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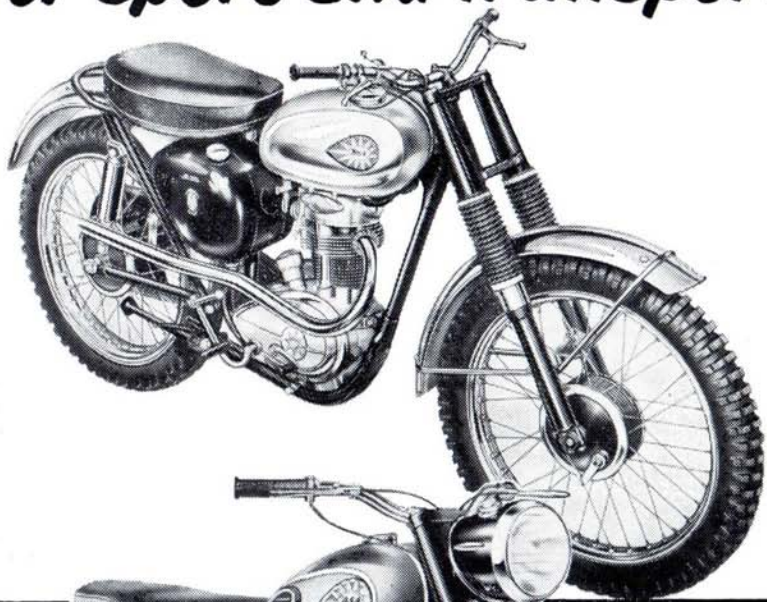
THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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For Sport and Transport



BSA

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EDITORIAL

Before we look ahead to next week's T.T. series, let us take a backward glance at the Easter holiday. We venture to guess that, never before, have so many spectators been to the various meetings organised for their, and the riders', entertainment. The Editorial machines were headed to three of them and at two, on the Friday and the Monday, the crowds were very large indeed. This is a good thing, though it does tend to underline what we have said many times before in these introductory pages—namely, that the task of drawing a decent sized attendance is greatly simplified if one has a Sunday or Bank Holiday date for one's meeting. Generally speaking, too, the racing was good; the standard of riding is certainly amazingly high. But it is a big pity that there is not a greater variety of machines in the two big solo categories. Neither do we feel that the presence of works "fours" entirely overcomes this. While it was a splendid sight to see Mike Hailwood with his M.V.'s, and to be able to judge just how well he can ride the mettlesome "fire-engines", it does not make for close racing; quite the reverse, in fact. What we long to see is the first meeting in this country (as opposed to the Island) of Hailwood and McIntyre on 350 M.V. and 285 Honda respectively—we digress, however! Nonetheless Easter comes right at the beginning of the season and the meetings then usually attract better than average gates. While one hopes attendances will continue at this high rate, one fears they will tend to fall off somewhat as the season progresses.

Elsewhere in this issue we have written a few paragraphs about the T.T. We imagine the thing most talked about this year will be the controversial 50 c.c. event. Everyone is entitled to their own opinion, and to express it howsoever they please, within reason and the law of defamation. There can be little doubt but that 50 c.c. racing has given a great many people the chance to race. For that reason alone there is much to commend it. Personally, we can raise little in the way of enthusiasm for it and we do not think that it presents much of a spectacle; we may stress that this is a personal opinion (that will give you a good opportunity of writing letters to the Editor who will publish them with pleasure if they do not infringe the Obscene Publications Bill!). The A.C.U. have certainly taken a risk in putting on a 50 c.c. T.T. Even we are most intrigued to see how things will turn out. Otherwise, the pattern looks like being much as last year with the Jap menace growing more and more and spreading to the 350 c.c. race, not to mention the 50s. And presumably the M.V. people will not be repeating their "privat" experiment of 1961!

This magazine is not, and never will be, in the least political. Politics is a dirty word in the Editor's vocabulary, anyway! But a remark made by the Joint Under-Secretary of State for the Home Office recently was drawn to our attention by a colleague at work. This gentlemen said, and we quote: 'So, instead, he got on his motor cycle and endangered lives . . .' Apparently by "he" was meant today's young man. Frankly words, printable ones, just about fail us. We think the

remark is rubbish and, moreover, an insult to the vast majority of us motor cyclists. It makes one wonder, though, when people in responsible positions make remarks like that. And, unfortunately, it is not just enough to treat such outpourings with the contempt they deserve. So that is why we allude to them and register our disgust of the Joint Under-Secretary's words. Black mark!

To turn to pleasanter things and ones, moreover, more intimately connected with the Club. On the 17th we go to Snetterton for the first of our two meetings there this year. This is virtually a "novice" meeting which does not mean to say it will be dull. Far from it, as these events often turn into splendid things. Once again the widest possible variety of machines will be seen racing and as many Members as possible will be given the chance to ride. But please read the Final Instructions and keep to the times laid down for scrutineering and practising. It is absolutely essential to run these meetings to the time schedule laid down in view of the length of the programme. So be where you should be when you should be—it's to your advantage, you know. And finally, still on Club matters, let us add our hearty congratulations to our Secretary upon her engagement. Well done, Maggie. All happiness to you both!



SPRINTERS PLEASE NOTE . . .

An invitation has been received for B.M.C.R.C. members to compete in the Vintage M.C.C.'s. sprint at Podington Airfield, near Wellingborough, Northants on Sunday, July 22nd. Those interested should write for regulations to:—

Bob Hadnett,
83, Kettering Road,
Northampton.

SPECTATOR MEMBERS NOTE . . .

At Brands Hatch on Whit Monday those of you who could not get to the Island should be able to see the two M.V. stars in action, plus works Hondas, Minter heading the home stars and a whole host of other foreign runners. Sounds as if it ought to be quite a good day!

