



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 14. No. 1. JANUARY 1961



(Photo: G. E. Hicken)

A rising star? Ron Chandler (Matchless G50) winning the "slow" 1,000 c.c. race at Trophy Day last year.

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Bemsee

EDITOR:
GUY TREMLETT**BRITISH MOTOR CYCLE RACING CLUB**

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EDITORIAL

FIRST and foremost we must wish all members a very happy and, we hope, a most successful New Year. We trust that it will bring you all many pleasant occasions, be you riders, mechanics, spectators or officials. We went into the subject of prospects for 1961 fairly thoroughly last month and so further comment now is superfluous. And may Bemsee enjoy as successful a year in this new one as the Club had during the last. The dates are published elsewhere, both of our own meetings and all the others. During 1961 the Club will be visiting its "home", Silverstone, on four occasions, the Crystal Palace at least once, Long Marston once, Shelsley once and Brighton once. The Committee have agreed certain alterations in regard to some of the meetings which will have the effect of allowing some more rides at most of our meetings. On the other hand this is, perhaps, an opportune time and place to remark that our valiant Secretary and her assistant are invariably swamped with far too many entries, so that a lot of you will be disappointed for some meetings. Rest assured, though, every effort will be made to give all that wish as many rides as is possible.

While on the subject of the Club's 1961 meetings it may be as well if we refer to the announcement which appeared in the pages of "Motor Cycling" on December 8th. Many of you will have seen it and may have been wondering what effect it will have—in particular on Silverstone Saturday. We can say, with full knowledge of the Committee's views, that the meeting will still be held. The fact that we shall no longer enjoy the assistance, financial and otherwise, of Temple Press Ltd. will not affect the overall situation, though the meeting will take a different form to that which has been used since 1950. Without going too far, at this stage (it may be that, elsewhere in this issue, there will be definite information for you on the subject), we can say that the "new look" Silverstone Saturday could make history, both as far as the Club goes and the circuit too. We say "could" advisedly; there is much to be done yet. Before leaving this particular subject we think we must say a sincere 'thank-you' to Temple Press Ltd. for the enormous help, in cash and kind, that they have contributed in running those nine Silverstone Saturdays. It is quite true to say that the meeting, particularly for the first few years, was the cornerstone of the Club's annual activities, especially in the monetary sense! It is a matter for which the Club must always be sincerely thankful.

New Year is the time, so we are told, for resolutions to be made. In our own experience they are rarely kept! However we suppose no harm can be done by vowing to one's self that the motor will never be over-revved in the new season, that it will be stripped down after every meeting or that everything will be ready before racing starts, instead of half way through the Summer. May we make so bold as to suggest a few more? To attend the A.G.M. on Friday, March 10th, to pay your subs (that's the most important thing of all!), to give as much publicity for our meetings as you possibly can and, also very important this one, to write something for the magazine. Too few members write in these pages; we suffer, even, from a woeful dearth of "letters to the Editor". Please take head of these words. For one thing it becomes a bit of a bore writing most of the "copy" ourselves.

Errata

On page 241 of the December issue we stated that the price of the Club tie was £1. This is incorrect and should have read 16/6. We apologise for the error (due to pre-Christmas-itis on the part of the Editor).

OPERATION RACE DAY by THE SECRETARY

PART Two finished as racing was about to begin. Riders and officials alike have taken a few minutes off for a bite to eat and a cuppa and a brief period of peace and quiet has invaded the paddock.

Under Starters Orders

As for practising, the riders for each race are collected together in the marshalling area near the start. In the case of an International meeting, their grid positions have been decided by their practice times, but for a National meeting, they help themselves to a numbered ballot disc as they file into the marshalling area. You'd be surprised how many managed to lose their disc on the way round to the start line! This takes a little time, particularly if you have the full complement of 50 riders lining up, so you can appreciate that it is well worth your while to be there in good time. Five minutes or so before the race is due to start, the track gate is opened and the riders stream out to the start line. The track gate is shut at two minutes to zero hour, after which the riders are under starters orders and no more can be allowed onto the track.

As they arrive at the grid, Ossie de Lissa and Paul Corbett, our two starters, help them find their place and get them all lined up. Ossie has been doing this job for a long while, so there isn't much you can do to put one over him. As soon as the gates are closed, he sends the mechanics and other bystanders off the course and the grid takes on a more business-like, orderly look. Bikes are rolled back onto compression, goggles pulled down, the flag is up, down and they're away.

Occasionally you get someone taking off a bit faster than he intended or getting into a bit of a wobble and a tangle of men and machines results. This is where the start area marshals move into action, to clear the course before the first man comes into view on the start of his next lap. Their other main function is to try to keep the start area clear of the numerous people, mainly officials, I'm sorry to say, who seem to gravitate there sooner or later. It can be very difficult trying to convince someone that you don't want him there when he's fully entitled to be there! The starters settle down to the steady business of lapscoreing, so that they know when it's time to stick out the chequered flag.

