



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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Despite having a Benelli Jack Murgatroyd kept his NSU and went magnificently on it all season. Here he is at Woodcote in the Hutch and lying 2nd in the 250 event.

(Photo: J. Saunders)

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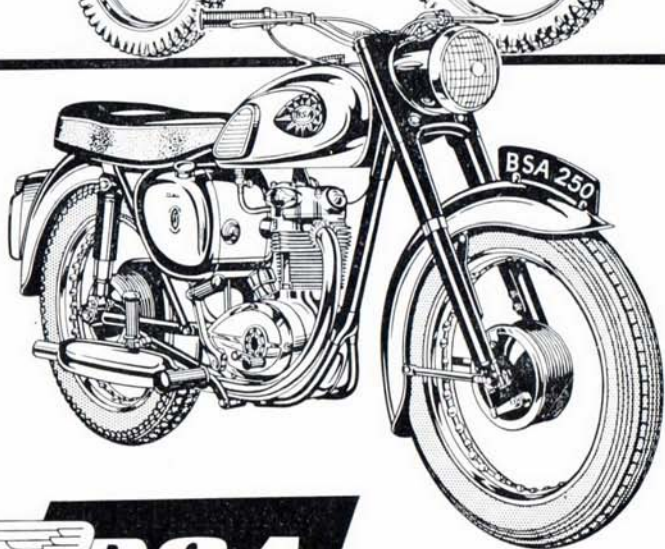
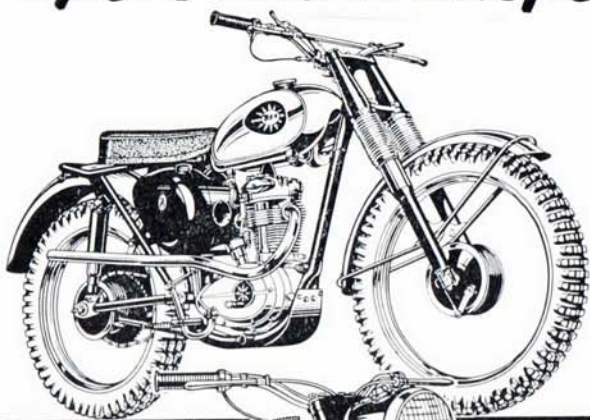
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EDITORIAL

RACING has finished in this Continent and the 1960 season is ended. May we first of all this month suggest to you 1,600 members that you try to get to one or two of the social meetings. We know it is much easier for those who live in London or the Birmingham/Coventry area to get to the meetings, but the other Area Organisers do try to arrange meetings in their territory. It is very disheartening for them to go to the trouble to lay on something and then have no one turn up. We know that has happened. Elsewhere in this issue we give the names and addresses of the Area Organisers. We could do with "cells" (horrible word!) in the Bristol area and also Brighton. We feel it is worth remarking in this context that one of the difficulties in running a club like B.M.C.R.C. is that its members are so relatively scattered and it is difficult for us to get to know you all as well as we would like. So do please try to attend the Area meetings. The Secretary goes to all of them possible to get the chance of meeting you and answering in person your queries (and moans!).

We feel 1960 may well go down in motor-cycle history as one when there was more hard-fought racing seen than most, if not any, years. Seldom can there have been such really hard riding seen on the circuits, both here and in Europe. Whether this is a good thing or not can be, perhaps, a matter of opinion. If it were not for such spectacular riding, there would not be the spectator interest. That much is certain. Presumably the increasing amount of big business making itself felt in the game has something to do with it. And we do not only mean four figure prize monies. We recognise perfectly well that start money in some instances is justified, but it seems to be on the increase. There can be no doubt riding skill has reached new heights under the conditions, and far greater competition. Riding standards are certainly better than ever before. Be all this as it may, we have seen better racing more often in 1950 than at any other time.

The season has taken its toll, alas. While, on the one hand we shall remember the feats of such riders as McIntyre, Surtees, Hartle, Alan Shepherd, Hailwood, Minter and Read, we hope it will not be forgotten that 1960 saw three of the finest riders taken from us—Dave Chadwick, Bob Brown and Pete Ferbrache. Racing is a dangerous sport we know and dangerous sports do take their toll, be the precautions taken ever so well. Nonetheless the loss of these three riders is a grievous one. They must not be forgotten. Indeed we feel they will not be forgotten.

* * * *

The DINNER and DANCE THURSDAY, 17 NOVEMBER

for full details see inside back cover

* * * *

A WET ENDING by THE EDITOR

THERE have been several soaking Silverstones before. There has now been another such. For the first Club Day at our Northamptonshire "home" continued, weather-wise at any rate, the wet traditions of the other two which have been run at the Crystal Palace. To put it bluntly it was a pretty miserable day. Yet the racing was good and, apart from a hiatus over Medical Officers, everything else went off well enough. Practice began late and was curtailed in consequence. It poured hard all morning anyway, so shorter practice periods were probably of little moment. There were a few incidents during the training, the most spectacular involving M. McAuliffe and his 650 Triumph/Norton who quite failed to stop at Woodcote and rammed the bank so hard that he shortened the wheelbase of his machine more than a little—rider quite okay.

Event 1—50 c.c., 3 laps: here we had another win for Charlie Mates and his Itom at the tidy speed of 49.28. He had little difficulty in staying ahead of Roy Nicholson who, in his turn, was way in front of Mike Leary. Mrs. Swain was notable in 5th place, but Miss Bound fell from her machine at Woodcote, which thereafter refused to fire any more. A dull race!

Event 2—350 c.c. "A", 10 laps; with the weather so bad the Clerk of the Course had had to reduce the race distances and so this, like the other 12 lappers, was only run over 10. Tony Monk, who had finished 40th in the Junior M.G.P. previously, had little trouble in holding off L.G. Rodda to win at 66.13 m.p.h. a good deal higher than that of the 350 c.c. "B" race run later. Monk and Rodda were noticeably safe. There was a hair-raising dice for 4th place, involving some six runners with a wide variety of weird lines at Woodcote. Out of this V. G. Thomas on a 7R emerged to win 4th place while E. J. Saunders got his very well kept K.T.T. Velocette into 6th berth.

