

Bemsee



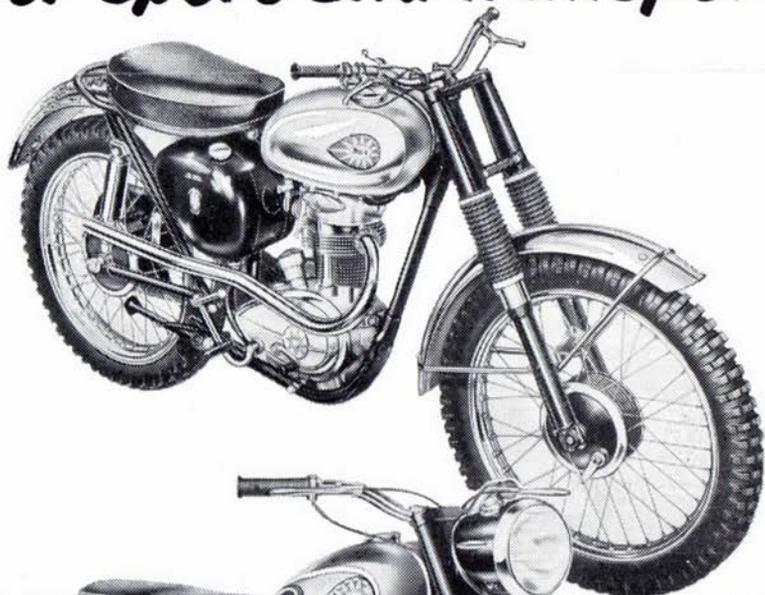
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For Sport and Transport



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EDITORIAL

By the time these words see print the season will be well under way and we shall have travelled quite a few hundred miles to meetings already. Those lucky enough to have had some, at least, of their entries accepted, of course. We fear that it is going to be the worst snag of the 1962 season for a lot of you. Certainly the racing seen so far has been excellent. Our own "Huich 100" seemed to go down very well and the publicity the meeting had was something more like it. That free admission coupon in "Motor Cycling" the Wednesday before no doubt worked. It must have done both parties to the arrangement a lot of good. It was, perhaps, a pity that the weather was not more kind to the Club—Silverstone is a darned chilly place when the wind blows as it did on the 7th April—but that is the one thing Bemsee has no control over! The racing was good and we thought the final touch was the lucky programme. Oh, no doubt there are some purists who might think all these "gimmicks" are spoiling the meetings (we must confess ourselves to being not very happy about one or two of the stunts which have been tried elsewhere; we do not deny their effectiveness, however), but such is life in the high powered and rather artificial world in which we live today. Motor cycle racing, like everything else, has got to keep up with the tempo of things to remain in business. Let us hope the 1,000 Kilometres is equally as successful.

This month sees the first of the World Championship meetings, the Spanish G.P. at Barcelona (round the Montjuich Park), and, thereafter, the usual round—the French at Clermont Ferrand, the German at Hockenheim, the T.T., the Dutch at Assen, the Belgian at Spa-Francorchamps, the East German at the Sachsenring, the Ulster at Dundrod, the Swedish at Kristianstad and the Italian at Monza. Whether or not that is too many is, perhaps, a moot point. Some people think it is. On the other hand it is surely only right that each country in Europe capable and willing should have the opportunity of organising a national grande epreuve. As it happens, though most of the circuits mentioned can be lapped at over 100 m.p.h., they comprise just about every sort of racing going likely to be found. Despite all the ameliorations, the Island is still probably the supreme test of man and machine. Dundrod is most certainly a rider's circuit, as is Clermont Ferrand. On the other end of the scale one has Manza a track, Spa and Hockenheim not far short of tracks and Barcelona an elongated short circuit with a vengeance. No, there is certainly no lack of variety amongst the courses.

As far as the actual contestants are concerned one becomes rather bewildered by all the rumours and counter-rumours that float around. It is probably best to shut one's ears to all of it and wait and see who appears on what at the first meeting. We pity the professional motor cycle sporting journalists who pick up a "scoop" one day, give it the full treatment, only to find that by the following week it has fallen through. That has happened, in fact, several times this Spring. What does seem certain is that the Honda people are well placed to pull off four solo championships—50, 125, 250 and 350. They have a very strong team in the two middle mentioned classes. Their only 125 rivals are MZ and, possibly, E.M.C. The former no longer have their star performer and the latter are a little bit of a dark horse.

The Hutch 1-2-3, impressive though it undoubtedly was, did not have Honda or MZ opposition. The 250 MZ, fast upon odd occasions, has never matched up to the Honda, and as the M.V. twin seems to be too highly stressed when really "pushed" and as the admirable Morini is at least two, if not more, years old, the Japanese firm should have a stranglehold on the quarter litre class. Even if the gallant Proveni does get among them on the twistier circuits (Barcelona ought to be just the job for him!), he is one against a team. We already know that the 249 Honda "four" is as fast as the 350's and so it is reasonable to suppose that the 300 c.c. version will be able to lay about its 350 rivals; especially with McIntyre on it. Bianchi appear to have missed the boat, rider-wise, which is a pity because their 350 "twin" is obviously very quick, if none too reliable. Why is it that Italian factories mess around so? If we had a rider of the calibre of McIntyre riding for us one year, we are darned sure we'd do all we could to retain his services for the next. Jawa are the other 350 possible. Their exceedingly fine Czech rider, Statsny, surely will be nearer to the front than ever. Whether M.V.'s. will be seen is evidently anyone's guess. Obviously Hocking (or Hailwood) would carry all before him/them in the 500 class; there is nothing to touch the big M.V. "four". But the 350 class might not be so certain with the Honda, the Bianchi and the Jawa with a further winter's development behind them. M.V.'s. attitude seems to us peculiar and none too sporting. After all, the greatest Italian factories, Moto Guzzi and Gilera, didn't give up just because they lost a couple of times after winning a lot. We digress! The two big solo classes will be made up by the British machines, the private owner A.J.S., Matchless and Nortons. The odds are weighed more heavily against these "boys", though it is possible to finish runner-up champion with a Norton; Hailwood did last year. Finally the sidecar class as before with hordes of B.M.W.'s. lording it. Dare we hope that a certain dark green B.S.A. may tweak their tails more than once? We think it might well do so.

No more for this month, save to say that we hope everyone enjoys the 1,000. We want a good crowd; the event deserves it. The entry is a fine one and the contest ought to be fascinating. Besides all that, if you go and see how an XYZ Superbomb goes and beats the ABC Jetstreak (or fails to do so), you can argue the toss even more forcibly with your mates as to which is best or worse. Seriously though, do turn up; and get those posters up too. Publicity is all important.

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THE 'EXPERTS'

AJS

... and for the inexperienced too!

Runing race meetings at so early a time in the year (and in the racing season) can have its disadvantages, as well as the obvious advantages. Certainly, and with the aid of "Motor Cycling", a bigger crowd attended a motor cycle meeting at Silverstone then since April 1956. From the sheer economic point of view that was a most vital and encouraging thing. What a pity it was that the weather, one of the disadvantages, was not more accommodating, but how lucky we were that the rain, which affected most other places, kept off of us all day. It was also unfortunate that one or two of the star performers could not make it. However, the meeting suffered less from non-runners than it has done in past years. Quite apart from all this, racing was with us once more; that was the main thing.