On the Circuit

As soon as the riders get under way, their lives are in the hands of the marshals around the track. Being a track marshal is a very serious business indeed and it takes years of doing all manner of other jobs to gain the experience and self control required to be a flag or phone marshal. Some time ago we had to come down pretty heavily upon marshals taking photos, sitting down or generally not paying attention to their job. After all, it's of no help to a fallen rider that the marshal is taking a pretty picture of his downfall. The time it takes for the marshal to put down his camera and pick up his flag is quite sufficient to allow the riders behind to collide with the subject of the photograph.

Once on duty, the track marshal is on his feet all day. His part in the meeting isn't just a couple of races long, but concerns every race, regardless of the weather conditions. He has to be on the alert, watching the riders passing him all the time, ready at a split second's notice to show whatever flag from his bundle may be appropriate to the occasion. Some time ago there was a photograph in the technical press of one of our members falling off at Trophy Day. A good piece of photography, you'll agree. The thing that caught my attention, though, was that the bike and rider were still several inches from the ground and that the marshals had already started to run forward to pick him and his machine up and get them out of harm's way. That's how much "on the ball" a marshal must be all day.

The Corner Commanders, whose territory stretches from halfway along one straight, round the corner and up to the halfway mark on the next straight, are in complete charge in that zone. It is their responsibility to see that all people operating in their zone are doing their job properly and that any visitors to the zone—including the Clerk of the Course—don't go where they endanger themselves or the riders or cause a nuisance in any other way. Sometimes our marshals are accused of obstructing the press, but there is usually a pretty good reason why a Corner Commander asks a photographer not to stand, or kneel, in one particular place. They are very experienced marshals and know what they are talking about.

Any incidents, even if is merely a rider stopping momentarily, are phoned



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through by the phone marshals to Race Control, where Alan Ransome and his assistants pass the messages on to the Chief Marshal, First Aid, Clerk of the Course and all other interested parties. In this way, the First Aid headquarters can be alerted immediately should anyone require medical attention and the doctor can, if necessary, get out to the scene of an accident with the minimum of delay. While on the subject of accidents, it would not be out of place here to explain why it is that riders are often "callously" left by the side of the track until the end of a race. I have it on good authority from our Hon. Medical Officer that in the vast majority of cases, even to the serious ones, nothing can be gained by rushing a casualty to hospital at the cost of stopping all the other riders. Unless it is a very serious injury indeed, most casualties are quite as well off lying quietly on a stretcher by the roadside, well covered with blankets and made as comfortable as possible, for the comparatively short time left for the race to run, I, for one, not being a qualified orthopaedic surgeon, am fully prepared to take his word for it—he knows more about these things than most of us do.

During the race, the travelling marshals under the leadership of Bill Mason, are on the alert in case some incident should require their presence somewhere around the track. Unless it is necessary, they keep off the track while racing is in progress, so you may be assured that if you see one of the marshals out on the track, he has a good reason for being there and not merely riding round for the benefit of his health. After a race, one of the marshals will circulate to gather in the stray riders who are touring in or to arrange for them to be towed back to the paddock. Before the next race begins they again circulate to "close" the course, after which no one but the riders themselves is allowed onto the circuit. Being a travelling marshal isn't always the "plum" job it may seem to be. After all, they clock a considerable mileage on their own road machines during the course of a season's meetings and, as with the track marshals, they are on the go all day. Being an ex-racer isn't always a criterion of a good travelling marshal—it's often too much of a temptation to start dicing yourself—but all the travelling marshals are riders of immense experience whose machines are one hundred per cent reliable.

The Timekeepers' Box

Chief Timekeeper, Harry Shuttle-

worth, and his band of clockwatchers need very little introduction, or indeed, little explanation. They record every lap of every rider in every race, although only overall times are published in the results for obvious reasons. Occasionally they come unstuck and miss someone out—the favourite situation is when the winner laps a slower rider as he crosses the line at the end of his last lap (bear that in mind, you fast boys, and if you can, without losing the race, of course, hang back a fraction of a second if you can. It only needs a fraction of a second to make all the difference between your masking the slower chap from the timekeepers). Still considering that in the average meeting something in the order of 4,500 laps are completed, they don't make many mistakes. Again, the old trouble with badly painted or faintly coloured number plates rears its ugly head. This one can't be stressed too often.

Lurking in the background in the Timekeepers' Box is the Results Official, who, after each race, has to catch the numbers as the timekeepers call them out to one another to assemble them into correct finishing order. These he jots down on a specially prepared form for transmission to the press, announcers and Clerk of the Course. They are sent by runner, the accent being on the word RUN. The public wants its results as soon as the race is over, so the messenger must be at the double all the time. I started off in the Bemsee organisation with this particular job seven years ago and, believe me, the paddock can become a darned big place after ten or twelve races.

The copy which comes to my office is taken in hand by one of the two girls who stick to this uninspiring job through thick and thin, Audrey Clew and Jill Cross. They keep the wheels of the duplicator grinding all day long, turning out various notices. The press results are their particular pigeon—handwritten sheets giving the first six riders to finish, to be distributed to press representatives present.

