



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 14. No. 3. MARCH 1961



The Club's new Vice-President—a hitherto unpublished photograph of "Triple Double" World Champion John Surtees on the 350 c.c. M.V. at Silverstone in April, 1959.

*(Photo: Gordon Hicken)*

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**Bemsee**

EDITOR:

GUY TREMLETT

**BRITISH MOTOR CYCLE RACING CLUB**

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**EDITORIAL**

AS a change from entering into serious dissertation upon some more or less weighty problem pertaining to our Sport we would like to mention three things purely matters of import as far as the Club is concerned. In the first place this issue of "Bemsee" will reach you before the Annual General Meetings take place. So we are going to do our bit to get you to go. Every year it is the same old faces that we see seated in the large Committee Room of the R.A.C. Now we have heard it said that it is a waste of time going to the A.G.M. This view is apparently held because the Club goes on in the same old way with the same people in control year in and year out. Ladies and Gentlemen, this is rubbish. They are there because no one else bothers to come forward to help. Believe us, it is a darned good thing there are souls about like the present officers and officials of the Club. If there were not, there would be no B.M.C.R.C. That, we feel, would be a poor "do", though there are those who do not! The A.G.M. is the forum of the Club. Under the item 'any other business' you can raise any topic likely to be of interest or use to the Club or its members. So please do make the effort and come. It is a little later this year and so the weather is less likely to be bad and thus an excuse for non-attendance.

We hope, too, you have studied the Income and Expenditure Account and Balance Sheet for 1960. For the first time for a number of years the Club shows a profit on its yearly working. We have several times stressed in these paragraphs that the Club is not a commercial business undertaking. So it is not. On the other hand it must be quite obvious that it cannot survive today without making some money. Race meetings cannot be run on air. After the financial disasters of the last three or four years we must retrench a little. Therefore, it would be wrong to expect things like prize money down to last place in every race, free insurance, a dozen free tickets to each Club race meeting and a free "gnosh-up" at the end of a day's racing just yet. We feel sure that, as soon as the Club's finances are restored to a safe level (they can hardly be said to be there yet, a good 1960 notwithstanding) the Board and Committee will pass on some of the profit to the members, particularly the rider members. In the meantime let us ponder this fact. The profit for 1960 stems solely from the profit made on various race meetings. If any of these meetings had been wet, as indeed Club Day was, that would have meant a loss of several hundreds instead of a profit. When all is said and done it is the weather that decides the issue in the end. A good entry, good pre-meeting publicity and, even more, a good date, help greatly, but it is the condition of the ether which finally makes or mars the meeting. This should always be remembered. We can decide to do two things to help the Club this year. We can get displayed a couple of posters for each meeting and we can introduce one new member.

At the end of this month the new racing season will start. We hope that, by now, members will be nearly through their winter tuning activities; those who have not the good fortune to have sold their old models or be waiting for new ones, that is. We suggest that a good way to discover whether the mods, you have carried out do work would be to use one of the Silverstone practice days that crop up this month. It is a source of regret to our Secretary, though possibly a good thing for her peace of mind, that these cannot be held on a Saturday. However legal considerations

make this impossible and so we have to do the best we can and, as Wednesday seems to be the most popular week day, we have them then. You are asked to advise the Office beforehand if you are going and, remember, you must have paid your sub. to be able to commit lappery. Have a good time!

## CALENDAR OF EVENTS

**N**NATURALLY there have been, and will be, some alterations to the Calendar of Events we published last month. There are also one or two additions which are given below.

We understand that the first Ramsgate Sprint has had to find a new date because the local council are resurfacing the course. We believe that there may be another motor cycle meeting at the Crystal Palace in the first half of the year. No mention was made of the proposed Sunbeam M.C.C. race meeting at Wellesbourne which is shown on the A.C.U. Calendar as an RR meeting for July 30th. This event has not yet been confirmed and we believe another date will have to be used. The Clubman's Trophy event at Oulton Park is confirmed.

Additional events, all sprints and hill climbs are:—

April 3 Tregwainton Hill Climb, Penzance. CR. 880 yards. Solos. West Cornwall M.C., 7 Merlin Place, Mousehole, Penzance, Cornwall.

April 9 Carrigrohane Sprint, Cork. N. 1 kilo. Solos/sidecars. Len Cole,

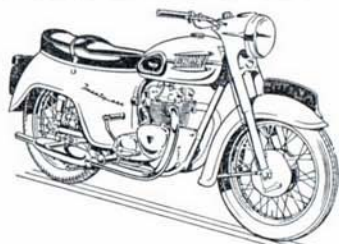
N.S.A. Secretary, will assist with entry forms, etc.

April 22 Blackpool Sprint. RR. 880 yards. Solos/sidecars. Thornton-Cleveleys M.C. 35 Ravens Close, Blackpool, Lancs.

Apparently we got the date of the Vintage Club's Witchford meeting mixed up. This should be April 16th and not a week later. The Chester Club's Queensferry event is to be held sometime in June, exact date not known.

As an addenda to the information contained in the Calendar we gather that the Brands Hatch meeting on June 25th, the Oulton meeting on July 8th and the Mallory meeting on October 15th will be novice events. In addition top class riders will be barred from the Clubman's Trophy and both B.M.C.R.C. Club meetings. Incidentally the first mentioned meeting was omitted from the Calendar. It will be for 200/250/350/1000 solos and sidecars and regulations will be available from A. R. Bowkham, 31 Highbanks Close, Wickham Lane, Welling, Kent.