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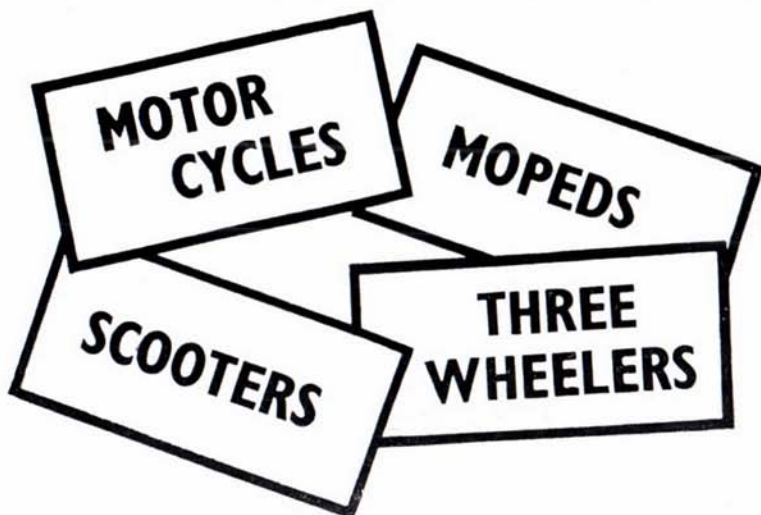


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SILVERSTONE 1000 — SECOND OFFERING

by The Editor

Is there some evil genius which is sent by the gods to bedevil the Club's promotions? One can be excused for thinking so, I feel. For, if ever there was foul weather, and thus foul luck, there was on Saturday, 19th May. That the dreadful climatic conditions didn't affect the race as a race was a small consolation to the Club's coffers or to those of us who are dead set on the event and want to see it repeated. Still, there it was—sheets of rain bucketing down and a wind chill enough for November.

Practice for this event, official practice that is, means little or nothing. It is a mere formality to satisfy G.C.R.'s. The serious practice has been done before at various circuits and, by all accounts, some teams had discovered how much, or how little, work was required on their bicycles to make them really raceworthy. However, official "training" produced one big alarm when Phil Read managed to go ploughing the Lawton and Wilson Norton 650SS. Phil returned to the Pits resembling a scambler who had just been in a very muddy scramble, but, luckily, very little damage had been done. Though one could sense a certain amount of tension surrounding team number twelve after that little trouble! Otherwise most people just did three laps to qualify and called it quits.

The line-up was quite impressive, though the start was not, the flag seemingly falling before some competitors were ready. Others couldn't have seen the Union Jack. There were a full 50 starters, the first three reserves getting a ride. The non-runners were the A.J.S. which should have been ridden by Dave Degens and Roy Mayhew (for obvious reasons), the Bennett/Mason Gold Star B.S.A. (model not ready in time) and the Girls on their Arrow (poor Margot Pearson dropped it in the Test Area on Friday evening and hurt herself on it). It was surprising how much spread out the field was even after one lap. The Triumph of Percy Tait and Norton of Ron Langston were in front and immediately joined a doxy battle for premier spot. They soon left the rest of the field way behind and indeed at the end of hour they had a lap on everyone else. First one and then another would

lead and the Triumph showed vastly improved road holding in the process. They were followed, after the initial three or four laps' sort-out, by Phil Read on the 650SS Norton, the Minihan and Denehy Triumph Bonneville, the Greenfield 88SS Norton, two of the new Rocket Gold Stars with Powell and Wooder up, the Rutherford (Len) and Manns Ajay Sportstwins and the remarkably quick Dicker Triumph Speed Twin. Before very long, however, the Beesas began to drop back and the two A.M.C. twins moved up. The 500 Norton dropped back after an hour and its place as 500 c.c. class leader was taken by Howard German on Mike Tomkinson's Velocette Venom which had been left at the start. The Rutherford/Holder A.J.S. was an early visitor to the Pits, suffering from a misfire, to cure which a change of plugs was prescribed.

Meantime the 250's were providing equal interest. The Hondas had had a temporary advantage at the start with their self commercers and it was no surprise to see Derek Minter ahead after the first tour and rapidly increase his lead for twenty five minutes. He was well over half way up the field overall. Soon the Salt Arrow lay second, Peter Inchley on board. The Aer Macchis lost two and three laps respectively at the start because they refused to fire. When they did get going Alan Shepherd on No. 36 went like the wind for a while and began to catch up very quickly. But then it stopped out on the circuit and failed to re-appear again—no sparks. Stuart Graham on No. 37 had no better fortune and retired shortly afterwards with a serious engine failure. The Italian challenge was finished. Minter's was as well, because his rear tyre punctured. He repaired it, again out on the course, but the same thing happened again within fifteen minutes and he abandoned for good. This left the Ariel in front, with the Stevens/Leigh Honda and the Peck/Somers Honda (last year's 250 winner) next along. The little Beesas didn't seem very fast, although Chris Vincent most certainly was through Woodcote. The Norton Jubilee, most standard looking, was naturally outpaced, but went most regularly and was most competently



DAVE CURTIS
MATCHLESS

Winner of the 1961
British M - X Grand Prix

handled by Fred Curry and John Jacques. Except for the first half hour, when the Denyer/Phelps Gold Star was ahead, the Martyn Hayward/Spence Robinson Norton Navigator had complete command of the 350 class. It went like clockwork, apparently much to the surprise of its riders.

