

Bemsee



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BRITISH MOTOR CYCLE RACING CLUB

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for
Sport



and
Transport


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EDITORIAL

There are a number of matters which we would like to have a little discourse upon just now. One, however, will have to wait for a little while, as a part of it is still 'sub judice.' Another is so controversial and, consequently, fraught with the dangers of defamation and libel that we must tread with great wariness. So that one, too, will be left over for the time being! So we thought that, for this month, we would concentrate in the main upon certain aspects of the Law which affect the holding of race meetings and upon factory participation in racing.

It is an astonishing fact that, from the strictly statutory aspect, many race meetings in this country are illegal! One might well ask how on earth any country which lays claim to being modern, progressive, democratic and free can countenance such an anachronism as that. The actual acts of Parliament which have this effect are relics of the time of Oliver Cromwell and immediately succeeding decades when the power of religion was all pervading and travel was, in any case, difficult for most. In practice, of course, these archaic relics have fallen into disuse and have been conveniently forgotten by most people. As far as motor cycle sport was concerned forgotten until the thoughtless (and godless) action of potential spectators at a northern scramble some years ago which so aroused the local incumbent and his parish council that they laid information under the statute governing Sunday observance. The result was an action against the officials of the meeting concerned, which was successful, and a deal of alarm and panic in the Sport, followed by a complete overhaul of admission charges and that sort of thing. That puts what happened very briefly, of course, but it will serve to make our point about the matter. The actions in some parts of the country of the Lords' Day Observance Society are well known. One cannot help but feel that the zeal of these people is being misdirected, though the desire for a little peace in this violent world every now and then is understandable. Then there is the Noise Abatement Society, to which we referred in another context last month. Again, while one fully sympathises with a desire for some quiet these days, there are ways to go about getting it and ways not to do so. The fact does remain that both these bodies have, at times, displayed a marked anti-motor cycle bias. The really important point is that, in this supposedly free and democratic country, one's freedom of choice to do what one wants with one's leisure (and even, in some cases, working) time can be quite definitely impaired. While we do not advocate an attitude of 'pleasing Jack at all times and in all places' (some order in society is necessary), never allow the Sport to be thus treated. Endeavour to combat attacks, snide or otherwise, properly, legally and effectively. Write to the Press, to your M.P. and get your fellow motor cyclists and club(s) to wade in, too. And, above all, never lose an opportunity to "push" motor cycling and the Sport.

After that homily, which is, nonetheless, dead serious, let us think about an aspect of racing which, in this country at least, has just about become a thing of the past. We mean factory entries. There was a time when the greatest names in racing were English, both riders and machines. The former still are; the latter are not. One does not have to be an old fuddy-duddy to think of Rudge, Sunbeam, New Imperial, Excelsior, J.A.P. and Douglas, still less of A.J.S., Norton and Velocette. All these manufacturers have produced, or assisted in producing, race winning

bicycles which they themselves entered in races. Today there are none. Oh, true that two of the makers named still turn out a racing machine for the ordinary rider to buy, if he is considered good enough. But these machines seem to be little altered from one year to the next and the increase in lap speeds, as far as they are concerned, is due in large measure to other factors. How different it is in other countries. The Japanese decide to invade Europe motor cycle-wise. So they first produce race machines, enter them officially in the big meetings and, after a while, win. True they have spent an awful lot of money, but their rapidly rising sales tell the result. Small Italian factories with hardly two pennies to rub together most of the time produce expensive, almost one off, racers and race them as much as they can. Spain can show us similar concerns. So you have a situation where our machines are mere fill-ups in race programmes and our riders, the best in the world as always, have to turn to foreign factories to exercise their art and earn a decent living. It is true that the production racers have contributed to the enormous amount of racing that there is in these Islands. Just now we are not concerned with that. Obviously the production of such machines should continue. Alongside this, however, it is our considered opinion that our manufacturers ought to race officially and race, if need be, specially built bicycles specifically intended to win World Championships. After all, whatever people say, racing does improve the breed and its accessories. There are countless examples one could quote. Two are road holding and brakes. Potential customers, particularly in Europe and the States, are influenced by competition results. The possibility of our entering the Common Market serves to underline what we say. From this point, of course, we could go on to comment upon the present condition of the British motor cycle industry, but we will leave it at that for now. Alas, it is merely a forlorn Editorial hope to think of a trio of silver and black "fours" carrying all before them in the Grand Epreuves; "fours" which have emanated from a celebrated Birmingham factory!

One last snippet. We go to Crystal Palace on Monday for our annual visit to London's own sinuous course. It is true road racing and, even though there may be more glamorous (on paper anyhow) meetings elsewhere, don't fail to support it. Remember, too, that the circuit has been improved a lot of late and that you can see far more now than in the past. And, for those of you who are Londoners or live in the Metropolis, we would add that it is a nice change not to have to indulge in a long ride before and after. The Editor can even walk there if he's feeling energetic!

IMPORTANT NOTICE

To All Members,

I regret that it will not be possible for Members to gain free admission to the Metropolitan Meeting on Monday next in the usual way with their membership cards. The London County Council Parks Department are, regretfully, unable to permit this at the present time. I would remind Members that, at this meeting, the Club is only the organiser and NOT the promoter as well. In a matter of this nature we have to accede to the L.C.C.'s request which was made to comply with their terms of reference. So, once again, sorry, your membership card will not get you in to the 'Palace.

Secretary.



