

# *Bemsee*



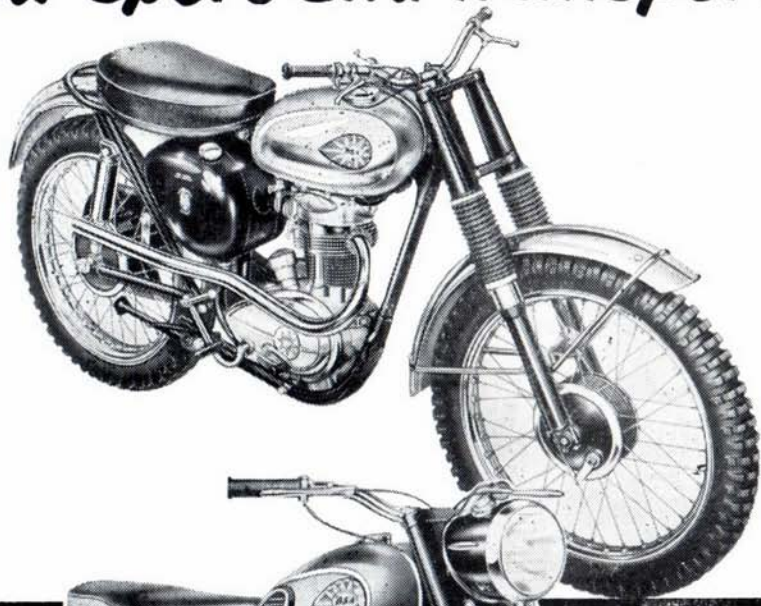
THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB



Vol. 15 No. 7.

JULY 1962

*For Sport and Transport*



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Editor : Guy Tremlett

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## EDITORIAL

Last month it may be recalled we published a most intriguing letter from a Member on the subject of the Club's own circuit. Now this is no new idea. Indeed we recall one former member of the Board of Directors being a most constant advocate of the scheme. As far as we know, he still is. We are, too. However, the difficulties are immense. While we are with Mr. Houseman all along the line, we feel that his thought on the subject may be rather utopian. Which is not to say, of course, that it should be dismissed without further ado. On the contrary it deserves all of our serious consideration. Is it, in fact, possible? Would it be practicable to find a site, raise the capital, construct the circuit and then run it as a commercial as well as a sporting success? Let us ponder the matter a little more.

This is no economics magazine, but it is the obvious fact of commercialism that an undertaking must pay its way to survive. This must be taken as "gospel." Immediately, then, we are faced with the problem of whether there would be a "market" for our circuit. In other words would we get the paying gates needed to provide the money to keep the whole outfit going? Today (1962) there are 17 circuits in use for motor and motor cycle racing all over the country. Another such would have to be ideally placed and give exceptionally fine programmes to get attendances of the size required. One does not question for one moment that there would be any dearth of riders, of course. Now, this question of a site is obviously important. But it would be governed by other considerations besides ease of access for potential spectators. Any circuit would have to be approved by some local government authority or other and it would have to receive the sanction of the Town and Country Planning people. Such is the prejudice against motor cycling, in general, that we rather imagine many Councils would throw up their hands in horror and refuse, point blank, to have anything to do with such a scheme. Any plan, were it approved by other interested parties, would have to be prepared with the planning people, though they can be quite helpful, we are told. The noise factor is, alas, all too important today. The antics of the Noise Abatement Society, no bad thing in principle, but seemingly the outlet of most partisan activities, might affect the issue. The third problem is that of raising money. A decent circuit of two to two and a half miles, of the right width for both cars and bikes and conforming to R.A.C. and A.C.U. requirements, with all the necessary facilities for everyone attending, be they riders, tuners, officials or spectators, and having the additional features mentioned by our correspondent, would need not less than £100,000 in our opinion for its construction. It would most likely be a lot more. The trouble is that road making is so expensive, obviously it has to be done properly, in this day and age. Now £100,000 is a lot of £ s. d. and it would take a lot of getting. Ten shillings a head of the motor cycle population may seem a paltry sum—indeed it is but little today in these inflated times—but it would take some getting and we hazard a guess that the average motor cyclist would not be very forthcoming anyway. Once these three points had been settled, little else would remain to be done that could not be easily done given time and willing helpers, though one would need professional assistance with road making and that sort of thing, we feel. Anyway, we have said our little piece on the subject. Now we want to hear what all of you think. So let's be having a few letters. Mr. Houseman's original epistle deserves replies.



And what about the T.T.? We were unable to go, but, from what we hear, it appears to have been rather a patchy meeting. Certainly the Junior was a good race (we rather thought it might be—even if the “big” Hondas failed), but the two Lightweight events, especially the 250, were not so hot. The Senior seems mainly to have been notable for the new lap and race records and some very fine performances by private or dealer entered Norton and Matchless riders. Despite all we feel about 50's we must admit that this race provided as much interest as any of the others. The speeds therein were amazing and the reliability of these tiny bicycles under such conditions was beyond praise. One make domination is not a good thing and it could well ruin it all in the end. One felt glad that one rider at least made an attempt, a most magnificent attempt too, to split the Honda team—Mike Hailwood with the E.M.C. and Benelli. And to touch upon a sad note there were the two fatalities. Tom Phillis' death is a terrible occurrence which robs the Sport of one of its finest exponents and most popular members and Australia of one of the best riders ever to come from her shores. Yet, when all is said and done, the magic of the T.T. seems to remain. How long for, goodness knows. There is not anything like it.

#### MOTOR CYCLING'S ROAD TESTS

At this time of year one receives for review the concerted volume of road tests conducted in the past twelve months by the staffmen of “Motor Cycling.” It is, as always, a useful compendium with all the necessary information set out in a clear and concise manner. The testers are people who know their motor cycles, of all sorts, and can write about what they ride. Not all the bicycles covered are those which would tend to be of interest to we fast men, but the new Beesa A65 does 99 m.p.h. the Velocette Viper is put through its paces—some 92 m.p.h. and 88 m.p.g. The quickest machines covered are a Dominator 99 de-luxe which did a mite under the “ton” and a 650 Matchless which reached three figures precisely. Chairs are generously catered for, as are three-wheelers.

