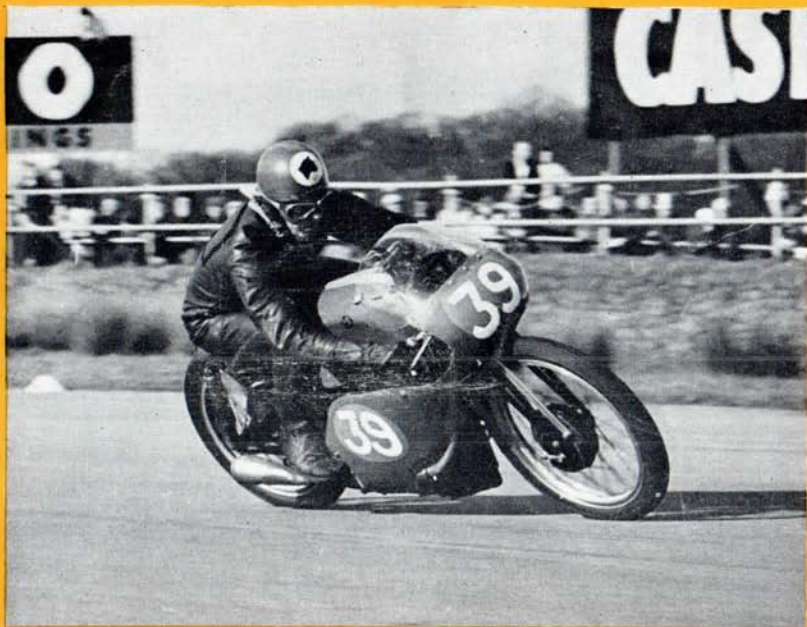




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 13. No. 10. OCTOBER 1960



Brian McEntee and his 249 c.c. Velocette going well at Silverstone during 250 c.c. race at the Hutchinson 100.

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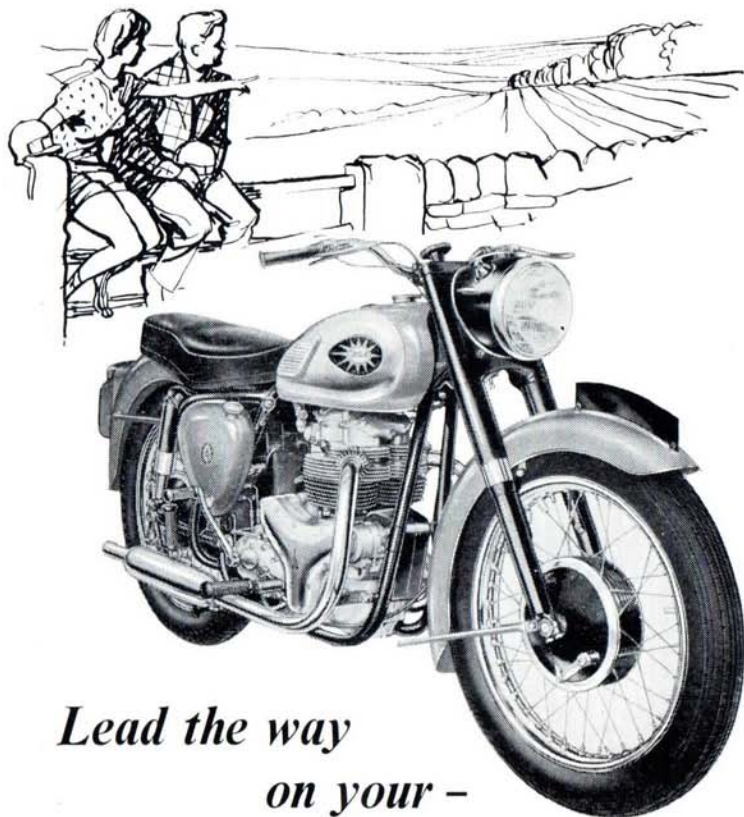
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EDITOR:

GUY TREMLETT

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EDITORIAL

AT the risk of being considered "soap box orators" we refer again this month to this question of "boys' meetings". It seems that Trophy Day and Club Day are NOT considered, by some people at any rate, to be meetings for the ordinary riders. Personally we disagree. It is true that riders such as Dan Shorey, C. J. Williams and J. C. Buxton were permitted to compete and that the Regs. allowed them to do so. But thanks to our "graded race" system the faster runners such as these were all segregated in the two races at the end of the programme and the novices and near-novices had races all to themselves. In any case we never advertise the meeting or the riders taking part in it as "non-expert". It must be stated that some of the so-called "non-expert" races at some meetings are nothing of the sort. At the present time the eligibility for the Club meetings at Silverstone is exactly the same as the Clubman's Trophy. It may be that some small alterations will be shown to be necessary after Club Day, but we cannot see that any great change is needed at present. If the scheme we propounded last month were ever put into operation then changes would have to be made. At present there seems no hope of that happening. Incidentally, we see that the Brands Hatch people are putting on a "boys' meeting" on the 22nd of this month. This is good news.

We have always felt that the almost total lack of interest in factory supported racing teams is both a pity and a mistake. We are well aware of the argumen's for and against, and do not propose going into them now. It is a very good thing for British motor cycling that our riders are so outstanding and that there are still a number of people prepared to race their own "over-the-counter" machines against the foreigners. In a rather different sphere of our sport it is a good thing too a few private individuals still take an interest in the International Six Days' Trials. As so often happens in the annals of sport in this country, it is left to the individual to uphold his country's name in his/her chosen sport. It may well be that there will be more production machine events in the future. Is it too much to hope that our manufacturers will take an interest in this form of racing? The Thruxton 500 Mile Race this year was even more interesting than ever before. It showed that we produce some very good machines. It also demonstrated that these same machines are by no means perfect in a number of respects. We think this to be quite a pertinent question, as we have heard rumour to the effect that at least one more well-known club is contemplating the organisation of such an event during 1961. The one drawback we can see to this is the comparative lack of public interest. If the four-wheeled fraternity's efforts are anything to go by, then small crowds can be expected. The recent T.T. at Goodwood is a case in point. We would welcome members' views on this subject.

There seems to be a divergence of opinion in the Club on the subject of these meetings where cars and motor cycles mix. The point is relevant to B.M.C.R.C. because all three of the sprint meetings we have are on this basis. We have no doubt that it can work. A case in point is Evesham, where we are made very welcome by the Evesham A.C. They appreciate our assistance with their organisation and they know very well that our motor cycle entry means a doubled gate. Honesty compels us to state that the same atmosphere is not present at Brighton

and Shelsley. This is not to say that the Club's officers do not enjoy perfectly cordial relations with the officials of the Brighton and Hove M.C. Yet one is most conscious of the fact that we are present at the meeting merely on surffiance and tolerated only as poor relations. This is a pity. For we are quite sure that the motor cycle entry adds enormously to the interest, and, let us face it, the attendance of the meetings in question. However, despite this, we enjoy going and, by all accounts, you members enjoy competing; and that, when all is said and done, is the main thing.

