



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 14. No. 4. APRIL 1961



One of the five B.M.W.'s entered on Saturday for B.M.C.R.C. Sidecar Championship Race at the 29th Hutch—"Pip" Harris in action with Munich twin assisted by Ray Campbell

[Photo: Gordon Hicken]

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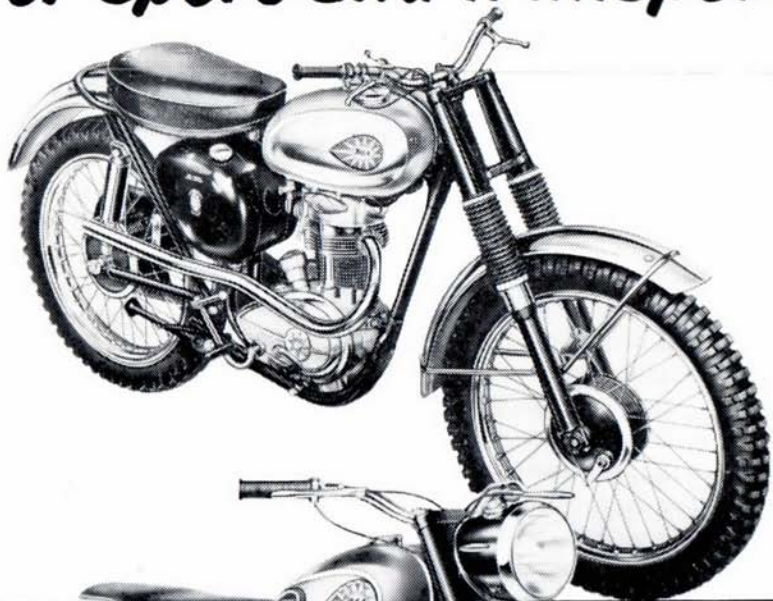
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Bemsee

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GUY TREMLETT

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EDITORIAL

WHEN these words are read the 1961 racing season will have started and once again, the weekly trek to race circuits in England and on the Continent, will have begun. The Club's first meeting takes place on Saturday, the oldest of them all, and blessed, as far as we can see, with an excellent entry. We would urge you to watch especially the sidecar race which ought to be quite a dice with at least five B.M.W.s in it; two of them being ridden by the current World Champion and the runner-up to that honour. Let us hope that the sun shines at Silverstone on Saturday. From past experience we know the day's sport will be well worth going to see.

As the Secretary and Committee expected the Silverstone 1000 has aroused the greatest interest. The unfortunate mis-understanding which two of the weekly "books" perpetrated about the regs, gave the Staff a couple of hectic days dealing with frantic enquiries for entries. From that side of things alone it is obvious that we are going to be swamped with would-be runners. At a guess only one in six is going to be fortunate enough to get a ride. Such enthusiasm among one's potential entry is heartening, to say the least. It is doubly unfortunate, therefore, that so many are going to be disappointed. It is as well to try and realise that the Club has little option but to select the best and most interesting entry possible for the first meeting. After all, it is still a gamble from the purely commercial aspect and everything will depend on what happens on the first occasion. The encouragement given to the Club by the petrol and other trade interests has been great and is much appreciated. Indeed it would be true to say that it has made the meeting possible. Without doubt Saturday, May 20th, will be a very significant day in the history of B.M.C.R.C. The regs. are enclosed with this issue as you will see.

Following on from the topic of production machine racing, which, of course, implies sports roadster machines, we venture comment on an aspect of the current outcry amongst motor cyclists which has not yet been mentioned, as far as we know. A person of our acquaintance, not by any means a dyed-in-the-wool enthusiast, commented that, surely, there was a danger that production machine races would aggravate the "coffee bar racer" problem rather than the opposite. He had in mind, it seemed, the possibility of these "hard men" rushing away from the circuit on their XYZ Super Bomb, which they had just seen win the race, and not only attempting to ride the thing on the highway like the proper racers, but also endeavouring to make it go as fast ("hard man" probably thinks it is far quicker already) and look like the carefully prepared long distance racing machines. Well while accepting our friend's argument as a possible one, we did not see that the few production races which are held would make much difference. The really bad cases, like the ones portrayed by the B.B.C. on that sound programme a few weeks ago, probably don't go near a race track. No, we feel a more valid argument might be found in putting on the market some of the very fast and eyeable sports machines available today. Still one cannot blame manufacturers for pursuing a good selling "line". And, oddly enough, but a few hours before writing this, we followed a well-known super-sports 500 c.c. single for a couple of miles along a busy arterial road, the rider of which was little more than 20. We could not help noticing how very well the machine was being ridden and what a complete answer its rider provided

to the anti-motor cycle brigade. Ten minutes later we witnessed an appalling display in the local high street by the equally youthful rider of a ragged-sounding and disreputable-looking 125.

To end our Editorial jottings this month we will adopt a lighter vein. Do you Members practice your arcing so assiduously so as to exclude everything else from your lives? Or do you sometimes forget all about the Manx or Gold Star or Bantam and go off and play bowls or climb mountains or study birds (and we don't mean the legged variety)? It is a good thing to forget all about motor 'bikes sometimes you know. For one thing it makes you appreciate the latter all the more when you return to them; or does it? It gives one other topics of conversation too. We visited the abode of one member the other day where we counted two racing 'bikes, four "bog wheels" and a go-kart and, yet we did not natter 'bikes all the time—well, not quite: see what we mean? However there is one inestimable thing a passionate interest in 'bikes does do. It provides a very effective counter-poise to the dreaded T.V. Go and see one of your mates and, if he should be watching the "lantern", start talking racing, etc., and see if you can break the spell. We've done that and it works! Apropos of this subject, and to finish up with, the Editor likes classical music and opera in particular, as well as racing, and vividly recalls coming back from one race meeting last year with a friend who had been riding in a rather dilapidated van crammed with 'bikes, gear and all the rest, clutching a portable radio to his ear and trying to listen to "Carmen" conducted by Sir Thomas Beecham! Ah well, life is made up of many things . . .

★ Calendar of Events

Since the March issue a number of alterations have come to our notice and these are appended below for your information.

First there is an event additional to those listed in the main calendar (in the February issue) and last time.

May 22, Thruxton I.R.R.M. I. 2.2 miles. 125/250/350/500 solos/side-cars. F. J. Rendell, 109 Sutton Veny, Warminster, Wilts.

