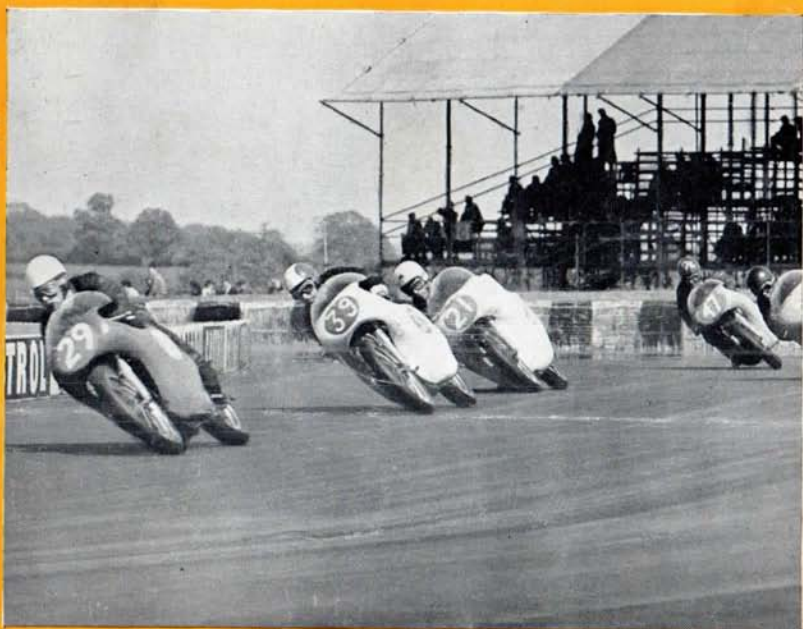




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 13. No. 9. SEPTEMBER 1960



Modern racing—Ned Minihan, Dickie Dale, Bruce Daniels, Fred Neville
and Rex Avery closed engaged at Silverstone Saturday 1960

(Photo: T. C. March, F.R.C.P.S., Avon Tyres)

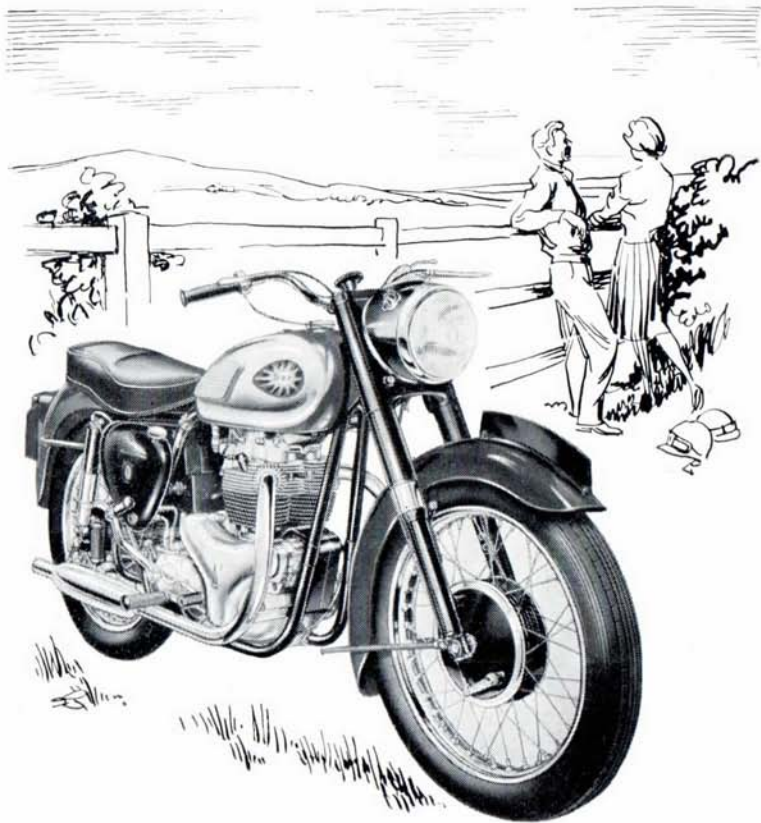
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EDITORIAL

JUST at the moment the question of entries seems to have cropped up in the correspondence columns of one of the weekly motor cycling journals. As usual one reads of disappointed young men who have spent a considerable amount of money on getting the necessary machinery and equipment only to find that there are far more people wanting to race than can be accommodated. So, after a few tries at getting an entry without success, they give up and sell out at a loss. Now this is tragic. On the other hand, in some cases at least, it is probably six of one and half a dozen of the other. By this we mean to say that the regulations were probably not applied for soon enough and the entry not returned soon enough. Make no mistake, this does happen. We recall one prospective rider, a member incidentally, who complained about this problem. Upon questioning him further we discovered that he never wrote for regs, until their availability was announced in the "books" and then did not return them immediately he received them!

Nonetheless the problem is a serious one, as we have stated on several previous occasions. Bemsee is trying to combat this problem. As members will be aware those that did not get a ride at Trophy Day were given preference for Club Day. The 350 event has been split into three separate races at these two meetings. Time is the deciding factor, of course. We know that the Committee would be delighted to run an extra 250 and 1,000 races at these Club meetings as well. At present a way has got to be found round the time factor. As you well know all entries for these meetings are dealt with on a "first come, first served" basis, so the only thing to do is to get that entry off by return post; and we mean return post. Taking the meetings as a whole though, it would seem that some system of graded race meetings is desirable. We do know that such a system was suggested not so very long since to the A.C.U., but that body did not consider it practicable. Of one thing we are sure. There certainly ought to be more meetings like Trophy Day and Club Day. Apart from the Wirral 100 M.C. and ourselves no one appears to be interested in running this type of meeting. We have proved that such a meeting can make "ends meet" financially. We feel it is about time some other organisers had a "go". Two or three "boys" meetings would not upset the big time shows at some of these places.

