



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 13. No. 3. MARCH 1960



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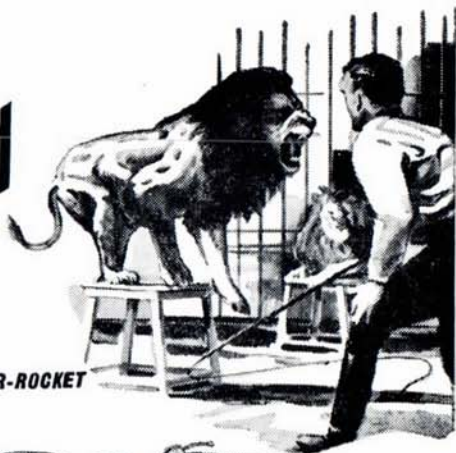
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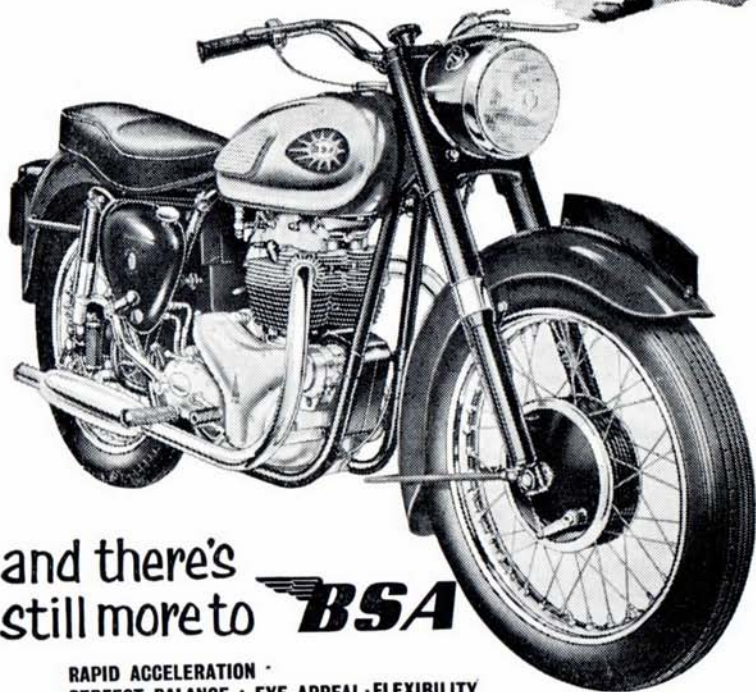
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GUY TREMLETT**BRITISH MOTOR CYCLE RACING CLUB**

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EDITORIAL

WE do not believe in destructive criticism; a habit, we feel, that is all too prevalent today. We also believe in an excellent saying, "live and let live"; a saying that appears to be totally lacking in most spheres of life today. Yet we contend we must draw some attention to the manner in which our Sport is controlled internationally. It is true to say that this thought is prompted by a recent experience which this Club has had in that direction. At the same time we are by no means the only body, either individual or corporate, who has experienced difficulty with the Federation International Motocycliste.

Make no mistake, we recognise perfectly well that there must be a body to control the Sport on an international basis. The only way to begin to do such a thing is to have meetings of representatives of all the countries concerned at which suitable ordinances to govern the Sport can be worked out and problems in connection with it solved in as democratic a manner as possible. Two things seem to us of paramount importance here. Representation should be based on the size and importance, motor cycle wise, of the countries concerned and the proceedings of any such body should be completely impartial. Perhaps the latter today is an ideal impossible of attainment, though every effort must surely be made to achieve it. Therefore it occurs to us that, in the first place, those countries which do most for motor cycle sport should enjoy a position of more power relative to a country which produces no machines and enjoys little of such sport. Furthermore we think it essential that the officials, paid and unpaid, of such an organisation should be persons well conversant with the Sport as a whole and able and willing to guide it along beneficial paths. Only if such conditions as these are fulfilled can an international organisation like the F.I.M. really set out to do its job properly.

Recently, in a statement to the Press, Stirling Moss made some criticisms of the F.I.A. (the four wheeled equivalent to the F.I.M.) which seemed to us perfectly justified. May we make so bold as to wonder whether some of these criticisms might not apply to the F.I.M. We might say that the A.C.U.'s own delegates to the international body are men with a great knowledge and background of motor cycle sport. They strive, we feel sure, to see that this country's interests are neither neglected or overridden. Sometimes, alas, they are overborne. It may be that in a future issue of "Bemsee" we shall have words to add to these; words, moreover, which may be more particular in their content. For the present let us leave the matter at that and trust justice and fair play will always come uppermost in the deliberations of the F.I.M.

★

See page 58 for Mutual Aid.

*"WANTED:— Lightweight Scrambles
bike, good order, must be reasonable.
BOX 29."*

ADVERTISEMENTS, such as this, appear with a heartening regularity in the classified sections of the weekly journals and every reader, I am sure, must frequently come across similar notices. How many of you, however, have really stopped to consider the underlying aspects of each of these pre-paid epitaphs? Have you ever wondered what kind of chap this BOX 29 is, and what his future will be, should he achieve his heart's desire? If so, I think I can enlighten you with some degree of certainty.

In most of these cases the advertiser is a beginner, or may be a hibernating road-racer with an itching throttle hand who has yet to taste his first mouthful of mud. It says much for the younger generation that, in spite of witnessing the obvious discomfort and painful pulverisation of our brethren of Sport in this rugged pastime, there is a constant flow of willing, even eager, candidates for the fray! This enthusiasm, which is admirable, is naturally accompanied by a desire on the part of the novice for knowledge and advice. Too often the person consulted in these instances is an Expert. I say too often, advisedly, because it is unfortunately common belief that an expert will tell you 'how you do it'. He won't! All he can do is to tell you **HOW IT SHOULD BE DONE**. The difference only becomes painfully apparent when the beginner attempts to translate theory into practice!

No! The only person who can advise and reassure these lads with some semblance of reality is one who has himself plumbed the depths, yet never risen to such heights as to become indifferent to the horrors which confront every newcomer to the the sport. May I, having plumbed deeper than most and stayed there therefore offer myself as one eminently qualified to instruct and enlighten both beginners and reader-spectators alike?

Most of you will have watched at least one Scramble and, even if your glimpse had been of the briefest, I am sure you will have been impressed by the regularity with which riders take leave of their machines. Indeed, at some meetings it

would appear that this normally secondary object of the game has assumed primary importance. It is this aspect which appeals most to the novice, even though it be entirely against his will. As as a result of this it is possible to outline first two years of any scrambler's career under the general and scientific heading of Extra-Involuntary Projection.

There is a popular rumour going the rounds that, in the event of a spill, The Great Thing is to be Thrown Clear Of The Machine'. Now the first discovery any Scrambler makes is that this 'Thing' is not only Great, it is impossible! You will realise, if you follow this article carefully, that whilst there are many and varied ways of being cast off in fury by the wheeled beastie, the vicious brute, having done you dirty, is always immediately overcome by a strange compassion. This loveable trait prompts it to curl up on your chest, purring vigorously, or to caress the back of your neck—albeit with an iron fist!