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## A FEW YEARS AGO by GUY TREMLETT

LIKE many thousands of other young motor cyclists I am a post-war enthusiast. Though, in my case, I did go to a pre-war meeting at Donington which was within twenty-five miles of home. I cannot honestly say I remember a thing about it. Nevertheless my interest was aroused and, during the war years, maintained by the scores of books and magazines about two, and four, wheeled sport available to me at home; together with my Father's tremendous enthusiasm for anything to do with motor cars and motor cycles. He always had at least one 'bike, besides some interesting cars, and I can recall wonderful rides on a pushrod 500 Norton and a Red Hunter Ariel "springer" in the years just before the War. With all that background and atmosphere I reckon it would have been strange had I not been mad keen on racing and that goes with it!

I do not think we went to the very first meeting, a car one, held in this country after the War. This was at Elstree, a sprint actually; probably there was nothing to spare from the meagre ration of petrol. Being at school, too, made it difficult as far as I was concerned. However I did go to the first Cadwell Park meetings on Good Friday and Easter Monday, 1946. Subsequently we went to most of them for about three years, after which I did not visit that particular circuit for 12 years, until last Whitsun to be precise. Cadwell was about the only circuit one could go to see road racing at first, except for the Manx and an odd aerodrome or two; North Weald, I think, was one; Harold Daniell would know, because, if memory serves me aright, he did most of the winning. There was also one meeting in 1946 at Ansty Aerodrome; five miles from Coventry and less than ten from my home.

I can still remember the latter meeting. It was held late in the year, well into October, and I had already returned to my seat of learning. My keenness for two wheelers was regarded with grave suspicion by the school authorities, but by a subterfuge, I escaped in time to reach Ansty after the two 500cc heats had been run off. The entry was a pretty fantastic one. About the only star of the time who was not there was

Freddie Frith. Fergus Anderson, who even then had restarted the round of the Continental Circus, went so quickly in the first 250 event (there were two and the final result was decided on time) that most of the 350s would have been hard put to have stayed with him. He rode a 250 c.c. Moto Guzzi. Roland Pike on his first Rudge won the other 250 event. Vic Willoughby caused something of a sensation in the 350 final by winning the race and beating Harold Daniell, the late David Whitworth. Johnny Lockett, Peter Goodman and Bob Foster. Vic rode a KTT Velo. Harold won the 500 decider, in which an interesting runner was Piet Knijnenberg from Holland on a B.M.W. I think I am right in saying it was a "blown" one too. The 350 final, the last race of the day, finished in semi-darkness, but that didn't matter. It had been a terrific meeting.

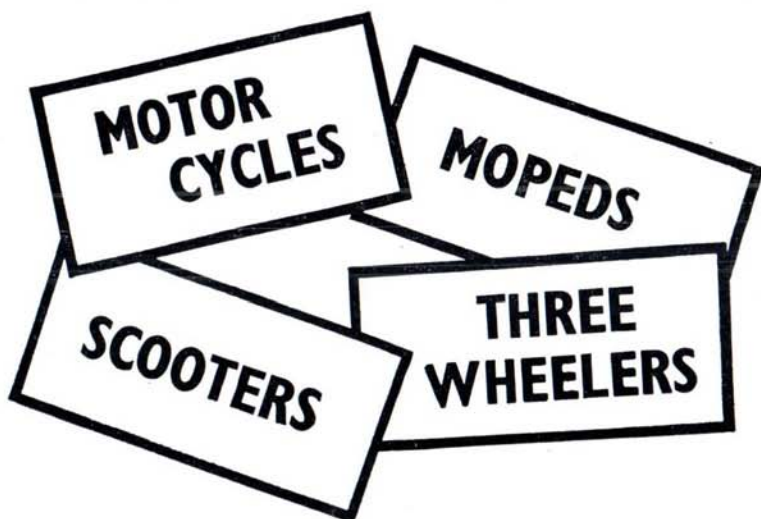
A great feature of the short circuit meetings in those first post-war years was a series of scraps between George Brown and Syd Barnett. George usually rode Vincents, though he had a "cammy" Norton for a time, while Syd relied on O.K. Supreme-J.A.P.s to begin with and then changed over to a 7R and G.P. Triumph. He was one of the few people who got their money's worth out of the latter model. He could make his motor! At Cadwell they would be joined by Tommy Wood from Southampton with his aged Mk. IV KTT Velocette and 497 c.c. Erswold (it had a J.A.P. motor), Peter Goodman with a Mk. VIII KTT, Charlie Salt with a brace of Nortons and a number more. I vividly recall one Cadwell "do"—it must have been in 1948—when the main 1,000 c.c. final and the 350 c.c. final were won by Salt and Goodman respectively; both on pukka road racing machines, of course, on a circuit which suited the grass type of 'bike far better. Eric Oliver usually won the "chair" races, though Jack Beeton wasn't often far behind. Eric rode solo, too.