At this time of year thoughts, however unwillingly, begin to turn to the winter. Frantic sales of this year's model(s) is/are arranged (now you will be able to get that 1960 7R or Manx you did not get earlier; second hand, of course, but at the same price!); the existing model(s) is/are pulled to bits (after all you have all winter to sort out the bits and pay for any new ones needed); the new model is ordered and you then spend all the winter twiddling your thumbs waiting for it to arrive (which it eventually does half way through next season). Despite all this frantic activity we do hope you spare the odd evening to go to a Club social "do". In the October issue we hope to publish details of the first meetings. Also in the next issue will be ticket application forms for the Dinner/Dance to be held on November 17th at the same venue as last time. That too is a Club event not to be missed.

As a final fling this month we would mention, yet again, two more superb efforts by John Surtees. John, as you will know, has taken to racing cars, as well as his

M.V. commitments. As a result of some extremely fine drives in Coopers privately owned and entered by Ken Tyrrell John was offered a drive in a factory Lotus. In the British G.P. at Silverstone John drove a wonderfully steady race behind World Champion Jack Brabham to finish 2nd. There are very few drivers in the history of motor racing who have ridden/driven in two and four wheeled races on the same circuit on the same day. We have no hesitation in saying that John is certain to finish up a World Champion on four wheels, just as he is on two. We feel, too, that his ride in the Ulster Grand Prix was also a marvellous effort. That race must have been the best in years, as far as championship events are concerned.

A. C. U. NOTES

1961 T.T. Races

THE Competitions Committee has confirmed the recommendation of the T.T. Sub-Committee that the 1961 Junior and Senior Races should each be held over 6 laps of the Mountain Course.

Crash Helmets

The Competitions Committee has approved the "Geno" helmet for use in competitions held under the permit of the A.C.U.

A.C.U. Road Racing Stars

The leading positions in the various A.C.U. Star Competitions are as follows (Up to and including Mallory Park—July 17th):—

<i>125 c.c. Class</i>	
1st S. M. B. Hailwood	32 points
2nd D. F. Shorey	18 ..
3rd B. E. P. McEntee	11 ..
4th C. J. Percival	10 ..
5th R. T. Lake	9 ..
6th=R. A. Avery	8 ..
6th=D. C. Moore	8 ..
6th=K. W. Whorlow	8 ..
<i>250 c.c. Class</i>	
1st S. M. B. Hailwood	64 points (best eight)

2nd D. F. Shorey	42 points (best eight)
3rd F. D. Hardy	25 points
4th D. C. Moore	16 ..
5th J. W. Dixon	12 ..
6th T. E. Fenwick	11 ..

350 c.c. Class

1st S. M. B. Hailwood	52 points
2nd P. W. Read	39 ..
3rd R. McG. McIntyre	28 ..
4th D. F. Shorey	23 ..
5th D. W. Minter	22 ..
6th R. J. Langston	20 ..

500 c.c. Class

1st S. M. B. Hailwood	56 points (best eight)
2nd P. W. Read	33 points
3rd D. W. Minter	32 ..
4th D. F. Shorey	21 ..
5th R. McG. McIntyre	20 ..
6th A. M. Godfrey	12 ..

Three Wheeler Class

1st W. G. Boddice	46 points (best six)
2nd E. T. Young	38 points
3rd C. Freeman	32 ..
4th P. V. Harris	24 ..
5th P. J. Millard	19 ..
6th M. J. Rowell	17 ..

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CATTERICK—A Northern Meeting

by John Downey

SUNDAY, June 26th, promised warm, sunny weather for the second motor cycle meeting to be held at Catterick Aerodrome in North Yorkshire (right alongside the A1). These hopes were literally blown away, for by 11 o'clock a bitter wind was making itself felt. With a now overcast sky and the promise of rain, things looked dull indeed. However, the rain held off, the sun even put in one or two "guest" appearances and the moderate crowd was treated to some interesting racing.

The expected battle between Tom Charnley and Peter Middleton in the 350 and 500 finals did develop, in Charnley's favour, although in the 500 it was Fred Stevens who ousted Middleton from 2nd place. The 250 was a runaway victory for Jack Murgatroyd on the NSU, though the leader into the hairpin on the first lap was in fact Leon Cooper on his beautifully prepared little Triumph. The chief interest of the race was the struggle for 2nd place, involving at various times W. Crosier and S. E. Ackroyd on their Velocettes and B. Clark and R. West with Ducati and M.V. respectively. Eventually it went to Bill Crosier. Undoubtedly the most entertaining race of the day, for those in the paddock anyhow, was the sidecar scratch. Several riders found the track at the hairpin far from wide enough for their liking and proceeded to move the straw bales sometimes a little and sometimes a long way back from their proper place. After spirited opposition from R. Smith on a big Vincent, T. W. Jackson won the race on his very smart, dark green Norton-Busmar outfit. From the appearance of some of the outfits entered it seemed that some people were lucky to finish (quite a few in fact didn't). Indeed during the Handicap one gentleman from Gateshead had his "chair" almost part company with his elderly Vincent, much to the misguided delight of the gallery.

Throughout the day the police were tearing their hair out trying to keep the traffic moving along the A1, the biggest offenders being these "British Family Motorist" types (stand up that man who said "naturally"!). What a pity though, that the police weren't as active after the racing; to witness the riding, in some cases appalling, of the long hair and leather jacket brigade. In fact, one such type overtook me and then a police car mounted on a certain vertical twin from Worcestershire, chest nuzzling the tank and feet caressing the rear mudguard! The police evidently considered a Vintage

Bentley more deserving of their attention than that moron.