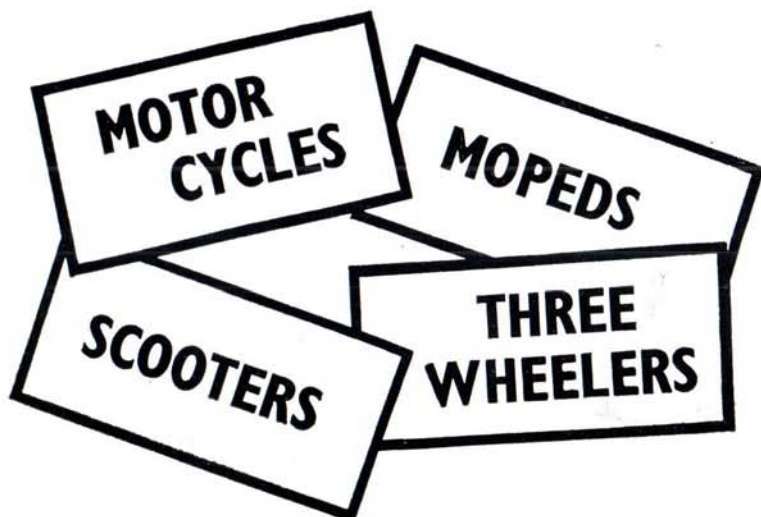
There are numerous other jobs going on all the time, "messaging", checking off non-starters, which is Bill Ottewell's job and a host of others which time and space don't permit me to mention, making up a hive of industry which goes on until well after the last race has finished.

Gradually, it all grinds to a halt and another race day is over; over, that is, for the competitors and the spectators.

[continued on page 8]

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ISLAND RACING IN JULY by Guy Tremlett

The majority of motor cyclists know a fair amount, at least, about the glamorous meetings which the Isle of Man has, the T.T. and the Manx G.P. They probably hardly know of the existence of the Island's third race meeting, the Southern 100. Yet I will hazard a guess and say that anyone who has had the good fortune either to race in it, mechanic at it or just watch it will for ever be talking about it afterwards. I know I do; having been fortunate enough to have attended two—this year and, before that, the 1958 events. I want to try and tell you a little bit about the meeting.

The course lies outside Castletown in the south of the Island and measures some 4.2 miles. It is, of course, a true road circuit containing in its length just about every ingredient a proper course should contain. There are four very slow corners, two almost hairpins. There are three almost straight, extremely quick sections. One whole side of the circuit (it is shaped roughly like a rectangle) is composed of fast or fast-ish sections with some deuced tricky bends. There is no room for errors anywhere. Yet it is probably as good a circuit as any in the world to serve one's apprenticeship to proper road racing. The circuit is fast, yet not too fast. The current lap record is held by Bob McIntyre at 86 m.p.h. Unlike the Mountain circuit further north the corners have not been eased here and there and the surface is that of an ordinary I.O.M. highway, i.e. providing good adhesion (especially when wet), but a little bumpy in places.

The meeting is organised by the Southern (I.O.M.) M.C.C. and a more hard working collection of officials it would be hard to find anywhere; and, moreover, officials who are genuinely out to see that everyone really enjoys themselves at their meeting. They meet the boats from the mainland, lay on transport to get you to Castletown, arrange digs and garage if you are not previously fixed up in this respect and generally do all they can to make the meeting the most enjoyable there is on the calendar. The first year I went I camped in the field which was used for the Paddock. There were three of us: Chris Williams actually riding, John Griffiths at the time unfit, but wishing like hell he could ride and myself having a short holiday—well, you know, that was what it was intended to be. When we announced our intention of camping I am sure the organisers thought we were a little mad. Nonetheless we were not persuaded to do otherwise and, by and large, we enjoyed

it. This time we stayed with George Costain's mother and had a whale of a time. We had no garage arranged and in less than no time we had been fixed up in a rather solitary shed which contained a number of other 'bikes, leaked like blazes when it rained, but could be made into a fortress to ward off the local kids who, like all kids in similar circumstances, were wildly enthusiastic about the whole thing.

By arranging two sessions of practice, one at crack of dawn and the other in the evening, on the Tuesday and then running the 350 c.c. race on the Wednesday evening and the 250 c.c. event, followed by the 500 c.c. the next afternoon, the organisers have hit upon a delightful programme. You have to take several days off for the meeting, so that it becomes, right away, more than just another frantic dash to a meeting and back home again at once. The spacing of the practice and races allows plenty of time to fettle machinery and repair any damage. And a great advantage to owners of 350s is that they can ride in the 500 c.c. race if there are spare places, which there usually are. This year I was over with John Vaughan and he was able to ride our 350 Norton twice and get some good racing for his entry fee. It is a meeting, too, where the entries really are accepted on a "first come, first served" basis.