The '47 Manx is another meeting I remember very clearly. It was my first visit to the L.O.M. We subsequently went the following two years, all for summer holidays. I enjoyed them so much that the Manx became my favourite event, and still is. I prefer it to the T.T. any



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day, heresy though that may be to many people! In 1947 Eric Briggs scored a double win on Nortons, followed in each race by Denis Parkinson and Albert Moule. The three of them rather dominated the whole affair. The Mk. VIII KTT Velo. was generally faster than the 350 Manx Norton then, but the latter pulled off the Junior Manx without difficulty; John Purnell being the first Velocette to finish—in 4th position. Austin Munks won the Lightweight on a Guzzi. He had not competed since 1936, but won easily after Benjy Russell, one of two Stanley Woods protégées riding, had crashed fatally on the 4th lap. Russell, who had had very little racing experience until then, was one of the most potentially brilliant riders I have ever seen. As well as the 250, he had the only machine in the Senior which could look at the Nortons, a 499 c.c. Guzzi single, but that, of course, was withdrawn. Woods' other "hopeful" was Reg Armstrong, who finished 5th in the Lightweight on an Excelsior and was to have ridden a Norton in the Senior. As the 250s and 350s were run together there were over 130 riders on the circuit at one time. Then, of course, the speeds were not as high as they are today, neither was the speed differential so great. Ray Petty rode an E.M.C. into 4th place in the Lightweight, while Bill Nicholson tried two Beesas in Junior and Senior. Most people forget Bill was not only one of the finest trials and scrambles riders these Isles have ever seen, but also road raced, grass tracked and went on the sand.

By 1948 things were beginning to look up in that there were more meetings. 1947 had seen Abridge added to the list, but it disappeared almost at once. There Johnny Lockett starred, but I also recall two of our present Scrutineers riding at that Essex venue, Dennis Glover and Jack Rampley. Ansty reappeared in 1948 and Scarborough and Eppynt made their bow. The former I didn't visit until 1953, but George Brown, Syd Barnett, Denis Parkinson and Phil Carter dominated it in its formative years. Eppynt I went to once, for that first meeting in August '48. I shall never forget it. The course lay on a plateau way up in the Brecon Beacons. We got stuck in a queue getting in on a steep hill in the narrowest imaginable lane. It began to rain and someone left the boot of the car open and all the spare clothing, etc., got soaked. On top of the plateau there was a good thick mist. The course was narrow and

surfaced with granite chips and one wandered where one wanted without let or hindrance. For some reason or another the 250 race, which started the ball rolling, got off 50 minutes late and there was an immense timelag between the other two events as well. As the circuit was 5.2 miles long, one only saw the 250s 6 times, the 350s 12 and the 1,000s 20, I think it was. Cecil Sandford with that fantastic MOV Velocette of Arthur Taylor won the 250s. Les Graham on a 7R won the other two races. In the 1,000 George Brown, bravely riding "Gunga Din", the famous big Vincent, built up a good lead, but then had a horrible spill overtaking a slower runner. Les Archer did well, too.

1948 contained one of the best meetings that I personally have ever seen; at Ansty aerodrome in October. Again everyone was there. Ajays had entered two riders they were considering signing up to ride in their factory team of 7Rs and 500 twins, Bill Doran and Reg Armstrong. Harold Daniell rode 348, 499 and 596 c.c. Nortons. The late David Whitworth had his Velo, and G.P. Triumph. Other riders of the latter model included Syd Barnett, Bob Foster and Jack Daniels. Maurice Cann rode his 250 and 500 (120° vee twin) Guzzis. All the usuals were there too, Salt, Briggs, Parkinson, Archer, Pike, Oliver, Moule, Lockett; as also was a certain young man, by name Geoff Duke, on a 348 c.c. Norton. My most enduring memory of the meeting was the amazing riding of Whitworth on the Triumph. He went through a fastish left hander where I was watching using all the road, and a little of the verge, with the front wheel off the "deck" most of the time. He won that 500 final and never did a rider more deserve to win. I hope he will pardon the liberty, but I realised too at that meeting what a superb rider was our present Chairman. On each occasion he had great difficulty starting his Nortons, but he simply swept through the rest of the field once he had got going. I cannot honestly remember who won the 350 final, but I fancy it was a Velo and that Bob Foster was the rider. I know H.L.D. wasn't far behind.

Trouble is that, once one has started to think, in words, like this, one goes on and on. Space does not allow that, so I must close these mental ramblings. One last meeting I would like to think about now is the 1948 Manx. In the Junior we



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125 c.c.—3rd  
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### LANTS GRAND NATIONAL

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### GULTON PARK RACES (April 18th)

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

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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

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### COTSWOLD SCRAMBLE

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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

### GULTON 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

### LANCS GRAND NATIONAL

Winner  
250 c.c.—1st

### LUXEMBOURG MOTO CROSS

Winner

### W. GERMAN 250 c.c.

Winner MOTO CROSS

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### 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