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DUNLOP

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LONG MARSTON by Margaret Ward

This year's Long Marston Sprint, held in the good weather we have come to expect for this meeting, provided one or two surprising results. A particularly treacherous cross wind caused some alarm among the big boys and naked machinery was the order of the day for most of them.

The course has been shortened to 880 yards due to the fact that a wire fence has been erected across the end of the braking area since last year. This rather awkward distance gave rise to some head scratching when it came to working out the gearing for the day. It's the first time for a very long time that there has been a half-miler, so that there was little to go on. It also meant that the F.T.D. in each class was also the record. Despite the wind, times were put up which won't be chicken feed when it comes to trying to break the new records.

First to go were the 250's and 350's, running as one class. Not surprisingly, best time was clocked by Basil Keys on his immaculate and somewhat modified 7R, with a time of 23.44s on his first run. A 350 which will lift its front wheel on take-off isn't a very common sight. No-one else could get inside 24s, the second man being Harry Rayner on his dolphined road racing 7R with a time of 24.15s. Riding in place of Charlie Rous on Charlie's little Velocette, Ken Foster made a most impressive debut with a time of 24.18 to come third. There were actually only two 250's, George Brown with his incredible little Arrow and Jack Terry with his well known Ariel of a very different type. George had the misfortune to blow the Arrow up in practice, so was a non-starter, but the older Ariel kept going to good advantage with a time of 26.99s.

Jack Terry made best time in the 500 class on his Cotton-J.A.P. with a time of 21.45, again on the first run. In my notes taken at the start line, I described his take-off as "very fast indeed and slightly hairy!" Close on his heels was Alec Bascombe whose Triumph clocked 21.49s. on run one. Though both of these two achieved speeds under 22s on both runs, none of the others could claim to have done so. Ron May (Triumph) was a most creditable third with a time of 22.21s. Ron's Triumph has certainly developed a turn of speed since last season. Another notable improvement

in performance was that of Enda O'Donnell's Vincent. His best time was 22.93, which isn't bad at all for half a Vincent! Another quick run was put up by George Buck (22.51s) on his immaculately prepared Triumph. I feel that none of the other sprinters would be put out if I were to say that this is without doubt the most beautiful sprinter performing currently.

Quite frankly, I was very disappointed with the 750 class. For year's I have been pestered to include a class for the 650's and, when I finally did capitulate, I received an entry of four, one of whom was a non-starter. It hardly seems worth it. I hope there may be an improvement next year. It was little surprise that Reggie Gilbert carried off the honours. His gearchanges were a joy to hear. His best time was 20.15s. Not far behind him, with 20.32s, was Tony Winfield's Triumph Fairy Cycle.

The 1,000's caused something of a sensation. Not being one with a mind like an elephant's, I can't recall whether I've ever heard of this happening before, but there was a dead heat for Fastest Time of Day. On the first runs, Ernie Woods led with a time of 18.26s from George Brown, 18.60s. When he came to the line for the second time, Ernie could do no better than 18.70s and it was up to George to beat Ernie's first time. Just to make it more agonising, his second run didn't register on the timing equipment and we had to wait for a third try to know the result. He didn't, by 1/100th of a second. A dead heat at 18.26s—surely a fantastic fluke! The Neville Higgins Vincent is going very quickly indeed these days and has ceased to be in the "just another Vincent" class. Indeed, Neville is a force to be reckoned with, as witness his first run time of 18.72s, the more praiseworthy when one considers that these three riders were the only motor cycle competitors to clock under 20s. on the half-mile course. Actually, another dead heat occurred in this class, for fourth place, between Basil Keys (Norton-J.A.P.) and George Breach (Vincent), both with a time of 20s. dead.

George also performed to good effect in the production class on his elderly but speedy Rapide with a commendable time of 21.87s.

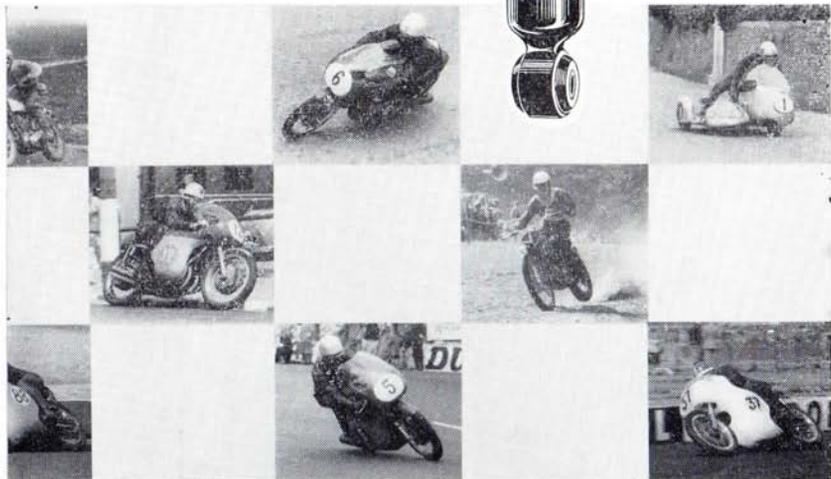
A disappointment to me was the non-appearance in racing of Maurice

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Brierley's Methamon, sporting a super-charger this season. Ex-trialling ace Dave Bryant took the honours with a time of 23.86s, his 650 Matchless going great guns. Frank Booth's push-rod single 500 Matchless clocked 24.30s to come second and third berth was filled by Cyril Hale with his Halc three-wheeler in 24.59s.

