



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 14. No. 2. FEBRUARY 1961



A beautiful picture—Bob Anderson and Matchless at Silverstone Saturday, 1960, when he finished 3rd.

*(Photo: T. C. March, Avon Tyres)*

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SECRETARY: MARGARET W. WARD, 34 Paradise Road, Richmond, Surrey

**EDITORIAL**

**BY** now all the members will know that the 20th May Silverstone meeting is to be a 1,000 Kilometres race for standard production sports machines. We do know that one or two people in the Club have been keen on running such an event, our Secretary is one of these worthy persons, for a year or two. Now it has come to pass. As we expected, the event has aroused considerable interest. As we write this paragraph, the Committee and Secretary are busy studying Regulations and working out the thousand and one details of the proposed event. Indeed by the time you read this a special meeting of the Committee will have been held solely to discuss the race and its problems. And, make no mistake, there are problems to be solved. The race will be the longest that has ever been run at Silverstone. It will also be the longest race that B.M.C.R.C. as a Club has ever run. Subject to final agreement, 215 laps of the Grand Prix course, an actual distance of 627.8 miles, or a little over 1,000 Kms. will be covered. Contrary to the hope expressed in one of our weeklies there will be only 50 starters. And, to the best of the Club's ability, the machines used will be standard. It is, of course, easy to say this. It is quite another thing to ensure that they are! Therein lies one of the three principal problems of organisation facing the Club. The other two are accurate lap scoring for every runner for the entire race and choosing the 100 runners who will contest the race; each machine will have two riders. One other matter has engaged all of us concerned with the event. Without wishing in any way to disparage the Thruxton 500 Mile event, after all let's be honest we got the idea in the first place from the Southampton club's event, the one thing which has always worried the writer about that admirable race is the wholesale rebuilding allowed in the course of the racing. At least it was until a couple of years ago. Our Secretary, and the Committee, feel that is wrong. After all, if you decided to ride your . . . . 650.c.c. twin for 500 miles up and down the M1 or went to Edinburgh and back quickly, you would not expect to have a few spare 'bikes sited strategically en route to provide replacement parts, would you? So we shall do our best to see that machines are not completely rebuilt two or three times in the course of the race.

In this issue you will find, a month late we fear, the calendar of events for 1961. As last year we have tried to indicate, in addition to date and venue and status, some further information for your benefit such as circuit length, categories of machines to be catered for etc. We have tried to ensure the information we have obtained is as accurate as possible. Again as last year we shall publish any additions or alterations as and when we hear of them. One slight change concerns sprints. These have been included with race meetings on this occasion. Information about this type of event often seems vague at this time of year.

For our last subject this month we would like to mention the Mutual Aid column of this magazine. Firstly let us point out that it does not cost you a cent to put an advertisement therein. Of course, if you care to make a small donation to the Club Benevolent Fund, no objection is raised, but this is entirely up to the individual. We know of several members who have sold or bought bits and pieces, as well as complete bicycles through our Mutual Aid section. It is yours to use and we like to see it used. For convenience you will always find it on the last page of the magazine. To save time and trouble for the Office staff it would help if all insertions for this are sent straight to the Editorial residence at 25, Angel Hill, Sutton, Surrey.

## OPERATION RACE DAY by *The Secretary*

**L**AST month, we stopped at the point where racing was over and peace had descended upon the circuit. With the exception of the odd "volunteer" who had been roped in to help with the clearing up, everyone but the office staff had headed for home.

### **The Morning After the Day Before**

On Sunday morning we have a lie-in to re-cuperate and get up at eight o'clock instead of five. It's a tradition to have an enormous fry-up for breakfast on the Sunday after race day, partly to use up all the odds and ends before we leave. One one occasion I thought I'd give them all a treat and bought some black pudding, only to find that I was the only one who would eat it, so I had to eat the lot!

Usually we have just got to the washing up stage when Harry Shuttleworth arrives with the results. The timekeepers set to work on tabulating their figures and getting them organised for us as soon as they get back to their hotel after racing has finished. This keeps them busy until quite late in the evening. Next comes the job of reproducing them in duplicated form to send out to the competitors, the press, the A.C.U. and all other interested parties.

While I am writing the names and machines of all finishers on the timekeepers' sheets, Jim starts to clear up the office, then he goes to work on typing the master sheets for duplicating while I go round the paddock and course collecting up notice boards, lamp shades and other impedimenta. By the time I get back, Jim has a couple of sheets ready for me to duplicate. I always do this job, being the unlucky person who has the knack for getting as many copies as possible from one master sheet. (Jim says it's as good an excuse as any.) As a point of interest, I worked out the number of times the duplicator's handle is turned to produce the results of an average race meeting. It comes to something over 8,000 revolutions, which is why I have a fond hope of one day being able to get an electrically driven duplicator! When all the pages have been printed, we array them in order on the desk and then begins the lengthy business of composing, stapling, folding and putting them in the envelopes, about 400 copies in all. The envelopes have been addressed and stamped previously, so if we really get down to it, we can have the lot done, the car loaded and be on our way to catch the Sunday afternoon post

in Brackley. This is why you often get your results first thing Monday morning. We find it easier to get them done and out of the way before we get back to the office, because we are then getting involved with the organisation of the next meeting.

### **Winding Up**

A few jobs still remain to be done to tie up the meeting, after we have arrived back at Richmond. Cheques have to be sent out to all non-starters, the refund of their insurance premiums; in the case of those who have not told us the reason for their absence, a letter asking why has to be written as well. A week or so after the circulation of the results, the prize money cheques are sent out and that's about it.

The same set-up applies to all our meetings, whether a closed-to-club "day out for the boys" or a full-scale International one. We run to a set of regulations which we try to make as fair as possible for everyone and stick to the letter of those regulations. That way, there can be no argument, no-one can say they didn't know and everyone has a fair crack of the whip.

Summing up, the things you can remember which will help us in our job enormously are:—

Get your entry in immediately you receive the regs., but in your hurry to do so, make sure you fill it all in correctly and that you send the right amount of money. Don't forget that I warned you in the first of this series that I am not going to accept incorrect entries next season.

Read your regulations and final instructions before every meeting. There may be some new item which hasn't been included before. The fact that you didn't read it is no excuse for not knowing a regulation. It has often been said that a race is half-way to being won if you know your Regulations.

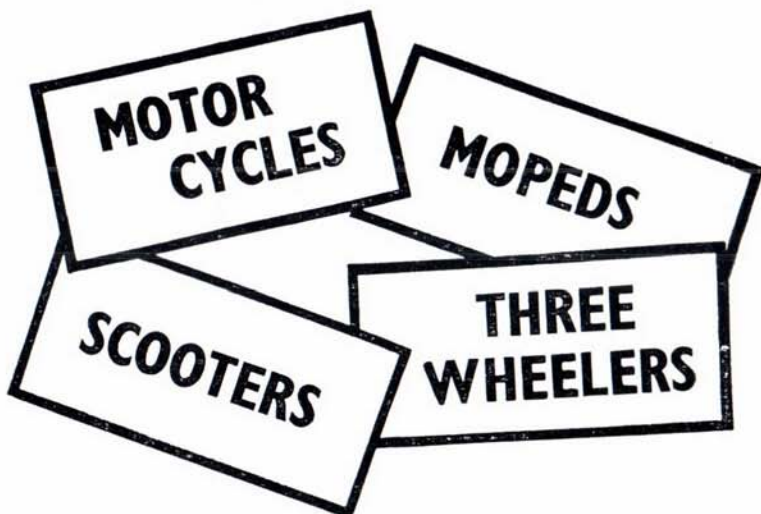
Try and keep the noise level down if you arrive in the middle of the night before race day. After all, you wouldn't go belting round the houses making a row if you were at home (at least, we hope you wouldn't) so why do it at a race track when the others are trying to get a little sleep before the arduous business of the following day.

