

Bemsee



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THE CLUB

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EDITORIAL

So another season of motor cycle racing is finished and will now recede into the pages of history. There are, we think, vintage years in our Sport just as there are in famous wines. Of course, it is not so easy with racing because the pattern of racing has tended to change and will continue to do so. Therefore, to some extent, each year has to be judged by its own standards as well as overall. Internationally, and to a lesser degree nationally, 1962 has been quite spectacular speed-wise (only to be expected with the constant march forward of design in motors, frames and components). We have had new lap records left, right and centre and we have had a few highly sensational races (the 250 East German Grand Prix and the 125 event at the concluding Oulton Park meeting are but two examples), but we have not had that most desirable of sights—several makes of machine disputing the issue. Only in the 50 c.c. class (makes one smile, does it not?) can there be said to have been real variety in the marques contesting the laurels. We are talking internationally just now. On the "home front," of course, the position is no better. Here it does not matter quite so much; possibly, because there are a number of riders who can do mighty battle with each other. Though, here again, there is always the possibility of one man dominating the scene. John Surtees did a few years ago and Derek Minter has tended to do so again during 1962. And we intend no disrespect to these two riders—Minter's performances this year have been most remarkable and his successes completely deserved. One can only hope that interest livens up in the big time international events next year and that factories enter the fray that can really challenge the Honda people. It is just not enough to mess about with old designs, or promising ones that cannot be fully developed because their creators have not sufficient capital. And, of course, it is shameful that mere political considerations should have prevented a factory that might well have ended the Honda tide of victory from even competing in the majority of the great races. It is, perhaps, a little bit early to judge properly the 1962 season in relation to its predecessors. As a preliminary expression of opinion we might venture to say that, internationally, 1962 was not so good as some, but that, nationally, it was generally fairly acceptable. This seems particularly so if one includes those meetings which had merely restricted or closed permits. In these, things were really good. But then that's another side of the story and we shall return to it in a month or two.

Harking back to what we were saying last month about the Manx and its problems, one point has been made out of it. That is this. The increased grip afforded by hysteresis tyres; now available to all racing people, we are told. It is a fact, a look at any fast man cornering on almost any circuit proves it if proof is needed, that these tyres mark a significant step forward in the matter of adhesion and cornering ability. Probably they represent the biggest single advance in this direction ever. It follows, we imagine, that one can get away with more by using these tyres and might be tempted to try one's luck to a greater extent. Frankly, we doubt whether it was a really decisive reason for the Manx business, though it might have contributed to one or two of the accidents indirectly and from the psychological angle. This is perhaps a pertinent place to comment that the tyre industry is one which has not been afraid to try its products in the sphere of racing. The excellence of modern motor cycle tyres owes an awful lot, if not just about everything, to racing. At a time when other sections of the industry are becoming disinterested in racing,

not to mention the total lack of enthusiasm demonstrated by the manufacturers themselves, it is good to hear that Avon and Dunlop are to continue their support next year.

Finally this time we would like to say a word about our departing Secretary. It is not often that women take on jobs such as Secretary of an organisation such as ours. Indeed it must have taken a lot of moral courage to have taken on the job in the first place. Such was Margaret Ward's enthusiasm and willingness to work hard, very hard, coupled with her knowledge, that she did take it on. She has stuck it out for three years, and we know just how much 'sticking out' it takes a lot of the time. We should be eternally grateful for what Margaret has done. It's still not all that often that one of her sex does what she has done. So we take this opportunity of thanking her and wishing her all the best of good fortune in the years to come. Not that we have seen the last of 'Maggie' at our meetings. No doubt that she will be present helping in one way or another.

1962 MOTOR CYCLE SHOW

Through the kind offices of the Avon India Rubber Co. Ltd, the Club will have its usual rendezvous at Earls Court on a part of their stand. It is hoped that a notice board will be in situ for the use of Members. Mr. Alan Smith and Miss

CHRISTMAS CARDS

For some years now it has not been thought worthwhile to have a Club Christmas Card due to lack of interest. This year is no exception. However, we have had drawn to our attention a most beautiful card which depicts John Surtees in his last T.T. on the M.V. "four." This painting is by Roy Nockolds and is in

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42.44s. Ernie repeated his run with evident determination to better this. Again he had jumped the hockey stick. At this point many people would have given up, but, after a short while, Ernie tried yet again; this time a good run timed at 42.30s. These times were outstandingly good and the yardstick which shows their true quality is the fact that in all the racing car classes (all run in the rain) only two drivers were faster. Right

Margaret Ward will be in attendance during the daytime, while one or more members of the Committee will be present during the evening. All Members will be more than welcome to stop by when they are "stand crawling!"

colour. If you require some, you should contact Dunkeld Press Ltd., of Station Road East, Oxted, Surrey. Members should note that the cost of these cards is 18/- a dozen and that orders must be for a minimum quantity of two dozen. They may be a little costly, but they are good, very good.

At the end of the meeting, too late to be of any help, the rain stopped and the sun came out. Perhaps we should not be ungrateful to the weather, however, because it played a considerable part in this year's rare, but very welcome triumph of 'bikes over cars.

Roll on next year for another 'go.' Although I hear the invitation is likely to be even more restricted; to a total of 20 motorcycles. A pity!



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These days Hill Climbs are a branch of motor cycle sport in which there is little interest shown. Although car climbs are held almost weekly throughout the season at a wide variety of venues, it is necessary to travel the length and breadth of the country to get half a dozen rides a year on two wheels. This being so, the high standard achieved by the competitors in the club's annual climb at Shelsley Walsh is most commendable.

Almost ideal conditions pertained for (Saturday) practice; fine, but not too hot. Some excellent practice times were recorded. Outstanding among these was Rob Fitton's third practice run on his 7R, which was slightly faster than Les Graham's long standing 350 record. The five hundreds showed promise of close competition with several riders inside 40 seconds, headed by Chris Williams and Roger Cramp. The thousand class had only four riders, Basil Keys (Reserve) not being present. Neville Higgins showed great promise on this his first appearance at Shelsley with three consistent, but slightly improving times. George Brown pinned his faith on well tried "Nero" and was fastest in practice, closely followed by Chris Williams riding Minter's works prepared 650 Norton. This had been borrowed at the last moment as the 650 Smith-Norton was not ready. Ernie Woods climbed quite well, leaving behind much smoke and a foul smell of burning Ferodo.

George Brown had found his Arrow, specially lowered for sprint and record breaking work by means of short suspension units, too low for cornering. Bill Boddice, having no troubles of his own, went to Birmingham and obtained from the factory a pair of standard units (how does anybody obtain anything from a factory on a Saturday evening?) and whilst he was at it brought back one of his own spare Manx engines for Fitton to use, as Rob's 500 was not very well. Ernie Wood's little 'un had a cracked frame which he suitably brazed and his big 'un had its clutch slip ministered to fairly successfully.

Sunday came grey with a threat of rain for later on. We hoped that at least the rain would hold off until the event was over, for a wet hill climb is, if

anything, even more discouraging than a wet road race meeting. There were two non-starters and so the only reserve who was not getting a ride was Roger Ottewill in the sidecar class. The Stewards decided to stretch a point and let him ride. This resulted in a motor-cycle field of 7 350's, 7 500's, 4 1,000's and 5 sidecars. The weather remained dry for the sports and touring cars and for the magnificent display of most beautiful motor-cars in the vintage class, nearly all in concours condition, and some surprisingly quick. It was still dry for the first motor-cycle runs, although rain now impended.

Roger Cramp was the first to the line on his vintage 350 Velo. After a long wait he was off to an unspectacular but good start, the motor sounding very healthy. It was not to last: at the Esses the gearbox failed. Rob Fitton followed him to the line. He expressed concern at the tendency of the front wheel to lift on take off, a tendency which troubled many of the solo competitors, apparently aggravated by the clumsy hockey stick used under the front wheels for starting the timing gear. Although feeding the clutch in slowly he departed in some haste and his time of 39.43s., only 0.21s. outside the class record, would obviously take some beating. Phil Heath (Excelsior) couldn't approach it; Dave Mahoney (Tool) even less so. Ernie Woods (Norton) surprisingly almost stalled on the line and recorded 42.02s. Next on the line came what was probably the most interesting entry at Shelsley for a long time: George Brown's Arrow. Once the course was clear off he went. Just like that; a really good neat start, no fireworks. After what seemed like an age the time came back; 39.88s., a fantastic time for a 250 and within half a second of Rob Fitton. Harry Voice was the last of the 350's, his 7R/J.A.P. a functional device. Neat and business-like Harry recorded 41.15s., third fastest in the class.