This meeting was to have been held at Blandford, but that fine circuit was not available and Thruxton has been offered to the Blackmore Vale M.C.C. In addition we hear of several more sprints, namely the Morgan Three Wheeler Club's 440 yards event at Wellesbourne on May 13th, the Pontypool M.C.C.'s similar event at Hendre Park, Pontypool, on May 22nd, a possible event run by the Swansea M.C. at

Pembrey aerodrome and apparently the Ilford M.C. & L.C.C. hope to run one at Abridge (otherwise Stapleford Tawney), May 21st being mentioned as a possible date. None of these are confirmed, however.

We understand that the Aintree meeting on May 22nd will be run over the Aintree Club circuit, 1.9 miles long, and not the whole course. The Sunbeam M.C.C. Wellesbourne race meeting which ran into date difficulties now appears settled on September 3rd. This has been confirmed. The April 3rd meeting at Thornaby airfield has been cancelled. The July 22nd hill climb at Barbon now has a National permit and is thus the first such event to have "open" sanction for many years. And lastly there is a new Secretary to the Darlington & D.M.C. While we do

[continued on page 60]

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The Club's Trophies by the Editor

B.M.C.R.C. has what must be one of the biggest collections of trophies and similar objects in the possession of any one club. There are of them in all. Now by no means all the Members may be aware of what exactly they can win, if they race of course; what the various trophies are awarded for; or who gave them. The Secretary and I thought, therefore, that it might be a good idea if an attempt were made to set it all out in the compass of one article. What follows is, necessarily, a little condensed, but I hope some idea will be given. For the sake of ease I have taken each meeting as it comes in this year's calendar and left the annual awards until the end of the chronicle.

Hutchinson 100

(i) MELLANO (HUTCHINSON) TROPHY was presented to the Club for the outright winner, on handicap of course, of the 100 Mile race at Brooklands by the Chairman of the Hutchinson Tyre Co., Mr. A. V. Mellano. It is one of the largest and most valuable trophies presented in racing. Today it is awarded to the rider whose race speed, in any race comprised in the meeting, except the sidecar handicap, exceeds the previous lap record for the event in question by the great margin or, where this does not happen at all, to the rider whose race speed most nearly approaches that race lap record. The current holder is Mike Hailwood on a 250 c.c. Ducati twin.

(ii) A.M.C. CHALLENGE TROPHY presented by Associated Motor Cycles Ltd. It is given to the winner of the 500 c.c. Grade A race. The recipient last year was Bob McIntyre on a 499 c.c. Norton.

(iii) AVON TROPHY was presented by the Avon India Rubber Co. Ltd., and goes to the winner of the 350 c.c. Grade A race. At the moment it too is held by McIntyre on his 349 c.c. A.J.S.

(iv) DUNLOP TROPHY presented by the Dunlop Rubber Co. Ltd. It is given to the winner of the 250 c.c. race. Current holder is Mike Hailwood and 250 c.c. Ducati twin.

(v) GEORGE REYNOLDS MEMORIAL TROPHY was given to the Club by the sons of the late George Reynolds for many years a corner-stone of the Club in its Brooklands days. It goes to the maker of the fastest lap at the meeting. Once again the present hol-

der is Bob McIntyre.

(vi) DENNIS LASHMAR TROPHY was presented by the parents of the late Dennis Lashmar, a well-known and liked member of the Club in the immediate post-war years. It goes to the maker of the fastest three-wheeler lap and is held now by Florian Camathias of Switzerland with a 493 c.c. B.M.W., the first foreign rider ever to win a Bemsee cup.

(vii) RICKARD TROPHY presented by Ken Rickard, ex-racer and Committee man, goes to the best private owner performer at the meeting. It is held at present by Fred Neville—348 c.c. Norton and 496 c.c. Matchless.

(viii) B.M.C.R.C. CHAMPIONSHIP MEDALLIONS AND SHIELDS will be awarded to the winners of the five Championship races, four solo and the three-wheeler, for the first time this year. The former awards are given by the Club and the latter were presented anonymously. This year with the replacement of one big Silverstone meeting by the 1,000 and the lack of a second National fixture at the 'Palace it was felt these awards could not well be given on the result of two meetings, especially when one of them was not likely to have a fully representative entry. So the change has been made; now, not only is the Hutch the oldest Club, and British, meeting, but it is also the Championship meeting of the Club. The 1960 winners were: Mike Hailwood 124 c.c. Ducati and 499 c.c. Norton the 125 and 500, Fred Hardy on a 247 c.c. NSU the 250, Phil Read with a 348 c.c. Norton the 350, and Eric Vincent/Ray Harding, 499 c.c. Norton-Watsonian, the Three-wheeler.

The Silverstone 1,000

(i) GLOVER TROPHY presented by Mr. D. M. Glover of United Lubricants Ltd., goes to the Member putting up the best performance in a sealed handicap arranged on the race. The trophy is transferred from the now-defunct Silverstone Saturday meeting and was won last year by Tom Charnley on his 349 c.c. A.J.S.

(ii) BOB WINTER TROPHY was presented by Mr. E. R. Winter, Managing Director of Comerfords Ltd. It was awarded originally at Silverstone Saturday for the fastest lap at that meeting by a three-wheeler. Subject to the agreement of the Donor it will now go to the

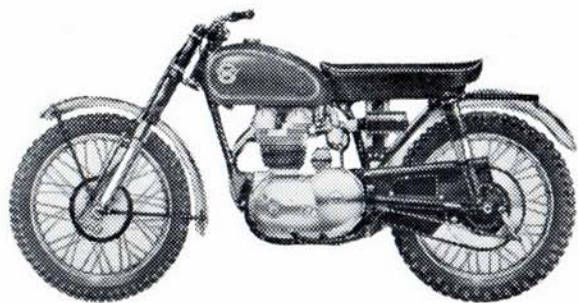


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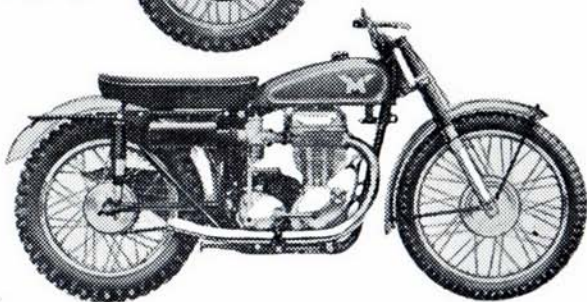


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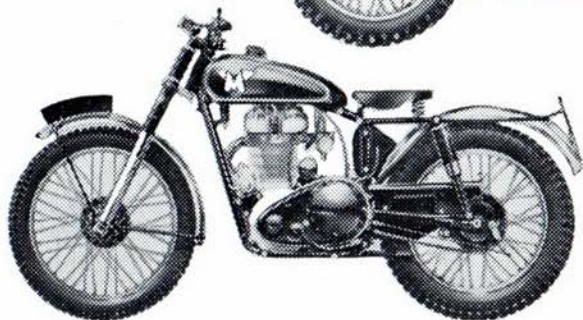
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maker of the fastest lap in the 1,000. The 1960 winner was "Pip" Harris, 492 c.c. B.M.W., for the third time running.