Try and co-operate with the marshals, who are only trying to help and have a good reason for asking you to do something you may not want to do.

*[continued on next page]*

# **KING'S** **OF OXFORD** **KING'S**

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LUTON  
BRIGHTON**

## COMMITTEE NEWS

The following is a brief summary of points of interest from the Committee Meetings held on 12th September, 31st October, 29th November and 16th January.

It was agreed that the sum of £50 given to the Club by Mr. J. S. Moore for the provision of replicas for his trophy be placed in the Company's Deposit Account. The successful performance of the B.M.C.R.C. "A" team in the Manx Grand Prix, Messrs. Mayhew, Miniham and Read, was noted with pleasure and it was agreed that they be presented with a commemorative Bemsee plaque. It was proposed by Mr. Tremlett, seconded by Mr. Glover, that Mr. G. E. Duke be invited to stand for election as a Vice-President of the Club at the next Annual General Meeting. Following a report by the Secretary on investigations she had made, it was agreed to put in hand the manufacture of rolled gold tie clips incorporating the Club badge, to be retailed at 17s. 6d.

The Secretary, as Clerk of the Course, gave her report on Club Day. Despite the appalling weather conditions, the meeting had been most successful. Particular tribute was paid to the assistance given by Capt. A. Schussheim, U.S.A.F., who had volunteered his services as Medical Officer at very short notice. It was agreed that, with the approval of the donor, Mr. N. Manby, the ruling covering the award of the Christopher William Trophy be altered. In future it would be presented for the best performance by a member riding a British 125 c.c. machine in the Club's events during the year, the awarding of the trophy being at the discretion of the General Committee.

The Secretary reported that she had received an invitation from the Midland Automobile Club for B.M.C.R.C. members to compete at their hill climb at Shelsley Walsh on August 26th/27th. The basing of the Club's activities at the Motor Cycle Show on the Avon Stand had been an undoubted success and thanks were expressed to the Avon India Rubber Co., Ltd. for their hospitality. Mr. Cooper reported on the Annual Dinner and Dance, which was generally agreed to have been most successful. Detail criticisms were noted for attention before next year's event. It was agreed to transfer the sum of £60 to the B.M.C.R.C. Benevolent Fund as a result of the Raffle.

It was proposed by Mr. Tremlett, seconded by Mr. Cooper, that Mr. J. Surtees be invited to stand for election

as a Vice-President of the Club at the next Annual General Meeting. While offering the Hutchinson 100 Regulations for approval, the Secretary commented that, under a new ruling by the F.I.M., the whole of the Regulations concerning machine requirements was to be omitted; in its place a Regulation stating that all machines must comply with F.I.M. requirements was to be printed. It was felt that drivers should be given ample warning so that they might be aware of these regulations. It was agreed that a special meeting of the Committee be arranged to take place in the near future to discuss in detail the 1,000 kilometre race at Silverstone. The Secretary reported that the Bantam Racing Club had approached her for assistance in running a race meeting at Snetterton on April 30th. She understood that an invitation would be extended to B.M.C.R.C. members to take part in an event for British 250 c.c. machines. It was agreed that such assistance should be given. The Secretary said that she was experiencing difficulty in obtaining ground upon which to run the annual reliability trial, but that she hoped to be successful in this direction.

### BENOVOLENT FUND

The Trustees of the Fund gratefully acknowledge receipt of the following contribution since the last issue:—

The Metropolitan Area

*[continued from preceding page]*

Keep the times mentioned in the Regulations for scrutineering and practising. That way everyone gets their fair share of practice. Make sure, too, that you get to the marshalling area in good time for your race, otherwise you may get shut out at the last minute.

Make sure that have done three laps' practice to qualify for racing and, if you aren't absolutely certain, check up at the Scrutineers' Bay that you aren't on the non-starters' list.

In return, the marshals and officials will do their best to see that you have an enjoyable and trouble-free day's racing at every "Bemsee" meeting you attend. And don't forget that I am always willing to listen to any comments or criticisms you may have to make on the organisation in general. It isn't always possible to think of everything and suggestions from you may help to make both your lot and mine a bit easier.

Here's to the best season of the lot to us all!

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Best Sidecar Performance  
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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

### GOTSWOLD 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.

Winner MOTO CROSS

### MOTO CROSS DES NATIONS

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

### MALLOY 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

### 1960 WORLD SIDECAR

CHAMPIONSHIP

### 1960 250 c.c. EUROPEAN

MOTO CROSS CHAMPIONSHIP

# DUNLOP TYRES



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## MIDNIGHT MADNESS (or "They also serve . . .")

by

E. W. FITCH

[The following article demonstrates that even B.M.C.R.C. Announcers are versatile fellows. We do not envy Eddie his night's vigil.—ED.]

Through the swirling night mist on the North Yorkshire moors the small circle of light shone on the slim dark figure of a girl. Watched by the silent group of men she crouched by the illuminated dial, the seconds ticking away steadily in the heavy cloaked silence of the fog.

Suddenly she leant forward and thrust a white card into the instrument:—"Ready to check, Pat?" A calm voice affirmed from the grey gloom beyond. Her deft hand pressed the trigger: "zero zero four zero": she slipped past the men: a door slammed; six blunted shafts of light stabbed into the night, and the Ann Wisdom/Pat Moss Healey Sprite No. 60 sped northwards towards Brough, the Ladies' Rally Championship in the balance. The male custodians of Tan Hill control No. 26 recorded the departure, relaxed, and awaited the next competitor in the R.A.C. International Rally.

Some six hours earlier on that wintry Monday night, 175 miles back along the route, the Morley brothers had driven car No. 1 out of Blackpool. At minute intervals 170 other cars followed them—Aston Martins, Mercedes, M.G.s, Rapiers, Citroens, Volvos, Jaguars, And Volkswagens, Triumphs, Fords and Mini-Minors too. This was the climax to weeks of preparation—of kit, of clocks, of maps, of clothing, of tools; and, above all, of cars—brakes, engines, lighting, tyres. Ahead now lay over 2,000 miles and four days of tough round-the-clock motoring, at controlled averages, up to the far north of Scotland by mountain and forestry tracks; south again by round-about routes, with closed circuit hill climbs and sprint tests on the way: on to the final speed test at Brands Hatch in Kent on the Saturday.

During the evening, in scores of households near the route, other preparations had been dislocating domestic routine. Sharing the deluge which had christened the starters in Blackpool, car-loads of enthusiasts had been converging on check-points entrusted to their Clubs by the organisers. Charting six-figure map references in the quiet lanes, they had set up their official time-clocks and record sheets; and their unofficial tilley lamps, oil-drum coke braziers, and spirit stoves. Muffled against the elements in

greatcoats and oilskins, and fortified internally with steaming soup and coffee—flavoured rum, the little groups of marshalls settled six miles or so apart for their four-hour vigil.