In fact riders have been known, when overcome by a craving for solitude, to bury themselves deeply in the heart of large and formidable bushes only to be followed seconds later by their faithful, though boisterous, mounts. Still, there it is. I suppose it is just these funny little ways that make our pets so endearing.

Now I can best illustrate the **methods** of leaving the machine in motion by means of numbered paragraphs. Any intending competitor who may feel conscientious enough to learn them by heart need to bother. He can rest assured that they will come quite naturally in practice!

1. THE DUMMY RUN or SUCKER FALL.

You are on the starting line. At the fall of the flag rush at your machine, catch it by the antlers and hustle it down the course under your own impetus. Then hurl yourself onto it sidesaddle. At this point the machine will show its annoyance by laying down suddenly on its other side, thereby dashing you under the wheels of your neighbouring competitor who had the good sense to kick-start anyway. Your mechanic will find this all unnecessarily amusing.

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2. THE SANDWICH MAN or TAKE YOUR PARTNERS.

You have managed to leave the start this time and, proceeding down the straight at a fantastic rate, you enter the 'Narrer Bit'.

This is the signal for two burly gentlemen, probably complete strangers, to rub shoulders with each other. You are in between! Some people will 'get away with it', notably the two burly gentlemen; you, however, will not. Some hours later, when all the dust has settled, a team of strong-arm men will lift the ruddy motorcycle from your prostrate and battered form. You will then feel an uncontrollable urge to leap to your feet and cavort madly hopping from one foot to the other and clutching wildly at your shins, elbows, knees, etc. The performance is further enhanced by the careful choice of adjectives which, when uttered with sufficient volume, will cause hardened marshals to blanch beneath their mud-packs and timid old ladies to burst into tears. Do not overdo the dramatic here or you will be carried off and put to sleep.

3. THE VERTICAL DESCENT or SHRIEK FALL.

At some point on the course just where it is most inconvenient, you will become suddenly aware that the land falls away to the right giving the tourist an exquisite panoramic view of the surrounding countryside in which can be seen, on a clear day, the spire of St. Prang's nestling serenely in the hollow below.

Don't be taken in by the tranquillity of the scene, mate! You are up an 'ill and you have got to get down it.

This operation involves a movement tricky in execution, namely the Somersault. There are two variations—with the bike and without. Either way you will both be very much together again when you reach the bottom.

I might add that this 'fall' starts from a point halfway down the hill. The first part of the descent is tackled by grabbing grimly at any knobs and levers that may still adorn the handlebars; at the same time crashing the bars violently from side to side on full lock taking care to trap the thumbs painfully between the grips and the petrol tank. Accompany this with a thrashing movement of both legs with boots at about ear level. I regret I have no clear record of the remainder of the journey.

4. FORCE OF CIRCUMSTANCES or THE PLAYFUL RUT.

Very early in your Scrambling career you will be struck by one great truth, amongst others. Some people with jobs in a rut find it soul-destroying, but **you** will discover that being only **half** in a rut is indescribably fiendish in its effect on your person. What will happen is this. On the course at a point selected as a grandstand by all the people who know you (you have no **friends** by this time) is a very deep rut hardened by overnight frost. When you and the bike reach this point you will be both drawn by some unseen force to the rut entrance which has your number on it. The laws of Moto-Cross, which govern all unwilling bodies, decree that only one wheel at a time can remain in the rut. Therefore, to play this game you must proceed up the rut in a series of vicious jerks and swerves with the front and rear wheels taking it in turns to hop in and out. The boot thrashing movement mentioned in **3** above can be indulged in here.

The game ends with the front wheel showing the rear wheel how it is done and giving a particularly violent jerk sideways to full lock which will cause the 'bike to stop dead. You, dear friend, will carry on making a graceful porpoise-like plunge over the steering head scraping your shins and knees on the ignition and air levers as you go, and ending by pressing your face lovingly on to your front tyre.

With these beautiful thoughts I must finish these notes, but before I do I would like to impress the following on anyone who still contemplates taking up the rough stuff. Participation is not enough. The real kick come from the happy hours spent button-holing people in the Clubroom afterwards and engulfing them in 'Lurid Tales from the Arena' over a pint of the best and a packet of crisps.

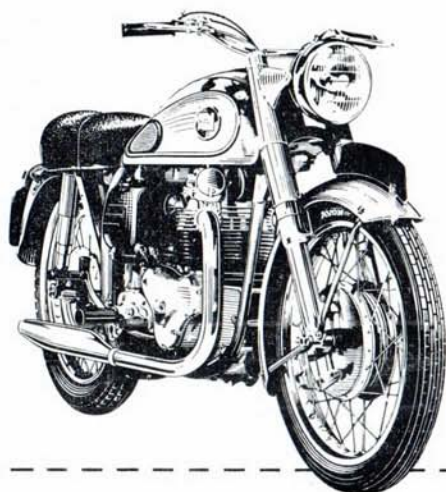
(NOTE: For this last sporting attribute you do not even need a machine!. But of course you knew already!)

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BOX 30.

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COMMITTEE NEWS

MEEETING held at the R.A.C. on Monday, 25th January.

Present: H. L. Daniell (Chairman); E. C. E. Baragwanath, D. Bates, L. S. Cheeseright, G. C. Cobbold, E. Cooper, D. J. H. Glover, A. L. Huxley, I. F. Telfer, G. E. Tottey, W. G. Tremlett, R. C. Walker and the Secretary.

Apology for absence was received and accepted from A. Squillario.

The Minutes of the previous Meetings were agreed and signed, after Mr. Tottey's name had been added to the apologies.

The Secretary circulated the final proof of the new vehicle badge. These would be ready in April and would retail at £1 each.

The Secretary gave a progress report on the arrangements for the Hutchinson 100 and Silverstone Saturday. The F.I.M. had refused the Club's application to invite four foreign riders to take part in the meeting and as a result of this it was agreed that the original application for an International licence be made once more. Mr. Tremlett proposed that if the meeting were to have International status, an additional National club handicap race be run. This was agreed.

The Secretary reported that it could now be assumed that the meeting to be known as the Guinness Trophy meeting would take place at Crystal Palace on July 2nd. The invitation of the Westmorland M.C. for Members to compete in its hill climb on 20th August next was accepted.

Detail arrangements for the Club reliability trial were discussed.

The Chairman read a letter from The Marquis Camden in which he stated he would be unable to continue as President of the Club for the ensuing year. Discussion took place with regard to a successor to Lord Camden.

New members were elected, over 60 in number.

The Secretary reported that Mr. P. Arnott of Monmouth wished to try and form a local group in South Wales. She was instructed to give Mr. Arnott every assistance to further this aim.

It was confirmed that Messrs. L. J. Archer and H. R. Taylor were willing to stand as the Club's delegates to the A.C.U. General Council for the coming year.