COMMITTEE NEWS

This is a brief résumé of points of interest from the Committee meetings held on 11th July and 22nd August.

The Secretary, as Clerk of the Course, reported on the Guinness Trophy, Metropolitan and Trophy Day meetings. Generally speaking, the Guinness Trophy meeting had been a good one, with the usual close racing. The scooter race had been an interesting experiment which she would welcome the chance to repeat should the opportunity arise. Financially, the meeting had been most unsuccessful. The Metropolitan had followed, in the main, its usual enjoyable pattern. However, she gave full details of the events leading up to the stopping, re-starting and final abandonment of the last 500 c.c. race. She mentioned several arrangements she wished to make for the future to prevent a similar occurrence. Trophy Day had been first class and undoubtedly the most enjoyable meeting this season. Despite gross overcrowding in the paddock due to the enormous entry, all riders had entered into the spirit of the event.

A Sub-committee consisting of Messrs. Cheeswright, Cooper and Tremlett and Miss Ward was set up to take charge of the organisation of the Annual Dinner and Dance, to be held on 17th November.

It was agreed to award the J. S. Moore Trophy for 1960 jointly to Messrs. D. W. Minter and S. M. B. Hailwood.

A total of 102 new members were elected, bringing the total membership figure to over 1,600.

NEW MEMBERS

THE following new members have joined the Club since the last issue. We would like to take this opportunity of wishing them a long and successful stay with us:

J. T. Addis	P. R. Latham
E. C. Beater	B. Lloyd
P. J. Busswell	D. J. Marquand
R. Campton	J. D. Mitchell
L. Carr*	Mrs. D. C. Nisbett
O. W. Chester	R. H. Parr
G. R. V. Collis	J. F. Pritchard
C. R. Conn	J. C. Puller
A. A. Denny	J. M. Rice
H. Doncaster	M. E. Robinson
M. H. Fisher	T. A. Smith
D. Gilliland	M. S. Steward
A. E. Hellewell	Mrs. B. J. Swain
B. D. Heslop	A. J. Wakefield
M. S. Hodges	R. G. Ward
G. W. Hubbard	D. E. Watson
N. L. Huntingford	D. E. Whapshott.
J. A. Iszard	G. R. Wortley
L. Laidlaw	D. R. Yorke

* Old member rejoined.

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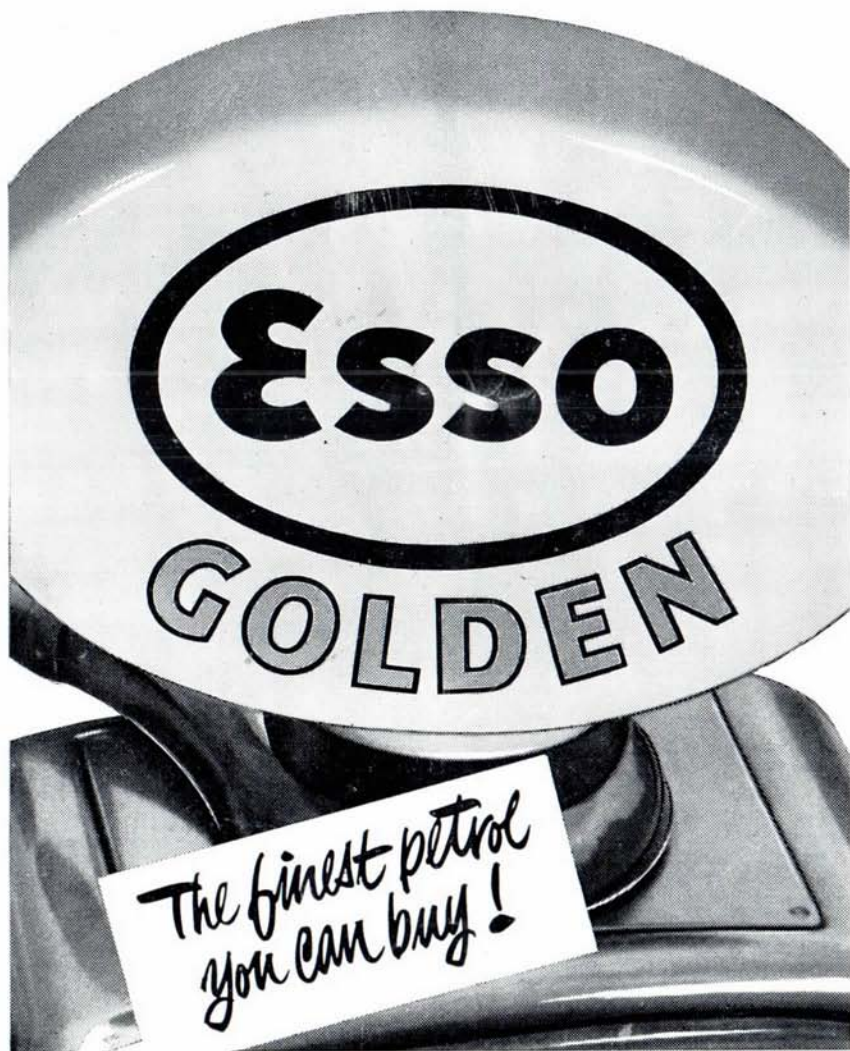
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First, Second, Third . . .

a Summary of Members' recent successes

IN what might be termed very unideal conditions. **George Brown** dashed across to Pontypool on Saturday, 27th August to win the major class of the day. I hear that he was hard put to stay in front of—of all things—a Bonneville. Still, he made up for it at Shelsley. **Bill Bragg**, achieved the distinction of finishing first and second in the sidecar event on two different machines. A new member, **Ernie O'Keefe** on his O.K. Special came 2nd in the 500 and 3rd in the Unlimited classes. Although Shelsley has been reported elsewhere, mention must be made of the extremely fine performance of **Chris Williams** who put up the second fastest time of the day, bettered only by **George Brown**.

I notice that **Jimmy Lees-Baker** is still showing these "foreign" boys how to do it in the Channel Islands. Guernsey was the scene this time where he finished first in the 350 c.c. class and won the Bill Green Shield. **Phil Heath**, riding a collection of Ajays and Velocettes, all Vintage I may add, kept in the picture at the Vintage M.C.C.'s hill climb on the Sunday of Shelsley. Unfortunately Phil was committed to attend so was not able to be at Shelsley at the same time. Phil was first in the 350 c.c. standard machines race on his Velocette and 3rd in the over 350 c.c. racing class with the A.J.S. The High Speed Trials at the Sunbac Silverstone on the Saturday of Brighton, proved the testing ground for a variety of machinery. Among the first class awards was local man **Mick Bennett** with his tail-twitching Vincent, **Jim Pearson** from Birrainingham on a B.S.A. Bantam, and **Tony Bayliss** and **Hubert Preece** on their B.S.A.'s