One does not want to cast doubts on such a volume. After all it is so much

better than scores of copies of the Green ‘Un (the appellation persists in spite of the change of format!). But it could be a little out of date because models are sometimes superseded rather smartly. True this hardly applies to the present volume. And, while faults on the bicycles are criticised, the test mileage is of necessity limited and 500/1,000 miles is usually not enough to discover whether there are any serious faults in a design. With far too many British ‘bikes today there are, so it seems! One sometimes wonders, too, whether a bicycle is quite as good as it is said to be—the power of advertising, you know. Be that as it may, and I am quite sure that “Motor Cycling’s” testers are dead honest, this is a useful book and it will give you a pretty fair idea of what to expect from an XYZ Tonbomb, etc and etc. The cost is a very modest 6/-; very good value indeed.

W.G.T.



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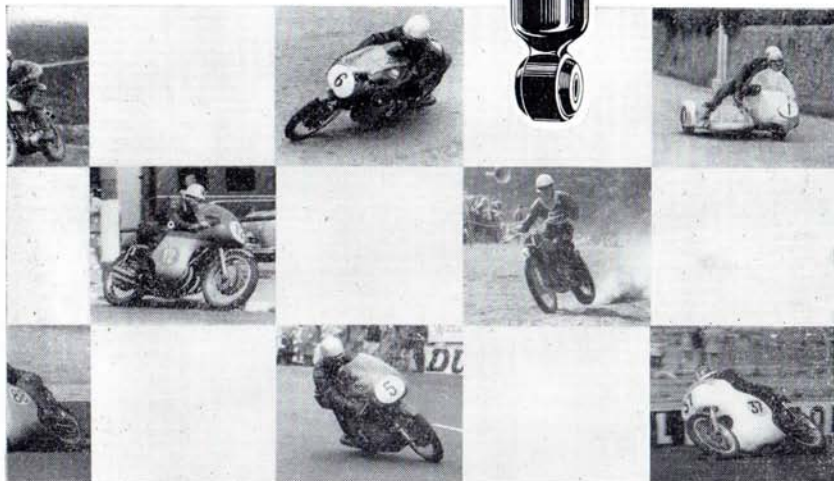
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## THE CLUBMAN'S IN RETROSPECT by the Secretary

The hackneyed adage about cats and mice certainly applied to this year's Clubman's, where the "mice" of the racing world took advantage of the absence of the "cats" to play most effectively. Following the pattern of last year's event, the meeting was barred to International licence holders, but, as is often the case, this was in no way detrimental to the quality of the racing.

This year the whole thing was tied up very neatly and the Club's entries bore the same constructive numbers in both events, which made life a lot easier when trying to find them in the Paddock. As soon as we arrived we wandered about and looked them up. All were present and correct, but Don Watson was already in trouble. His Senior Norton was standing in sad and solitary state by his van, his head off and a battered piston crown as evidence of a dropped valve in practice. Dave Croxford was having problems with a split exhaust pipe, but eventually managed to borrow another.

Sharp on the dot of 1.30 the first 350 heat got away. Having written that, the unsuitability of the phrasing has struck me, because one who did not get away on the dot was Bemsee rider Terry Sharp, A.J.S. Our other rider in this heat, Tony Monk (B.N.S.) was more successful, however, and drove through the field from 10th place at the end of the first lap to 6th, 3rd and then to lead by about a couple of lengths at the end of lap four. Next time round he was well away from the mob and went on to win comfortably.

Heat Two provided an easy win for Dennis Ainsworth (A.J.S.) After a slow start, he worked his way up so rapidly that by the time the pack reached Knicker Brook he was lying 3rd. Back at the line again he was in the lead and after that drew away steadily. Our other rider in this race, Norman Archard (A.J.S.) was on the front row of the grid and was first away. From 4th position at the end of lap one, he crept into 3rd berth which he held until the finish.

Both Pete Carrana and Don Watson were riding about mid-field in Heat Three, but after four laps Don's Norton disappeared from the scene. Pete's effort on the Triumph took him into 11th place and a ride in the final.

A few minutes of rushing about the Paddock to organise our Club team consisting of Dennis Ainsworth, Tony

Monk and Norman Archard and we were all set for the final. Dennis got away slowly again, but within three laps he got into the lead. Tony and Norman were both around mid-field. This state of affairs existed until lap nine, when Dennis failed to appear. Later we learned that his rear brake locked on and brought him off. This put the team out of the running, but both the other two kept motoring steadily, Tony to finish 6th and Norman 11th.

The first Senior Heat was a runaway win for Tom Holdsworth (G50). First away and first into Old Hall, no-one could make any impression on him at all and he finished with a 20s. lead over the next man, putting up the fastest race average and lap in the heats. Clive Brown and his Norton-Matchless finished 6th.

Heat Two was a repeat performance for Dennis Ainsworth, now on a Matchless, who was undoubtedly living up to the opinions of the onlookers that he was the star of the meeting. Allan Randall had been having trouble with gear selection in practice, not to mention a leaking oil seal in the forks of his B.S.A. This was evident in his racing as he could not better 20th place.

Dave Croxford (who for some reason was down in the programme as D. L. C. R. Oxford!) lay 4th at the end of the first lap of Heat Three. A lap later he had moved into 2nd place and on lap three he led the field, to draw away gradually and establish a 5s. lead.