All in all it was a very enjoyable meeting, although a "moan" voiced by several riders concerned the state of the track. Bob Harrison remarked that following another rider closely was rather like being in the trenches with stones whistling past like bullets. Not so bad for those with fairings perhaps, but several riders without bore visible testimony to the amount of ammunition around. Personal interest was added by the appearance of Dave Alcock from Cheadle on his G50 and Nick Davy of Welwyn on the faithful 350 Velocette. Both went well, and in fact Nick qualified for the 500 final, but not the 350! Thanks must go to the very helpful and friendly Darlington M.C. officials for their assistance. ★

MELBOURNE SPRINT

The Club has been invited to the Ilkley Club's sprint on 18th September. Regs. available from Miss Ward at Richmond now.

[continued from page 176]

sports) twin class and Bill Reid the single cylinder class. A good race!

Event 6—250 c.c. race; 10 laps: again there was a good scrap for the lead; this time featuring Dave Shepherd from Chertsey on his NSU and Harry Crowder of Mansfield on the 204 c.c. Ducati. The latter had more acceleration but the German 'bike was faster on the straights and eventually Dave drew away to a six second win. He also did the best lap at 72 m.p.h. John Kidson, on the ex-Fenwick, ex-Cann Moto Guzzi, won a battle for 4th place from Peter Tyack. Brian McEntee was the first British machine home (a 250 Velocette), ahead of Gerry Rudd (Norton B.S.A.) and Henry Doncaster (Norton twin). "Peter" Doncaster rode an interesting Bianchi single to finish 10th.

Event 2—350 c.c. race 3; 12 laps: this developed into a tremendous battle between "Monty" Buxton and Bill Siddle; which Buxton eventually won. He had made a poor start and in working through the field to catch Siddles he broke Hailwood's 350 lap record several times leaving it at 79.96 m.p.h. (old figure 78.23). For the first three laps Tom Charnley led, but his A.J.S. cried enough at Woodcote and he waved Bill Siddles into the lead. Behind for third place a tremendous scrap took place between

[continued on inside back cover]



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a Summary of Members' recent successes

WE make no apology for starting this month's instalment with four wheels. **John Surtees**, whose life must be almost bewildering just now with all his changes from M.V. "four" to G.P. Lotus or F.J. Cooper-B.M.C., was a very fine 2nd in the British G.P. at Silverstone (in a factory Lotus) and earned plaudits from all the car folk. **Geoff Duke** drove a F.J. Gemini-Ford and was lying 6th when his clutch failed.

Two wheeled racing that same weekend took place at Castle Combe and, on Sunday, at Mallory Park. At the former **Mike Hailwood** was deprived of his usual "double double" by **Phil Read** who rode very well indeed to win the 350 race and finished 2nd in the 500s. **Dan Shorey** was well to the fore—two 2nds and two 4ths. **Rex Avery**, who now seems to be established on the newest E.M.C. two stroke, was 3rd in the 125 and **S. Griffiths** and **Ken Powell** finished 3rd and 4th in the 250 c.c. race. **Brian Setchell** was a very fine 2nd in the 350 c.c. final (he also beat Hailwood), while **Fred Neville** scored two 5ths. **Bill Boddice** dominated the sidecar scratch event, followed discreetly by **Mike Rowell** and **Pat Millard**. **Ken Longman** was 2nd in the handicap three wheeler race. The non-expert events, a usual feature of Castle Combe, even if some of the riders are not exactly "non-expert", featured **Ian Goddard** (winner of the 350 final), **Pete Davill**, **John Smith** and **George Bonney** with the big Vincent-Norton. **Chris Williams** and **Phil Heath**, 1930 Scott and 1930 A.J.S. respectively, finished in the lead in the Vintage race. **Hailwood** went on to win the 250 and 500 finals at Mallory, but was shown the way home convincingly by **Bob McIntyre** in the 350, who had **Terry Shepherd**, **Ray Fay** and **Bill Siddles** next behind him. **Bob** was 2nd in the 500 final and **Fay** 3rd. **Tom Thorp** was 2nd 250 home and **Peter Chatterton** 3rd. **Charlie Freeman** won both sidecar events, beating amongst others **Bill Boddice**, who did have one 2nd.

The following weekend **John Surtees** won the 500 race in the ill-starred German G.P. at the Solitude, in which race **John Hempleman** was 5th. **Jack Murgatroyd** was 10th in the 250 event on his NSU. On the same day a very similar pattern of racing to Castle Combe was seen at Snetterton where **Hailwood** again got beaten by **Phil Read**, this time

in the 500 final. **Read** was 2nd 350. Two notable performers were **Tom Thorp** 4th 250 and 350 and **Dave Williams** 6th 500. **Dan Shorey** had two more of his eternal seconds in the two lightweight events, being followed in these races by **Rex Avery** (125) and **Fred Hardy** (250). "**Pip**" **Harris**, **Jack Beeton**, **Charlie Freeman** and **Eric Vincent** were prominent in the sidecar races; between them netting a 1st, two 2nds, two 3rds and two 4ths.

There was no road racing in this country over the Bank Holiday till the Monday, but Ireland had its Temple 100 meeting on Saturday and then there was the East German G.P. on Sunday. In Ireland **Geoff Eccles**, one of the few members who support this admirable, "real" road races, was a fine 3rd on his immaculate Gold Star. In East Germany **John Hempleman** gave the 250 twin M.Z. a win, also winning the 500 race and finishing 2nd in the 350 event. **Jack Findlay** was 5th 500 home. All this before a crowd of 250,000 be it noted! **John Surtees** finished 6th in the G.P. Lotus at Brands after combating clutch bothers. **Geoff Duke** had two drives over a weekend in a new F2 Lotus, but each time had engine trouble when well placed.