Within the hour the Tait/Smith Triumph was in trouble and fell back after a long pit stop. So that, after two hours, the Langston/Main-Smith Norton was 2 laps in front and going like a dream. Bruce Main-Smith, who gets very little chance to race nowadays, was more than keeping his end up; altogether a most admirable rider combination whose corner work was a joy to see. At 1 p.m. they led by 3 laps, at 2 p.m. by 4 laps and at 3 p.m. by 3 laps again. They had had a pit stop about then and the course was beginning to dry out and the Read/Setchell 650SS was being opened up a little more. Behind them the Denchy/Stracey Bonneville was going superbly in 3rd place. This machine actually headed the second Norton at 11 a.m. and again at 12.30 p.m. The Minihan/Conn Bonneville met a temporary set back again about mid-day and fell off the leader board for an hour or more. So did the German/Dunphy Velo, which lay 4th at noon. By 1 p.m. a pattern seemed to have set in and the two Nortons led with Triumph 18, Triumph 17 (this was moving up again) Triumph 15, B.S.A. 10 (Wooder/Dawson), Norton 22, Velocettes 28 and 30 (James/Goddard and Bover/Phillips) and the B.M.W. 4 (Darvill/Price) all fairly well together and separated by two laps at the most.

At about mid-day a fearful storm of wind and rain had broken over the circuit and for a while conditions were truly ghastly. Some riders were distressed physically by this, and no wonder. Dan Shorey was in a terrible state when he came in to hand over the Beesa SS80 Star to Vincent. Bill Smith got cramp in his hands and handed the Purslow Bonneville over to Tait. Ellis Boyce was most uncomfortable with returning circulation in the hands when he handed over the Dodkin Venom to Tom Phillips after a solid two hours riding. Even Louis Carr, who is large and tough, was heard to say unprintable things about the conditions! There were some who were out of luck mechanically too. The Norton 650SS of Terry Grotefield and

Wyler broke, yes broke, its barrel in two— Terry had said it was making "tweeting" noises when he came in after his first stint. The Powell/Williams Rocket Star was pushed in with no sparks and, after a lengthy session before its pit, was retired with magneto failure. The new sports B.S.A.'s., with the exception of Tom Kirby's entry most ably ridden by Ernie Wooder and Robin Dawson, did not impress. Ken James was in difficulty with a broken oil feed to the rockers; most alarming this looked, the bike being brought in with oil all over the back end and practically none in the tank. The Wildman/Chandler machine suffered a similar mishap shortly afterwards, though both bicycles later continued intermittent circulation. The Dixon/Spalding Beesa never went properly. The German/Dunphy Velo had tappet trouble and this bother afflicted the Walker/Knight Viper too, and led to a long pit stop while things were sorted out. In the latter case a lock nut on the tappet had split. The seat nearly fell off the Dicker/Carrara Triumph Speed Twin and Henry Vale of Triumphs was on hand to help fix it (who says the manufacturers don't take any interest?). The Buckmaster/Ciniglio Norton Navigator had a number of ailments which included clutch overheating and carburettor bothers. The Oliver/Hancock 50 Goldie nearly lost its exhaust system and wire and rubber bands were pressed into use to lash it up. The Randall/Palmer B.S.A. Shooting Star had steering bothers and was eventually retired therewith. But the Viper team pressed on after sorting out their tappet troubles. Firstly the bicycle was pushed in from Club with its carburettor adrift and then a push rod broke—finis!

Shortly after 3 p.m. came drama with a capital D. No 14 was missing. Langston was on it at the time and it was soon announced that the Norton had stopped for good with a large hole in its crankcase, having gone bang in a large way. So this let the Read/Setchell machine into the lead which it never actually lost. But, so well were Brian Denehy and John Stracey going on Keeble's Bonneville, that it was not until after 5 p.m. that the big Norton ever had more than a half a lap's lead. And by now the Minihan/Conn Bonneville had got itself sorted out and was cracking on in no mean fashion. At 5 p.m., for ex-



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ample, less than a lap separated the first three. Behind them the Wooder/Dawson B.S.A. was consistently 4th except when momentarily ousted by the Greenfield/Swift Norton 88SS. The B.M.W. was a steady 6th, not seeming very handy in the wet. Darvill, being more used to it, was a little faster and poor Norman Price actually lost it at Cope in the last rain storm that fell. No harm was done and he continued unabashed. The Arthur Taylor and Dodkin Velocettes continued to go splendidly. Before this, though, the standard looking but quick Norton 88 of Pete Jordan and Alan Pavey holed its crankcase; the Gallagher/Evans Honda broke a rocker arm and the Bugden/Munday sister machine its timing chain. Long before the Manns/Gunyon A.J.S. 31CSR split its oil tank. At the time it was 6th and going very well.

In the 250 class the Arrow continued to lead. It was being beautifully ridden by Peter Inchley and Robin Good and controlled in masterful fashion by entrant George Salt. George was determined to win the class this time. Alas, the best laid plans . . . About an hour before the end it had an unscheduled pit stop; an ignition wire had become detached. So two more stops were necessary to affect running repairs, it not being thought politic to do the job properly at that stage of the proceedings. So the Fred Stevens/George Leigh Honda CB72 ploughed into the lead and won the class; a very steady ride. Another extremely consistent perform-

ance in the 250 class was that of Derek Woodman and Derek Lee on a Beesa SS80 Star. The Salt team were not the only ones to suffer last minute alarms. The Lindup/Williams Venom began to lose its oil and was withdrawn as a result and then, even more unfortunate, as they were very well placed indeed, the Boyce/Phillips Venom retired with serious engine failure. At 5.30 p.m. they had been 5th and leading their class.

So the long race drew to its close. And not without excitement either. Ned Minihan on Syd Lawton's Triumph was really flying and catching up the Denehy/Tracey machine hand over fist. A lap down at 5.30 p.m. they reduced the gap steadily and, a couple of laps from the end, took second berth. By this time Setchell, who was lapping at a steady 85.86 m.p.h., had taken the leading 650 Dommy Supersport to an advantage of over 2 laps and he duly received the chequered flag first. It had been quite some grind, taking nearly an hour longer than last year and having such great unpleasantness in the weather line that the previous event seemed like a gentle summer's tour. On page 127 you will find the complete result. It is provisional at the time of writing, of course, but will be confirmed automatically if no protests are received in the statutory period. Now for Thruxton and then? Well, the 1963 Silverstone 1000, of course; we must have it again!