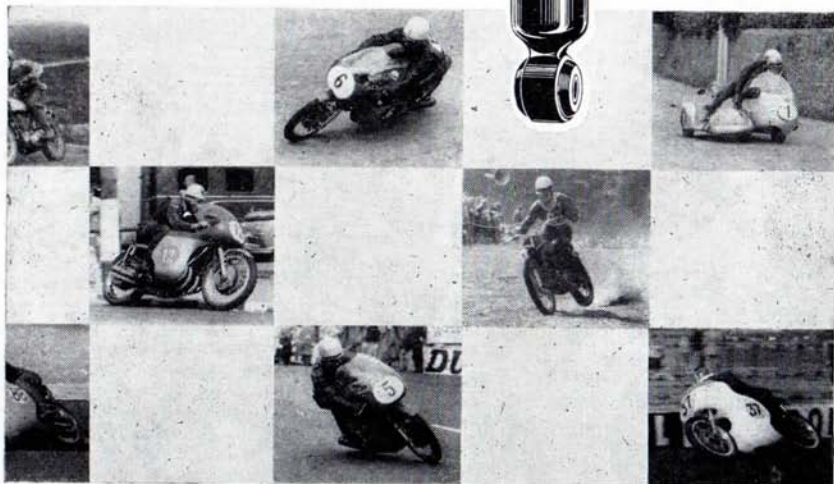
Chris Williams was the first 500. He made a good start with what appeared to be an exceptionally high first gear and returned a time of 38s. dead. George Buck was next, his immaculate GVB-Triumph a study in dark blue and polished aluminium. His riding is as

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neat as his bicycle and at 39.89s. his time was most creditable. Tony Willmot's Triumph engined Norton, finished in bright red and making healthy twin cylinder noises, awoke for a moment thought of what the real "fire engines" might do here. His slightly exaggerated line contrasted strongly with that of George Buck, but produced an identical time. Willmot senior followed (how often does one see father and son competing in the same event?). Ian Johnson was first competitor wearing a dolphin, and a well-worn dolphin at that. His time was 39.80s. following an excellent start. Roger Cramp then came to the line with his 7R/B.S.A. It just wasn't his day—he ran out of road this time. Rob Fitton on his Norton, after much work to fit Bill Boddice's engine, recorded 39.08s. Harry Voice (Excelsior) and Philip Hammond (Rudge Special) just could not match the times already set. The thousand class was small, but nevertheless full of interest. Neville Higgins came first, turnout of man and machine immaculate. Although a first timer at Shelsley he has had hill climb successes elsewhere, notably at Barbon where he won a 15 lb. ham! It takes time to learn the way up Shelsley, particularly on a big 'un and Neville's time of 39.40s., although good, was clearly not good enough. After a very short delay, when Ernie Woods did not appear, George Brown brought "Nero" to the start. From a position on the very edge of the road he took off very quickly, lifting the front wheel as he went. In spite of a missed gear at the Crossing his time of 36.82s. compared and held promise of better things, to well with his existing record of 36.60s. come if the rain held off. Chris Williams with the 650 Norton was a combination from which we hoped for great things, although this motor apparently lacks power at the bottom end. What would have been a good start was spoiled when it came off the megga. Indeed it was on and off the megga all the way up the Hill. A time of 38.55s. wasn't bad under the circumstances. Belatedly Ernie Woods came to the line appearing somewhat harrassed. He made a magnificent start with the Norton/J.A.P., but left clouds of smoke and a smell behind which suggested that Saturday's clutch slip might still be with him. His 39.07s. was somewhat below his usual standard.

The first runs of the solos being completed it was the turn of the sidecars to

perform. Bill Boddice was the first of these, being the only 500 in the class. Taking up his usual position on the left of the road at an angle to the start line he made a very neat start and gave the competent performance that we have come to expect from him and Graham Stokes. The time of 43.38s. was, however, some 2½s. outside Fred Brindley's record. Roger Willoughby, who followed him, showed signs of having more power than roadholding in his Norton-J.A.P. outfit. He also missed a gear at the Esses, but returned a creditable 44.76s. Fred Brindley showed once again what can be done with the brute power of a big Vincent and blasted his way to the top in 42.68s. He made it just in time, for even as he finished his climb the long threatened rain began to fall. This was rough luck on the two remaining sidecar entries George Selwyn and Roger Ottewell, both of whom showed considerable skill under the now very difficult conditions.

As the time of the second runs approached and the rain continued it became apparent that the distribution of the major awards was already decided; George Brown had F.T.D. overall, regardless of class, and the Fray Team challenge cup for competition between nominated teams of 3 M.A.C. cars and 3 Bemsee bikes was destined to go to the 'bikes for the first time for a very, very long while. Second runs were robbed of much of their interest, although some fine performances were put up in the wet. Among the 350's Rob Fitton demonstrated that not only could he be fastest on dry roads, but also fastest on wet ones; time was 45.55s. Whilst Roger Cramp was very fast and reached the top without mishap on his 7R/B.S.A., to prove himself fastest 500 in 46.58. In the 1,000 class Ernie Woods and George Brown fought out a fascinating duel, with nothing to win but the kudos of being the fastest 'bike in difficult conditions. Ernie Woods went first and, after an exciting start, motored very fast up the hill using every inch of road and laying a smoke screen behind him. There was no time for he had "jumped" the hockey stick. George followed, likewise causing some excitement on the slippery starting area, also very fast, but perhaps a shade slower through the Esses. Time:

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For the second time this season a Club meeting on the short circuit course at Silverstone was graced by good weather. Indeed all three of the Club's club affairs have been lucky climatically. How ironic, and unfortunate, that the paying gate ones have not. Even though it was cold at the Northamptonshire circuit on Saturday, 22nd September, it was dry and quite sunny most of the day. So much so that, in spite of the rubber on the corners—Woodcote looked very shiny indeed—two lap records were broken. Alas, the crowd was infinitesimal; there weren't more than 1,000 people watching. So a financial loss for the Club seems likely.

Practice passed off with little eventful happening. It was evident that Clive Brown (G50/Norton) would be difficult to beat in the "fast" 1,000 c.c. event, though Mick Bennett was going well on his Manx. Similarly E. Jackson (A.J.S.) seemed to have the edge in the first 350 c.c. race. Not all got through the training period without trouble. The Spalding Ariel appeared to have been dropped. Kerry Dundas-Slater holed the piston on her Itom, but she found another and her boy-friend Peter Preston fitted it and she raced. Peter's own Bultaco T.S.S. was leaking oil; a sign of impending disaster with these models, I'm told. Not that it stopped him doing rather well, as will become apparent anon.

Race 1—50 c.c.: what looked on paper to be an easy race for R. J. Smith (Itom) turned out to be far from that with C. Pinchion (Itom) leading after two laps and, though repassed next lap, always glued to Smith's tail thereafter. Both were a long way ahead of R. J. Webber (Itom) who was 3rd. Dudley Edlin's son didn't start and W. Stevenson, another likely runner, spent the 4 laps recovering from a very slow first lap.

Race 2—350 c.c. A: at first it seemed as though Martyn Ashwood would give E. Jackson a real run for his money. Both rode late type 7R's. But Ashwood couldn't quite hold the pace and fell back at the end of the 8 laps. Third, on what looked to be quite a standard Goldie, was J. Swannack who held off, and later drew away from, a warring trio consisting of Charlie Sanby, Ron Mawby and K. E. Bedford who finished in that order, but very close together.

Race 3—125 c.c.: at one time it looked as if D. C. Elvin on a very new Bultaco would carry this off with ease. Peter Preston, who got away last on his oil-leaking Bultaco was 2nd in less than two laps and in the lead before four were completed. So fast did Peter go that he broke Hailwood's four year old lap record for the class by 2.74 m.p.h. Elvin vanished on the last lap with engine trouble and, immediately afterwards, D. W. Lamb, who had been second on his 124 Ducati, after getting the best of S. T. Smith (M.V.), likewise disappeared. This left the said M.V. 2nd, S. R. Williams (Montesa) 3rd and P. Tomlin (also Montesa) 4th. I. D. James, who was 5th overall, was the first British 'bike home.

Race 4—1,000 c.c.: this was rather a hairy spectacle. To begin with K. Curley got a bit tied up with his machine and its navigation at Woodcote and nearly caused an alarming incident on lap 1. He recovered so well that he finished 2nd, less than 3 seconds behind R. Campion who won the race on his G50. For the first five tours or so three more runners were in on this one—K. Roberts (G50), A. F. Benton (Norton twin) and R. H. Simmons (Manx Norton). They all had an enormous dice. The final order was as above.

Race 5—250 c.c.: After one lap John Brent led on his Arrow and the expected winner only 3rd; that is to say John Williams and the Petty Norton. It wasn't until lap 4 that he took the lead and, even then, he couldn't get away from the two stroke. Both rode well, in marked contrast to some people. A similar, and just as close, duel took place for 3rd between R. Lea (A.J.S.) and J. Riehes (210 Ducati), which Lea just got the better of. Donadel's Aer Macchi, the only one in the race, was 5th some way ahead of S. Millard on a 204 c.c. Ducatl who, in his turn, was some distance away from an NSU duo, Peter Butler and R. Hatton. E. R. Cooper who could surely have won the race (at least on his Brands form) retired when lying 5th; a fate which befell Bob Macgregor's Anzani as well.

Race 6—Production: a fascinating race. This time Mick Bennett got his revenge on Norton 650SS's, because he held off W. D. Graves on one. Graves had the edge on the bends, but lost it on

the straights. Bennett was smooth at Woodcote and Graves was trying very hard there. Very soon 3rd after a poor start was John Bowman's Bonneville and, thereafter, he was definitely gaining on the two leaders; not enough to catch them, however, though he could hardly have taken Woodcote any quicker. That Triumph really was on the limit of adhesion. Still, for his pains, he set up a new class lap record at 78.44 m.p.h., very quick indeed. Behind him there was a great scrap twixt R. V. Warren (T120 Triumph), O. A. Dixon (Norton 99SS), John Pepper (Norton 650SS) and R. J. Smith (Matchless G12CSR)—a little different from his Itom, I imagine—of which the first-named had the benefit until he retired. Then the 99SS and Sportstwin tried to hold off the 650SS, but it got by and, on the last lap, the 600 Dommy lost a lot of ground, though still finishing 6th. Pepper was 4th and Smith 5th. D. Kidd rode his Venom very well to finish 7th the first 500 home, but Pete Walker dropped his trusty Viper trying to stay with this Venom. Little damage was done, I'm pleased to say. Dedden Doyle was 8th on an ailing A.J.S. 31CSR and another Venom, C. E. Atkinson up, was 9th. T. M. Rawnsley won the 250 class again, but had some quite spirited opposition from M. J. Bailey and his Ariel Arrow. George Breach got left on the line and then crashed on the first lap. Ray Knight's usually well placed Royal Enfield 700 faded out and the Aer Macchi Ala Verde was very slow.