Naturally with four "bike meetings on one day honours were fairly well spread out. Though **Mike Hailwood** won the 125 and 250 British Championships at Oulton he failed to beat **Bob McIntyre** in the 350 and 500 races. **Bob** also won the final race, completing a most successful day's racing. **Dave Moore** was 3rd 125 home and **John Dixon**, the Adler now going very well it seems, and **Jack Murgatroyd** were the 3rd and 4th 250s. **Terry Shepherd** was 4th in the 350 race, while **Fred Stevens** added to his growing reputation by finishing 5th three times on his Nortons. In the final race **Ray Fay** and **Tom Charnley** were 3rd and 4th. "**Pip**" **Harris** had two 2nds in the sidecar races. **Bill Boddice** one 3rd and **Fred Hanks** and **Eric Pickup** were also prominent in these events. The other northern event was Cadwell where **Lewis Young** and **Peter Middleton** dominated the big solo races each winning one and being 2nd in the other. Equally **Charlie Freeman** and **Reg Cheney** were masters of the 500 "chair" races, while **Harry Crowder** and **John Patrick** were 1st and 2nd 250s home.



The Race-Bred Motor Cycle

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Down in the south our own Palace meeting saw some good racing, but the meeting was rather spoiled by the final race fracas. **Howard German, Fred Hardy, Tony Bolton, T. C. Jackson, Roy Chandler, Phil Read and Eric Vincent** were the winners and others who shone included **Charlie Mates, Ken Watson, John Higgins, Tony Atkin, Michael O'Rourke, Ned Mihinan and Mike Rowell**. Over at Thruxton **Peter Bugden and Pete Tyack** won the two lightweight events with **Ted Griffiths** 2nd 125 and **Brian Barnes** 3rd 250. **John Smith** and **Dave Williams** completely controlled the non-expert races each winning one. **Peter Pawson** was 5th twice in the main 350 and 500 events.

The second World Championship event in those Islands followed the Bank Holiday and proved one of the best Dundrod Ulsters. **John Surtees** did not score a "double" either! For, though he won the 350 event (only after a certain British 350 had retired) quite easily, he met trouble in the 500 race and was beaten by John Hartle. Eventually the M.V. finished 2nd after a tremendous show by John during which he broke the lap record many times, leaving it at 99.32 m.p.h., better than the car as well as the old 'bike figure. **Bob Anderson** was 4th in the 350 race, in which **Peter Pawson** was 7th and **Peter Middleton** 9th. **Bruce Daniels** got 8th position in the terrific 500 event and Middleton again featured, 10th this time. In the 125 race **John Hempleman** brought one MZ home 6th, while the new E.M.C. in **Rex Avery's** hands finished 11th. In the corresponding 250 race **Mike Hailwood** was 4th with the re-vamped 250 Ducati twin and **John Dixon** finished 9th on the Adler.

As a whole August seems to have been a better planned month for road racing than usual. The weekend after the Bank Holiday saw but the U.G.P. and seven days later there were meetings at Aberdare and Oulton, the latter the "boys" meeting, and the Leinster 100s. Taking the latter first (it is one of the oldest meetings in the islands), held this year over the Dunboyne course outside Dublin the two members to finish both in the 350 c.c. race were **Trevor Pound** and **John Griffiths** (both on Nortons) who were 4th and 8th respectively. **Mike Hailwood** not unnaturally cleaned up Aberdare, winning all the finals except the lightweight ones. **Bill Siddles** was 3rd twice (in the 350 and 1000 affair) and "**Monty**" **Buxton** had a 4th and a 3rd too. **Mike Brookes** and **Lewis Young** were also well placed in the big solo finals, while **Fred Hardy** was 2nd

125 and 250 home. **John Dixon** really had the Adler going to win the 250 event. Oulton was a great success, just as our own Trophy Day was a week later, and those members who won were **Harry Crowder** (twice), **Frank Smith, Derek Williams** (twice), **Norman Surtees, Brian Hunter** (twice) and **Dave Ball**, an excellent meeting by all accounts despite the rain.

The following day there was Witchford where the inevitable trio made the best times—this time in the order **Charlie Rous, Basil Keys** and **George Brown**. Every class bar two were won by members including the "knock-outs" where **Ernie Woods** beat George. Class winners were **Chris Percival, Dennis Tringham, Jack Terry, Tony Winfield, Len Collins, Peter Barrett** and **Dave Clarke**. While on the subject of sprints we might as well go six days to the Barbon hill climb at Westmoreland where **George Brown** made second fastest time with **Ernie Woods** next to him. Evidently the hill was not exactly a 100% cup of tea for the 1,000's. **Phil Heath, George Buck** and **Peter Barrett** also featured in the results.

Returning to racing the same weekend saw our Silverstone "do", which is dealt with elsewhere in this issue, a meeting at Thornaby and the August Brand's. In Yorkshire **Denis Pratt** had a field day winning three solo finals on his Nortons. **Jack Murgatroyd** gave his beautiful 250 c.c. Benelli an outing and won that race. **John Horseman** was 2nd in the non-winners' event. Once again it was **Derek Minter** versus **Mike Hailwood** at Brand's Hatch. **Derek** won both 500 c.c. races and "upped" the solo lap record to 79.15 m.p.h., whereas **Mike** beat him in the 350 and also won the 200 and 250 on Ducati and Mondial. Very well placed in these "fast" races were **John Hempleman, Brian Setchell, Bruce Daniels, Tom Thorp** and **Lewis Young**. **Dan Shorey** had two 3rds in the lightweight events, but was beaten for 2nd position in the 250 c.c. event by **Fred Hardy**. The Ariel Arrow of **Michael O'Rourke** went well in the latter event to finish 4th. **Howard German** just beat **Roy Nicholson** for 500 c.c. honours and **Eric Vincent** had two sidecar wins to **Fred Hanks'** one. **Reg Cheney** was 2nd and 3rd in this category, but **Bill Boddice** did not win the "expert" three-wheeler event for a change. **Dave Degens**, one of the season's "finds" won the 350 "less expert" (I correct it "non-expert") from **Vernon Cottle** and **Martin Hayward**. "**Bunny**" **Warren** was 4th in the corresponding 1000 c.c. event.