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### 1960 250 c.c. EUROPEAN

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saw, though we hardly knew it at the time, the start of a new era in road racing. The order of the first four after three laps in that race was: Duke, Parkinson, Armstrong and Heath. Geoff had been consistently neat and fast, without being at all spectacular, in practice, which in any case was terribly wet. After half a lap he led on the roads (he was No. 12) and, when Parkinson stopped to refill at the end of two laps, he took the lead on corrected time as well. On the fourth lap his oil tank split and he was out. But the name Duke, G. E., had arrived and that name soon became, as we all know, a household word the world over, and set a new style in racing. Parkinson won the race with Phil Heath second. Reg Armstrong's engine seized on the last lap at the Guthrie Memorial. And I can still see that amazing Welshman, the late Jack Daniels, riding his KTT Velo for dear life into 6th place with the results of a first lap spill more than evident to the eye, what with bent footrests, handlebars and other battered cycle parts and most peculiar steering! The Senior the following day was the most exciting I.O.M. race I have ever seen. The 250 race was won, by an enormous margin too, by Dickie Dale on a Guzzi, who became the first man to break a Mountain course lap record post-war. The Senior was a real humdinger. There were two Triumph possibles, Don Crossley and Reg Armstrong, and five Nortons, Parkinson, Salt (best in practice), Reg Lee, Heath and Cromie McCandless. Also one could not really discount Arthur Wheeler and Jack Daniels with their G.P. Triumphs. The first sensation occurred 5 miles from the start when Parkinson's Beart Norton halted without any sparks—the mag. had gone west. Then Daniels vanished too. After one lap Crossley led from Armstrong and Lee. After two laps Crossley and Armstrong were separated by two seconds only and McCandless had lapped quicker than anyone else. At the end of four laps the two Triumphs were still almost level-pegging. Crossley just ahead, but now Salt was third and Lee fourth, followed by Heath, Wheeler and another Norton ridden by "Anno Domini". McCandless had retired. During the fifth lap Armstrong began to have gearbox trouble and I have heard, though I cannot vouch for this, that he finished the race with only top gear usable. He dropped back, but Salt put on the pressure he was no. 103 to Crossley's 84) and closed the gap quickly. On lap six, the last, a great deal happened. First of all Reg Lee dropped it at Greeba Bridge

where oil had been spilt and had to retire. Phil Heath was overtaken by Arthur Wheeler, but "Anno Domini" had passed both and, with Lee's retirement, moved into 4th place. Half way round the last lap some friends of mine had made the Triumph a second only ahead of the Norton on time. By the time they reached the Creg, where we were watching, the stop watch showed Salt to be about a second to the good. The finish was certainly shaping to be dramatic. It was far more so than anyone dreamed, for, as he took the Governor's Bridge dip, Salt's motor stopped altogether. He pushed in to take third place. Crossley won, of course, and "Anno Domini", a reputedly 48 year old mystery man from Yorkshire, was second. Reg Armstrong struggled home 4th, Wheeler was 5th and Heath 6th. I do not know what went wrong with Charlie Salt's motor, and I suppose this race will be one of those big "ifs" of motor cycle racing. "Anno Domini" was, in fact, Norman Culpan, who owned a mill near Halifax, and who, the following year, was one of the first owners of the then-new sports Frazer Nash cars—the Mk. 1 Le Mans Replica model and finished 3rd in the Le Mans 24 Hour Race. I saw him drive the "Nash at Silverstone later that year, but that is another story.

Well, there it is. I sometimes wonder whether I derive as much enjoyment from of racing now as I did 12 to 14 years ago. True one tends to become rather blasé about it as time goes by. In some ways I think racing then was more interesting. It was surely less expensive. Still times change and racing has changed. I do believe, though, that I, a spectator then, got more enjoyment out of the meetings I went to because there were not so many and each one was something especial to look forward to. There tend to be too many meetings from that angle today, I think. One last thing. I often ponder which was the most "eyeable" racing bicycle I have seen. I don't expect my choice will be that of many, but to my mind there have been three and I put them in this order—G.P. Triumph, G50 Matchless and Mk. VIII KTT Velocette. Now, perhaps, I should wait for the brickbats!

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#### ERRATA

On page 32 the vehicle badge was shown as costing 25/-. It should have read 20/-.





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## MARGARET'S MEGAPHONE

**John Golesworthy** came in the other day to see us and announced that he has an addition to the family, a boy called Mark. I wonder if we have a future sidecar passenger there?

**John Rapley** tells me that he is well on the way to the slippery path of matrimony to Miss Pamela Lewington of Hayes. Congratulations to you both!

**Ken and Mollie Craven** have just returned from a trip with their Matchless outfit into the Alpine snows for winter sports—apparently the roads provided more sport than their skis! They are now busy organising this year's Partitours. The first leaves on Friday night, 16th June, returning Saturday, 1st July. The riders will spend three days in Florence and nearly a week on the Italian and French Rivas.

Another leaving on the same date, will take three weeks and by using the Adriatic Ferry, plans to tour all the Yugoslav coastline, returning through the Dolomites. The fares for each tour are about £6 2s. for solo rider including bike, return. The hotels for the fortnight cost £25, for three weeks £37 10s.

In September there is another party leaving by Royal Mail Liner for Vigo on the 9th, providing three restful days' sea cruise and returning by the Basque coast and Brittany. This costs about £45 for all fares, ships, tips, lashings of food and the rest, solo bike plus rider.

These tours are known to quite a lot of our members and, incidentally, it should be stressed that they travel in

small groups of 3 and 4—often there is one Bemsee group. For further "gen" drop a note to Mollie Craven, Gilston House, nr. Harlow, Essex, enclosing a S.A.E.

**Hamish MacLeod** has asked me to mention that Bemsee members are always welcome to the Birmingham M.C. meetings at the Motordrome every Thursday night.

As you may have noticed from the Mutual Aid column, I have regretfully come to the decision to sell my big Vincent. These days I don't have the time to maintain it properly and it has just become a very expensive ornament to my garage. I haven't deserted the two-wheeled brigade, though, as I still have the old J.A.P.-engine'd Vincent, for which I have great plans as a sprint-iron one of these days. For fine days on the road, I have just been lucky enough to acquire **John Dewhurst's** 1936 Excelsior Maxman. So far I haven't ridden it further than ferrying it home from one side of London to the other and it will be off the road for a week or two while I fettle it for its 10-year test. After that, if you hear a bike on the road, the exhaust note of which can't be heard for the engine noise, you'll know who it is! I anticipate some very interesting and enjoyable motoring this summer on the new 'toy'.