At that circuit in Wales whose name I can never pronounce, another fairly new member **Bert Lomas** from Lancashire (any relation?) riding a 125 M.V. came 3rd in his class. **Alex Sheffield** plus Triumph managed to win his race in the 250 c.c. class, but did not manage to finish in the first three of the final. **Terry Brown** won the 350 c.c. final brilliantly on his Norton. The 350 c.c. class at Snetterton proved the downfall of many and quite a few of those who managed to survive were greeted with the chequered flag long before their betters. Caution was the password of the day and those who exercised it found that it paid off. **Derek Minter** and **Pip Harris** each managed two events; **Dave**

Moore and **Mike Hailwood** having to be content with one win each. During the 125 event **Dave Moore** was seriously challenged all the way for the lead, but managed to shake off his adversary. **Dave** was also 3rd in the 250 c.c. class behind **Mike** and **Fred Hardy**. In the 350 event **Minter** won with **Tom Thorp** and **Trevor Pound**, from Australia, 3rd. **Tom** was also 4th in the 500 behind **Derek**, **Godfrey**, and **Hailwood**. **John Surtees** has clinched his title of Double World Champion for the third time running. Although one lap behind **Mike Hailwood** finished 3rd in the 500 c.c. class of the Italian Grand Prix behind **Surtees**. Unfortunately mechanical failure lost **John** the 350 c.c. race. **John Dixon** was a worthy 10th on his **Adler** in the 250 c.c. race and **Rex Avery** finished 9th on the new E.M.C. in his first Continental race.

Another sprint meeting at Wellesbourne proved successful. In the standard machine class **Brian Hill** won the 250 (on a 199 Triumph). **Ron May** the 750 c.c. and **George Breach** the 1,000 c.c. Awards went to the following in the racing machine class: **Jack Terry**—250, **Reg Gilbert**—500, **Tony Winfield**—750, **George Brown**—1,000 and F.T.D., 500 s/car **Len Collins** and 1,000 s/car—**Pat Barrett**.

The Wallasey Charter races, the first on "public" roads on the mainland, saw **Jim Bollington** twice victorious in the sidecar races while heat winners included **Frank Smith**, **Bob Willatts**, **Noel Wright**, **Bert Lomas** and **Tom Jackson**. **Leon Cooper** got his 150 Triumph into 3rd place in the 150 c.c. final. At Cadwell Park it was a very mixed bag. **Dan Shorey** won the 250 class and finished 2nd in the 500. **Roy Mayhew** was 2nd in the 350 followed by **Dennis Pratt**. **Peter Middleton** was 3rd in the 500. In the 50 c.c. race **Howard German** won on the Sheene Special closely followed by **Cecil Mates** and **Roy Nicholson**. The sidecar events were shared by **Pip Harris**, **Charlie Freeman**, **Jackie Beeton** and **Bill Boddice**.

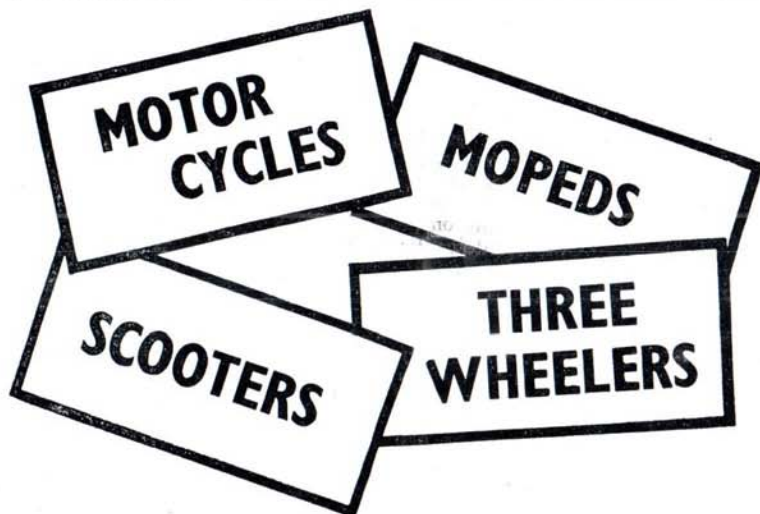
J.H.S.

TROPHY DAY

A check of the results reveals that **M. Leary** (Endura) put in the fastest lap in 1m. 51s. at 52.15 m.p.h.—a new 50 c.c. record. Well done, **Mike**! He is only 16 too.

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BOG-WHEELING by JOHN SIMMONDS

[John usually rides a G50 Matchless. Here he gives encouragement to those of you who will be essaying the "noble art" in the ensuing winter by recounting his tale of our trial last February.—Ed.]

ME, I'm one of those chaps who knows all about trials. I've never been to one, mind you, but I've seen pictures in various magazines of the experts balancing gingerly over large rocks at about two m.p.h.; however, surely rather a mucky pastime for a chap who dabbles in road racing? Now . . .

Anyway, to cut a long story short, when the "Bemsee Bog-wheelers' Trial" was announced, I decided to let the world see that Sammy Miller, Bob Manns, etc., had nothing on me. After all, I've always reckoned I had a "dab" throttle hand. So, borrowing a modified 150 c.c. Trials Bantam from a colleague who dabbles in this "lark", I presented myself at the start at Brands Hatch.

At the appointed time I left the start like a bullet, trying to keep the chap in front in view. I'd have felt a right Charlie if I couldn't find the first section. After executing a number of contortions on the muddy track, replacing the chain and pushing the bike for at least fifty miles [Come now, John, only one mile, surely!—Ed.], I arrived perspiring freely at the first observed section. Some joker there motioned me down a small path into the undergrowth, which was decorated with white tape. I went along the path, around a tree and—ugh, a-ah—down a dirty great hole with thick oozing mud at the bottom. There I came to an abrupt halt. After putting the rear chain back on and shaking off the surplus mud, I was hauled out.

At the next section much the same thing happened, except that, after rounding a tree, I found a load of rocks

covered with slime. Instead of picking a route over and through them, as per the experts, I slid sideways over them and disappeared at high velocity into a thicket. After extracting umpteen bits of twig out of my ear and with much tugging about, managed to get myself and machine out. The rest of the sections proceeded to demoralize me even further as, slipping and sliding, I hauled the 'bike out of mud or the undergrowth, where it invariably landed with or without rider.

In the afternoon, attempting the sections again, I did somewhat better, even getting through two sections without footing. Whether this was due to removing a link from the slack chain, fantastic bodily contortions on the slow bits, or because I just shut my eyes, opened the throttle and hoped for the best on the difficult parts, I really cannot say. Anyway, believe it or not, I really enjoyed myself. I now have a healthy respect for these mud-plugging experts. So to those road racing fans who have not yet tried this mud lark I say, buy a big bottle of embrocation and have a "go".

Rider: If at any forthcoming trial anyone sees a mud-covered apparition trying desperately to start a machine with a chain that keeps on coming off, my apologies for the swear words that will most probably ensue.

[Now you know, ladies and gentlemen; it's a fine sport! I think, John, you and I had better team up; our abilities seem to match!—Ed.]