The next meeting was fixed for 14th March.

NEW MEMBERS

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

J. F. Blount	J. Isherwood
C. Brown	R. J. Lawrence
G. C. Brown	D. de Meester
B. Cowley	R. J. A. Petty
B. P. Denniss	K. G. Phillips
R. G. Farr	E. Pickup
R. A. Freeman	C. Price
L. Gryce	B. Roberts
J. Guthries	J. W. Rowberry
M. A. Higgs	J. P. Shaw
G. A. Hockham	A. D. Williams
E. J. Hurley	

BENEVOLENT FUND

The Trustees of the Fund wish to record their grateful thanks for donations received in recent weeks:—

H. W. Fruin	T. A. Turner
W. J. Maddrick	A. E. Willerton

Metropolitan Area

RACING CALENDAR

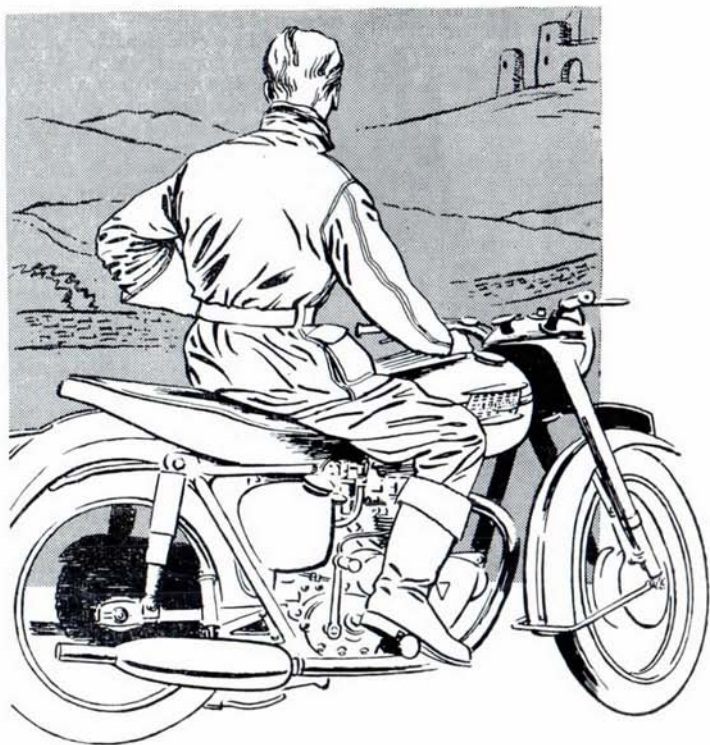
The following change of date has been approved by the A.C.U.:—

From 20/21st May to 6/7th May. Cock o' North R.R. Scarborough and District M.C.

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run in speedway style with the legs far away from the footrest! In short according to the A.M.A. rules only standard sport models, as mentioned, are permitted to compete.

What the Americans understand under the heading "Standard" is another story. It is not permitted to increase the capacity of a 500 c.c. machine to 510 or 520 cc., but otherwise Lord only knows what is inside of the engine! Tuners have a lot of scope to show their capacities and only very few models have standard cams, valves, springs, pistons and other such important things. Outwardly one can see oversize carburetors, fantastically long induction pipes, rebuilt petrol and oil tanks, oil coolers. In short, not much is left from the production models when they come to the starting line in an American event.

Since Johnny Allen broke the absolute speed world record on a Triumph "Thunderbird", much has been said about American tuners. The fact is that America has some very clever men in this sphere. Besides that, good special parts for high efficiency engines, pistons, valves, springs, cams, magnetoes, etc., are available. Nonetheless not too many of

these fine craftsmen are available and many machines are made the "hit and miss" way.

Nearly all the leading riders are professionals. Some are directly or indirectly supported by the Harley-Davidson factory at Milwaukee, or by their official agents. The others have machines supplied by importers which in some cases have their own top tuners; in yet other cases the machines are well prepared by the foreign producers. The money is not bad and a man like the successful Triumph rider, Sammy Tanner, could earn up to \$500 weekly by winning on the Speedway. He is a 21 year old Texan who rides for the West Coast Triumph importers, Johnson Motors of Pasadena. His machine is tuned by the well known Pete Colman.

Altogether these Americans are hard and often capable racing men, but so far I haven't found one who would be able to master a really fast machine over 7 laps of the Isle of Man. I have also found many fine characters among the racing fraternity here, but in many cases they don't understand, or don't try to understand, that racing in Europe is different and, in my opinion, better for riders and spectators.

SPRINT NEWS

Details are given below of four more Sprints that can be added to those already publicised in our calendar of events. No information is available about the Scottish events other than the bare date and organising club. Neither are we any better informed about the Stag M.C.C.'s event, though we see this clashes with the Chelmsford affair at North Weald. This is a pity and we hope it can be avoided.

The National Sprint Association are holding their Annual Dinner/Dance on the evening of Friday, 25th March at the Royal Hotel, Woburn Place, W.C.1. from 6.30 to midnight. Tickets are now available from Jack Terry at 96 Carlton Avenue West, North Wembley. We can thoroughly recommend this occasion. Furthermore it will be your last excuse to have a good time before the rigours of the season begin (that is if you can afford it after the winter rebuild of 'bike and transport).

Now the extra events are:—

- May 1. Montrose and D.M.C.C. No further details known at present.
- June 19. Stag M.C. (South Midland Centre). No further details known at present.
- June 25. Queensferry (Chester); 440 yds. Solos and sidecars. Chester M.C. (see October 8 on original calendar—in January issue).
- June 25. Dundee and Angus M.C. (see 17th April—additional list in February issue) No further details known at present
- September 18. Melbourne (Yorks); 1 KM. 250/350/500/1000/s.c./production Restricted. N. A. Bedford. "Tresco" 11 Golf Links Avenue, Tadcaster, Yorks.

It should be noted that, in addition to the above, we have been told of several more sprints. Notably rumour has it that there will be one by the sea at Blackpool and another at nearby Morecombe. Truly do we seem to be returning to the days of the seaside meeting; very pleasant!

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RACING NOTES by the Secretary

WHEN the Hutchinson 100 entries started to come in, I was most surprised to see the number of people who queried the lack of mention of entry fees in the regulations. I would have thought you'd have all kept quiet about it and hope I hadn't noticed! Let me say here and now that it wasn't a mistake, but merely that we have decided to dispense with entry fees this year in an endeavour to cut down administration costs and unnecessary work. Having dealt with the returning of entry fees for some years, I can assure you it's no joke writing out about 300 cheques for amounts varying from 7s. 6d. to 45s. Anyway, if nothing else, the omission of reference to entry fees from the regs. has made quite a few people read their regs. properly—for the first time in some cases I suspect!