After our own private two-hour battle with the rain and fog, we had reached control No. 26, at the top of Tan Hill, 1,700 feet up and a few furlongs from "the highest inn in England"—but, alas! just after closing time! Direction-cards and the other control points along our Club's 20-mile assignment had been double-checked; our Army "Sigs" truck, sent over from Lincoln and tucked away in a farm-yard, had passed on phlegmatically the official messages about last-minute alterations and non-starters.

Now our watches are synchronised against B.B.C. time on the car radio: half an hour to midnight: No. 1 due in eleven minutes. Will he be late? Will a whole crocodile of 'em have gone off the route somewhere in the fog? or have been balked by some zealot "ditching it" across a narrow track? Our ears strain at the sound of an engine, muffled by the mist: surely not? . . . it's from the *opposite* direction! two faces loom up—the local "bobby" and a farmer friend, grinning broadly. Ah—what's that? . . . crisp changes down through the hairpin bends three miles across the valley . . . eternity . . . a faint glow in the mist, gradually intensifying into six points of light. "Works" Austin Healey No. 1 slides to a halt, four minutes early. The navigator leisurely checks his calculations with his co-driver; parks his board of maps, route cards, stop watches, and "black light": slips out of his safety harness, saunters over to us, and "clocks" his time-card. A brisk "cheerio" and an even crisper reply to our query "What's it like?"—and the Morleys are away. They are pursued, somewhat indignantly, by two officials in a saloon bearing the legend "Pilot Car"!

Punctually, six minutes later, our next "customer" is No. 6, a 3.4 "Jag", triple-manned by O'Connor-Rorke, Cuff and Deacon. Next to be "on time" is the Johns/Jones Wolseley saloon No. 24 at 00.05 hours, and meanwhile only seven others have arrived. The order is now becoming erratic, with tales of patchy fog: of a few early casualties in country





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ditches: and of a flooded dip which has soaked engines—and the feet and legs of the competitors who have to push their cars out. One stalwart is driving with bare feet!

Six cars and twenty-five minutes pass before the fourth "punctuality"—another "works" Healey, crewed by Sprinzel and Benstead-Smith. Then the entry comes in thick—and fast! The big Mercedes of Schock and Moll, leaders so far in the Rally Championship of Europe—is in good time. Three of the six "works" Citroens arrive altogether, to disgorge six voluble Frenchmen and the news that their team-mates Trautmann and Ogier—main challengers to the "Merc" pair—"iss aut" somewhere, vaguely, in a ditch "la-bas": one of the Citroens is minus a wing . . . ! But don't these works boys—home or foreign—know their drill! checking their data, synchronising watches, a quick look around tyres, spot-lights, and oil: usually by the navigator whilst the driver nips over with the time-card, giving his muscles a much-needed change. For in present-day international motor-sport the goodwill of the factory and the prestige of the country of origin are at stake. For them it's a business, but there are still a good many who are in it for fun: who take things easily: stop and chat: or make a few pungent comments on rallying in general, or on our mist and their machinery in particular.

A smooth approach, a sleek Swedish Volvo, from which a blonde bombshell explodes gracefully into the mist, bang on time, and Ewy Rosqvist, rival to Pat Moss for the Ladies' Championship, is on her way again, leaving us with wistful thoughts . . .

Other memories? Ronnie Adams's Healey was in good time, imperturbably unsurprised to receive our quick message from mutual friend and ex-Monte Carlo team-mate Ernest McMillen. A certain scion of the aristocracy seemed to be receiving a lecture from his wife-navigator as they drove away, leaving us with the comforting reflection that we peasants were not the only occupants of the domestic doghouse—and we—at least, were out on Tan Hill!! One optimist asked where he could get some petrol! (What—no spare can?) Several others had them, and needed them: the fog-imposed gear-work had upset consumption calculations as well as averages! A Volkswagen owner ruefully surveyed a square front wheel, explaining earnestly that "the telegraph pole had been *lying on the road*"!

Last year's winners, Burgess and Croft-Pearson, in a "works" Zephyr, were late but crisp and businesslike. The 1959 Ladies' Trophy-holders, Anne Hall and Val Domleo, were punctual, in spite of having scooped up a stone wall en route. Their Anglia had now acquired a swept back front apron; some extra streamlining on the nearside wing, minus half its headlamp; and the spot-lamp "innards" dangled limply on the wire. But we'd all remarked that the lady drivers seemed physically fresher than many of their male rivals—and it didn't *all* come out of boxes!

The surviving Auto-Union (Poulton/Church) sounded delightfully smooth: so did Carlsson/Turner's Saab, Sweden's second entry. Something to be said for these 3-cylinder 2-strokes? The gallant little Mini-Minors all buzzed away merrily, but one private entry left a wad of fried clutch plates! . . . so soon?

By 03.00 hours the tumult and the shouting had died: 142 of the 168 starters had "clocked in"—but what of the others? We had exhausted, in odd snatched seconds, the contents of our thermos flasks, sandwich tins, torches, and cigarette cases: our coke brazier was just beginning to respond to the expert coaxing to which it had been subjected throughout the night, alternating from screw-drivers, paper, oil-cans, and well-aimed kicks en passant.

At 03.40, as briefed, we loaded up the gear and awaited our release by the official car, which collected the time-clock and master sheet. Then, in unseen company with our fellow sufferers back along the route, we peeled off southwards.

Two hours later we were snatching some brief sleep, before returning to sanity in the day's office routine. But far up north, via the by-ways of the borders and the Scottish lowlands, the crocodile of red-eyed drivers and navigators was threading its way towards their own—but *much* more energetic—"Rest and Be Thankful".



In March "Bemsee" there will be another article by that inveterate two stroke enthusiast, A. E. Rose, a feature on the first three years of post war racing, more Editor's Correspondence (unavoidably pushed out this time due to the lack of space), plus all the usual features.

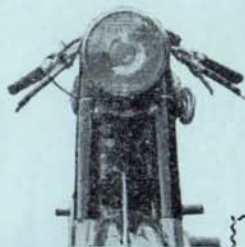
## THE RACING CALENDAR 1961

**T**HERE follows the Calendar of racing events in the British Isles for 1961. While the Editor accepts no responsibility for its accuracy or otherwise, every effort has been made to see that it is correct and as complete as possible. You are warned that several more events are planned, but, while details are known of these, they have not been included at this stage as they are not yet confirmed by the A.C.U. In this connection we are told by the A.C.U. that certain final details of the Clubman's Trophy meeting planned for Whit-Monday are not yet settled, but in this case, we have included the meeting as it is all but a 100% certainty. We regret, too, that details of the S.A.C.U. meetings are scarce, Sprints, those that we know of, are included with the race meetings this year.

We feel that this may be an opportune place to offer a little advice, based on practical experience, to those members who are new or comparatively new to the game on the subject of getting regulations for meetings. To begin with please do remember that you have got to start at the bottom of the ladder. Rightly or wrongly a lot of meetings are run on purely commercial lines. So, at those meetings, a good entry is essential. If you have just started on your racing career, your entry will not be welcomed. A hard saying, perhaps, but true nonetheless. Therefore we would urge you to study the list which follows, decide which meetings you want to go to, and what is more, can afford to go to, make up your own calendar and write to the organiser shown at least 10/12 weeks before the actual date of the meeting for the Regs. And make sure you enclose a stamped addressed envelope. Very few of the hard working types who take on the Secretary of Meeting job are doing it full time, remember, and it makes their job much easier. Foolscap envelopes are best for this, incidentally. When you receive the Regs., read them, complete the entry form legibly and in full (please do this; you've no idea of some of the horrible forms the Secretary receives) and dispatch with the correct entry fee and insurance money **AT ONCE**. We do not say this will guarantee you an entry every time, but at least you are giving yourself a sporting chance. Good sport!