Event 3—125 c.c., 6 laps: despite making a poor start, Peter Munday with his very nicely turned out M.V. romped through the field to take the lead on lap 3 and win at 60.74 m.p.h. from Chris Percival (M.V.) and Brian McEntee (Montesa). Initially the latter had led, but the Spanish two-stroke appeared to lack the speed of the Italian four-strokes. R. E. Lee and R. V. Evans warred considerably on their Ducatis, the former just getting the better of it. Munday's best lap of 63.75 equalled that of the later 250 c.c. event. The best British 125 was R. H. H. James' B.S.A.

Event 4—1,000 c.c. "A", 10 laps; Ken Johnson really made sure of winning this one on his by no means new Manx Norton, averaging 67.53 m.p.h. and doing a lap at 69.74 m.p.h. He lapped all bar the first 10 or so and was 33.8 seconds ahead at the finish; very convincing! Again a good battle developed for second place between P. M. S. Dunn (Norton), George Bonney (Norton/Vincent) and B. J. McClean (Norton-Triumph). Dunn retired after 3 laps, but the other two kept at it, were joined by J. Tanswell (B.S.A.), who eventually passed both of them to finish 2nd. McClean seemed unhappy at Woodcote and waved his legs in the air for some reason. Harry Aldous, W. Scott and Ron Hamblin had a good battle for 5th place.

Event 5—350 c.c. "B", 10 laps: the rain really lashed down afresh for this one. There was a notable battle for the lead between John Harper (A.J.S.), Wilf Green (B.S.A.), B. T. Osborne (A.J.S.), "Bill" Dixon (B.S.A.), and J. Reed (Norton/B.S.A.) which the first-mentioned finally won. All sorts of things happened at Woodcote. On one lap Harper was 4th entering the bend, terribly wide, but emerged in front as they accelerated away past the pits! Reed retired, seemingly unable to see, Osborne was 2nd, Dixon 3rd and Green 4th. John Vaughan got into 5th berth, only to have it pinched off him on lap 10 by R. J. Difazio.

Event 6—production machines, 10 laps: very interesting this! Despite the weather Cecil Mills and George Breach finished first and second overall, the gap between them steadily diminishing. The man from Sussex managed to hold off the man of Oxford, however. I suppose neither machine could be said to have been perfectly standard (after all what Vincent is these days), but it is only a Club meeting. Peter Carrona contrived to keep his Triumph on an even keel to atone for a bad start, made the fastest lap at a tidy 69.74 m.p.h. and finished 3rd—good going. Dave Degens was the best single cylinder machine, 4th overall and very stylish (not so much leg, eh, Dave!) and he beat Rex Avery on the Arthur Taylor Velocette Venom too. Fred Warr was impressive on the big Harley-Davidson—8th; and he beat all the Norton Dominators and all but one of the Enfields and Triumphs. Rogers' very quick Ducati Elite was the best 250 with the two Ariels next behind. C. W. Hunt's ES2 Norton (a '53 one moreover) was the best production single and Les Iles (Triumph 6T) the best production twin. The race speed was 65.99 m.p.h.

[continued on next page]



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GIRLING



Event 7—250 c.c., 8 laps: this race produced an excellent duel for the lead between S. Griffiths and Ivor Watton on Norton/Velo and Ducati respectively. There was never more than ten yards in it, but the British machine was usually just in front at Woodcote and Griffiths eventually got the verdict by 4/5ths of a second—at 61.91 m.p.h., though Watton had the fastest lap. These two drew steadily away from stylish John Bacon on the lovely Petty-Norton who in his turn strayed in front of a trio scrapping hard all the while—M. Gamble (N.S.U.), George Collis (Velo) and Doug. Rose (D.R.V.). There were a lot of non-starters in this race. Young Don Guy was seen to be going well on a bored-out Tiger Cub.

Event 9—350 c.c. "C", 10 laps: just as the previous race had been dominated by two riders, so was this—Fred Neville and Robin Dawson. Dawson led for 4 laps before the Norton inched ahead, but there was never an awful lot in it. Neville won at 69.21, but Dawson put in the best lap at 71.12 m.p.h. Rex Avery unfamiliar on a 7R Ajay was a lonely 3rd, but a good scrap for the next positions featured Dave Degens, D. Filler (riding excellently), T. C. Jackson, Roy Minto and Ian Goddard. There were a number of other excellent scraps down the field too which helped to make a good race.

Event 9—three-wheelers, 8 laps: Terry Folwell and Peter Knocker made no bones whatever about winning this race. They rode beautifully—an object lesson in how to conduct a sidecar outfit round a circuit in bad conditions. Their speed was 62.63 m.p.h. Ken Longmian, rather less consistent as to line on Woodcote, was 2nd—a good 2nd too—and F. D. Inger, a newcomer with a Norton-Watsonian outfit, occupied 3rd berth. No doubt R. V. Thmpson (Vincent) provided more spectacle than anyone else—he tried to take Woodcote backwards on the first two laps and finished up in the ditch on the second occasion—but his method of progression had little else to commend it. We liked the appearance of Hengoed's Vincent and think Peter Harcastle may become a useful sidecarist in a while.

Event 10—1,000 c.c. "B", 10 laps: once again Neville and Dawson dominated the race. Dawson led for two laps, while Neville made up for a middling start. This time he drew well ahead of the Barnet rider and won at 70.13 m.p.h., doing one lap at 72.91—the fastest of the day. Roy Hunter, who had taken over Mike McStay's entry, was 3rd and Haydn King 4th both on Nortons, John Somers, R. A. Roberts, G. A. Jenkins, John Simmonds and Martin Hayward were all well placed at one time or another.

So ended Bemsee racing for the 1960 season. It had hardly been a glorious meeting, but there were some 600 spectators and the racing certainly had been good enough. The most outstanding feature of the meeting was, without doubt, the extremely high standard of the riding. Compared with the average car club meeting this standard was about 300 per cent better!

CLUB DAY RESULTS

Two corrections have been made to the results, as originally published, of Club Day on October 8th.

The Comerford Cup was erroneously awarded to K. I. Johnson, who was not eligible to receive it. The Judges have

therefore decided to award the trophy to L. G. Rodda (348 A.J.S.), who finished 2nd in Event 2, Race 1.

In Event 4, Race 2, No. 50 D. E. Robinson (499 B.S.A.) should appear in 12th position and all others move down one place.