(Full results on page 127)

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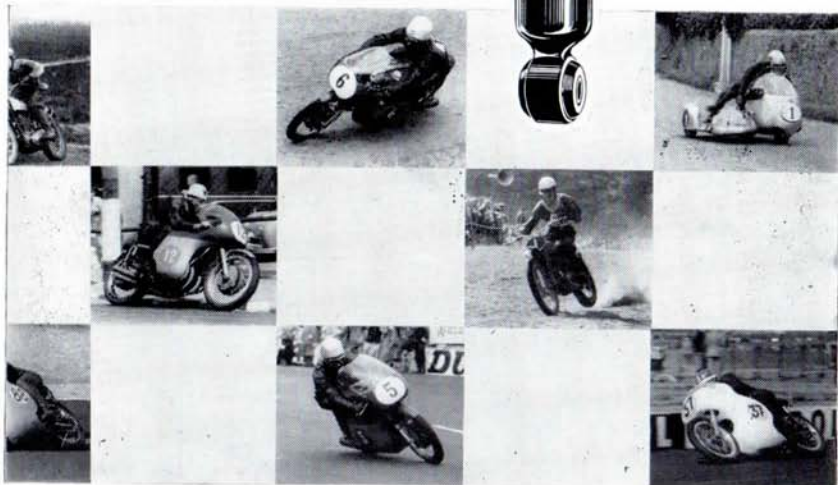
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1962 CLUBMANS' TROPHY

by Jim Swift

As is now usual, the Club has chosen a number of Members from the many who asked to represent it in the 1962 Clubman's Trophy. Two riders in each event, viz 350 and 500, were selected as possible winners; the rest being drawn from the "hat." It has to be appreciated that, because of the number of members wishing to be entered by Bemsee, quite a few had to be disappointed. We came to the conclusion that drawing them from the "hat" was the fairest way to go about it, especially as we were allowed a limited number of entries—six in each class. I would add that 'entries' means the number of riders a club is permitted to officially enter. This in no way effects the teams on the day.

Last the year the Club had no conspicuous success in the races. We hope that this year will be more successful. Our runners are as follows:

350 c.c.

D. G. Ainsworth (A.J.S.); **D. E. Watson** (Norton); **T. R. Sharp** (A.J.S.); **A. J. Monk** (Bn. Spl.); **P. Carrana** (Hughes-Triumph); **N. G. Archard** (A.J.S.).

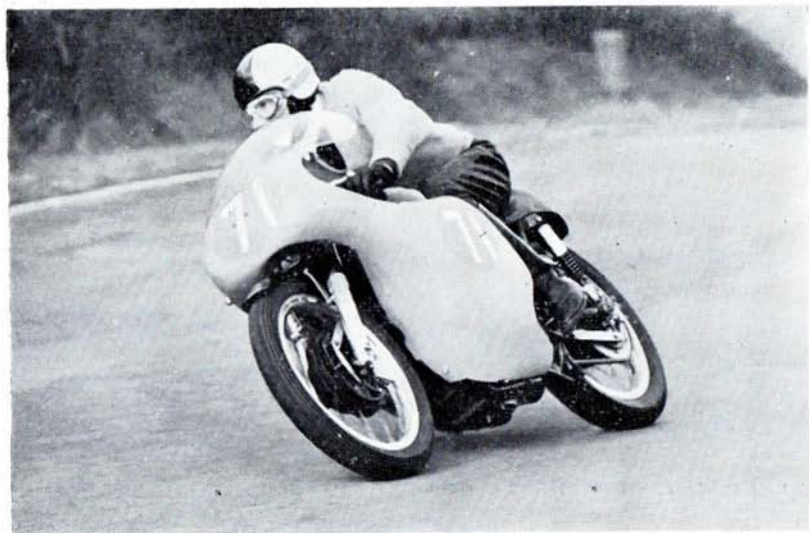
500 c.c.

D. G. Ainsworth (Matchless); **D. E. Watson** (Norton); **C. Brown** (Norton-Matchless); **A. T. Randall** (B.S.A.); **T. T. Holdsworth** (Matchless); **D. L. Croxford** (Norton).

Elsewhere you will find photographs of the various Members. A brief resumé of points of interest, experience, etc. follows:—

Dennis Ainsworth, having already had a whole article written about him in the April issue, needs little introduction. Suffice it to say that, at the youthful age of 19, he stands a better than average chance of winning both classes.

Don Watson, aged 22, and a sales engineer for Reynolds, started racing in 1960 with a very much modified Venom, but met with no success. So, in 1962, he acquired a 350 Norton from Peter Bettison and won his first race of the season at Thruxton. This was followed by wins at various circuits and a fifth place in the Junior Manx. This year he has been lent a Dearden 500 for certain events. However, at present he is convalescing in Torquay (at his parent's

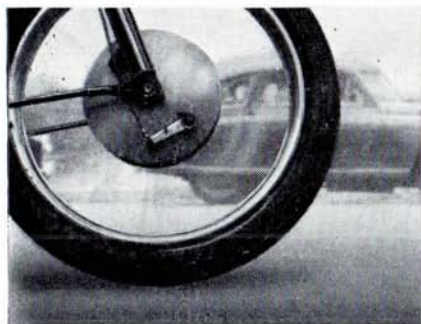


7R in a hurry—Norman Archard taking Druids at the novice Brands in April (photo: Len Thorpe)

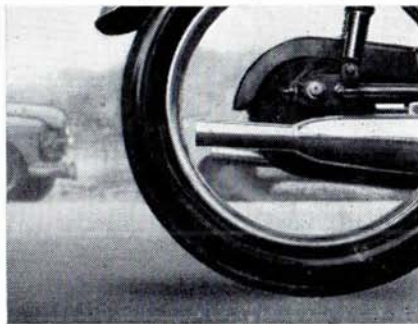
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hotel), having torn ligaments in his shoulder and suffered concussion in a Good Friday prang at Prees Heath. He hopes to be fit in time for Whit. Monday.