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BEMROSE TROPHY TRIAL

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize

HUTCHINSON '100' (Silverstone)

Senior—1st
350 c.c.—1st, 3rd
250 c.c.—2nd, 3rd
125 c.c.—3rd
3-Wheeler—3rd

SWISS 250 c.c. MOTO CROSS

Winner

TRADERS CUP TRIAL

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize

HANTS GRAND NATIONAL

500 c.c.—1st
250 c.c.—1st

OULTON PARK RACES (April 18th)

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

SCOTTISH 6-DAYS TRIAL

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

NORTH-WEST '200'

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

FRENCH GRAND PRIX

Sidecar—1st, 2nd

SILVERSTONE RACES (May 28th)

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

POLISH 250 c.c. MOTO CROSS

Winner

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

FINNISH 250 c.c. MOTO CROSS

Winner

ITALIAN MOTO CROSS

Winner

COTSWOLD SCRAMBLE

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

DUTCH T.T.

Sidecar—1st, 2nd, 3rd

W. GERMAN MOTO CROSS

Winner

LUXEMBOURG 250 c.c.

MOTO CROSS

Winner

BELGIAN GRAND PRIX

Sidecar—1st, 2nd

BRITISH MOTO CROSS

Runner-up

EXPERTS GRAND NATIONAL

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

BRANDS HATCH RACES

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

BRITISH 250 c.c. MOTO CROSS

Winner

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

SWEDISH 250 c.c. MOTO

CROSS

Winner

LUXEMBOURG MOTO CROSS

Winner

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IS IT WORTH IT by THE EDITOR

YOU may consider this a somewhat peculiar heading for some comments on the motor cycle side of the 1960 Shelsley. Perhaps it is. On the other hand, valiant though the efforts of the handful of the two-wheeler entry most assuredly were, they were hardly to be compared with the cars (not that many of them were anything to speak about). It must be remarked, however, that a large number of the spectators were motor cyclists (so presumably would not have been there had there been no motor cycle runs). Matters were further ruined by the rain that fell after the first runs. Another thing which caused me great irritation, and to judge by the comments overheard others too, was the commentary. I have never liked the ceaseless stream of idle chatter that has poured from the excellent Antone P.A. system as each performer goes up the hill. This time it seemed to reach new heights of fatuity. If no better idea can be thought of, then for heaven's sake let the present system be stopped. And I think, too, it is time the M.A.C. engaged someone to talk about the motor cycle runs who knows about (a) the two-wheeler entry and (b) two-wheeled racing!

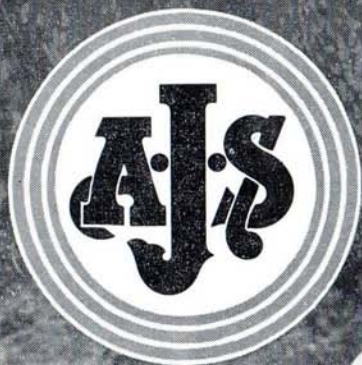
Having said our little say, let us on with the hill climbing. This year the Club had been restricted to 24 entries; itself a pity in many ways. The entry was further reduced by the non-arrival of Rob Fitton and Terry Folwell—both still unfit. The 350s began things, as far as the 'bikes were concerned. Here a good tussle developed between Ernie Woods (Norton), Charlie Luck (A.J.S.), Harry Voice (J.A.P.) and Charlie Rous (K.T.T. Velo.). As each of the four did their first run, so a bit of a second was removed from the previous bloke's time. Eventually Charlie Luck had it in 42.67 secs. It poured the second time up, when Luck was again fastest—in 46.69 secs. E. J. Saunders rode a beautiful K.T.T. Velo. steadily. In the 500 class Chris Williams completely dominated the scene. Such old Shelsley hands as Harry Voice, Brian Cuff, Charlie Luck, Charlie Willmott and Howard German on the ex-Febrache Hartley Ariel were simply outclassed by Williams and the G50 Norton. Despite his goggles being awry, he did 38.90 seconds on run one (incidentally, the late Peter Febrache and he

are the only people in the last ten years to get anywhere near the late Les Graham's 500 record of 37.61 secs.), and then in the rain managed 44.06 to make the best second run of all the 'bikes. Luck found his fast Norton Special a terrible handful and somehow Harry Voice didn't seem quite his usual exuberant self without the B14 Excelsior-J.A.P. Instead he used a new A.J.S.-J.A.P., while the Excelsior frame housed his 350 motor. German was neat and steady on the famous Ariel.

Of the 1,000s it was left to George Brown to give his now customary immaculate display on "Nero". Apart from coming very near to the bank leaving the Kennel Bend, his run was wonderful to watch. Time was 38.20 secs. The two Norton-J.A.P.s were both well handled, Ernie Woods' especially so, but both these, and Charlie Rous on the Moto-Vincent, were used with the caution that befits their colossal power. German was excellent with the most promising 600 Norton twin of H. J. E. Wyld and was runner-up to Brown. Williams ascended well on Clive Waye's vintage Scott, taking 43.29 secs. In the wet the big 'uns were at a very considerable disadvantage. George was again magnificent. I just do not know how he manages to keep it upright and go so quickly. Charlie elected not to run (don't blame him at all) and the others were all a lot slower, though German was again noteworthy. As usual, Bill Boddice was immaculate on his Norton outfit. Surely his must have been one of the neatest climbs of the day. He did 42.51 (not far from his record) in the dry. Peter Barrett with the big Vinnie had plenty of power on tap, but was cautious on the bends. Eric Vincent crashed coming out of the Kennel Bend; both Ray Harding and he being unhurt, though the Norton was a little bent. Cyril Hale and Harry Voice appeared to enjoy take the three-wheeled Halec to the top in dry and wet.

So it ended a dull, and for the most part a very damp, meeting. Despite the pessimistic title to this piece, I must say that the competitors enjoyed it. Both Ernie Woods and Charlie Rous are rarin' to have another "go" in 1961. So let's leave it at that and place on record the ten best motor cycle runs:—

1, George Brown (998 *Vincent Spl.*), 38.20 (53.5 m.p.h.); 2, Chris Williams (496 *Matchless Spl.*), 38.99; 3, Howard German (597 *Norton*), 40.21; 4, Ernie Woods (996 *Norton-J.A.P.*), 40.83; 5, Charlie Rous (998 *Moto Vincent*), 41.33; 6, Howard German (497 *Hartley-Ariel*), 41.59; 7, Harry Voice (498 *A.J.S.-J.A.P.*), 41.63; 8, Brian Cuff (498 *J.A.P.*), 42.20; 9, Bill Boddice (499 *Norton-Watsonian*), 42.51; 10, Charlie Luck (499 *Norton Spl.*), 42.57.



The Race-Bred Motor Cycle

AJS MOTOR CYCLES · PLUMSTEAD ROAD · LONDON SE18

OPERATION MADEIRA DRIVE by GUY TREMLETT

PRECISELY six days after the Shelsley deluge we were bound for that centre of seaside pleasure, Brighton. And I must confess that it looked for all the world as if we were in for another deluge, because the morning was very wet indeed. At about 1 p.m. the rain ceased to fall and within the hour the course had dried and it was a pleasant, if rather windy, afternoon. All the 'bike entry duly arrived, one or two very late. Margaret, Barry and Jim were in evidence scrutineering, and they also had all our runners ready for their runs in good time. This was in most marked contrast to some of the cars. The palaver some of these went through even to get to the line was practically unbelievable. An over-zealous start line official did not help some of our people either; notably Gordon Colquhoun, who was in his customary attendance on Charlie Rous and the Moto-Vincent.