EDITOR.

# ACE CLUBMAN'S RACING BARS



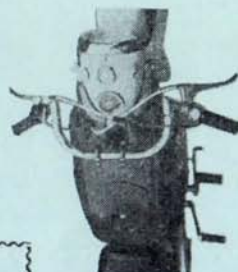
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## MARCH

31. Brand's Hatch R.R. N. 2.6m. 50/200/250/350/500 solos/sidecars.  
C. D. Elliott, 50, Brook Road, Northfleet, Kent.
31. & Apr. 1.† Scarborough R.R. N. 2.4m. 125/250/350/500 solos.  
J. Claxton, "The Rowans", 1, Westover Road, Scarborough. E. Yorks.

## APRIL

2. Snetterton R.R. N. 2.7m. 125/250/350/500 solos/sidecars.  
R. J. Havers, "Cregna Ben", 21 City View Road, Hellesdon, Norwich.
3. Oulton Park R.R. I. 2.7m. 125/250/350/500 solos/sidecars.  
H. W. Bowman, 63, Claremount Road, Wallasey, Cheshire.
3. Thruxton R.R. N. 2.2m. 125/250/350/500 & 350/1000 non-expert solos.  
N. E. Goss, 60, Bursledon Road, Bitterne, Southampton.
3. Cadwell Park R.R. N. 1.4m. 250/350/500/1000 solos/sidecars.  
C. E. Wilkinson, 140, Eastgate, Louth, Lincs.
3. Crystal Palace R.R. N. 1.6m. 200/250/350/1000 solos/sidecars.  
W. J. Bult, 33, Sayes Court, Addlestone, Weybridge, Surrey.
3. Thornaby R.R. CR. 2m. 250/350/500 solos/sidecars.  
Secretary, Middlesborough & D.M.C., Clarendon Road, Middlesborough.
8. Hutchinson 100 R.R., Silverstone. I. 2.9m. 125/250/350/500 solos/sidecars.  
Miss M. W. Ward, 34, Paradise Road, Richmond, Surrey.
9. Mallory Park R.R. N. 1.2m. 250/350/500 solos/sidecars.  
E. G. Cope, 33, Henhurst Hill, Burton-on-Trent, Staffs.
22. Tanderagee 100, Ireland N. 6m. 250/350/500 solos—handicap.  
Dr. M. J. Brosnan, Lough Road, Lurgan, Co. Armagh, N. Ireland.
22. Rhydymwyn R.R. CR. 0.7m. 150/250/350/1000 solos/sidecars.  
T. Woodworth, 62, Hawthorn Road, Little Sutton, Cheshire.
23. Witchford Sprint. R.R. 440yds. Solos/production solos/vintage solos/sidecars.  
A. E. Breese, Cuckoo Hill Farm, Cuckoo Hill Road, Pinner, Middlesex.
30. Brand's Hatch R.R. I. 2.6m. 125/250/350/500 solos/sidecars.  
J. W. Fordham, 966, Rochester Way, Sidcup, Kent.

## MAY

6. North West 200. N. Ireland. I. 11.1m. 125/250/350/500 solos.  
North of Ireland M.C., 50, Abercorn Road, Londonderry, N. Ireland.
7. Chiltern "50" Enduro. R.R. 2.7m. 50 solos only.  
Mrs. D. Mitchell, 10, Old Watling Street, Flamstead, Herts.
7. Ramsgate Sprint. R.R. 440yds. Solos and sidecars.  
D. Bates, 55, Chatham Avenue, Hayes, Bromley, Kent.
10. Cookstown 100, N. Ireland. N. 0.7m. 250/350/500 solos—handicap.  
Cookstown & D.M.C., Molesworth Street, Cookstown, Co. Tyrone.
13. Aberdare Park R.R. N. 0.7m. 125/350/500/1000 solos.  
Mrs. M. L. Pryse, "Preswylfa", Campbell Terrace, Moutain Ash, Glamorgan.
14. Mallory Park R.R. N. 1.2m. 250/350/500 solos/sidecars.  
Miss M. Wallis, 41, Knole Road, Wollaton, Nottingham.
20. The Silverstone 1000. N. 2.9m. Production solos only.  
See April 8.
22. Aintree R.R. N. 3m. 125/250/350/500 solos/sidecars.  
J. R. Greene, "Alderley", Brownhill Road, Blackburn, Lanes.
22. Brand's Hatch R.R. N. 1.2m. 50/250/350/1000 solos/sidecars.  
R. Thomas, 111, Hollywood Lane, Frindsbury, Rochester, Kent.
22. Cadwell Park R.R. See 3 April.
22. Clubman's Trophy R.R. Oulton Park R.R. 2.7m 350/500.  
J. B. Thomas, "Welwyn", Moorfields, Willaston, Nantwich, Cheshire.
27. Castle Combe R.R. N. 1.9m. 125/250/350/500, 350/1000 non-expert solos/  
sidecars.  
V. C. Anstice, Westgate Buildings, Bath, Somerset.
27. Curragh R.R. N. 1.1m. Solos only.  
Leinster M.C., 82, Lower Camden Street, Dublin, Eire.
28. Thornaby R.R. See 3 April.

## JUNE

- 12/14/16. Tourist Trophy, I.O.M. I. 37.75m. 125/250/350/500 solos/sidecars.  
The Auto Cycle Union, 83, Pall Mall, S.W.1.
18. Mallory Park R.R. See 9 April.

24. Killinchy 150, N. Ireland. **N.** 7.4m. 250/350/500 solos—handicap.  
J. Donnelly, High Street, Killyleagh, C. Down.
25. Catterick R.R. **RR.** 1.4m. 250/350/500 solos/sidecars.  
R. L. Futers, 10, Glenfield Road, Darlington, Co. Durham.
25. Cadwell Park R.R. **CR.** See 22 May.

## JULY

1. Silverstone R.R. **RR.** 1.6m. Production solos/sidecars.  
J. A. Masters, 22, Norland Square, W.11.
1. Skerries 100, Eire. **N.** 7.4 m. 250/350/500 solos—handicap.  
Dublin & D.M.C., 37, Exchequer Street, Dublin, Eire.
2. Mancetter Hill Climb. **RR.** 440yds. Solos/sidecars.  
Mrs. A. Reynolds, 122, Roseberry Avenue, Bell Green, Coventry.
8. Thruxton 500. **I.** 2.2m. Production sports solos only.  
See 3 April.
8. Oulton Park R.R. **CR.** 2.7m. 125/250/350/500 solos/sidecars.  
See 22 April.
9. Brand's Hatch R.R. **N.** 1.2m. 50/200/250/350/1000 solos/sidecars.  
See 31 March.
9. Long Marston Sprint. **RR.** 1000yds. Solos/production solos/sidecars.  
See 20 May.
- 12 & 13. Southern 100, I.o.M. **N.** 4.2m. 125/250/350/500 solos.  
E. Peers, Lower Foxdale P.O., St. John's, I.o.M.
15. Castle Combe R.R. See 27 May.
15. Mid-Antrim 150, N. Ireland. **N.** 10.2m. 250/350/500—handicap.  
A. Watt, 45, Market Road, Ballymena, Co. Antrim.
22. Barbon Hill Climb. **RR.** 880yds. Solos/sidecars.  
P. S. Duff, 218, Bureside Road, Kendal, Westmoreland.
29. Temple 100, N. Ireland. **N.** 5.5m. 250/350/500—handicap.  
S. Cambell, 6, Imperial Drive, Belfast, N. Ireland.
30. Snetterton R.R. See 2 April.