Practice revealed a lot of trouble. Several of the new outfits proved to have teething troubles, including the Swiss, Fritz Scheidegger, whose outfit staged a mild tyre fire and didn't steer, and "Pip" Harris who bent valves. Ian Goddard suffered mechanical trouble with the 249 c.c. T.T.S. and then had a borrowed 125 Honda go sick on him. Peter Bettison's 250 was seen with cylinder head removed. Robin Dawson discovered a broken crankpin on his 500 Norton just before loading up to set out for the circuit. John Kidson's Norguzz broke its con. rod. Minter hadn't got his 250 Honda "four", after all; neither had Read his Benelli or Hailwood his 250 M.V. "twin". He, however, took over Hartle's Benelli in the 250 event. Bob Mac was not able to get his 300 c.c. Honda "four" rebuilt after its Mallory prang and, as he hadn't got his 7R either, didn't start in the 350 race. Nonetheless, the high wind notwithstanding, several parties were seen to be going well in the training. Derek Minter was really flying on his 350 Norton and Alistair King was motoring well, too, in this category. While Jim Redman's Honda "four" seemed to be making all the right noises (and what a noise!), he indulged in some mild "tuning" while the 250's were out. The Hailwood Benelli didn't sound too happy. An interesting 350 was Percy Tait's 294 c.c. Aer Macchi, but it lacked the speed as compared with the fastest Ajays and Nortons. Two of the fastest 125's were nearly out of it altogether; Rex Avery's

72 E.M.C. and Johnny Grace's factory Bultaco, which stubbornly resisted all efforts to start it for at least half an hour.

Event 1—125 c.c. Championship : To say that the E.M.C. team dominated this race would be an understatement! Right from the start Minter took the lead, but it wasn't long before Hailwood caught him up and a tremendous scrap developed. Neither rider appeared to have much advantage over the other and the issue remained undecided until the last yard; Hailwood actually being first coming into Woodcote on lap 8, but Minter taking the flag first. Quite a race. And Rex Avery, who was relegated to the back row of the grid because he had not practised at the right time, was third and was slowly catching the pair of them up. Indeed two strokes dominated the race. For Dan Shorey rode the leading Bultaco into 4th place, not after having to overcome a challenge from Arthur Wheeler and his very fast twin cam Ducati. Wheeler rode superbly. After that it was a stream of Bultacos, among whom Stig Holmblad and Jan Brenning from Sweden and Ramon Torras of Spain figured prominently. 83.27 m.p.h. was the average and Minter is the 1962 125 c.c. B.R.M.C.R.C. Champion.

Event 2—350 c.c. Championship : this time Minter had an altogether easier win. Riding what must be one of the quickest 350 Nortons ever, he rode quite magnificently steadily increased his lead over his rivals and won by 7.2 seconds at 92.59 m.p.h. But that battle for second place—typical Silverstone! At one time or another it involved Mike Hailwood, Roy Mayhew, Alan Shepherd and Hugh Anderson (Ajays) and Tony Godfrey, Phil Read, Alistair King and Peter Middleton (Nortons). Hailwood hadn't got off too well and it took him a lap or two to catch up, but it wasn't until lap 11 or so that he latched on to 2nd place at all securely. Hugh Anderson, the New Zealander, riding Tom Arter's 7R, was brilliant and almost dead heated with Shepherd for third place. King and Read retired, but Godfrey, Mayhew and Middleton (another splendid show) finished in 5th, 6th and 7th places. A similar dog fight involving Lewis Young, Fred Stevens, Joe Dunphy, Dan Shorey and Ron Langston (who had taken over Hartle's Nortons) was waged for 8th place. Minter is the new 350 c.c.

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Event 3—Sidecar Championship : a rather sorry number of non-runners here depleted the field and a few more retirements added to the paucity of outfits on the course. However, it was an exciting race. Firstly because Florian Camathias whose B.M.W. was said to possess a new "works" motor, began to slow at 8 laps. Before that the Swiss ace was flying and leaving everyone else with some ease. Yet there was no gain-saying the fact that the silver B.M.W. did start slowing up so badly and that allowed Jackie Beeton, then lying a wonderful second, to catch him, pass him and run out winner by 4.4 seconds at the very tidy speed of 85.67 m.p.h. Now I thought this was terrific. Jack has been riding for longer than anyone else currently racing. Added to that he has not had the best of luck with his immaculate B.M.W. Surely no win was more deserved. Behind these two a pretty fantastic battle was waged between Chris Vincent and Max Deubel, the World Champion. Deubel was faster in ultimate speed, but Vincent could ride right round him on the bends and did so—most spectacular! In fairness to the German I should add that he had a right hand "chair", not the best layout for Silverstone. Charlie Freeman and another Swiss, Claude Lambert, were steady in 5th and 6th places; Freeman confirming himself as the leading Norton exponent these days. Owen Greenwood's very beautifully made Triumph outfit was another non-starter. Beeton is the new B.M.C.R.C. Three-Wheeler Champion.

Event 4—500 c.c. Championship : as Minter had won the corresponding 350 race with some ease, so did Mike Hailwood do likewise in this race. Riding one of his two fabulously fast Nortons, he finished 5 seconds ahead of Bob McIntyre at 96.65 m.p.h., fastest speed of the day. There was a rare scrap between Mac and Alan Shepherd for second berth. Bob was riding his new G50 engined special (it must be very light indeed) and Alan a more normal G50. Shepherd was going places and got in front several times but Mac always managed to get past again. Hugh Anderson was 4th for the second time, rather lonely on this occasion, because he stayed some way ahead of Phil Read and "Paddy" Driver who had a good scrap. Godfrey,

King and Langston circulated in close company and Ernie Wooded beat Dunphy for 11th place on the last couple of laps. Mike Hailwood is B.M.C.R.C. 500 c.c. Champion, 1961.

Event 5—250 c.c. Championship : machine-wise by far the most interesting race in the programme. There were quite a few non-runners and a lot of retirements. Italian machines predominated, two '61 ex-works Benellis, a glut of Aer Macchis, a desmo. Ducati twin and Wheeler's evergreen Guzzi, and opposed to Redman's Honda "four", the now elderly NSU Sportmaxes and Shorey's 200 Bultaco. Frankly I expected the Honda to win comfortably, but Mike Hailwood had other ideas and really made Fron Purslow's Benelli go. Most of the time he remained firmly glued up the Honda's meggas and every now and then he would sweep by on a corner or going into a corner. The Honda didn't appear to be geared to maximum advantage because more than once Hailwood was only passed by the much faster Japanese machine three quarters of the way down Hanger straight. Eventually Redman won by a fifth of a second at 88.71 m.p.h. There were two miles in front of third man Percy Tait with the first of Bill Webster's Aer Macchis who had scrapped with Alan Shepherd until the latter packed up. Arthur Wheeler was a splendid 4th on the Reynolds framed five speed Guzzi and he held off Shorey with the impressive little Bultaco. For only a 200 c.c. bike on the Silverstone G.P. circuit its performance must be considered most promising. Horace Crowder, who now rides the Doncaster 246 c.c. single cylinder Bianchi, took an excellent 6th place and held off no less an antagonist than Tommy Robb on an Aer Macchi. Another of these machines was very nicely ridden by 18 year old Stuart Graham, the son of the late Les Graham, into 8th place. Brian Clark (198 Ducati) enjoyed a great dice with Fred Hardy on the R.E.G. Mike Hailwood is the Club's new 250 Champion and Jim Redman by his performance in this race won the Mellano Trophy.