A particularly scintillating "A" team was fielded for the Final, consisting of the three heat winners, all entered by the Club. The "B" team was composed of Clive Brown, Brian Owen (Norton) and John Jacques (Norton). Excitement among the lapscoreing team of two (Derek and me) mounted rapidly as the race proceeded and the teams kept on going. With the exception of Dennis Ainsworth, who was leading and "Mr. Oxford", who was pressing on steadily in 7th place, all were creeping up towards the front of the race. At the end of lap eleven Ainsworth led. Jacques was 2nd, Holdsworth was 3rd, Croxford was 7th, Brown was 8th and Owen was 10th. It seemed as though we were all set to clean up in a big way. Then the rot began to set in. At the end of lap twelve Clive Brown was missing, to be followed by Holdsworth and Owen on the next lap. The others all finished, Ainsworth

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**WOT !**

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**YES !**

**Why don't you do something about it**

One thing can be said in favour of the Club's first Snetterton meeting of the year. It was fine and sunny and, believe it or not, warm! While the racing was not bad, I have seen better at such Bemsee meetings and, for once, the standard of riding left a little to be desired. Somehow, too, the facilities at Snetterton are a little bit primitive compared with some other circuits one visits.

I did not see the practice, though I heard tell that Tom Phillips had "dropped it" mildly. One way and another he had quite a weekend. At Scarborough the day before he had had gearbox and clutch trouble and had been troubled by a badly fading front "anchor." He managed to sort that lot out, get from one course to the other, get over the spill and race in the 1,000 "fast" event, only to retire again. Bob Harrison, first time out since his nasty prang at this circuit over Easter, seized his motor solid for the second time and Dave Alcock, also having a rather belated start to his racing, didn't seem 100% happy with his G50. Ken Watson, another who had come down from Scarborough overnight, had the head and barrell off his Aer Macchi, as it showed a tendency to tighten up. On the other hand Peter Preston was happy; at long last he had acquired his Bultaco!

**Event 1—50 c.c.:** Despite a determined, if unexpected, challenge from R. J. Smith, Peter Latham won the 50 c.c. race at 58.42 m.p.h. Smith tried hard, but could not quite make it, though he led for one lap. Peter Horsham, the other likely man, faded out after a couple of rounds, while W. Stevenson managed 3rd berth after a dice with G. Bedford. How one sighed for a few Suzukis, works Kriedlers, Hondas, etc.!

**Event 2—350 c.c. A:** Someone slipped up here because Roger Keys was put in this, the "slow" race, and won it in a canter. Good luck to him! His riding was far more assured and stylish than anyone else and he averaged the tidy speed of 80.89 m.p.h. John Coe fought through to 2nd place and there was a rather "hairy" scrap for 3rd place between G. W. Cant, T. Dickie, R. A. Gould, Martyn Ashwood and J. M. Rice on a variety of Nortons, B.S.A.'s, and a 7R. The Anzani powered M.F.S. of I.

Bruce was by no means last.

**Event 3—125 c.c.:** Peter Preston whizzed off in front here and led all the way. He seems to have taken to a 125 like the proverbial duck to water—no mean feat, as one of the little Spanish two strokes must be a little different from a hairy 600 Dommy. Anyway, he won, despite the motor seizing temporarily on lap four. That was why his lead diminished. Speed was 71.95 m.p.h. Jim Russell had a battle with Jim Pearson (who took over his sister's Montesa; she not being fit after her Silverstone 1,000 upset). Bob Minster and Mike Cook with the desmo. Honda and won 2nd place on his twin cam Ducati. A. E. Staddon brought his single cam Ducati into 5th position. Fred Launchbury was the first Bantam home—7th, but Bryan Moore's quick Montesa retired. Barry Lawton didn't turn up with the Ducati twin.

**Event 4—1,000 c.c. A:** I regret to say that, with one or two exceptions, the riding in this race was not of a high standard; at least at the Hairpin. One of the exceptions was the winner John Jacques on his 499 c.c. Norton, whose riding was most stylish and very fast. He averaged 84.63 m.p.h. and his 2nd position in the Senior Clubman's the Monday previous was no surprise on this sort of form. R. Campton on a G50 tried to stay with him, but fell back after a couple of laps and opted for a safe 2nd, being noticeably unsure of his line at the Hairpin. Ian Duffel got the best of a somewhat dicey looking scrap for 3rd place with A. F. Benton. Not a very notable manifestation of speed on two wheels when all was said and done!

**Event 5—250 c.c.:** The incredible Greeves (a Dave Bickers type model) of Reg Everett held off all comers for two laps in this race, but he was worn down by Mick Manley and the twin cam 220 c.c. Ducati and Robin Denny with his NSU/Norton. Rather surprisingly the Welshman didn't win as he pleased, Denny sticking to him like a good 'un and failing to win by no more than a fifth of a second; most exciting. The Greeves was a fine 3rd and Ken Powell got the interesting Parvel into 4th place. The Watson Aermacchi packed up again and T. C. Barnes, who was scrapping



**THE 'EXPERTS'**

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**... and for the inexperienced too!**



with the leaders on his almost elderly Moto Guzzi, crashed at the Hairpin and had to retire. Dave Warren brought the G.M.S. home 5th. Bob MacGregor's ex-Launchbury Anzani went, comfortably, into 8th berth, just behind young Keys on a 204 c.c. Ducati Elite.

**Event 6—Production Solos:** Always a race of entertainment, but there was no mistaking the winner. Although M. C. Bool on a Bonneville led at the Hairpin on lap 1, Jim Bowman, on another T120R, soon passed him and ran away with the race. And a very good ride it was, too. Mick Bennett got his big Vinnie through into 2nd place, but he was sore tried for several laps by Pete Carrana on his Tiger 100A which was a most excellent 3rd and won its class. That Triumph didn't half go; it could hold the Vincent on initial acceleration out of the corners. George Breach finished 8th after starting away last—quite an effort with so much "traffic" about. R. M. Mahon got his 500 Goldie well wound up and did battle with two more Bonneville's, Brian Bennett and R. V. Warren. Pete Walker won the 350 class on his Viper and beat all the Venoms too. Neither were the Nortons impressive; the one 650 SS, B. Robinson up, dropping steadily back. T. M. Rawnsley won the 250 class on a Ducati Elite, a lap down.