At the end of the day, the course was shortened to the more customary 440 yards and an invitation event was held over this distance for both cars and bikes. It was no secret that the main object of the exercise was to provide an opportunity for these rare weirdies called dragsters, slingshots or what you will. So far as the bikes were concerned, the event was divided into over 500 and under 500 solos. Jack Terry was again fastest in the smaller class with a time of 13.14s, his nearest rival being Alec Bascombe once more. George Brown qualified for the F.T.D. honours over this distance with a second run of 11.50s and Ernie Woods had the class award with 11.76s.

So far as the comparison of bike and car times went, the bikes once again showed their superiority over 880 yards, the best car time being that of Tony Marsh in his 2.5 litre Marsh Special

with a time of 18.48s. However, our smugness was rapidly shattered when the solitary dragster of Sidney Allard clocked 11s dead on its only run. The two wheelers must undoubtedly look to their laurels!!

Results

F.T.D.—£15 and the Rex Judd Trophy

E. A. Woods and G. Brown,
both 18.26.

Fastest Three-Wheeler—£5 and the Ron Watson Challenge Trophy

D. Bryant, 23.86.

Fastest Production Machine—Riley Cup

G. W. Breach, 21.87.

Fastest Vintage—National Benzol Trophy

R. B. Knight, 22.33.

Fastest time over 440 yards—£10 and

souvenir award

G. Brown 11.50.

Class Awards

350— B. E. Keys.
500— J. T. Terry.

750— R. C. Gilbert.

1000— N. Higgins.

Production Solos

500— L. A. Langridge.

750— J. A. Winfield.

1000— C. Camhi.

Three Wheelers

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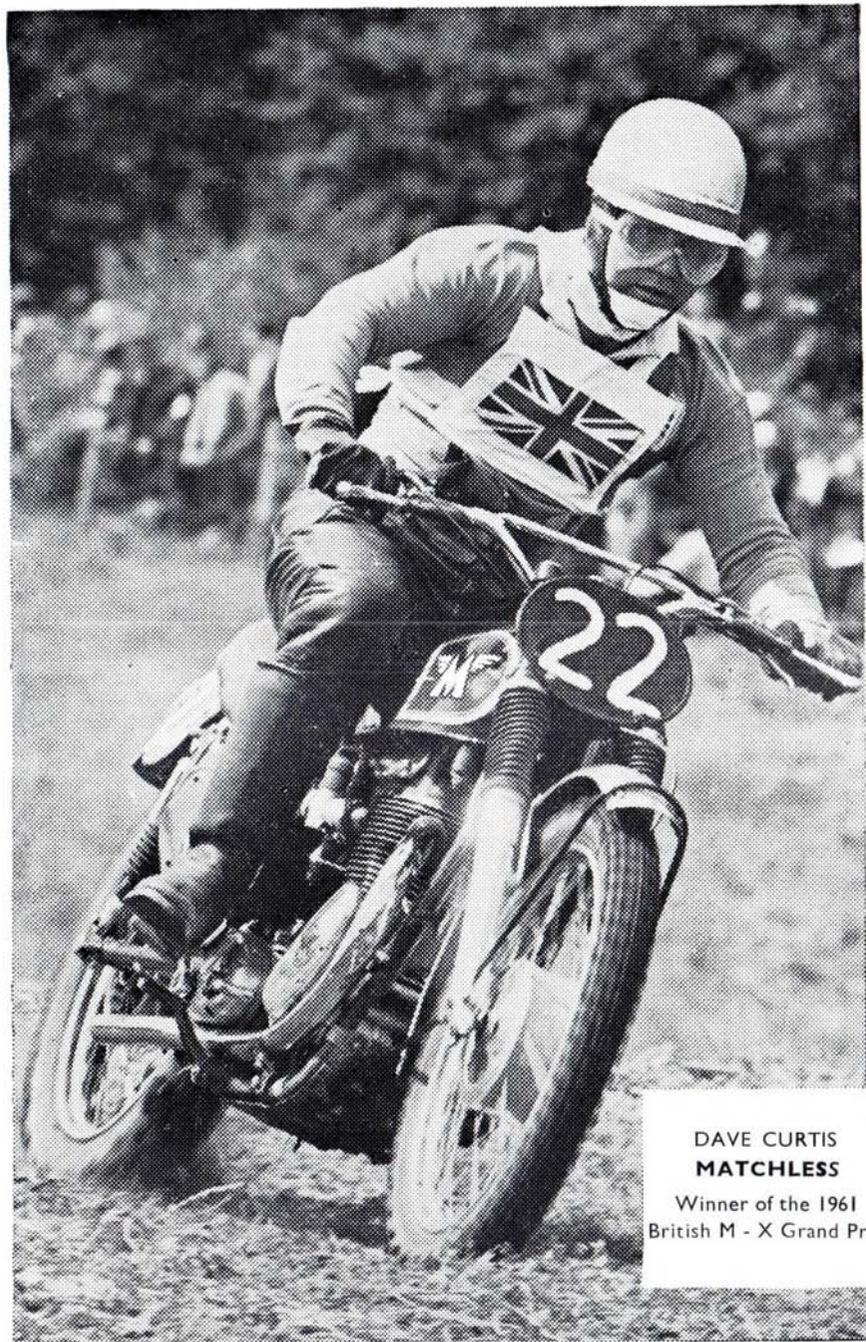
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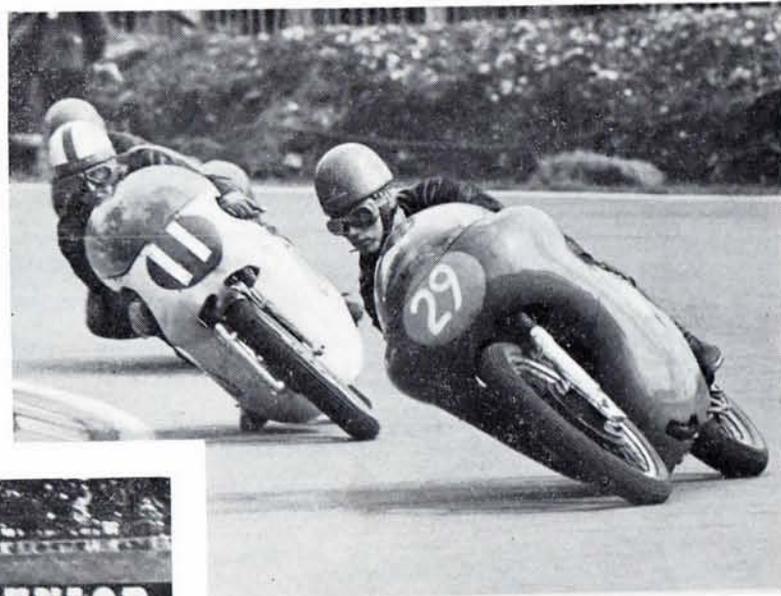
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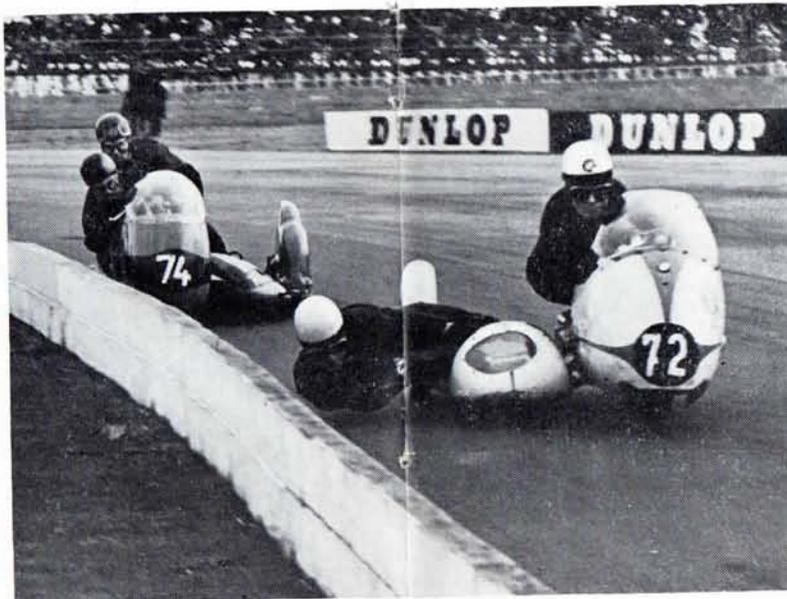
G50 versus G50—Alan Shepherd and Bob McIntyre round Stowe Corner in the 500 Championship at the Hutch.
(photo : P. M. Knocker)