Several times in past years the meeting has been notable for some terrific scraps between Bob McIntyre and Terry Shepherd. 1958 was one such year and I well recall the pair of them going down the straight after Ballakaigan Corner side by side, roaring with laughter and giving the well known international, two-finger gesture to each other. Bob rode this year again and, as you will doubtless remember, got himself disqualified for refuelling in the 500 race. The previous day Ron Langston had just got the better of him in the 350 c.c. event. Behind these two Bill Smith and Peter Middleton featured and then came Robin Dawson, shaping up, as it were, for his later, very fine showing in the Manx. The 250 race was won by John Patrick from Corby on his Norton/Velo from Dawson on his 250 Norton Special and Bill Smith's NSU which lost time on the second lap when the battery came loose. It was nice to see a British 250 win for a change. Our Norton performed fairly well. It was 19th in both events; slowed in both, as a matter of fact, by a loose exhaust pipe in the 350 and by oil on the rear tyre in the 500. Still the general verdict, rider ver-

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250 c.c.—2nd, 3rd
125 c.c.—3rd
3 Wheeler—3rd

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Best Solo Performance
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Manufacturers Team Prize

HANTS GRAND NATIONAL

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

SCOTTISH 6-DAYS TRIAL

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Best Sidecar Performance
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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
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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

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Won by Great Britain

SCARBOROUGH ROAD RACES

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

AINTREE ROAD RACES

(Sept. 24)

Lightweight—1st, 3rd
Junior—2nd
Senior—3rd
Sidecar—2nd, 3rd
'Century'—1st, 3rd

IRISH MOTO CROSS

500 c.c.—1st
350 c.c.—1st
250 c.c.—1st

MALLORY PARK RACES

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

WEST OF ENGLAND TRIAL

Manufacturers Team Prize

SCOTT TRIAL

Winner
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BRITISH EXPERTS TRIAL

Best Solo Performance
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1960 250 c.c. EUROPEAN

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dict I mean, in our little party was that this was real racing. Another convert! Incidentally streamlining is not allowed. And no one seems at all bothered.

After the racing has finished on the Thursday evening there is a dance and the prize giving is incorporated in it. Personally I think this is a model of how such functions should be held. No one speaks for long, but everyone speaks quite sincerely and Canon Stenning tells a tale or two in his own inimitable manner. This time the speech which stole the show was Bob McIntyre's. If ever anyone wanted to know what real sportsmanship is, then they should have heard it. And, as Bob himself said, the Southern is one of the pleasantest meetings there are. Mind you, I believe there was one occasion when an A.C.U. Steward saw fit to throw a certain amount of cold water on the Southern Club's efforts and I've heard tell his remarks were greeted with the reception they richly deserved! On this last occasion Ron Langston very nearly needed a boat to himself to take back all the silverware he had won.

Each time I have been I have sworn I'll be back next year. Well, I had to wait two years between my two visits. I hope I'll make it again next year. And I would seriously urge a few more of you members, particularly those of you who cannot afford the Manx, but want to get experience of real road racing, to think in terms of the Southern. Do not make the mistake, I beg of you, that it is just another short circuit meeting. It is not. The course must be learnt and learnt properly. A walk all the way round is definitely worth it. Both times I've been, we have footslogged the 4.2 miles—very pleasant too. The atmosphere is quite different over there. For one thing

it is far more friendly than meetings over here; let me be quite frank about this. And I'll say too that rider/official relations are far more friendly. You have to realise the Southern is a meeting to enjoy, not just another meeting at which to ride. So when the 1961 calendar is published don't forget the Southern. I'd be prepared to stake my shirt you'll never regret riding.

[continued from page 4]

The officials tidy up their equipment and hand it in and peace descends on the circuit again. At this point, we of the office staff call it a day and go off to cook ourselves a well-earned and long-awaited meal, in preparation for the next stage of the proceedings.

THE ANNUAL DINNER RAFFLE

The Raffle at this year's Annual Dinner was the most successful ever, the result being a donation of £60 to the B.M.C.R.C. Benevolent Fund. This very satisfactory result was mainly due to the magnificent array of prizes which were contributed and we would like to place on record our thanks to the following:

Harold Daniell, Harold Taylor, Ted Pink, George Grose, Ltd., Bill Rose, Frystyle, Ltd., Bill Huxley, Arthur Mills, Cliff Lewis, Bob Walker, "Squirrel" Squillario, "Cabby" Cooper, Guy Tremlett, G. Stewart (Fulham) Ltd., Castrol, Ltd., Comerfords, Ltd., Arthur Wheeler, Stan Hailwood, George Tottey, Lionel Cheeseright, Dickie Fifield, Eleanor Motors Ltd., Bill Slocombe, Bill Jarman, Rex Judd, Gordon Hadfield, A. C. Wallace, George Goodall, Dennis Glover, Eddie Fitch.

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TRIUMPH

MARGARET'S MEGAPHONE — SHOW EDITION

For various reasons, including the fact that by last month's press date my mental powers were so sapped that I couldn't string two words together, I couldn't put this in the November magazine. I hope the news isn't too old to be of interest, though.

Our good friends at Avons made us most welcome on their stand and we are particularly grateful to them. It seemed a most happy arrangement as practically every member who visited the Show gravitated either to the Avon Stand or their next door neighbours from Fort Dunlop sooner or later, to talk about next season.

Altogether, I spoke to 186 members, not to mention prospective members making enquiries or handing in their application forms and non-members from the racing fraternity.

Obviously, I can't tell you everything that was said to me—some of it doesn't qualify for print anyway—or everyone who was there, but I can relate one or two items of interest.