George Thomson borrowed John Waller's 7R for the 350 class and duly broke the 350 record with it, his first run taking 27.26 secs. His second was rather spoilt by his making three false starts. David Clarke moved the Velo, along in 28.75 secs., but Peter Tucker, rather unhappy at the start, couldn't better 29.65 (it may be remembered he broke the 350 record at Long Marston in July). Haydn Williams had his plug "go" on run one, but did 29.7 on his second. His father thought it wasn't too bad considering the all-up weight (sorry, Haydn!), so the writer suggested a bigger banger next year, to be met with a knowing wink from father Frank. Jack Terry was the best 250 on the Ariel in 30.6, but Chris Percival did a wonderful 33.6 (66.82 m.p.h.) on the lovely old 1927 Rex Acme Blackburne. Well done, Chris. After his runs he packed up and tore off to Snetterton with the M.V.

Like the 250 and 350 before it, the 500 record took a bashing too. First runs saw a really fine run by Reg Gilbert, his Triumph carrying a "dustbin" and occupying the measured distance for 25.7 secs. only (old time 25.83). Nearest to this were Charlie Luck in 26.14, Jack Terry with the Cotton-J.A.P. (magnificent start he made) in 26.5 and Brian Cuff in 26.66. Charlie Rous with an Arter G50 Matchless was overgeared (time 26.78) and George Buck had megaphone trouble getting away with his beautiful Triumph special—27.58 secs. On the second runs, Terry, Cuff and Gilbert were slower, though Buck im-

proved to 26.98 and Rous to 26.76. It was left to Charlie Luck to have the final say; a simply terrific start and the stark Norton flashed down the course in 25.35 secs. (88.3 m.p.h.) to set a new 500 c.c. record.

A setback to the battle of giants in the big solo class was the trouble Basil Keys, who holds the course record in 21.59 secs., had with his Norton-J.A.P. It did but one run none too fast and was seen no more. Honours were very close after run one; Rous 22.27 and Brown 22.3, with Ernie Woods next best in 23.4 and Tony McPherson 4th with 24.68. Both the Vincents had made good starts, but Rous's was a "sizzler" and by the way he vanished up the course one felt a good time would result. It did—21.67; not quite as quick as Basil, but damn near it! By contrast George, who also had a good getaway, smoke pouring off the rear wheel, appeared to have some trouble and was slower. So was Ernie Woods, who missed a gear. McPherson was better, 24.55. Dr. Sutherland, all the way from Edinburgh (460 miles), had an excellent second run and clocked 25.00 secs. Mention should be made, too, of the wonderful Scott of Arthur Breese, whose best run took 27.97 secs. (exactly 80 m.p.h.).

The six chairs were all on fine fettle, though Pat Barrett did not have too happy a first run and Hilton Woodrow, who had had to borrow a Norton 500 because he could not get the Vincent to go, only did one run; as did R. V. Thompson (Vincent)—for some unexplained reason. Barrett made no mistake on his other run, whistling up the course in 26.98, the only rider ever to come near (so far) the Rous record of 26.8. Runner-up by a small margin from the third man, Maurice Brierley, was Bill Ottewell—times 27.69 and 27.88. It was nice to see these two hard-trying gentlemen have two trouble-free runs apiece. Len Collins, complete with my brightly hued "bone dome" crash hat (he'd left his at home), did two excellent, consistent runs in 32 and 32.4 secs.

That was Brighton 1960. What a pity we have to wait until September 1961 to see if the giants can really crick the world kilo. figure. I think Charlie Rous had ideas on the subject this time. What a pity he did not quite make it. The fastest ten again were:—

[see page 198]



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THE MANX GRAND PRIX 1960

BELOW we give the results of the 1960 Manx as far as members were concerned. We would like to take this opportunity of congratulating (and commiserating with) them according to how they fared. Particularly would we mention the really fine performances of Phil Read, Roy Mayhew and Robin Dawson. Our Team "A" won the Senior team prize, thanks to Messrs. Read, Mayhew and Minihan (who were 1st, 3rd and 4th!). Our Junior "B"s were runners-up to the Scottish A.C.U. trio. This year's M.G.P. seems to have been a very good one. It was certainly a very fast one. Read's lap of 97.09 m.p.h. on an unstreamlined single cylinder is some motoring. Anyhow, here's how our "boys" fared:—

Junior. *A.J.S.*: Roy Mayhew—2nd; Robin Dawson—5th; Bob Ritchie—6th; "Ginger" Payne—7th; Jack Nutter—13th; Tony Sugden—17th; Alan Newstead—18th; Roy Minto—19th; Derek Williams—20th; Dennis Dicker—30th; Harry Rayner—32nd (these receive replicas); Ray Millins—36th; Mick Miller—49th; Alan Craven—51st; John Holloway—53rd. *Norman Price, Michael Bancroft, George Price, John Holder, Ned Minihan and Roy Bisbey—all retired.* *B.N. Special*: Tony Monk—40th. *B.S.A.*: Michael King—46th; Ken Lindsay—59th; Ken Buckmaster—retired. *Norton*: Fred Neville—9th; Dick Carman—10th; Bill Siddles—12th; Derek Woodman—15th; Alan Rutherford—16th; David Williams—20th; Eddie Davies—22nd; Peter Bettison—24th; Gerry Saward—28th; Brian Carr—31st (these receive replicas); Charles Watson—35th; John Griffiths—39th; John Thurston—41st; Terry Muir—45th; Bob Polak—52nd; Ron Mawby—54th; Bill Russell—60th; Bob Culshaw, Brian Warburton, Colin Broughton, Carl Todd, Phil Read and Dave Downer—all retired. *Norton-B.S.A.*: Gerry Rudd—retired.

Senior. *A.J.S.* (349 *c.c.*): Gordon Briggs—44th; Jack Nutter—retired. *B.S.A.*: Martin Hayward—25th; Barry Lindley—31st; John Oliver—47th; Nick Parkinson—54th; Paul Catchpole—60th; Laurie Ascott—62nd; Roy Culshaw, B. E. Park, Cyril Wallis, M. J. Gibson and Tony Wright—all retired. *D.H.S.*: Brian Dennis—retired. *Matchless*: Roy Mayhew—3rd; Robin Dawson—11th; Derek Williams—12th (these received replicas); Dave Alcock—23rd; Ted Wooder—24th; C. A. Chivers—41st; Derek Ellis—53rd; Peter Evans, John Holder, Peter Tomlinson and "Ginger" Payne—all retired. *Matchless-Norton*: Maurice Aitken—52nd; Chris Williams—retired. *Norton*: Phil Read—1st; Ned Minihan—4th; Norman Price—7th; Bob Ritchie—8th; Dan Shorey—9th; Brian Warburton—13th; George Jenkins—14th; Jack Trustham—16th; Alan Thurgood—20th (these received replicas); Mike Munday—26th; Bob Robinson—30th; J. H. Evans—34th; Peter Tyack—36th; John Campbell—37th; Ralph Masson—45th; Gordon Oldfield—46th; Harry Irlam—51st; Ken Allum—58th; David Williams, Alan Rutherford, Mike McStay, Ken Watson, Joe Dunphy, Eddie Davies, Gerry Saward, Tony Hunter, Colin Broughton, Brian Denehy and David Ajax—all retired. *Norton* (348 *c.c.*): Dick Carman—19th; Derek Woodman—21st (these received replicas); John Griffiths—29th; D. W. Smith—retired. *Norton-B.S.A.*: Geoff Griffin—39th; George Chapman—retired. *Norton-Triumph*: Peter Thurston—57th. *T.D. Special*: Bill Siddles—retired.