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OPERATION RACE DAY by THE SECRETARY

[In this article Margaret Ward begins a series in which she explains in detail exactly how a race meeting is run and introduces many of the officials who are to be seen at the Club's meetings.—Ed.]

Looking back on my first season as Clerk of the Course and, indeed, on seven seasons of association with the B.M.C.R.C. race organisation, one factor seems to me to be common to almost all the snags, problems, queries and differences of opinion which crop up between riders and the organisation. This is the inability of the one to see the other's point of view. One attempt at sprinting, I fear, hardly qualifies me to be able to see things as the rider does, although I do my best. However, some explanation of the finer points of the organisation would, I think, help riders and officials alike to a better understanding.

During the next few months of the "off season", I will be interviewing some of our "key" officials and writing about their jobs and my own in relation to the organisation of a Bemsee meeting. If it can be instrumental in bringing forth a few suggestions which might streamline the organisation to even greater efficiency, so much the better.

The Preliminaries.

Organising a race meeting really starts anything up to nine months before race day, when we decide the dates we would like and indulge in complicated negotiations with B.R.D.C. and the A.C.U. With luck, our programme is settled by mid-November, but often snags crop up which delay the final settlement until the New Year. Having fixed our dates, we draft out regulations for all the meetings and send them to the Union for approval. These are eventually sent to the printers some three months before race day, along with the passes, posters, stickers, etc.

Two months to go and the regulations are circulated. During the first three days, on an average, I receive over two hundred entries. Each of these is numbered strictly in the order in which they are opened, the cash paid in, a receipt made out and sent to the entrant and the entry entered on two lists, one alphabetical and one in capacity order. As you can imagine, this takes quite a time, particularly when the day-to-day business of the office has to be conducted at the same time, so I do hope you will bear with me if you don't receive an acknowledgment of your entry by return of post. There's one other thing I'll give you fair warning about now. Next year, I'm not

going to be kind-hearted about entrants who fill in their forms incorrectly or incompletely, or who send the wrong fees. The entry will be sent back and won't be accepted until it has been corrected! So that a really good, crowd-drawing entry can be got together, for all meetings others than those of closed-to-club status a number of spaces in each class, between 15 and 25 per cent. of the total number, are reserved for the "names". All other entries are accepted in order of receipt and a few extra ones are held as "reserve reserves", in case they can be fitted into any vacancies before the closing date.

The Final Month.

While entries are coming in, I keep the technical press "fed" with any items of interest about the entries—so that any odd bits of information you can give me about you or your machinery are greatly appreciated—and when entries close, about a month before the meeting, a complete list is sent to the press and the trade, if it is a trade-supported meeting.

As soon as the entries have closed, I have a concentrated effort of sorting out. The alphabetical list of around 350 riders is juggled into strict alphabetical order, riding numbers allotted and the capacity classes which have graded races gone through with a fine tooth comb and carefully sorted out according to ability. One the entry is tidied up, it becomes Jim Swift's problem. He has to have the entry, typed out as it will appear in the programme, to the printers within four days of the closing date. Meanwhile, I am checking carefully that all the other arrangements with contractors, first aid, fire, police, catering, etc. are well in hand, while at the same time taking in entries for the next meeting on the calendar.

One evening about this time is spent sending out some 800 packages of publicity material to members, clubs, etc. For this operation anything up to a dozen local members are co-opted onto the staff for the evening, their only repayment being the chance to natter about bikes, unrestricted, for a whole evening, suitably lubricated with coffee.

Jim and I have a get together to think if there are any particular items which must be drawn to riders' attention before he types and duplicates the final instructions and then, a couple of weeks before the meeting, he sends them out with

[continued on next page]

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250 c.c.—2nd, 3rd
125 c.c.—3rd
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TRADERS CUP TRIAL

Best Solo Performance
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HANTS GRAND NATIONAL

500 c.c.—1st
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OULTON PARK RACES (April 18th)

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

SCOTTISH 6-DAYS TRIAL

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

SILVERSTONE RACES (May 28th)

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

BLANDFORD ROAD RACES

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

T.T. RACES

Sidecar—1st, 2nd, 3rd
Junior—3rd

ITALIAN MOTO CROSS

Winner

COTSWOLD SCRAMBLE

Senior—1st
Junior—1st
Lightweight—1st
Ultra Lightweight—1st

W. GERMAN MOTO CROSS

Winner

EXPERTS GRAND NATIONAL

Winner
Senior—1st
Junior—1st
Lightweight—1st

BRANDS HATCH RACES

Sidecar—1st, 2nd
Junior—2nd, 3rd
Lightweight—2nd, 3rd

GERMAN GRAND PRIX

Sidecar—1st, 3rd

SHRUBLAND PARK SCRAMBLE

Grand National—1st
Senior—1st
Junior—1st
Lightweight—1st

OULTON PARK RACES (Aug. 1st)

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

LEINSTER '200'

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

LANGS GRAND NATIONAL

Winner
250 c.c.—1st

LUXEMBOURG MOTO CROSS

Winner

W. GERMAN 250 c.c.

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SCARBOROUGH ROAD RACES

(Sept. 15)
Lightweight—1st, 2nd, 3rd
Junior—1st, 3rd
Senior—2nd
Sidecar—1st, 2nd, 3rd

AINTREE ROAD RACES

(Sept. 24)
Lightweight—1st, 3rd
Junior—2nd
Senior—3rd
Sidecar—2nd, 3rd
'Century'—1st, 3rd

IRISH MOTO CROSS

500 c.c.—1st
350 c.c.—1st
250 c.c.—1st

MALLORY PARK RACES

(Sept. 25)
Senior—1st
Junior—1st
Lightweight—2nd, 3rd
Sidecar—1st, 3rd
Race of the Year—3rd

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Two Days to Go

A few days before the meeting, the office is turned upside down as the equipment is dug out of storage and stacked up for loading in the car. Everyone thinks very hard to see if anything has been forgotten. Practice has got the operation of loading the car down to a fine art. Each item has its own special place and, if you don't put it there, you can't get everything in. Then you have to take it all out and start again, so it's

worth taking the trouble to do it right in the first place. When everything is on board and some extra air has been put in the tyres to cope with the added weight, the expedition to the circuit gets under way.