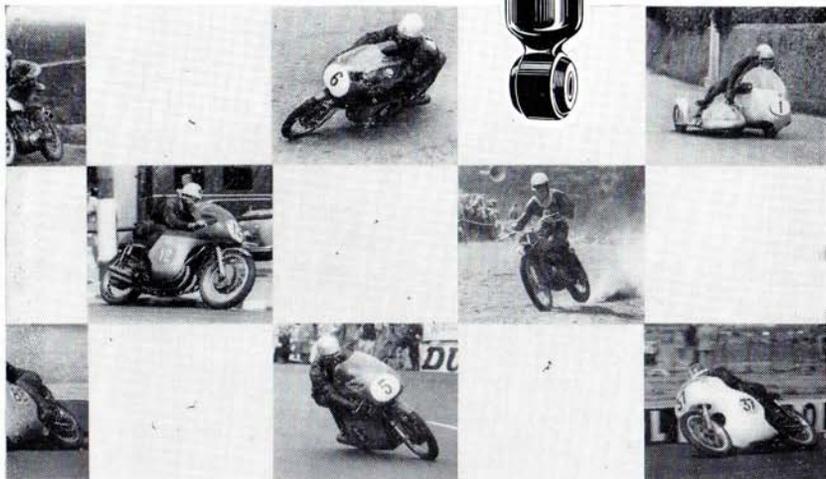
Event 6—350 c.c. Spring Scratch : for 9 laps there was a hard battle here between six gents; all going very well and riding well too. Bob Foster, John Nutter and John Griffiths (A.J.S.) and Rob Jones, Brian Denehy and Malcolm Uphill (Nortons) were the protagonists

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and they went at it hard. Foster eventually got the lead and held on to it despite the efforts of Jones, last year's Junior Clubman's winner. Uphill fell back to 5th place in the end; Denehy passed Nutter; Griffiths had a most alarming moment at Abbey when something came adrift and he rushed on to the grass at high velocity, retiring as a result. Cliff Rowe got his Norton into 6th place ahead of another big dice which included Dennis Dicker (A.J.S.), John Higgins, Brian Clark, Tony Bolton, Robin Good and Carl Ward (Nortons). Speed was 87.93 m.p.h.

Event 7—Sidecar Spring Scratch: even more non-runners graced (or should it be dis-graced) this race. Only 12 riders actually started. It was a repeat of the last event. Camathias cleared off in front for 4 laps after which Beeton steadily overhauled him and took the lead and won easily. This time Vincent also passed the Swis before the end and so was 2nd. Freeman retired. Deubel was 4th. Seeley with his Matchless beat Lambert into 5th berth. Boddice's new outfit wasn't very fast.

Event 8—500 c.c. Spring Scratch: the light began to get quite bad during this race and the rain, which had held off more or less all day, began to fall in odd spots. After leading for four laps, Peter Evans (G50 Matchless) lost his lead to Brian Warburton (Norton) who in turn had to give way to the vastly improved Dave Strickland (Norton). Thereafter the latter maintained a 3/4 second lead

to win at 90.36 m.p.h. Behind him a fine scrap was waged by Warburton, Barrie Nelson (Norton), Evans and John Nutter (Matchless). Nelson rode very well indeed (he is, incidentally, Charlie Freeman's passenger), so did Nutter. A tremendous scrap went on between Ken Inwood, Dickie Downer, Jim Cripps and Griff Jerkins (all Nortons) behind the leading quintet. It was not unusual for three of them to be side by side on the straights!

That ended the day's racing. The crowd, estimated at some 18,000 strong, were quick to disperse and most, I imagine, had a wet ride home. It began to rain not long after the finish. Anyhow a lot of spectators got in for free, thanks to 'Motor Cycling', and two luck members of our public got themselves a free week's holiday in the Island for the T.T. Oh, and we mustn't forget the display of the products of the British motor cycle industry. Some of the colour schemes were ghastly and made the 'bikes look cheap. The 650SS Norton impressed me most, but then I'm biased! And finally let me return to Jack Beeton's two superb sidecar wins. They made the day, as far as I was concerned, and I don't mind admitting it. A splendid show and one couldn't help wishing Jack hadn't gone that wee bit faster and collected the Mellano Trophy as well. He deserved it. And I think too Arthur Wheeler's two placings deserve a special mention. Their combined ages must be well over 90!

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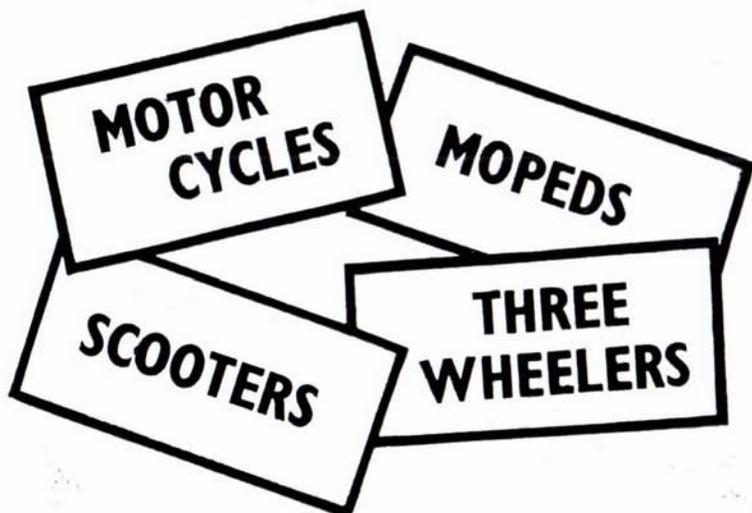
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ONE-TWO-THREE-STOP!

by A. E. Rose

The engine stutters to life. The clutch is slipped. A nervous hand coaxes the revs, up the scale. She's there on song. He's away!

Rider and machine scream away towards the top of Bray Hill. The crowd in the grandstand lean expectantly forward. The photographers crouch. The commentator's box is in a fever of excitement. Over on the mainland, from Land's End to John o'Groats, and from London E.C. to B'ham 13 countless thousands have found an excuse to get near a radio set. The T.T. of the century! Boy, just think—Hocking on the 350 M.V., King on a Bianchi, Hailwood on the Ajay, Minter on Norton and then Mac on the new 300 Honda. What a race it'll be. Bags in hand during practice, he's only got to stay on to win; 'good old Mac' everyone's saying and thinking. He moves forward to the line. The flag goes up. The excitement of the sands bloke is communicated to thousands of thumping hearts. The flag's down. His feet patter; he bumps into the saddle; the engine stutters, stutters again and stops. The silence is sickening. He tries again and this time there's not even a stutter. He rushes over to his pit with the 'bike, face as dour as ever. Meantime the later numbers get away, but few others than the rider concerned and their connections have much of a care. All eyes and all thoughts are with the rider in the pits. Suddenly he is ready again. He tries; the motor fires; he is away, seven minutes lost. It could still be the finish of the century, but only if some of the others come unstuck. Really, though, the race is over before it has started.

Fantasy? Yes, of course, but fantasy based on fact. It could happen and it has happened. No man ever goes to the line certain of his "fate."

What a fiasco, what a way to start races of such importance to riders, technicians, sales gaffers, workers, agents, all of whose livelihoods may depend upon the results. Oh, I know all about tradition and what has gone on since Rem Fowler came home first and how everybody prefers it, though no one is really asked. Let's think about it a little.