[continued on page 182]

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TRIUMPH

The Stars keep it safe

by Roy Eskins

COMPETITIONS, what are they? They appear to be a non-ending succession of different means and ways of proving one's ability by skill, knowledge and guile, using the best yet as a precedent. The end product is at most the satisfying of the ego. Complete success is the absolute knowledge that what you have done is the nearest to perfection that has yet been reached.

Why do we compete one against the other? Because we are human beings; there is nothing more profound. We are the only animals who organise and partake in competitions. We are superior to all other living things because our brains are paramount in the fauna of our world and the brain is the only part of our being that receives any satisfaction from competitions of any kind. [Eh!—Ed.] There are thousands of ways of showing that you are better than the next chap. One of my favourites is "belting back" the first pint of best bitter in the shortest possible time. This is most useful when a friend, observing that you are about to start a full pint, rashly asks if you want a drink. Some seven seconds later you reply: "Pint of best bitter, please" and thrust an empty tankard into his clutch hand.

I do not claim to be an authority on road racing but do have views on the matter. These are not dogmatic and are open to argument. My object in writing is to find out what other blokes think; to extract a letter on the subject from present and past masters of the sport would do a lot to assist in putting the game in a new light for many riders like myself, who are not altogether too familiar with race etiquette. I do partake in short circuit racing, so do claim some affinity to the bent gents (those are bods who do so much racing that they appear to be in a permanent racing crouch.) My efforts are most ordinary and do not merit comment, but I do enjoy them and am never satisfied.

What is road racing? It is riding the best motor-cycle that can be obtained, ridden by the most skillful rider, on a piece of road that is prepared or set aside for such express use. It is cold and calculated, man and machine against road and time. That is the competition. The fact that thirty odd machines are sent off at once is of secondary importance and any dicing is only an apparition, because two men set out at the same moment and travel at the same speed and therefore are together. To race against a man is cruel folly and can only end in disaster if this trait is

allowed to work itself to its obvious conclusion.

Knowledge of the ability of a mount; what happens when the throttle is wide open on maximum acceleration; how much can one accelerate on a bend; how soon can the machine be stopped; how far can it be cranked over; how much adhesion for the tyres; these are some of the questions to which the answers must be known before a race can even be contemplated. And what about the road, a knowledge of the characteristics of different surfaces is a must especially when they are wet.

What about the ride itself? In a practice run one observes many things, fixes in the mind little things that he will recognise later when travelling at high speed. They may be a small bush, post, mark on a fence, anything that is a permanent marker. They are used as braking points, peeling off points, aiming points. Things are so different when approaching a bend at speed. The bend looks a lot nearer than is safe at speed and every bend looks a lot sharper than it really is. So a system has to be used so as to give one a reliable marker as to how one negotiates a bend; certainly more reliable than just going by the look of things, as one does when merely driving down the road. These things are used systematically. The speed gained from the last corner can be reduced enough if the brakes are applied at "A", the braking point, so that the machine can be safely cranked into the bend at "B", the peeling off point, and aimed at "C", a point that will bring one out of a blind bend still on the right part of the road ready for the next bend. The selection and use of these points is the only safe and scientific means of racing a circuit. By careful adjustment of these points one's race can be speeded up without undue risk. Most riders will have said at one time or another: "I can take that bend a little faster". They do so only by examining the evidence they have at hand. That is to say that, if the rear wheel was skipping out a bit on a bend and a lot of throttle was screwed on, and if the skip was cured by easing off the throttle a little, it is a pretty good indication that by adjusting the braking point and entering the bend a little faster using less throttle the process can be speeded up. To do this is much better than saying: "I must catch that man in front, so I shall risk it". The risk is not justified and will most likely cause you to end in a heap on the "deck".

[continued on page 184]

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250 c.c.—2nd, 3rd
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Senior—2nd, 3rd
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500 c.c.—3rd

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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
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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

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Trophy Day

by the Editor

ANOTHER journalist described this year's edition of our "closed" meeting by calling it as good a 2/-'s worth as Silverstone has seen for quite a few years. I couldn't agree more. Indeed, and this may be thought a heresy in some circles, it was as good a meeting as I recall the Club organising at any time since I've been watching its racing. Several people expressed the opinion afterwards that it was better than any "big" meeting! Again, I agreed entirely.

Practice in the morning was hard work for nearly everyone, competitors and officials alike. It began at 8.30 a.m. and continued non-stop until 1.25 p.m. As racing began at 1.45 sharp, there was virtually no lunch break either before the scheduled 4½ hours of actual racing. 363 entries were received a record for a Silverstone meeting of any kind, and they all got into the "small" Paddock without appearing too overcrowded. In fact there were a number of non runners, but I believe all those who did actually practice got to the starting line. Quite outstanding in training was Tom Charnley—his passage of Beckett's was most interesting and several miles per hour quicker than anyone else. Norman Surtees came off, but rode later, as will be seen by reading on. Some of the riding left a great deal to be desired, but some comfort could be derived from the thought that all have to start somewhere and at some time!

Event 1—50 c.c. 3 laps: a really good scrap developed from the outset between Charlie Mates and Roy Nicholson (Itoms). There was nothing in it, but on each lap Charlie managed to get past on the inside at Woodcote. Eventually he won by a machine's length at 50.31 m.p.h., both riders setting a new lap record for the class at 51.59 m.p.h. 3rd was young Mike Leary on an Endura (shades of a father who used to race a 250 of that name, not so long ago either). Both ladies finished, Beryl Swain 16th and Barbara Bound 32nd. The four stroke Sterzi was no match for the two stroke horde.

