun with only one major complaint. None of us saw the racing.

NEW MEMBERS

The following new members have been elected since the last issue. We wish

them a long and happy stay with the Club:—

J. A. Amos	N. R. Parkinson
A. Boniface	D. M. Vaughan
T. W. Glover	D. J. Wildman
J. F. Marling	(Canada)
D. G. Strickland	P. A. W. Bennett
N. J. Wharton	C. E. Deane
D. A. Andrews	M. G. Howard
A. W. A. Carter	L. G. Rodda
C. Grundy	B. J. Walker
Miss A. Parfitt	A. Bishop
P. Tomlinson	S. G. Dinsdale
D. N. W. Windebank	M. Leary
R. D. Armstrong	B. Sargent
R. A. Crummev	P. C. Webb
B. P. Hanson	

We must apologise for a mis-print in last month's list of new members. B. W. York was shown as B. W. Young—sorry about that, sir.

T.T. ARRANGEMENTS

Several members of the Committee, as well as the Secretary will be in the Isle of Man for at least race week of the T.T. period. The Club H.Q. will be at the Queen's Hotel, Central Promenade, Douglas. Messrs. H. L. Daniell and A. Squillario and Miss Ward can be contacted there and will be available to assist any member as may be possible or necessary. Members can also leave messages there.

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CLUBMAN'S TROPHY

The nine members entered for this event at Oulton Park on Saturday, 21st May met with varied fortunes. As is now well known PHIL READ won both finals—in the 350 he was entered by Bemsee and won easily at 81.89 m.p.h. Our other two Junior runners were less fortunate. GERRY SAWARD didn't get into the final at all, while DAVID DEGENS, who bought the ex-Wheeler 1959 7R before the meeting, had to abandon the final when the 'bike caught fire. He did very well in the first heat to finish 4th. All three members set off in the production race. BRUCE BASSETT worked up to 3rd place on his Triumph Bonneville, but then had to retire with a

broken oil pipe. RAY KNIGHT, who took JOHN RAPLEY's place at the last minute, finished a good 4th on his Enfield "Constellation". And PAT WISE rode her Venom most stylishly into 12th place ahead of several males. FRED NEVILLE was outstandingly fine in the Senior final. He chased Read hard all the time and shared the fastest lap with him at 86.88 m.p.h. He finished 2nd. BOB HARRISON also reached the final, but was not in the first dozen for one. RON HAMBLIN'S G45 did not reach the final. All in all it was an excellent meeting and the racing was largely of a fairly high standard.

W.G.T.

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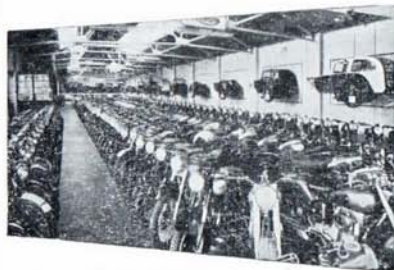
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SPRINT NEWS

It seems a pity that one of the sprints already scheduled has fallen by the wayside, or appears to have done so. Shennington is the one that has had to be cancelled and it appears that North Weald is by no means certain. Nevertheless we have had Blackpool and Ramsgate, both of which were interesting enough events. It seems the usual thing for many sprints to be rather vague; a pity, as it does not help the competitors.

A study of the Ramsgate results is not without interest. In any sprint meeting the largest amount of interest attaches to the 1,000.c.c. class. From what we have seen already it would seem that Basil Keys, Charlie Rous and George Brown will continue to make b.t.d. On the other hand Ernie Woods, a most experienced sprinter, now has the second, ex-Williams Norton-J.A.P. and, once he is more used to this beautiful machine, he should be near to the three gentlemen I have already mentioned. We have seen George Breach and Len Creak, two more Vincenteers, proceed very quickly with their machines in standard trim (yes, they did have lights etc. on) and we see that F. H. Warr put up a very fine performance with his 883c.c. Harley Davidson for a first time; 13.56 seconds—that bodes well. Only two records actually went at Ramsgate; the 500 to Charlie Luck with his very rapid Norton Spl. in 13.03 (actually the fifth fastest time of the day overall) and the 750 to Reg. Gilbert with a 650 Triumph in 13.29, which beats Howard German's Douglas time. In all, while the known quick men

made the running, there are several new names not so very far behind; riders such as Ronnie Moore, A. Bascombe, D. J. Tringham, D. S. Clarke and Ian Macfadyen.

A point sometimes raised in connection with sprints is that the number of runs each competitor should have. Until recently it has not been very valid, for the simple reason that there has not been an abundance of entries. Now, with the great interest in sprinting, some events have been full up. It is a matter we would not like to be too dogmatic about. A slight error, say getting off the line, can ruin the run in a 440 yard dash, whereas a similar slight lapse in a race might well be made up. Under such a circumstance two runs might not be enough. On the other hand is it right to have three runs each and turn down another 25 entries? We leave that one to you. What do you think?