On our arrival, the gear is unloaded and spread around. Jim gets the office organised while I get cracking on the lunch. During the two days left, we call on one or two local contractors, the bank manager, etc. to check that all is in order. The notice boards are put up and the metal barriers hitched together to make the various enclosures. The lamp shade markers on the corners are carefully laid out, twelve paces apart and with a tape measure to ensure that the radius of the bend is kept constant. Usually we are dodging people testing on the circuit in order to get this done. A never-to-be-forgotten occasion was when the late Archie Scott-Brown in a D-type Jaguar was heading towards us in a four-wheeled drift while we stood in the ditch, with a worm's eye view of him. The "Warning" and "Prohibited Area" notices, which we are bound to display by the G.C.Rs., are stuck up and all is ready for race day.

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FIRST, SECOND, THIRD —

A SUMMARY OF MEMBERS' RECENT SUCCESSES

OLIVER's Mount and the two-day Scarborough International meeting need no introduction. This year the racing would have lived up even the Labour Party Congress had it been held at the same time. If a certain leader had been astride a Manx Norton he might have won!

The 350 final provided some close racing with **Louis Carr** finishing in 4th place and **Peter Middleton** and **John Nutter** in 5th and 6th respectively. **Fred Stevens** won his heat. For those who never even managed to qualify for the final a desperate race was run. **Bill Siddles** crossing the line in front of **Dennis Pratt** and **Dan Shorey**. **Peter Chatterton** was 4th. **John Dixon** riding his German Adler finished in 2nd place in the 250 class followed by **Percy Tait** who just managed to pip **Jack Murgatroyd** to the post. In the seven lap sidecar race **Jackie Beeton** and **Charlie Freeman** were very much the meat in a foreign sandwich and did well to finish 2nd and 3rd respectively. **Dennis Pratt** again finished 2nd, but this time in the 500 class with **Peter Middleton** 3rd and **Ray Fay** 4th. **Fred Stevens** once more won one of the heats, but trouble dogged him in the final whilst close behind the leaders.

Nipping across to rain soaked Ireland, commonly termed as "wet-Eire", (bit obscure, but the best I could do under the circumstances) **Charlie** (not Cecil) **Mates** was 1st in the Curragh "Inter-Isles" 450 c.c. race. **Vic Dedden** was 3rd and **Geoff Votier** 6th.

If only the Brands organisers would keep their capacity classes in line with other organisers, it would make life a little easier for the writer. So—should you not be able to follow the following—you're not the only one!

A perfect day for perfect racing; such was the atmosphere at Brands on the Sunday following Scarborough. Records went as soon as they were set up in some of the most interesting racing one could possibly watch. The 50 c.c. race went to **Howard German** (Sheene Spl.) with young **Mike Leary** 2nd on the Endura and **Eddie Kempson** 3rd. Howard's fastest lap was 60 m.p.h. dead which, taking all into consideration, is some feat for a 50. The 200 c.c. race was dominated by the Honda ridden by **Phillis**. **Mike Hailwood**, having just rebuilt his machine

after Monza, was 2nd on the Ducati, but the person who literally shook everyone was **Rex Avery** on the EMC who eventually had to be contented with 3rd place. The 250 event was won by **Mike** who managed to hold off **Redman** on the Honda. **Fred Hardy** was 4th and **Mike O'Rourke** 5th. The fastest of the two 350 events was won by **Mike Hailwood** again with **Phil Read** 2nd and **Tom Thorp** 3rd. How **Phil** managed to lean his Norton over to such an incredible angle I'll never know! **Joe Dunphy** won the slower 350 event but only just. **Ted Wooder** was literally up his exhaust pipe and **Dennis Dicker** wasn't far behind. The 251-1,000 and 351-500 events were both won by **Mike Hailwood** with **Phil Read** 2nd. Third in the former event was **Tom Thorp**. The 351-1,000 c.c. "slow" race was won in convincing style by **Ted Wooder** with **Joe Dunphy** 2nd and **Ron Harper** 3rd. The first of the two sidecar scratch races was won by **Bill Boddice**. **Dave Wheeler** (Triumph/Notron) was 1st in the 2nd and **Reg Cheney** was 3rd. **George Matthews** was 1st in the 2nd Sidecar Handicap event, **Pat Overall** was 2nd and **Dave Jennings** 3rd with his shiny yellow Vincent.

On the following Saturday, in the land of the Liverpudlians, the Ainree International took place. All eyes were centred on the flying Scot **Bob McIntyre** and the Honda who did his best to keep the enthusiasts happy. Needless to say **Bob** won the 250 class with **Mike Hailwood** 2nd on the Mondial and **John Dixon** (Adler) 3rd. **Mike** was also 2nd in the 125 class and **Rex Avery** 3rd. **Bob McIntyre** was 2nd in the 350 final and 3rd in the 500 final, **Mike** being 3rd in the 350 and 2nd in the 500. In the 500 final again **Ray Fay**, riding on home ground, broke **John Surtees** 1958 lap record—a meritorious performance in itself. The "Century" race, more or less another 500 final, was won by **Tom Thorp** riding a Matchless, his opposition already having bitten the proverbial dust. 4th was **Dennis Pratt**. **Pip Harris** upheld the Bemsee flag in the sidecar event when, complete with his usual immaculate BMW he finished 2nd. A performance well worth noting was that of 27 year old **Tom Charnley** who finished 1st in the Aintree Century heat and 6th in the 500 final.