Joining "Double Kicker" on his production hobby-horse, I must say I viewed with considerable misgiving the recent reports in the technical press that efforts are being made to obtain an International permit for the Thrupton 500 race. Surely that would be defeating what I took to be the original object of the race—a test of production road machines under conditions as near as possible to open road. The average rider is not likely to ride his machine in the same manner as an International licence holder, but a production

machine should be able to stand up to such variations in skill. In my own opinion, the only way in which a production event of this kind can really prove anything is if the regulations are so worded that a team is not able to practically rebuild its machine as seems to be the case so often at Thrupton. I should like to see a long distance production race, and I mean a **long** distance race running into darkness, in which the only spares permitted would be those which a rider could carry. After all, who would expect to find anything but oil and petrol on a run from one end of the London-York motorway to the other and back, or on a high-speed trip across Germany on one of the autobahns? Any production machine worth its salt should be capable of completing 500 miles at high speed without attention other than the addition of petrol and possibly oil, as did the John Lewis/Peter James B.M.W. at Thrupton the year before last. One other angle on the proposed International permit is that there are very few events for production machines in this country, other than those run by Bemsee. It would therefore be virtually impossible for the **genuine** production machine racer to obtain the necessary points for an International licence. Surely these riders should be encouraged, rather than prevented from taking part in what is after all, the "T.T." of their season?

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GIRLING



MARGARET'S MEGAPHONE

THIS month's news seems to consist mainly of items of interest on machinery. **Haydn King** tells me he now has Bob Ritchie's 1959 Manx. Having only had a very short racing life, it is in excellent condition and he hopes to have a gallop on it at one of the Silverstone practice days. **Hughie Cullen**, too, has acquired a Manx, ex-Les James, which he will ride in the 350 class. **Bruce Bassett**, competitor in production machine races, has exchanged his T100 for a Bonneville 120, with which, he says, to dice with the big lads. The most interesting piece of gen. which has come my way, however, is that **Jack Murgatroyd** will be riding a 250 Benelli this season. His first outing will be the Hutch. Similar to last year's works machines, the bike has a five-speed gearbox.

Among the various mysterious goings-on in the way of winter machine brewing, I hear that **Mike Tomkinson** is working on a special Ariel Arrow. **Derek Minter's** mount for the 250 class was entered on his form as make and capacity unknown, though the bore and stroke were mentioned. The dimensions seemed rather familiar to me, but perhaps I hadn't better voice my suspicions here. Another highly top-secret mount is that on which **Michael O'Rourke** will be entered by **Harold Daniell** for the 250 class.

I had a letter from our old friend **Roland Pike** in New York. He sent me a photo of his latest "runabout" as he calls it—a 4½ litre V8 Studebaker, 1956 vintage, with a cruising speed of 55 at 22 m.p.g. and a top speed of over 100. It has a three-speed automatic gearbox which Roland says is very nice in traffic but very boring on the road. The only snag is that the car is 17ft. long!

Several members, who are bereft of their machinery, have asked me to put a piece in the magazine for them in an effort to find them rides this season, so here goes. **David Ajax** of 6, Seaforth Drive, Waltham Cross, Herts, had a piece of very bad luck when his workshop, 1959 Manx, two Gold Stars and himself went up in flames recently. He has just come out of hospital (glad to hear you are on the mend, Dave) and would like to get in touch with anyone who would be prepared to lend him a bike for the beginning of the season. **Edwin Carter**, Station Flight, R.A.F. West Malling, Kent, is also on the lookout for a rider-

less bike and **Malcolm Clewes**, aged 25, weight 9st. 7lbs. and height 5ft. 4½ins., of 3, Priory Road, Stone, Staffs, is looking for a passengeless sidecar. His is willing to travel and to share the expenses to a limited degree.

My mate, **Fred Bickel**, who has been housing my dismembered Vincent-J.A.P. for a couple of years now in his garage, has just dropped me a line to say that he and **Roy Baker** have bought Ron Sleep's Matchless outfit. So far, they haven't decided who will pilot and who will passenger as in past seasons they have both ridden solo. They intended to sort that one out at one of the practice days. Fred also tells me that he will be getting married in June, though it sounds as though he is going to commit bigamy as he swears he is still married to racing!

Our old friends **Rex Avery** and **Ken Douglass** have been at it again. They have just completed the deal of the century; the vehicle in question was a 1934 Morris 1,000, the original price being £5. This they reduced by haggling to £4 5s. and clinched the deal. Afterwards they found 8d. in the car, so the total contribution by each to the cost of the car was £2 2s. 2d. Can anybody beat that?

One final note. In case you would like to display one of the Club's posters and haven't any idea where to stick it, might I suggest that you follow the example of **John Bacon**. He tells me that the posters he displays in the waiting room of the dental surgery where he works create a good deal of interest. One can almost imagine the local motor cycling enthusiasts queuing up for dental appointments so that they can find out what's on in the racing world!

FILM SHOW IN NEWCASTLE

Member Keith Roberts of Gateshead has arranged a motor cycling film show at King's College, Newcastle for Wednesday, 16th March beginning at 2 p.m. It will last for about three hours and will include our Golden Jubilee Film. Mr. Roberts asks that anyone who would like to go first contact him c/o the Secretary, King's College Engineering Society (c/o the Union Society), College Road, Newcastle-on-Tyne 1. Mr. Roberts apologises for the fact that the show is in the afternoon, but tells us that restrictions on use of the college premises leave no alternative.



The Race-Bred Motor Cycle

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AREA NEWS

MIDLANDS

A. Squillario

Shrewley Fields, Hatton, Nr. Warwick

LAST month's quiz, by kind permission of the Birmingham M.C.C. at the Motordrome, was fairly well attended and, I think, enjoyed by all. The team consisted of Mud-pluggers Brian Povey, Brian Martin, Olga Kevelos, and Sam Seston v. the Road-burners Phil Heath, Bill Boddice, Geoff Davison and our Secretary, who had nipped up the M1 to pay us a visit. Yours truly endeavoured to keep the peace and sort out the marks as Questionmaster. Some very interesting questions were asked and one or two quite startling pieces of information came to light during the course of the evening, the gem being that Les Archer senior rode a Ner-a-Car in trials and scrambles between the wars! I'm sorry to say that the Mud-pluggers won, though we hope to turn the tables on them at the return bout which I am hoping to organise. Details of this get-together will appear in the technical press.

METROPOLITAN

A. L. Huxley

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

OUR Film show at the Prince of Wales Tavern on 16th February was very well attended. Some 125 members and friends turned up to see four fairly long films; "Motorway", Daily Mail Bleriot Anniversary Air Race, 1950 Senior T.T. and lastly our own Golden Jubilee Film. We would offer our thanks for the kind loan of films and equipment to Renault Cars Ltd., Messrs. John Laing & Sons, Ltd., Shell-Mex & B.P. Ltd. and, of course, Margaret Ward for our own film, not forgetting Bill Burniston for coming along with his excellent sound projector. Once again a Raffle was held. After deductions for the hire of the room and the raffle prizes, we were able to donate another small sum to the "Bemsee" Benevolent Fund.