Terry Sharp aged 27, and a toolmaker by trade, started racing three years ago on a 125 B.S.A. Bantam. His first racing bicycle was a converted Triumph T110 and he has since graduated to a 1959 7R which he is going to ride at Oulton. He believes that this 7R is one of the ex-Arter machines. Last year Terry rode for the Club's 'B' team in the Junior Manx on a 1955 7R and finished in spite of the weather conditions. Born in South East London, he now lives in Tewkesbury.

Tony Monk, aged 22, single (a point which he stresses—probably to make all the girls wake up to the fact) started racing two years ago. His current mount, and I believe his only racing machine apart from a 350 Gold Star, is the B.S.A. Norton Special of 1954/61 vintage aptly named the B.N. Special built by Alan Virco. Being one of the many riders running on the proverbial broken boot-lace the machine is of neces-

sity a home-brewed device. The frame, forks, wheels and gearbox are Manx Norton and the oil tank is suspended under the frame to keep the weight as low as possible. The engine is a B.S.A. Gold Star on which one crankcase half has been modified to bring the J.A.P. sprocket nearer the flywheels. The piston, con-rod and flywheels are A.J.S. and light alloy cam followers have been used for seasons without the slightest trouble. With a central plug and "bent" induction tube to defy the expert, the machine with fairing is capable of 120 m.p.h. plus on I.o.M. gearing. The machine has been ridden with moderate success at various short circuits as well as 40th in the 1960 Junior Manx G.P. He retired on the second lap of the 1961 event with engine trouble. One word of warning—he suffers from hay-fever around June!

Peter Carrana has also been racing for two years, though he has been riding motor cycles for the past eight. So far most of his experience has been gained on Triumphs and it is a modified Triumph T21 upon which he has been entered. He is 24 years of age, works as a tool maker and comes from London.



Yes, it is a 350 racing Triumph twin; Peter Carrana at Brand's earlier this year (photo : Len Thorpe)



Dave Croxford at Brands with his Norton twin last year ; before he got the Manx
(photo : Len Thorpe)

Clive Brown, clutching the Peter Walsh Trophy, and G50 Norton in a more relaxed sort of pose



We don't know what it was that so horrified Tony Randall in this Brands shot
(photo : Len Thorpe)



Tony Monk taking Parliament Square in last year's M.G.P.
(photo : G. V. Kneale)

Terry Sharp and Ajay at the Hairpin at the Club's Snetterton meeting in 1961.
(photo : Len Thorpe)



PICTURE GALLERY



Denny Ainsworth at Oulton Park.
(photo : Len Thorpe)



Derek Watson on his 350 sweeps through Quarter Bridge in practice.
How about that for style?

A Bray Hill shot from the last Manx of Tom Holdsworth and G50.
(photo : G. V. Kneale)



Norman Archard has the least experience of our riders, the last of those in the 350 class. The machine which he is going to ride is the ex-Ernie Wooder 1960/61 7R. He is employed as an electrician and is 20 years old. He lives at Rochford, Essex.

Clive Brown aged 21, a resistance welding maintenance engineer from Harpenden will be riding the ex-Chris Williams Norton/Matchless; the engine came from Ned Minihan's G50 which he third in the '59 Senior M.G.P. It also has an ex-works "Porcupine Ajay front wheel. Last year Clive finished 7th in the Clubmans, achieved a first place in the intermediate race at the Metropolitan Meeting, and won the Club's Peter Walsh Memorial Trophy. Already this year he has had a win at Brands Hatch.

Another person riding on next to nothing in the way of finances is **Allan Randall** a technical illustrator and a Kentish man as well. He is very proud of the latter and wears the sign of the Invieta of Kent on his helmet. He can be distinguished by a great ginger beard, an achievement which has caused him

more effort than anything to date. He has not done anything outstanding to date, but thoroughly enjoys his racing. His mount is a 1958 Gold Star; virtually standard, but 'tweaked' by Geoff Monty.

Thomas Holdsworth is—and I don't mean this disrespectfully—a butcher; one of the few such in the Club. He is 22 and has been racing for 1½ years. He has no hobbies other than motor cycles and his main object in life is to win a M.G.P. His machine is the ex-Peter Chatterton 1960 G50 Matchless fitted with a Peel fairing. So far he has ridden principally in the northern meetings. He rode in the 1961 Senior Manx, too.

David Croxford is in his second year of racing, having had one year's experience as a sidecar passenger with Ken Longman. He has been riding motor cycles for the past four years having started at the legal age of 16. Solo he has ridden in six race meetings with placings ranging between 4th and 11th place. He claims that the reason he started racing was that his urge for speed on the road was so great that, on one occasion, he went straight through a roundabout.

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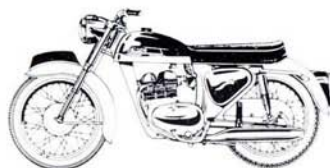
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THE ISLAND 1962 T.T. TIME

by Guy Tremlett

When all is said and done, and there are many who will tell you, year in and year out, that the T.T. isn't what it was and is on the way out, old boy, there is magic in those two letters. For there is no other circuit in the Universe on which machines and their jockeys are put to the test so completely. The T.T. is unique. It cannot be compared with any other race. I think it is a race somehow truly British. Well, foreigners say we're all mad . . . ! True even the T.T. has changed over the years. That was bound to happen. Today the emphasis has perhaps passed, to some extent anyway, from physical fortitude to mental concentration on the part of the riders and from suspension to all-out power of engines machine-wise. But the fact still remains that no current races are still so demanding of everything that a rider and machine has.

