



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 15 No. 2. FEBRUARY 1962



We want to see this sort of thing again. Bernard Morle (Harley Davidson) and George Catlin (B.M.W.) dispute Maggotts Curve together in the 1961 Silverstone 1,000 Kms. (Photo by: G. E. Hicken)

## COMERFORDS LTD

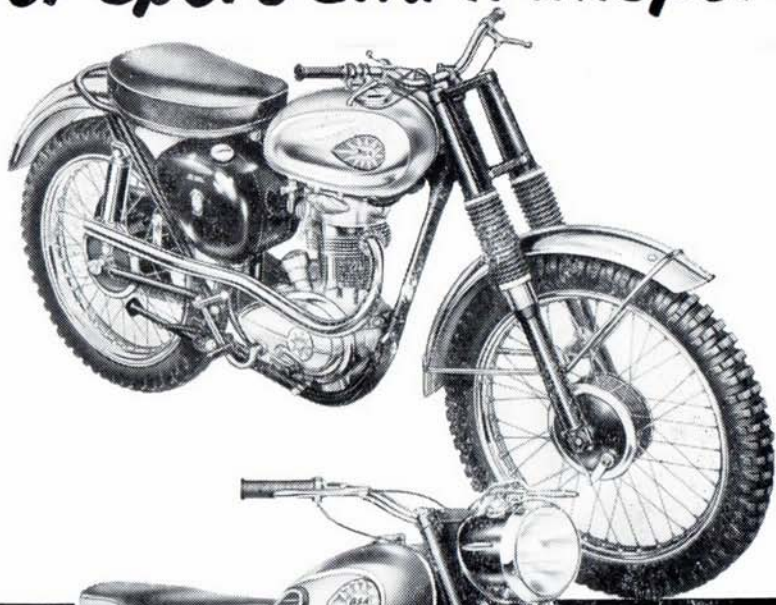
The Motor Cycle Distributors and Buyers

EXPERIENCED AND PRACTICAL  
SUPPORTERS OF ALL PHASES OF THE SPORT

COMERFORDS LTD. PORTSMOUTH ROAD  
THAMES DITTON SURREY

Telephones: Emberbrook 5531 (6 lines)

*For Sport and Transport*



**BSA**

**250 STAR**



# Bemsee

VOL. 15. NO. 2 FEBRUARY 1962

Editor : Guy Tremlett

## THE CLUB

**President :** Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S.

**Vice-Presidents :** H. L. Daniell, G. E. Duke, O.B.E., C. A. Lewis and  
John Surtees, M.B.E.

**Chairman :** H. L. Daniell

**Vice-Chairman :** L. S. Cheeseright

**Secretary :** Margaret W. Ward, 33a London Road, Kingston-on-Thames, Surrey

---

---

## EDITORIAL

If you look back at the previous February issues of this journal you will find that the opening paragraph of this feature has contained an exhortation to Members to attend the Annual General Meeting. This is an important event; quite as important as any of our race meetings. Each year your Directors make the same appeal to you to turn up and speak out, if you have anything to say that may be of interest or use to the Club and its welfare. We make no excuse whatever for adding our voice to theirs on the same subject. Frankly, we have to report that each year the response is abysmal, utterly abysmal. Now the Board and Committee can be justified in thinking that, because of this lack of attendance, you members are completely satisfied with the way they are running the Club. Indeed we have the view that this latter view must be right, which, quite apart from anything else, is a compliment to the Board and Committee. Still we feel that a little tangible support at the A.G.M. would not come amiss. So we hope that we shall see you, and you, and you, at the R.A.C. on Friday evening, the 23rd of this month. Remember that the Club is your club. You cannot have any ground for complaint if you do not do something concrete about it!

Still on the subject of Club affairs we were musing recently on the subject of membership. There seem to be two distinct lines of thought upon this rather vital matter. One viewpoint is that the Club should be, exactly, the motor cycle equivalent of the British Racing Drivers Club. The other is that it should embrace all those persons who are interested in racing, whatever they do, or do not do, actively in the Sport. Obviously this includes the mere spectators. We regard the first as utopian. In this day and age it just could not be done economically. With the greatest of respect to our friends, the B.R.D.C., we would mention, in case anyone attempts to draw an analogy, that those who race cars and their supporters and/or backers have quite a deal of money. In our Sport this is not so. No, it is our view that the second line of reasoning is the correct one. It is undoubtedly sound from an economic sense. Frankly, we would like to see a much greater effort made to embrace the ordinary rider who is keen to the extent of watching, if nothing else, in our ranks. It might be argued, probably would, that this would lay us open to having hoardes of so-called "cowboys" in our midst. At the risk of being branded as modern, or even anti-social, we would comment that (a) we probably have one or two already and (b) the majority of "cowboys" are not really that at all; they are just labelled that because they dress in a certain way or ride certain types of machine or are merely young. After all most motor cyclists, especially young(er) ones, are interested to some degree in racing. We should encourage them and offer them all a place in the Club.

As a reminder that the racing season is not far off, you will find with this issue the Regs. for the Hutch. As usual this is our International meeting and is the first

meeting of importance in Europe of the 1962 season. In the centre pages you will find a form for the practice days which are now a regular part of the Club's limbering-up programme. It will be of great help to the Office if you could complete this and send it in. Incidentally the popularity of these occasions increases every year. 30 or so used the first such day in 1956, under Bob Walker's banner; over 100 turn up today. The great advantage of the practice days is that you can circulate for a decent time if you wish. They might be said to be of particular use to those running-in new or re-built bicycles! Don't forget, too, the "Trial". The first time we had this it was a roaring success. We hope it will be even more so this year. As an encouragement, and an example, we can say that the Editor will be doing

battle with whatever sections the C. of the C. dreams up on some suitable "bogwheel". However, he will not be using the editorial Norton; some rude person suggested recently that it would not matter what he rode, so hopeless was he at trialling. What cheek! After all, someone has to be last . . .

### MEN and MACHINES—V

The 1956 Thruxton Nine Hour event was a hot one. In those days it was possible for private owners to be well placed; works and other professional set-ups were the exception rather than the rule. Amongst the private runners who went well that year was Harry Argent, from Chieveley, near Newbury, with a B34 Gold Star. In terms of plain fact Harry was 3rd overall and 2nd in his class. Now what, one may ask has this result got to do with the subject of our fifth article in this series? Simple—one of Harry's helpers was a 16 year old lad, by name Tom Phillips. Tom came from Newbury, being born there on the 11th of September, 1940. Until the trip to Thruxton he had no particular interest in motor cycle racing. But that July day at a sunny Wiltshire aerodrome altered all that.