On the first Saturday Jim and Guy joined me, in anticipation of a crowd, but there were very few members there. JOHN SURTEES was the famous rider who was supposedly in the little box signing autographs, but there was such a crowd waiting for him when he arrived that he never actually reached the box. The first person I met with on Monday morning was CYRIL HEWLETT from Birmingham. He was there when I arrived so we departed to natter over a pint. JOHN and MARGO PEARSON dropped by en route to the Ariel Stand, where brother JAMES was on duty. STAN COOPER hung around for quite a long time waiting for Dickie Dale, who is going to take Stan's Ariel Arrow to South Africa for the winter. DICK WYLER came over from the Norton Stand to start a week-long discussion on the Thruxton 500 Mile Race—pause for another beer. Sammy Miller was the day's autographer. PHIL READ and HAYDN KING were around a good deal of the week, GEORGE BROWN was there most of the day, in fact he was there most of the week, with Nero hot from the successful record attempt. Congratulations from us all, George, on a magnificent effort.

The Avon Stand on Tuesday morning looked like the Paddock at Silverstone on an International race day. Among the members present were MIKE HAILWOOD, TERRY SHEPHERD, DEREK

MINTER, DAVE MOORE and PETER DARVILL (both suitably plastered— with plaster, not alcohol), GEOFF MONTY, DUDLEY EDLIN, BRUCE DANIELS, GARRY DICKINSON and BILL WEBSTER.

The entrants and tuners were represented by Francis Beart, Sid Lawson and Pat Wilson, Herman Meier, HAROLD DANIELL and Bob Foster, the foreign contingent by August Goffin from Belgium and the notable non-member riders included Bill Beevers, John Hartle, Reg Armstrong, Dickie Dale, Tommy Robb and Jack Brett. We even had ERIC ADLINGTON representing the hierarchy of Temple Press and those stalwarts from Silverstone, Track Manager Jimmy Brown and his wife, Kay. Towards the end of the evening, a gang of sprinters descended upon me—JACK TERRY, LEN COLLINS, GEORGE BROWN and MAURICE BRIERLEY. Phew!

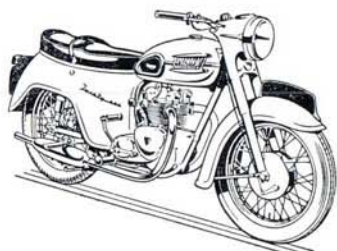
On Wednesday, I missed out part of the day in order to get the seating plan for the Dinner organised, so Guy filled in for me during the day. He tells me that among those present were FRANK and HAYDN WILLIAMS and also starter OSSIE DE LISSA, all up from Brighton for the day, GORDON BISSON and JIMMY LEES-BAKER over from the Channel Islands for the Dinner and BOB ANDERSON who was doing the autographing. Among those who stopped by for a chat after I arrived there were "Jenks" Jenkinson, Joe Potts, and MICHAEL DONCASTER, whose Bianchi was gracing the Layford Automotive Stand. Deputy Clerk of the Course TED ATCHELER turned up later in the evening and I managed to rope in JOHN GRIFFITH (Motor Cycling) to the membership.

One or two people up in town for the Dinner called in on Thursday. NORMAN PUGH and his wife from South Wales were two of them. I couldn't stop long as we had to go rushing off to titivate for the evening's festivities.

Friday was another pretty busy day. One or two people were going around looking a little fragile, but most seemed to have stood up to the celebrations fairly well. GINGER PAYNE was in his usual good form. So were our two stalwart lapscorers from Nightingale Lane, Burgess Hill, ARTHUR LOVE-SAY and KEN RUTLAND. BOB GEE-

[continued on page 13]

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LAST YEAR'S CROP by THE EDITOR

IN most regular motoring and motor cycling journals there appears at about this time of year a summary of the vehicles which have been road tested in the course of the year. "Bemsee", of course, is merely a club magazine and neither the Office staff or I carry out road tests of two wheelers. In any event we are primarily interested in racing "irons" and, understandably, people are not too keen on letting relatively inexperienced operators like ourselves loose on £500 machines! Nonetheless we thought a few random thoughts on the faster bicycles we have sampled whether on road or track might be of interest.

As far as I personally am concerned 1960 has been a dull year. I was in ownership of two racing Nortons, a 350 Manx and a 500 Dominator 88 Special, but never got a proper ride on the former and only ran the latter in at one of the Silverstone Practice Days in March. As the machine was still very stiff and not fully "worked-up", it would hardly be fair to say much about it. It certainly seemed possessed of considerable latent power. Apart from having the enjoyable experience of riding the 350 back to its garage after the Southern 100 in the I.o.M. (it was satisfying to ride an unlicensed and uninsured megaphoned racer on a public highway and be waved on by the "law"!) I never rode the thing. To me even this three year old 40M seemed tremendously powerful and wonderfully smooth too; while the brakes were positively frightening at low speeds. In fact these were the only two racers I rode. Arrangements were never finalised for a day out with two '60 7R's, a G50 and G50/Norton, though the respective owners seem quite prepared to let me have a "go" in the Spring. Something to look forward to, Margaret had a run on Harry Voice's Excelsior-J.A.P. which I believe she did mention in these pages a few issues ago. She thoroughly enjoyed it and spoke well of its power and controllability.