Peter Darvill, grinning grimly, with the R69S B.M.W. at this year's 1,000 Kms.
(photo : P. M. Knocker)



G50 versus Manx—Alan Shepherd (again) and Derek Minter at Druid's, Brand's Hatch Easter meeting. We think Alan is sliding!
(photo : B. R. Nicholls)

A splendid performer at both Silverstone and Thruxton with a Bonneville—School master Brian Denehy here seen at the former where he was 3rd.
(photo : G. E. Hicken)



This picture does show the disadvantage of right handed sidecars at Silverstone. Max Deubel leads Chris Vincent at Stowe during the Hutch.
(photo : P. M. Knocker)



I hope that this feature will appear with reasonable regularity in future issues of "Bemsee." It will be in the nature of my own thoughts, or at least a few of the more printable ones, in connection with those race meetings I visit in one connection or another. I've been trying this season to get to meetings as I used to a few years ago; a meeting every weekend and sometimes two. I once got to three in two days—a motor cycle road race, a long distance sports car event and an international moto cross. Quite interesting! Anyway, with little to do, well in theory, though, of course, there is this blessed magazine called "Bemsee" and with a quick road bicycle, in theory at any rate, I haven't much excuse for not getting about a bit. So here goes.

Our own Snetterton "do" in June was fully dealt with last month and Long Marston I didn't attend because transport lacked (the supposedly glamorous SS 650 having been returned to the factory because it required a number of fairly basic things doing to it—after 3,500 miles) and anyway my interest in sprints has largely waned these days. Anyway Maggie covers that elsewhere herein. I did get to Thruxton for the 500 Miles. I went with two mates and we were all agreed that it was a good race, even if it did peter out in the end. Even then one had the inspiring sight of Roy Ingram really thrashing the works 88SS round in an endeavour to wrest 2nd place from the Boyce/Phillips Velo.; an endeavour which was successful literally in the last ten minutes or so. Michael O'Rourke was another who was flying at the finish. He seemed to take the tricky, and terribly bumpy, right hander at the end of the finishing straight almost flat out. But the great battle between the Norton 650SS's and the Triumph Bonneville's which went on for the initial three or four hours was great. At one time I really thought the Minihan/Conn T120 would win it. Ned and Chris were riding superbly. But then, suddenly, it all changed and within half an hour Holder had crashed, Main-Smith had crashed, Conn pushed in with ignition trouble, as did Mike Duff (Hugh Anderson and he went very well) on Tom Arter's 31CSR Ajay. So the Read/Setchell Norton was left to win in most comfortable fashion. There were so many interesting things about the race that one could just about

fill a "Bemsee" with them. I think these two events are really good and I hope they continue for a long time to come.