Long Marston Sprint

(i) REX JUDD TROPHY was presented to the Club by Rex Judd, the well-known Edgware dealer and former Brooklands rider. Originally it was given for the erstwhile Brighton Spring Speed Trials. Now it goes to the rider making f.t.d. at Long Marston. The present holder is Charlie Rous with the Moto-Vincent.

(ii) RON WATSON CUP presented by Ron Watson, "gaffer" of Watsonian Sidecars Ltd., goes to three-wheeler f.t.d. Bill Ottewell and 998 c.c. Vincent have it at the moment.

(iii) RILEY CUP presented by H. Riley is now given to the fastest production machine and was won in 1960 by George Breach and his 998 c.c. Vincent.

(iv) NATIONAL BENZOLE TROPHY presented by the National Benzole Co. Ltd. goes now to the fastest Vintage machine at the meeting. Arthur Breeze and 1930 647 c.c. Scott hold it at present.

Metropolitan Meeting

(i) METROPOLITAN TROPHY was presented by George Goodall, the Epsom dealer and long a member of the Club. It is given to the rider making the fastest lap of the day and is currently held by Phil Read and 499 c.c. Norton.

(ii) LES GRAHAM TROPHY was given to the Club by the late Les Graham to be awarded to the private owner/member who puts up the most meritorious performance during the course of the meeting. It is held by Ron Chandler—496 c.c. Matchless.

(iii) 125 TROPHY is presented by the Club to the winner of the 125 c.c. race and is currently in the possession of Ken Whorlow who rode a 124 c.c. M.V.

(iv) SIDECAR TROPHY is also presented by the Club to, as its title implies, to the fastest three-wheeler lapper at the meeting. Eric Vincent holds it at present.

(v) 50 c.c. TROPHY was given to the Club by Bob Llewellyn, one of our marshal types, and goes to the winner of the 50 c.c. race. Howard German and the 49 c.c. Sheene Special hold it at present.

Trophy Day

(i) BEMSEE TROPHY presented by the Club to the rider who makes the best lap of the meeting. It is currently held by "Monty" Buxton and 499 c.c. Norton.

(ii) BRYANT BOWL was given to the Club by Mrs. M. E. Bryant in memory of the late Dick Bryant, for long one of the most stalwart marshal types. It goes to the winner of the first 350 c.c. race. The present holder is Dick Longland, 348 c.c. B.S.A.

Club Day

(i) COMERFORD CUP was presented to the Club by Mr. A. E. T. Comerford, head of the well-known dealers, and was originally awarded at the Hutch. However, last year, when Club Day moved to Silverstone, Mr. Comerford agreed to the suggestion that this trophy be moved to the "new" meeting. It goes to the rider who puts up the best performance of the meeting, he not having won a race at any time during the year. The 1960 winner was L. G. Rodda with a 348 c.c. A.J.S.

(ii) COLIN WHORWOOD TROPHY was presented by the family of Colin Whorwood and is given to the rider under 20 years of age making the best performance at the meeting. This trophy was originally presented at Silverstone Saturday. The present holder is Ken Adger on a 499 c.c. B.S.A.

Guinness Trophy

(i) SIR ALGERNON GUINNESS MEMORIAL TROPHY presented by Guinness Ltd. for competition at the Club's Oulton Park meeting. Through force of circumstances it has only been competed for three times since 1956. It is awarded on the same basis as the Mellano Trophy above and was won in 1960 by Ken Whorlow on a 124 c.c. M.V. This trophy is different insofar as it is in the form of a figure of Mercury on a marble base.

(ii) HECTOR DUGDALE TROPHY presented by Hector Dugdale of Alvanley goes to the rider making the fastest lap at the meeting. The current holder is Ned Minihan on a 499 c.c. Norton.

(iii) LAMBRETTA TROPHY presented by Lambretta Concessionaires Ltd. and goes to the winner of the 125 c.c. race. The 1960 winner was Ken Whorlow.

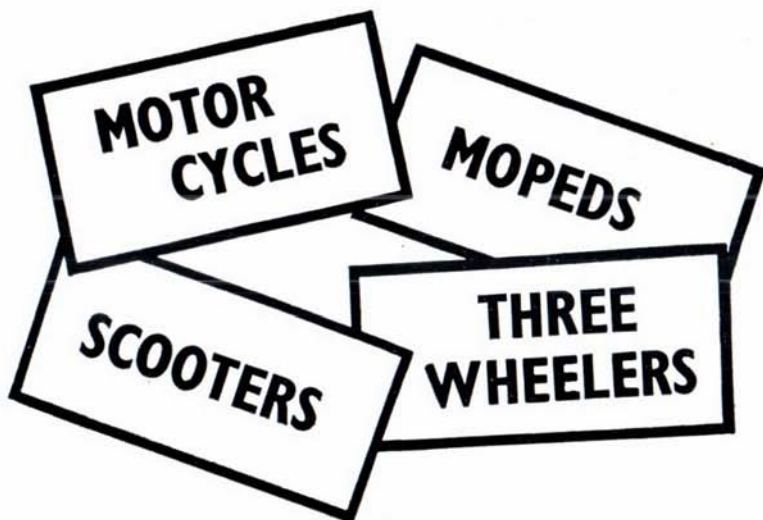
(iv) M. C. TOMKINSON TROPHY was presented by Mike Tomkinson, the well-known vintage Velocette rider, and is given to the three-wheeler rider making the fastest lap of the meeting. The current holder is Ted Young with the E.T.Y.-Vincent.