Race 7—350 c.c. B: very good fare again. Brian Davis (A.J.S.) made sure he won this race this time (he was 2nd in the corresponding event at Trophy Day), but he had to work hard for his win, because Norman Archard caught him up after four laps and was never far away after that. 4/5ths of a second separated them at the end. Davis had the faster machine, I think, but Archard was a little quicker into and through the corners. Behind these two there was a glorious dogfight between Alistair Copland, Alan Reed, George Barnacle, B. J. Randle, M. L. Unstead, Bob MacGregor and John Geeson. For the first few laps they were in a tight formation and it was all most exciting at Woodcote. Then Copland, Reed and Barnacle broke away and Copland, lapping at 80.40 m.p.h., made sure of 3rd place on the last lap. MacGregor fell back and was pipped at the post by A. M. Ward who rode stylishly

to make up for a slow beginning. Further down there was an even better scrap with at least ten contestants most of the time.

Race 8—Sidecars: at last the Renwick brothers have won a chair race. Their immaculate Vincent outfit had the whole thing taped from the fall of the flag to the end.. The speed was still a little below Bill Boddice's almost archaic figures. Norman Huntingford was a steady second the whole 10 laps, though his cornering at Woodcote was more forceful than Renwick's. The battle for 3rd spot was huge fun. S. Laing on Eric Vincent's outfit got it in the end, but only just because he was on the grass along by the Pits once. C. G. Golesworthy, T. Vinicombe and D. K. Hough went at it hammer and tongs behind Laing and the middle-named only missed beating Golesworthy by half a length.

Race 9—1,000 c.c. B: unfortunately, for him, Clive Brown's G50/Norton refused to fire until Mick Bennett and Brian Burgess had done nearly two laps. That put him out of the running, but, on a recount, he was found to have put up the best lap of the day at some 82 m.p.h. Burgess led for a couple of rounds, but then Bennett surpassed him and, riding very well, drew away. Tony Monk, on a 500 Norton for the first time, was 3rd. W. J. Sim's Norton/Triumph did odd things at Woodcote and very nearly caused Burgess to collide with it (at one stage Sims was flying in 2nd berth), though it finished 4th. J. Ward went steadily on his G50 Matchless and both he, and Peter Carrana on the swift Hughes Triumph (5TA), passed Cash's stripped Norton 99. A little further down there was another huge dice. A. James, a promising newcomer, had his first ride on a G50, but it gradually got slower. George Bonney was exciting with his "hairy" Norton/Vincent device. It's good to see a few big'uns about the place.

Well, there we are then. Yet another demonstration of the fact that the less expert of our number can provide a damn fine day's racing. Yet the public just do not want to know. Nor, evidently, do the keener types to any large extent. When will people learn that such meetings are just as well worth watching as these star-studded affairs?

(concluded on page 225)

Having done my best to become used, once again, to this country, in every respect, after Denmark, the season finished off in rather a hectic fashion, for all of us. The people I really take my "chapeau" off to are the lads who look after their own bicycles, as well as race 'em. SS650 and I covered 1,450 miles in four weekends to go to Cadwell, Silverstone, Brands, Aintree, Mallory, Oulton and Snetterton. And well worth it, was all the dashing about.

I've said this before, I know, but I do like Cadwell Park. I personally enjoy watching there and I like the new circuit. But the setting is so pleasant, as well. The meeting there on 15th September was not the best that I've seen there by a long chalk. Phil Read seemed to find a great deal of his 1961 form and won both finals for the big solos, while Perris's Suzuki was very fast indeed. Mind you, there was no Honda opposition. Chris Conn shone—he has been going better and better as the season has progressed. But there seems to be one outstandingly fine rider at the Lincolnshire circuit (Scarborough, too) and that is Peter Middleton. His style that day was sheer perfection and no one during the whole day was faster or more elegant through the fast left handed sweep which finishes the bottom straight. Unfortunately, the meeting started late and tended to drag on rather, so that I had perforce to leave before it had finished; otherwise, I wouldn't have reached London until the small hours what with the traffic on A1 and the weather. Our own Baragwanath Trophy meeting is touched upon elsewhere, but it was a good little affair with a smoothness about the organisation that was most impressive. Alas, though the day was glorious and racing keen enough, the crowd was woeful and the meeting merited but scant mention in the "books" afterwards. This is an attitude I find a little difficult to understand and more difficult to stomach. But then one could be biased! I will say it without hesitation—both this Silverstone meeting and the Snetterton one a fortnight later were much better than any of the International ones at the same time from the point of view of racing. I was most impressed by John Bowman's performance with the production Triumph Bonneville (he broke this lap record at what was truly a

novice's meeting), the very fine riding of Peter Preston on a Bultaco that was not supposed to have been in the best of health and the forceful performance of young Brian Davis on his 7R; he would do well, surely, to go further afield now for his racing and so widen his experience. Meetings such as these make one realise that there is still a lot of genuine talent about; as opposed to the gentry who merely "scratch" like blazes and get away with it.

Though I owe a small part of my livelihood to the place, one must remark that one Brands Hatch meeting comes rather like another. Consider the 23rd September. Derek Minter, despite a finger that looked decidedly unhealed, rode in brilliant fashion to win everything in which he rode. There is just no disputing the fact that he is "King of Brands." It's almost uncanny the manner in which he swoops about from one type of bicycle to another. As no Hondas were forthcoming (mayhap even this highly organised Jap set-up are getting a little "end-of-Season"?), he took over the Surtees Ducati "desmo" twin. He won easily, needless to say, on a machine that has not had, to date, a terribly happy history. In spite of all this, though, it was all very much as before. What was fitting was the Fred Neville Trophy Race. Derek won it, of course, but Fred's 350 lap record remains and Dan Shorey, who was 3rd, actually rode the 7R that Fred was on when he set up the record last year: a fact about which Tom Arter was kind enough to tell me.

I'm afraid I've never been keen on Aintree. For one thing its setting is so terribly dismal, even when the sun is shining. Still the prize money there is far better than most places. But the people don't go to watch; there couldn't have been 2,000 souls present all day. The racing itself was quite good. Max Deubel doing his best to cling to Camathias in the sidecar was quite a sight. The wily little Swis wasn't having any, though, and bust his own lap record to make sure he won it. Florian is excellent entertainment; he really does try hard. Why, oh why, though, do they save that solo handicap race? It has rarely worked and this time it was plain daft. The handicapping was way out. The 350's got the worst bargain and only Ken

Martin on a 196 c.c. Bultaco stayed ahead for any length of time of the dreaded Man of Kent on his 500 Petty-tuned banger. The race was of 21 laps' duration; Derek was in front after 11. I had been asked by John Hall to do the Mallory commentary the following day as Murray Walker was doing the "lantern." Luckily I persuaded Eddie Fitch to assist me. It was the hardest day's nattering I've had so far. Frankly, I think the meeting provided nothing outstanding. Only the 350 final (if there'd been another lap, there really would have been a sensational finish) and the first dozen or so laps of the big race (until Phil fell off) and the third place scrap in the 250 were noteworthy. I felt, and I don't think I'm alone in saying this either, that it was blatantly unfair to offer such a vast first prize etc. and then give nothing to anyone who finished lower than 6th. In the main race, in particular, there were several lads who were working very hard for their living and who finished, but got sweet nothing for their efforts. And those long races on such a short circuit don't strike me as so greatly adding to the interest. Florian C. rounded up his British International tour satisfactorily. He must be one of the few runners who make it pay properly these days. And the weekend to saw the final appearances of two very fine riders—Peter Middleton and Ron Langston. Both gentlemen who

have been a very great pleasure to watch and contributed something to the Sport.

The next weekend the Norton and I again traversed the M1, the A5 and the A41 to go to Oulton and Bob's memorial meeting. I felt it to have been an admirable day's racing. Maybe Derek did carry on his winning streak, but he was pushed very hard by Fred Stevens and Dan Shorey in the 350 final. And the two Honda "fours" were a fine spectacle as they belted round Oulton. I'm sure Tommy Robb was out to beat Redman. He was sure trying at Knickerbrook where I viewed the day's proceedings. He missed a gear coming out of the bend once and the resultant noise was most impressive! So too, I imagine, was the rev. counter reading! And then there was that 125 race. Dan Shorey absolutely flew on that little Bultaco and so nearly won it. It was the narrowest shave Hondas have had at the hands of the Spanish factory yet. Mark you, I am still mystified as to quite why Taveri was allowed to start in a British national meeting when he is a Swiss national riding with a Swiss licence. It was good to see him, though. One doesn't like to cavil at so good a meeting, racing-wise anyway, but it was not a good idea to have a handicap race for the McIntyre Trophy. Again the handicapping left a lot to be desired.