Consider first the factories which think they may have a chance. Perhaps an entirely new machine is involved. All the "books" say what a wonder designer Sam Bloggs or Ing. Luigi Viderei etc. is

—for thinking up the idea on a Tuesday p.m. and how it only took a week to build and test. What are the real facts likely to be, though? For two years (or more, brothers, the designer and his mates have eaten, drunk and slept upon their design. The boss has asked how it's going every seven minutes. The sales staff have been back and forth to every distributor in the land telling him not to ditch the marque in favour of the XYZ. 'Believe us, old boy, when our new 350 wins in the Island in '62, you'll be screaming for our 'bikes. It produces 52 b.h.p. at the front wheel; not the back like others! You think this sounds daft? You wouldn't; not if you had ever been on a project. I can assure you.

And what about the other end of the scale? Joe Soap has sunk his all in a new 350 Manx. 'This', he says, 'will be my lot. I've taken two years to save up for a "go" in the Island and then duty calls and I have to pack it in.'

How do you think these people feel when their 'bike oils a plug on the line? How do you think everyone concerned feels for days and days beforehand and, more so, on the night before, about the possibility of a bad start? I wouldn't know. It has never happened to me, but my imagination helps. It's bad enough when it happens to one on a £75 125 when one has only journeyed 50 miles to Silverstone. And what happens when a rider does get going? He is worried, mad, conscious of his responsibility and a potential danger to machine and self. All right, you may ask, what do you suggest; you've got so much to say.

Me—personally? Nothing except to put these suggestions to Ken Shierson, Secretary of the A.C.U., and ask him to give his opinion on them.

(a) every rider be allowed five minute's "grace", maximum, in the event of trouble on starting to effect catalogued adjustments such as change of plugs, clutch adjustment, etc.

(b) no rider be deemed to have started until a line (say 200 feet) from the initial starting point is crossed, except where the time taken to cross this exceeds the above mentioned five minutes.

(c) time adjustments to be worked out en route.

I concede that there may be a few minor practical difficulties. For example, another stop watch or two may have to be purchased. Let's hear about the

(continued on page 100)

Phenomenal!



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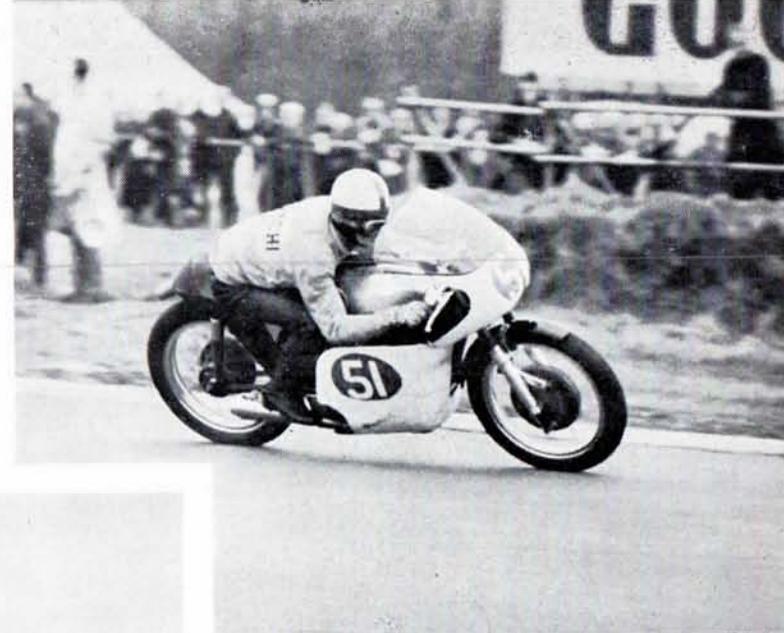


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PICTURE GALLERY



A 500 c.c. Championship Race scrap! Here Joe Dunphy (nearest camera) and Dave Degens, riding Norton and Matchless respectively, dispute Maggotts. (photo: G. E. Hicken)



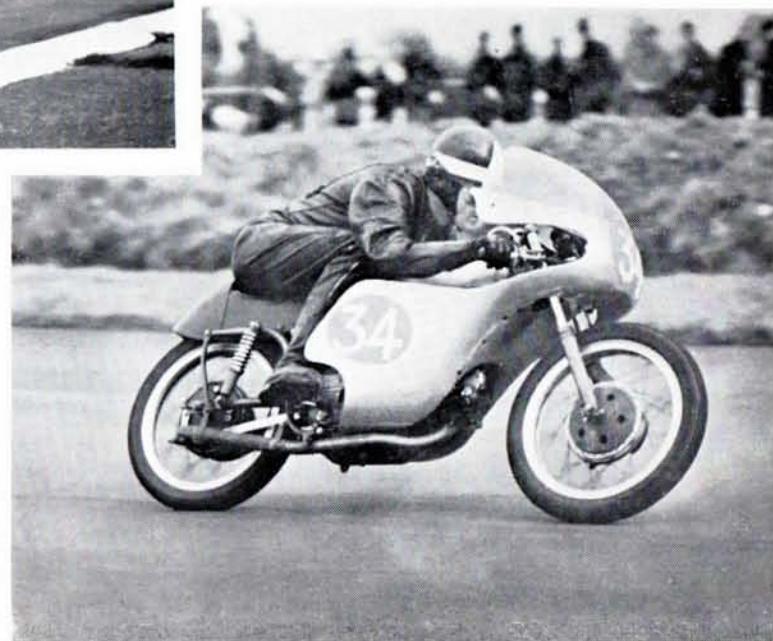
Derek Minter leaves Copse during his 350 winning ride with the Petty tuned Norton which saw all the other 350's off in no mean manner. (photo: G. E. Hicken)



Third in the Lightweight race was Percy Tait from Coventry on one of Bill Webster's 247 c.c. Aer Macchis. Here he is entering Becketts. (photo: G. E. Hicken)

The leading Bultaco in the 125 event at Becketts—Dan Shorey in a hurry. Compare the style with that of Tait, also on this page. (photo: G. E. Hicken)

Hero of the Hutch — Jack Beeton and Eddie Bulgin and 492 c.c. B.M.W. - Watsonian speed through Maggotts Curve with Chris Vincent's B.S.A. after them. (photo: G. E. Hicken)



SOME THOUGHTS ON SPORTS MACHINES

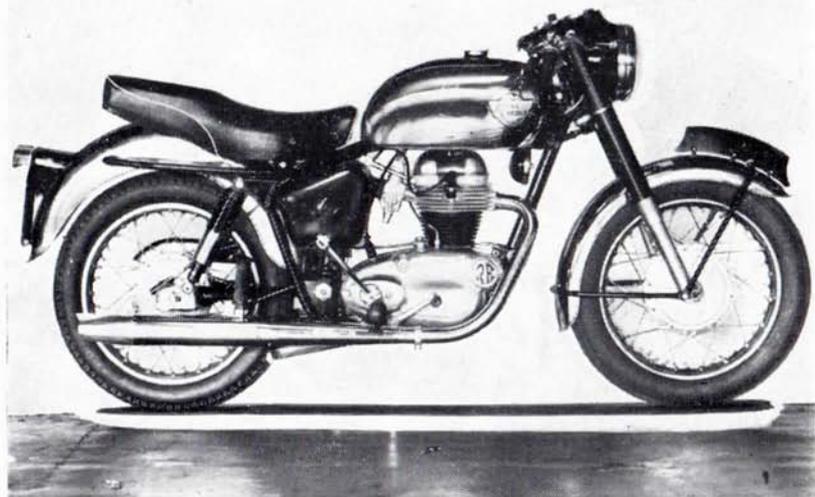
by Guy Tremlett

In 19 day's time we shall be congregating at Silverstone for our second race meeting of 1962 and for the second offering of the Silverstone 1,000 Kilometre Race for Production Sports Motor Cycles. I thought it might be opportune to look at the meeting, more especially from the machine angle—those suitable and currently available on the "home" market that is to say. I might even attempt to assess "form", bike-wise.