For reasons of use I was compelled to dispose of my Manx/Inter road Norton. This was something I much regretted because, though it was not the perfect road "bike", it was a very fascinating one. Briefly it consisted of a 1957 single o.h.c. 79mm x 100mm International engine in a 1954 Manx frame etc. The lights came off a Gold Star and the petrol tank was fibre glass. The performance was not perhaps startling as to maximum speed, though 105 m.p.h. was quite sufficient for me, but the acceleration was tremendous

and it did steer and stop like no other road machine I have ridden. The final run on it was really rather sad, but it had to be. I found such a machine most unsuitable for riding to work. The 597 c.c. Dominator 99 twin which has replaced it is a satisfactory enough machine. It steers well, remains glued to the road at all times, stops more than adequately and performs quite well. It is pleasantly high geared (often I have found twins lacking in this respect, so that they appear to be buzzing their "guts" out the whole time) and would, I feel sure, cruise all day at 70/80 quite happily. The lights are good and it always starts first or second kick. I do not care for the colour scheme however.

I was loaned for a fortnight a 600 c.c. Matchless Sportstwin which was ridden by a friend in the International Six Days Trial. In fact I took this bicycle over ex-Austria. It proved to be quite fascinating. Apart from the glamour of riding around on a genuine I.S.D.T. machine I satisfied myself that such a model can be used for just about every sort of motor cycling. It had comp. tyres on, of course, and all the Six Days necessities, but I rode it fast up the M1, used it to go to work and spent an enjoyable afternoon on the rough where I found it just the job. It was indeed an interesting experience. The performance was good despite being geared down, the handling not bad at all, the brakes in order and the riding position absolutely first class. I also used the Assistant Secretary's 700 c.c. Royal Enfield Super Meteor, a 1955 model. This is a sound bicycle kept in excellent order, but not up to my own Norton 99 in handling and braking. In any event I have no doubt that the current big Enfield twins are a great deal better. This Super Meteor is much happier in the open highway when it becomes easier to handle and behaves itself perfectly well. The performance, even for a five year old, is considerable. That, I think, completes my list except for a miserable mile spent on a twin carburettor Norton 88 which was bad simply because it had not been maintained properly; no names, no pack drill.

Margaret had a trip, over which she still enthuses, on a new Velocette Venom. She found the handling delightful, the steering beautifully accurate, the performance exhilarating even though the engine was still stiff and could not be revved to the full, the brakes good and the riding position good too. The one complaint she had about the machine was

the starting; all right, apparently, if you had the knack, but a long job if you didn't. Unfortunately her temporary period of "ownership" ended on an ill note, but that is another thing entirely. She was also in possession of for a while of a 1915 Sunbeam. Bill Rose lent her this estimable motor cycle for the Banbury Run and, so that she could be well versed in the ways of a period of earlier two wheeling, let her have it a week or two beforehand to get accustomed to it. She found it could be used for going to work and pottering about quite apart from riding up to Banbury on it, doing the run and riding it back again afterwards. It never gave the least bother, was most economical, possessed such features as the rear chain in an oil bath and was great fun to ride. After a short while no difficulties were experienced with the different riding position and layout of controls, etc. Her Vincent Rapide has remained in pieces all the year through lack of time to rebuild same. It is, I believe, for sale now.

The bulk of this article was written some weeks ago, when the first fogs descended upon us and the dreaded icings began to make the roadway treacherous. Since then I have been able to spend an afternoon at Brand's Hatch with my own 350 Manx Norton. During this wholly pleasant diversion I also rode a few laps on a '60 7R (and was provided with a most interesting comparison; though I do not feel myself competent to put on paper my views). My Norton was in good fettle and, though the circuit was greasy and wet, gave me, no racer in all honesty, absolutely no bother at all. I find the handling of these things quite superb and, on mine, the brakes merit the same adjective. The 7R seemed quite different. One thing that struck me about it at once was the wonderful smoothness of the motor when really revving. It also had a really comfortable riding position. Jim Swift mentions to me that he had forgotten when we were talking this article over two most interesting foreign machines he had short rides on—a 204 c.c. Ducati "Elite" and the first 175 c.c. Bianchi. The Ducati intrigued him vastly by its extremely good steering and fine performance for a little 'un. The Bianchi was a little more "gentlemanly" and definitely more comfortable.

I feel sure I am speaking for all of us when I thank those good people who have lent us the various machines. I hope that in the ensuing year we may have the occasional gallop on some more interesting machinery. I for one, apart from the

racing 'bikes mentioned earlier, would very much like to sample one of these small Italian four strokes and a B.M.W.



[continued from page 10]

SON and EDGAR BUCKINGHAM, his partner in crime when it comes to building R.E.G.s were there too. GEORGE DEWAR tells me he is pretty well fit after his accident at the Metropolitan Meeting last August. Our latest bearded wonder, JOHN GOBBETT, was not on the Gob Job.

Saturday—the last day. The third Nightingale Lane resident, DAVE HARDING, yet another lapscorer, turned up fairly early. So did NORMAN and Jenny BEDFORD, our Area organisers from Yorkshire, who were down for a quick look around. A gang of Vincent-owners headed by GEORGE BREACH with his usual broad grin. John McNulty, our good friend from the A.C.U., George Breach's main opposition, CECIL MILLS, also grinning broadly, sidescarrists ERIC VINCENT and TERRY FOLWELL, the mad Irishman from Luton (BOB HARRISON to you) . . . I could carry on for another two pages, but space and time doesn't permit.