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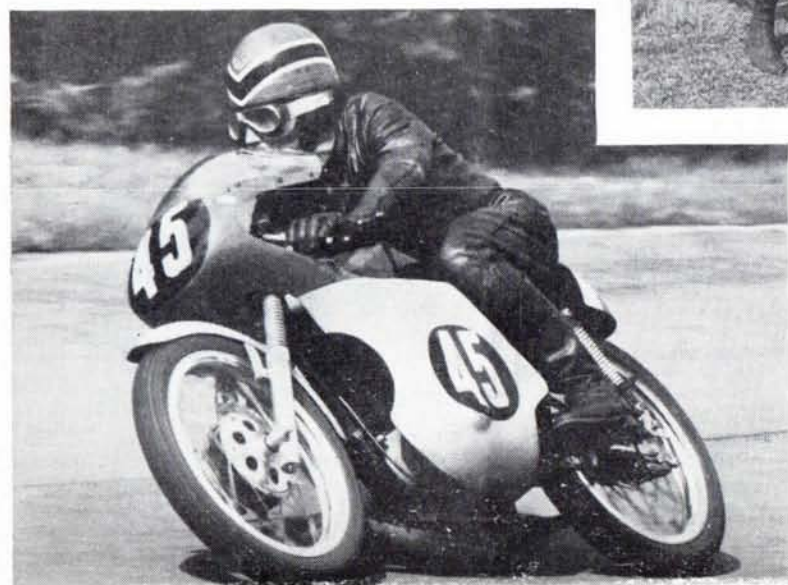


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That wet August Monday at the 'Palace. Here is Roger Cramp (1929 348 c.c. Velocette) winning the Vintage race.
(photo : P. M. Knocker)

The Baragwanath Trophy winner—Peter Preston and 124 c.c. Bultaco—here seen going into Druids at Brands at the August meeting at which he won the 125 race.
(photo : Brian Curtis)



PICTURE GALLERY

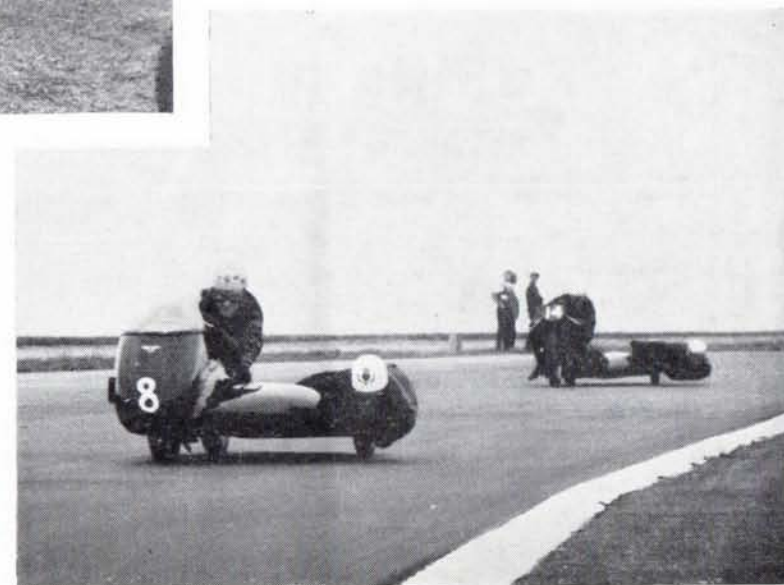


A sight that was re-awakened at Oulton Park last month. Here we see Geoff Duke sitting on the '56 version of the Gilera at the same circuit on Whit-Monday that year. He won the Britannia Vase.
(photo : L. G. Clifford)



Three production men fight it out at Trophy Day—a Beckett's shot. 8 is John Bowman (Triumph), 19 Brian Gidlow (Norton) and 42 Peter Bellison (Norton).
(photo : G. E. Hicken)

The early laps of the sidecar race at Trophy Day—C. Jones (C.J.-Nortin) and J. Renwick (Norton/Vincent) drift Maggotts Curve together.
(photo : G. E. Hicken)



After all it is a fact that a 250 Honda "four" is faster than a good 350 Ajay or Norton. To let Redman off when he was, was to hand him the race on a plate. That there was a nonsense over which machine he was riding later was unfortunate, but inevitable if the rules were not to be flouted. Chris Conn's ride was splendid and so was Stuart Graham's. And does he look most like his revered Father on a racing bicycle? Many people seemed to be giving of their best at this meeting and few were more impressive than young John Ashworth, 3rd to the two Hondas in the 250 race, on his own Aer Macchi. Someone most definitely to keep your eye on next year. The demonstrations were supremely intriguing and oddly moving, too. Personally, I would have gone all that way quite gladly just to see Geoff Duke do his four laps on the immortal Gilera "four." Ah me, what a magnificent sight that was to be sure. Geoff wasn't exactly hanging around either and the way in which the Gilly leapt away from Knickerbrook was thrilling in the extreme. If only someone could persuade the Commendatore Gilera to put a "dolfin" fairing on them and race them next year, I wouldn't give you much for the chances of M.V's. or 350 Hondas!

I'd wanted to devote a little of this month's scribbling to saying a little more about the '50's. There's not the

space, but I shall return to the subject next time. In the meantime there was out Guinness Trophy "do" at Snetterton. It was a splendid finale to our season. Indeed it seemed to me to be one of the best B.M.C.R.C. meetings I've ever been to. It is covered on another page, so I will say little more on it. The standard of the racing, and riding, was excellent. And the weather couldn't have been better. I had my doubts about the latter in the morning because the fog was well nigh impenetrable in Warwickshire and I had to delay my start for Norfolk by an hour as a consequence. However, the road from Nuneaton to Snetterton is a pleasant one for some reason and with the Dommy going better than ever (what a relief!) the ride was most exhilarating. The nit-like clods on the A11 going back to London in the evening were not, however. It was almost like riding on the Continent; so much right handed motoring! The more I see of them the more am I convinced that the average British motorist is the most incompetent, ignorant and thoughtless individual the world over. The things they do, en masse, just about beggar description. Anyway, we can take a rest now from the trekking to the circuits and all the rest of it and let these silly B.F.M's. get on with their clottishness.

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MARGARET'S MEGAPHONE — The Final Blast

Heard from **Dave Alcock** recently. He has sold his Matchless and is now scrambling a Greeves. He thoroughly enjoys the new sport and says that, after half-a-dozen meetings, instead of battling for last place, he indulges in a needle match for 5th from last!

First mention in the congratulatory column this month goes to my old mate, **Jim Swift**, who has been Assistant Secretary during my term of office as Secretary. Possibly inspired by my example, he has recently taken the plunge and got himself engaged to another familiar face around the circuits, **Sylvia Clarke**. **Sylvia** also works in the office at 33a London Road. Well done, both. **Jim** leaves his job in **Bemsee's** office at the same time as I do, but we shall see quite a lot of him in his new capacity as Assistant Track Manager at Silverstone.

By a roundabout route I learned that **John Brent** was also married recently and, of course, **Robin Dawson** has finally hung up his leathers in favour of an apron! Congratulations and very best wishes, all.

That seems about the lot. Next month I expect you'll be hearing from **Alan Smith**, who takes over from me on November 5th. Although I'm retiring to the comparative obscurity of a 9-to-5-and-no-Saturdays job, I've no doubt you'll still see quite a bit of me. Providing all the effort of the coming months goes according to plan, I'm hoping to join **Derek** in doing the rounds of the sprints and hillclimbs, riding a somewhat modified 500 J.A.P.-**Vincent**. Incidentally, I shall probably be borrowing the aforementioned leathers, **Robin** being the only person I know with similar vital statistics to my own! (No offence meant, **Robin**).

All that remains now is to thank you all for your support during the three years I've been Secretary; I hope you'll continue to support **Alan Smith** in the same way. One or two of you have caused me some pretty awful headaches on occasions, but, one way and another you're not such a bad bunch! See you next year

FIRST, SECOND, THIRD . . . A Summary of Members' Recent Successes

Bill Boddice starts us off this time; at the Ragley Park Hill Climb on 15th September he did something rather unusual. He put up b.t.d. with his 750 Norton twin outfit. **Roger Ottewell** was second best "chair" and both **Dave Mahoney** and **George Buck** featured in the solo classes. No one, not even **Cadwell** expert **Peter Middleton**, could stop **Phil Read** winning both 350 and 500 finals at **Cadwell** the next day. **Peter** had a 2nd and a 4th and others who were "in the money" in these races were **Dan Shorey** (5th 350), **John Cooper** (6th ditto), **Tom Phillips** (5th 500) and **Billy Nelson** (6th 500). In addition **Chris Conn** set up a new lap record. **Dan** won the 125 race and was second 250 home—those **Bultacos** again. **John Asworth**, **Fred Stevens** and **Stuart Graham** followed **Dan** in the latter race. **Dave Simmonds** and **Alan Dawson** were 2nd and 3rd 50's. Only **Jack Beeton** (a fine 3rd) and **Charlie Freeman** (the first British machine home—4th) came anywhere in the sidecar final. The next Saturday saw meetings galore in this country and the last European Championship meeting. At Scarborough **Peter Middleton** finished off his motor cycle racing career by

breaking the long-standing lap record there and winning the 500 final from **Tom Phillips** (2nd), **Fred Stevens** (3rd), **Rob Fitton** (4th), **John Cooper** (5th) and **Chris Conn** (6th). With the exception of **Rob** these gentlemen also featured in the 350 final which **Dan Shorey** won on the **Arter Ajay** with a 350 lap record to boot. **Dan** also coaxed the highly effective 196 c.c. **Bultaco** to a win in the 250 final from **Pery Tait**. **Ray Willats** was 5th on the **Adler**. **Charlie Freeman** was again the best sidecar Member—5th in that final. **Louis Carr** won the 350 "fiddler's final" with **Brian Clark** 3rd. At Rhydymwyn **Tony Willmott** was 3rd 500 home in that final and the **Lawleys** won the 50 c.c. race—1st and 2nd. The Finnish G.P. at Tampere appears to have been a bit of a teaser. But it provided **Alan Shepherd** with something that he richly deserves—a Championship win. He carried off the 500 c.c. race; the first ever for him personally, and a G50 Matchless. He was 3rd 350 home and 3rd 125 on M.Z's. as well. Over here **Derek Minter** resumed his crown of Brands Hatch by winning 250, 350, 500 and 1,000 races on a variety of Nortons, plus the Surtees Ducati twin. He set up

a new lap record jointly with **Phil Read** who was 2nd to the "Mint" twice, but only 3rd the third time because **Dave Downer** took the other 650 Norton into 2nd berth in the 1,000 race. **Joe Dunphy** and **Griff Jenkins** were two more riders to flourish in the big solo races and **Dan Shorey** was a splendid 3rd in the 350 event. He was 2nd in both 125 and 250 races, being beaten in the former by **Rex Avery** who broke the class lap record. **Fred Hardy** was 3rd 125 and 4th 250, in which race **Norman Surtees** was 3rd with his Aermacchi. The non-expert solo event went to two 350's—**Norman Archard** and **Brian Davis** with **John Funnell** of the Ecurie Bloggs 3rd. **Bill Boddice** galloped away with the sidecar scratch race. Way up over the Border **Pete Darvill** was ruling the roost nicely at Charterhall with 350 and 500 wins, while **John Ashworth** was best 250—yet again and only in his first season.