This year's entry is not so great numerically as last year, though, of course, there is an additional race—the 50 c.c. two lap event on the Friday. However, there are indications that there won't be the huge crop of non-runners that there were in 1961. The very nature of the course and the method of running the race demands a good field, but I think one wants to watch an Island race in a very different way to a 10 lap scratch round a mainland short circuit. In a T.T. race one has time to study the cornering technique of riders and handling and performance capabilities of machines under a variety of different conditions, all on the same course. It also provides the only opportunity the majority of British enthusiasts have of seeing some, at least, of the much vaunted foreign competition in action. Taking the six races overall they ought to be interesting and the 50 c.c., 125 c.c. and 350 c.c. events might be positively enthralling. Let me proceed to a slightly closer examination

I am not going to enter into a discussion for and against the 50's. It'd be better to just wait and see. But with Hondas present in force and with riders like Robb, Taveri, Minter, Phillis and Takahashi aboard them (altogether some 9 are entered) they have a numerical advantage at least. These are double o.h.c. four strokes, of course, and the

other Jap entries, the Suzukis, are two strokes. Ernst Degner rides one of them. The principal European contenders appear to be the German Kreidlers and the Spanish Derbis. So far Hans-Georg Anscheidt and Jan Huberts (both entered) have beaten the Hondas—in Spain and France. I fear the British entries have little hope, being mainly Itons and derivatives therefrom.

Whether the two-stroke E.M.C. and Suzuki works entries will be able to do anything about the Hondas in the 125 race may be a moot point when it comes to the final placings. However, I cannot see Degner and Hailwood, respectively, permitting Hondas to get away with it all the race. The Bultacos, Ducatis etc. don't stand much of a chance; neither does Malina's C.Z. or the new Spanish Lube. Incidentally Bultaco is the most popular make and the works team is entered. Honda will obviously dominate the Lightweight race. Here there is just a possibility that the twin Suzukis of Degner, Hugh Anderson and Perris might do something, but their performance so far does not make one hopeful. Two strokes seem to be very hard to tune properly for the Mountain circuit. Mike Hailwood and Gary Hocking are down to ride 250 M.V.'s., presumably the twins, but they are not reliable if past performances are anything to go by. Still, Hocking has done remarkably well in the last two years. Alan Shepherd has the Bill Webster Aer Macchi, Shorey the 196 Bultaco and Langston the Purslow Benelli. None of these have the speed. Mind you, which Honda will win and what the lap speed will end up at, is anybody's guess. Bob Mac ought to do a 250 "ton" this time!

I have a feeling that the Junior will be the most interesting of them all. The 350 M.V.'s. do not have the margin of performance over the rest that that their 500 brothers have. They face far stiffer opposition in the two re-vamped Jawa twins of Stastny and Havel and the three 285 c.c. Hondas of McIntyre, Redman and Phillis. Also I don't think one should altogether dismiss Derek Minter (Norton) and Alan Shepherd (A.J.S.). So far the Jawa has beaten the M.V. (at Salzburg), the Ajay the Honda (Oulton) and the M.V. the Norton (Snetterton).

Not very conclusive, is it? Behind these no doubt there will be a good battle between the British and Commonwealth private runners—the Drivers, Alistair Kings, Ingrams, Langstons, Duffs, etc. of this world. A dark horse entry? Yes, Phil Read 349 c.c. Ducati twin. The big M.V.'s ought to be untroubled in the Senior, though whether any team discipline will be applied I know not. If not, then a rare scrap will most likely develop! In their wake should be Bob Mac with Norton, Alan Shepherd and Hugh Anderson with G50's and Derek Minter, Ellis Boyce, Roy Ingram, Alistair King, Ron Langston and "Paddy" Driver, all on Nortons. But all of these estimable riders will probably be slower than those ruddy 250's!

Frankly, as a race, the sidecar event will probably be dull, though as a spectacle it'll be exciting enough. Only Vincent's B.S.A. will get anywhere near the B.M.W.'s, and this machine has failed to last two laps in a T.T. race so far. Of the B.M.W.'s, I would consider Max Deubel favourite. He is so fast and steady. Camathias seems very hard on his machines and Schiedegger doesn't seem able to get the bugs out of his special. These Munich twins must make it a little depressing for stalwart characters like Charlie Freeman, Fred Hanks and Owen Greenwood, all of whom have appeared on the final leaderboard in previous Sidecar T.T.'s.

There we are. In ten day's time we'll all know who has won which race. I'll probably be quite wrong, though one can scarce go awry, I fear, when there are Hondas around in such force and with such illustrious jockeys upon them. Let's hope the weather is good, there are no prangs and the racing is keen. Finally, below is a list of Members competing in the 1962 series. We wish them all good riding and plenty of replicas.

50 c.c.

Benelli: Alan Dugdale, Bits: Roy Bacon. C.S.-Itom: Pete Harcastle. Dot: Peter Foster, Fruin Dartela: Bert Fruin, Don Guy and John Wright. Honda: Derek Minter, Itom: Dave Baulch, Geoff Brader, H. Cosgrove, Peter Horsham, Dave Juler, J. D. and S. G. W. Lawley, Paul Latham, Charlie Mates, Tony Pink, Mike Sampson and John Waller, Kreidler: Don Chapman, Horace Crowder and Dan Shorey. Pope Special: Allan Dawson, Sheen Special: Howard German, Tohatsu: Mike Simmonds.