There's just one other tale. Fairly late on Saturday evening, we asked DICKIE DAVIES of Dunlop over to visit us. Needless to say, it caused a riot on the Avon Stand, until we explained that he was entitled to be there in his capacity as a member of Bemsee. The Avon staff thereupon pinned an Avon badge on his lapel and sent him back to his own stand rejoicing.

It was a wonderful week—I haven't enjoyed myself so much for ages. I met numerous people and made many new and, I hope, lasting friends. Above all, it was a chance for any members who wanted to have a chat or a moan (I'm happy to say that there were few of the latter). I look forward to 1962 eagerly. Perhaps we shall have twice as many members by then. If so, I'd better get into training now.

Due to lack of space several features have had to be held over until next month. These include the calendar of events, Bill Jarman's column and two book reviews.

NOTTS., DERBY & LEICS.

W. B. Martin,
"Ivy Cottage", 55 Kneeton Road,
East Bridgford, Notts.
(Tel. E.B. 349)

AROUND twenty members and friends were able to express pleasure in having Secretary Margaret, together with Assistant Secretary Jim, visit us on December 12th. In view of the shocking weather, their round trip of some 300 miles must have necessitated quite an effort. Members were able to have several queries answered. A picture quiz was also held, Brian Clark being an easy winner.

Our next Meeting will be held at the Anchor Inn, Kegworth (just off A6) at 8 p.m. Thursday, January 12th, 1961. Members please note change of evening; Thursday **not** Monday. Everyone welcome.

NORTHANTS AREA

A. F. Mills,
Express Dry Cleaning Works Ltd.,
Wellingborough Road, Rushden.

FOR our Film Show at the Nags Head, Wollaston on December 9th, the weather was not very kind to us. In spite of this we had a good turn out, 150 members and friends. We took up every bit of room available and the good lady of the house rose to the occasion and, apart from liquid refreshments, she supplied us with hot pasties and sausage rolls, etc. It was unfortunate that the main film did not arrive in time to be shown. As a matter of fact it turned up the next day. Nevertheless some of the old films were worth seeing again and were sportingly accepted by all present. Mr. Simms, the superintendent of the local crippled boys home, very kindly provided his projector. A raffle was held to defray expenses, this being run as usual by Mesdames King. When they started selling tickets we did not have a prize, but it did not take long to organise something. "Bob" Darby was the first to come forward with a prize—on his journey to Rushden he had hit a hare, just killing it without damaging it at all—he very smartly offered this as a prize for the raffle. Another two prizes were given by Harry and Bob King—half a bottle of gin and a box of cigars.

Our next meeting will be a party at the Express Works, Wellingborough Road, Rushden, on Friday, February 10th. Please note this date. A bar has been arranged until midnight as well as more solid forms of "Inner man forti-

fication". We are entertaining Bedford Eagles to a darts match, and there will be Tombola, a few surprises too. In fact we have got quite a busy evening laid on. It will begin at 7.30. There will be no charge at all and no tickets will be issued. All members and friends will be very welcome; indeed the more the merrier.

METROPOLITAN AREA

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

THE next meeting will be held on Tuesday, 10th January at 7.30—venue the "Prince of Wales", Drury Lane. This time we shall have a Film Show.

THE ANNUAL GENERAL MEETINGS

THE Annual General Meetings of the Company and the Club will take place at the Royal Automobile Club, Pall Mall, London, S.W.1, on Friday, March 10th next, commencing at 7 p.m. and 7.30 p.m. respectively.

NEW MEMBERS

WE welcome to the Club the following new members, wishing them a long and happy association with us.

G. B. Heath	V. J. Motler
G. Wilson	A. J. Sansum
D. Cash	J. R. Geeson
A. W. Graham	N. Higgins
R. McGregor	R. D. Perkins
A. W. Richmond	D. Startup
M. J. Thwaites	B. West
P. G. Inchley	F. H. Warr
L. A. Wise	R. L. Boone
R. E. Cross	P. M. Gibson
J. P. Griffith	A. E. Jessop
F. J. Norris	P. L. Platt
B. J. Searle	G. A. Thorneycroft
G. W. Wallace	P. M. Willis

BENEVOLENT FUND

OUR thanks to the undermentioned for donations to the B.M.C.R.C. Benevolent Fund.

J. L. Ward, E. Gill, D. J. H. Glover.

Just a short note to say "Thank you", on behalf of both myself and the office staff, to the many members and friends who sent us Christmas cards and goodwill messages last month. I would like to reply to them all, but if I did there would be no time to organise "The Hutch", so please take it from me that they are much appreciated. We all wish you the very best of good fortune for the coming season, with as many rides as possible and no spills.

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WANTED. Three members require workshop space with electricity in Kingston/New Malden area. D. Baulch, 121A Kingston Road, New Malden.

FOR SALE. Vynide V41 one-piece leathers, A.C.U. approved, suit slim rider 5ft. 7ins. to 5ft. 9ins., chest around 38ins., £7.15.0—Front zip boots, size 8, £2.15.0—J. E. Kidson, Box Post Office, Nr. Stroud, Glos.