While one is on the subject of Thruxton there are three things which occur to me. The excellent commentary was practically inaudible unless one was in direct line with a speaker. One does want to hear the p.a. system and get the half hourly race order. If only the speakers could have been a little nearer the public and the volume turned up a little . . . ? On a far more serious plane I felt that the chicanes were no good idea. The chicane itself was continually being "modified" and so the course altered. It did not appear to slow people down unduly who were going into the Pits. Indeed there were several monumental avoidances and one gent rushed to his depot on one occasion at what I can only describe as a most indecent velocity scattering all and sundry from his path! Mark you, this is a personal opinion based on viewing only, but a couple of riders I've discussed the matter with, they did ride too, didn't like them either. The other thing applies equally to our own Silverstone 1,000 as to Thruxton. Isn't it about time about time the manufacturers stopped this nonsense of not officially entering, but providing pukka works 'bikes for dealers to enter a brace of likely runners on? I think it is, but I will forbear from further comment on that subject at the present time.

Luckily, still being less SS 650, other transport occupied my garage for the next few days in the form of 1962 Cooper-Morris and so I got to the novices Cadwell Park meeting. I'm darned glad I did. For one thing I haven't been to the delightful Lincolnshire circuit for many years—it is quite one of the best places at which to watch racing—and for another the racing was extremely good. The "books" covered the meeting well, which was a little unusual, so I won't go into that very much. I thought the standard of riding generally high; higher, in fact, than some of our Snetterton. The scrap between two big Vincents, one of them Peter Russell's immaculate Norton framed example, and Alwyn Maltby's very quick 649 Triumph was really good value; the latter rider ought to go places in the "chair" world. I would

think. Bob MacGregor was outstandingly good and it should also be borne in mind that neither of his machines are very new. Both were built by Fred Launchbury, incidentally, and the 350 consists of a G45 Matchless frame suitably altered to take a 348 c.c. Beesa Gold Star motor and was built some 3/4 years ago now. Beesa, in one form or another, had quite a day because E. C. Lee won the 500 c.c. final on one in fine style from A. James on a Norton framed example. I reckoned it a day well spent.

Unfortunately my plans to go to Oulton for the Wirral 100 club's similar meeting the following Saturday collapsed because of the Dommy there was no sign and alternative transport was not to hand (the Cooper had been returned to its charming owner!). I was disappointed, to say the least; a car hill climb had to suffice that afternoon, a not very inspiring affair interspersed with one or two supremely fine climbs by the real experts in this field. Brands, the following day, was not the best Brands meeting I've been to either. I noticed that there was a smaller crowd than usual in spite of the glorious weather. Derek Minter, riding quite superbly on a 125 twin, a 250 four, 350 and 500 singles and a 650 twin, carried all before him despite some fine riding by Read. I thought Lewis Young was very smooth and Michael O'Rourke darned fast on his Bultaco. Hawthorn Hill Bend, which is where I see most Brands meetings

from nowadays, is pretty fast and the fast men are going fast. But, whereas some seem quite effortless, others appear most effortfull and one or two downright "hairy." The handicapper got rather "mixed up" in the sidocar handicap race and sent Pat Field, who goes pretty well for a newcomer, off on the limit mark. He won by about 25 seconds! And the race was only over 4 laps. Another remarkably good performance was that of Dave Simmonds with his 49 c.c. Tohatsu. I'm afraid the only 50's which I find at all inspiring are Suzukis, Hondas and Kriedlers. However, Dave lapped at over 67 and averaged over 65 which, while it was not up to Degner's records, was extremely good for a private runner. Chris Conn had his first run on Harry Middleton's 500 Norton and evidently found that it rushed along a heap better than his own example. It was quite amusing to listen to him explaining to Harry what happened when one changed up. And how about this? Brian Clark was busy changing sprockets on the 250 Aer Macchi. It was over-g geared. Yet the gearing was just the same as had been used on Whit Monday.

That's all for this month. I've got trips planned to, what I'm assured will be an interesting production machine manifestation, the next Prees Heath meeting and Snetterton, plus a couple of four wheeled displays including the British G.P. I only hope the expense of going to the latter is justified!



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AN IMPORTANT NOTICE TO ALL MEMBERS

The Secretary

I have to announce that Miss Margaret W. Ward has tendered her resignation as Secretary to the Company and Club in view of her recent marriage. Her resignation has been accepted by the Board of Directors. I take this opportunity of placing on record the grateful thanks of all for the stalwart service given by Miss Ward during the eight years she has been employed by the Company and Club.

ROY MAYHEW FUND

Members who contributed to the collection taken at the Norwich Trophy meeting will doubtless be interested to learn that a sum of £41 3s. 0d. was realised. This was sent on to Mrs. Holder with a donation from the B.M.C.R.C. Benevolent Fund and also a further sum of £3 5s 0d. which arrived in small contributions with Trophy Day entries. This may give would-be Baragwanath and Guinness Trophy competitors food for thought. After all, one has to pay out such a lot in entry fees that an extra bob or two would hardly be missed. I would certainly be only too pleased to gather in any further small donations made in this way for Mrs. Mayhew and her two children.