At the time Tom's father was a post-master in a village just outside Newbury, in the country, so there were woods and other suitable pieces of terrain upon which Tom could introduce himself to the noble art. His first machine was a Triumph, a make he has stuck to in one way or another, with one exception, ever was a 550 c.c. s.v. model of pre-war since. This particular Meriden example vintage. Actually this machine had been in the Phillip's household since its owner was 14, but it was that Thruxton "do" which set the ball rolling. Once he could legally ride, a succession of Triumphs came his way; first of all a Tiger 70, then a Tiger 80 and lastly a Tiger 90—all singles, of course, and all dating from before 1939. Then, as finances permitted, twin cylindered examples followed, one of them a rara avis in the form of a G.P. Triumph. Tom showed me a photograph

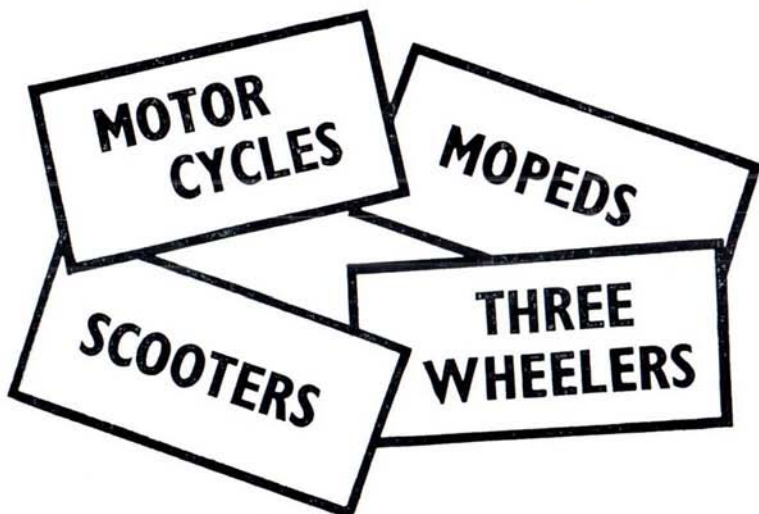
of this one and I can vouch for the fact that it was a G.P. and not a Trophy. It went like the clappers.

It was, however, to be nearly four years before Tom actually raced. As so often happens the "lolly" stakes didn't permit such a thing initially. Tom was not able to afford a pukka racer and, anyway, he wanted to use a Triumph motor, even if another frame had to be found. Having decided on a Norton-Triumph he had to find the bits, a rather lengthy process. Tom avers that the delightful exhaust note of a well tuned Triumph-Norton hybrid finally decided him, but I wonder; they do sound well, of course! Be that as it may, Tom's special assumed a proper shape during 1959. It took the best part of a twelve month to build up; all the work being done in a local garage, where he worked at the time.

The frame was bought from Alan Dudley-Ward, the motor was a Tiger 100 unit from his road 'bike and much help was given by Eric Oliver, who actually loaned a front wheel so that the bicycle could be tried out. Incidentally the motor had done 20,000 miles when it suddenly became a "racer" and wasn't much tuned either. Tom recalls that he never touched the bottom half at all. Two carburettors were fitted and other items of the Triumph race kit for this type of motor. So to the big day—Easter Monday Thruxton 1960. After an uneventful practice session, things continued that way and in the non-experts heat (1,000 c.c.) he took an early lead, yes lead, and won the race of 4 laps. Now I am aware that it was only a heat and it was only a non-experts race, but I imagine there are not very many people who have started recently that can say they won their very first race. He was a good fourth in the

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

**FOR ALL MAKES AND MODELS OF**



**“MAKE YOUR OWN” TERMS**

**AT KINGS IT'S WHAT YOU WANT THAT MATTERS  
THERE'S A KING'S BRANCH TO SERVE  
AND SERVICE YOU WHEREVER YOU ARE**

## **NORTH**

**MANCHESTER  
HALIFAX  
GLASGOW  
BLACKBURN  
BURY  
BOLTON  
LEIGH  
BROMBOROUGH  
CREWE  
LEEDS**

## **MIDLANDS**

**BIRMINGHAM  
WOLVERHAMPTON  
LEICESTER  
WORKSOP  
NORWICH  
SLEAFORD  
GT. YARMOUTH**

## **SOUTH**

**OXFORD  
HASTINGS  
PLYMOUTH  
BRISTOL  
LUTON  
BRIGHTON**



final. That first season saw him race comparatively infrequently; entry trouble most of the time. But he made both Castle Combe Meetings and finished 6th both times in the non-experts events. He was 3rd at the August Brands meeting, also in the non-experts race. From those four events he had just sufficient points to obtain a restricted international licence; not bad going. He also raced at the M.C.C. Silverstone affair with his road going Triumph (the frame of the Tiger 100 by this time fitted with a Thunderbird power unit) and got a 1st class award in one of the High Speed Trials. He actually finished 2nd and ruefully told me that it might have been 1st if he had screwed the carburettor on properly!

Now we must retrace our steps for a moment, because, at this stage of the tale, Tom got a Manx Norton. In 1958 he was riding out of Newbury to visit the young lady who is now his wife. He never made it as some idiot of an American serviceman decided to turn right without indicating the fact just as Tom was passing him. So a spell in the

local repair shop (human variety) was necessary. In fact he was badly hurt and off work for several months. The sequel of all this came at the end of 1959 when the civil action arising out of the accident was settled and a fairly substantial sum of damages was paid to Tom. Some of the proceeds immediately went on a Manx, so it could be said that an insurance company bought Tom his Norton. Wonders never cease! The Norton was a 1960 model which had never been raced and which was supplied by Eric Oliver. He ran it at Brands during the pre-season period and then pulled it to pieces as he had been advised. At the same time he had sent off entries for three of the Easter meetings, Brands, Snetterton and Thruxton. He was refused at the first two. What with that and the fact that the Norton was hopeless at Thruxton, anyway, he was more than a little depressed by the turn of things.

He did manage 10th place in the "slow" 500 c.c. race at our own Hutch meeting, but the motor was far from right. By this time Tom confesses he was feeling very fed-up. So, as a last hope, he acted on a



**That very first race and the first 1st ; Tom and the Norton/Triumph hybrid at Thruxton, Easter Monday, 1960.**



DAVE CURTIS  
**MATCHLESS**

Winne of the 1961  
British M - X Grand Prix





**Just before it happened—a Snetterton shot at the approach to the Hairpin, Guinness Trophy Meeting, October 1961.** (Photo by : Len Thorpe)

suggestion of his mechanics, Brian Bailey and Dave Vallis, and took it along to Ray Petty. Ray agreed to have a look and soon discovered what was wrong—the valve timing was hopelessly out for one thing. Now Tom had decided that he wanted to get as much experience as he could in his first full season and so had planned to do some Northern meetings.

The first of these was the Charterhall “do” on Whit-Sunday and he only had the ‘bike back a day or two beforehand. There was no time to try it out, so they set off for Scotland and hoped for the best. The improvements were so terrific that it felt like a different machine. Tom won the non-experts heat and final and was 4th in the all-comers’ final behind McIntyre, Pratt and Ralph Humble.

After that there was no more motor trouble and, routine maintenance apart, the Norton has been very reliable and not too expensive to run. Tom’s record of success, and it is just that, is too long and too recent to put down in full, but it is in fact that he raced 24 times and

notched up fourteen firsts. The circuits on which he has crossed the line first have been Cadwell Park, Castle Combe, Charterhall, Oulton Park, Rhydmywyn, Silverstone Club and Wallasea. He has raced on every British circuit except Aberdare, Beveridge Park, Crystal Palace and Mallory. Oulton Park is his favourite course. He won two races there at the novice meeting in July and had his best scrap to date there at the final meeting in November. This was the Dave Chadwick Trophy race and Dennis Ainsworth took the lead from the outset. Tom was soon second and he began to overhaul the G50 so that, by lap 9, he took over first place. He actually got past on Druid’s Corner, but on the next lap, the Matchless streaked by again leaving Cascades. And nothing Tom could do, and he was trying quite a lot too, could get that lead back. So he was second.