**Event 7—350 c.c. B:** Lewis Young had evidently decided he was to be the winner of this one and so he asserted himself at the outset and won easily at 86.31 m.p.h. He did a lap at 88.53 m.p.h. Very neat riding and the right line at the Hairpin—how pleasant! Behind, and some way behind, Brian Denehy and Peter Darvill had a real scrap which the latter appeared to have in hand until Brian nipped past on the last lap. Spence Robinson was a very good 4th, Cliff Rowe 5th and little Dennis Dicker climbed into 6th place, disposing of a challenge from Norman Archard. There was a fine tussle behind involving Brian Scrivener, Dave Strickland, Barry Oldershaw, Gerry Saward and J. Chapman.

**Event 8—Sidecars:** This one provided immense entertainment at the Hairpin. J. Renwick with his very nice Norton/Vincent outfit attempted broadsided-type cornering once or twice. He led for a couple of tours before Tony Wakefield

got past, though he hung on to the white Triumph well thereafter. Wakefield is an accomplished performer indeed. He's just as good on a trials outfit. Behind these two a vast war was waged between Dave Jennings and Dave Wheeler on 998 c.c. Vincent powered devices, Eric Vincent and Ray Harding with their ex-Beeton Norton having a welcome outing from their "retirement" and Pat Field with his 649 Triumph/Norton. The antics this lot got up to at the Hairpin were nobody's business and the whole thing provided excellent value. Twice Wheeler damn nearly turned round. Alas, the two Vinnies packed up with motor maladies and then Field fell back, leaving Vincent a secure 3rd. B. Spalding upended his Norton which was practically folded in two. Norman Huntingford had a moment too when his rear wheel lifted as he was sliding the corner; what was his passenger doing. I wonder? It's not often I enthuse so over a "chair" race at one of these meetings, but this was good. The entry was okay, as well.

**Event 9—1,000 c.c. B:** Though Dave Strickland was much nearer than Denehy had been in the earlier 350 event, Lewis Young won this race too, thus scoring a well merited "double." Strickland out-rod a determined challenge from Chris Williams, Peter Darvill and Tom Phillips. The former two fell back before the end of the race and Phillips retired. Brian Denehy very nearly beat Darvill for 4th place. Williams was 3rd. Brian Burgess was a most stylish, and rather lonely 6th and Dennis Ainsworth battled, for once not a misused verb either, his way into 7th place after being left at the start. He stole by Dave Croxford on the run-in after getting the best of a warring quartet comprising Norman Price, Clive Brown, Peter Preston and Harry King. They had a rare scrap for most of the race.

There we are. Not perhaps the very best of spectator material, though by no means poor in that respect, but I imagine a most excellent day for the riders. I have said this many times, and I have no doubt I'll be saying it again many times in the future, but such meetings are splendid to attend and are absolutely essential to the Sport. What a pity a few more people do not realise this. They may lack the ultimate in popular

(continued on inside of rear cover)



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**Bottoms out!** Spence Robinson looks as though he's on a grass track chair at Cope with the 350 c.c. class winning Navigator.  
(photo : S. J. Mills)

**250 in one hell of a hurry!** Chris Vincent cranks over the Beesa Sports Star he shared with Dan Shorey.  
(photo : P. M. Knocker)



**The victorious Dommy at speed.** In this shot Phil Read, looking anything but comfortable, guns it away from Cope in the rain.  
(photo : G. E. Hicken)

**A Triumph that did seem to steer!** Percy Tait gets a move on with the Fron Purslow entry after its first pit stop with chain adjuster trouble. Note too, what a fine example of a speed shot this is.  
(photo : S. J. Mills)



**En avant!** Bob Manns (A.J.S.) leads the B.M.W., Tony Atkin and Derek Powell (B.S.A.'s). No. 2 John Holder is having a little bother commencing and in the background can be seen the quick starting Triumph of John Tanswell and the Arrow of John Peters (No. 38) fractionally ahead of Derek Minter's Honda.  
(photo : P. M. Knocker)





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

We begin this month with the Cookstown 100, one of those admirable Irish ROAD races, and I mean ROAD; in such events there are not the wide open spaces of aerodromes and artificially created, so-called road courses! Here **Ken Adger**, from Bedford, finished 3rd in the 500 c.c. class, while **John Griffiths** battled for the lead in the 350 category until he had trouble; he did not come off as one of the weeklies reported. A couple of days before, a thousand or more miles away to the East, three Members were riding in the Finnish Djurgardsloppet meeting in Helsinki. **Bert Schneider** was 2nd 350, **Lewis Young** 5th ditto and **Rob Fitton** 3rd 500. The former must have moved pretty smartly to reach Snetterton by the 19th.

The day following the 1,000 kms. there was a Prees Heath meeting and the first International Snetterton. Here there was no one to challenge **Derek Minter** who duly won his 350 and 500 heats, those finals and the 250 race, with new race and lap records in the latter. In the 350 final **Dan Shorey** was 3rd, **Peter Darvill** a good 5th and **Dave Degens** 6th. The latter was a most excellent 3rd in the big solo final. **Brian Clark**, whose Aer Macchi debut ought to have taken place the previous day, more than made up for things by finishing a super 2nd to the Honda in the 250's. **Norman Surtees** was 3rd. **Colin Seeley** and **Jack Beeton** were always in the hunt, chairwise; the latter netting two thirds and the former 2nd and a 4th. Prees Heath continued its excellent work and **John Williams** (production), **J. Fearn** (250), **Derek Woodman** (350) and **Tom Holdsworth** (500) were amongst the winners. Also well to the fore were **Stuart Graham**, **J. Wheldon**, **John Smith** and **Alan Dugdale**. The other meeting that day was the Saar Grand Prix at Ste. Wendel and there the E.M.C. team had a 1-2-3 win in the 125 race headed by **Mike Hailwood**, who was followed by **Rex Avery**.