Event 2—350 c.c. race 1; 12 laps: a very spirited effort by Dennis Comley and John Reed failed to prevent Dick Longland taking first place in this race. These three drew well ahead of the field. Reed lay 2nd for a while, but seemed to run into temporary trouble on lap 8. He made the best lap at 74.98 m.p.h., Longland winning at 73.15. Pat Wise finished 23rd, but another KTT Velocette ridden by W. Evans very nearly

came to grief at Woodcote.

Event 3—125 c.c. race 6 laps: Dan Shorey, with G.P. Ducati, soon established a good lead, despite being strapped well up after the Oulton spill. He won at 65.53 m.p.h. Ted Griffiths from Bristol had his new Montesa very well wound up and easily held off the M.V.'s, finishing a well merited 2nd, 11.2 secs. behind Shorey. Chris Percival took 3rd place off Brian McEntee on the last lap. S. E. Rayner, Ron James and Roland Doggett hotly disputed the British 'bikes' section of the race, finishing in the order named. They beat several slow M.V.'s.

Event 4—1,000 c.c. race 1; 12 laps: the standard of riding left something to be desired here; one or two members looking decidedly unsure of themselves at Woodcote. Far from being dicey was Ron Chandler from Greenwich on a new G50 who rode very nicely to win at 75.79 m.p.h., lapping in the process a tidy 77.6. He led comfortably from Terry Mayne on a Gold Star. J. W. Thorold was the first Norton home, 6th, and it wasn't a Manx either, but an Inter.

Event 2—350 c.c. race 2; 12 laps: there was no mistaking the Surtees family at work here. Norman S. on a new 7R Ajay made a beautiful start and led all the way by about 5 seconds from Tony Atkin and Karl Todd (Nortons) who had a good dice till Tony drew ahead. All three were way ahead of 4th man John Higgins. Norman averaged 74.85 m.p.h. John Freeman was pushing a KTT Velo round fast, but looked very unsteady.

Event 5 production; 12 laps: our old friend George Breach complete with big Vinnie won this one. He had his work cut out though by Ray Knight on his extremely accelerative Enfield Meteor (these two machines were amongst the oldest entered incidentally) who really did press on, but could never quite get past. George averaged 72.88 m.p.h., but Ray did the best lap at 74.79. Last year's winner, Cecil Mills lay 3rd for 4 laps and then retired with engine trouble. Extremely impressive was Peter Carrona (500 Triumph) who finished 3rd after an excursion off the circuit at one point. Mike Bennett (Vincent), Bruce Bassett (Triumph Bonneville) and M. Gunion (A.J.S. 31CSR) had a goodly scrap for 4th place. Cyril Jones (A.J.S. 31CSR) was beautifully neat, which D. C. Cray (Norton 99) was not! B. Tall won the 250 class on his Tiger Cub, Les lies the production (as opposed to production
[continued on page 168]

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P. M. WALSH MEMORIAL TROPHY

This trophy is awarded to the novice member who puts up the best performance in the Club's meetings during the year. Competitions for this award must be in their first or second season of racing (part of a season counting as a whole) and must not be in receipt of manufacturer, dealer or any other trade support. The points awarded are as follows: first eligible competitor to finish—5; second—4; third—3; fourth—2; all other finishers—1. At each meeting, only the best performance by a rider will be taken into account. Events taken into account this year are "Silverstone Saturday", "Trophy Day", "Metropolitan Meeting" and the "Hutchinson 100". The positions below are given up to and including the Metropolitan Meeting.

10 Points	M. J. Miller	D. E. Howton	J. A. Collins
F. D. Hardy	M. J. Price	C. Price	D. Cornley
A. R. C. Hunter	M. J. Rowell	J. Southwell	E. A. Denyer
H. R. King	4 Points	D. Spencer	R. Edmond
R. E. Lee	C. Day	V. G. Thomas	W. Evans
D. A. Simmonds	V. J. Finn	D. E. Watkins	B. D. Foster
9 Points	J. A. Jacques	2 Points	R. Fowles
D. F. Degens	A. G. Jenkins	K. Adger	R. Gibbard
D. Filler	P. Lucas	M. Cook	I. R. Grant
R. A. Roberts	C. L. Morgan	F. Cox	L. W. P. Holland
7 Points	R. E. Niles	B. P. Dennis	K. I. Johnson
E. Hardcastle	J. Pinckney	M. Hayward	P. W. Jordan
6 Points	B. Scrivener	D. A. Juler	D. A. Jules
R. Chandler	D. J. G. Sarson	V. A. Phillips	R. J. Lawrence
V. J. Dedden	D. G. Strickland	T. E. A. Shade	A. J. Perry
P. R. Denyer	D. A. Wheeler	P. Wills	H. J. Preece
J. R. Pepper	J. R. Youens	1 Point	E. R. Presland
5 Points	3 Points	R. F. Arnold	K. Rutland
A. S. Bolton	G. Adger	B. Brinton	A. Sangster
A. K. Gardiner	E. Bunce	C. Brown	B. Sayles
K. G. Hearn	G. C. Crane	M. J. Burrow	T. R. Sharp
T. C. Jackson	P. J. Hardcastle	J. H. Campbell	J. A. Wilts
D. J. H. Jennings	J. F. Harper	K. J. Chapman	B. J. Ward

TORQUEMETER TROPHY

This trophy, presented to the Club by Messrs. M. H. H. Engineering Co., Ltd., is awarded to the B.M.C.R.C. member putting up the best performance in the World Championship events during the year. Points system is: 1st 6, 2nd 5, 3rd 4, 4th 3, 5th 2, 6th 1. The positions are given after the Ulster Grand Prix.

36 Points	12 Points	4 Points	2 Points
J. Surtees	S. M. B. Hailwood	C. Freeman	W. G. Boddice
14 Points	11 Points	R. McG. McIntyre	1 Point
J. G. Hempleman	P. V. Harris	3 Points	F. G. Perris
	9 Points	J. Beeton	
	R. H. F. Anderson	D. W. Minter	

N.B. Surtees has obtained sufficient points to win this trophy for 1960 even though there is one further race to take into account, the Italian Grand Prix.