Still his wife at least benefited from it. She acquired the most recent addition to the Phillips’ household—a poodle and an exceptionally friendly specimen of its



# SUCCESS\*

*proves Dunlop best-for you*

**1961  
Successes  
on Dunlop  
Tyres  
include:**



**SCOTTISH SIX DAYS TRIAL**

1st  
Manufacturers Team Prize  
and 39 out of 41 Special  
1st Class Awards

**HAMPSHIRE GRAND NATIONAL**

500 cc — 1st

250 cc — 1st

**CUMBERLAND GRAND NATIONAL**

Senior — 1st

Junior — 1st

**SWISS MOTO CROSS GRAND PRIX**

1st

**250 cc BELGIAN MOTO  
CROSS GRAND PRIX**

1st

**NORTH WEST 200**

500 cc — 1st

350 cc — 1st

250 cc — 3rd

**FRENCH MOTO CROSS GRAND PRIX**

1st

**COTSWOLD SCRAMBLE**

Senior — 1st

Junior — 1st

Lightweight — 1st

**250 cc ITALIAN MOTO CROSS  
GRAND PRIX**

1st

**INTERNATIONAL MOTO CROSS  
GRAND PRIX of GREAT BRITAIN**

1st

**THRUXTON 500**

1st, 3rd

**250 cc W. GERMAN  
MOTO CROSS G.P.**

1st

**EXPERTS GRAND NATIONAL**

1st

Senior — 1st

Junior — 1st

Lightweight — 1st

**250 cc BRITISH MOTO CROSS G.P.**

1st

**SHRUBLAND PARK SCRAMBLE**

Grand National — 1st

Senior — 1st

Junior — 1st

Lightweight — 1st

**DUTCH MOTO CROSS G.P.**

1st

**ULSTER GRAND PRIX**

250 cc — 1st

350 cc — 2nd

500 cc — 3rd

**LUXEMBOURG MOTO CROSS G.P.**

1st

**250 cc SWISS MOTO CROSS G.P.**

1st

**LEINSTER 200**

250 cc — 1st, 2nd, 3rd

350 cc — 1st, 3rd

500 cc — 1st, 3rd

500 cc — 1st, 3rd

**W. GERMAN MOTO CROSS GRAND PRIX**

1st

**250 cc SWEDISH MOTO CROSS  
GRAND PRIX**

1st

**CADWELL PARK ROAD RACES**

Sidecar — 1st, 2nd, 3rd

Senior — 2nd

Junior — 2nd

**SCARBOROUGH ROAD RACES**

500 cc — 1st

350 cc — 1st, 3rd

Sidecar — 1st, 2nd

**IRISH MOTO CROSS GRAND PRIX**

500 cc — 1st

350 cc — 1st

250 cc — 1st

**WEST OF ENGLAND TRIAL**

Solo — 1st

Sidecar — 1st

Manufacturers Team Prize

**SCOTT TRIAL**

Solo — 1st

Manufacturers Team Prize

**BRITISH EXPERTS TRIAL**

Solo — 1st

Sidecar — 1st

**1961 250cc EUROPEAN MOTO  
CROSS CHAMPIONSHIP**

**1961 WORLD MOTO CROSS  
CHAMPIONSHIP**



# DUNLOP

**FOR TOP MILEAGE — TOP SAFETY!**

breed it is too; it took a great liking to my matches and pencil especially when I was smoking or writing! Tom also has a great regard for Thruxton. As he says, it is his "home" course and Neville Goss has always been more than helpful to him. He liked Scarborough too, but fell off at both meetings there. His least favourite course is Brands Hatch; he's quite frank, you see.

It is obvious that Tom really enjoys his racing and everything that goes with it. He is quite happy to set off on the 800 mile round trip to Charterhall and Aintree or the 500 miles to Scarborough.

However he is the first to point out that he could never have done what he has done without the forbearance of his wife and the assistance of his mechanics, Brian and Dave. (Tom told me I had got to mention them!) Well, I'm glad to do so and it does one a power of good to find someone who is ready to acknowledge that he owes his success to others, as well as by his own efforts. At present Tom works as a fitter for a local haulage contractor; obviously a model employer, because he does not mind his fitter skating off all over the country at week-ends racing. He still lives in Newbury. He is a father too—his daughter is like him in more ways than one, I think.

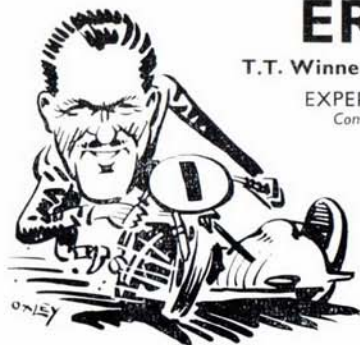
I asked Tom what, if anything, he would like to see improved in the racing set-up today. After a few moments reflection he mentioned three things. One was the spreading further down the field of the available prize money, the next was the abolition of entry fees at paying

gate meetings and the last was a plea for a little more trade support. He was quick to point out that he races because he likes it, but, as he so rightly says too, it is a little more expensive than kicking a football round a field or running round an athletic track. And in answer to my query as to the most amusing incident in his year's racing he told me about a slight shunting match Chris Conn and he had had at the Aintree Century meeting.

After the heat Chris had stopped a little smartly and Tom, not quite quick enough on the uptake, had nudged him up the rear. Well, at the Guinness Trophy at Snetterton Tom was rushing into the Hairpin on lap 2 when he saw a shadow coming up behind mighty fast. He thought to himself that this shadow must have damn good brakes, much better than his. Then, all of a sudden, he felt his Norton clouted hard in its back, so that he rushed right ahead and up the earth bank and fell ungracefully from his bicycle. You've probably guessed that the 'shadow' was—Chris Conn!

And what of 1962? Tom will be using the same Norton which is undergoing a winter overhaul at the moment in which Ray Petty features prominently. The Manx is the main goal, if the "lolly" position permits. One thing is fairly sure, I should imagine, and that is that Tom ought to do well in the Island, especially if he approaches the race in his usual manner.

So there we are—a most promising rider indeed with a very bright future and, furthermore, one of the nicest people one could wish to meet.



## ERIC OLIVER

T.T. Winner & four times World Sidecar Champion

EXPERIENCE MEANS A LOT!!

*Come and talk over your Motor Cycle problem with me.*

Agent for:- ARIEL, A.J.S. B.S.A.  
 JAMES, NORTON, TRIUMPH  
 Motorcycles, B.S.A. TRIUMPH  
 N.S.U. Scooters, WATSONIAN,  
 CANTERBURY, BUSMAR Sidecars  
 Exchanges, Insurance, Hire Purchase  
 Spares for Norton and Triumph twins.  
 Amal carburettors, Wellworthy  
 Pistons, etc.

Accessories - Clothing - Avon Fairings

**ERIC OLIVER (Motor Cycles) LTD**  
**99, LONDON ROAD - STAINES - MDDX.**

Phone  
**53733**



## THE SECOND

# BEMSEE BOGWHEELERS' EXCURSION

At Brands Hatch

On Sunday, 18th February.

In case you were not fortunate enough to be present upon the previous occasion upon which this classic event was launched upon the unsuspecting public, you missed something worth seeing. The Bemsee reliability trial makes the Press Trial look like the I.S.D.T.