[What Maggie does not mention is that she is riding one of **Bill Rose's** Rovers in the Pioneer Run. So if you go to Brighton that day watch out!—Ed.]

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**TRIUMPH**

## 'B' IS FOR BANDICAP by A. G. ROSE

TWO items of news claimed my particular attention in 1960. The first related how a man had joined forces with Dr. Ehrlich—I trust that is the correct term—to assist him in the production of two-stroke engines. Nothing remarkable, you might think, in that. However, when the said man turns out to be none other than Erwin Tragatsch who, you may remember, said "Racing Two-strokes—I hate them" in the not-so-distant past, you may wonder what happened to the letter which he undoubtedly sent to 'Bemsee', explaining why he changed his mind!

[Not guilty: Ed.]

The second item? I commend you to the man who once said to me: "Two strokes ought to be banned". Apparently he did not mean this to refer to one having four pots set transversely. No hard feelings though. Some people are not too proud to learn even at the veteran stage. I wish them luck.

There's something about January which makes me particularly acid. Perhaps its because I am getting too old to ride any more. Never mind, I can take an interest in all those new chaps who are coming on the scene. That is they who have bought their bikes, or spent long, cold winter evenings in the shed trying to make a silk purse out of a sow's ear. They may even have bought their leathers. Come to that they may even think that they are going to get an entry accepted. No harm in thinking.

Here I go. I am sick to death of the people who have enough money and time to take a van load of bikes to every meeting in the land and enter every event on the card. How they have the brazen effrontery to do it beats me. They like riding perhaps? Well, so do other people. Also, other people like to pick up the odd pound or two to pay for their expenses.

I raised this at the last Bemsee Annual General Meeting and was told that there were certain difficulties in restricting the number of rides. Well, what are they? If the clubs and the A.C.U. accept subscriptions from all and sundry then all and sundry ought to be assured of certain safeguards.

The public, perhaps, wish to see the stars all the time. I don't believe it. I think they are getting tired of seeing the same old names in the same old positions in the ditto ditto places.

Duke and McIntyre and the real greats were sensible in their attitude. They rode in company and on occasions when their talents were set against the proper backcloth of opposition and venue. That is why it was with Duke and is with Mac, a real draw to see them; similarly, to some extent, with others.

I propose that the maximum number of classes at any meeting to be entered by one rider is two, unless the other classes are undersubscribed. When we get to this basis we can claim that races are being run for riders and not just some riders.

Now about the racing. It is fairly evident that at most big meetings the crowds are staying away in large numbers. Why? Its because the racing is dull and scrambling is a better spectacle. If you don't believe that, you are subscribing to the bankruptcy of road racing. At most of the meetings I attend I drag myself unwillingly from the Paddock to watch the racing. Practically every lap could be the same. Why do I go? Because I hope and pray that each meeting will be better than the last. It isn't.

If you deduce that I do not like road racing you are nuts. I think that there is nothing so good, if it is properly staged. In the old days when racing machinery wasn't very reliable the tension could mount as the racing proceeded. The men in front didn't necessarily stay there. But now? You might as well have a cup of tea after lap 3.

Do you listen to the commentaries at the meetings? I'm convinced that the introductions are broadcast from a gramophone record made 10 years ago. Same old patter. Same old pals getting honourable mention. Same old dealers getting plugged. Same old descriptions during the race telling everyone exactly what they saw 20 seconds before. Shake this up please, and get a bit of real information across.

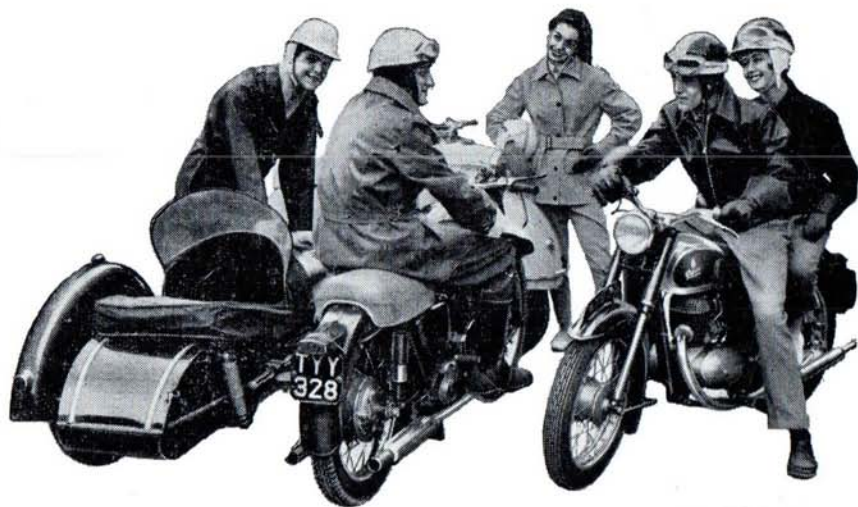
[Okay, my friend, you can take my place at Silverstone this year: Ed.]

All right then. What about some ideas. Here's one. It's called a Bandicap (Bemsee Handicap—get me)!