## AUGUST

5. Lurgan Park R.R., N. Ireland. **N.** 1m. 50/200/350/500/ solos.  
See 22 April.
7. Oulton Park R.R. **I.** 2.7m. 125/250/350/500 solos/sidecars.  
See 22 May.
7. Metropolitan R.R. **N.** 1.6m. 50/125/250/350/1000 solos/sidecars.  
See 20 May.
7. Thruxton R.R. See 3 April.
7. Cadwell Park R.R. See 22 May.
12. Ulster Grand Prix. **I.** 7.4m. 125/250/350/500 solos.  
Ulster M.C.C., 83, High Street, Belfast, N. Ireland.
19. Leinster 200, Eire. **I.** 4.5m. 250/350/500 solos.  
See 27 May.
19. Trophy Day R.R. **C.** 1.6m. 50/125/250/350/1000 solos/production solos/sidecars.  
See 7 August.

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**IN THE TRADE SINCE 1902**

20. Brand's Hatch R.R. N. 2.6m. 50/200/250/350/500 solos/sidecars.  
See 22 May.
20. Thornaby R.R. See 28 May.
26. Aberdare Park R.R. See 13 May.
27. Shelsley Walsh Hill Climb. **RR.** 1000yds. 350/500/1000 solos/sidecars.  
See 19 August.

#### SEPTEMBER

2. Ards Speed Meeting, N. Ireland. N. Solos only.  
Ards M.C.C., 6, Portaferry Road, Newtonards, Co. Down.
2. Brighton Speed Trials. **CI.** 1300 yds. 350/500/1000 solos/sidecars.  
See 27 August.
3. Snetterton R.R. See 30 July.
- 5 & 7. Manx Grand Prix, I.o.M. N. 37.75m. 350/500 solos only.  
C. R. Ducker, 27, Athol Street, Douglas, I.o.M.
9. Wallasey R.R. **CR.** 1m. 150/250/350/1000 solos/sidecars.  
See 3 April.
9. Wellesbourne Sprint **RR.** 440yds. Solos/production solos/sidecars.  
See 1 July.
9. Carrowdore 100, N. Ireland. N. 10.2m. 250/350/500 solos—handicap.  
A. Walter, 65, Glenburn Road, Dunmurry, Co. Antrim.
10. Cadwell Park R.R. **I.** 1.9m. 125/250/350/500 solos/sidecars.  
See 7 August.
- 15 & 16. Scarborough R.R. **I.** 2.4m. 125/250/350/500 solos/sidecars  
See 31 March.
16. Curragh R.R. See 19 August.
17. Brand's Hatch R.R. N. 2.6m. 50/200/250/350/500 solos/sidecars.  
See 25 June.
23. Rhydymwyn R.R. See 22 April.
24. Mallory Park R.R. See 18 June.
30. Aintree R.R. **I.** 3m. 125/250/350/500 solos/sidecars.  
See 22 May.
30. Club Day R.R. See 19 August.

#### OCTOBER

1. Ramsgate Sprint. See 7 May.
7. Oulton Park R.R. N. 2.7m. 125/250/350/500 solos/sidecars.  
J. Smith, 25 Faulkner Street, Hoole, Chester.
8. Brand's Hatch R.R. See 9 July.
15. Mallory Park R.R. See 24 September.

†This Event may take place on 2 and 3 June.

In the above the following abbreviations are used to denote the status of meetings:— I=International; N=National; RR=Region restricted; CR=Centre restricted; C=Closed; CI=Closed invitation.

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## BILL JARMAN'S COLUMN

SO 1961 is upon us and it is the time for all good members to pay their subscriptions as No. 1 Resolution. Having written that *sentence*, I wish you all you wish yourselves for the New Year and may you stay in the saddle at all events. I also hope you get lots of pots all full of the nicest things, especially gold.

\* \* \*

In case you contemplate retiring from actual racing why not continue as an active member in order to give a hand with the administration? A club like ours dislikes to part company with any of its membership and it is not for wholly monetary reasons. The ex-racer is a very useful man in the paddock or on flags and 'phones. He knows you know!

\* \* \*

As we start the New Year, all sorts of rumours are flying around but I'll stick my neck out and forecast some surprises from the two-stroke field. Look out for twin and four-cylinder jobs in this category especially in the 125/250 classes with liquid cooling in some cases. A great deal of painstaking work is being done by the T.S. brigade in this country and on the continent. You'll see and hear!

\* \* \*

During the past year we have had some magnificent racing mainly due to the fact that our events are properly graded as far as possible. People still talk about those incredible scraps at Silverstone in the 350/500 classes. The speed was not so important as the races and boy, oh boy, they were very real races indeed. Even the case-hardened trade and press representatives agreed about that. Most of them also acquiesce in the fact that some of the young men should specialise in sidecar racing. It's not so crowded.

\* \* \*

Talking of sidecars, the 500 will be with us for many years to come. Even if the half litre solo class does eventually disappear from the championship, it will still be in great demand for three and four-wheeled motor sport. I cannot imagine a 350 sidecar class for many years to come, can you? Furthermore, it will take a four-cylinder job to give the H.O. twins a run for their money. Oh for another Eric Oliver. He knew what to do with one pot, did he not? Four times champ, don't forget!

I have recently seen a film, in colour, featuring Geoff Duke, Bob Holliday and the Isle of Man T.T. course. Apart from the technical interest and grand photography, one of the items which stood out was our badge on Geoff's smart blazer. It took me back a few years when I had to buy a new one to go with the golden crossed jacks set against a blue-black background. Why not treat yourself to one in 1961?

\* \* \*

Whilst we are on the subject of badges don't forget to remove them from cars and bikes when negotiating a sale. Lots of us use our *motif* as a means of introduction all over the world. This club and its famous badge is far better known than some members realise. Ask any sporting police officers if you don't believe me.

\* \* \*

Get out your nice new Diary. Insert all the dates which you will find elsewhere in this issue and then make up your mind to study the rules and regulations for every event entered. Then fill up the Entry Form in block letters so that the Secretary can read it. Some entries just have to be put on one side for decyphering. Yes sir, in these days of expensive education. Take a look at any local Rates Demand if you think education is free.

\* \* \*

Much water has gone under the bridges during the past few months. Some of our members may have suffered from flood damage and priceless machinery has been turned into scrap metal. If you know of any desperate case, write to the Secretary. Rest assured she will place it before the Committee. If you've got away with it, why not send a donation to our very own Benevolent Fund?