Annual Awards

(i) MINNIE GREENFELL MEMORIAL TROPHY was presented to the Club by J. Granville-Grenfell in

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HEANOR
NORWICH
SLEAFORD
GT. YARMOUTH**

SOUTH

**OXFORD
HASTINGS
PLYMOUTH
BRISTOL
LUTON
BRIGHTON**

memory of his wife, a rider of no mean skill in pre-war days. It goes to the Member who gets the largest number of points in all the Club's own race meetings and the T.T. and M.G.P. as well. In 1960 it was won by a 50 c.c. rider, Charlie Mates and his 49 c.c. Itom.

(ii) **TORQUEMETER TROPHY** was presented by the directors of the M.H.H. Engineering Co Ltd. and goes to the Member who puts up the best performance, again on a basis of points, in the World Championship races during the year. A "young" trophy as our trophies go, it has never been won by anyone else than John Surtees with the help of his M.V.s.

(iii) **WATSONIAN ANNUAL TROPHY** was presented to the Club by Watsonian Sidecars Ltd. and goes to the best performance, on points again, by a three-wheeler rider at the Club's meetings during the year. The 1960 winner was Ted Young with his unconventional 998 c.c. E.T.Y.-Vincent.

(iv) **PETER M. WALSH MEMORIAL TROPHY** presented by the family of the late Peter Walsh, one of our principal travelling marshals. It is awarded to the Member who puts up the best performance at the Club's meetings, on a points' basis, but it is only open to those in their first or second year(s) of racing and who are private owners. In other words it is a real "novices" award. The current holders are Dave Simmonds (49 c.c. Itom) and Ron Lee (123 c.c. Ducati).

(v) **CHRISTOPHER WILLIAM TROPHY** presented to the Club by Norman Manby of Kettering, another Member of long-standing. Originally intended for the 125 special builders, it had to be widened in scope to include all such machines because there is a dearth of the special variety. It now goes to the best performer, being a Member, on a British 125 over all the Club's meetings in a year. The current holder is George Todd.

(vi) **POWER AND PEDAL SHIELD** was presented by the Proprietors of the journal of this name and is awarded on a points' basis to the best performer at the Club's 50 c.c. races in the year. The 1960 winner was Charlie Mates—49 c.c. Itom.

(vii) **NOEL POPE BOWL** was given to the Club by its ex-Chairman and Brooklands' lap record holder, Noel Pope. It is given to the Member who records the highest officially timed speed in the course of a year. The current holder is Charlie Rous with the Moto-Vin-

cent, 140.417 m.p.h.

(viii) **ALCOHOL TROPHY** was presented by the Directors of Associated Motor Cycles Ltd. and is actually fashioned from the piston which was fitted to the 500 c.c. Matchless "dope" special ridden by the late Les Graham and which still holds the 500 c.c. class record at Shelsley. Its destination is decided by the Committee each year and it is given to the Member who puts up the best performance, annually, in all the sprints and hill climbs. The 1960 winner was Charlie Luck—499 c.c. Norton.

(ix) **J. S. MOORE TROPHY** is the Club's latest trophy, being only presented last year by Syd Moore, an old member and former racing man. After much discussion it was decided to award it to the Member who put up the most meritorious performance in the T.T. The first winners were Derek Minter and Mike Hailwood for being the first people to lap the "Mountain" circuit at 100 m.p.h. plus on British machines.

During 1961 the Guinness Trophy meeting is most unlikely to be held and so its trophies will again, alas, remain on the shelf. However all the others will be in competition. Another interesting little point is that the total value of the Hutch trophies is over £1,500 today. Added to the £800 prize money this makes quite an impressive figure. I hope that these brief notes will have "put you in the picture", as it were, with regard to our trophies. At least you should now know what can be won at what meetings.

[continued from page 54]

not know whether he will be actually dealing with entries, we suggest you write to him about the June 25th Catterick meeting in the first place: C. Taylor, 14 Lowe Street, Darlington. We must apologise, too, for inadvertently stating that the big solo event at the Easter Monday 'Palace meeting admitted 1,000 c.c. machines. In fact 500 c.c. was the top limit.

ADVERTISERS

If you correspond with any of the advertisers who use "Bemsee" it would be greatly appreciated if you would mention the magazine when doing so. It will help both parties.

May we take this opportunity of reminding you that the Mutual Aid section on the last page is at your service free of charge. All insertions for this to the Editor please.

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HUTCHINSON '100' (Silverstone)
Senior—1st
350 c.c.—1st, 3rd
250 c.c.—2nd, 3rd
125 c.c.—3rd
3 Wheeler—3rd

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

SILVERSTONE RACES (May 28th)
350 c.c.—3rd
250 c.c.—2nd, 3rd
125 c.c.—3rd
Sidecar—1st, 3rd

T.T. RACES
Sidecar—1st, 2nd, 3rd
Junior—3rd

BLANDFORD ROAD RACES
Senior—1st, 2nd
Junior—1st, 2nd
Sidecar—1st
Lightweight—2nd
Ultra Lightweight—2nd

ITALIAN MOTO CROSS
Winner

COTSWOLD SCRAMBLE
Senior—1st
Junior—1st
Lightweight—1st
Ultra Lightweight—1st

W. GERMAN MOTO CROSS
Winner

EXPERTS GRAND NATIONAL
Winner
Senior—1st
Junior—1st
Lightweight—1st

BRANDS HATCH RACES
Sidecar—1st, 2nd
Junior—2nd, 3rd
Lightweight—2nd, 3rd

GERMAN GRAND PRIX
Sidecar—1st, 3rd

SHRUBLAND PARK SCRAMBLE
Grand National—1st
Senior—1st
Junior—1st
Lightweight—1st

OULTON PARK RACES (Aug. 1st)
500 c.c.—1st, 3rd
350 c.c.—1st, 2nd
250 c.c.—2nd, 3rd
125 c.c.—3rd
Sidecar—2nd, 3rd

LEINSTER '200'
500 c.c.—1st, 2nd, 3rd
250 c.c.—2nd, 3rd
350 c.c.—3rd

LANGS GRAND NATIONAL
Winner
250 c.c.—1st

LUXEMBOURG MOTO CROSS
Winner

W. GERMAN 250 c.c.
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Won by Great Britain

SCARBOROUGH ROAD RACES
Lightweight—1st, 2nd, 3rd
Junior—1st, 3rd
Senior—2nd
Sidecar—1st, 2nd, 3rd

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

IRISH MOTO CROSS
500 c.c.—1st
350 c.c.—1st
250 c.c.—1st

MALLORY PARK RACES
Senior—1st
Junior—1st
Lightweight—2nd, 3rd
Sidecar—1st, 3rd
Race of the Year—3rd

WEST OF ENGLAND TRIAL
Manufacturers Team Prize

SCOTT TRIAL
Winner
Manufacturers Team Prize

BRITISH EXPERTS TRIAL
Best Solo Performance
Best Sidecar Performance

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OFFICIALS PORTRAIT GALLERY

The photographs you see on these pages feature a number of our key officials at Club race meetings. They complement our Secretary's series of articles on the organisation of meetings which appeared in "Bemsee" during the winter months. May we suggest you re-read these again before the season starts. With the help of these photos you should know, by sight at least, some of the people Miss Ward mentioned.