Our next meeting at the Prince of Wales Tavern will be on 8th March, when we shall be having a Racing Discussion with particular emphasis on pre-

war Brooklands Days. This meeting will be organised in conjunction with the National Sprint Association. We are endeavouring to get assistance from several very well known Riders, both in the Sprint class and Road Racing, to sit on the Panel of Experts and give us the 'gen' on Brooklands as it was in its 'hey-day'. Don't forget the date; 8th March at the Prince of Wales, Drury Lane—7.30 for 8 p.m.

The date has now been fixed, 11th March (Friday night), for the return Darts' Match against Arthur Mills' Northampton Area. So far it is understood an eight or nine will be available to visit Rushden. If you can come along do so. We urgently need several more good darts' experts. Please contact Bill Huxley at UPLands 3750 (daytime) or Downland 614 (evening), intimating whether you can arrange your own transport or would like a seat in one of the cars available. If you cannot play darts, but know which end of the dart to throw first, you'll do! Don't forget the date; 11th March at the Green Dragon Hotel, Higham Ferrers, Northants—8.30 p.m. or thereabouts.

Here's wishing all Racing Members of the Area good luck and trouble-free racing during the 1960 Racing Season.

NORTHANTS

A. F. Mills

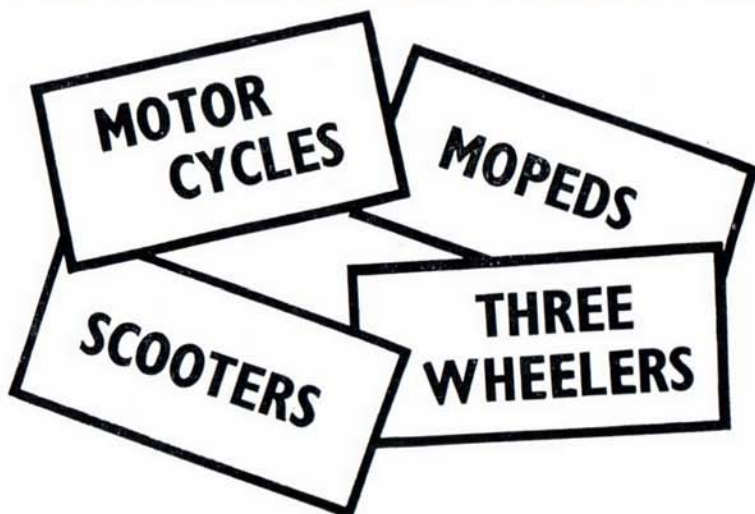
Express Dry Cleaning Work, Rushden.

OUR next gathering will be on Friday, 11th March. This will be the long awaited return Darts' Match where we entertain the lads from the Metropolitan Area (or those of them who are brave enough to come!) For the event we are changing the venue. It will be held at **The Green Dragon**, Higham Ferrers, about a mile and a half further along the A.6. It is extremely easy to find. There is a large square car park and catering facilities are much better. The landlord has promised to fix us up with everything we want, with dart board, etc. in the same room. Our own area were so well entertained in London that we owe it to the lads who are coming down to put on a good show. It is hoped that large numbers of darts' players (and non-players) will turn up. We can assure anyone who cares to come along a very good evening.

(Continued on page 56)

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EDITOR'S CORRESPONDENCE

Sir,

In your February 2nd issue you printed a letter from R. A. Avery and K. W. J. Douglass revising motorcycle racing rules in general. In regard to the second paragraph about 50 c.c. racing I myself am a 50 c.c. rider. Being a woman too prompts me to write this letter.

A few years ago 50 c.c. motorcycles were hardly heard of; today they are practically a household word. I have been a spectator and now a rider and in both cases I have heard nothing but praise and surprise at the speeds they reach and enjoyment, perhaps amusement, they bring.

Now coming on to the paragraph about a woman's place is in the kitchen or bedroom. Well, all the pots in my kitchen are 50 c.c. ones and to see a 36-23-36 figure in skin tight racing leathers compares favourably, my husband assures me, with any negligé.

Oh how I wish I could put my hands round the throats of these two groaners (I cannot bring myself to call them gentlemen!) Throttle is the operative word here and **I don't mean for acceleration purposes.**

From an enthusiastic 50 c.c. rider,

Yours etc,
B. J. SWAIN (Mrs.)

London.

Sir,

Gee, dem guys Avery an' Douglass sure am a couple of mean pussyfoots, guess dey want nobody ter do nuthin at all no more. No hard likker an' no wimmin dey sez. Shucks, a man might jest as well lie hisself down an' die.

Seems ter me, Mister Editor, dem boys fergit one l'il ting, ter ban demselves.

Yours etc.,

RUSTY MACHINE.

Alkylville, U.S.A.

Sir,

Reading through my article in the February "Bemsee" I noticed a few printer's errors which rather spoil the passages in which they appear. The main errors are as follows:— Page 24. "You can forget all about rain" should read "you can forget all about RAM"

Page 26, "my own projected rotary valve job which bears a resemblance to the MZ etc." should read "no resemblance".

I had hoped to produce something original and did the first rough sketches two years ago and a few more detailed ones last April. You can imagine my surprise when I read "Motor Cycling" of February 4th. I find that Vespas have anticipated me. My ideas are mainly the same as theirs except that I had planned to use both flywheels as my rotary valves and have also certain components to take care of clearances and induced grit. In fact a fellow member obtained a second hand Bantam engine for me a while ago and I have already started the modifications. I am using the standard flywheels at first, but only limited cutaways are possible. If the plot succeeds special wheels will be made up. It is interesting to notice that Vespas use only about 120° inlet opening as I mentioned in my article. There is one point, however, in that there is a possibility of the piston running hotter under racing compressions and this must be watched. I hope to provide some drawings later on if my modifications succeed.

This was to have been my first step in a complete re-designing of all porting arrangements away from the Schnurle system. I can only hope that my further ideas are really original.

Yours etc.,

A. E. ROSE.

Ruislip.

More Editor's correspondence on page 58

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BILL JARMAN'S COLUMN

BY the time this issue reaches you, the B.A.G.M. will have been held, the racers will have tried their hands, or feet, at mud-plugging and others will be almost ready to do some practice at Silverstone on the 9th, 16th or 23rd March. Bring lots of spare jets because the record temperature in March reached 77°F. in 1929. The lowest was -9°F. in 1958—yes, 1958.

By April everyone should be ready for the "Hutch". Have you done anything about posters, stickers and leaflets yet? If not, a postcard to the office will bring all sorts of documents. It is essential to you and your club that we reach a maximum of twenty thousand spectators. If you belong to a local club, why not ask the Secretary to organize a Rally cum Road Trial with the "Hutchinson Hundred" as a rendezvous? The deadline is 1.30 p.m. when the first race is due to start. Turn on the sunbeams.

I have been challenged about the speeds I quoted in last month's issue with regard to the 1923/24/25 Sidecar Races in the Isle of Man on the Mountain Circuit. I have again checked the records and find no errors. My correspondent

also asks for the names of the riders. Here goes!