An overnight dash from Liverpool to Kirby Mallory ready for the £1,000 Race

[continued on next page]

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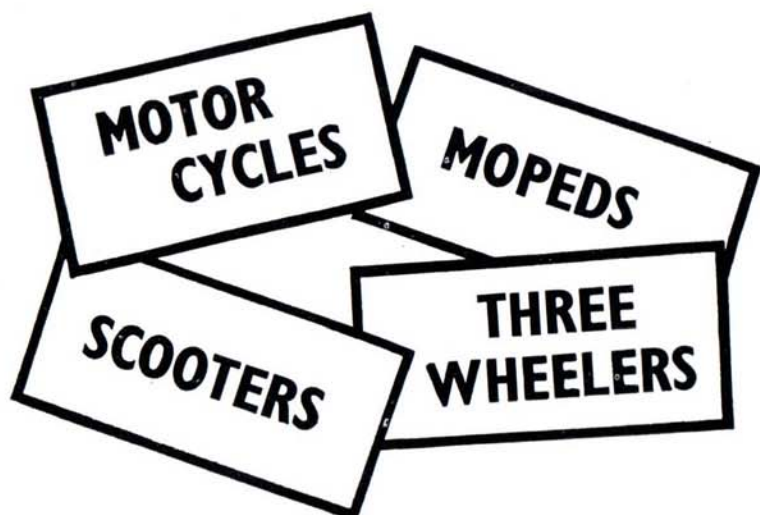


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LUTON
BRIGHTON**

of the Year was the next on the list. An early morning fog cleared up and there was bright sunny periods with a menacing sky. Despite this and the lack of one or two star names owing to Aintree on the day before, faultless racing was enjoyed. The 350 and 500 finals were both won by **Bob McIntyre** who, in so doing, clinched his claim to the 350 and 500 Mallory Park Championships. Unfortunately Bob retired in the Race of the Year due to some technical fault after going through the whole of the field. **Ray Fay** was 3rd in the 500 final with **Bob Anderson** 4th. The following solo race, the 250, was an absolute walkover for **Mike Hailwood** who rocketed away from the start and who was never seen again—except when he started lapping. Once again **John Dixon** on his Adler was 2nd and **Percy Tait** (Aermacchi) 3rd. The Race of the Year was won by **Mike Hailwood** who, after **Bob McIntyre** had dropped out, had nobody in his class. A well deserved 2nd place went to **Terry Shepherd**. **Bob Anderson** was 4th after having lead for quite a few laps at the start. **Bill Boddice** won the sidecar final and was 3rd in the Handicap race. The winner of the Handicap was **Pat Millard**.

Almost the last three meetings of the season and they have to be wet, black and miserable. Oulton Park was no ex-

ception. The Vnitage event went off with a swing, **Chris Williams** riding the renowned Scott finishing 2nd and **Phil Heath** (A.J.S.) 3rd. **Dave Moore** won the 150 event on the Paton with **Dan Shorey** 2nd and **Percy Tait** (M.V.) 3rd. **Percy** also won the 250 event with the Aermacchi. **Dan Shorey** was again 2nd and **Alan Dugdale** 3rd. The Sidecar event was won by **Pip Harris** with **Bill Boddice** 3rd.

On the day after at Brands the weather wasn't quite so bad, although still damp. **Charlie Mates** won the 50 event with **Howard German** 2nd and **Geoff Votier** 3rd. The 200 c.c. event proved to be one of the most interesting races of the whole meeting. **Rex Avery** riding the EMC superbly worked his way through the whole of the field, passed **Hailwood** and even passed **Phillis** on the Honda. But this wasn't to last and **Rex** gave up the ghost. I hear that **Rex** was so surprised at having passed **Phillis** that he completely forgot where he was going and fell off. **Mike Hailwood** won the 250 and 350 events, **Fred Hardy** being 3rd in the 250 and **Phil Read** being 2nd in the 350. **Mike** was again 2nd in the 1,000. The Sidecar scratch was won by **Bill Boddice** who also finished 3rd in the Handicap. Second in the Handicap was **Pat Millard**. **Mike Rowell** was 4th.

J.H.S.

MARGARET'S MEGAPHONE

THERE isn't much to say this month—nobody ever tells me anything these days, possibly because they don't want the publicity!

You remember **Arthur Willerton**, who had a shocking run of bad luck and has been in hospital on and off for a couple of years. (His most recent episode was while despatch riding for Princess Margaret's wedding and he was confined to hospital in Hampstead for several months.) I've now heard from his wife Gladys to say that, after being moved to a hospital near his home in Leicester, he has been transferred to a rehabilitation centre at Margate. Let's hope it won't be long before he is back home again, fit and well.

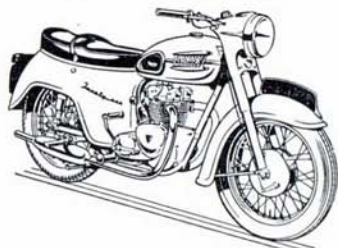
No-one seems to have got married or had a baby this month, but we have a new-born rider agent, **Brian McEntee**. His shop is at 196 South Ealing Road,

Acton. Among the usual collection of scooters, motor cycles and mopeds, he will be dealing in Montesas, 7Rs and Manxes. Any members in the vicinity are welcome to drop in for a chat.

Our old friend **Danny Needham** from Singapore shook me rigid by phoning me up the other day. No, he wasn't phoning from Singapore. He's over in this country en route for the States on business. Unfortunately he won't be here for the Dinner, but we made up for it by having a plateful of some fiendish Malayan dish together—complete with chopsticks.

Talking of the Dinner, the tickets are going fast, so if you haven't yet sent for yours you would be wise to get cracking fairly soon. So far the most distant members who will be there are **Gordon Bisson** and **Jimmy Lees-Baker** from the Channel Islands.

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RACING NOTES

I'M writing this as we are winding up the odds and ends after Club Day. We have flags hung around the office, not in celebration of the end of the season, but to dry them out after their soaking on October 8th.

I think that, despite the adverse conditions, Club Day was reasonably successful. Of course, the financial side is pretty black, but the racing went off well, which is the main consideration at a Club meeting. The success of the meeting was due to two things—(1) everyone turned up determined to have a good day out regardless of the weather and, as a result, everything ran as smoothly as it would have done under decent conditions; (2) the eleventh-hour volunteer Medical Officer, Capt. Schussheim of the U.S.A.F., whom I managed to find pretty late on the previous evening. The most amazing thing of the lot was that there were no injuries at all, apart from one or two bruises and grazes, which says a lot for your good sense in taking care in the wet. Anyway, many thanks for your long-suffering enthusiasm.