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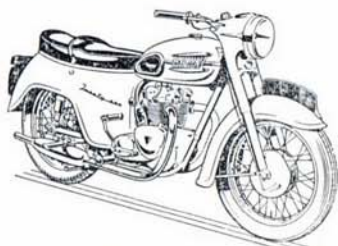
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AREA NEWS

NOTTS., DERBY AND LEICS.

*W. B. Martin,
Ivy Cottage, 55 Kneeton Road,
East Bridgford, Notts.*

IT is proposed that we hold our next "cell" meeting on Monday, 10th October, 1960, or thereabouts, at 7.30 p.m. Unfortunately, our old rendezvous, "The Dolphin", is no longer available to us, and another meeting place is being sought. All members will be advised in good time as to its location.

At this meeting suggestions as to future activities will be discussed, and it is hoped that as many members as possible will attend.

METROPOLITAN AREA

*A. L. Huxley,
Court End, Courthill Road,
Chipstead, Surrey.*

THE 1960 racing season is drawing to its close. This brings us to the start of the winter social rounds. During the past two or three months our Area activities have not been forgotten, and, in order to help with some of the organisation, a Metropolitan Area Committee has been formed and already had one meeting to decide upon the social functions during the coming winter months. The following members constitute the Committee:—

Mrs. W. Mason, A. E. F. Bickel,
L. S. Cheeswright, A. L. Huxley,
A. Lovesay.

Our first meeting will be at the usual venue, *The Prince of Wales Tavern* in Drury Lane, London, on the 11th October next (time, 7.30 p.m.), when we will have a Film Show of suitable films and the usual raffle, which is a 'must' in order to defray expenses and also make donations to our Benevolent Fund.

November 8th will be the following meeting, when we will have a talk and discussion on Racing and Tuning—also at the Prince of Wales Tavern.

December 11th is the provisional date set for the 3rd Annual Metropolitan

Area Bowl (treasure hunt-cum-mystery run), starting from the Sugar Bowl Restaurant at Burgh Heath, on the Sutton/Reigate Road. PLEASE, will the present holder of the Area Bowl return same to Bill Huxley during the early part of October—either at Silverstone or at the Prince of Wales Tavern—so that it might be prepared in readiness for presentation again this year.

So don't forget the first meeting at the Prince of Wales Tavern, October 11th—time 7.30 p.m.—FILM SHOW. Come along and bring your friends.

NORTHANTS AREA

*A. F. Mills,
Express Dry Cleaning Works,
Wellingboro' Road, Rushden.
(Tel. 2876.)*

Our thoughts now are turning to winter evenings. As Champion Dart Players we have already received the first challenge of the season, the challengers in this case being the Bedford Eagle Motor Cycle Club. Therefore, the first meeting of the Northants Area for this year will be held at the "Swan" at Goldington, on Wednesday, 9th November (two miles from the centre of Bedford on the main Bedford - St. Neot's - Cambridge Road.) Sandwiches are laid on and a raffle will be held to cover expenses. The Bedford Eagles' Secretary, Mr. Butcher, is looking forward to a good turn out and I am sure we shall have a jolly good evening. So please come.

If any members have suggestions for events they would like putting on this winter, please contact me. We are arranging a film show again; this will be fixed up at Rushden. Also we have in mind a Christmas party at the works and, later, on a quiz of some kind. Last season I tried to contact every Northants' member before a meeting. This caused me a lot of extra work. So members will not be receiving individual circulars, but I will get full details of events in the magazine, so everyone will get plenty of notification of dates.

[continued from page 194]

1. Charlie Rous	998 Moto-Vincent	21.67	seconds (103.2 m.p.h.)
2. George Brown	998 Vincent Spl.	22.30	"
3. Ernie Woods	996 Norton-J.A.P.	23.40	"
4. Tony McPherson	998 Vincent	24.55	"
5. A. R. Sutherland	998 Vincent	25.00	"
6. Charlie Luck	499 Norton	25.35	"
7. Cecil Mills	998 Vincent	25.60	"
8. Ron Knight	996 Brough Spl.	25.65	"
9. Reg Gilbert	498 Triumph	25.70	"
10. Tony Winfield	649 Triumph Spl.	25.80	"

EDITOR'S CORRESPONDENCE

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

Sir,

I would like to express my sympathy at the tragic loss of one of our more colourful members—"Pete" Ferbrache. I have seen him progress from riding up and down the runways at Fairlop on a Rudge Ulster to a successful rider of international repute. However, I think, too, he will be well remembered for the long and often heated discussions at the A.G.M., when he used to labour some obscure points to their illogical conclusion! He will be sorely missed by us all.

On the matter of publicity for forthcoming meetings, it appears that a saturation point is fast approaching. With the number of meetings held at different venues every week-end increasing, there must be a drop in gate returns at each one, although the overall number of spectators is probably greater. Therefore it must pay to advertise. From casual observation the windscreen sticker seems to have a better impact than the poster, since far more people see it—especially when stationary in traffic jams! Although I display them on my own van, I have yet to see another vehicle so decorated

whilst on my travels. There must be many other members in my area who could show stickers and help to publicise our meetings. I think it is a poor show and reflects the lethargy of our own members. We have to swell the number of spectators to remain solvent financially.

Yours, etc.,

P. A. EDWARDS.

London, E.12.

Sir,

Further to your Editorial comments on entries for motorcycle race meetings, I should like to recount my own experiences.

I have always made a habit of taking the names and addresses of secretaries of meetings from the diary of events published by "Motorcycle News" at the beginning of the season; then I am able to write well in advance, with a s.a.e., and am sure of getting the regs. as soon as possible.

If I post the completed entry form off

[continued on page 204]

BOB McINTYRE

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MARGARET'S MEGAPHONE

IN case anyone is wondering why there have been no blasts on the megaphone for the last month or two, I must explain that I can't write about nothing. Now that the season's almost over, you all have plenty of time on your hands (!) so please let me know what you have been getting up to.