Big shake up of numbers in stewards' box before start, Ludo fashion. Make numbers; call them seconds. Select rider's number from black bag. Seconds are his Bandicap. Riders go to line not

[continued on next page]





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## R.A.C. NOTES

### Compulsory Vehicle Inspection

It was announced last summer that the first stage of the Government scheme for the testing of cars, motor cycles and other vehicles would start on a voluntary basis on 12th September, 1960. A further announcement by the Minister of Transport in the House of Commons last December gave the dates on which it will be compulsory for vehicles of various ages to have current test certificates. For the information of members these dates are as follows:—

1. Vehicles registered before 1st January, 1937—a test certificate must be obtained by 15th February, 1961.
2. Vehicles registered before 1st January, 1946—a test certificate must be obtained by 15th March, 1961.
3. Vehicles registered before 1st January, 1949—a test certificate must be obtained by 15th April, 1961.
4. Vehicles registered before 15th May, 1951—a test certificate must be obtained by 15th May, 1961.

After 15th May, 1961, it will be compulsory for all vehicles to which the testing scheme applies to obtain test certificates by the tenth anniversary of the vehicle's registration. It will be an offence to drive any vehicle in respect of which testing is compulsory without a current test certificate. The classes of vehicles which will require to be tested annually include private cars, dual-purpose vehicles, light goods vehicles (of which the unladen weight does not exceed 30 cwt.), motor cycles and mopeds. Full details of the testing requirements are contained in a booklet which can be obtained from any R.A.C. office. Enquiries concerning the scheme should be

made to the Chief Engineer, R.A.C., 83-85, Pall Mall, London, S.W.1. or any R.A.C. office.

[continued from preceding page]  
knowing Bandicap. When they get big flag with their number on they do! Stay in "pound" right opposite big crowd in grandstand. Very excited. (Alternatively *Velly excited* for races run in China).

Bandicaps are worked off on riders over say 6 laps of a 10 lapper. Then free for all. What fun when unknown rider just wins from favourite. All right then! you think it's very silly. That's where you come in with a better idea don't you, What! no ideas? Then you've got to accept this one—just for a teeny cautious trial—AT THE VERY NEXT MEETING.

Now I know this chap Rose is rude and very annoying, but do think about it won't you old chaps. That's nice.

[*The Man makes you think, doesn't he: ED.*]

[continued from page 48]  
was unavoidable. In actual fact Bill never did quite catch up to third place, although had the race gone on another lap he probably would have done. Correct me if I'm wrong, but don't tell the Southern M.C.C. because they gave me third place "loot"!

One day I may find time to write to you again and tell you more of our adventures around Castletown. I will leave you at the moment with a question. Have you got a "Bollan's Cross"? I have, and I got it off Fort Island. Remind me to show you how to get one next July. [*Sounds intriguing.—ED.*]

Yours, etc.,

Corby, Northants, DOUG ROSE.  
P.S.—I wonder how many other B.M.C.R.C. members have B.C.'s?

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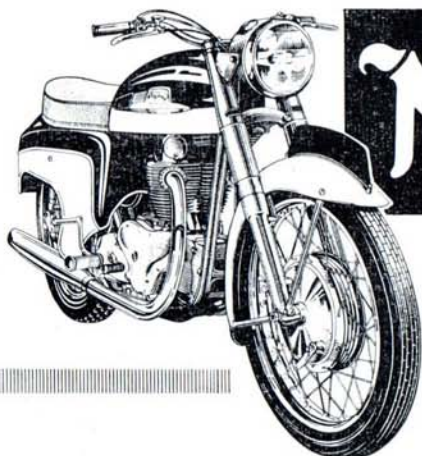
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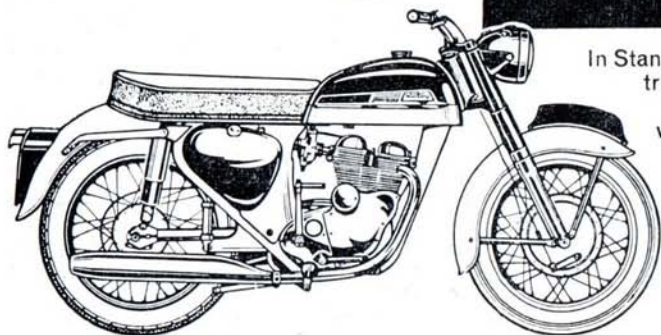


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## EDITOR'S CORRESPONDENCE

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

SIR,  
You may recall that in the early days of 1958 I wrote a few brief lines on the possibility of a 125 c.c. handicap race. I like to think that this ultimately resulted in a separate award for the best British 125 at some meetings organised by the Club. Once again may I take up the cause of the 125 class with a further suggestion which may meet with the majority of riders' approval and give them a little more than the usual four or five lap gallop as the measure of their day's outing.

I feel sure you will agree that we have completely left behind the day when the 125 class comprised about 12-15 competitors, mostly home-brewed specials of whom about 25-30% fell by the wayside before the race proper began. In fact the class is now oversubscribed at most meetings (even Silverstone with 50 entries) and up to 8 reserves is the rule rather than the exception.