The season seems to have gone fairly well, generally speaking. The one or two snags have been far outweighed by the co-operation between riders and offi-

THE SHOW

THE Avon India Rubber Co. Ltd. have very kindly given us permission to use their stand at Earls Court as a meeting place for B.M.C.R.C. members. The corner which they have set aside for our use is at the end of the stand nearest to the Main Hall and will be equipped with some easy chairs and a message board.

cials. The main thing is that the racing has always been good, fair competition which is, after all, what we are all most interested in. One factor which helps more than anything toward the smooth running of our meetings is the continued support of our hosts at the various courses upon which we operate. In particular, it is an honest fact that, if it were not for the good relations we enjoy with B.R.D.C., Bemsee would not exist today. Silverstone Track Manager Jimmy Brown deserves an outsize bouquet, or perhaps it should be a laurel garland, for the help and co-operation which he is always only too ready to give when we go up to disturb his ordered life before a race meeting.

Already we are thinking in terms of next season. The dates are provisionally arranged and I hope to have these ratified before long, so that I can publish them. Those who have been receiving them previously will continue to get the regs. with their magazines, but don't forget to let me know if you want them and haven't had them before. I would also like to know if you don't want them any more. This all helps to save the odd few pence here and there.

I hope you'll have a successful and not too expensive winter's tuning.

I hope to be at the Show most of the time every day, when other business commitments permit, so I shall be very pleased to see any members who call. It is probably being optimistic to say this at this stage, but I will endeavour to be at the Avon Stand on the hour, every hour during the Show, or if not, will leave a message on the Board.

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IN THE TRADE SINCE 1902

AREA ORGANISERS

The following gentlemen are appointed Area Organisers for the purpose of arranging social gatherings, etc. of members and their friends during the "closed" season. Details of the meetings are given in the "Area News" section of the magazine each month. For further details or, if you have any suggestions for meetings, etc., you should contact the persons concerned.

MERSEYSIDE—G. E. Tottey, 2 Rocky Lane South, Heswall, Cheshire.

METROPOLITAN—A. L. Huxley, "Court End", Courthill Road, Chipstead, Surrey.

MIDLANDS—A. Squillario, Shrewley Fields, Hatton Warwick.

NORTHAMPTON—A. F. Mills, Express Dry Cleaning Works, Wellingborough Road, Rushden, Northants.

NOTTS., DERBYS, & LEICS.—W. B. Martin, Ivy Cottage, Kneeton Road, East Bridgford, Notts.

YORKSHIRE—N. A. Bedford, "Tresco", 11 Golf Links Road, Tadcaster, Yorks.

NOTTS., DERBY & LEICS.

W. B. Martin

Ivy Cottage, 55 Kneeton Road,
East Bridgford, Notts.
(Tel. E.B. 349)

Amongst the twenty members and friends at our last meeting it was a pleasure to see Dennis Jones, Brian Clark and Ian Johnson. Thanks to Fred Lowther, we have a new club room for future use. It is located at the ANCHOR INN, KEGWORTH and is almost equidistant from Nottingham, Derby or Leicester. Our next meeting will be held there on Monday, 7th November, around 7.30 p.m., when it is hoped to show the Club and other suitable films. So come along and bring your friends.

NORTHANTS AREA

A. F. Mills

Express Dry Cleaning Works,
Rushden, Northants.

Everything is laid on at the Swan at Goldington on Wednesday, 9th November. The Swan is located on the main Bedford-St. Neots-Cambridge road. It is quite easily found from the centre of Bedford. Let's have a good turn out. I gather the Bedford Eagles are looking forward to quite a few of our members turning up.

And now for December: Several members have asked for another film show, so one has been fixed up for December 9th. There was some difficulty in acquiring a suitable room, but we have fixed it up. The show will be held at the "Nag's Head", Wollaston (five miles from Rushden). It can be easily located. Anyone coming from the South should leave the M.1 at Newport Pagnell (A50) and pass through Olney and Bozeat. The next village is Wollaston, 10 miles from Newport Pagnell. The landlord says he can do us well. There will be a private bar and the good lady will be offering both hot and cold snacks for the modest sum of 2/-d. per head; this covers the room and solid refreshments—the lot in fact.

METROPOLITAN AREA

A. L. Huxley

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

The Film Show on October 11th was very well supported; in fact some 80 odd Members and Friends turned out to see a mixed bag of Films. We would like to offer our thanks to Bill Burniston for very kindly bringing along his excellent Sound Projector and equipment to show the films. We shall be having another Film Show in the New Year.

Our next meeting on the 8th November at the Prince of Wales Tavern has had to be **cancelled**. We hoped to have Bill Lacey with us to give a talk on Racing Tuning, but he was unable to come on this particular day. However, Bill has said he will be happy to talk to us later on. We hope to arrange this early in the New Year.

Sent with this issue to all Area Members is the Entry Form for the 3rd Annual METROPOLITAN AREA BOWL (Treasure Hunt-cum Mystery Run) which will be held on the 11th DECEMBER, starting from the SUGAR BOWL RESTAURANT at Burgh Heath (Reigate/Sutton Road A217). Put in your entry form early. To judge by last year's entries the number might have to be restricted.

Don't forget the date for the 3rd Annual Metropolitan Area Bowl—11th DECEMBER, 1960, send in your entries early.

NEW MEMBERS

THE following new members were elected recently:

P. J. Aers	J. C. Lancaster
M. J. Billimore	T. E. Payne
J. N. Brillard	T. M. Rawnsley
A. L. B. Burley	R. Rivett
H. Cosgrave	A. M. Rogers
G. A. Coyle	E. J. Saunders
F. J. Cunningham	H. Stark
J. W. Dawson	D. J. Tucker
G. P. Flynn	B. Tyers
A. E. Handley	J. W. Venner
F. D. Inger	J. Whale
R. Kemp	

EDITOR'S CORRESPONDENCE

[The Editor or Club are not bound to agree with the opinions expressed in Correspondents' letters]

Sir,

I would like to know where you get your results for continental meetings. And how you sort out who are club members from the results, as I have noticed in the past two years on many occasions some members being mentioned and other members not. By this I mean you may mention a rider finishing 5th and not mention the rider who finished 4th, but who is also a Bemsee member. This has happened in the case of my husband. I think he deserves a mention sometimes. He has been a fully paid member of Bemsee for the last four years.

This is his first year of sidecar racing and I think his efforts have been quite good. He has finished 7th in the East German Grand Prix, 11th in the Dutch T.T., 10th at Francorchamps, 6th at Bilbao, 6th at Belgrade and 6th at Dresden. In all these meetings, except Assen, he has been the first Norton to finish. Furthermore these races are over a distance of approx. 70 miles and in company with such people as Fath, Camathias, Scheidigger, Strub and other good continental riders. To finish in the first ten against all these BMWs in the first year of sidecar racing is no mean feat. It could be considered a handicap in having me in the sidecar.