\* \* \*

Five hundred tickets at five bob come to £125 but that great character, "Cabby" Cooper, collected nearly £140 for the fund. The prizes came to about £75 so this kind of support reflects great credit on the membership. Even so, Mister Cooper must be delighted with the results. His ambition was a round hundred pounds, so for the New Year this kind of finance should be applied to some of our meetings. Maybe we should have a Supporters Club with its own Pool, "Cabby" in charge!

## FIRST, SECOND, THIRD —

### *A Summary of Members' Recent Successes*

I WILL start this summary by saying that, at the moment, I am suffering from the after effects of Christmas, which dates this article doesn't it? The reason why it is so out of date is that there was so little worth writing about and the strain was so much that I decided that it really wasn't worth the effort, so now you know. If you take all the race meetings throughout the world in the course of a season; if you try and get all the results and sort out who are and who aren't members that finish within the first half dozen (it ought to be three but who cares?) and write some coherent drivel, it is no wonder that someone gets missed out especially when I am in the process of organising meetings as well. I hope that the people who feel like moaning 'cos they've been missed out next season think again and decide against it. After that one moan, which will probably get 'blue pencilled' by our worthy editor anyway, I shall thrill you all by continuing once more with my lugubrious, moranic, monologue. (Pity!—who said that?)

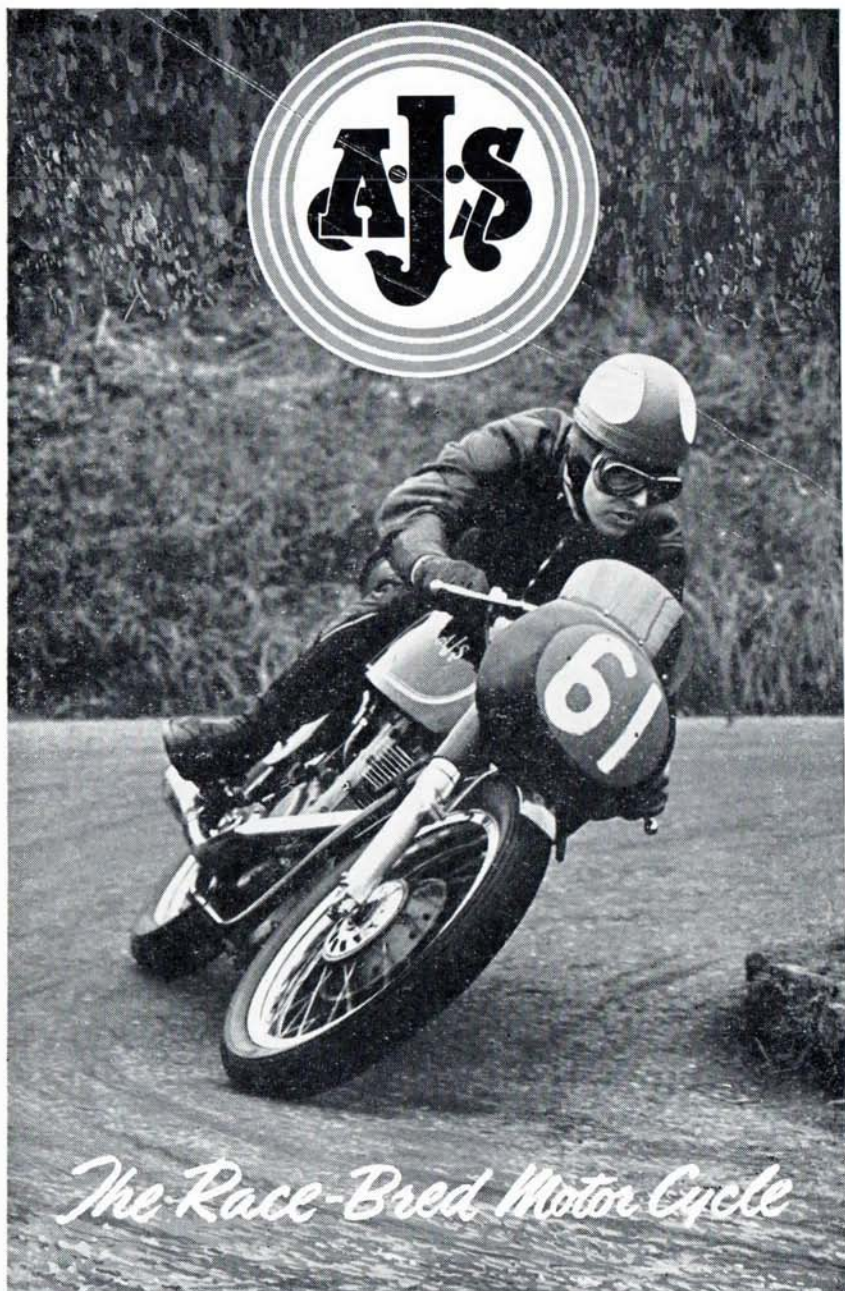
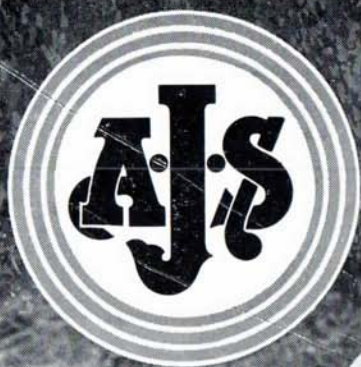
As the road-race meeting is more or less non-existent at the moment the trials world seems to come into the picture. One of the finest competitive 'trailers' at the moment is undoubtedly **Bill Slocombe**. He was first in the trial of trials the 'British Experts', second in the Southern Experts and first again in the Musketeers. **Ken Tostevin** is keeping the flag aloft in Guernsey with a couple of second places. Although a bit stale (the news I mean) **Phil Read** has actually won an award in the trials' world astride his nice, new Greeves. The venue was the Wycombe and D.M.C.C. Meteor Group Trial where he won the Novice Award. At the Boxing Day Scramble at Tunnel Hill, Purbright, we had at least three Bemsee members riding. I was glad to see that **Arthur Wheeler** was participating and obviously thoroughly enjoying himself as he wore a perpetual grin on his face for the whole of the day. **Arthur Tuck** was also there and so was **Dick Wyler** on his Bickers' Greeves complete with his set of leathers and racing boots. (You'd be surprised at the number of road racers who wear their leathers and boots whilst trialing.) **George Brown** should be complimented on his world record, a very meritorious performance. At the Levin Meeting in New Zealand **John Hempleman** won the 350 c.c. event.