The Chief Marshal directs—
Dennis Bates at work.



Small man with large flag—starter
Ossie de Lissa waiting for the winner.



A most important man; the
"Doc"—Gordon Hadfield.



Dennis Glover,
our Chief Scrutineer.



Everything must be going all right—(l. to r.) "Squirrel"
(Steward), Maggie Ward (Clerk of the Course), Gordon
Cobbold (Judge) and Ted Atchelor (Deputy Clerk of
the Course).



"Chips", Jack Rampley and Stan Hall,
three more of the technical men.



The Lapscorers in action—(l. to r.)
Lionel Cheeseright, Arthur Lovesay and Dave Harding.

A New Season and the New Arrangements at the Crystal Palace

[We give below the text of an announcement by the London County Council—Ed.]

IN June last year, work started on the construction of the National Recreation Centre at the Crystal Palace and, as soon as the last meeting of the 1960 motor racing season there had been held, the building contractors took over the old paddock site, on which the stadium of the centre is being built.

Since then, work has been in progress on the alterations which the loss of the paddock area has made necessary and the changes that have now been made at the circuit include:—

Terrace Straight.—The start and finish will be sited near the centre of this straight and, to accommodate it, the 880 yards of road from South Tower Corner to North Tower Crescent has been widened by 5 feet. As a result, about half of the 1.39 miles circuit is now 35 feet wide and the remainder has a minimum width of 30 feet.

North Tower Crescent.—At the time the terrace straight was being widened, the opportunity was taken to raise the outside of this corner some inches higher than the inside, thus eliminating the slight reverse camber there had previously been at this point.

Paddock.—A new 5-acre paddock has been laid out on the inside of the terrace straight. Access to the paddock will, for the present, be by means of a controlled crossing approached from the Ledrington Road entrance: plans for a vehicle bridge into the paddock are, however, being considered.

Bridges.—Ramp bridge (which gave access to the old paddock) and the brick

and stone footbridge across the terrace straight are no longer required and have been removed.

Spectator Facilities.—Seating enclosures are being developed along the outside of the terrace straight and viewing along the whole of this section of the circuit has been greatly improved. The seating and terracing overlooking the lower straight and the National Recreation Centre will remain.

Progress has inevitably been hampered by the exceptionally bad weather conditions that have prevailed since the work started last summer. Nevertheless, the season will open in the usual way with a national motor-cycle race meeting on Easter Monday, although on account of the unavoidable delays, the final touches to some of the improvements may have to be carried out between the Easter and Whitsun meetings.

The 1961 season includes the four race meetings listed below: it is possible that a fifth meeting will be arranged and details will be sent to the press as soon as they become available.

Easter Monday, April 3, National motor-cycle race meeting organised by the South-Eastern Centre, A.C.U.

Whit Monday, May 22, National (open) motor race meeting organised by the British Racing and Sports Car Club.

Bank Holiday, Monday, August 7, National motor-cycle race meeting organised by the British Motor Cycle Racing Club.

Saturday, September 2, National (British) motor race meeting organised by the British Automobile Racing Club.



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Editor's Correspondence

[The Editor or Club are not bound to be in agreement with opinions and arguments expressed by correspondents]

SIR,

I enjoyed tremendously A. G. Rose's (why not A. E. Rose?) remarks in the March issue. It gives me pleasure to inform him that, since I wrote my "Racing Twostrokes . . . I Hate Them!" article in the June, 1956, "Bemsee", I have not changed my opinion about racing twostrokes. What have changed have been the racing twostrokes!

During and before 1956 there was not a design which impressed me. Now, in 1961, I am glad to say, we have a British two-stroke racing machine, which is comparatively simple, economical, fast and reliable; the E.M.C., designed by Dr. J. Ehrlich. Besides other things, that is the reason why I joined de Havillands, but, of course, it does not change my opinion about most other two-stroke designs.

A good racing two-stroke need not necessarily be a complicated, unreliable and uneconomical mass of ironware. All that is needed is a couple of holes of the right size, in the right time, at the right place!

Yours, etc.,

London, N.W.9. ERWIN TRAGATSCH.

SIR,

I have recently become aware of the exorbitant cost of engine plates and brackets, etc., for sporting machinery and think, perhaps, that I could assist some of the Club's "Shoestring Racers" in this matter by offering Dural or Steel engine plates and any type of bracket at extremely low cost. There is no "catch". It just happens that, at present, I am able to have this type of job made up by a fully skilled man charging for material and time only.

If anyone interested would care to send a pattern, I can quote them a price for a job that will be completely trustworthy and cheap. My own machine incorporates a great deal of this work and is still going!

Trusting this will be of some service.

57 The Highlands,
Crouch Hill,
London, N.4.

Yours, etc.,
I. IRVING.

[Anyone interested should contact Mr. Irving direct.—ED.]

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Bill Jarman's Column

A recent letter from "Arfer" Mills concerning their winter activities in the Northants area proved something about phonetic spelling or did it? Our "Arfer" is one of those good clubmen who belongs to the B.M.C.R.C. for what he can put into it. Apart from acting as Area Rep. he is also Admission and Programme Sales' Controller, after many years service as a Racing Marshal. Chaps like the "Mills Bomb" are the backbone of any kind of organisation, so don't drop out when your dicing days are over. Lend a hand with the "Admin." just like he does.

About this time some two years ago I wrote a paragraph about the importance of doubling our membership. We have not quite achieved that elusive distinction, but if each and everyone of us has, or intends to, bring in one new member, our balance sheet at the end of 1961 will be a much better document. Whilst we are on this subject you may as well compare the figures for 1958/59/60 and draw your own conclusions.