Some of this is rather ancient history now, I'm afraid, but here goes. Congratulations, first, to a member from the Channel Islands, ace hill climber **Jimmy Lees-Baker** on his recent marriage. R.A.F.-type **Edwin Carter** informs me (to quote his letter) that there is now "a 'prototype' Carter about by the name of Philip, born on June 10th—just in time for the T.T." Chief Marshal **Dennis Bates** tells me that Bates Mk. II, Simon by name, has just arrived on the scene. To make sure that Carter and Bates junior are well supplied with keen girl friends in a few years time, two staunch marshalling types, **Bob Llewellyn** and **Andy Wade**, have recently become proud fathers of a daughter apiece. Some witty type in the office stuck the card announcing Andy's daughter in among the Club Day entries!

I heard from **Ken Smith** recently. He was involved in a road accident some months ago which resulted in a fractured spine, ribs and shoulders. He is now on the way to recovery, though still confined to hospital, and was able to write the letter himself. Hope it won't be too long before you are about again, Ken.

Les Bolton has asked me to let his friends know his new address as he wasn't able to see them all at Long Marston. It is: 14 Freshfield Road, Formby, Lancashire.

John Caffrey, a member in the Royal Navy is heading home after, to quote, "a jolly old sail to the Mediterranean until the season ends" which his Captain thought up. He's intending to prepare a Dominator for next year's Thruxton 500 and would like to know if any member has any tips on fitting twin carbs., "Nomad" type pistons and polishing ports. Any letter will be passed on to him if you care to send them c/o the Office.

A letter arrived the other day from **Dave Wildman** who, you may remember, came over from Canada for a season's racing. He is now home again and, while sending everyone his best wishes, says he will be pleased to answer questions from any member who might be thinking of going to Canada. Incidentally, he hails from Kent originally, having emigrated

to Canada some eight years ago, so he should be a good authority.

Finally, an interesting piece of news to do with the power/weight ratio. If you are running short of places to drill holes in your bicycles for lightness. I hear that a new clinic for men, devoted to weight reduction and control, has been opened. It is the first of its kind in London and for those interested, the address is The Adam Clinic, 3 Park Crescent, Portland Place, W.1. Come on, some of you overweight types! Lay off the spuds and we'll have you on 50s yet!

* * *

"He who seeks, but cannot get!"

So you've run out of Blazer Badges
Now here's a funny one
To run out of B. Badges
Did no one order some?
Having none on hand
It really is a crime
To have no B. Badges
Just when I ordered mine
Coo when I get to heaven
I won't 'arf cop a packet
Without my B. Badge
Sewn firmly on my jacket!
By the 14th July my B. Badge I'd like
If you still wish to ride my bike
No Badge no ride
As the saying goes
So you'll have to get up on your toes
To get that Badge by then
Or else, no ride on my B.M.

T.C.

* * *

J. S. MOORE TROPHY, 1960

The Committee are pleased to announce the first holders of this new Club trophy, awarded for the most meritorious performance by a Club member riding a British machine in the I.o.M. T.T. races. So close in merit were their performances that it was agreed to award the trophy jointly to Derek Minter for being the first rider to lap the T.T. course in excess of 100 m.p.h. on a single-cylindered machine and to Mike Hailwood for completing a similar lap and for finishing in third position. This trophy will be presented to the winners at the prize-giving during the Annual Dinner and Dance on November 17th.

BENEVOLENT FUND

THE Trustees of the Fund gratefully acknowledge receipt of the following contributions received since the last issue:—

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1960 B.M.C.R.C. CHAMPIONSHIPS

The final placings in the 1960 Club Championships are given below. For details of the scoring reference should be made to page 146 of the July issue. The results of the Hutchinson 100, Silverstone Saturday, Guinness Trophy and the Metropolitan Meetings have counted towards this year's competitions.

125 c.c.	250 c.c.	350 c.c.
S. M. B. Hailwood 20 pts.	F. D. Hardy 23 pts.	P. W. Read 23 pts.
D. F. Shorey 18	S. M. B. Hailwood 20	E. Minihan 19
R. J. G. Dickinson 12	J. Murgatroyd 18	R. McIntyre 10
F. D. Hardy 12	D. C. Moore 16	D. W. Minter 10
D. H. Edlin 10	M. P. O'Rourke 13	S. M. B. Hailwood 9
B. E. P. McEntee 9	D. R. Shepherd 11	M. P. O'Rourke 9
D. C. Moore 8	D. F. Shorey 9	F. A. Rutherford 8
R. H. F. Anderson 7	J. W. Dixon 8	W. Siddles 6
C. J. Percival 7	T. Thorp 8	T. Thorp 6
J. A. Dugdale 6	A. F. Wheeler 8	B. P. Setchell 5
J. Baughn 5	J. Bacon 5	D. F. Degens 3
H. D. German 5	A. S. Pavey 4	F. G. Perris 3
R. W. Lee 5	L. A. Janes 3	D. F. Shorey 3
P. Munday 5	J. Pinckney 3	L. P. Young 3
P. J. Walsh 4	R. H. F. Anderson 2	P. J. Dunphy 2
C. Day 2	D. H. Edlin 1	R. P. Dawson 1
E. Hardcastle 2	W. Goltz-Mehn 1	R. Minto 1
R. T. Lake 2	E. M. Kempson 1	F. A. Neville 1
A. A. Denny 1	C. C. W. Mates 1	J. N. P. Wright 1
P. H. Horton 1	K. Watson 1	
E. M. Kempson 1	J. R. Vincent 1	
S. G. Rayner 1		
P. H. Tait 1		
500 c.c.	D. F. Degens 2	P. V. Harris 10
S. M. B. Hailwood 19 pts.	K. F. H. Inwood 2	F. Hanks 8
R. H. F. Anderson 13	P. J. Dunphy 1	R. E. Cheney 7
E. Minihan 13	K. W. J. Douglass 1	C. Freeman 7
F. G. Perris 13	F. A. Neville 1	K. E. Longman 5
P. W. Read 11	J. H. Needham 1	M. J. Rowell 5
R. McIntyre 10	W. Siddles 1	B. G. Gross 3
D. W. Minter 9	G. C. Young 1	R. Sleep 3
B. J. Daniels 6		E. Pickup 2
T. Thorp 5	<i>Three-wheelers</i>	L. W. Taylor 2
A. R. C. Hunter 4	E. A. G. Vincent 17 pts.	D. A. Wheeler 2
D. F. Shorey 4	W. G. Boddice 15	J. Bollington 1
J. N. P. Wright 4	P. J. R. Millard 11	B. N. Green 1
L. P. Young 4	T. P. Folwell 10	P. Overall 1

TORQUEMETER TROPHY

The final position for this Trophy is given below. Details of marking will be found on page 178 of the September issue. The Grands Prix taken into account were those of France, Holland, Belgium, Germany, Ulster, Italy, and the T.T.

J. Surtees 40 pts.	P. V. Harris 11 pts.	D. W. Minter 3 pts.
S. M. B. Hailwood 16	C. Freeman 4	W. G. Boddice 2
J. G. Hempleman 14	R. McIntyre 4	F. G. Perris 1
R. H. F. Anderson 11	J. Beeton 3	

P. M. 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. Performances up to and including Trophy Day have been taken into account.