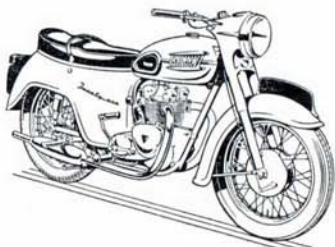
1923 Dixon (Douglas) and Longman (Scott). 1924 Tucker (Norton) and Dixon (Douglas). 1925 Parker (Douglas) and Dixon (Douglas).

I was in Sussex on two occasions recently, quite near Goodwood in fact, and heard some pleasant remarks about a certain young chap by the name of Surtees, who had been putting in a lot of laps with a famous G.P. car. Maybe John will tell us if there is much difference in the possibility of two wheels being as quick as four at Goodwood.

We have all seen the continentals working hard on these "basic babies" for many years and now, at long last, I hear a strong rumour that the R.E.G. and others will not be quite so lonely. I personally have seen no less than three excellent examples in the 125/250 classes not one of which is a single cylinder job. Many of us are secretly hoping for the day when one of these home produced jobs wins a big race. That will be the day! It will also prove something—or not will it?

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AREA NEWS

(continued from page 52)

SOUTH WALES

Would any members interested in getting together to form a group in South Wales please contact Peter Arnot, West Winds, Staunton Road, Monmouth. This applies to the members in Gloucester, Bristol and Somerset, too.

THE NORTHANTS AREA

DINNER

ON Friday evening last, many vehicles of various types converged on Rushden, and finally came to rest at the Queen Victoria Hotel. B.M.C.R.C. or at least those members resident in and around (for many miles) this Northamptonshire "seat" had come for a meal, a natter and a noggin and some fun. Right well were their desires filled, thanks to a real job of work by our sterling organiser Arthur Mills and his helpers; assisted without doubt by his excellent liaison with "mine host" who provided a

most enjoyable and satisfying meal to which some eighty-five sat down.

Unpleasant weather conditions delayed a few of those whose journeys were lengthy. At one time we wondered if all would make it especially the visitors from London, but just as we sat down in came Margaret, our popular Secretary, accompanied by Guy.

In keeping with the commendable modern trend speeches were few and short, just the Loyal Toast followed by a sincere welcome to the visitors and guests and a suitable reply.

Following a short break, the cabaret in the form of a most versatile comedian-conjurer was evidently appreciated by all. As were, of course, the films which were widely diverse in character and most entertaining.

So well were those present enjoying themselves that it was well on to closing time before the ladies, to whom fell the responsibility of sale of raffle tickets, could complete this task, and the subsequent draw, disclosed a most lavish collection of prizes, for which we were indebted to Messrs. King and Co.

All too soon the finale was upon us and the gathering broke up on a sincere vote of thanks to Arthur and the hope that next year may see a "repeat performance".

E.H.

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THIS RACING LARK by Bill Organ

THIS story is a true one intended for people who believe in Fate. The 1957 season for me was one failure after another. The machine I had was a M.O.V. Velocette of rather doubtful age. It really had a mind of its own. It would start when it thought it would and stop just as readily. When it was going the home-made frame would yawn and wiggle its tail as if to put Miss Monroe to shame. Going through Maggots it used to make a splendid show!

However for all this I had some really splendid fun and met some wonderful people.

Towards the end of 1957 I knew the circuits fairly well and at Brands and one or two others began to qualify for the finals fairly regularly. This was giving me lots of confidence, so I started consulting my "Tuning for Speed" even more seriously. Many a Saturday was spent down at Brands; often returning home with the Velo, going a fair "lick" slower than when we had arrived there! Undismayed we persevered and brought the revs. up from 6,400 to 7,000 which is not a lot. Though it gave me the thrill of a lifetime to do 7,000 r.p.m. along the Top Straight (until Paddock Bend—Miss Monroe with a vengeance again).

All the winter of 1957/8 was spent on the Velo., even though I was working in Oxford for several weeks, riding a '56 Tiger 100 I had bought, there and back (from King's Cross) every day. I entered Silverstone Saturday, my first ride of the new season, in a class handicap race. I was very ashamed of the result. I burnt the clutch out on the second lap, later realising that I had fitted the old plates instead of a new set ready set out on the bench. The next meeting was at the Crystal Palace on Easter Monday where, for a bet, I had entered the Tiger 100 I'd been using for the Oxford trip, as well as the Velo. The only tuning done to the Tiger was to the carburation and fitting of a pair of meggas. The remarks I met

with, with my "sit up and beg" handlebars were not fit to put into print! Anyway I did not think 11th place was too bad, particularly as I was not too certain of the circuit either. On the Velo. I had a wonderful start and thoroughly enjoyed the ride, although troubled with a misfire in the closing stages. I forget the results, but remember I got into the final comfortably. What a wonderful way to start the season I thought as I made my way homeward.

I was entered at Brand's again on 4th May with both 'bikes. As I knew the circuit well, I made up my mind to have a "go". My work at Oxford finished on the Friday so I had time to get both 'bikes in good fettle. However Fate then stepped in. The job was due to be finished on 25th April. On the 22nd I was working on the third floor of a building when the scaffolding collapsed and I was left with a badly crushed foot and all the rest. After spending a week in the Radcliffe Infirmary I was transferred to the Prince of Wales Hospital at Tottenham complete with modifications to gear change foot, crutches and about 5 cwt. of plaster. Just as the Velo. was really going to town!

As my pal and I were looking mournfully at my pride and joy he spied a crack in the frame; almost out of sight where the swinging arm pivots, but a good 1/8th inch wide almost through the frame! Imagine dropping down Paddock Hill with that? It made me think—fall off the scaffold or crash at the bottom of Paddock; which would I prefer? What actually happened! Because of my fall, I met a girl as pretty as a Manx Norton (Well done, Bill; at last someone has had the courage to put such a thought into print—Ed.), whom I've just married.

I have an NSU Max instead of the Velo. now, so I have no complaints really. But it does leave the question. Did Lady Fate see that crack and undo that scaffolding?

It is now March

The season is near

SILVERSTONE PRACTICE DAYS

9th — 16th* — 23rd

You are going?

Let the Office know

* for Sprinters only

Sir,

Being a member who has recently joined the Club with the object of racing a standard machine, I should like to be allowed to comment on this subject as raised by "Double Knocker".

Personally I prefer production machine events to the ordinary stuff. My main interest in life is motorcycles. That is to say, the type of motorcycle that I can use for my everyday pleasure and transport. Not something that I or 99% of other motorcyclists will never own.

Naturally, therefore, I like to see these machines raced and raced as per manufacturer's catalogue. I heartily endorse "Double Knocker's" remarks on this point otherwise such events completely lose their value.

A point strongly in favour of this type of event is, I feel, the old argument that racing improves the breed, and who will deny this? The thing is that the majority of manufacturers do not race normally and if events like this became a regular thing then our roadsters must surely benefit. Many lessons have been learnt at Thruxton already.

The biggest thing I have against normal road racing is the expense incurred. First obtain your model, then transport and maintain it. One still requires everyday transport. My standard machine pays for itself all the year round and it does happen to be all that I can afford.