The next weekend will go down in history as **Derek Minter's** "golden" two days. Though whether it was being quite kind to Derek to splash it all over the place afterwards was, perhaps, another matter. The Inland Revenue people have terribly keen ears and eyes! Anyway, be that as it may, at both Aintree and Malolry, the man from Whitstable was generally first past the post. He won the 500 final and the Century race at Aintree, where he was also 3rd 250 and 2nd 350. At Mallory he won the big "loot" with ease, after **Phil Read** had fallen off. He stormed away to practically eat the opposition in the 250 race, but had to be content with 4th berth in the 350 final. Phil won this race and was 2nd in the 500 final too. To go back to Aintree we had that man from Banbury in great form again. He won the 125 and 350 finals and was 2nd 250 home. He revenged himself upon **Rex Avery** in the former race—Rex being 2nd. **Alan Shepherd** was 4th 250 (on Aermacchi) and **Arthur Wheeler** 5th. Alan was also 2nd in both 500 final and the Century race. **Fred Stevens** had two 3rds and a 4th and **Peter Middleton** a 3rd and a 4th. Also well to the fore in the big solo races were **Chris Conn**, **Tom Phillips**, **Rob Fitton** and **Dave Downer**. **Colin Seeley** was a fine 3rd in the chairs, with **Jack Beeton** 5th and **Bill Boddice** 6th. By and large the same riders filled the places at Mallory. At least **Dan** was 2nd 125—**Avery** beat him this time—3rd in the exciting 350 final and 5th in the "big"

race. **Alan** was 2nd 350 finalist, 3rd 500 ditto and 2nd in the great lolly, not to mention 3rd 250 by a wheel. **John Cooper** went very well to finish 3rd in the big event and so did **Brian Setchell** who made a brief return to the fray and was 5th in the 350 final and 6th in the big thing. **Charlie Freeman** was 4th chair home—best British—though **Jack Beeton** was one better, 2nd between the two Swiss three-wheeled gentlemen. **Colin Seeley** was 5th. While all this frantic tearing after too much money was going on, the "lads" enjoyed themselves at Prees Heath. Here **S. G. Lawley** beat **Jim Pink** in the 50 race, **Roy Boughey** and **John Wheldon** carried off the 125's, **Tom Fearn** and **John Williams** finished 1st and 3rd in the 250 race. **Derek Woodman**, **Malcolm Uphill** and **Derek Watson** were 1st, 2nd and 3rd in the 350 final, **Peter Bettison** 2nd in the 500 ditto and **O. Dixon** 2nd production man home. And then the sprinters were at Church Lawford again where **Neville Higgins** put up b.t.d., **Brian Bennett** had two class wins and **Roger Ottewell** and **Ken Johnson** dominated the sidecar class. But the eyes of the sprint world were turned on Ramsgate this day. **George Brown**, armed with Super-Nero, dashed the circuit record to pieces. Class winners were **Jack Terry**, **Hadyr Williams**, **Tony Winfield**, **Reggie Gilbert** and **Pat Barrett**, while **George Breach** was the best runner on petrol.

Derek Minter rolls triumphantly on might well be the subsidiary title to this feature. No disrespect to Derek either; his domination of British racing this year has been almost as complete as John Surtees's five years ago. At Oulton he won 350 and 500 finals, though in the former he was pressed hard by **Fred Stevens** most of the way. Derek set up a new 350 lap record. **Dan Shorey** was prominent too—2nd in the sensational 125 race (he just bested **Rex Avery** for that place and almost beat a works Honda), 3rd 250, 350 and 500. Little **Gary Dickinson** was a fine 6th in the 125 race and **John Ashworth**, **Stuart Graham** and **Percy Tait** 4th, 5th and 6th 250's home, all Aermacchis. **Dave Downer** was 6th 350 and **Roger Hunter**, **Rob Fitton** and **Jim Cripps** 4th, 5th and 6th 500's to get the chequered flag. The McIntyre Memorial race went to **Chris Conn** after a fine ride, with **Stuart** 2nd on his 250 and then two London visitors.

(continued on back cover)

ANNUAL TROPHIES

Below are the final placings in this year's competitions for the Club's Annual Trophies. We offer hearty congratulations to the winners.

Power and Pedal Trophy

All B.M.C.R.C. members are eligible. All 50 c.c. events at B.M.C.R.C. meetings are taken into account. Points are awarded as follows:—1st, 6; 2nd, 5; 3rd, 4; 4th, 3; 5th, 2; 6th, 1; Finish 1.

15 points	R. Scivyer
R. J. Smith	C. A. Surridge
11 points	2 points
P. R. Horsham	A. Huggett
10 points	D. A. Simmonds
P. R. Latham	T. Woolley
7 points	B. E. Whapshott
R. Kemp	C. Walpole
W. Stevenson	1 point
6 points	D. H. Baulch
C. J. Pinchion	R. H. Bacon
R. Webber	W. H. Danaher
5 points	G. H. Dewar
R. Ransley	C. Dundas-Slater
P. R. Sharland	R. A. Gordon
J. W. Wheldon	P. J. Hardcastle
M. Warne	J. C. King
4 points	W. Marley
B. Cockell	A. P. Matthews
R. S. W. Field	R. B. Minto
D. A. Juler	A. J. Pink
3 points	J. J. Riches
G. F. Ashton	I. F. Smith
G. Bedford	Mrs. B. J. Swain
B. C. Goldthorp	R. S. Shaw
A. G. Hutchings	D. E. Wild
M. J. Simmonds	R. Williams
J. A. H. Smith	B. Woolley

on the entry form of all B.M.C.R.C. meetings. Only the best score at any one meeting is taken into account. Points are awarded as follows.—First eligible driver to finish, 5; 2nd, 4; 3rd 3; 4th, 2; all other finishers 1.

21 points	7 points
P. C. Preston	R. E. Pringle
20 points	R. Pickrell
R. J. Smith	S. Robinson
17 points	K. Roberts
R. MacGregor	C. Spencer
15 points	I. A. Duffell
J. Renwick	D. L. Croxford
N. G. Archard	A. F. Benton
J. W. Bowman	J. N. Brillard
12 points	D. Best
B. J. Davis	J. Coe
11 points	D. H. G. Chester
E. Jackson	R. A. Gould
10 points	B. Gidlow
J. Williams	5 points
M. Ashwood	R. P. Wales
T. C. Barnes	R. Webber
R. W. Cook	4 points
C. J. Pinchion	M. W. J. Meddings
9 points	S. D. Park
J. D. Brent	M. J. Potter
R. Ransley	D. A. Simmonds
8 points	A. A. Smith
J. R. Geeson	C. W. Sanby
7 points	R. O. Strong
D. W. Lamb	D. E. Whapshott
S. Laing	A. M. Ward
A. E. Staddon	D. A. Wills
W. A. Roberts	J. Ward
B. J. Randle	R. V. Warren
D. R. Menzies	A. G. Hutchings
6 points	C. E. Atkinson
P. A. Butler	

Peter M. Walsh Memorial Trophy

All members of B.M.C.R.C. are eligible, who have signed the declaration

(continued on page 224)

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I make no excuse for blowing the Club's trumpet a little over the 1962 edition of the Guinness Trophy meeting. It was damn good. I have never seen better racing at Snetterton and, if ever a meeting proved that it is NOT necessary to have the "stars" present to have closely fought racing, this was it. Of course, it is not; indeed the presence of "stars" can mean processional races. Time and time again have we seen that happen. And another thing. The only prizes the "lads" were dicing for here were ashtrays, Bemsee plaques and the odd "pot." None of these monetary prizes that aim at the skies. I make this point on purpose. Having been at that meeting where the "lolly" does indeed reach the sky, I know which I found the better—from every point of view. I take my hat off to the Members who rode at Snetterton. They provided wonderful racing and obviously enjoyed doing it. A meeting such as this restores my faith in the Sport. Thank you, gentleman!

After which I will continue with a resume of the racing. On practice I cannot comment because I didn't see any. Fog in the Midlands delayed my arrival. So, to race 1—50 c.c.: Dave Simmonds made up for his losing the equivalent race at Oulton the previous day by winning this one by 10 seconds from Peter Horsham. The Tohatsu averaged at 61.51 m.p.h. and did a lap at 63.76 m.p.h. which may, or may not, be a class lap record. Mike Simmonds provided most interest in the race as he strove to overcome a bad start. He finished 3rd, passing R. J. Smith in the region of the Esses on the last tour. Another who suffered an even worse start was Kerry Dundas-Slater. However, when she did get her Itom to fire, she tore through the field mightily to end up 12th (in a field of nearly 40), beating her other lady rival, Beryl Swain, in the process.