That this race, together with the Thruxton 500 Miles, attracts great interest, cannot be gainsaid. Even the manufacturers evince more than a passing interest in these events and go to great lengths to prepare machines for them. It seems rather odd to me that they do not go the whole "hog" and enter these machines themselves instead of leaving that to the dealers; no, perhaps 'suggestive' might be a better adjective to use in this context. However, be that as it may, their interest is most welcome and, if it leads to some of the undoubted faults present in many

current models being eradicated, then who am I to cavil?

In a sense, Silverstone and Thruxton are complimentary. The two races test different aspects of a machine. Whereas at the former it is a trial of sheer engine stamina and the ability (or lack of it) of a 'bike to stick several hours of real full throttle work under pukka racing conditions, at the latter suspensions and brakes are the more sorely tried. Any machine which survives both events without giving trouble can be reckoned as pretty good. The comparison is heightened by the fact that the two meetings attract roughly the same entry. Last year, for example, Triumph came out best, winning at Thruxton and taking 2nd, 3rd and 4th places at Silverstone. The Honda people cornered the 250 c.c. class (just as important a category as the big 'bikes) albeit with different machines and riders. On the other hand, the B.M.W., which was fancied for a "double", failed at Thruxton, after winning at Silverstone; probably as much due to attempting three of these long distance events in a row—the Barcelona 24 Hours was the third—without more than routine maintenance.



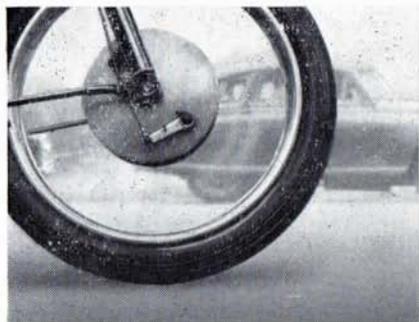
Royal Enfield Crusader Sports

(photo by courtesy of "Motor Cycle," London)

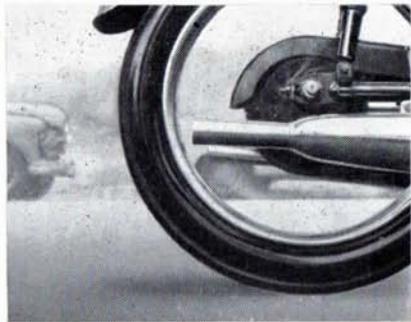
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SPEEDMASTER

The ribbed front tyre for positive braking, perfect steering and long, even wear free from 'centre peak'.

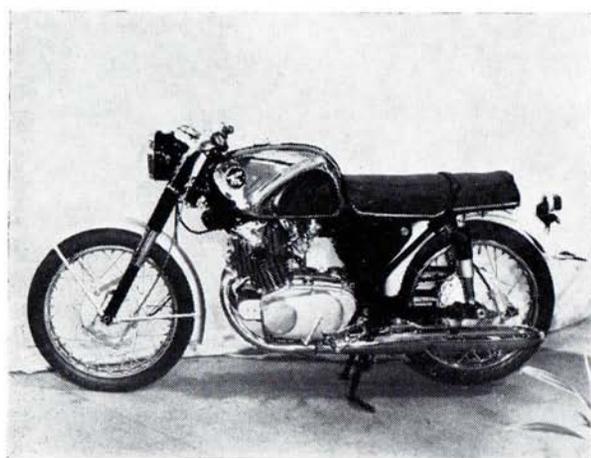
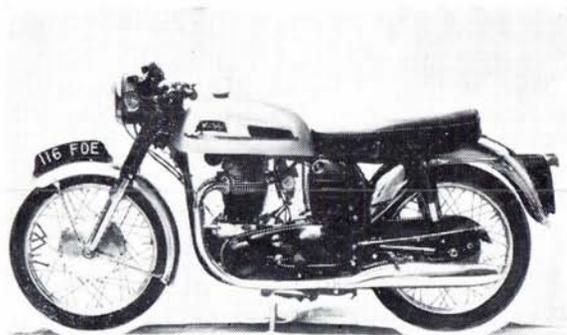


Before I go on to take a look at some of the likely competing machines, a word about the regulations might not be out of place. Criticism was levelled in certain quarters last year that the bicycles were not the same as you and I can buy. It is quite impossible, unless one insists on a complete strip-down of each and every entry, to make 100% certain that every machine is absolutely standard. To a certain extent, organisers of these events have to rely on the good faith of entrants to stick to the rules. The more flagrant breaches can be detected, of course, but I do not disguise the fact that the more subtle mods. are not so easily detected. Machines are largely standard. Certain alterations can be made, largely in the interests of rider comfort and safety. For example, and despite what one hears, "dropped" handlebars and rearward mounted foot-rests are a sensible deviation. No one would welcome riding a 120 m.p.h. sportster round Silverstone for a couple of hours with upright bars and forward rests, would they? I know I wouldn't! Likewise the removal of stands is a prudent safety measure. Most fast road bikes in this day and age seem to be limited in their ultimate cornering abilities by the presence of a centre stand. Many factories, too, produce a selection of "goodies" to improve the performance of their catalogued models. Obviously these legitimate extras must be allowed. Of course, someone will now say that the machines we shall see in the 1,000 Kilos. are much faster than those sold to the public. I don't deny this for one instant. The answer, surely, is that the "racers" are very carefully put together. Preparation, and exact assembly of the component parts, be they motor or cycle parts, is, when all is said and done, the most important single factor in an event of this nature. Perhaps it is a sad commentary on present day production methods, in British factories at least, that the same sort of care cannot be lavished on the similar machines which the ordinary rider buys. However, that is dangerous ground to tread!

On page 95 I have set out, in tabular form, some brief details of those machines, examples of which we might expect to see competing at Silverstone. They are arranged in capacity classes alphabetically. While the British big tins have a virtual monopoly in the un-

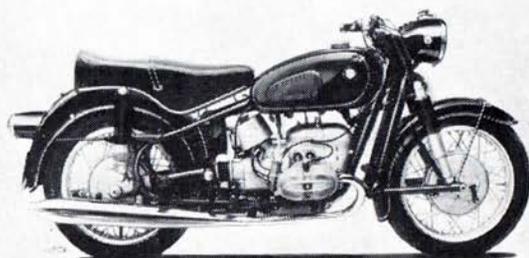
limited category, the "furriners" will almost equally certainly carry off the 250 c.c. class. It is a little difficult to forecast any actual winners because rider pairings are not known to me; this is being written some weeks before the race. However, I do understand that, though there will be an R69S B.M.W., it will be a privately owned one. While Triumph will obviously make a great effort again, the 650SS Norton will surely be a most suitable device for an outright win. Last year the 99SS Norton, and the 88SS model come to that, were among the fastest machines on the course (according to my own stop watch the Read/Setchell 600 lapped at about 90 m.p.h.). Now their electrics have been improved by reverting to magnetos and, with a new cylinder head and stiffer crankshaft, they are quite something. But the Bonneville Triumph is very quick, even if the handling isn't quite as good. The Meriden twin cylinder motor has always been speedy and they have a lot of extras to make it more so. It is worth noting that a Tiger 110 with mods. (the Bonneville sprang from it) won at Thruxton in 1958. A.J.S./Matchless also have a Thruxton win to their credit—1960—and, here again, we have a potent o.h.v. vertical twin. The Geoff Monty entry, a G12CSR this time, will be certain to have a first class pair of riders on it; last year the magnificent performance of Ron Langston and Tommy Robb on the Ajay was one of the highlights of the race. Will there be any Enfield Constellations? Last year there were none and these beefy 692 c.c. twins do now appear to be a little outclassed by the three models just mentioned. In the single cylinder field there is only Velocette with their trusty Venom. I say only Velocette because the days when a Gold Star B.S.A. could challenge for a win are passed by, excellent machine though it is. The Velo. is in fact the only bicycle which can run streamlined—the Veeline Venom is a catalogued model. Last year at Silverstone one won the 500 c.c. class and, later, at Thruxton the E. T. Pink entry, Roy Mayhew and Tom Thorp up, finished 3rd overall. There is one other possible—the recently announced B.S.A. Rocket Star. Now this is reputed to be as powerful as any of the twins and with first class jockeys who know their machine could be very near the front. The solitary A10 Rocket which we saw