For the future then, as I have said in other quarters, I should like to see such events included in every race programme. I believe it would help develop better road bikes and give the lads who can't afford a racer a chance to compete.

Standard machines are not slow. The Trophy Day fastest lap in this class was in excess of 75 m.p.h.; faster than many of the racers.

"Double Knocker's" point that "the cowboys" would not take this opportunity to let off steam because they would not possess the necessary clothing is an obvious one. However, in my locality some even wear leathers in the cafes and leather jackets are musts. They even sell hide "jeans" now, so you never know.

I hope all this talk of 'ordinary bicycles' hasn't bored you 'hardened types' but I do think that interest is fast growing in this type of event.

Yours etc.
RAY KNIGHT.

West Wickham,
Kent.

Sir,

I see that through various sources hints are being dropped with regard to articles and such for "Bemsee". Up to now no idea has been given as to what is required, how long it is to be or what it is to be about. I am therefore hoping that the following might stir up a hornets' nest, so we may get some action. It seems that the only way we can get some letters, moans and suchlike is to write a very stiff, no punches pulled article and leave it to you to fight it out between you. This may be all very well but we can't confine the magazine to this sort of stuff; in no time at all it would be a shambles with everyone moaning about everyone else. If you want proof of this look back to some of your backnumbers of the magazine.

Our present editor (and if he cuts this out I'll personally do 'im) has, over the past few years, been contributing a lot to the content of the mag. I am sure Peter Wright will agree with me on this. He has written on various subjects, all of which were interesting and deserve a measure of thanks. Out of fifteen hundred members, all active at that, we get about three articles a month on the average. These vary between short stories and long lectures. Not a very good number out of the entire Club membership is it? At times the office staff have almost produced the entire magazine. Personally I think the crowning touch is when non-members produce long interesting essays on a subject that any of you could have written; all due respects to the gentleman concerned. I would like to extend my thanks to him for an extremely readable article.

What type of article do we want? Why practically anything and everything! What the editor doesn't want he can always return, but I can assure you that this very rarely happens. Relate of your past experiences; a dangerous thing at the best of times, but they can be interesting nevertheless. It doesn't hurt to have a moan either, so long as you are not rude about it, and you never know perhaps it might do an amount of good. Poems too are not beyond the mentality of some people and I have personally read many extremely good ones written by motorcyclists on all manner of subjects. Statistical references proved to be the cause of a great deal of laughter back in 1957, so

(Continued on page 60)

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(continued from page 58)

it shows that there is no end of scope.

After the letter was published in last month's 'Editor's Correspondence' from two gentlemen we received a communication from a lady expressing her desire to become a member of the Club. Because the lady liked the idea of racing on the Island with her 50 c.c. using alcohol. These letters do some good after all, even though one wonders why the dickens they should.

Mutual Aid. Why not make this into a bargain basement. This is one thing which can undisputably be a great benefit to everyone, and I am sure most of you either want something (no funny remarks) or have got something to sell. But whatever you want to buy or sell, please don't leave it until the last minute. We have people ringing up a couple of days before the mag. goes to press asking if they could get something in.

To conclude, just think what would happen if everyone left it to everyone else to write letters and articles; what would you say to receiving an advertisers' edition? It is a point worth remembering that the magazine is not produced by the Office, but by members (or ought to be). The Editor is there to put your contributions together in some sort of order and produce the mag. for you. If you can't spell, don't worry. This is a subject that has been fought out in previous issues. The Editor can't produce the magazine alone—give him a hand!

Yours etc.

J. H. SWIFT.

Tottenham, N.15.

(Ta mate! Don't all rush to the post box at once. Now have we any 20th Century motor cycle Robert Brownings or Tennysons?—Ed.)

★

IMPORTANT NOTICE

The Vintage M.C.C. have regretfully informed us that their Witchford Sprint to have been held on Sunday, 9th April has been cancelled.

MUTUAL AID

Wanted: One piece leathers; 38 in. chest, height 5 ft. 10 in.; also boots size 8 and 4½ gall. alloy tank to fit Gold Star; B. P. Dennis, 108, Priory Crescent, Southend, Essex; 'phone Southend 65875.

For Sale: DB32 Gold Star. All alloy tanks and rims. 190 mm. brake, Manx saddle. Beasley tuned engine. As ridden in the 1959 Clubman's Trophy, etc., by P. G. Hall. £210 o.n.o R. M. Gallon, 71 Clennon Rise, Bell Green, Coventry, Warwicks.

For Sale: Crashed 50 c.c. Itom 1200 m. only £20. For G.S. B.S.A. B/N Rev. Counter set £6. Set solid Ferado Clutch Plates £2 10s. 150 c.c. Megaphone £1 10s. Engine sprocket 22T 10/-. B/N 1950/2 7R Piston £2. 197 c.c. Villiers Eng./Gear unit complete running order £10. S.A.E. 545 Kingston Road, Raynes Park, S.W.20.

For Sale: Front fork crown and stem assy., gearbox c/w clutch and oil tank for '53-'56 7R AJS—All brand new; offers to Cooper Bros., Templehill, Troon.

Wanted: Pair racing breeches—size 33 in. waist 40 in. hip; also zip back racing boots size 8-9; Horsfield, "Friston", 233, Worplesdon Road, Guildford, Surrey.

Wanted: One-piece leathers, height 5 ft. 10 in., 44 in. chest, stocky build, 31 in. leg. **Urgent.** "Creg-Ny-Baa", 29, Dove-dale, Bandle Hill, Stevenage, Herts.

For Sale: 1959 G50 Matchless, very little used (one heat at Blandford and one lap Senior T.T. with about seven practice laps). This 'bike is offered with various bits and pieces; valve springs, sprockets and the usual gear. No reasonable offer turned down. H.P. can be arranged. Do not leave it too late!! Barry Cortvriend, The Nook, Minchington, Blandford.

Please Read Carefully

1. CLUBMAN'S TROPHY 1960

It is understood that this meeting will be held at the Oulton Park circuit on Saturday, 21st May. Full details are not yet available, but a production machine event is probably to be incorporated into the programme. Entry for this, as well as the usual racing events, will have to be made by Clubs affiliated to the A.C.U. or S.A.C.U. It is the Committee's intention to enter as many Members as the Regulations allow (the last two years it has been three per race). Therefore will all Members who wish to be considered for entry by the Club (in both racing and production events) write to the Secretary as soon as possible giving full details of machine and past racing experience. Those selected will have entry fees paid by the Club. Selection will be made by the Committee.

2. SILVERSTONE SATURDAY 1960

Once again it is proposed to hold two (or more) Club Handicap races at Silverstone Saturday on 27th/28th May. The Club will be entering three riders in these races who will be drawn out of the "hat" before the entry list opens at the beginning of April. Will all members who wish to be considered please let the Secretary know no later than Monday, 21st March. Broadly speaking no one need apply if they have an International licence or have finished in an Isle of Man race or the first six of a classic grand prix.