Ultra Lightweight

B.S.A.: Roy Bacon, Bultaco: Jack Bullock, Fred Hardy, Bill Inasley, Phil Read, Dan Shorey and Norman Surtees. Ducati: Alan Dugdale, R. D. Evans and Arthur Wheeler. E.M.C.: Rex Avery and Mike Hailwood. Honda: Derek Minter, Lube: Michael O'Rourke. M.V.: Don Chapman and Peter Walsh.



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ROY MAYHEW

As Members will know a tragedy occurred on the last lap of the last race at the 12th May Brands meeting and Roy Mayhew was killed when he crashed on Paddock Bend. Somehow, and no disrespect is intended, Roy had become one of those riders one automatically expected so see at every meeting one attended. And, indeed, he usually was there. Few people could have been keener. What was more he could put up a magnificent performance. It just does not seem possible that we shall not see him any more on the circuits.

Roy began his racing career quite late—he was 23—at Brands with a very special 250 c.c. Velocette with a five speed gearbox. He had immediate success with it and showed a most promising talent. A 350 Velo later joined the 250, but both went and, for a while, he had a 7R and a 500 Norton, on which he never appeared as much at home as the former machine. He rode all over the country on these two 'bikes and, amongst other things, he won the 1959 Junior Clubman's race at Silver-

stone in one of the most exciting finishes I have ever seen anywhere. While his first two trips to the Island produced two silver replicas it was not until 1960 that he hit the headlines there. That year he carried off 2nd in the Junior and 3rd in the Senior Manx G.P.'s.; it was a superb performance. It must have been terribly disappointing for him to only manage 7th place in last year's ghastly Junior and retire in the Senior when leading. This year, again riding the special Beart 7R and G50 he had been going splendidly. A "double" at Cadwell on Easter Monday, two 2nds behind Hailwood's M.V.'s, the day before at Snetterton, places at Mallory and Brands had fallen to him. He seemed all set to have his best ever season with, no doubt, a Manx "double" to cap it. Alas, that will not be.

Words at times like these seem terribly trite. So I would conclude by offering, from all of us, the deepest of sympathy to Roy's wife and two children. We shall all miss him.

(contined from previous page)

Lightweight

Aer Macchi: Alan Shepherd, Ariel: Albert Moule and Peter Walsh, Benelli: Alan Dugdale, Bianchi: Percy Tait, Bultaco: Dan Shorey and Norman Surtees, Cotton-Guzzi: John Kidson, Honda: Derek Minter and Alan Rutherford, Moto-Guzzi: Arthur Wheeler, M.V.: Mike Hailwood, R.E.G.: Fred Hardy.

Junior

A.J.S.: Louis Carr, Alan Dugdale, Geoff Eccles, Peter Evans, Bert Riley, Alan Rutherford, Alan Shepherd, John Simmonds, Tom Thorp, Dave Wildman and Derek Woodman, B.S.A.: Chris Anderson, Ducati: Phil Read and Norman Surtees, Moto Guzzi: Arthur Wheeler, M.V.: Mike Hailwood, Norton: Roy Bisbey, Jack Bullock, Monty Buxton, Jim Cripps, Brian Hornby, Mike McStay, Peter Middleton, Ned Minihan, Derek Minter, Albert Moule, Billy Nelson, Bob Ritchie, Bert Schnei-

der, Brian Setchell, Bert Shaw, Dan Shorey and Fred Stevens, Velocette: Edward Lavington.

Senior

B.S.A.: Chris Anderson and Horace Riley, Matchless: Louis Carr, Alan Dugdale, David Ellis, Peter Evans, Alan Rutherford, Alan Shepherd, John Simmonds, Dave Wildman and Derek Woodman, Moto Guzzi: Arthur Wheeler,* M.V. Agusta: Mike Hailwood, Norton: Jack Bullock, Monty Buxton, Chris Conn, Jim Cripps, Geoff Eccles, Brian Hornby, Mike McStay, Peter Middleton, Ned Minihan, Derek Minter, Albert Moule, Billy Nelson, Bob Ritchie, Bert Schneider, Brian Setchell, Bert Shaw, Dan Shorey, Fred Stevens and Tom Thorp.

* machine of 350 c.c. capacity.

Sidecar

B.M.W.: Eric Pickup, Matchless: Tony Birch and Colin Seeley, Norton: Reg Cheney, Charlie Freeman and Jack Melhuish, Triumph: Fred Hanks and Roy Pike.

MARGARET'S MEGAPHONE

I was sorry to hear that "Johnny" Walker, Dagenham Group organiser, was in hospital with a fractured vertebra. Evidently he did it moving bikes around in his garage, which shows how easily it can be done. I heard from him today that he is now out and about again, though well plastered still and not very mobile. Hope you'll soon be 100% again, Johnny.

Brian Clark told me recently that he has just become engaged to Miss Beryl Lambert, daughter of his entrant Tom Lambert. Congratulations, both.

After a period of successful racing in the Far East, Chris Profit-White has some back to the fold again. He hopes to enter the fray again over here before long.

It seems to me that anything I say in this column is likely to backfire on me—perhaps its the title that does it. Anyway, last month I remarked that I was rarely able to link the names of two members. I suppose the scarcity of lady members has something to do with this. No sooner had I said this than it was promptly disproved as a further two members got themselves engaged. The happy pair on this occasion are Derek Shackles and Me. No, that's not a misprint, it's quite true. Just goes to show, it catches up with all of us in the end!

NEWS FROM THE GROUPS

Abbreviated in the extreme this month
Dates are :—

DAGENHAM. Friday 8th and Friday 22nd June. The Brewery Tap, Barking. "Johnnie" Walker, 79, Albert Road, Ilford is organiser.

HORLEY. Thursday 7th and Thursday 21st June. Red Lion, Turners Hill. Andy Wade, Titirangi, Tudor Close. Smallfield is organiser.

LEAMINGTON SPA. Friday 8th and Friday 22nd June. Willoughby Arms, Augusta Place, Leamington. Andy Walczak, 36, Dunblane Drive, New Cubbington is organiser.