Some quite surprising people have been known to compete in the Bogwheeler's Excursion, so there is no excuse for you not doing so too. There is one member from Uganda who hopes to compete, so you can't say you have too far to come !

Regs. and entry form will be found overleaf, so please get your entry in as soon as possible.

---

## THE PRACTICE DAYS

Done some mods to the machinery since last season ? Getting an itchy right hand ? Forgotten the way round Silverstone ? Or just in need of a day off from work ? The answer is to put your name down for one of the pre-season practice sessions.

There will be the usual three for road racers and one for sprinters, all on the Silverstone Club Circuit.

Further details and a questionnaire are overleaf.

## SUPPLEMENTARY REGULATIONS

for the second

# BEMSEE BOGWHEELERS' EXCURSION

On Sunday, 18th February, 1962.

At Brands Hatch, Fawkham, Kent.

Starting from the Pavilion at 11.00 a.m.

1. **Officials** : Bill Mason has been roped in to deal with the entries and Ken Phillips and Bill Rose are going to sort out some impossible sections.
2. **Entries** : Only fully paid members of Bemsee are eligible. The entry form is on the reverse of the page opposite. Entry fee is five bob (5s. 0d.) and entries close on Wednesday, February 14th. Late entries on the day will cost you half a crown extra. Forms should be sent to W. Mason, 23 Raleigh Gardens, Brixton Hill, London, S.W.2. Preferably not more than two riders per machine, and separate forms for each rider please. Team entries will be accepted on the day, but there must be three bikes per team, not one bike and three people. Please try to make your form legible as Bill Mason hasn't the facilities available at the office for detective work to find out who sent in the entry.
3. **Marking** : The usual 1 — 3 — 5. Black mark to anyone who runs over an observer or bends his co-rider's half of the bike.
4. **Awards** : Best performance.....A Tankard  
Best opposite class.....Ash Tray  
Best team.....Teaspoon to each member  
Booby prize.....Suitable trophy
5. **Protests** : Any person making a protest will be told what to do with it.

---

**IMPORTANT** : All machines **must** be properly silenced. Please use the Pavilion Entrance (fork off at the R.A.C. Box, sign post Fawkham Green).

---

ENTRY FORM IS ON REVERSE OF PAGE OPPOSITE

## BEMSEE PRACTICE DAYS

The road racers' practice sessions will be on March 7th, March 21st and April 18th. The sprinters only day will be on April 4th. The Circuit is available from 10.00 a.m. to 5.00 p.m., with a break for lunch at 1.00 p.m. to 2.00 p.m. There won't be any catering laid on at the track, so you are advised to bring your own provisions. Only fully paid members of the Club are eligible to take part and a fee of £1 per head will be charged. This covers riders and passengers for Third Party and Personal Accident Insurance. Full protective clothing must be worn.

In the case of sprinter's day, only the Main Runway will be used, "starting" from the Woodcote Corner end.

The rule is "pay on the day" when you sign on before going out on the course, but it will be a great help if you will return the questionnaire on the reverse side of the opposite page to the Secretary, or to Bill Mason if you are entering for the trial as well.

Marshals, as always, will be urgently needed, so if you don't want to ride, your help in this direction will be greatly appreciated. If you can come, please fill in the questionnaire overleaf too.



don't forget

..... Hutch 100, 7th April  
Silverstone 1000 Kms., 19th May .....



SURREYS LEADING  
RIDER AGENT  
FOR YOUR  
NEW OR USED

**Motorcycle — Scooter — Sidecar — 3 - Wheeler**

Main Agent for all the leading makes

TOURING ★ TRIALS ★ RACING

SATISFACTION and an unrivalled AFTER SALES SERVICE assured

Part Exchanges and Hire Purchase Welcomed

**ARTHUR WHEELER LTD**

45, 47, 51 Waterloo Road, Epsom Tel: 4505/6

Norwich Trophy, 17th June .....

..... Metropolitan Meeting, 6th August

Trophy Day, 18 August .....

**T. W. KIRBY LTD**  
**MOTORCYCLES**

Main Agents for—

B.S.A., Triumph, Matchless, James, Francis Barnett, Ariel,  
Greeves, Lambretta, NSU, Capri, Sunbeam Tigress  
Watsonian, Swallow, and Canterbury Sidecars

Terms and Exchanges

REPAIRS : SPARES : ACCESSORIES

RONEO CORNER - HORNCHURCH

Telephone : Hornchurch 48785

..... Baragwanath Trophy, 22nd September  
Guinness Trophy, 7th October

**Bemsee meetings**

**THE SECOND**  
**BEMSEE BOGWHEELERS' EXCURSION**

on Sunday, 18th February, 1962  
at Brands Hatch, Fawkham, Kent.

**ENTRY FORM**

Name..... Mem. No.....

Address .....

.....

Machine ..... c.c..... Solo/Sidecar

This machine will also be ridden by.....

**INDEMNIFICATION :**

In consideration of this, my entry, I hereby agree to save harmless and keep indemnified British Motor Cycle Racing Club Ltd., Brands Hatch Stadium, Ltd., the A.C.U., South Eastern Centre A.C.U. and any other person interested in the promotion, conduct and management of this trial and the officials, servants, representatives and agents of each and every one of the aforesaid bodies, from and against all actions, costs, expenses, claims and demands in respect of injury, fatal or otherwise, loss or damage to the person or property of myself, my passenger or my mechanic, howsoever caused or arising, out of or in connection with my entry or my taking part in this trial and whether or not occasioned or contributed to by reason of the negligence of the said bodies, officials, servants, representatives or agents.

Signature..... Date.....

ENTRY FEE of 5s. 0d. enclosed herewith. (Please make cheques/P.O's. payable to B.M.C.R.C. Ltd.)

Please complete the above and send it to: W. Mason, 23 Raleigh Gardens, Brixton Hill, London, S.W.2.

**BEMSEE PRACTICE DAYS**

To: The Secretary, B.M.C.R.C. Ltd., 33a, London Road, Kingston-on-Thames, Surrey.

Please note my name as a rider/marshal\* for the practice days on

\*MARCH 7th Road racers only ✓

\*MARCH 21st Road racers only ✓

~~\*APRIL 4th Sprinters only~~

\*APRIL 18th Road racers only ✓

Name MR. T. A. TURNER.....

Address 46, CAMBRIDGE CRESCENT, TOTTERIDGE,.....

HIGH WYCOMBE, BUCKS.....

\*delete where not applicable

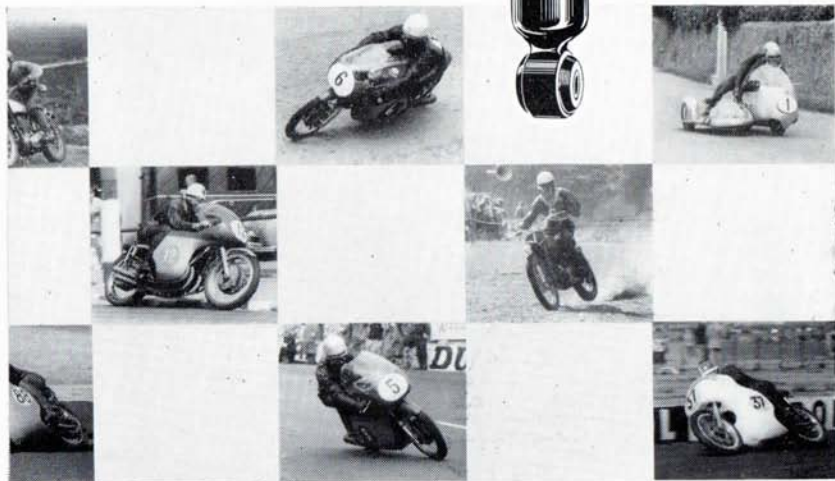


# TRAVELLING FAST WITH COMFORT

However, wherever you ride, you'll be expecting your suspension units to give you that extra comfort, that extra roadholding quality.