3. DIARY OF MARCH EVENTS

- Tues. 8 Brookland's Discussion—Metropolitan Area with N.S.A.
- Wed. 9 First Practice Day—Silverstone.
- Fri. 11 Northants Area—Higham Ferres.
- Mon. 14 Committee Meeting.
- Wed. 16 Sprinters' Practice Day—Silverstone.
- Wed. 23 Second Practice Day—Silverstone.

A LETTER FROM THE U.S.A. by Erwin Tragatsch

WHEN I left England in March last year, I promised to keep in touch with all my friends in the B.M.C.R.C. Unfortunately the amount of work here hasn't allowed me to write for the journal as much as I would have liked. Still my thoughts have been during the whole racing season with every race in the U.K. and on the Continent. I now take this opportunity to congratulate the men who so superbly upheld the prestige of British riders. I nearly wrote the prestige of the British motorcycle industry, but, unfortunately—with the few exceptions such as Norton, A.J.S. and Matchless—no other producer showed sufficient interest in the game and produced new machines.

As to racing in the U.S. much enthusiasm can be found among riders and also dealers who, for commercial reasons, support the top men. Nearly every better-class rider has a dealer-entrant who supplies transport and a mechanic, also some starting money. In return, the rider not only uses the machine, but also carries vest and jacket bearing the name of the firm for whom he rides. This often leads to a starting line where the various colours give the impression that the colourful appearance is more important than the efficiency of the engines concerned. This theory is strengthened by the appearance of many machines of which the most unbelievable colours grace the tanks and frames. Another thing is that many riders wear long leather trousers, a very uncommon sight for European eyes!

The exceptions are, of course, in most of the leading men, although before I came to the U.S. I overestimated their efficiency. A reason for this is, is that these "Champions" are riding in all kinds of races and that leads to a kind of decentralisation of their abilities. A man who rides one day on a short Speedway circuit can't be a leading road race rider tomorrow. Indeed real road races are not organised by the governing body, the A.M.A., which is equivalent to the A.C.U. in England. A few smaller events are staged by some enterprising managers which are often covered under the name of a club or organisation, but road racing as it is known in the U.K. or on the Continent is nearly unknown here.

While I agree that it is necessary to attract spectators, completely worthless events are called "Championships" and the number of "Champion" riders is so high that for us Europeans this title doesn't mean much. Another unusual thing are "Steeplechase" races. Such one was held only a short time ago on the $\frac{1}{2}$ mile long New Ascot Stadium Speedway Track at Los Angeles. A couple of artificial corners are built into the infield and an artificial hill, which creates a jump for rider and machine, is built in front of the grandstands. I think that even the A.M.A. doesn't take this thing too seriously, because—as far as I could see—there wasn't any limit for the capacity of the machines. British Triumphs—Speed Twins, Tiger and Trophy models—competed together with similar B.S.A. Gold Stars and Twins. Royal Enfields and Matchless machines, the British 650 c.c. Twins and 750 c.c. S.V. and 883 c.c. O.H.V. Harley-Davidson V-Twins. The best of American riders were in the saddle. Among them Joe Leonard, Brad Andres, Dan Hawley, Johnny Gibson, Eddie Kretz, John Muckenthaler, Al Gunther and others. As there was no real straight, speed was never the deciding factor. It was also not clear which kind of machine was the most suitable. We saw Speedway machinery together with road racers; scramblers together with normal competition models. Eddie Kretz on a fast Triumph Tiger was leading the field until the last lap. A slight crash on the sandy bend enabled Dan Hawley on a speedy Harley-Davidson, Joe Leonard on his big O.H.V. Harley-Davidson road racer and two more riders to overtake young Kretz who finished fifth.

The A.M.A. rules for machines are interesting. They exclude real racing machinery like Manx Nortons, A.J.S. and Matchless racing models and it is even necessary to start the machines by kick start . . . except where the machine doesn't start and the rider has to be pushed. We also don't find handlebars as they are used in European races, except that all are a bit smaller to the handlebars used by Ronnie Moore, Jack Young, Ove Fundin or Brian Crutcher! This type of handlebars are found in all races for the good reason that all events, including the so called T.T. races, are

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1959 Successes on Dunlop Tyres include:

St. David's Trial

Both Premier Trophies

Victory Trial

Best Solo Performance

Hurst Cup Trial

Winner

Cotswold Cups Trial

Both Premier Trophies

Bemrose Trophy Trial

Premier Award

Traders Cup Trial

Best Solo Performance

Sunbeam Point-to-Point

Senior Race—1st

Junior Race—1st

Austrian Moto Cross

Winner

Scottish 6 Days Trial

Best Solo Performance

Best Sidecar Performance

Manufacturers Team Prize

36 Special First-class awards

Italian Moto Cross

Winner

W. German Moto Cross

Winner

Cotswold Scramble

Senior—1st

Junior—1st

Lightweight—1st

Ultra Lightweight—1st

Dutch Moto Cross

Winner

Moto Cross Grand Prix of Gt. Britain

1st, 2nd, 3rd

Experts Grand National

Winner

Senior—1st

Junior—1st

Lightweight—1st

Moto Cross des Nations

Won by Gt. Britain

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

Scarborough 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

Scott Trial

Winner

Manufacturers Team Prize

British Experts Trial

Best Solo Performance

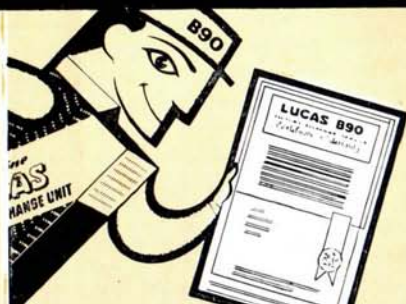
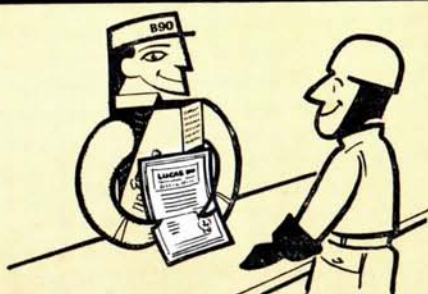
Best Sidecar Performance

1959 Moto Cross World Championship

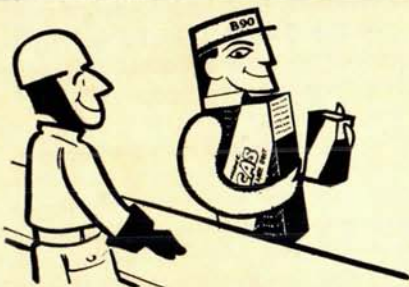
Winner

CFH/HS9/210

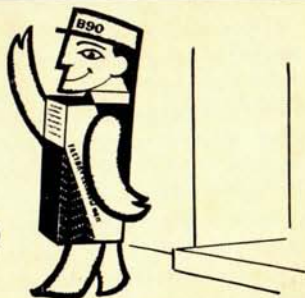
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