May I therefore suggest that organisers of 1961 meetings bear with us and wherever possible accommodate as many of this class of riders as is practical by arranging for heats and a final for the 125 class; at least while enthusiasm is at such an astoundingly high level. This, I am certain, would enable every 125 rider to be able to get a regular ride with, no doubt, improved ability and greater experience. It would be better than the present frustrating position of not knowing whether to apply to two or more organisers for a ride on the same day and then not knowing where one may be accepted (or declined). In the latter event, if application is only made to one Secretary initially, it is usually too late to enter the other meeting. Of course, if one is accepted by more than one organiser, one is then in trouble with the A.C.U.

There is a lot more to this than I have mentioned, but it would be interesting to have the views of other riders, organisers, etc.; spectators, too. After all, no one can say the riders of the eight-litre class have not been other than very patient.

Yours, etc.,

Bristol.

E. L. GRIFFITHS.

SIR,  
Reading your article on the "Southern 100" was like a breath of fresh Manx air in the midst of this dis-

mal winter of ours. I would like to fully endorse your remarks about this grand little July set-up and would disagree with you on only one or two minor points.

Perhaps it is because John Patrick and I, together with our circle of friends, have had the very good luck to be at each and every Southern 100 that our feelings for the event are possibly even stronger than yours. We well remember after the first ever effort, being approached by Harry Craine, who asked us to let him have a list of improvements that could be included in the following year's event. Each and every one of these suggestions were implemented the following July.

One year we mentioned we might be interested in sea-fishing, as well as motor-cycle racing! At once Theo. Waterson (that time Secretary of the Meeting) produced a sea-rod, lines, and of all things, a garden fork with which to dig up lug-worms in the old harbour. This gesture was crowned the following day when John Coul and Harry Cubbon (Paddock Marshals) turned up at the "digs" to announce that they had borrowed a motor-boat for us "to have a go at the cod". We caught no cod, but I remember the late Dave Chadwick pulling in a very, very small pollack which he insisted on eating for his tea!

I agree with you, Mr. Editor, that the garage was a bit damp this year, but don't forget that old Bill had taken his 28-seater 'bus out of it for the week (as he always does), and given the garage free and gratis for any of the competitors to use. The 'bus was out in the rain! And that reminds me; I hope it wasn't you who "swiped" my 2-gallon Esso petrol can. I shall be looking for it next year, you know! [Not guilty, Doug; we used Shell!—ED.]

I must point out that your remark on streamlining is incorrect. One competitor definitely wasn't happy with its use being banned. Although Bill Smith took the shell off his N.S.U., he had to leave the shell stays on to carry his number plates and ignition switch. With the shell removed the vibration was too much for one of the stays which cracked. Unfortunately for Bill, who had built up a good lead on John Patrick at the time, the stay which broke was the one that carried the ignition switch, so a stop

[continued on preceding page]



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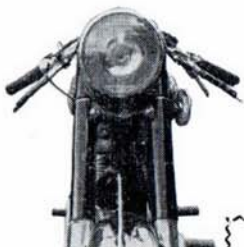
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## AREA NEWS

### METROPOLITAN AREA

A. L. Huxley

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

Another Meeting of the Area was held on 15th February at the Prince of Wales Tavern when we had a most enjoyable evening listening to Eric Oliver tell of his experiences in the 'arts and crafts' of Sidecar Racing right from the day he started till he retired as World Champion Sidecar Driver. Many thanks, Eric, it was a most interesting and amusing evening. Over 70 members and friends attended.

Our next Meeting is on the 8th March (Wednesday), at the Prince of Wales Tavern; time 7.30 p.m. We will be having a Film Show and efforts are being made to secure a copy of the new BP film featuring Bob McIntyre in 'The Right Line'. Don't forget this will be the last meeting of the Metropolitan Area until the Autumn, so turn out in full and make it a good evening. Here's wishing all racing members a successful Racing Season and all Marshals who come along to our race meetings, dry meetings and trouble free marshalling.

### NOTTS., DERBY & LEICS.

W. B. Martin

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

At the February Meeting only thirteen members were present to take part in Fred Lowther's tape recorded quiz. The fall in attendance would appear to be caused by the change from Monday to Thursday evening! The "cell" has about seventy members, and more support would be encouraging. So what about it chaps? Our next meeting will be on Thursday, 9th March, at the same place, The Anchor Inn, Kegworth (just off A6).

### NORTHANTS

A. F. Mills

Express Dry Cleaning Works, Rushden,  
Northants.

Arthur says that he cannot write anything about his "do" on the 10th February. So he asked me to do so. I am not sure why, but here goes. In all sincerity I can say that it was a very good evening. In the end some 160 members and their guests, together with a goodly contingent from the Bedford Eagles, had entered the portals of Arthur's works. There was the return leg of the Darts' Match going most of the evening and again the Bedford Eagles lost the match—by seven games to six this time. There was a raffle and tombola in which the prizes were carried off by the visitors from London (this always seems to

happen). And half way through the evening a huge load of baked potatoes and "bangers" arrived and the assembled throng fell-to on them with great élan and polished the lot off. Personally I was starving! Arthur had got steam up in his magnificent traction engine and, during the evening, we were treated to a recital on his even more magnificent fair-ground organ. Words just do not come to me to describe these wonderful things, but you will probably have the opportunity of seeing them at one of the big Silverstone meetings this year, if all goes well. As usual on these occasions midnight came all too quickly and the party had to end. Among the many members there were Richard Darby, Alan Virco, Terry Moss, Eric Headlam and his wife, Pauline Dale, John Patrick, Harry King and his wife, Mick Bennett, Ken Adger, Bill Russell, Tony Payne, Alan Hunter, Margaret Ward and Jim Swift. I am sure that everyone there would want me to thank Arthur and his merry men—men of his works, I mean—and not forgetting Deirdre and Bob Darlow, for the splendid time they gave us. It is not everyone who would clear their works of its machines for a social "do". Thank you, Arthur. W.G.T.