By the next weekend T.T. practice was with us and racing activity tended to slacken off elsewhere than in the Island. However, there was the Mettet meeting in Belgium, where, in former years, some tragic things have happened. Making his Continental debut **Roy Robinson** finished a fine 2nd in the 500 race. He was also 7th 350 home. **Lewis Young**

netted a 6th and 5th and other members who finished were **John Somers**, **Alan Aitken**, **Vernon Cottle** and **Garry Clark**; all bar Cottle making their first overseas runs. At the Church Lawford sprint **Neville Higgins** had the great satisfaction of making b.t.d. in a field which included "Nero." **Roger Ottewell** was the best sidecar and others who were well in the picture included **Ian James**, **George Buck**, **Larry Povey**, **Ron May** and **Ian Ashwell**. **Ken Johnson** had no difficulty in cleaning up a 50 c.c. meeting on a banked cycle track at Nottingham the day previous.

The T.T. is dealt with elsewhere herein insofar as our Members are concerned, so I will leave it out of this article. Also in T.T. week, however, was the Ramsey sprint and here **Ernie Woods** took on all comers with "Thor" (his aptly named Norton-J.A.P.) and beat 'em all. **Pat Barrett** was best 'chair and class wins were registered by **S. G. W. Lawley**, **Bill Inley**, **Roger Cramp**, **Jack Terry**, **Geoff Howgego**, **George Breach** and **Phil Heath**. On the Sunday **Vernon Cottle**, who gave the T.T. a miss this year, was 5th in the 350 race at Chimay, G.P. des Frontieres. Over this side of the Channel there was the first of the two much-publicised post-T.T. meetings — at Mallory. **Mike Hailwood** had two big wins on M.V's. and very nearly a 250 victory too on the single Benelli. Two Aer Macchis were 4th and 5th in the latter race, **Norman Surtees** and **Brian Clark** up. **Dan Shorey**, **Stuart Graham** and **Barry Lawton** figured in the 125 leaderboard, **Dave Degens** was 6th in the 500 final and **Bill Boddice** and **Jack Beeton** were 2nd and 3rd sidecars home.

On Whit Monday there were no less than five meetings. I need not concern myself with Oulton; that is covered elsewhere. At Brands the risk of having a big time meeting so soon after the T.T. was well demonstrated. In the 500 c.c. race **Dave** and **Mike Simmonds** finished a long way behind the T.T. winning Suzuki in 2nd and 3rd places. **Fred Hardy**, **Jim Russell**, **Paul Catchpole** and **Roy Bacon** were 2nd, 4th 5th and 6th in the pathetic 125 event. **Dan Shorey**, **Alan Pavey**, **Fred Hardy**, **Len Rodda** and **Ian Goddard** were 2nd, 3rd, 4th, 5th and 6th in the scarcely more inspiring 250 competition. **Phil Read** won the 350 race after a colossal scrap.

## BEMSEE PRESENTS

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### FOR YOUR ENTERTAINMENT DURING 1962

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**6th August**                    **“METROPOLITAN MEETING”**

at Crystal Palace—a Bank Holiday Outing for the family.

**18th August**                    **“TROPHY DAY”**

at Silverstone—a “day out for the boys” on the Club Circuit.

**26th August**                    **SHELSEY WALSH HILL CLIMB**

at Martley—the famous Worcestershire hill climb at the invitation of the Midland Automobile Club.

**15th September**                **BRIGHTON SPEED TRIAL**

at Madeira Drive, Brighton—the classic of the sprinter's year, at the invitation of the Brighton & Hove Motor Club.

**22nd September**                **BARAGWANATH TROPHY MEETING**

at Silverstone—a meeting for the novices on the Club Circuit in memory of E. C. E. “Barry” Baragwanath.

**7th October**                    **“GUINNESS TROPHY MEETING”**

at Snetterton—a “day out for the men” to wind up the Club's Season.



**Mike Hailwood** was 4th, after a spill, **Joe Dunphy** 5th and **Tom Thorp** 6th. **Mike** won the big solo event easily and was followed home by **Phil Read** 2nd, **Dave Degens** 4th and **Griff Jenkins** 6th. **Colin Sealey** was 2nd in the sidocar scratch race, very good, and **Dave Read** won the secondary handicap affair. The other Southern meeting was Thruxton and here **Dave Williams** ("Ginger that is, from Leighton Buzzard) was 3rd in the 500 final, in which race **Selwyn Griffiths** was 5th and **Richard Difazio** 6th. **Selwyn** was also 5th 350 finalist, where "Ginger" was 4th and **Peter Darvill** one better still—3rd. **Arthur Winceier** won the 250's easily with **John Kidson** 2nd, **Barry Lawton** 3rd and **Ray Willatts** 4th. **Barry** was 2nd in the 125 event, won by **Don Chapman** and with **Mike Cook** 3rd. In the non-experts races **Mike Ryan** and **J. Blanchard** were the 350 and 1,000 winners. **Bill Scott** was 2nd in the former with **P. Wilson** next up. **Dave Watson** and **Ron Boone** were runners-up in the big event.

Up at Cadwell **Dennis Pratt** hit his old form and had a "double" with his 500 Norton. **Lewis Young** won the 350 final and was 3rd in the invitation event. **Peter Middleton** was 2nd and 3rd in two of these races and **John Cooper** 2nd in one. **Horace Crowder**, **Mike Bancroft** and **Ted Fenwick** were 1-2-3 in the 250 race and **Ian Plumridge** was best 50. **Jack Beeton** was 1st in the 500 c.c. sidocar race. At Aintree the two stars were **Tom Phillips** and **Derek Woodman** (fresh from his two magnificent 10th places in the Island). **Tom** won the 500 final and **Derek** the 350. Second to the

latter was **Robin Dawson** and 3rd **Peter Bettison**. Behind **Tom** came **Noel Wright** and **Robin** again. **Mick Manley** won the 250 race and **Robin Good** was 3rd 125 home. **Eric Vincent** made a welcome re-appearance in the sidocar scratch race to finish 2nd.