A man, who will have to be nameless, has just 'phoned me after a visit to Germany, 'both sides of the curtain', as he put it. He asked me to mention the fact that some of the two-stroke fiends over there are talking about 22 b.h.p. from a 125 rotary valve job for hours on end. Liquid cooled, of course, and a c.r. of 13 to 1. Ignition is experimental with the electronic device, and carburation is by injection. He was not in a position to give any details about the inside of the unit which is a pity. Perhaps Joe Elrich and A. E. Rose can help.

Hats off to the past. Coats off to the future. The "Hutch" on Saturday and the "Silver Thousand" on May 20th. Don't forget the publicity. Posters in appropriate places and stickers on vehicle windows. If you belong to your local club, tell the Secretary to include the date in his diary. Maybe we might suggest a prize for the club which comes the longest distance multiplied by the number of qualified members present. Lucky programmes did you say? Maybe Arthur Mills has already thought of it. Any other ideas? Send them to Richmond.

You would be surprised at the effect of an innocent paragraph about some-

one or something. One item about horses and horse-power kept the postman busy for several weeks. Another sentence about alternative fuels brought letters and 'phone calls from all over the country. The most recent spate of correspondence has been due to the remark concerning sparks and alternatives to magnetos or coils. The most amusing letter came from Texas, asking for spare parts for a machine no longer in production. Never a dull moment.

I have talked to all kinds of speedmen since World War I and without exception they all put CONCENTRATION forward as the most important item on the agenda. Land, water or air—the medium does not matter—the job in hand is number ONE, so as distraction and disaster are blood relations, new members will do well to memorise the importance of this one aspect of racing on two wheels. Without any doubt it is more important to a man on a fast solo than in any other sphere of mechanised sport.

Did you notice the fact that the 1961 Racing Calendar (in our February issue) can be detached and pinned on the garage wall? Very useful too because of the 'multum in parvo' information in a small space. As the Editor wrote, "there may be amendments, etc." but I venture to suggest a ball pen can be used for this purpose. The summary of purely B.M.C.R.C.' items on the back cover of the February journal proves my point. Something got mixed up on the Saturday and Sunday dates in August but the Blue Calendar seems to be all in order. [Yes, I know about the former, Bill. There is still a dispute between the Office and I as to who was responsible for it!—Ed.]

Don't forget the "Hutch" and the "Thousand". Do something for your club in order to attract thousands of spectators.

ERRATUM

OH dear! This Silverstone 1000 business is getting out of hand. Yet again we seem to have got it wrong. Will all those interested please note that machines eligible are those manufactured ON OR AFTER January 1st, 1958. This is to dispel any alarm caused by the error in last month's magazine, page 52.

Annual General Meeting

Though held a little later this year, purely because the R.A.C. could not accommodate us any earlier, there was absolutely no difference to the attendance. Frankly this was grim. All I can say is that the membership must be well satisfied with the way the Club is run. At all events, if anyone raises criticisms of what the Committee does, there is one, very short answer! There were 27 members present together with the members of the Board and Committee. There are over 1,200 paid-up members.

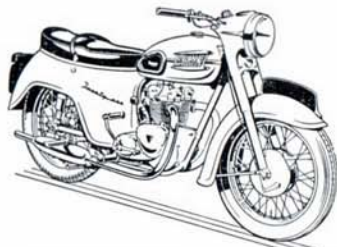
Notwithstanding this latter fact some lively discussion ensued when the 'other business' stage was declared reached by our President, Air Marshal Sir Geoffrey Tuttle. Previously Sir Geoffrey had been confirmed in his appointment as President and had made a sparkling little speech in reply, the three existing Vice-Presidents and the two new ones, Geoff Duke and John Surtees, had been re-elected or elected, the Benevolent Fund accounts had been approved and Messrs. Huxley and Fifield had been re-elected as members of the Committee. Jack Tindell started the ball rolling with a most pertinent and all too topical question

about the present anti-motor cycle business. This led to a long and fruitful discussion in which a number of speakers made points of good sound sense. At the conclusion at the Chairman's suggestion the matter was referred to the Committee for thorough investigation and such action to be taken as might be warranted including a strong representation to the A.C.U. Dickie Fifield raised a point about 50 c.c. racing; Maurice Brierley sought to clear the position regarding sidecar passengers and/or ballast; while Mick Farrant persuaded the Committee to give a Championship medallion to the passenger of the winning three-wheeler as well as the rider where "Cabby" Cooper actually moved the formal motion giving effect to this excellent suggestion. A word about the magazine was contributed by the Editor. Throughout the Meeting the President held the Chair in wonderful fashion.

Previously the Meeting of the Company had passed off quietly with a far happier picture revealed by Mr. Ferguson, on behalf of our Auditors, than in other recent years—a profit of £3,038 odd. Messrs. Squillario, Walker and Cobbold were re-elected as Directors.

W.G.T.

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NEW MEMBERS

THE following new members have been elected since the last issue. We wish them a long and happy stay with us:—

N. G. Archard	R. L. Ayres
G. Bedford	D. J. Berry
J. W. Bowman	P. G. Briars
J. E. Burton	W. H. Chuck
B. R. Clements	J. A. Coe
B. J. Deller	H. R. Egalton
B. J. Frost	K. T. Gawler
E. B. Heard	W. J. Hicks
N. R. Horsham	P. M. Hughes
T. Jackson	C. R. Jones
R. K. Judkins	S. Lawton
R. Lindup	K. W. Manning
I. K. Mansell	P. J. Molloy
R. F. Owers	J. R. Peters
I. E. Plumridge	A. T. Randall
S. R. Raynor	J. H. Rider
S. Robinson	J. P. Russell
R. R. Salter	K. M. Scarfe
J. Simpson	B. Smith
P. Stacey	R. P. Stopford
R. N. O. Strong	J. L. Thomas
J. E. Tyler	A. M. Ward
T. E. Whitney	H. J. Williams
T. R. Wise	G. L. Young
K. E. Bedford	P. R. Hunt
G. D. Jones	R. A. Nichols
R. Pickrell	B. Schneider
C. P. Thomsett	(Austria)
B. J. Ayliffe	L. C. Harfield
D. M. Bell	W. J. Baxter
R. H. Brett	M. V. Biggs
F. I. Chambers	M. N. Bruce
J. Constable	N. J. Clarke
B. J. Dodson	J. R. Deacon
G. A. Galloway	G. H. Fox
J. Heathfield	B. C. Griffiths
A. E. Huggett	K. J. Hill
A. M. Jeffs	D. Hulse
B. Lawton	D. G. Jones
M. W. Manley	D. G. L. Lee
B. A. Mills	S. B. Manns
C. L. Patrick	K. North
P. J. Plunkett	C. J. Pinchion
J. W. Rhodes	G. Randall
J. A. Rowe	R. Righini
A. M. Sarney	G. P. Salmon
A. A. Smith	G. W. Shekell
J. R. Stevenson	J. Smith
R. H. Stroud	D. R. Stringer
M. Uphill	R. G. Turrell
D. W. Wild	M. C. Watton
J. D. Worthington	R. J. Winder
J. R. Cripps	M. Ashwood
K. Lucas	A. James
J. E. Rumsby	J. O'Geran
B. A. Webb	S. A. Summers