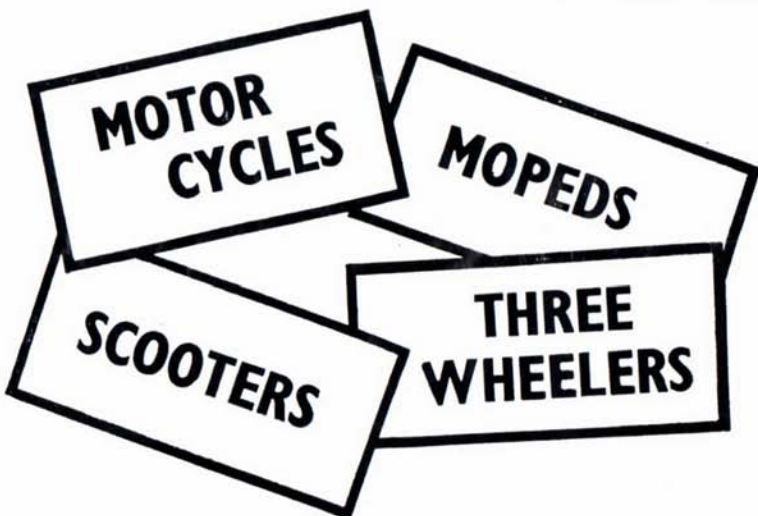
POWER AND PEDAL SHIELD

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". The position are given after the Guinness Trophy and Metropolitan Meetings.

11 Points	D. A. Simmonds	C. A. Surrudge	J. C. Hemmett
C. C. W. Mates	G. Vgtier	1 Point	P. R. Horsham
6 Points	3 Points	D. H. Baulch	R. Kemp
H. D. German	C. H. Dewar	D. F. Carter	W. Maisey
5 Points	2 Points	M. Cook	R. A. Nicholson
M. E. Chiles	V. J. Deddon	J. F. Gardiner	D. J. G. Sarson
4 Points	R. S. W. Field	E. Hardcastle	B. Sullivan
E. M. Kempson	P. Lucas	R. J. Harrison	

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Editor's Correspondence

Sir,

Please let's have no more of this outcry against bump-starting. What on earth are the cowboys going to do to demonstrate their prowess along the High Street? After all, a fast run with deguttied, megaphone shaped silencer is nothing without a good (?) bump start to set things in motion. Anyway as I have now scraped enough cash together to build my own racing machine for next season, I would at least like to have a bash at bump starting after ardent weeks practise when my kick start spring broke and I was too busy (idle) to fix it.

Actually I consider that the point raised by Mr. Lindsay regarding the sheer racket raised by clutch starts is a very valid reason for keeping to bump starts. We get little enough racing on the 'Telly' as it is. We don't want to give the Stirling Moss Fan Club (more commonly known as Grandstand) any more reason to shun us more than they already do.

Incidentally I would be pleased if you could put me in touch with anyone who has for sale an outer primary chaincase and engine plates for a 1937 cammy Norton. Until I get them, I can't get my bike on the road. I can't get really started on my racing special until I have the Norton to use on the road, as I am at present using my future racing engine in the road bike. *[Any offers sent c/o the Editor will be forwarded. ED.]*

This engine is an R.C.A. twin two stroke. Just now I have it in an ex-Matchless frame which is too big for it. I have a Francis Barnett 197 frame as a basis for my new bike, as it should be, if suitably

strengthened, both light and small enough for the job. I hope to keep the weight of the complete 'bike—a 350—to under 200 lbs. As my road bike with this engine weighs about 265 lbs., I think that I should come somewhere near 200 lbs. by the time that I have finished chopping.

Finally, if anyone wants to purchase a pair of brand new h/c pistons for a Mk. 5 Douglas, I would be delighted to help.

Yours, etc.,

Billingham, Co. Durham, Ian Bruce.

★

Sir,

In view of our close proximity to Silverstone, your club members may be interested to know that bed and breakfast may be obtained at our establishment.

When necessary, special efforts are made to accommodate motor club parties. There is adequate provision for parking and members can be assured of a comfortable and pleasant evening with a lounge, piano and television at their disposal.

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I am,

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Bill Jarman's Column

IT was good to listen to some of the recent broadcasts if only to hear that a few of our chaps were amongst the first three in the 350/500 classes. What worries me is the small margin of chance which these riders have in hand with their singles and twins against the fours. Things are heading the same way in the 125/250 categories.

At a recent quiz, one of the questions asked was, "Where and when did Geoff Duke make his racing debut?" There was quite a long silence and the question remained unanswered. I think it was at Ansty but I cannot recall the year, never mind the date. Only Erwin knows except Geoff himself. Another teaser concerned Bill Boddice who raced solo before the war and took to sidecars afterwards. Maybe Bill's first race with the chair and Geoff's debut coincide. Someone tell the Editor. [*The 1948 Junior M.G.P., Bill.—Ed.*]

Something else I'd like to know. About three years ago Gilera and Guzzi announced their intention of leaving racing alone until 1961. Can anyone in Italy let us know if these two famous concerns intend to come back? If so, which capacity classes? A strong rumour says a 125 twin and a 250 four are about to reach the drawing board. If this is true, it won't be long before anything over a quarter litre will come in the "unlimited" category.

Before long we shall be thinking about Earls Court and the bogwheel season. Quite a few of our members enjoy the winter sport of mud slinging with two or three wheels I mean. They tell me it helps them to keep fit and stops them getting fat. As I haven't competed in one since long before the war, it isn't fair to comment. Anyway I still have a few trinkets to display not to mention one or two scars and faded photos associated with that particular age of our sport.