And let us not forget Vice-President **John Surtees** who finished 4th at Monaco, won at Mallory on Whit. Monday and was 5th at Spa with the Bowmaker-Yeoman Lola-Climax V8.

**Peter Middleton** can really claim to be Cock o' the North because he scored an immaculate "double" at Scarborough's Summer manifestation of speed. **Dennis Pratt**, **Robin Dawson** and **John Cooper** followed him home in both races in slightly varying orders. Behind them came **Rob Fitton**, **Billie Nelson**, **Jack Bullock** and **Chris Conn**. The 350 "fiddlers" final went to **Dave King** with **Rex Butcher** runner-up. **Horace Crowder** won the 250 final easily, in which race **George Collis** was 3rd and **Carl Ward** 4th. **A. Maltby** and **A. F. Baker** were 2nd and 3rd sidecars home, the former also winning his heat. The next day, besides **Snetterton**, there was another **Prees Heath** (what an admirable idea that was) where **Peter Bettison**, **Brian Clark** and **S. C. G. Lawley** had wins and **Stuart Graham**, **John C. Smith**, **Don Watson** and **M. Tombs** were well to the fore. At San Remo, far away in sunny Italy, **Bert Schneider** was 5th in the 500 race. While in less pleasant East Germany, our new Australian member, **Dene Schuppan**, was 4th on his **Aer Macchi**.



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The number of members trying to get rides at our meetings still increases steadily. For the Norwich Trophy Meeting, we had over 280 entries in by the time the regs. had been out two days. In all, we had over 500 entries for this event, of which nearly 200 had to be turned down.

So far as possible, I have tried to ensure that those who were disappointed at Snetterton will get a ride at Trophy Day. This means that the 250 and 500 classes, the most difficult ones of all, are potentially full before the regs. have been circulated. I've done this to try and give everyone a fair crack of the whip.

Crystal Palace was even worse, because there are fewer available places. It really comes down to the luck of the draw, or rather the order of opening.

I've recently instituted a new system to try and speed up the lengthy business of notifying competitors of acceptance/refusal of entry. You are requested to write your name and address and the classes you have entered on the back of your envelope. This means that those unlucky ones which arrive after a class is fully subscribed can be sent back without the necessity of opening the envelope and taking out the form to see from whom it has come. So please don't be offended if your entry is

returned in this summary fashion.

Turning to an entirely different subject, I would like to draw the attention of all members who attend our meetings to the fact that all our vehicle passes bear the legend "NO DOGS ADMITTED." The number of dogs which are being brought to race meetings is getting out of hand. Competitors and officials alike are guilty in this respect. At our recent meeting at Snetterton, I counted no less than eight dogs. With the exception of one, all these were on a lead or confined to their owners' vans while practice and racing were actually in progress, but this does not alter the fact that they should not have been there. If a dog should slip its collar and wander away from the people it knows, it may well panic and, if allowed to get onto the course, cause an accident. Quite apart from this aspect, I often wonder if the dog gets as much pleasure as its owner out of being brought to race meetings. I once had to take charge of one such animal, during my early days with Bemsee, who had escaped from its spectator owner at Oulton Park. The dog was petrified by the noise and the strangers almost to the point of hysteria. I make no further comment.



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## 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)

Dear Sir,

Upon reading the letter by D. Houseman in this month's issue of the Club magazine, I enclose £1.

This may seem a little presumptuous, but I feel a start must be made some time. It may take 5, 10 years for enough money to be raised. I myself am prepared to donate £1 per month. I'm sure other members must feel the same and be able to give similar amounts. This is my first season at road racing, and, at the moment, I have been lucky in getting my entries accepted. This is probably due to the fact that I have a 125 c.c. machine and not a Senior mount. Nevertheless, even if I am too old to race by the time we have our own circuit, the effort made now will be well worth while.

I only hope you will take this up and

not return my money. We can only try and it would be such pity to give up without "having a go." A big vote of thanks must be made to Houseman for "stirring" all this up.

In concluding may I mention what a fine club Bemsee, I think, is. I only wish I could give more, but, as you will know, racing keeps you poor. How all these blokes can afford to get engaged beats me. So there, now it is up to you. Let's hope the gauntlet is picked up and that the challenge will fire the hearts of one and all on two wheels.

Yours sincerely,  
P. GRIBBIN

Cookham,  
Berkshire.

(Hear, hear: Ed.)

### MEMBERS' T.T. RESULTS

Below we give the results obtained by those of our Members who contested the 1962 Tourist Trophy series. We did not win any team prizes this year; not to worry there is always another time. Our hearty congratulations to the gentlemen concerned and our commiserations to those who fell by the wayside and especially those who "pranged."

#### 50 c.c.

Bits: Roy Bacon—25th. C.S.-Iton: Pete Hardcastle—23rd. Honda: Derek Minter—9th. Iton: Geoff Brader—17th. H. Cosgrove—19th. Dave Juler—20th. J. D. Lawley—21st. Peter Latham—18th. Charlie Mates—16th. Beryl Swain—22nd and John Waller—24th. Kriedler: Horace Crowder—14th and Dan Shorey—11th. Tohatsu: Mike Simmonds—13th.

#### Ultra Lightweight

B.S.A.: Roy Bacon—16th. Bultaco: Jack Bullock—11th. Fred Hardy—17th. Michael O'Rourke—10th. Dan Shorey—13th and Fred Stevens—9th. E.M.C.: Rex Avery—6th. Honda: Derek Minter—4th. M.V.: Peter Walsh—14th.

#### Lightweight

Bultaco: Dan Shorey—6th. Honda:

Derek Minter—1st. Moto-Guzzi: Arthur Wheeler—4th. R.E.G.: Fred Hardy—7th. Triumph: Don Guy—8th.