**Norton Dominator
650 SS**

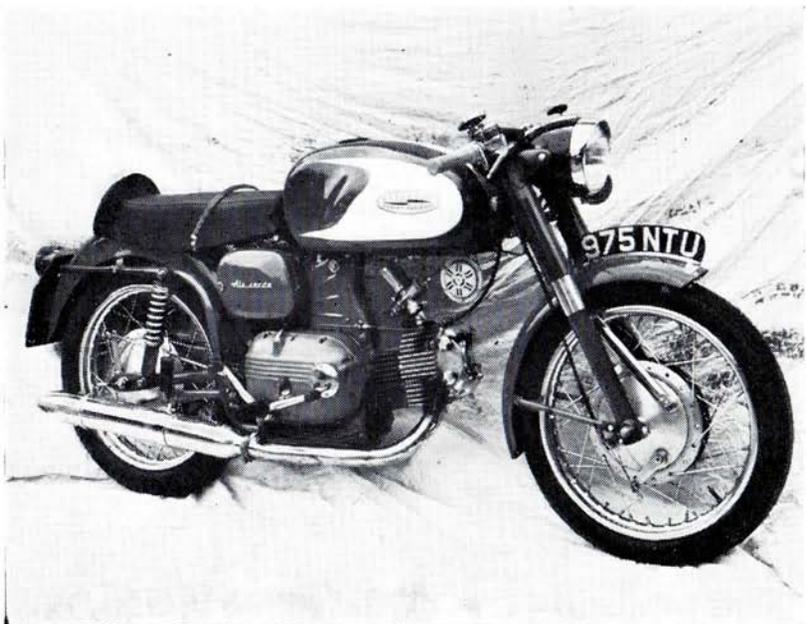


**Honda Dream
Super Sport**

B.M.W. R69S



(Photos by courtesy of "Motor Cycle," London)



Aer Macchi Silverstone Sports
(photo by courtesy of "Motor Cycle," London)

at Silverstone in 1961 did not impress me much with its handling, though it obviously went well enough.

In the 250 class I am afraid we (as a country) are not much in the picture. The only British possible, oddly enough, is a two stroke; the Ariel Arrow. At both events last year the Arthur Taylor Arrow showed all the 250's the way round, but then struck trouble and disappeared. The George Salt Arrow finished well up twice in addition to an overall 3rd in the Barcelona race. All of which goes to prove that the Arrow is a very fine machine. For some reason the 250 Royal Enfield has never been quite up to expectation; mine anyway. It looks good and it goes quickly, but not for long before some irritating little bother or other obtrudes. From Italy it seems that we shall have at least two Aer Macchis. With a possible duo of Alan Shepherd and Tommy Robb on one they must be a formidable nut for the Honda people to crack. Almost certainly the class will lie between these two makes with the

Ariel not very far behind and maybe ahead. One can discount, I think, the NSU these days—it is rather too heavy and not sufficiently sporting—and also the various Villiers powered two stroke twins produced by Greeves, Cotton, Norman and Ambassador. Last year's Silverstone was pretty disastrous for the two Greeves, though an Ambassador did distinctly better at Thruxton.

It is quite likely that my predictions will be quite wrong. In a way I hope they are, because nothing spoils racing so much as a monopoly by one or two makes. That is why, apart from anything else, this type of racing ought to have a great attraction. On the 19th we shall doubtless see. One hopes, too, that we shall be spared the sight of much "rebuilding" or attending to bits and pieces which should never require attention after so short a time. As one who prowled the Pits a lot at the lost 1,000 Kilos., I was distressed to see certain models having troubles put right, pretty basic ones in a couple of cases, very soon after the race began. The Pits indeed is

(continued on page 98)

LIKELY MACHINES IN SILVERSTONE 1,000 KILOS.

250 c.c.

Make	Model	Type	Bore/Stroke	Capacity	B.H.P.	Weight
Aer Macchi	Silverstone	o.h.v.	66 × 72	246	16 @ 6,500	251
Ambassador	Super Sports	t.s.	50 × 63.5	249	17 @ 5,750	318
Ariel	Arrow Super	t.s.	54 × 54	249	20 @ 6,500	285
B.S.A.	C15SS80	o.h.v.	67 × 70	249	20 @ 7,250	280
Cotton	Continental	t.s.	50 × 63.5	249	16 @ 5,750	280
Ducati	Daytona	o.h.c.	77 × 57.8	250	24 @ 7,500	280
Greeves	Sports Twin	t.s.	50 × 63.5	249	17 @ 5,750	270
Honda	Dream CB72	o.h.c.	54 × 54	247	24 @ 9,000	310
Norman	B4 Sports	t.s.	50 × 63.5	249	16 @ 5,500	294
Norton	Jubilee	o.h.v.	60 × 44	249		325
NSU	Supermax	o.h.c.	69 × 66	247	18 @ 7,000	375
Royal Enfield	Crusader	o.h.v.	70 × 64.5	248	20 @ 7,500	308

Unlimited

Make	Model	Type	Bore/Stroke	Capacity	B.H.P.	Weight
A.J.S.	31CSR	o.h.v.	72 × 79.3	646		388
B.M.W.	R69S	o.h.v.	72 × 73	597	42 @ 7,000	400
B.S.A.	B34GS	o.h.v.	85 × 88	499	@ 6,500	386
B.S.A.	Rocket/Star	o.h.v.	70 × 84	646	50 @	418
Harley Davidson	XLCH	o.h.v.	76.2 × 96.8	883	47 @ 5,000	450
Matchless	G12CSR	o.h.v.	72 × 79.3	646		388
Norton	88SS	o.h.v.	66 × 73	497	@ 7,000	395
Norton	650SS	o.h.v.	68 × 98	647	49 @ 6,800	398
Royal Enfield	Constellation	o.h.v.	70 × 90	692	51 @ 6,250	403
Triumph	T100S/S	o.h.v.	69 × 65.5	490	34 @ 7,000	336
Triumph	T120	o.h.v.	71 × 82	649	46 @ 6,500	390
Velocette	Venom	o.h.v.	86 × 86	499	38 @ 6,200	385

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FIRST, SECOND, THIRD . . .

A Summary of Members' recent successes

(We restart this regular feature with this issue. We apologise, in advance, for any sins of omission. Of necessity we have to rely on the Press, in the main, for our information. If you think you have done particularly well anywhere, don't be shy; write and tell us: ED.)