A point of interest for some of the riders who complain of the state of English circuits. We have at times ridden on circuits with surfaces like a mountain goat track. We have just returned from Jugoslavia (Belgrade) where the circuit was made up out of cobble stones and tram lines; a distance of 2 miles and we had to do 20 laps of it. There were 12 corners; also a bridge under which trains went, leaving that particular part of the circuit covered by smoke.

There is also a point that if you blow your motor up, there are seldom suitable places to work and rarely good equipment other than what you carry in your own van. And the best petrol isn't always available either.

Up to the time of writing we have travelled 20,000 miles in going from one meeting to another, often having to drive 24 hours just stopping to eat, but not to sleep! I get very tired of hearing people at home saying that racing in Europe is "money for jam". Very often we don't know until a week beforehand where the next meeting will be. Some-

times we arrive at a meeting with about half a gallon of petrol in the van and 10/- in our pockets. This life may perhaps be too unstable and insecure for most people. There is no doubt that camping for six months can become a bit tiring, but I rather like the romantic life. I also like racing in the chair very much.

I hope that my husband's efforts in racing will be noticed and not by-passed in the future.

Yours, etc.,

CATHERINE TICKLE.

London, N.10.

(Sorry if we have missed your placings, but we have to rely on the Press for most of our "foreign" information and this is often rather scanty. Seems as if you have both had a good time, despite everything, so why not a longer article some time? —ED.)

Sir,

I should like, through your magazine, to answer Mr. L. D. Ascott with reference to the Brands Racing Committee and the acceptance of entries.

Notwithstanding Mr. Ascott's system of securing the name and address of the secretaries of the various meetings and writing for the regulations months before they are even passed by the A.C.U.—let alone printed—this system avails him nought, inasmuch as when the regulations become available, Mr. Ascott's are posted off at exactly the same moment as all other applicants.

With regard to the advice of entry being accepted/rejected the General Competition Rules provide that all rejected entries are notified within 48 hours of closing date. This is strictly adhered to. With regard to the acceptances this advice follows as soon as possible afterwards. Anything else is something to which all secretaries would be glad to adhere, if only they had not to work part-time in their "bread and butter" job and devote more time to the would-be competitors. Incidentally my own job keeps me away from home anything from 16 hours upwards and to work well into the night is the only way to keep up with the mountain of correspondence that attends each meeting.

This coupled with the restrictions placed on Brands promotions—a line-up of 28 solos only, the hours of racing being determined by Church Observance

[continued on next page]

BILL JARMAN'S COLUMN

THIS may be called our Show Number and let's hope someone will bring out a British Racing Four at Earls Court. It also happens to be our Annual Dinner issue, so make sure of your tickets if you have not already done so. The M.C. Show dates are November 12th-19th and our own "Feast of the Fleet" is on November 17th, so that you can attend both in one day.

One of the outstanding features of 1960 can be accurately placed in the 125 and 250 c.c. capacities. The outstanding improvements in these two sizes are phenomenal for such small engines doing so much hard work. On the other hand, the men who normally race 350-500 machines may be quite capable of using everything available in the 125-250 classes. The "basic baby" is growing up fast.

If you get lost at Earls Court you can generally find your pals in the Alpine Bar, especially when the crowds reach their peak. I was trying to work to a systematic idea on my day at Earls Court (a) The stands when it's quiet (b) the accessories when it is moderately busy and (c) the Alpine and home when the crowds arrive. Maybe you've got a better idea!

and finishing time by injunction granted to local residents—all tends to restrict the number of entries that can be accepted. One last word, Mr. Ascott, we are all sportsmen and we do not possess filing cabinets or secretaries to look after our correspondence, so application for regulations after they are announced available would help to spread the load
Yours, etc.,

A. R. BAUKHAM,
Welling, Kent. Greenwich M.&M.C.C.

I have recently been informed of a development in the rotary valve field which overcomes the trouble with leakages. The principle is somewhat similar to that employed on the Wankel job, i.e. pressure backed blades fitted in the rotor. The latter is chain driven with tensioner and results are said to be most encouraging. I am hoping to see the unit on a dynamometer in the near future so until then we must be patient and wait.

Another device which will soon be available is a spark producer which weighs ounces instead of pounds. Anything which contributes to weight reduction deserves our whole-hearted support because most devices on two or three wheels are far too heavy for lots of us. The aircraft people have proved it can be done.

Since moving right out into the heart of the country I have been intrigued to find out how mechanically-minded the agricultural people have become. The motor cycle engine is used in various forms for all sorts of jobs from water pumping to hedging and ditching. I have also seen a device which does twelve different jobs on a farm. All worked from a small engine from a famous manufacturer. The best thing I have noticed recently is a log cutting machine driven by an old type racing J.A.P. What would Barry say I wonder.

Sir,

On behalf of myself and Ken Lindsay I would like to thank Margaret and all the helpers for a good day's racing on "Club Day", despite the terrible weather.

How the Marshals stood out in the pouring rain all day I shall never know, but I hope you will find space in *Bemsee* to say a very big "thank you" from us.

Yours, etc.,
Hawkhurst, Kent. G. C. CROWE.

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WATSONIAN TROPHY

Presented to the Club by Messrs Watsonian Sidecars, Ltd. this trophy is awarded to the driver gaining the most points in Bemsee road race meetings and hill climbs during the year, based on the following points system: 1st 16, 2nd 12, 3rd 8, 4th 5, 5th 3, 6th 1.