It's not surprising, then, that so many production models have Girling units; nor that so many of the Champions in road races and scrambles choose them for the roughest, toughest rides. Ask your dealer about genuine Girling replacements, you will be surprised at the "new" feel you'll get from your bike by fitting them.

# GIRLING SUSPENSION UNITS



GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

## PREAMBLE by Jim Swift

To the unimaginative, racing is a worthless game played by complete idiots to thrill the spectators who are mad enough to pay to watch. On the surface this may seem true. Have you ever thought of why a lot of public watch racing—I am particularly referring to motor and motor-cycle racing? I stress at this point, before endless enthusiasts write rude letters, that by "a lot" I mean that section of the public whose only interest in the sport is covered by the following paragraph.

Racing is a sport and, as such, is open to the criticisms of the lay press. They are not interested in whether a meeting is run safely and that there were no accidents; their sole interest lies in the fact that they might get some good bloodthirsty photographs with which to adorn their front pages. Mind you there are papers and papers. It is proved by statistics (although statistics can be used to prove anything) that the papers who print such destructive propaganda sell more editions than any other to this certain section of the public (interested in racing) and, indeed to vast numbers more who otherwise wouldn't be. The many who "otherwise wouldn't be" can be termed as "the lot" in this instance. Racing, therefore, means to them speed leading to spills and thrills, wrecked machinery, holed sign boards, etc., etc., as personified by their breakfast literature. They do not go and watch the finer elements of racing, the skill involved and the courage of the drivers.

Fortunately all the public aren't so minded and it is to the rest that organisers must say "thank you", for it is the spectator who keeps the sport where it is and the enthusiast who carries it forward to even greater heights. Without spectators there wouldn't be racing—a fact, that doesn't need to be proved. Generally, it costs an awful lot of money to put on a race, whether or not prize money is offered to be won, so if the public don't turn up to watch, the source of income is erased, financial disaster resulting. Entertainment all over! In some sports there is more money, but we are unfortunate in having so very little in motor cycle racing. Generally speaking the spectator is poorer and, therefore, shies away from high admission charges or, if he can get away with it, admission charges at all.

For the competitor life has its difficulties as well, but their idea of racing and why they race vary. For some money is the only factor. For others money and

thrills. And so on. The hard core of enthusiastic competitors race solely for the love of the sport; not racing for what they can get out of it nor expecting anything from it, save endless hours of toil and lack of sleep!

To the organisers who run sports such as this must go the credit of keeping the sport running. The spectators supply the fuel, but it takes organisation to turn it into a going concern. There are, in this world, people who do things for nothing; people in this case being the officials, with the exception of the half dozen or so, at a race meeting. If they are doing their job properly, they signify safety to both competitor and spectator alike; a thing which you must have when speed is the determining factor.

You will, therefore, appreciate that racing can have a very different meaning to a variety of people. It is such a vicious circle that one can't survive without the other. Whatever may be thought, it is, after all, only a sport and ought to be treated as such by all concerned. Fortunately ours seems to be the only sport into which politics have not yet crept. Perhaps this is due to the lack of finance involved, or should I say to the lack of attraction, which always seems to follow where a great deal of money is involved. All racing needs is spectator interest and the spectators to become interested. As things stand at the moment only motor cycle racing needs a boost. With manufacturers' support and the competition between the various entrants, motor racing is assured of success. When manufacturers take an active interest in motor cycle racing once again the old flame will be re-kindled, but, it seems, not until. We need not only the competition between riders, but also the competition between the manufacturers. One good way in which this can be obtained at present is to run production machine races which are tending to become quite popular in the eyes of the public. Even doing this, the public have got to be re-educated. They have got so used to watching the same old people on the same machines doing exactly the same thing on every circuit that they can hardly see the immense value and interest of production racing.

One could go on forever musing about racing. To different people it means different things. To me there is nothing like it, and I have done everything except race. Why on earth people pull it to pieces, I don't know. After all it is a sport—isn't it?



# MAKE A FLYING START...

... by reading *Motorcycle Sport* from the word GO! It is the modern newspaper for motorcyclists, edited by Cyril Quantrill and staffed by men like Peter Howdle, Rick Fountain, Phil Heath and artist Bill Bennett.

## ORDER YOUR

---

# *Motorcycle Sport*

---

INDEPENDENT . ACCURATE . OUTSPOKEN

## NOW

Produced in separate Northern and Southern editions, so that better than ever attention can be given to local activities, *Motorcycle Sport* will carry graphic reports and photographs of all major national and international events.

## FIRST ISSUE—FEBRUARY 7

### Mr. Newsagent

i wish to place a regular order for *Motorcycle Sport* commencing with the first issue on February 7.

NAME .....

ADDRESS .....

TRADE DISTRIBUTORS: HORACE MARSHALL & SON LTD.,  
TEMPLE HOUSE, TALLIS STREET, E.C.4

*Motorcycle Sport* 15-17 City Road, London, E.C.1

same address as the famous MOTOR SPORT!

## 1962 RACING CALENDAR—Supplement

Inevitably alterations, additions and errata must be made to the list we published last month. What appears below is rather lengthy, but we want you members to have information which is quite correct; or anyway, as correct as we can make it. So we would suggest that you transfer the "gen" below to the pink sheets in the middle of the January number.

### APRIL

- 1 Mallory Park R.R. Regs. from Racing Secretary, Mallory Park Racing Circuit, Kirkby Mallory, Leics. N.B.: this applies to all meetings at this course except that mentioned below.
- 1 Brands Hatch R.R. Secretary of Meeting should read A. R. Baukham.
- 14 Ragley Park Hill Climb. C. 440 yds. Solos/sidecars.  
J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, Warks.
- 20 Brands Hatch R.R. Secretary of Meetings address should read: 50, Brook Road, Northfleet, Kent.
- 20 Prees Heath R.R. For all Regs. write Mrs. W. A. Smith, 13 Westminster Road, Hoole, Chester.
- 29 Charterhall R.R. N. 2m. 125/250/350/500 solos/sidecars.  
H. W. Fairburn, 30 Salisbury Gardens, Jesmond, Newcastle-on-Tyne 2.

### MAY

- 6 Mallory Park R.R. Secretary of Meeting is Miss J. Wallis, 41, Knole Road, Wollaton, Nottingham.
- 12 North West 200. I. 11.1m. 250/350/500 solos.  
N. of Ireland M.C., 50, Abercorn Road, Londonderry.
- 12 Ragley Park Hill Climb. See 14th April.
- 13 Brands Hatch R.R. Secretary of Meeting's address should read 111, Hollywood Lane, Frindsbury, Rochester, Kent.
- 16 Cookstown 100. N. 8m. 250/350/500 solos.  
R. Crooks, Esso Depot, Cookstown, Co. Tyrone.
- 19 Beveridge Park R.R. N. 1.2 m. 125/250/350/500 solos/sidecars.  
J. W. Dunsire, 11, Craigholme Crescent, Burntisland, Fife.