#### Junior

A.J.S.: Alan Dugdale—44th. Bert Riley—24th. Alan Rutherford—25th. Alan Shepherd—35th. John Simmonds—30th. Tom Thorp—13th. Dave Wildman—20th and Derek Woodman—10th. Moto Guzzi: Arthur Wheeler—23rd. M.V.: Mike Hailwood—1st. Norton: Jim Cripps—40th. Brian Hornby—22nd. Mike McStay—27th. Ned Minihan—16th. Billy Nelson—38th. Phil Read—7th. Gerry Seward—33rd. Bert Schneider—14th. Brian Setchell—11th and Fred Stevens—8th. Velocette: Edward Lavington—45th.

#### Senior

\*BSA: Chris Anderson—24th. Matchless: Louis Carr—19th. Peter Evans—13th. Derek Lee—20th. John Simmonds—15th and Derek Woodman—10th. M.V. Agusta: Mike Hailwood—12th. Norton: Chris Conn—8th. Brian Hornby—16th. Bert Schneider—4th. Brian Setchell—6th. Bert Shaw—28th. Fred Stevens—3rd and Tom Thorp—7th.

\*machine of 350 c.c. capacity

#### Sidcar

Matchless: Colin Seeley—3rd.



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## NEW MEMBERS

We take this opportunity to welcome the following new members and to wish them a long and happy stay with us.

H. L. Feay	E. M. Spear
H. Clark	F. G. Ellis
N. F. Lewis	B. J. Smith
M. C. Bool	C. W. Thomas
R. W. Cook	C. A. G. Evans
D. F. Edwards	P. Williams
R. C. Buckwell	A. Gray
D. T. Snoad	L. L. Youlten
B. L. Dawson	A. F. Roberts
W. Stevenson	T. J. O'Connell
M. Sheehan	R. J. Smith
M. G. Scruby	E. C. Lee
W. A. Garratt	H. R. Reynolds
W. H. Danaher	T. O. Dale
R. C. Coggins	J. Watson
D. T. Schuppan	W. D. Owers
J. C. King	H. A. Bailey
T. Fearn	L. E. Evans
R. J. L. Lomas-Smith	C. Malem
R. E. Pringle	D. M. Aherne
M. J. R. Turner	S. Harding
D. K. Parker	C. S. Wrighton
J. W. Wheldon	J. G. Jones
R. J. Quick	D. G. Tapper
J. W. Horne	R. V. Warren
E. J. Tubb, Jnr.	E. K. Toombs
D. Kidd	P. S. Jackson
P. T. W. Rogers	J. S. P. Coduri
J. A. Rollinson	D. S. Barlow
A. E. Elkinton	A. H. Fletcher
L. W. Gorham	D. R. J. Patridge
G. B. Walker	A. W. Bambrick
J. Bohnet	J. W. Jones
J. A. Weir	P. E. Dawson
R. M. Setter	M. J. Stanton
L. P. Whittell	R. B. Minto
J. M. Huntley	B. K. Jones
M. I. Coomber	C. Neve
J. Buckingham	J. Wheten
C. Fearn	C. H. Ward
C. E. Atkinson	S. E. Harding
R. J. Yerby	Mrs. P. L. Smith
G. Dunn	T. T. Loasby
A. G. Brewer	C. H. Thorley

## BENEVOLENT FUND

We gratefully acknowledge donations from the following :

G. Clark, E. A. G. Vincent, F. W. Steele, J. Wheten, B. E. Amphlett, E. C. Thomas, J. Bilham, L. J. B. R. French, M. D. Beames, H. Macleod, J. Bacon, J. Welch, D. W. Poulton.

## ROY MAYHEW AND TOM PHILLIS

### FUNDS

We are taking this opportunity of drawing Members' attention to two Funds which have been set up in memory of Roy Mayhew and Tom Phillis to assist their respective families. Further words, other than the following details, would be an impertinence. We know that we can safely leave the rest to you. Contributions to the Roy Mayhew Fund should be sent to Mrs. E. Holder, 7, Elison Road, Sidcup, Kent and to the Tom Phillis Fund to J. M. Redman, 2, Intalbury Avenue, Aylesbury, Bucks.

### MANX GRAND PRIX

It is hoped to enter one or more teams in this year's Manx G.P. and so would Members who are competing and who would be prepared to ride in one of the Club teams please let the Secretary know in the fairly near future.

### Editor's Note

Will members please note that all contributions for "Bemsee, including Mutual Aid insertions, should be sent to the Editor at Flat 10, The Chesnuts, Gwydor Road, Beckenham, Kent. This saves time and trouble for the Office staff. Will you also please note that all contributions etc. must reach me by the 16th of the month preceeding publication. Last month three adverts arrived a week later. The Members concerned were lucky as it happened. It cannot always be! Thank you.

At the same time, and as there is a corner to fill up, may I once again appeal for material and photographs. I am sure all you people must be fed up with reading what I try and write month after month. So what about it? I know from my own experiences that racing provides an almost continual "story." I am also interested in hearing all about machines of ingenuity or having historical aspirations. What about it, then?



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### For Sale

B.S.A. model M21 600 c.c. s.v.; suitable racing transport with platform and s/c body; spares available—£18. Resprayed black Butler "dolphin" and fittings for A10 B.S.A.—£10. Following A10 parts also, a pair of rear and two pairs of front crash bars £2 and £1 each respectively), pair of enamelled 'guards and chromed rear 'guard stays £2 10s. 0d.), fork covers with headlight shell or without (£1 10s. 0d. and £1) and a pair of pannier bags with frames (£2). R. Gardiner, 14, Saddlescombe Way, Woodside Park, London, N.12 (Tel: after 7 p.m. HILside 1322).

G9 Matchless motor to G45 spec.; Dudley Ward big end, 9:1 pistons, high-lift cams, two carbs. and K2F magneo (new); complete with exhaust pipes, Burgess silencers, engine sprocket and chaincase; will fit any A.M.C. frame—£30 or exchange for competition item. D. V. Doyle, c/o 68, Longstoke Avenue, Harlesden, N.W.10 (Tel: ELGar 2641).