BENEVOLENT FUND

THE Trustees of the Benevolent Fund wish to acknowledge receipt of contributions from the following:—

E. Gill, L. J. B. R. French, N. J. Clarke, Metropolitan Area, F. J. Williams, A. J. Monk.

THE CLUBMAN'S TROPHY

It is the Committee's intention and wish to enter six members—three in each race—in the 1961 Clubman's Trophy which will be held at Oulton Park on Whit-Monday, May 22nd. Entry fees will be paid for the six members selected.

There is not much time left, so will anyone interested contact Miss Ward at once. We do not know yet precisely what constitutes eligibility for the event or whether there is no change from last year. By the time this appears there will undoubtedly have been further announcements on the subject though. It will be a great help if you give the Secretary details of past experience and machine to be ridden to enable an equitable selection to be made.

In the past three years, since the Clubman's has moved to the Mainland, the Club has fielded three winners, Roy Mayhew, John Holder and Phil Read and two runners-up, Bruce Daniels and Fred Neville. Before that, Geoff Duke won the 1949 Senior race (in the L.O.M.).

PHOTOGRAPHS

Through the good offices and generous assistance of one or two of our photographer members, notably Gordon Hicken from Birmingham—one of whose many first-class action shots again graces the front cover this month, we are able to provide an interesting outside to the magazine; and a picture, moreover, which has probably not been seen before. Now we know that several more members have cameras and take them to race meetings, so what about sending a shot or two to the Editor for possible publication. It does not matter if the shot was not taken at a Club race meeting or whether the subject is a member or not. If you think we might be interested, let us have a look.

Later on this year, space and "lolly" permitting, we hope to have a special photograph issue of the best shots taken by members during the season. So don't forget your camera. Please note, however, that this is not an excuse to disregard Dennis Bates's edict to marshals and cameras!

W.G.T.

SATURDAY 20th MAY . . .

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The Boys by A. D. James

HOW many times has one heard the phrase 'the boys'. Have you ever wondered how 'the boys' manage to acquire the 'plot', fettle it, get it to the circuit, or what pleasures he deprives himself of to get those elusive cams or G.P. Carbs. Be my shadow for two meetings that took place in the not long past 1950 season.

The bug had long since bitten and I had managed to ride at Silverstone, Ansty, and Boreham; the latter two now a matter of history. My sponsor for the 250 c.c. class was A. M. Standon, proprietor of Lanes End Garage, Kenilworth, who could still hear the sound of pre-war Ridges—so a Rudge it was! This business is now owned by M. Gamble, another of the 'boys'. Dean Boulton had also sold me a Rudge Ulsier in a crashed condition. I had long decided that this was the machine on which I would see off the stars.

Work progressed rapidly on both machines to the stage where the 'big-un' was ready except for the fuel tank which had suffered the already mentioned crash. Permission was obtained from the local R.A.F. Station to use their perimeter track—I was stationed there during my R.A.F. service—and the 250 was pronounced okay by all and sundry who had ridden it. I then took out the 500, and when I had done a few gentle laps to get used to it, the pace was increased. Then it happened! On full bore in top approaching a left-hand curve I hit a small hole in the road, resulting in a tank slapper and, because there was no tank which also acts as a steering-damper anchorage, away I went in a shower of sparks. On returning home, my wife enquired whether I had been riding a motor cycle or doing a shift at the Butchers. Luckily no bones were broken, only a few yards of skin and a few pounds of flesh were missing. The machine was straightened and promptly sold for £50.

I was now on the hunt for a 500, and, after a long talk with Sid Barnett decided that it would be a Triumph. In the following months I proceeded to beg, buy, and otherwise acquire the parts which were thrown together in a hurry. In those days I had no such thing as racing transport. The 'bike was ridden to a circuit and back. So on the evening before the first race of the season the maggots were bunged up and the ma-

chine wheeled out onto the road. Back on compression, heave away, drop the clutch and . . . bang! Never was such a large flame developed in such a small time: I watched it burn to extinction. When it was cool enough, the plug leads were replaced by new ones, some fuel poured into the tank and the bung removed. This time it worked; the bellows of a twin never sounded better. Early next morning I arrived at Lanes End Garage to see that my sponsor had the 250 already loaded up, ready to go. He positively refused to travel with my carred remnant as company so I had to take off on my own. At the gate I was met by two speechless Marshals, one of whom eventually got his voice back, upon which the following conversation took place.

Marshal: "Have your leathers been specially treated, mate?"

Me: "No—why?"

Marshal: "Well, if the 'bike is so fast that air friction has burned the paint off, how come your leathers aren't burned?"

With that I let the clutch out. The wise cracks I had that day could fill a book, even the machine examiner wouldn't even look at it. Nevertheless I had great fun riding it up and down the paddock where I met Les Hordley, one of 'the boys' who used to build Triumph-based specials, the last of which was named 'the camel'. We all got away to a good start in the 250 race with myself in the lead for a change. Round we went, line astern, then cranked hard to the left for the kink that follows. This section of the track had just been re-surfaced and there was some loose grit about. The next thing I knew was that there were seven or eight bikes all in line astern going, like rockets, into the grass on the inside. This patch wasn't exactly like a lawn. The photographers at the spot got lovely pictures. I hung on and finished the race with thirty spokes left out of thirty six and a suspension unit hanging in the breeze. My sponsor wasn't very pleased. It was around this time that I met *the man* at the top who I would include with the 'boys' as I would such and Terry Shepherd. This man, who used to breath motor cycles with every word, was the late Les Graham. I can remember that first meeting when

he sat with me on the back of my dilapidated, ex-W.D. racing transport, recently acquired, and talked 'bikes. From him I learned something which I still practice—always to go into a bend cautiously and come out fast. At the first opportunity I tried it, but I over-revved the motor trying to 'come out fast' and bang went weeks of work and my day's racing.