NEWS FROM THE GROUPS

Dates are :—

DAGENHAM. Friday 10th and Friday 24th August. The Brewery Tap, Barking. "Johnnie" Walker, 79, Albert Road, Ilford is organiser.

HORLEY. Thursday 2nd and Thursday 16th August. Red Lion, Turners Hill. Andy Wade, Titirangi, Tudor Close, Smallfield is organiser.

LEAMINGTON SPA. Friday 10th and Friday 24th August. Willoughby Arms, Augusta Place, Leamington. Andy

Your Directors feel that the time has arrived for a reappraisal in the administration of the Company and Club. Several suggestions are being examined currently by the Directors which, it is hoped, will lead to a considerable saving of funds and an increase in efficiency in the Office itself and in the service offered to Members. Applications for the post of Secretary have been invited through suitable channels and, in due course, will be considered by the Directors.

R. C. WALKER,
Chairman of the Board.

BOOB DEPARTMENT!

This is where we don sackcloth and ashes. Firstly Jack Melhuish's 10th place in the Sidecar T.T. was left out of the list in last month's issue wherein were recorded Members' performances in the 1962 T.T. series. Sorry, Jack. His performance was a very creditable one because it was his first Island attempt. Then we inadvertently accused Tom Phillips of being Spence Robinson in the Snetterton report. The article on the meeting was prepared immediately afterwards without reference to the results sheet which hadn't reached the editorial chair. Tom took over Spence's entry and it was he who finished fourth. Apologies again.

Walczac is organiser.

S.W. LONDON. Tuesday 7th and Tuesday 21st August. Surrey Tavern, Trinity Road, Wandsworth Common. John Wheeler, 211, Burntwood Lane, S.W.17 is organiser.

IPSWICH. Saturday 25th August evening rendezvous at Pat Keeble's Garage, Theberton, Nr. Leiston, Suffolk. Bring your own refreshments, please, and the music, if possible. Jean and Charlie Hubbard, 339, Humber Doucy Lane, Ipswich.

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NEW MEMBERS

We extend a welcome to the following additions to our ranks and wish them a long and happy stay with us.

T. C. H. McCarthy	J. P. Lambert	R. D. Yates	D. J. Pettifer
D. J. Horne	J. N. Scott	R. F. G. Hardy	B. J. Goodson
W. R. Chapman	J. P. Rose	M. J. Sibley	S. Chaplin
D. H. Clegg	A. D. Gordon	G. Croft-Pearson	P. E. Huntley
A. A. Gimblett	R. A. Kirby	W. I. D. Granes	E. W. Bardwell
B. H. R. Pickard	R. T. Dougall	E. J. W. Knight	P. Gill
W. E. A. Roles	R. G. Dunn	L. J. Spivey	A. H. Levis
R. T. Dowdeswell	R. J. Crabtree	A. C. Peck	F. N. Taylor
J. L. Summerton	H. Cope	G. Yates	A. F. Baker
J. King	A. R. Tye	L. M. Goodwin	M. Dakin
L. A. Robinson	M. J. Ham	F. L. Cox	F. Sutherland
R. H. F. Babb	M. W. J. Meddings	E. W. Roper	R. B. Jones
A. F. Billard	T. V. O. Kristiansen	C. A. Spenceley	B. F. S. Norman
M. I. Mathew	F. A. Secker	E. J. Lepley	K. R. Taylor
W. H. Ashcroft	A. J. Ordhume	J. H. Godwin	D. L. Matthews
L. M. Gomm	H. K. Walden	K. W. Wilcox	P. R. Rundle
B. Mayler	A. C. Pratt	S. J. Hoey	R. G. Cutler
T. R. Heldreich	D. F. Lingard	W. Knox	A. Smith
M. G. Lane	A. J. Lowe	J. E. White	R. J. Notley
M. C. F. Ball	L. J. Shepherd	G. C. Kent	M. B. Wescombe
R. M. Brewer	P. R. A. Tomlin	D. J. Macey	L. Thomas
D. E. Dyer	R. A. Mayes	R. J. Emmons	A. J. Ainge
M. J. Smith	R. A. Dawson	L. P. Essery	E. G. Clissett
P. W. Atkins	W. S. Janes	R. T. Doughty	E. M. Eade
D. M. Jones	D. J. Lee	P. H. Marriott	M. Prentice
A. R. Birch	W. C. Hornington	J. A. Davidson	T. B. Sparrow
J. Such	R. F. W. Miller	G. B. Higgins	S. F. Hopkins
L. J. Stevens	G. T. Andrews	D. R. Collins	M. I. Faro
R. A. Roberts	T. T. Lawton	A. J. Martin	G. E. Hardy
L. A. Deans	J. S. Senior	R. S. Osbourne	J. S. Searle
J. A. Shearer	A. Barton	P. J. Kennard	D. J. Percival
Mrs. A. P. Shearer	J. N. Brillard	P. Fruin	P. J. Wallace
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H. F. Matthews	E. S. Oliver	D. F. Weld	T. A. W. Leggatt
H. Ainsworth		J. Clark	F. F. Swift
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(continued on inside of back cover)

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EDITOR'S CORRESPONDENCE

(The Editor is not necessarily in agreement with what his correspondents say and stresses that arguments and/or opinions in this feature are those of the writers)

Sir,

I would like to draw Members' attention to a letter in "Motor Cycling" of the 13th June, entitled 'Up the 1,000.'

The views expressed therein are similar to those held by Committee of the Bantam Racing Club. It has always been their endeavour to cater for the inexperienced and/or impecunious enthusiast at the club's meetings; witness the programme of events thereat—races for novices, vintage, production and British 250's.