E. T. Young	60 pts.	R. Sleep	20	C. B. Golesworthy	8	D. A. Wheeler	4
E. A. G. Vincent	44	C. Freeman	17	F. Hanks	8	L. A. Gooding	3
K. E. Longman	40	F. Camathias	16	C. Hale	8	D. Houseman	3
P. V. Harris	37	R. A. Robinson	16	F. D. Inger	8	J. E. Marchant	3
M. J. Rowell	36	R. V. Thompson	16	J. B. Jakes	8	A. J. Wakefield	3
T. P. Folwell	31	B. N. Green	13	L. W. Taylor	8	J. A. Brent	2
W. G. Boddice	29	P. J. Barrett	12	P. J. R. Millard	7	J. Bollington	1
E. Strub	28	R. V. Pike	11	J. W. Beevers	5	V. A. Phillips	1
L. Wells	24	P. J. Hardcastle	10	W. C. J. Hengoed	5	G. Randall	1
P. Overall	21	B. G. Gross	8	G. Selwyn	5		

POWER AND PEDAL TROPHY

Awarded on a points basis of 1st 6, 2nd 5, 3rd 4, 4th 3, 5th 2, finish 1, this trophy goes to the B.M.C.R.C. member putting up the best performance in 50 c.c. races organised by the Club during the year. It was donated by the proprietors of the magazine "Power and Pedal".

23 Points	P. Lucas	W. R. Marley	M. G. Howard
C. C. W. Mates	3 Points	S. R. Williams	W. D. Ivy
11 Points	R. S. W. Field	1 Point	R. Kemp
R. A. Nicholson	P. R. Horsham	P. J. Busswell	R. W. E. Lilley
10 Points	K. I. Johnson	Miss B. M. Bound	P. R. Latham
D. A. Simmonds	D. A. Juler	M. Cook	R. P. Owers
8 Points	C. A. Surridge	D. F. Carter	A. J. Pink
M. Leary	Mrs. B. J. Swain	I. R. Carter	F. A. Robinson
6 Points	2 Points	D. Chisholm	D. J. G. Sarson
H. D. German	R. H. Bacon	N. J. Dicks	B. Sullivan
5 Points	D. H. Baulch	G. A. Dormer	D. E. Smith
M. E. Chiles	V. R. Brazier	H. L. Fruin	P. R. Sharland
G. W. Wotier	V. J. Dedden	D. Guy	M. Stone
4 Points	J. F. Gardner	R. G. Harris	I. Webb
G. H. Dewar	J. C. Hemmett	R. J. Harrison	W. H. Wilshere
E. M. Kempson	W. Maisey	E. Hardcastle	A. D. Young

PETER WALSH MEMORIAL TROPHY

The current position in this competition is given below. The method of marking is given on page 178 of the September issue.

20 Points	B. T. Osborne	C. E. Mills	B. Scrivener
R. E. Lee	7 Points	A. J. Monk	C. S. Todd
D. A. Simmonds	M. L. Bennett	M. J. Miller	A. J. Wakefield
18 Points	J. R. Pepper	M. J. Price	D. A. Wheeler
H. R. King	T. E. A. Shade	V. A. Phillips	D. E. Watkins
15 Points	V. G. Thomas	M. J. Rowell	D. P. Warren
A. R. C. Hunter	6 Points	D. G. Strickland	J. R. Youens
D. F. Degens	D. Comley	N. Surtees	3 Points
13 Points	D. W. Knight	J. Tanswell	G. Adger
D. Filler	R. L. Knight	4 Points	C. Brown
12 Points	R. Niles	E. Bunce	P. R. Beal
R. A. Roberts	5 Points	G. C. Brown	W. Evans
11 Points	A. S. Bolton	F. Cox	R. J. Everett
R. Chandler	G. C. Crane	C. Day	B. W. Moore
J. F. Harper	B. N. Cowland	V. J. Finn	G. Price
P. Lucas	A. K. Gardner	D. E. Howton	S. G. Rayner
10 Points	M. Gamble	A. Lomas	G. P. Sendall
F. D. Hardy	W. C. J. Hengoed	B. J. McLean	D. Spencer
9 Points	M. Hayward	T. P. Mayne	S. R. Williams
E. Hardcastle	K. Hearn	C. L. Morgan	P. Wills
8 Points	T. C. Jackson	J. Pinckney	A. C. Warren
P. R. Denyer	D. Jennings	L. G. Rodda	G. W. Votier
P. J. Hardcastle	A. G. Jenkins	D. J. G. Sarson	
D. A. Juler	J. E. Kidson		

[continued on next page]

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R. D. Evans
R. G. Jones
C. Jones
R. T. McLean
J. B. Parslow
J. Piffner
D. W. Poulton
J. J. Parkins
B. Roberts
J. G. Rush
K. Rutland
S. T. Smith
E. J. Saunders
T. R. Sharp
R. G. Underwood
B. J. Ward
J. A. Witts

1 Point

D. G. Ainsworth
A. Anderson
M. J. Burrow
B. Brinton
D. A. T. Bishop
A. T. Cooper
J. A. Collins
R. Campton
G. D. Clarson
P. Cottrell
D. H. G. Chester
E. A. Denyer
G. Dawson

A. Fleming
R. Fowles
B. D. Foster
L. S. Froud
J. E. Glendinning
A. C. Grotfeld
R. Gibbard
I. R. Grant
L. W. D. Holland
G. Hockham
F. W. House
N. G. Hayward
P. W. Jordan
I. D. James
Robt. J. Lawrence
Ron. J. Lawrence
E. Larder
E. J. Moores
W. Maisey
P. J. McNab
J. C. Pullen
Miss M. L. Pearson
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N. R. Parkinson
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H. J. Preece
W. Robson
A. M. Rogers
T. M. Rawsley
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P. Sharland
D. E. Smith
A. Sangster
B. Sayles
P. R. Slade
R. E. Thatcher
I. Watton
C. Wood
I. Watkins
I. Webb
J. York.

The Minnie Grenfell Memorial Trophy has been won by C. C. W. Mates (49 c.c. Itom). Full results will be published next month.

The Noel Pope Bowl has been won by C. W. Rous (998 c.c. Moto Vincent) for his timed speeds at Cork last month during the World record attempt.

MUTUAL AID

FOR SALE. 1959 Norton-Triumph 498 c.c., £190 o.n.o.; 1957 Manx Norton 348 c.c., ex-Tom Thorp, £325; full details from John Somers, 41 May Tree Crescent, Watford, Herts.

FOR SALE. One-piece Reg Cross leathers, height 5 ft. 8 in., chest 42 ins. Suit heavily built rider. Pair zip-back boots, hand-made, size 7½. £15 the lot, or will separate. Enquiries to T. M. Chrich, 29 North Avenue, Rainworth, Mansfield, Notts.

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