Road racing at Christmas takes some

swallowing, but if you take a deep breath and shut your eyes you can just about make it. Fortunately the one in question wasn't so bad as it could have been but—brother it's taking chances with lives. The sun was never more welcome and put to such good use. I think that all who saw the meeting will readily admit that **Fred Neville** and **Phil Read** really made the day with some first class riding. Riding Tom Arter's machines Fred proved that he is a force to be reckoned with next season, winning the first 1,000 race and coming second in the last after a very indifferent start. In the 350 Invitation race he managed to lose it at the top of Clearways, as did **Phil Read** in an earlier event, but joined the race again to finish around the 8th position. As a point of interest Phil did exactly the same and finished in about the same position. Equal honours! **Tom Thorp** was very much in evidence as well with an extremely close 250 race in which the time-keepers gave the eventual result to Ron Langston. Personally I thought that Tom had got it by half a wheel, but the angle was a little large for a precise judgement. Tom also managed to finish third in the 350 event closely followed by **Dave Degens**. **Dave Shepherd** led the 250 race for quite a while on his NSU until the very stiff opposition of Ron and Tom wore him down: still he finished in third berth. **Dan Shorey** scored a rather surprise win in the last of the 1,000 races, and also won, rather convincingly, the 200 event. **Bill Boddice** has, at last, been decisively beaten at Brand's; he finished second behind Chris Vincent. The most disappointed man of the day was undoubtedly **Joe Dunphy** who, after a wonderful start, rocketed into the lead and just stayed there in front of an enormous pack of 'mounds'. He was so far ahead that it would have required a very good 'spitter' indeed to reach him, especially with the wind in the other direction. Alas! he ran out of petrol. In the last race for the 1,000 category it was rather surprising to see so many 350's out amongst them, in actual fact **Phil Read** was riding the experimental 350 with which he shook the life out of the others until smoke started billowing forth. Still—nobody seemed in the slightest bit worried; they presumably were still full of Christmas spirit(s) to even notice! Anyway well done, 'Brand's'—it was an excellent day's sport despite what it could have been.

JIM SWIFT.





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## SILVERSTONE SATURDAY

**T**EMPLE Press Limited have decided that they can no longer provide sponsorship for the annual springtime B.M.C.R.C. road race meeting that has for many years been known as *Motor Cycling's* "Silverstone Saturday". Difficulty in arranging a suitable date that will fit in with the 1961 International and National Calendars is one of the principal reasons for taking this step.

The British Motor Cycle Racing Club Ltd. have been advised, therefore, that we must reluctantly sever the 10-year-old partnership which we have enjoyed with "Bemsee" since the first "Silverstone Saturday" meeting was organised in 1950.

"Bemsee" have asked us to announce that their international Hutchinson "100" meeting will now take place on April 8.

### THE PRACTICE DAYS

Once again we are laying on facilities for testing and practising at Silverstone before the season starts. The dates are:

For road racers only—March 1st  
March 8th  
April 19th

For sprinters only—March 15th

In the case of the first three days, the Club circuit will be available from 10 a.m. to 5 p.m. with a break for lunch from 1 p.m. to 2 p.m. It is hoped that a small refreshment van may be attendance, but to be sure, you are advised to bring some supplies of your own. Fully paid members of the Club are the only persons entitled to use these facilities and a fee of £1 per head will be charged. This amount covers riders and passengers for Third Party claims and Personal Accident insurance in the usual way. Full protective clothing must be worn.

For the "sprinters only" day, the set-up will be a little different, in that the

Main Runway will be used as a course and riders will return to the "start" at Woodcote down the side of the Main Runway, off the course. A course of  $\frac{1}{4}$  mile will be marked, but drivers may accelerate as far as a 600 yd. marker.

On arrival at the circuit, report to the office in the Timekeeper's Box to sign and pay up, **before you go out onto the course.**

### Marshals

If any marshals are able to attend, we shall be particularly pleased to see them. Would you please let me know as soon as possible if you are able to make it, so that I can plan ahead. A word of advice—if you can come, wear plenty of warm clothes as Silverstone is a lot colder at this time of year and you will be standing around a lot of the time!

### NEW MEMBERS

We welcome the following new members to the Club and wish them a long and happy association with us:—

L. A. Acres	W. D. Woodhead
J. D. Brent	P. J. Bidder
R. A. Cartwright	R. E. Butcher
J. T. Dennis	S. A. Crane
D. R. Godsmark	P. L. M. Evans
T. R. Horn	R. J. Grant
R. G. Neale	R. S. Lea
J. Pickett	D. Phillips
D. J. Scott	W. J. Riley
G. E. Whitehead	Mrs. B. Watson
R. Wood	R. G. Wittich
G. I. Ansett	R. McC. Bowden
M. S. Burdett	B. Cannon
M. W. R. Cooper	B. Curtis
T. J. Drage	J. B. Funnell
S. R. Graham	J. E. Green
P. Kilner	P. A. D. Male
E. Osman	T. F. Phillips
B. F. Reid	G. A. Rose
Miss J. M. Vernon	J. H. Webb
P. J. Williams	D. F. Wood

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## AREA NEWS

### METROPOLITAN AREA

ALAN L. HUXLEY

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

A goodly number of members and friends turned up on 10th January for the Film Show and enjoyed a varied selection by courtesy of Bill Burniston.

On Wednesday, 15th February we shall be meeting at the "Prince of Wales", Drury Lane, to hear Eric Oliver discourse on his racing experiences. Time will be 7.30 p.m. as usual and please be as punctual as possible.

### NORTHANTS

A. F. MILLS

Express Dry Cleaning Works, Rushden, Northants.

Our next meeting is a Social Evening on Friday, February 10th and starting at 7.45 p.m. This is to be held at the Express Dry Cleaning Works, Wellingborough Road, Rushden is on the A6 and we are on the road from Rushden to Wellingborough (on the outskirts of the town—anyone will tell you where the factory is situated).

The Bedford Eagles are joining us for a return darts' match, so we are hoping that plenty of good dart players will turn up, as some of our regular star players will be extremely busy looking after the organisation.

It is essential that everyone who is coming along lets me know, particularly if you hope to partake of the food. This is a free "do", but I want to know how many are coming, so please put pen to paper at once! I can assure you of a very good evening, full particulars as under:—

*"Ere's a bit of news for yer—if you like hot bangers and taters and a drop of good beer an a jolly good larf, theres a free supper on the goe for eny Bemsee member wot wots to cum—if you ave a frend thay can cum to. We ar aving it at the Express Dry Cleaning Works, Wellingborough Road, Rushden. Enybody in Rushden wil tel you where the joint is. (disregard the sneers!) it wil be wel lit up! parafin flairs will be visibul as you aproach. The dai is Febrey the 10th, wot is a Fryday, beer drinkin too start at 7.45 p.m. til midnite.*

*This aint a posh do—cause it aint put on buy posh peeple. Northants Area are playing Bedford Eagles in a return darts match.*

*Their wil bee musik, Tombola, ect., so wot with wun thing an anuther things ort to worm up pritty gud.*

*We wont to no if you ar coming so that wee no how meny bangers and taters to get—get yore name in kwik—it is a free do but we shall only get grub for them wot reply.*

*You can bank on avin a reel cheary nite!  
ARFER."*

*[We hope as many members will turn up as possible. Rushden is not far from London or the Midlands. From past experience we know that Arthur's hospitality is really something so don't be put off by his Olde English Grammar and Spelling!—ED.]*

### NOTTS., DERBY., AND LEICS.,

W. B. MARTIN

"Ivy Cottage", 55 Kneeton Road,  
East Bridgford, Notts.

Due to an unavoidable commitment I was unable to attend our January Meeting, but, thanks to Stan Raynor and the "Anchor" landlord, Mr. Moffit, some twenty members were able to enjoy the T.T. Mallory Park and other films. They were of particular interest, in view of the fact the films had been shot and edited by these particular gentlemen. We are indebted to both of them.

Our next Meeting will be held at the Anchor Inn, Kegworth, 8 p.m. on Thursday, 9th February, 1961. Fred Lowther, being his usual helpful self, has kindly offered to give us a tape recorder quiz which should prove amusing. If any other member has any suggestions re: future entertainment, please let me know.