This issue is due to reach you when the Manx Grand Prix is in full swing. I observe that the entry lists are again over subscribed, which must cause the Race Committee quite a bit of bother. Perhaps the best thing to do is to accept them all and start them at ten second intervals. With electric timing (supplemented by hand) there is no reason why 150/160

competitors should not be spread around the 37 odd miles of the mountain circuit. The time has come to take a bold decision of some kind.

To all our members in the Island, whether racing, officiating or spectating—wear your badges, ties and blazers. Let everyone know how much the T.T.; the M.G.P.; the I.O.M. and B.M.C.R.C. have in common. These associations have gone on for over fifty years and are something in which we can all take great pride. The best wishes we can offer are fine weather and a trouble free race. Keep cracking!

After the Manx we get the Italian G.P.; the speedway championship for those who are interested, the I.S.D.T. and then just to celebrate the so called summer time, we put the clocks back and proceed to enjoy Club Day at Silverstone. I almost forgot the Speed Trials at Brighton on September 3rd. Given good weather we hope to get the usual F.T.D. irrespective of vehicle. I hope the fastest car driver will challenge the fastest motorcyclist or vice versa.

Let's look forward to something surprising at Earls Court. We don't want to wait another two years before these things are put on display.

First, Second and Third (continued)

Now for a quick look-see at four wheels, and in particular at **John Surtees**—he did not finish in the Portuguese Grand Prix (driving the usual factory Lotus), but he led the race for 35 laps. Mr. Moss, Mr. Brabham and all, till he hit the kerb and damaged the radiator. What an achievement it would be if he could be World Champion on two and four wheels at one and the same time.

We know this is supposed to be a record of members' successes. But we hope members will forgive our final paragraph this month. We refer to the Vintage club's Banbury Run held back in June. We quote from that admirable four wheeled magazine "Motor Sport": "**Miss Ward**, finding her 1915 W.D. Sunbeam rather difficult to start, explained that it gets temperamental before a crowd!" Ah well, we cannot all win!

W.G.T.

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[continued from page 174]

In a heated argument with a friend of mine he indicated that I was a rabbit because I would not take big chances and that a star was a star because he did take chances. My opinion is that, if a man becomes a star because he just chances it and doesn't really know what he is doing, he is a 'shooting star' and will soon fizzle out. A star rider is a man whose machine is excellent. He knows all about its characteristics. He races a circuit with knowledge, craft, and absolute concentration. He rides the hairline of disaster with extreme delicacy and skill. He is quite unruffled by close opposition and will use his knowledge as a weapon, not bravado. Above all he will accept his position and not prejudice the well being of his fellow competitors by laying a trap for them by stepping off.

The title of this article is one that occurred to me some time ago. When I have been to meetings where the Miners and Hailwoods were riding, there have seldom been mass pile-ups. Because these stars are so much in advance of the rest that nobody even tries too hard to pip them. Not because they have such fantastic machinery, but also because they are fanatic men who ride them.

When these men are absent from a meeting, the field is wide open for a

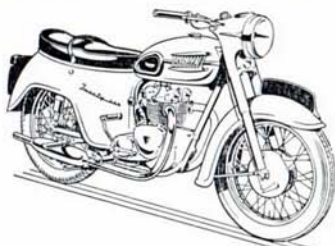
whole bunch of men who are fine riders and not so much slower than the aforementioned. The competition is keen and the risk seems worth it. But it is not. I cannot help feeling that the man in front has an obligation. Dogged determination to win at all costs will win acclaim from the masses, but only curses from a buddy if he is fetched off. It all depends who you think most of. The national press is selling too many newspapers on our misfortunes. With open mindedness and honesty in racing the score can be reduced.

ROY ESKINS.

CALENDAR FOR SEPTEMBER

- 3 Rhydymwyn R.R.—Centre restricted Brighton Speed Trials — (closed) (invitation)
- 4 Snetterton R.R.—National.
- 6 Junior Manx G.P.
- 8 Senior Manx G.P.
- 10 Carrowdore 100 R.R.—National. Wallasey Centre R.R.—Centre restricted. Wellesbourne Mountford Sprint — Restricted.
- 11 Cadwell Park R.R.—National.
- 16) Scarborough R.R.—International.
- 17) f
- 18) Brand's Hatch R.R.—National. Melbourne Sprint—Restricted.
- 24 Aintree Century R.R.—International
- 25 Mallory Park R.R.—National.

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Trophy Day (continued from page 167)

Rex Avery, Dave Degens and Pete Darvill. The latter had the bad luck to have his motor fail on the last lap. Shorey was 5th after a shocking start. R. H. Carmen was airing his new Manx Norton and finished 7th.

Event 6—three-wheelers; 10 laps: this wasn't very inspiring except for the polished riding of Mike Rowel who won easily from Ken Longman, whose method of taking Woodcote can only be described as sensational (about the ultimate in drifting technique I would say). Rowkell averaged 71.08 m.p.h. Peter Hardcastle tried sidecarring on a 650 Triumph outfit and managed 4th place.

Event 4—1,000 c.c. race 2; 12 laps: a

fitting finale with an over 80 m.p.h. average for the first time by the first three finishers—Dan Shorey, "Monty" Buxton and Chris Williams. The latter lead for 5 laps before being passed by Shorey. Buxton got by too 3 laps later, but try as he might he just could not catch Shorey. As a consolation, he put up a new 'bike lap record (again beating a Hailwood record) for the Club circuit at 82.93 m.p.h. These three drew well away from the next, John Simmonds on a G50 Matchless. Leading a whole pack after him came Dave Allcock from Cheadle on his G50 and riding very well too. T. E. A. Shade was extremely fast, if somewhat unsteady, and contrived to stay ahead of Hydn King, Ron Lawrence and Peter Hall all on Nortons.

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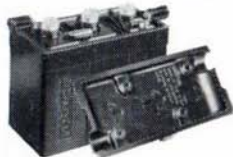
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