15 points
R. E. Lee
D. A. Simmonds

14 points
H. R. King

11 points
R. Chandler

10 points
F. D. Hardy
A. R. C. Hunter

9 points
D. F. Degens
D. Filler
R. A. Roberts

8 points
E. Hardcastle
P. J. Hardcastle

7 points
P. R. Denyer
P. Lucas
T. E. A. Shade

6 points
D. Comley
V. J. Dedden
J. F. Harper

D. A. Jules
J. R. Pepper

5 points
A. S. Bolton
A. K. Gardner
K. G. Hearn
T. C. Jackson
D. J. H. Jennings
A. G. Jenkins
J. E. Kidson
R. L. Knight
M. J. Miller
M. J. Price
M. J. Rowell
N. Surtees

4 points
M. L. Bennett
G. C. Crane
F. Cox
J. H. Campbell
C. Day
V. J. Finn
D. E. Howton
J. A. Jacques
D. W. Knight
A. Lomas
C. L. Morgan
T. P. Mayne
R. E. Niles
B. T. Osborne

J. Pinckney
M. A. Ryan
B. Scrivener
D. G. S. Rickland
D. J. G. Sarson
V. G. Thomas
C. S. Todd
D. D. Warren
D. E. Watkins
D. A. Wheeler
J. R. Youens

3 points
G. Adger
E. Bunce
G. C. Brown
P. R. Beal
B. W. Moore
G. Price
S. G. Rayner
J. Southwell
D. Spencer
G. P. Sendall
P. Wills

2 points
K. Adger
J. G. Carter
M. Cook
B. P. Dennis
P. Edmond
W. Evans

R. J. Everett
M. Hayward
R. G. Jones
J. J. Parkins
V. G. Phillips
J. B. Parslaw
B. Roberts
J. A. Witts
B. J. Ward
S. R. Williams

1 point
D. G. Ainsworth
R. F. Arnold
B. A. Burgess
M. J. Burrow
B. A. Brinton
C. Brown
J. F. Blount
A. T. Cooper
J. A. Collins
R. Compton
D. G. Clarson
K. J. Chapman
P. Cottrell
E. A. Denyer
G. A. Dawson
R. D. Evans
D. Fleming
R. Fowles
B. D. Foster
L. S. Froud

BILL JARMAN'S COLUMN

WITH the month of October we pay our last visit to Silverstone on the 8th for Club Day. This is a very good sporting date for those who know, so pass the news to your local Club Secretary and tell him to organize a rally-cum-run competition to this famous venue for a value for money day out for the whole family; or the man who prefers to ride alone.

* * *

Take great pride in the fact that one of our fellow members has again won World Championships in the Junior and Senior capacity classes FOR THE THIRD YEAR RUNNING. It has never been done before and I doubt if it will ever be done again. Let us hope that the "powers that be" will take heed of the above facts, which seem to be known to everyone except the folk we sent to Westminster. Congratulations, John Surtees, and we shall continue to watch your progress on four wheels.

* * *

Now we can turn from International to National status and give pats on the

back to two more of our members for their positions in the A.-C.U. Road Racing star lists: Mike Hailwood in the four solo classes and William George Boddice on three wheels.

* * *

Did you read Roy Eskins' article in last month's issue? If not, I suggest you dig it out and read it twice. I would like to add a final N.B. If there are sixty corners on a circuit and you can save one second on each, it means a whole minute in the timekeeper's box. Expressed in this manner, it amplifies Roy's expression of "Man and Machine versus Track and Time".

* * *

My notes this month may seem somewhat scrappy due to the domestic upheaval inseparable from moving house. I mention this because it will not be possible to write to me at "Sutton, England," any more. In any case, there are far too many "south towns" in the British Isles and now the confusion has come to an end as far as I am concerned. The best one I ever received came from Texas addressed to Bill Jarman. England!

[continued from preceding page]

I. R. Gent	A. J. Perry
R. Gibbard	D. W. Poulton
A. C. Grotefeld	J. R. Pfiffner
L. W. D. Holland	K. Rutland
G. Hockham	J. G. Rush
F. W. House	T. R. Sharp
P. W. Jordan	B. Sayles
Chas. Jones	A. Sangster
E. Larder	D. E. Smith
R. J. Lawrence	R. G. Underwood
P. J. McNab	I. Webb
H. J. Preece	I. Watkins
E. R. Presland	C. Wood

MUTUAL AID

WANTED. — Leathers, height 6 ft., chest 41 in. J. B. Caffrey, P/K 979562, 4N2 Mess, H.M.S. Hermes, c/o G.P.O., London.

FOR SALE.—1955 350 Manx Norton. Recent new bottom half, new piston, 57 head. Kept regardless of cost, perfect and showroom condition. Would not sell but for illness. £265. Also leathers, one-piece, 5 ft. 7 in. Good condition. £12. 350 B.S.A. megga. New. £2. K. Smith, Ward South 4, Lodge Moor Hospital, Sheffield 10.

FOR SALE.—Norton Twin Special: Daytona Motor with HC pistons, racing camshaft, two GP carbs, racing magneto; "Featherbed" frame; alloy petrol/oil tank; Manx gearbox; alloy rims; fibre-glass racing seat; suitable road racing, sprinting, even road burning. £180. See below.

FOR SALE.—1958 350 c.c. Manx Norton: Motor rebuilt to 1960 specification, £45 just spent, latest piston, new big-end, valves, bevels; excellent condition, very fast. £300. Inquiries to John Vaughan or Guy Tremlett, 3 Wilverley Crescent, New Malden, Surrey.

FOR SALE.—1959 125 c.c. Formula 3 Ducati; Twin Plug Head; 1in. GP carburettor; Girling suspension units; 18in. alloy rims and racing tyres; 4 rear sprockets 37t-40t and 2 gearbox sprockets 15t and 16t; bargain at £395; H.P. arranged. See below.

WANTED. — Good 250c.c. racing machine. R. E. Lee, 101 Colebrook Lane, Loughton, Essex.

[continued from page 199]

as soon as I receive it, I find that I almost invariably get a ride. I have a 500; probably owners of 350's might not be so lucky.

However, this is not the case with the Brands Racing Committee. They *never* notify one within 7 days as to whether the entry has been accepted or not. They seem generally very inconsistent about accepting anyway. I wrote to them for regulations for the 9th October meeting (with a s.a.e.) well in advance. When I received them, written across the entire entry form were the words "Entries over-subscribed in all classes"! How can this possibly be?

Yours, etc.,

Laurie Ascott.

Beckenham, Kent.

[You rode on the 18th September though, Laurie, didn't you?—Ed.]

T.T. DEALER ENTRANTS SINCE 1937

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Some drinks —

A dance —

A prize —

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* * * *

CALENDAR FOR OCTOBER

- 2 Ramsgate Sprint—Restricted.
- 8 Oulton Park R.R.—National.
Club Day R.R.—**Closed**.
- 9 Brand's Hatch R.R.—National.
- 11 Metropolitan Area Film Show.

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