So, to the last meeting at Silverstone with my big twin now suitably repainted, etc. The practice was uneventful but the race promised great things as there were several other Triumphs in the line up. Away we went from the start with myself between two bunches of riders and valiantly tried to keep the first bunch in sight. Very shortly they vanished and the bunch behind started to show me their rear tyres. Still I battled on, but on the 6th or 8th lap I was about one-third of the way down Hanger Straight with everything 'wound on' and myself flat on the tank, when Geoff Duke came by on the 'naked' Gilera with straight-through pipes. He changed into top and disappeared into the distance. To say I was shattered would be putting it mildly. I limped to the finish feeling very down-hearted, but the day wasn't over yet.

The bike was loaded and I was ready to leave for home, but the engine of the transporter wouldn't start. Another of 'the boys', A. Bennett, who at the moment runs as a motor cycle dealer in Nuneaton, and I tried everything in the book without success. Along came Les Hordley with the suggestion that fuel wasn't getting to the carbs, and

he was right. A gravity feed tank was hurriedly rigged up, since the fault lay in the petrol pump and off we went. The drill was as follows: Bennett occupied the passenger seat holding up above his head an oil can tin cum petrol tank connected to a length of tubing which, in turn, was connected to the float chamber. About three miles after leaving the circuit the motor died—out of petrol! Prior to this, Benny, as he is called by everyone, complained that it was very cold in the van and it was only then that the reason why dawned on me. His legs, from his knees down, were soaked in petrol which had leaked from the home-made tank. I had a good laugh, but I am afraid that Benny didn't find it amusing. We managed to reach home using four gallons of petrol to cover 40 miles. This ended my 'English Circus' for the season.

This year when you wheel out your brand new Manx or G50 and, if you start beside 'one of the boys', wish him luck. He is bound to need it.

* * *

Please note that all Editorial correspondences, MSS, etc., should now be sent to Flat 10, The Chestnuts, Gwydor Road, Beckenham, Kent.

* * *

Will Members please note that the price of Club ties, the green ones with a small replica of the Club badge woven on them, have been increased in price to £1. We regret this, but an increase in the cost of manufacture has made it necessary.

Secretary.

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MUTUAL AID

WANTED—Contact with someone who has a machine for the Silverstone 1000 and Thruxton 500 races and wants a co-rider. M. J. Burton, 32 Sydney Road, Chatham, Kent.

WANTED—Secondhand leathers or Vynides, 6ft. Also racing mag. for B34 Gold Star, racing pipe and megga, and any other racing pieces for the above. H. Worgan, 26 High Street, Haydon Wick, Nr. Swindon, Wilts.

FOR SALE—1951 7R A.J.S. New tyres, good mechanical condition. K. F. H. Inwood, 72 Molesey Road, Hershham, Surrey.

FOR SALE—1960 Comp. Itom. 18" alloy rims, unused Avon racing tyres, alloy guards. Coil ignition. Fibreglass tank and separate Castrol R container. Dolphin fairing, spare sprockets, jets, etc., 1959 reg. Royal Enfield with float to take above. 5' 10" - 6' 0" leathers used three times. Due to additions to the family I have found it necessary to sell the above. £160. Show bills for over £200, but will not split any of above. Replies c/o The Secretary, B.M.C.R.C., 34 Paradise Road, Richmond.

1957 350 c.c. MANX Norton: modified to later specification; recent £55 rebuild; excellent condition, ready to race; £290; H.P. available. Full details from Guy Tremlett, Flat 10, The Chesnut, Gwydor Road, Beckenham, Kent.

URGENTLY REQUIRED: One-piece racing leathers; height 5ft. 3ins. and chest 32-34ins; Bob Lunn, *The Holly Bush*, Church End, Redbourn, Herts (Redbourn 423111).

FOR SALE: 500 c.c. B.S.A. Gold Star; full racing trim; basically CB 34, but completely rebuilt, reprinted and extensively modified to DBD specification last season; four short circuits since; KNRI; fibreglass tanks and seat; spare sprockets;

fast and reliable machine; absolutely ready to race; £135; D. J. Ellis, 5 Valley Road, Rickmansworth, Herts.

WANTED: Experienced motorcycle mechanic required; salary according to experience. Apply H. L. Daniell, 65 Dartmouth Road, Forest Hill, London, S.E.23. (FORest Hill 5895)

AREA NEWS

The last meetings of the three currently active Areas were held in March.

The Metropolitan one was a very fine Film Show at the "Prince of Wales" which was excellently attended. The films included the new B.P. one featuring Bob McIntyre and the first instalment of the History of G.P. (Car) Racing, both of which were outstanding. Bill Martin reports some 20 members at his final "do" which developed into a big natter about prospects for the coming season. Bill would like to thank that landlord of the "Anchor" at Kegworth, Eric Moffit, for his help throughout the winter.

Arthur Mills' "mob" (sorry!) gathered at the "Nag's Head", Wollaston for a final darts' match with the Bedford Eagles M.C.C. who won the games easily. As a result of his off season activities Arthur shows a profit of £8 2s. 7d. which will be passed to the Benevolent Fund.

To these three gentlemen, "Bill" Huxley, Bill Martin and Arthur Mills we owe a big 'thank you'. Well done, all three!

1961 AVON TYRE SIZE GUIDE

THE 1961 Avon Motor Cycle Tyre Size Guide, now available, contains details of tyre sizes for all motor cycles, scooters, mopeds and three-wheelers made since 1945. Among the makes added since the last issue are Berkeley, Capri, Capriolo, Honda and Mondial. The Guide is obtainable on request from: Publicity Division, The Avon India Rubber Co Ltd., Melksham, Wilts.

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Calendar for April

2. Snetterton R.R. National.
3. Oulton Park R.R. International.
Thruxton Commonwealth R.R. National.
Cadwell Park R.R. National.
Crystal Palace R.R. National.
Tregwainton Hill Climb. Open to Centre.
8. **Hutchinson 100, Silverstone. International.**
9. Mallory Park R.R. National.
Carrigrohare Sprint, Cork. National.
16. Witchford Sprint. Regional Restricted.
19. **Practice Day—Silverstone.**
22. Tanderagee 100 R.R. National.
Rhydymwyn R.R. Open to Centre.
Blackpool Sprint. Regional Restricted.
30. Brand's Hatch R.R. International.



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