We finish this time with a mention of our own first sprint, Long Marston. By now the regs. will be available and you will have to hurry if you want to enter. Long Marston is right alongside the main A46 between Stratford-on-Avon and Broadway, some seven miles from the former town. The course is 1,000 yards long and very smoothly surfaced. George Brown holds the record in 20.3 seconds, a speed of 100.4 m.p.h. Only 75 motor cycle entries can be accepted. The date is Sunday, 10th July. Marshals will be required too and Dennis Bates will be pleased to hear of members who will be willing to assist here. W.G.T.

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BILL JARMAN'S COLUMN

This is virtually our T.T. number due to reach you about the time when the members of this great Club are thinking about the Isle of Man. A very large percentage of the riders belong to B.M.C.R.C. and we all wish them trouble-free training and racing. At the time of writing the entry list is good, especially the sidecars who are back on the proper circuit once again. The last time was in 1925, when it was a case of "Twins v. Singles". History repeats itself!

* * *

A long letter from Louis Lake who went to Canada some time ago. He misses the "amosphere" of our race meetings but appears to have got himself mixed up with "Go-Kart" sport. The Canadians have three classes, i.e. 95c.c., 190c.c. and 270c.c. which seem somewhat odd capacities. They are all two-strokes (except by invitation) so if you're going to Canada, you know what to take in your overcoat pocket. Gear boxes are not required. Strange is it not?

* * *

Racing members should take a lot of interest in power lost in transmission. I am informed on the highest authority that ten per cent. can easily be dropped between the chankshaft and the rear wheel. As the loss with properly tensioned and lubricated chains is quite small, it seems that gears and shafts are the culprits. As some chaps lavish all their efforts on engines, they should ask themselves whether that ten per cent. deserves far more attention than it gets. I remember one pre-war character who lapped in gear teeth with rouge, ran them in with colloidal graphite and raced them with straight green oil. He won a lot of races. Today he would probably use molybrenum disulphide, but went over to jets for aircraft. Pity!

* * *

The next time someone says that racing is highly dangerous, remind them that there were 8,109 fatal accidents in the home during 1959. Can anyone tell me how many people were drownd around our coasts last summer? I like to know these things when people attack our sport. We do not criticise the pot-holers, mountaineers and other pastimes involving risks, but it's nice to answer them back factually when they want to interfere with us.

* * *

Last year I wrote a paragraph suggesting the "carboys" would do well to put some motor-cycle efficiency into their

engines, especially the smaller capacities. Recently I had a chance to look under the bonnets at a sports car meeting and observed that some owners were paying attention to obvious items such as induction and exhaust systems. The less said about the actual racing, the better. The correct title would have been "Follow the Leader", and wait or stay where you are.

* * *

I hear that someone would like to send over a brace of 750c.c. Harleys to the I.O.M. just to see what they'll do. All fine and dandy, but why not send over a couple of them reduced to 500c.c. just to put them on the same basis as the rest of the motor-cycle world?

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Sale: new Exhaust valves for 125c.c. M.V.; 33 degree angle; 30/- each; E. M. Kempson, 95, Crantok Road, Catford, S.E.6.

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(continued from page 110)

Jack Murgatroyd came 3rd in the 250 class of the International Saar Grand Prix. In the same meeting **Frank Perris** was again 5th with his Norton in the 500 class and **Pete Ferbrache** out on the Spanish Montesa finished 6th in the 125 event.

The two day meeting at Oliver's Mount over the 6th and 7th May provided some close racing for spectator and competitor alike. Again the 250 and fast 350 events went to **Mike Hailwood**. In the 500 he was 2nd, **John Dixon** (NSU) and **Bob Anderson** (MV) chased him across the line in the 250. **Dan Shorey** was again 3rd in both the 350 and 500. The "slow" 350 class saw **Alan Hughes** come 2nd to **Ned Minihan**. **Charlie Freeman** once more showed he was worthy of respect on his Norton by winning the second Sidecar race. At Beveridge Park, riding on home soil, **Bob McIntyre** chalked up a victory in both 350 and unlimited classes. One of the few hill climbs held these days, at Mancetter in Warwickshire saw a win for **Harry Voice** and a 2nd for **Phil Heath**. J.H.S.

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- 25 Thruxton 500 miles—International.
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Queensferry Sprint—Centre restricted.
Dundee and Angus M.C. Sprint (*Status not confirmed*).
- 26 Cadwell Park R.R.—Centre restricted.
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