Now, at a time when one hears complaints about non-acceptance of entries from all sides, the Bantam R.C. receive fifteen, repeat fifteen, entries for a production machine race at a Snetterton club meeting. The grid can accommodate 40. Six laps of Snetterton demand nothing extreme in the way of machine preparation or physical endurance. In fact such a race is the ideal opportunity to have a glorious "blind" in safety (to my mind safer than the highway) and with a chance of winning an award. Why, then, this poor response? I just don't get it.

May I suggest that any present, and potential, production racers contact the Bantam R.C. right away. I'm sure they will be thankful that they did!

Yours & etc.,

George Thorneycroft

Brixton Hill,
London, S.W.2.

Sir,

With reference to your report on the Norwich Trophy Meeting, 17th June last, I am puzzled by the fact that you gave a mention of the first eight finishers with the exception of the 7th man—yours truly. I know you cannot mention everyone, but why leave one out of eight?

As I remember R. Keys just managed to hold on to 6th place, beating me by no more than half a machine's length. Also, as you can see from the results' sheet, my Ariel, apart from the Greeves, was among the leaders who were on pukka racing 'bikes. In fact I held 4th place for a couple of laps. I was pleased, too, to finish in front of the ex-Mier/O'Rourke Arrow; the one that started it all. Getting back to the race and the report—a chap falls off and gets mentioned, but what about the chap who

stays on to finish. After all anyone can go quickly and fall off. I shall be most disappointed if this is not taken up in "Bemseee."

I have spent a great deal of time and money preparing my machine and now it must be among the fastest Arrows in the country. I've done all my own tuning and received help from nobody except a few bits from Francis Beart with whom I am very friendly.

Yours & etc.,

J. D. Brent

Ottershaw,
Surrey.

Sir,

I for one am all in favour of the Club's own circuit. I also think the site should be a hilly one, of not less than two miles and somewhere in the Midlands for preference. I, to, would be prepared to do what little I could to help in footing the bill.

Yours & etc.,

J. S. Moore

All Stretton,
Salop.

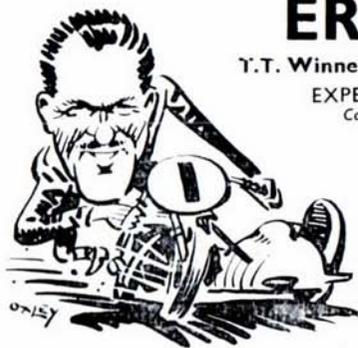
Sir,

After reading the Editorial in last month's magazine I did a little thinking and I should like to add my idea to what has been said so far.

For the Club to have its own circuit run by the Members would be great. However, as there are already 17 race circuits in the country, I feel we would have a hard time making it pay its way. Pay its way it would have to, if it was to be a success.

My idea is that, instead of buying (or building) its own circuit, it would be better to buy a half share in Silverstone, together with the B.R.D.C. After the preliminaries had been agreed, the work of turning the track from the flat aerodrome that it is now to a more interesting course with gradients, some banking etc. could be shared equally. And the spectators would need bringing nearer the racing. That's a most important point, because, at present, the public are too far away from the racing to get full enjoyment out of it. I know there must be safety regulations, but I feel these are carried too far on parts of the course. This suggestion, like the other one, would have many problems and

(continued on inside of back cover)



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All adverts to the Editor

For Sale—Racing Machines

1954 A.J.S. 7R; most of motor '58; perfect machine; "slim" fairing, sprockets etc.—offers. O. W. Chester, 114, Strone Road, Forest Gate, London, E.7.

1958 500 c.c. B.S.A. Gold Star in full Clubman's trim including 190 m.m. front brake, alloy rims and rev. counter; genuine 17,500 miles, one owner from new model; included with machine is an unmarked light blue "dolphin" fairing, spare sprockets and cables; the whole in excellent "nick"—£125 all-in. P. A. W. Bennett, 111, Etchingam Park Road, Finchley, London, N.3.

125 c.c. Ducati Grand Prix (twin cam); fitted with five speed gearbox and an alloy "dolphin"; numerous spares are available, viz. cylinder head, piston, crankshaft etc. & etc.; machine is both reliable and very fast and is little used since major motor overhaul; offered at less than half original cost and H.P. can be arranged—£350. M. Leary, 79, Winchester Road, Kenton, Harrow, Middx. (Tel: WOR 7779).

125 Montesa; modified to latest specification with single port; fast and reliable and ready to race; Southern 100 award winner; spare barrel and head—£215. E. L. Griffiths, 294, Badminton Road, Downend, Bristol.

1958 350 c.c. Manx Norton; Peel Mk. III fairing; choice of coil or magneto ignition; coil valve springs; strengthened front brake; quicker than average—5th 1961 Junior M.G.P. and always placed; offered for sale because owner wants a 500—£280. Watson, 52, Demesse Road, Whalley Range, Manchester, 16.

1958 350 Manx Norton; unused since purchase from well known dealer; '59 mods; owner forced to retire immediately after purchase; cost £340 and a new exhaust valve; first reasonable offer secures. Simmonds, 6, Belmont Road, Westgate-on-Sea, Kent. (Tel: Thanet 31252).

1956 Manx Norton; fairing; later mods, including '60 big end and mains; in perfect order and ready to race; a gift at £180 o.n.o. S. A. Kay, "Cranleigh", 60 Adelaide Road, Ipswich, Suffolk.