### JUNE

- 2 Tandragee 100. N. 6m. 250/350/500 solos.  
Dr. M. J. Brosnan, Lough Road, Lurgan, Co. Armagh.
- 3 Snetterton Sprint. Regs. from F. G. Eade, 10, Ingelby Road, Ilford, Essex.
- 9 Ramsey Sprint. Regs. from D. Corkill, "Sunny Mount", Cronk Road, Union Mills, I.o.M.
- 11 Brands Hatch R.R. Secretary of Meeting's address should read: 14, Nursery Road, Norwood Lane, Meopham, Kent.
- 16 Leinster 200. N. 4.5m. 250/350/500 solos.  
Leinster M.C., 82, Lower Carden Street, Dublin, Eire.
- 30 Killinchy 150. N. 7.4m. 250/350/500 solos.  
J. Donnelly, High Street, Killyleagh, Co. Down.
- 30 Silverstone High Speed Trials. Change of date from 7th July.
- 30 Ragley Park Hill Climb. See 12th May.

### JULY

- 1 Charterhall R.R. See 29th April.
- 7 Skerries 100. N. 7.4m. 250/350/500 solos.  
Dublin & D.M.C., 1, Dame Court, Exchequer Street, Dublin.
- 7 Oulton Park R.R. The address which appears under the second line of this entry in January issue should be ignored.
- 8 Mallory Park R.R. C.R. See 1st April.
- 11 Southern 100. Secretary of Meeting should read: R. E. Moore, Sunbeam Cottage, Higher Foxdale, St. John's, I.o.M.
- 14 Mid-Antrim 150. N. 10.5m. 250/350/500 solos.  
J. E. Woods, 50 Ballymoney Road, Ballymena, Co. Antrim.
- 28 Temple 100. N. 5.5m. 250/350/500 solos.  
S. Campbell, 6, Imperial Drive, Belfast.



## AUGUST

- 11 Ulster Grand Prix. **I.** 7.4m. 125/250/350/500 solos.  
H. H. Palmer, 83 High Street, Belfast 1.

## SEPTEMBER

- 1 Ards R.R. **N.** 1.5m. Solos/sidecars.  
B. Mann, 2a, Ventry Street, Belfast.  
1 Silverstone R.R. **C.** 1.6m. Solos/sidecars.  
See 30th June.  
8 Carrowdore 100. **N.** 10m. 250/350/500 solos.  
R. Brown, 65 Sharman Road, Belfast, 9.  
23 Charterhall R.R. **N.** See 1st July.  
30 Prees Heath R.R. Change of date from 23rd September.

## OCTOBER

- 7 Charterhall R.R. **C.** See 23rd September.

There was one other quite unpardonable error we made. The address we gave for the Club's meetings was wrong. Of course it should be 33a, London Road, Kingston-on-Thames, Surrey. We eat humble pie!

### MARGARET'S MEGAPHONE

Roy Nicholson, for long an inveterate supporter of the 50 c.c. class, will be seen on bigger 'bikes, if all goes according to plan, this season. He is associated with with long standing member, **Charlie Surridge**, and Roy hopes to ride Charlie's special Itom (a four speeder), a Bantam and, maybe, an Arrow. He also has a fresh van and obviously has his eyes on the 50 c.c. T.T. if I read his reference to getting an International licence alright. Talking of small machines reminds me that that Editor fellow has a tiddler (after all he's said about 'em in the past!)—a 75 c.c. Capriolo; to go

to work on, he says. **Guy** has promised to let me ride it when it's "ruined-in" (**Alack, madam, the power-to weight ratio: ED.**) And while on about the Tremlett family I hear that Guy's brother, **John**, now has a Cooper-Mini-Morris. As far as I know this is the first of these little f.w.d. bombs to carry a Bemsee badge. Our printer, **Frank Gillings**, has acquired himself a new bicycle too. He has gone all oriental, having swapped his Norman "bogwheel" for a 125 Honda Benly.

As an addition, as it were to "Men and Machines, III" (December issue) I hear that **Peter Preston** now has an 88 motor and is busy tuning it for the season.

## E. S. LONGSTAFF LTD

For ALL Motorcycles Scooters 3 - Wheelers

PART EXCHANGES — HIRE PURCHASE — SERVICE

108, HIGH ROAD, SOUTH WOODFORD, E.18 BUCKhurst 6369

&

68, NEW ROAD, EDMONTON, N.9 EDMonton 6163

## EDITOR'S CORRESPONDENCE

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

Sir,

I would like to put "Double Knocker" in the picture as to the trouble with my Ducati at Snetterton last October.

After a very quick start, I was well in the lead coming out of 'Coram Curve' when the motor suddenly cut, just before the pits. Before it fired again, Arthur Wheeler had taken the lead. The same thing happened going into the back straight. In fact this occurred everytime round a corner. Johnny Harper then passed me and, after that, the motor wouldn't go beyond 9,000 r.p.m. (max. being 10.5/11).

Suspecting the battery, we tested it afterwards, only to find it O.K. On the Monday we traced the trouble to a broken wire at the back of the ignition switch, which, when the machine was upright, contacted for a short while and when the bike was cranked over was falling away from the switch.

Another point; I don't think the Ivor Watton/Ken James Ducati is a double knocker, but a F.3 (S.K.) model. It is Mick Manley who has the G.P. (Perhaps the owners would care to inform us, please: ED.). Also Terry Grotefield's rev. counter broke away in that race and so he daresn't risk over-revving that "beautiful" Macchi.

Yours etc.,  
Brian Clark

Retford,  
Notts.

Sir,

I would like to point out that Dave Wheeler was not riding the E.T.Y.-Vincent at the Guinness Trophy. In fact he was using a Vincent Picador Special owned by a friend of mine, Alan Peryer.

It may interest Members to know that the previous day, while practising at Brands, a piston was holed by a valve dropping in (I actually have this piston). The machine was stripped there and then by Alan and myself. We fitted the piston, barrell and head from his Viscount, but Dave had to retire at Snetterton when the rear cylinder push rods jumped out. Incidentally the D.M.D.-Triumph, Dave Wheeler's old outfit, was ridden at this meeting by Peter Field, passengered by Arthur Poulton; their first race. The

latter will be having a "go" solo next year, all being well.

And why do you always seem to be finding new christian names for the side-car boys? It is Roy Pike.

Yours etc.,  
R. F. Gray.

Saffron Walden,  
Essex.

(Well now, you live and learn the whole time! Thank you, sir. ED.)

Sir,

I would suggest that Mr. Rapley circularise all his prospective conquests (over the age of 15, because, as he admits, with those below he has a fair amount of success) with the following poem:—

Oh, damsel fair, beware the car  
Where seating space is wider far  
Than any man of reason needs  
Except to further his misdeeds.  
The steering-column change eschew,  
No good can come of it for you—  
And likewise any motor shun  
From which you can't bale out and run.