Race 2—350 c.c. A: first lap promise of a good scrap for the lead was not fulfilled. Some over kind individual had put John Reed and his fleet 7R in this race and, though he didn't commence too well, he was tying for 1st place on lap 1 with Derek King (Norton). He was well ahead after the second lap. By the end of the race he was 16.4 secs. to the good and averaged 84.61 m.p.h. to boot. Now this was quite a bit quicker than the corresponding 1,000 c.c. event! A very

nice ride. King remained a lonely second. John Iszard (A.J.S.) and W. I. McLean (Norton) had a splendid duel for 3rd place which the Ajay rider clinched on the run-in, but it was a damned nice thing! W. A. Roberts' fast Gold Star was 6th and Pete Carrana with the 350 Hughes-Triumph and J. H. Godwin (B.S.A.) had a lively dice for 7th; the twin sounding very good indeed.

Race 3—125 c.c.: George Hughes and Peter Preston took command of this one right away and went at it hammer and tongs for all of the 5 laps. Preston led on lap 1 (by a couple of feet), Hughes on lap 2, Preston again on lap 3 and they dead-heated on lap 4. They were right together coming out of Coram Curve, but George pulled everything out and beat Peter to it by 1.2 secs. Actually, I believe, the Preston Bultaco was a few hundred revs. down. So his effort was quite something. Only veteran Doug Champan and D. J. C. Elvin, also on Bultacos, managed to stay anywhere near these two and they were consistently 3rd and 4th. Wilf Friend and Syd Williams, Bultaco and Montesa, were steadily 5th and 6th, though there was a more lively scrap behind them from which D. W. Lamb and Jim Dakin emerged the best. Fred Launchbury and Bob Macgregor managed to cross the line in a tie on their Bantams, but A. C. Lawn's E.M.C. seized up after only 2 tours. The winner averaged 77.97 m.p.h. and they both did the best lap at 79.45 secs. and so share the Lambretta Trophy.

Race 4—1,000 c.c. A: this was all rather confusing. To begin with D. L. Boone held a rather tenuous advantage from Brian Scully with the B.G.B. and a howling mob after them led by D. E. Robinson with speedy Goldie and flaming crash hat. Robinson passed Scully by the time lap 2 had ended and led the following lap, Boone having vanished. By this time D. Kirby (Matchless G50) was 2nd, W. J. Sims (650 Triumph/Norton) 3rd, T. J. Symons (Norton) 4th and Scully 5th. Robinson then had his work cut out to hold Kirby off—the G50 was alongside on lap 4 and only a second behind after 6 rounds. Robinson averaged 83.31 m.p.h. John Jackson, whose 650 Triumph/Norton had been slow away, was coming through the field like a dose of salts, lapping at 86.95 m.p.h. the best of the race. By lap 5 he was 6th, but something happened to the

'bike on the last lap and he went straight into the Paddock without receiving the chequered flag. Symons also expired on the final tour which allowed D. Best (650 Beesa) to be 5th, 4/5ths of a second in front of Geoff Brown (500 Matchless twin).

Race 5—250 c.c. : Trevor Barnes seems to have mastered the difficult (at least to judge by what I have seen in the past) art of starting a Guzzi racer. Anyhow at Coram Curve on lap 1 he was leading with Reg Everett (amazing Greeves), Terry Grotefeld (Aer Macchi), R. A. Freeman (Honda twin), Ray Cowles (Velocette) and Ted Hardcastle (NSU) in line astern behind. Coram Curve from the inside is quite an impressive place to watch and here Grotefeld was quite outstandingly good. He led by lap 2, but Barnes never let him get away with it and actually put in the best lap at 82.96 m.p.h. to close right up on the run-in. The Honda and Greeves had a stirring struggle for 3rd place. Everett was ahead on lap 2, Freeman on lap 3, they were side-by-side on lap 4, Freeman again had the advantage on lap 5, but the Greeves was 3rd on the last lap. The Honda, presumably because it had a little more top end, won, but only by 3/5ths of a second. Then there were Ted Hardcastle and John Harper (220 twin o.h.c. Ducati) having an equally furious scrap for 6th place which became 5th when they passed Ray Cowles. The Ducati disappeared on the last lap and the Velo. slowed with a lot of oil outside the motor. Robin Denny made up lost ground in incredible fashion after a rotten start, but then blew up (he was 6th when that happened) and John Green, enjoying an unexpected ride on Dene Schuppan's Aer Macchi, was a good 6th, also after a poor start. The third member of the Ecurie Bloggs was 8th—Bob Cook with 204 c.c. Ducati.

Race 6—Production : I moved up to the Esses for this race and the next. Quite incredibly good was John Bowman with his amazingly fleet Bonneville. He had the whole race absolutely sewn-up right from the word 'go.' He lapped at 86.34 m.p.h. and averaged 83.93. A most impressive performance, indeed. Nearly 40, yes 40, seconds behind was W. D. Graves on a Norton 650SS (second at Silverstone a fortnight before, remember). However, the battle for third berth was hot stuff all right. Brian Bennett (Triumph T110), Ray Knight (692 Royal Enfield), R. V. Warren (Triumph T120)

and John Pepper (Norton Manxman) had a great dice which Knight headed to begin with, then Bennett took over for a lap, but Pepper was 3rd on lap 6, the last. Pete Butler was a lonely and very steady 7th on his Ajay 31CSR, but D. R. Menzies and Trevor Barnes, 650SS and 99 Dommies respectively, had a most intense battle for 8th place and evidently tied for it. Bill Ottewell made no mistake and blew everyone off in the 250 class with his Honda CB72. He actually finished 13th and was not lapped by Bowman. T. M. Rawnsley and Ducati Elite was second 250 and I made Rowley Ford (B.S.A.) and E. W. Bardwell (Triumph T100) best 350 and 500.

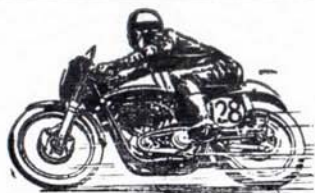
Race 7—350 c.c. B : Lewis Young and Selwyn Griffiths had an absolutely magnificent duel for every inch of the 10 laps. This was the best race in a meeting of good races. Selwyn led for the first six laps when Lewis took over, only to lose it again on lap 9 and, subsequently, the race by 2/5ths of a second. The Welsh 7R got the fastest lap at 89.34 m.p.h., but Tom Kirby's runner must have been almost as fast. They both rode excellently and there really was very, very little in it. Peter Darvill was up with them for 7 laps, sitting very close in 3rd place, but, evidently, he decided he couldn't quite do it and so settled for a sure 3rd spot. Bob Foster, knee well out at the Esses, was 4th all the race, but Dave Downer, who had steadily worked his way up after a slow start, seized 5th place from Brian Denehy and Ron Chandler, who had been disputing it heartily for the whole distance. Downer was very spectacular at the Esses. Brian Davis kept his end up well in this company, but Alistair Copland passed him on lap 8 to take 8th place. Behind them there was a battle which was so amazing that I never managed to get down all the numbers engaged in it. It broke up after about 6 laps, but then there were two separate dog-fights going on with equal fury. It was all most exciting at the Esses, especially on the last lap when George Barnacle tried a new line and very nearly had to use his 7R for a little scrambling! The members involved in all this were, I think, Richard Difazio (Norton), Norman Archard (A.J.S.), Cliff Rowe, Gerry Saward and B. J. Randle (Nortons), Barnacle, Roger Hunter, John Somers and Fred Launchbury (Nortons).

Race 8—Sidecars: Colin Seeley scored the day's other runaway win here with his immaculate Matchless outfit. An average of 80.5 m.p.h., with a lap at 82.54 was sufficient to win him the race by 22.4 seconds and the M. C. Tomkinson Trophy. Tony Wakefield had got the Triumph going well again to take second place ahead of the promising Renwicks with their nice red Norton/Vincent. Eric Vincent just beat Mick Rowell for 4th place in a Norton single cylinder battle.

Race 9—1,000 c.c. B: so to the end of the Club's racing in 1962. It was Roger Hunter who crossed the line in the lead after one lap, a position which he maintained on lap 2. However, on lap 3 Lewis Young was leading and he was never thereafter headed, winning by 1.2 seconds only from Rex Butcher. Now he had become involved in a tremendous scrap with Tom Phillips, whose Norton had sprung a leak from its petrol tank to add to his enjoyment of the proceedings. On more than one occasion the two Nortons were almost level going under the bridge and they were both gaining on Hunter. Hunter's motor packed up on lap 9, by which time Butler had passed him, managed to drop the hard-trying Phillips and was overhauling Young. But there was no change in the order on the last lap. So fast did these go that 4th man Peter Preston (Norton) was over 30 seconds behind Tom Phillips. He, Preston that is, had not the better of Brian Burgess (Norton).

who had staged yet another near dead-heat with Richard Difazio (Norton). The latter had climbed steadily through the field. Ron Chandler, on Tom Kirby's other G50, got away last but one and proceeded to carve his way upward in the most impressive fashion. He finished 7th, just to the rear of Difazio: a fine ride. While R. Campton was 8th (also G50 mounted) on his own, 9th position was furiously disputed by Martin Hayward, John Ward and Eric Presland (Matchless) and Dave Filler (Norton), who actually finished in that order. Young averaged 89.85 m.p.h. and Butcher did a lap at 91.87 and won the Hector Dugdale Trophy.

Unfortunately, at the time I write these paragraphs, I do not know who won the Guinness Trophy. There seemed to be doubt about the 50 c.c. lap record, but I imagine that the production race will have to be considered as possibly providing the winner. Neither were the 125's exactly hanging around. However, we shall see. It was truly a fine meeting. The glorious day helped no doubt, but, when all is said and done, it was the lads who put on the show that made it. And, at the risk of being thought repetitive, I must again say that they had no other incentive other than a bit of silverware. Once more, thank you, one and all. It seemed a wonderful way to end the Club's racing for the year. Let's hope there'll be many more meetings like this one.