It doesn't need me to tell you that road racing and its allied pursuit, the art of sprinting, is our *raison d'être*. However, many of our members do not automatically retire from the saddle when the winter months arrive. They ride; in trials, for example, a lot of them. We know that **Derek Minter** rode his Norman quite successfully in S.E. Centre events, so did **Pete James** (he prefers a Tiger Cub). In the S.M. Centre **Geoff Monty**, **Peter** and **Robin Dawson**, **Ned Minihan** and **Tony Wakefield** have been active. Journalist **David Dixon** used a Francis Barnett regularly. **Norman Surtees**, on the other hand, did a few scrambles. **Phil Read** decided to take the trip to South Africa with Ajay and Matchless and notched up quite a few wins and places out there. Vice-President **John Surtees** also spent his winter in the other hemisphere with Yeoman Credit Coopers and was usually well up in the various four wheeled races in which he drove.

Well now, we kick off the 1962 road racing season at Modena on 18th March where **Mike Hailwood** rode an M.V. "four" into 1st place in the 500 c.c. road race and he was followed by **Phil Read** in 4th. That same day, ruddy cold here, several Members competed in the Pioneer Run. **Maggie Ward**, **Eric Vincent**, **Norman Manby**, **John Griffith** and **George Goodall** were five of them.

A fortnight later the racing season here began in earnest with meetings at Malory and Brands. At the former, a National affair, **Mike Hailwood** won the 250 and 500 finals on Benelli and Norton. In the first named event **Percy Tait** was 2nd on Aer Macchi and **Brian Clark** 3rd on the 198 Ducati. In the larger event **Alan Shepherd**, **Derek Minter** and **Phil Read** were 2nd, 3rd and 4th. **Derek** completely walked the 350 c.c. final with

Alan 2nd. **Bultacos** swept the board in the 125 race. **Dan Shorey** winning and **Norman Surtees** third. **Charlie Freeman** began his year's sidecarring well with a 2nd place in that final. Outstanding Members besides at this meeting would seem to have been **Peter Middleton**, **Horace Crowder** and **Chris Conn**. The Brands fixture was a novice meeting and an excellent meeting it was too. One of the stars of this show was **Peter Preston** with his scarlet Dommy who won the 750 c.c. final. Behind him were **John Tanswell** (2nd) and **Brian Burgess** (4th). **John Dennis**, **John Iszard** and **Dave Mattia** filled three of the first four places in the corresponding 350 final. **Reg Everett** shook a lot of people with a Dave Bickers-type Greeves scramble by finishing second in the 250 final which **E. R. Cooper** won, while **Jim Russell**, **Bryan Moore** and **Alan Cox** were 1-2-3 in the 125's. **Chris Williams** won both Vintage races (there was no restriction on riders in these!). **Norman Huntingford** won the sidecar scratch race in which **P. T. Field** and **J. C. Fagence** were well placed. **R. A. Smart** and **Ron Herring** occupied 1st and 2nd positions in the Bantam event. **I. W. Ager** won the 50 event. There were two sprints too. On Saturday at Queensferry, **Neville Higgins** made 2nd b.t.d.; a performance he repeated the following day at Church Lawford. Class winners at these events were **R. G. Underwood**, **Jack Terry**, **Les Bolton** and **R. G. Ottewell**.

While we were engaged upon the Hutch the Continental Circus had commenced its operations at Le Mans, where they hold a couple of 'bike races to go with the test weekend for the 24 hour car race. **Bert Schneider** did very nicely, winning the 350 race and finishing 2nd in the 500. **Rob Fitton** was less lucky, but did manage 6th place in the gale lashed 500 event.

The following weekend the "Circus" (or some of it) moved southward to Italy, to Imola for the Coppa d'Oro Shell. Those Members who competed were out of luck; only **Mike Hailwood** finishing—5th in the 500 race. **Dan Shorey** and **Norman Surtees** retiring in the 125 event and Mike doing likewise in the 250. The day previous at the first all 50 c.c. meeting at Welwyn **Vic Dedden**, **Charlie Mates** and **Mike Simmonds** had successes, the former two winning the finals.



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MARGARET'S MEGAPHONE

In Spring the young man's fancy turns to what the girl has been plotting and scheming all winter long, hence the reason for **Robin Denny** and **Ray Nicholson** having finally taken the plunge and got themselves engaged—to their respective girl friends (I'm not getting caught out with **that** one again)!

It isn't often that we can congratulate two members at once, but on this occasion the lucky pair who have become what Barry used to delightfully term "hook an' eyed" are both members of the Club. They are **Peter Packman** and **Evelyn Walker**. Personally, I'm all for this because it simplifies the Club records if they both have the same address.

The logical conclusion of all this getting engaged, married . . . is that, eventually, those involved contribute to the national effort for more prospective members. **Ian Johnson** wrote awhile ago to say that Chris had come up to scratch with their first daughter, Valerie. He reckons her weight is just right for a 50 and says she sounds like one on full song. **Heather Mildenhall** (Farmer, as was) tells me that her latest addition to the family, a daughter, arrived during T.T. week last year. Her little boy, now 4, is a keen racing enthusiast. By the way, he too was born in T.T. week. Could this be an omen of some sort?

Colin Parsonage, who has recently rejoined the Club after a lapse while doing his National Service, is keen to hear of anyone who wants a sidecar passenger. His address is 54, Fearnhead Lane, Fearnhead, Nr. Warrington, Lancs.

CALENDAR OF EVENTS

I have had brought to my attention several supposed mistakes in the list of road races published in the January issue. Now I am very grateful for this because, although I try to see that the list is as accurate as possible, that is not always possible. However, it is obvious that my correspondent in this matter has not read the amendments and additions published the following month. Neither, I suspect, have other Members. So I repeat that the January list should be read in conjunction with the February one (pages 24 and 25 of the latter issue refer). From the correspondence I have received it does appear that the 6th May Mallory meeting is, in fact, on the 29th April. The "novice" Oulton is said not to be on the 7th July. In the latter case I can assure members that I wrote to our good friend Harold Bowman, the racing Secretary of the Wirral 100 M.C., and asked him to check his club's dates with me. This he did and he told me that 7th July was the Oulton "novice" date. Incidentally, I would remind you that K. Allbright of 51, Upton Park Drive, Upton, Birkenhead is the man to whom to write for the regs. Most of the trouble here, again, seems to have arisen because Members haven't referred to the February issue which corrected a printer's error in regard to this meeting on the original list.

EDITOR

(Continued from page 94)

as interesting a place as any at which to watch one of these races. One also sees how the various entourages manage their machines (or mis-manage as the case may be!). Let's hope it is a fine day and plenty of people come along to see the fun.

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No charge is made for insertions by paid-up members; all adverts to the Editor.

For Sale

1950 G3LC Matchless (scrambler); alloy motor; s/arm rear suspension; £20. Cliff Rowe, 75, Lansdown Road, Staines, Middx. (phone 55397).

1960 G50 Matchless; completely re-built for '62 season, but owner going abroad shortly and reluctantly giving up racing; the motor entirely overhauled, all bearings renewed, 1962 piston, twin plug head and large diameter crankpin fully fitted; modified front brake, Monty fully floating rear brake plate, new rear dampers, tyres, brake linings and chains; the machine has been completely re-sprayed; set of sprockets and various other spares; also leathers (one piece), boots, goggles and gloves; this is a very good G50 which has had a lot of time and money spent on it; originally owned by Roy Mayhew and ridden by him into third place in the 1960 Manx G.P.; genuine enquiries to John Green, 6, Mullway, Letchworth, Herts.