Let maiden modesty decide  
To take a summer evening ride  
On something of the cycle breed,  
For virtue's friend was ever speed,  
No vulpine sibilance can come  
From guileless lips of goggled chum.  
With passion he is never dizzy  
(His motor keeps him far too busy)  
An even dual-seats preclude  
The acrobatic interlude.

Nor can he sit you in the "chair"  
To squeeze and muss your shining hair,  
For there a jerri-can, a jack,  
An inner tube, some oily rags,  
A pair of mouldy flannel bags,  
A grease gun, several tattered maps,  
Dead bottles left by other chaps,  
A tow rope and a grimy glove  
Leave not a lot of room for love.

Don Juan hands it to his betters  
To flirt with triple carburettors  
And modern Casanovas thrive  
On Ultra-Hydromatic drive,  
But two-wheel bod of stark appearance  
Gives his poppets ample clearance.



He keeps his honour engine-bright,  
Is seldom loose and never tight.

And should the hectic, bumpy ride  
Bring bruise to tender underside,  
Those precious nylons go to hell  
Upon the footrests or the "shell".  
And engine cast a blob or two  
On tiny, white and cherished shoe,  
These are but little things to pay  
For being out of danger's way,  
The while you blind to Kingdom Come  
And back again, intact, to Mum.

The trouble is, the oily brew  
At length may prove too strong for you  
And if with him you ride a lot  
You'll end by marrying the clot.

It should then be quite easy for him to  
judge from any young lady's reaction to  
these :

- (a) whether he has a fair chance or not
- (b) the esteem in which she personally  
holds her virtue.

I have no doubt that he will know the  
appropriate action to take in either case.

Your, etc.  
Name and address supplied)

#### AN EXCITING MATCHLESS

An American friend of mine recently  
sent me a circular he had received from  
his local A.M.C. dealer about the latest

American export model from Plumstead.  
You may have recently seen a picture of  
it (I believe one of the weeklies carried  
such a photo a few weeks ago)—a G50  
Matchless motor in a scrambles A.M.C.  
frame. It looks most exciting. It is  
probably quite exciting to ride as well.  
Anyway I should like to be given the  
opportunity of finding out !

I couldn't help chuckling at the  
"blurb" which the Yanks had put out.  
The circular invited one to name this  
super road burner. The winner was to  
receive \$50.00. One was told, *inter alia*,  
that 'it is a truly fast road machine with  
a 500 c.c. overhead cam, single cylinder  
engine. Think of it, at last a road bike  
with an engine producing better than  
50 h.p. (I mean real horses not paper  
dolls), a close ratio gear box, etc.' I was  
not quite sure what the connection was  
between horses and paper dolls except  
possibly that a "doll" might be persuaded  
to take a short ride on the pillion; if,  
that is to say, she was either dumb or out  
to get her man, not otherwise, I would  
think ! Be that as it may, it is interesting  
to see how others go about it and, please  
Mr. Matchless, what about a few over  
here for them that are keen—in "feather-  
bed" frames, of course !

W.G.T.

## STREAMLINED WEATHER PROTECTION



by

# "AVON"

The ORIGINAL and Still the BEST

INSIST ON GENUINE "AVON" FAIRINGS  
FAIRSHIELDS, STREAMLINERS, SCOOTER SCREENS  
AVONAIRES & STOWAWAYS

From all good stockists or if in difficulty writ :

**MITCHENALL BROS. LTD. Sales Division,**  
Amesbury, Salisbury.

Telephone : Amesbury 3016

## MUTUAL AID

FOR SALE. 1961 G50 Matchless. Three meetings only. Perfect condition. Only £425. Also 350 Gold Star. Racing trim. Fairing. Many extras. 11:1 c.r. New tyres and chains. Only £180. Exchange for good 250 c.c. considered or 500 Manx. C. V. Wallis, Phone Thame 277.

FOR SALE. 125 c.c. Miro B.S.A. Ready to race. £75. Breaking 1959 250 N.S.U. GT 100 Bantam head, 12:1. 50/- . Two pairs racing waterproof overalls. 5ft. 10ins. 50/- each. Pair racing Girlings 50/- . Road Rocket chrome guards £4 10s. 1961 Dommy 99 gearbox £5. Item racing mega. 25/- . Ted Hardcastle, 104 Farmilo Road, Walthamstow, E.17.

FOR SALE. 1957 350 Manx. Fairing, sprockets. Just fitted new magento £265. Also 1960 G50 Matchless. Fairing and sprockets available. £359. Below.

WANTED. Manx or 7R front wheel complete with brake plate and spindle. Manx tele forks, short type. Also two 11/16 G.P. carbs. R. A. Freeman, 496 Rayleigh Road, Eastwood, Leigh-on-Sea, Essex. Phone Southend 525037.

FOR SALE. Gold Star mag. £2 10s. Front fork legs £5. Burman close ratio gearbox. Been used in 250. Good nick £9. Rear wheel, Gold Star £5. All o.n.o. J. R. Blackwell, 22 Park Lane, Coxtie Green, Brentwood, Essex.

FOR SALE. 1959 500 Manx. Engine rebuilt since 94 m.p.h. of M.G.P. Immaculate in every respect. Sprockets, bin, tank, etc. £375. No offers. Laurie Ascott, 119 Clarendon Road, London, W.11. Phone PARK 7267.

WANTED. For 250 NSU Supermax. Front hub/wheel. Will take incomplete. Close ratio gears. 13/16 G.P. carb. Sportmax camshaft. Rockers. Ted Hardcastle, 104 Farmilo Road, Walthamstow, E.17.

FOR SALE. Norton Dominator in full racing trim. Featherbed frame. Manx seat, tanks, suspension units, clip-ons. Daytona small bore pipes and megas. Rear footrest and controls. Streamlining. Alloy engine and gearbox plates, head steady, torque arm. 500 engine with lin. TT carbs or 600 engine fitted with 11/16in. Monoblocs, built up from brand new parts. Over 125 m.p.h. Second push rod machine only to Dunstall 650. Shed full of spares, e.g., crankshafts, barrel, cylinder heads, gears. Winning record, regularly placed. £150. K. Inwood, 72 Molesley Road, Hersham, Surrey.

WANTED. Racing fairing suitable

125 c.c. machine. M. Cook, 68 Cants Lane, Burgess Hill, Sussex.

FOR SALE. My late-type, racing Bantam engine; racing magneto, T.T. Amal, special c.r. gears. One of the fastest and in lovely condition, £35. A. E. Rose, 20 Boston Grove, Ruislip, Middlesex. (Phone Ruislip 4901).

FOR SALE. My ex-Jack Beeton Norton/Watsonian short stroke sidecar outfit. Fast and reliable, with full streamlining. Prepared to strip for genuinely interested buyer. £410 o.n.o. E. A. G. Vincent, The Red House, Rickmansworth Road, Northwood, Middlesex. (Phone Northwood 25706).

FOR SALE. ex-Maurice Cann 125 c.c. double o.h.c. Mondial. Engine was completely rebuilt for last season, but machine never raced. New crankshaft assembly, piston, valves, gears, brake linings and tyres. Reynolds frame and forks, Peel fairing, fast and reliable. Two I.o.M. replicas. £250 with spares. D. H. Allen, Hilton Court, Hilton, Derby. (Phone Etwall 340).