### MARGARET'S MEGAPHONE

I ALWAYS seem to start off this column by saying "There isn't much to say this month", and this particular edition is no exception to that rule. However, such as I have I am always pleased to pass on, so here goes.

First of all, belated congratulations to TERRY BROWN who was married some time ago and ante-date ones to RON HAMBLIN, who is marrying very shortly.

I had letters recently from two very good friends of ours who have both been members for many years and who are carrying the Bemsee flag, or should I say flags, on the other side of the Atlantic. N. J. "Louis" Lake, a marshal of some years' standing who emigrated to Canada, writes to say that he has reached the position of development engineer to a branch of G.E.C. over there. He wishes to be remembered to all his friends in the Club. ROLAND PIKE, who went to the States some years ago, has now moved to Canada too, where he is now Jaguar Service Engineer for Canada. With his job goes a 3.8 Jaguar for use as a runabout. He says that the trip to the office in the morning, during the winter months, reminds him of the Monte Carlo Rally!

## MARSHALLING 1961 by Dennis Bates

**A**FTER two years' operation of the Corner System the Club's marshalling organisation faces a fresh hurdle with the news that Silverstone Saturday on 20th May will be something completely new—a 1,000 kilometre race for Clubman's machines. At the time of writing I know no more than you do about this exciting proposal. The reasons why the Club is branching out into this field should be all too obvious, so I won't go into them here. What it does mean is that the Club is going to run the finest duration race—some eight hours continuous racing—and that we have a golden opportunity to measure up to the task of seeing that it comes off.

When I have had a discussion with the other executive officers and the Secretary every Marshal will be notified of the plan, but previous to that the Corner Commanders will be asked to attend a conference at which the whole project can be thrashed out.

It should be obvious to all that with riders on the course the whole time, with pit stops for fuel and changes of driver, the work involved will be monumental. Keeping the course clear and operating the ancillary services of fire, breakdown and ambulance will entail a lot of re-thinking under these conditions and there are many other problems such as

rest periods for the marshals, communication, and so forth.

None of this can come about, however, without the full support of everyone who has served the Club as a marshal, so in the next few weeks you will be receiving the customary form asking you to list the meetings which you can attend during the season, with particular emphasis upon the new-look Silverstone 1000.

But it does not end there. We all learn from doing our job to the best of our ability and I am certain that many marshals have views to put forward that can improve the system. Therefore I hope as many of you as possible will let me have the benefit of your opinions as to how you see the set-up for the Silverstone 1000. Everyone's ideas will be closely studied and, if found practicable, incorporated in the scheme.

Although it is now a little late, this is the first chance that I can take to thank all those who were kind enough to remember me at Christmas time by sending greetings for the festive occasion. To them and to all B.M.C.R.C. Marshals I wish a most Happy and Prosperous New Year.

When sending in your ideas please address them to me at this address: 55 Chatham Avenue, Hayes, Bromley, Kent.

### R.A.C.s 'NO CLAIM' BONUS FOR CAREFUL DRIVERS

The R.A.C. announce that to encourage careful car drivers, the R.A.C. Private Car Insurance Policy would continue to offer a reduction of one-third after one claim-free year.

After four claim-free years, holders of all private car policies will get a 40 per cent bonus.

At the same time, the R.A.C. announced new concessions for motor cyclists and scooterists in a bid to help the two-wheeler rider with a clean record and materially assist road safety.

Previously limited to a 20 per cent bonus after three claim-free years, the 'safe' rider holding a comprehensive policy will now get a reduction of 25 per cent after four years.

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**FOR SALE:** 1951 A40 pickup, radio and heater, new canopy, 5ft. head room, fitted bunk sleep two, two ring cooker, storage cupboard, light radio speaker, new radiator, steering box, starter motor, clutch. Spare head complete. Other bits, canopy and fittings can be removed in 6 mins. if necessary. 32 m.p.g. £125. Also leathers 6ft. boot size 9. Ron Hamblin, 15 Northfield Road, Gloucester.

**FOR SALE:** 1959 G50, Fi-glass dolphin, as new tyres, hardly a scratch, £360. P. R. Evans, c/o Sam Coupland, The Garage, Frithville, Boston, Sibley 266.

Bernard Morle of 47 Queen Street, Bedford (Phone 66130) who rode the Harley Davidson in the Thruxton 500 miler last year, would like to include the 24 Hour Montjuich Endurance Race, which is being held at Barcelona on 1st and 2nd July next, in his programme. He would be grateful to hear from any intending entrants.

**FOR SALE:** 1956 348 c.c. Norton 40M Manx; motor completely rebuilt with new big end, 1960 piston, sodium exhaust valve and bevels; very good condition and fast; £295; see below.

**FOR SALE:** Norton twin special; "Daytona" motor with h.c. pistons, non-standard camshaft, two G.P. Amals (lin.), racing magneto; "featherbed" frame; Jakeman alloy petrol/oil tank; practically new Manx gearbox; £170; all enquiries to Guy Tremlett, 25 Angel Hill, Sutton, Surrey ('phone Redhill 4661 day or Fairlands 9418 evening).

**FOR SALE:** 1947 Ariel Trial S/C outfit; done one trial since complete overhaul including engine, gearbox, clutch, chains, wheels, brakes; new rear tyre fitted; paintwork very good; sidecar to A.C.U. specification; £25, or with spare engine and gearbox parts (enough to make 1½ gearboxes) and A.M.C. teles £30; R. D. Llewellyn, 65 Blount Avenue, East Grinstead, Sussex (Tel. No. 4782).

**FOR SALE:** 500 B.S.A. Gold Star; full racing specification; completely rebuilt 1960; £135. Also one-piece horsehide leathers; 5ft. 10in.; slim build; perfect condition; £15; D. Ellis, 5 Valley Road, Rickmansworth, Herts.



We are advised by the A.C.U. that there has been a further case of a racing machine stolen. This is a 1959 500 c.c. Norton 30M; engine no. 82752, frame no. HM 82752. Will anyone who hears or sees anything of this machine contact the Office or the A.C.U. direct at once.

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### CLUB INSIGNIA

The following items can be obtained from the Office at:  
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## 1961 Club Dates

We have pleasure in again drawing attention to the following, confirmed Club dates for 1961.

Friday, March 10th  
Saturday, April 8th  
Saturday, May 20th  
Sunday, July 9th  
Monday, August 7th

Saturday, August 20th  
Saturday, Sunday, August 27th/28th  
Saturday, September 2nd  
Saturday, September 30th  
Thursday, November 16th

The Annual General Meeting, London.  
"Hutchinson 100" (International), Silverstone.  
Silverstone 1000 (National), Silverstone.  
Long Marston Sprint (Restricted).  
Metropolitan Meeting (National), Crystal Palace.

Trophy Day (Closed), Silverstone Club.  
Shelsley Walsh Hill Climb (Restricted).  
Brighton Speed Trials (Closed).  
Club Day (Closed), Silverstone Club.  
Annual Dinner and Dance, London.

In addition a series of pre-season practice sessions has been arranged for 1961. They will be held on the Silverstone Club Circuit and will be similar to those organised in 1960. The dates are as follows:

Wednesday, March 1st—Road racers only.  
Wednesday, March 8th—Road racers only.  
Wednesday, March 15th—Road racers only.  
Wednesday, April 19th—Sprinters only.

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