1961 499 c.c. Manx Norton; perfect condition; used Manx G.P. only—£375; H.P. available. J. G. Trustham, 30, Woodcote Avenue, Hornchurch, Essex.

1961 124 c.c. Honda in racing trim; complete with racing "dolphin"; racing Dunlops; ready to race, but road equipment available too; two meetings only this season. Cadwell 9th and Rhydmywn 2nd; owner has to sell for financial reasons—£160. M. J. Mathew, 66, Fir Tree Avenue, Coventry.

1957 348 c.c. Norton Manx; ready to race having been just checked by leading tuner; complete with fairing—£195. Milnes, 239, Uppingham Road, Leicester (Tel: 66844 day and Billesdon 232 evening).

1956 Francis Barnett road machine in immaculate condition throughout—£40 or part exchange for racer price £120 or thereabouts, i.e. 250 Velo, older 7R, etc. D. W. Frost, 130, Hall Lane, Chingford, London, E.4.

Race kit for DBD B34 Gold Star; comprising B.T.H. racing mag., megaphone with exhaust pipe, jets and sprockets all in excellent order—Offers. H. Worgan, 26, High Street, Haydon Wick, Swindon, Wilts.

1955 7R A.J.S.; with fairing; recent £45 overhaul; excellent condition; a regular finalist—£125. One piece racing leathers, 38 in. chest and 5 ft. 10 in. height; little used—£15. Racing boots size 8—£3. As new stop watch—£3. 7R engine and rear wheel sprockets—£2 each. R. Fowles, BATTERSEA 6480, 9 a.m. to 6 p.m. including Saturdays.

500 c.c. Hartley tuned racing Ariel engine; alloy head with racing valve and springs, large inlet port, racing piston, cams and push rods, balanced flywheels and rev. counter timing cover—£20. Complete rev. counter—£3. Almost new 19 in. tyres, front and rear—£2 each. F. G. Ellis, 8, Queensgate Villas, Victoria Park Road, London, E.9.

Due to unforeseen circumstances the 650 SS Norton Dominator registered SS 650 is offered for sale; this machine is almost brand new and in immaculate order; mileage is 3,500; it is fitted with rev. counter, alloy rims, folding kickstart and Peel fairing in white; the motor is just about run-in and has not been "thrashed" at all—£325. Genuine enquiries to Guy Tremlett, Flat 10, The Chesnuts, Gwydor Road, Beckenham, Kent (Tel: BECKenham 5172 after 6 p.m.).

Very successful 1957 348 c.c. Manx Norton; recent £50 overhaul; Lancefield maintained with works head; ready to race—£260, H.P. arranged. John Coe, 123, Milne Park East, New Addington, Croydon, Surrey (Tel: LODgehill 2382).

Nearly brand new one piece racing leathers; chest 42 in. and height 6 ft.—£15. D. F. Harding, The Firs, Woodside Close, Shermanbury, Horsham, Sussex.

### Wanted

Left hand exhaust pipe for 60-62 A.M.C. 650 c.c. twin and good used racing tyres 3.50 x 19 in. rear and 3.00 x 19 in. front. D. V. Doyle, c/o Longstoke Avenue, Harlesden, London, N.W.10 (Tel: ELGar 2641).

Racing leathers, 40 in. chest, 6 ft. tall, preferably cheap or damaged; A.C.U. approved crash helmet, size 7. D. W. Frost, 130, Hall Lane, Chingford, London, E.4.

Close ratio gears for 650 c.c. Triumph. P. M. Ratcliff, 17, Longford Close, Hampton Hill, Middx.

One piece racing leathers, height 6 ft. R. M. Mahon, 9, Glebe Road, Farnborough, Hants.



## NEWS FROM THE GROUPS

Abbreviated in the extreme this month  
Dates are :—

**DAGENHAM.** Friday 13th and Friday 27th July. The Brewery Tap, Barking. "Johnnie" Walker, 79, Albert Road, Ilford is organiser.

**HORLEY.** Thursday 5th and Thursday 19th July. Red Lion, Turners Hill. Andy Wade, Titirangi, Tudor Close, Smallfield is organiser.

**LEAMINGTON SPA.** Friday 13th and Friday 27th July. Willoughby Arms, Augusta Place, Leamington. Andy Walczac, 36, Dunblane Drive, New Cubbington is organiser.

**S.W. LONDON.** Tuesday 3rd and Tuesday 17th July. Surrey Tavern, Trinity Road, Wandsworth Common. John Wheeler, 211, Burntwood Lane, S.W.17 is organiser.

**IPSWICH.** No definite dates because of holiday season. Visitors always welcome at No. 339, Charle Hubbard, 339, Humber Doucy Lane, Ipswich, Suffolk.

(continued from page 131)

1st, Jacques 2nd and Croxford 6th. Unfortunately they were not all in the same team, so we had no joy there.

After the race was over, the battered remnants of our team began to trickle back to the Paddock. Tom Holdsworth had to lay the Matchless down to avoid a fallen rider. Clive Brown had to stop

after a couple of hair-raising slides had shattered his nerve. Close inspection discovered that an oil pipe had come adrift and that the whole of the back end was soused in R. Brian Owen we didn't see as he had been taken off to Chester Hospital for examination after a spill. Later still I heard that he had broken a bone in his foot.

Taking all these things into consideration, I felt that the Club had acquitted itself very well. I was sorry that the production classes had been dropped from the programme, as I feel that these did help to retain something of the old I.O.M. Clubman's spirit. Still, the Clubman's does give the up-and-coming youngsters a chance to prove their worth before they begin the long climb to "the top of the ladder."

(continued from page 135)

appeal, but then I would far rather have been at Snetterton on Sunday, 17th June than Brands the previous Monday with all the non-starters and often processionary races. Hard thing to say? Maybe, but it's time someone said what a lot feel about these "big time" affairs. I digress from the Norwich Trophy, however. Well, there's not much more to say other than roll on the next Club meeting.

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