FOR SALE. 1952 model 7 Norton "Garden Gate Domi." 40,000 miles, 1 owner. Extras, handlebar fairing and panniers. £75 o.n.o. Dr. M. Buchan, 4 Salcombe Villas, Vineyard Passage, Richmond, Surrey.

FOR SALE. 50 c.c. D.R.C. Item. Racing Avons, alloy rims, modified suspension, large front brake, etc. Race and lap record holder at Crystal Palace 1961. Many other successes. 100% condition, ready to race. Can be seen at Fred Neville M/Cycles, High Road, Worcester Park, Surrey. Further information from R. A. Nicholson, 32 Eastgate, Banstead, Surrey. (Phone CHE 1468 (8 a.m.-5 p.m.))

FOR SALE. Black Shadow "C" '51. Rebuilt works '59-'60, unused since. All mods, immaculate. Fairing, paniers, D bar, 70 m.p.g. Bills for £380. Best offer accepted, enthusiast only please. A. Lansky, Vine House, Brimpton, Berks.

FOR SALE. 1957 "D" Rapide, immaculate condition, enthusiast maintained. New tyres, chain and wheel bearings, recent overhaul, stainless pipes, etc. Photograph and history, also reason for sale sent to prospective buyer, £325. Roger Smith, 22 Embassy Walk, Whitehall, Bristol 5.

FOR SALE. 1949 Mk. VIII KTT Velo-cette, £65 o.n.o. J. Wheeler, 211 Burntwood Lane, London, S.W.17.

## METROPOLITAN

First Thursday in the month, meet at Bull & Mouth, Bloomsbury Way, W.C.2.

## NEW FROM THE GROUPS

It seems that things are really beginning to get going in our newly formed groups. Enthusiasm for this new form of get-togethers is much in evidence and attendances at the various meetings has been most gratifying for their organisers.

Definite dates for February are as follows :

### BRIGHTON

Monday, February 19th. Sussex Hotel, East Street, Brighton. Mike Cook, 68 Cants Lane, Burgess Hill, Sussex is the organiser.

### DAGENHAM

Friday, February 9th and Friday, February 23rd. The Brewery Tap, Barking. "Johnnie" Walker, 79 Albert Road, Ilford is the organiser.

### DUNSTABLE

The Oddfellows Arms, Toddington, Friday, 9th February. Organiser, John Rhodes.

### HORLEY

Thursday, 15th February. Red Lion, Turners Hill. Andy Wade, Tudor Close, Smallfield, Horley is the organiser.

### IPSWICH

339 Humber Doucy Lane, Ipswich. Charlie Hubbard of the same address is the organiser.

### LEAMINGTON SPA

Friday, February 9th and Friday, February 23rd. Willoughby Arms, Augusta Place, Leamington. "Andy" Walczak, 36 Dunblane Drive, New Cubbington, Leamington Spa is the organiser.

### S.W. LONDON

The S.W. London Group, whose organiser is J. Wheeler, 211 Burntwood Lane, S.W.17, is having its first meeting on 6th February, 1962 in the Saloon Bar of the Surrey Tavern, Trinity Road, and thereafter on 1st & 3rd Tuesday of each month.

Others who are hoping to have something under way shortly are :

**DUNSTABLE.** John Rhodes, 34 Station Road, Toddington, Dunstable.

**SURBITON.** Pete Gain, 101 Grand Avenue, Surbiton.

**BOURNEMOUTH.** Barry Cortvriend, The Nook, Minchington, Nr. Farnham, Blandford.

To refresh your memory, the other districts in which the number of resident members would suggest the formation of a group are as follows. Any volunteers to stir up something in these areas will be most welcome.

Birmingham, Derby, Liverpool, Preston, Southampton, N. London, Bletchley, Welwyn Garden City, Cardiff, Manchester, Sheffield, Stourbridge, Oxford, Twickenham, N. W. London, Coventry, S. E. London, Leicester, Northampton, Solihull, Woking, Bristol, Croydon, Harrow/Hayes/Wembley, Leigh-on-Sea, Nottingham, Sutton Coldfield, Watford.

Dear Miss Ward,

Are there any members in or around Liverpool who would be interested in getting together one night of the week for a pint and a natter.

If there are, could they please get in touch with me at the above address.

Yours sincerely,

Keith Evans.  
32 Lichfield Road,  
Liverpool, 15.

## CLASSIFIED ADVERTISEMENTS

**FOR SALE.** 1961 Matchless G50, successfully ridden by Ernie Woode, in tip top condition, complete with full equipment, and ready to race. £425.

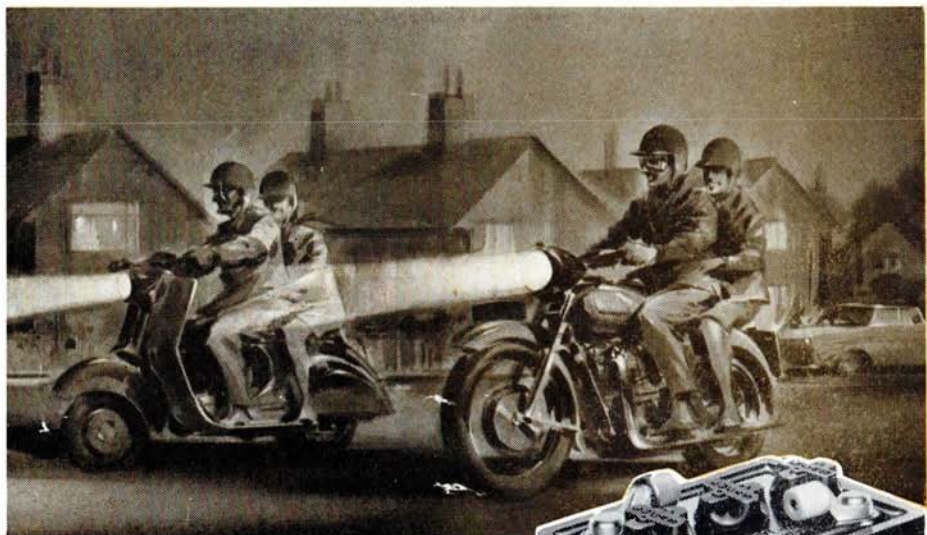
**FOR SALE.** 1957 A.J.S. 7R, beautiful condition, very fast and ready to race. £275.

Part Exchanges and terms arranged, further details and information from T. W. KIRBY, Roneo Corner, Hornchurch, Essex. Phone Hornchurch 48785.

## READY TO RACE

1956 Manx 350, Dolphin etc. £249.  
1957 Manx 500, Superb, fast. £280.  
Terms and Exchanges, Eric Oliver Ltd., 99/101, London Road, Staines, Middlesex. Phone 53733.





# FOR LASTING RELIABILITY

Experienced motor cyclists appreciate the importance of efficient battery operation — that's why they choose LUCAS. The General Purpose battery type PUZ7E/11 (Illustrated) has been specially designed to give longer life under the most arduous conditions.

Price drycharged 44/-



## LUCAS



A LUCAS battery filler will always ensure correct topping up, irrespective of the position of the battery.  
price 4/6



MKZ9E battery for lightweight motorcycles and scooters. Non-spill design with electrolyte level readily visible.  
Dry-charged.  
Price 57/6

# BRITAIN'S BEST BATTERY

JOSEPH LUCAS LTD · BIRMINGHAM 19