There will be one more Area get-together this "season". This will be on Friday, March 17th, at 8 o'clock, the venue being the "Nags Head", Wollaston. You leave the M1 at the Newport Pagnell turn and take the Wellingborough Road (don't go all the way to Northampton). Wollaston is only twenty minutes from the M1. I shall not circularise members on this occasion as all the particulars are given here. The darts' team can only consist of ten players so will anyone wishing to be included kindly let me know.

### WITCHFORD SPRINT 16th APRIL.

The Vintage M.C.C. has very kindly invited our members to take part in their sprint meeting at Witchford on 16th April. All those interested please contact the Secretary of the Meeting, A. E. Breese, Cuckoo Hill Farm, Cuckoo Hill, Pinner, Middlesex, for the Regulations.

### Obituary—Gordon Woodman

WE are sorry to report the death of Gordon Woodman, the well-known dealer and entrant of Holbeach, for long a member of the Club. For a number of years he had entered a number of well-known riders in the T.T. and other British events on Nortons. We extend to his family our deepest sympathy upon their sad bereavement.



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£50 REWARD offered for information leading to the recovery of stolen Manx sprockets, tools, engine, spares, G.P. carbs., alloy tank; stolen on 27th January. D. R. Ajax, 6 Seaforth Drive, Waltham Cross, Herts.

FOR SALE—1951 Vincent Rapide; good appearance and fair mechanical order; extras include Lucas A.V.C. mod. and Marchal Asymetrique headlamp; selling with profound regret, because unable to afford time to use and maintain; £100; Miss M. W. Ward, 34 Paradise Road, Richmond, Surrey (RICHmond 6326).

FOR SALE—350 DB B.S.A. Gold Star engine; engine plates; Manx gearbox—all to fit Manx frame; 500 Gold Star special motor (mainly DBD), ex-C. Vincent; see below.

FOR SALE—1960 B.S.A. Rocket, chaincase, de luxe Avon dolphin, 4,600 miles only; first sensible offer; J. N. Telfit, The Red House, Spetchley, Worcester.

WANTED—5 or 6 gallon Manx tank, condition immaterial but leakproof and structurally sound; 250 Guzzi exhaust pipe and/or megaphone, good nick; any metric thread nuts and bolts and counter-sunk head screws, or knowledge of where they can be obtained; J. E. Kidson, Box Post Office, Stroud, Glos. (tel.: Nailsworth 95).

WANTED—Size 7 zip-back racing boots; K. S. Lea, Vale view Cottage, Bownham, Stroud, Glos.

FOR SALE—1956 Itom Super Sports; Good condition; all road equipment; £30. Trailer; very low and light; suitable for sidecar outfit; £10; P. J. Hardcastle, 104 Farmilo Road, Walthamstow, E.17.

FOR SALE—Sprint Ariel Square Four or exchange for good race-going solo. S.A.E. for full details of specification of this machine which is in perfect condition and ready to use. P. Peters, 83 Balds Lane, Wollescote, Stourbridge, Wores.

FOR SALE—1956 Austin A40 van new tyres, distributor, head, differential and brakes, reground crank; carry two bikes; needs respray; £110 o.v.n.o.; T. Shade, 13 Ravensdale Avenue, North Finchley, London, N.12. Tel. HIL 5669 after 6.

FOR SALE—1956 I.o.M. 350 Norton; fitted 'Corsa Strada' dolphin; spare sprocket, number plates, suspension units etc.; £240; R. A. Spooner, 48 West End, Langtoft, Peterborough, Northants.

FOR SALE—1959 350 Gold Star with Clubmans and Racing equipment; rebuild cost £115; petty bottom half; s.a.e. details; haggle starts at £260; J. Baker, Woking Golf Club, Hock Heath, Woking, Surrey.

## THE SILVERSTONE 1000

One or two wrong impressions were given in recent issues of the technical press concerning this meeting. In case any of you didn't see the corrections which were published later, please note that the regulations will be available at the beginning of April and that machines eligible must be manufactured on or before 1st January, 1958.

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### CALENDAR FOR MARCH

- 1 Practice Day—Silverstone.
- 8 Practice Day—Silverstone.
- 8 Metropolitan Area Film Show.
- 9 Notss., Derby., Leics. Area Meeting.
- 10 Annual General Meeting.
- 15 Practice Day—Silverstone (sprinters only)
- 17 Northants Area Meeting.
- 31 Brand's Hatch R.R. (N).

The recently formed Bantam Racing Club has invited Members to compete at its first race meeting at Snetterton on Sunday, 30th April. Naturally most of the events will be devoted to B.S.A. Bantam machines, but a special event is being put on for B.M.C.R.C. Members on British, repeat British, 250 c.c. 'bikes.

We understand that Regulations will be available any time now from J. Collins, 33, Klea Avenue, London, S.W.4. Please enclose a s.a.e. when applying for them. If there are any marshal Members who are doing nothing that day, we expect their expert assistance would be welcome to the Bantam R.C. Offers should go, in the first instance, to Miss Ward at Richmond.

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