For Sale—Road Machines

May 1961 A.J.S. 31 de-luxe with Watsonian Kenilworth d/a chair (chassis Sept. '61, body a year earlier; twin tone

horns; spotlight; fairing; Craven panniers and grid; sprung sidecar wheel and brake; in ivory and black; 14,000 miles; immaculate; have to sell for health reasons—£250 o.n.o. V. L. Wardall, Manx Vue, Heath Close, Holmer Green, High Wycombe, Bucks. (Tel: Holmer Green 3014).

1958 Velocette Venom Clubman; rev. counter; alloy rims; 12,000 miles only; clean as new and guaranteed perfect—£120. R. M. Watts, 51, Lansdowne Road, Hasbury, Halesowen, Birmingham.

For Sale—Cars, Vans, etc.

October 1955 Triumph TR2 with hard-top; radio, heater, screen washers, twin foglights, rally lamp, badge bar and map light; fitted Michelin X's; good "nick" throughout; haggling starts at £340. John Kidson, Box Post Office, Stroud, Glos. (Tel: Nailsworth 95).

For Sale—Parts, etc.

Racing Moto Guzzi engine; gearbox; Dell Orto carb.; original front and rear wheels; 3.25 x 18 in. with tyres and tubes—the lot £50. C. Trimble, 42, Priory Road, Stone, Staffs.

C/r gears for R. Enfield (Constellation, Bullet, etc.)—£5 o.n.o. Rear set foot-rests, gear linkage and seat—offers. exchange Dominator spares. D. Rapley, Brackenhill House, The Woods, Northwood, Middx.

New Crusader stanchions—10/- a pair; Triumph Terrier barrel and piston, new—55/-; new B.S.A. Flash camshaft—25/-; Gold Star rev. counter gearbox and drive—25/-; ES2 big end and pin—25/-; dual alloy twist grip—7/6. O. W. Chester, 114, Strone Road, Forest Gate, London, E.7.

Wanted—Racing Machines

Cheap 7R, 350 or 500 Goldie; full details to B. Gidlow, 39, Stanley Road, Alvaston, Derby.

Wanted—Parts, etc.

250 c.c. Moto Guzzi crankcases. John Kidson, Box Post Office, Stroud, Glos. (Tel: Nailsworth 95)

Wanted—Miscellaneous

Digs somewhere between Putney and Hampstead. D. Rapley, Brackenhill House, The Woods, Northwood, Middx.

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12,000 r.p.m. magnetic rev. counter head for similar 8,000 r.p.m. instrument. 4254889 J/T D. Gilliland, 214 Sqdn., Block 36, R.A.F. Marham, Kings Lynn, Norfolk.

RACING NOTES

by the Secretary

In a further endeavour to ensure that everyone has a fair crack of the whip, I'm trying a new approach to the business of entries. A lot of complaints are always received about the lateness of arrival of regulations to the people who live slightly off the beaten G.P.O. track. You can rest assured that regulations are all mailed at the same time, so there is no question of their not all starting out together.

To try to dispose of that problem, there will be an OPENING DATE as well as a closing date for the last two meetings of the season. Would-be competitors are warned that any entries received before the opening date will be put at the bottom of the pile and will almost certainly be reached after the races are fully subscribed. So don't say you haven't been warned!

It was interesting to see which members read the regulations and which don't, as indicated by the Metropolitan Meeting and Trophy Day entries. Presumably those who didn't do so were the ones who omitted their names, addresses and events entered from the back of their envelopes! In case you should wonder why we are asking you to do this, it is a great time-saver to be able to know what is inside the envelope without having to actually open it. This accounts, too, for the rather curt "oversubscribed" stamp on an un-sealed envelope which some of the more unfortunate competitors have received. On the same subject, if you have put something else in the envelope beside the actual entry form and cash, some suitable remark to this effect on the envelope as well will ensure that it will be opened and dealt with! Otherwise you may get it back again.

MANX GRAND PRIX

You are reminded that it is the Club's intention to have one, or more, teams in the Manx G.P. to compete for the Team Prize. If you are competing and would be interested in joining one of the Club's teams, please let the Secretary know at once and let her have brief details of past M.G.P. history and machine(s) to be ridden.

(continued from page 160)

A. Bowden	E. J. Bowden
E. W. T. Sands	T. J. E. Evans
F. C. Morgan	F. Coles
G. M. Walker	T. Vinicombe
M. E. Frere	B. L. Williams
C. P. McDonnell	G. Hawley
D. Lee	R. E. Hammond
G. J. Daniels	M. R. A. Smith
A. J. Stuart	H. Bates
P. J. J. Merrick	I. G. Liddington
J. G. Hookings	R. E. Pope
C. J. Lightfoot	J. W. C. Paines
R. J. Lightfoot	R. I. Mogge
A. W. Small	J. F. Hatch
G. Creaseley	J. Swannack
J. M. Bishop	I. A. Duffell
A. Bishop	D. G. Phillips
M. J. Wheeler	J. L. Bilham
G. Ray	M. H. Bryan
D. C. Petterson	A. C. Lawn
J. P. A. McManus	K. W. Yeardeley
L. S. Graham	H. J. Morgan
A. A. Curtis	

(continued from page 161)

many working parties and such like, together with a lot of hard work, would be needed. It would be worth it when finished, complete with better rider and official facilities, a club house, etc.

One more point; could we not see in the pages of "Bemsee" a few tips devoted to tips on tuning and racing the popular racing models given by Members. And why not an article or two by one or two of the leading tuners.

Yours & etc.,

D. E. Ridgeway

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