Ducati Formula III 125 c.c. (late model); as brand new; ready to race £295; also 1961 7R A.J.S.; absolutely ready to race £435; terms, exchanges. Arthur Wheeler, 45/51, Waterloo Road, Epsom, Surrey (phone 4505).

Brand new Manx Norton 350; list price; also 1957 500 Manx; ready to race £249; terms available; Eric Oliver, 99/101, London Road, Staines, Middx. (phone 53733).

1961 B.S.A. Road Rocket; raced Silverstone and Thruxton only £235; terms, exchanges; apply to T. W. Kirby Ltd., Roneo Corner, Hornchurch, Essex (phone 48785).

125 Honda; modified rear subframe with Girling units; r/h gearchange; special tank, f/glass seat and racing tyres; road equipment available; not raced; very low mileage £210. Spence, Cannington Road, Dagenham, Essex (phone DOMinion 7789).

125 c.c. E.M.C.; excellent condition; fast; alloy tank and wheels; all enquiries to P. E. Grinter, 14, Woodview, Hemel Hempstead, Herts.

250 c.c. B.R. Excelsior Manxman works engine in original condition and stripped down ('37/'38 M.G.P. winner); plus spare crankcase assembly fitted with 350 c.c. Norton 'rod £35. Also BR. AR

9.5:1 petrol motor (250 c.c.) £15. Or would accept £45 for both. Both motors less carbs. and mags. C. Wayne, 12, Turpin's Chase, Oaklands, Welwyn, Herts.

1960 350 Gold Star; new condition; fast; many awards; spares; first reasonable offer. D. W. Poulton, 167, Church Lane, Bocking, Braintree, Essex.

500 c.c. Norton-Ariel Special; ideal mount for beginner with shallow pocket; feather-bed frame; Ariel V.H. engine, with Hartley big end, cams, main bearings and push rods; Manx 5 gallon tank; Gold Star racing saddle; raced only twice since built; easily converted for road use; together with leathers; £85 o.n.o. A. M. Jeffs, 3, Addington Terrace, Buckingham, Bucks.

Machine transport for the season? Standard Vanguard Pick-up (phase II model); in good condition—£80. Also several soiled 3.25 x 19 in. tyres—30/- each. Owen Kristiansen, 1, Verne Drive, Ampthill, Beds.

Avon tyres, 3.00 x 21 in. Speedmaster and 3.25 x 20 in. New Supreme—£3 the pair. T. Miles, 18, Croft Avenue, Charlton Kings, Cheltenham, Glos.

Wanted

High compression piston 10:1 upwards) for 204 c.c. Ducati; also close ratio gears; new or used ones considered and good price paid, if okay; J. Constable, 8, The Limes, Osborn Road, Sparbrook, Birmingham, 11.

Leathers, height 6ft. 1 in. and 40 in. chest. R. V. Nathan, 116, Tollgate Road, Colney Heath, St. Albans, Herts.

Miscellaneous

Gas welding and turning facilities available to B.M.C.R.C. members; frame alteration and chassis construction etc.; also engine tuning; reasonable charges; enquiries to J. Davidson, 44, Boundary Road, Carshalton, Surrey. (phone Wallington 2092).

(continued from page 86)

snags, anyway, before the idea is turned flat. Perhaps this is the answer. Perhaps not, but please don't just sit there and say that you like things as they are. If you do, you are "bonkers!" Incidentally, my apologies for bringing personalities into this, but you wouldn't read it otherwise, now would you?

NEWS FROM THE GROUPS

After another dismal failure to stir the Brighton inhabitants to activity, Mike Cook has decided to call off his efforts until the end of the season. It's a pity that so little enthusiasm was forthcoming, but never mind, we shall have another go next winter.

En route for Norwich, I spent an evening with the Ipswich Group at Jean and Charlie Hubbard's house. Their bungalow was literally bulging at the seams by the time the full compliment of over 20 members and friends had crammed themselves in. It developed into a jolly good party, with the ladies doing the honours with the grub. The atmosphere became a little electric at times as the resident dog and kitten and four-legged Fred didn't really go much on one another! There are one or two forces members stationed in Suffolk whom the Hubbards will be pleased to welcome into the fold if they care to drop round to one of the meetings.

The only other Group Meetings I've attended are those of the South West London one, which I feel duty bound to attend because it's my local one and I

have to set a good example! Topics of conversation at the Surrey Tavern are many and various and most of those present usually seem to finish up at Johnny Wheeler's afterwards, for coffee and wads laid on by his long-suffering Mum.

The Dates for May are:

DAGENHAM. Friday, 11th and Friday 25th May. The Brewery Tap, Barking. "Johnnie" Walker, 79, Albert Road, Ilford is the organiser.

HORLEY. Thursday 3rd and Thursday 17th May. Red Lion, Turners Hill. Andy Wade, Titirangi, Tudor Close, Smallfield, Horley is the organiser.

IPSWICH. Thursday 10th May. 339, Humber Doucy Lane, Ipswich. Charlie Hubbard of the same address is the organiser.

LEAMINGTON SPA. Friday 11th and Friday 25th May. Willoughby Arms, Augusta Place, Leamington. Andy Walczac, 36, Dunblane Drive, New Cubington is the organiser.

S.W. LONDON. Tuesday 1st and Tuesday 15th May. Surrey Tavern, Trinity Road, Wandsworth Common. John Wheeler, 211, Burntwood Lane, S.W.17,

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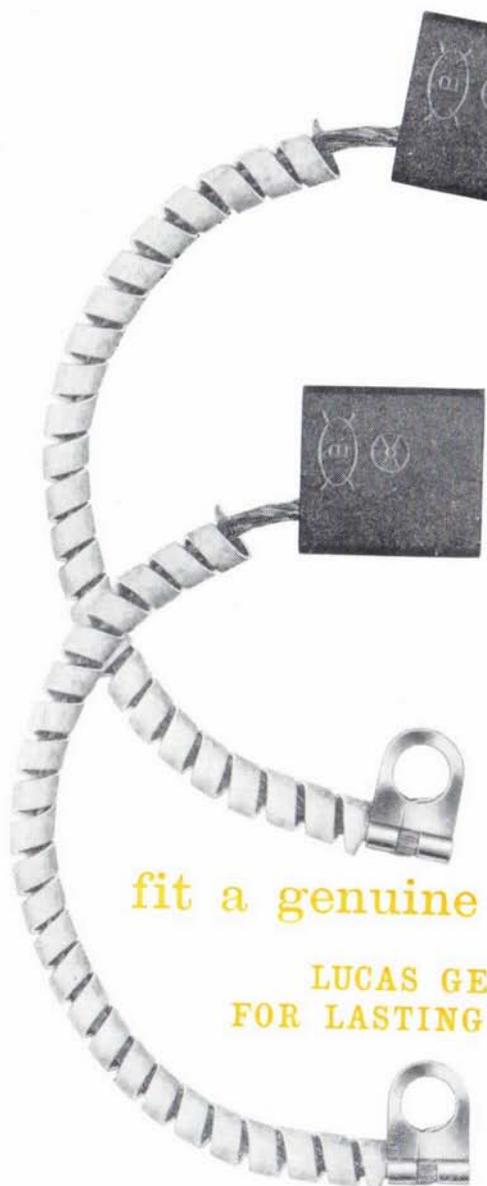
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