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(continued from page 220)

D. J. C. Elvin
J. A. Ridley
W. Stevenson
H. Seaton
J. Swannack
M. L. Unsted
5 points
W. J. Simms
T. W. Sanger
C. J. Seeley
R. L. Mahon

R. W. Baylie
G. L. Bailey
R. W. Bryant
H. Cope
T. Dickie
W. H. Day
D. A. Dixon
P. T. Field
E. Howden
B. Joplin
C. Jones

We regret that due to lack of space we are unable to list the names of those who scored 3, 2 and 1 points.

Watsonian Trophy

All three-wheeler drivers are eligible. All three-wheeler events at all B.M.C.R.C. road race meetings and hill climbs are taken into account. Points are awarded as follows:—1st, 16; 2nd, 12; 3rd, 4; 4th, 3; 5th, 2; 6th, 1.

40 points
J. Renwick
39 points
M. J. Rowell
32 points
J. Beeton
A. J. Thurgood
28 points
A. J. Wakefield
25 points
E. A. G. Vincent
20 points
F. Camathias
C. J. Vincent
D. A. Wheeler
19 points
D. J. H. Jennings
C. J. Seeley
16 points
D. F. Brindley
15 points
P. T. Field
12 points
W. G. Boddice
N. L. Huntingford
10 points
M. Deubel

C. B. Golesworthy
9 points
S. Laing
G. Rice
8 points
R. Willoughby
C. Jones
5 points
R. J. O. Hewell
R. V. Pike
3 points
T. Vinicombe
G. Selwyn
D. C. Read
R. E. Pringle
K. I. Johnson
P. J. Hardcastle
C. Freeman
2 points
A. G. Hutchings
C. Lambert
1 point
A. G. Clark
L. A. Gooding
D. K. Hough
B. Lindley
B. Spalding

Minnie Grenfell Memorial Trophy

All B.M.C.R.C. members are eligible. All road race meetings organised by B.M.C.R.C. are taken into account, plus the I.O.M. T.T. and Manx Grand Prix races. Only the best score at any one meeting is taken into account. Points are awarded as follows:—1st, 5; 2nd, 4; 3rd, 3; any other finisher, 1.

20 points
P. C. Preston
16 points
J. Renwick
14 points
R. J. Smith
D. G. Strickland
13 points
J. W. Bowman
P. R. Horsham
11 points
P. J. Dunphy
10 points
A. J. Wakefield
M. J. Rowell
S. M. B. Hailwood
R. P. Dawson
D. W. Minter
M. W. Manley
J. W. William
9 points
M. L. Bennett
B. J. Davis
R. Foster
E. A. G. Vincent
C. J. Seeley
8 points
W. A. Graves
P. R. Latham
7 points
N. G. Archard
B. L. Denehy
P. J. Darvill
P. T. Field
C. B. Golesworthy
A. J. Reed
C. J. Williams
6 points
A. F. Wheeler
C. P. Young
M. J. Simmonds
D. A. Simmonds
C. J. Pinchion
F. D. Hardy
T. P. Grotefeld
M. Ashwood
R. Campton
R. J. Everett
5 points
J. Beeton
A. F. Benton
J. D. Brent
B. A. Burgess
J. N. Brillard
R. Butcher
R. W. Cook
F. R. Cramp
J. J. Davis

5 points
J. W. Dakin
D. J. Elvin
R. A. Freeman
J. R. Pepper
J. Russell
M. A. Ryan
D. E. Robinson
B. J. Randle
S. T. Smith
N. L. Huntingford
W. J. Sims
J. A. Jacques
E. Jackson
B. K. Jones
R. A. Keys
D. Kirby
R. Kemp
D. W. Lamb
B. Lawton
M. J. Miller
4 points
R. A. Avery
G. Bedford
R. Blanning
T. C. Barnes
R. W. Bryant
P. Bettison
T. Dickie
J. Coo
D. L. Croxford
J. A. Collins
K. Curley
R. D. L. Denny
R. A. Gould
C. W. Hunt
R. G. Jones
D. King
R. L. Knight
S. Laing
R. A. Minster
R. L. Mahon
R. MacGregor
B. Nelson
J. Piffner
A. S. Pavey
R. Pickrell
H. W. Rayner
D. F. Shorey
F. J. Stevens
W. Stevenson
P. Stacey
J. Swannack
M. L. Unsted
D. E. Whapshott
D. A. Wheeler
M. Warne
J. Ward

We regret that due to lack of space we are unable to list the names of those who scored 3, 2 and 1 points.

EDITOR'S CORRESPONDENCE

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

Sir,

In the October issue of "Bemsee" the Editor places the blame for the tragic accidents which took place in this year's M.G.P. on inexperience. This view appears to be held by many people. He also infers that there is nothing to short circuit racing.

How, I wonder, does he explain the sad passing of the great Bob McIntyre at Oulton Park or the loss of such a good rider as Roy Mayhew at Brands? To mention only two examples. The reason that a lot of inexperienced riders come to grief is simply that there are many more "unknowns" than there are top riders. There are hard corners and easy corners on the Mountain circuit the same as elsewhere, but there are more corners. That is what the week's practising is for, as against the three laps of short circuit.

I think we have to admit that there is a lot of truth in the saying 'accidents will happen.'

Yours & etc..

Colin P. McDonnell

Harlesden,

London, N.W.10.

(Agreed that the last comment is, alas, so. The answer, surely, to the two tragedies mentioned? We are all human and therefore, liable to make a mistake sometime. You can never eliminate the human element—in the Manx or racing as a whole. We still hold to what we said about the relative difficulty of the Mountain course and the average short circuit which is not to say, as Mr. McDonnell suggests, that we consider short circuit racing easy. Palpably it is not! But the Lo.M. is on a different plane altogether: ED.)

Sir,

May I attempt a defence of the motor cycling press against the attack of your Member, R. V. Nathan (October issue of "Bemsee")? I sympathise with his feelings about road tests; I shared them strongly, until I found myself having to run and edit the things!

The difficulty, at least as far as I am concerned, has nothing to do with advertising or the like. True one set of advertising men may say: 'butter us up or no advertisements,' but the other can reply: 'advertise or we slam you!' The Editor leaves them to fight it out and goes his own sweet way.

No, the snag is that, whereas I must always write about a particular machine we have tested, the reader will take it to refer to every specimen of that make. Thus, if the test model's oil pump packs up (to take an actual example) and we mention it, readers will say: 'so and so's' oil pumps are suspect.' I know this is true. I know I have said the same myself. I can name models which have suffered, bitterly, for years because of a reputation based on a fault which showed only on one tiny batch of production models.

Reputation? All right Mr. Nathan pleads for more production machine racing. Now, last year Cyril Jones did so astonishingly well on my Speed Twin, especially in that wet Trophy Day event, that commentator, Guy Tremlett, referred to it as a very fast machine. Since it led the field the comment was fair, but in truth it was a good 15 m.p.h. down on the machines it beat, probably more (top speedo. reading was 95). Apart from Cyril's fine riding, it did well because it handled so superbly. Yet, when I tell people that, they scoff: a Triumph handling well—impossible! See what I mean by reputation?

If, in trying to be honest, we inadvertently start off some reputation, then we are unfair to the industry and, this is the important thing, we put off enthusiasts from buying a model which, in fact, might have delighted them.

Is production machine racing the answer? Well, when the Triumph romped home, at least a dozen people asked what cams we were using. Win and they think you must be cheating, but lose and they will say the machine is no good. Difficult, isn't it?

Yours & etc..

Barry N. Ryerson

Editor, Motor Cyclist Illustrated.

London, E.C.4.

(continued from page 212)

And "Barry's" Trophy, which was awarded on the Bemsee formula of relating race average to the previous lap record, went to Peter Preston on his 125 Bultaco. Well done, Peter! Incidentally, the runners-up were Mick Bennett (in the production race) and, after him, Smith and his tiny Itom. Variety, eh?

First of all, I must apologise to the thriving Ipswich Group for not mentioning them last month. Although relatively small in number, they are one of the most keenly supported of the groups, usually fielding nearly 100% of the local members. It's a pity that the same can't be said of South West London, where of over 100 potential members, only about eight faithful regulars turn up to support Johnny Wheeler at each meeting and half of them don't even live in South West London! Now that the pressing urgency of the season has receded, what about one or two new faces at the Surrey Tavern?

As a result of my plea for more new groups, two members have come forward to offer their assistance to try and get groups going in their localities. This is a start, but we can still do with more effort.

The two embryo groups are:

Mid Herts. Michael Robinson, 39 Chelwood Avenue, Hatfield, Herts will be pleased to hear from anyone interested in forming a group based on Welwyn Garden City.

North-West London. Howard Seaton, 52 Brownlow Road, Willesden, N.W.10 will be equally glad to hear from members in his part of the world.

Dates for November are as follows:

DAGENHAM. Friday 9th and Friday 23rd November. Brewery Tap, Barking.

"Johnnie" Walker, 79 Albert Road, Ilford is organiser.

BRIGHTON. Nothing daunted by the lack of enthusiasm last year, Mike Cook is having another go at Brighton. The meeting place is the Sussex Hotel, East Street, Brighton and the date Monday, 12th November. Mike's address is 68 Cants Lane, Burgess Hill, Sussex.

HORLEY. Thursday, 1st November. Red Lion, Turners Hill. Frank Gillings, 14 Tudor Close, Smallfield is organiser.

LEAMINGTON SPA. Friday 9th and Friday 23rd November. Willoughby Arms, Augusta Place, Leamington. Andy Walzac, 36 Dunblane Drive, New Cubington, Leamington is organiser.