WANTED. Experience of modifying a 1950 7R to Manx or late-type A.M.C. forks. Any information gladly received by D. R. Hedges, 9 Burrow Green, Chigwell, Essex.

FOR SALE. I heard at the Show that the Bianchi racing department are prepared to make a limited number of 250 c.c. ohe twins, to the pattern of their 1960 works machines with some modifications. They are prepared to support riders in all the major classics during 1961 and to make available all necessary spares. The price of these machines, like their performance, is very high, but if any member is interested, will he please drop me a line at the Office. The Secretary.

FOR SALE. Two-piece leathers from James Grose, £12. G. Jourd, The Hollies, Kimberley Grove, Seasalter, Whitstable, Kent.

FOR SALE. 125 B.S.A.-based racer, alloy rims, racing covers and tubes, large front brake, 1 1/16in. T.T. carb., remote float, G.T. cylinder head, 11:1 c.r., close ratio gears, rev-counter, coil ignition, many spares, Dolphin, fast enough for owner to gain International License. Seen at 21 St. Dunstan's Hill, Cheam, Surrey. Offers or contact L.A.C. Standing, R., A.S.F. 29 Elec. Sec., R.A.F. Cranwell, Lincs.

1958 7R A.J.S. with 1959 engine modifications; Perfect condition £345. H.P. terms available. R. Foster, 105 Malvern Way, Croxley Green, Rickmansworth, Herts, Tel. Rickmansworth 2320.

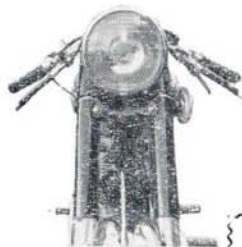
FOR SALE. 1950 Vincent Comet series C; good condition; £60 o.n.o. G. Dawson, Brackley Field, Brackley, Northants.

FOR SALE. Special good 250 c.c. B.S.A. Gold Star flywheels, con rod etc., complete for purpose "reducing" 350 c.c. Gold Star to 250 cc., for racing; £10; see below.

WANTED. Good 250 c.c. four valve Rudge cylinder head, see below.

WANTED. Sponsor with 350 c.c. machine; advertiser holds International licence and has been racing for 4 years and has full workshop facilities available; offers etc. to J. R. Blackwell, 22 Park Lane, Coxtie Green, Brentwood, Essex.

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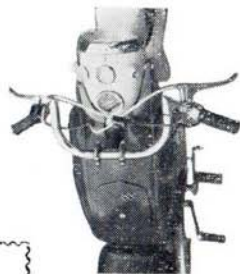


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1961 Club Dates

We have pleasure in announcing 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 Saturday (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 Silver-

stone Club Circuit and will be similar to those organised in 1960. The dates are as follows:

Wednesday, March 1st—Road racers only.

Wednesday, March 15th—Road racers only.

Wednesday, March 8th—Road racers only.

Wednesday, April 19th—Sprinters only.

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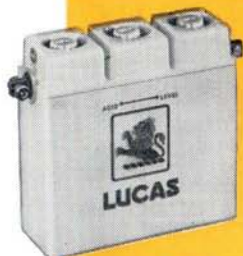
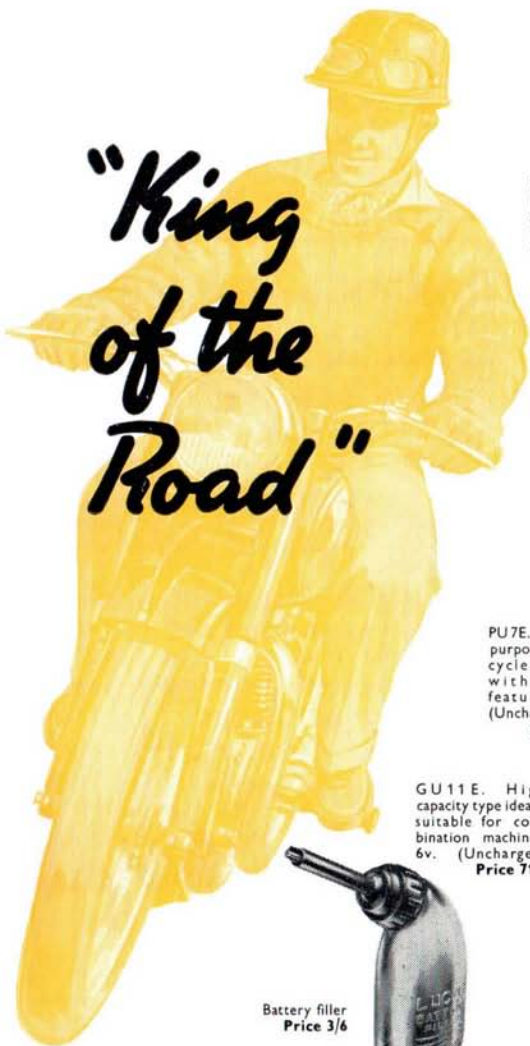
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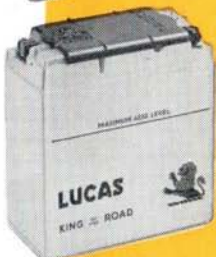
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