IPSWICH. Friday, 30th November. Running Buck, next to main gates of Christchurch Park, Ipswich. Charlie Hubbard, 339 Humber Doucy Lane, Ipswich is organiser.

S.W. LONDON. Tuesday 6th and Tuesday 20th November. Surrey Tavern, Wandsworth Common. John Wheeler, 211 Burntwood Lane, S.W.17 is organiser.

W. MIDDLESEX. Tuesday 13th November. Bricklayers Arms, Hillingdon Road, Uxbridge. "Racing in 1963"—discussion night. Also hope to have Don Houseman to talk about his ideas for a Bemsee circuit. Tony Singer, 1 Queen Road, Uxbridge is organiser.

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SALE

Racing Machines

My brace of B.S.A. Gold Stars (350 and 500) in full racing trim. The 500 has special frame, with alloy petrol tank and rims (with racing Dunlops), many lightweight parts and a fairing and was built in 1960—£150 o.n.o. The 350 is substantially the same, has a 190 mm twin leading shoe front brake and was built in 1961—£150 o.n.o. L. G. Povey, 31 Coverdale Road, Sheldon, Solihull, Warwickshire.

125 c.c. Ducati Grand Prix twin cam; 5 speed gearbox; alloy "dolphin"; numerous spares which include cylinder head, piston, crankshaft, etc.; this machine is reliable and very fast and is little used since major overhaul; part exchange for a good Mini considered. M. Leary, 79 Winchester Road, Kenton, Harrow, Middx. (Tel: WORDsworth 7779).

174 c.c. Ducati in racing trim; modifications include special camshaft and piston, large inlet port and valve, big carburettor, fibre glass seat and fairing; complete with various spares, sprocket and batteries; all in perfect condition and ready to race—£190. R. Turner, 7 Effingham Road, Long Ditton, Surrey.

The Levis-Itom 50 c.c.; modified and "tuned" works' model which has won innumerable places in last two seasons; brought up to my 1962 standard and as new in every way; spares and sprockets etc.—£100 or exchange for a tidy post war Scott. Brian Woolley, 120 Charnwood Road, Shepshed, Loughborough, Leics.

124 c.c. Montesa; now the fastest in British Isles; the many mods. include a works' head, fly wheel and carb. etc.; in mint condition and reliable 100%; always placed; many spares; £195 for quick sale. S. R. Williams, 3 Stanhope Road, Walthamstow, London. E.17. (Tel. COPpermill 6237 after 6 p.m.).

M.V. Agusta, ex. Bill Lomas 125. Fastest Single Knocker in the country. immaculate condition. Complete with full range of racing sprockets and chains, set of special extractors, new spare piston, 2 sets rings valves and springs. Con rod, tyres and many other spares. Fitted with Jakeman fairing and special fi-glass combined petrol-oil tank. Will prepare for next season for buyer. Many wins

and awards, International lic. in one year. 2nd at Baragwanath last month. Two wins at Prees, 2nd Oulton, 4th Brands, 4th catrick, 3rd Rhydy, 14th Cheshire Championship—£220. Stan Smith, 15 Norwich Avenue, Kidderminster, Worcs.

247 c.c. Manx Norton built by Basil Keys and ridden, subsequently, with great success by Bob Rowe; in his hands the machine was as fast as a G.M.S. and is well capable of finishing in the "money" today; full details supplied to genuinely interested enquirers; owner selling due to impending emigration; £180. A. W. Kimber, 641 Old Kent Road, London, S.E.15.

1958 350 Manx—£250 o.n.o. P. Simmonds, 6 Belmont Road, Westgate-on-Sea, Kent. (Tel: 31252).

My very quick 350 Manx Norton; 1958 model; maintained by Ray Petty; lowered frame and shortened forks; in faultless condition and not thrashed; full range of sprockets; spare head—£250. Pat Wise, "Lady Pat," 148k Meadowlands, Weybridge Road, Addlestone, Surrey.

1957 499 c.c. Manx Norton; twin plug head; new big end and mag.; new frame, forks and swinging arm for Manx G.P.; also coil ignition; complete with fairing and sprockets; reason for sale—baby; nearest £200. Peter Bettison, 152 Kings Road, Manchester 16. (Tel. Chorlton 1252).

Road Machines

1948 Enfield J2 complete with float; good condition; ideal for racing transport. A. Bowden, 28 Alexander Road, Reigate, Surrey.

1961 Norton 99; twin carbs, etc.; never raced; cost £300—£185 o.n.o. A. M. Sarney, 21 Hampshire Avenue, Slough, Bucks.

1956 Vincent "Shadow" series D; 8:1 pistons; new big ends; multi-plate clutch; new tyres and chains; all set to go for ever—£150 cash o.n.o. J. W. Simons, 112 London Road, Dunstable, Beds.

Parts, etc.

The following parts for 1955 Norton 88: gearbox—£5, dynamo—£2 10s., pair of rear damper units—£2 10s., petrol tank—£1 and front wheel complete with tyre and tube—£2; badge bar complete with torpedo-type pilot lights, brand new—£1 10s. Will sell these separately or

for £14 the lot. Also brand new tonneau cover for M.G. "A" 1600 which cost £11—£8. A. T. Morgan, 11 Moyle Grove, Ponthir, Newport, Mon.

Racing 58/DB32GS engine complete with GP carb., pipe and megga., B.T.H. or Lucas mag. stripped for inspection; very fast, genuine 8,000 r.p.m.; will deliver for bona fide buyer—£50 the lot. N. Hayward, "Stanmore," Boat Lane, Sprotborough, Doncaster, Yorks. (Tel: Doncaster 53531).

250 c.c. BR. BR Excelsior Manxman works engine; in original form and stripped down; 1937/8 M.G.P. winner; spare crankcase assembly complete with a 350 Manx Norton rod—£20. Also BR. AR (250 c.c.) 9.5:1 petrol motor—£10. Both above less carburettor and magneto. C. Waye, 12 Turpin's Close, Oaklands, Welwyn, Herts. (Tel: 4548).

Road racing Gold Star with alloy rims. 190mm front brake and Fi-glass tanks and fairing; complete less engine and gearbox—£65 o.n.o. A. T. Randall, 35 Tenterden Drive, Hales Place, Canterbury, Kent.

1962 Norton Dominator spares—front and rear wheels with alloy rims and high hysteresis racing tyres and tubes—£30 the pair. Gear box. with special Daytona bottom gear, and clutch—£15. Rear suspension units less covers—30/- each. Rev. counter—50/-. One full and two "chopped" 11/16ths in. Monoblocs—£3 each. Avon Speedmaster front tyre (3.00 x 19 in.)—50/-. G.P. rear tyre ("cling" rubber) 3.50 x 19 in.—70/- (both these with tubes and only covered 300 miles). Pair of steel rims—£1. One Triumph TR6 T120 rear suspension unit—30/-. D. F. Edwards, 1 Glyn Road, Clapton, London, E.5.

Tools

Wisconsin horizontal milling machine on table approx. 21 in. x 11 in. x 7 in. and weighing $\frac{1}{2}$ ton; large, single phase $\frac{1}{2}$ h.p. motor, switches and drive; old, but perfect; exchange good vintage motor cycle or 125/250 racer or cash. B. L. Denehy, 5 Birchfield Road, Nordelph, Downham Market, Norfolk.

Clothing

One piece racing oversuit; 5 ft. 10 in. height; god condition. R. J. Difazio, 25 Catherine Street, Frome, Somerset. (Tel: 2913).

WANTED

Parts

B.S.A. Gold Star central oil tank and fittings and racing seat, both in good condition. A. Bowden, 28 Alexander Road, Reigate, Surrey.

Clothing

Racing fairing and fittings with or without screen and central oil tank for B.S.A. Gold Star. W. H. Day, 57 Leconfield Road, London, E.5.

One piece racing leathers for height 5 ft. 9 in. to 6 ft. and slim fitting; racing boots size 8; also single 'bike trailer for 50 c.c. W. A. Garratt, "Mon Abri," Breeden Drive, Duffield, Derby.

Transporter

Decent transporter for at least two machines. Will exchange my Wolsley 4/50 which is in very good condition. Cash Adjustment if necessary. Mike Cook, 68 Cants Lane, Burgess Hill, Sussex.

Contact with Member

If the Club Member with NSU Sportmax who stayed at Kilkeel House during the Manx requires driver/mechanic next season, please write J. King, 93 Midhope Buildings, Whidborne Street, London, W.C.1.

Lost

A black leather racing glove at Snetterton on 7th October; if anyone found this, would they please return it to owner; postage gladly refunded; Mrs. Beryl Swain, 18 Grosvenor Park Road, Walthamstow, London, E.17.

Technical

Work is in hand for converting 1 of my two M.V.'s, 201 c.c. into 250 c.c. Development of these machines will be carried out during the winter and involves increasing the bore/stroke from 64 $\frac{1}{2}$ by 62 to 68 by 66 by using larger flywheels, a forged con rod, slipper piston, larger valves, American coil springs and modified cam profiles to give higher lift and longer opening. Closer ratio gears are to be used if time permits.

Interested club Members wishing technical details can drop me a line, and I should be glad to hear from them. Stan Smith, 15 Norwich Avenue, Kidderminster, Worcs.

(continued from page 219)

Cripps again and **Blake Osborne**. **Eric Pickup** beat **Charlie Freeman** in the sidecar final. **Mike** and **Dave Simmonds** won a fearfully dull 50 c.c. event. **George Brown** made b.t.d. at the Duxford sprint with **Ernie Woods** as the runner up and **Neville Higgins** 3rd best. Class wins went to George thrice. **Alec Bascombe** twice. **Reggie Gilbert** twice. **Maurice Brierley**, **Haydn Williams** and **Charlie Rous** twice.

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