S.W. LONDON. Tuesday 5th and Tuesday 19th June. Surrey Tavern, Trinity Road, Wandsworth Common. John Wheeler, 211, Burntwood Lane, S.W.17 is organiser.

IPSWICH. Thursday, 28th June. Sorrel Norwich Road). If weather is foul, Horse, Barham. (5 miles out of town on meet 339 as usual. Charlie Hubbard, 339, Humber Doucy Lane, Ipswich, Suffolk.



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FIRST, SECOND, THIRD a Summary of Members' recent successes

We start off this month with the Easter weekend. What a weekend. Taking into account only road races there were no less than seven in the four days; four of them on Monday. There was also the Pau G.P. in the south western corner of France. Taking this meeting first we had our irrepresible little Austrian Member, **Bert Schneider**, in good form to take 3rd place in the 350 race. **Eric Pickup** was 4th "charioteer" home with his B.M.W., but **Rob Fitton** was unlucky to crash when scrapping for the lead in the 500 c.c. event.

Here in England we had two meetings on Good Friday—at Brands Hatch and Prees Heath. **Derek Minter** was in tremendous form and won the 250, 500 and 1,000 finals on Honda "four", Manx Norton and big Dommiracer respectively. He was 2nd 125 home and also 2nd in the "fast" 350 race. Quite a day for Derek! **Mike Hailwood**, in contrast, only had the one win—in the 350 event. He was 2nd 1,000 home too. **Dan Shorey** beat the E.M.C.'s in the 125 race and was 2nd in the 250's with the Bultacos. **Norman Surtees** had a 4th and a 3rd, 125 and 250 races. Another fine performer was **Alan Shepherd**, 4th, 4th and 3rd in the big solo races. **Bill Boddice** carried off the "chair" scratch race, followed by "**Pip**" **Harris** and **Fred Hanks**. **Dennis Ainsworth** rode splendidly in the "less-expert" (it would not be correct to call it "non-expert") on his 350 Ajay to finish 2nd. **Bob Keys** was 4th. **Mike Simmonds** won the 50 c.c. race followed by **Charlie Mates**. One should mention some fine riding by **Roy Mayhew**, **Joe Dunphy**, **Ned Minihan**, **Brian Clark** and **Jim Cripps**. Further north on the first day of the holiday one of those admirable Prees Heath affairs took place. Among the successful Members there were **Derek Woodman** (winner of the 350 final), **Alan Dugdale** (winner of the 250 final), **Tony Birch** (the sidecar winner, **Stuart Graham** and **J. D. Lawley** (who cleaned up the 50 c.c. race). Next day there was a novelty; a one day Scarborough. The entry was naturally rather limited and it was also very wet. **Peter Middleton** had two wins in 350 and 500 finals. **Brian Hornby** and **John Nutter** were 2nd and 3rd 350 finalists home, in which race **Peter Bettison**, **Dave King** and **Louis Carr** also featured. **Billie Nelson** was runner-up

500. He also helped **Charlie Freeman** to win the sidecar final. **Louis** was 3rd big solo home and next came **Tom Phillips** and **Fred Stevens**.

On Sunday most people made tracks for Snetterton. Here **Mike Hailwood** scored two easy wins on the M.V.'s., as might be expected. New race and lap records, of course, accompanied this demonstration. It was **Roy Mayhew** who made the running behind, finishing 2nd twice. **Derek Minter** was only 3rd and 4th. Big solo finals, that is. **Dan Shorey** also scored a "double" with the Bultacos and **Arthur Wheeler** and **Robin Denny** were 3rd and 4th in the 250 event. **Jackie Beeton** in splendid fettle won both sidecar races, in which "**Pip**" **Harris** scored one 2nd and **Bill Boddice** a 3rd.

For Easter Monday the premier meeting was Oulton and here **Alan Shepherd** was in wonderful form. He won the 350 race and finished a very close second in the 500 race. **Derek Minter** was kept busy too. He won the 250 race on the Honda, in which Alan was 2nd on the Aer Macchi. He was 4th in the 350 event, but one better in the corresponding 500 race on the Dommiracer—500 c.c. version. **Phil Read** was 3rd 350 and 4th 500; in the former event **Fred Stevens** was 5th. **Dan Shorey** scored his third successive 125 win with the Bultaco. **Robin Good** was 4th in this race. "**Pip**" **Harris** was second in the "chair" race to the World Champion. Also in the north, but on the other side of the country there was the first Cadwell meeting. **Roy Mayhew** was unbeatable, winning both big solo finals and setting up a new lap record into the bargain. **Lewis Young** and **John Cooper** followed him in the 350 race and **Dennis Pratt** and **Peter Middleton** in the 500. **Horace Crowder** easily coped with the other 250's on the Doncaster Bianchi and **Robin Denny** continued to maintain promise with a 3rd place. **Ron Pladdys** was 4th. **Jack Beeton** won the sidecar final and **Charlie Freeman** had two 3rds in these races. That most decidedly up-and-coming lady performer, **Margot Pearson**, was 5th in the 125 race, which was won by **Jack Bullock**, and in which **Trevor Tombs** came in 3rd.

At the 'Palace, Londoners, as is appropriate for their own circuit, held complete sway. **Joe Dunphy** scored a 350/500 "double" and equalled the lap

record which was put up four years ago. On both occasions **Ned Minihan** was runner-up. **Noel Wright** and **Ernie Woolder** were 3rd and 4th 350's and **Robin Dawson** and **Jim Cripps** ditto in the 500 event. **Norman Surtees** and **Fred Hardy** were 1st and 2nd 125's, **Blake Osborne**, **Fred** and **Norman** in the 250's and **Colin Seeley**, **Dave Wheeler** and **Mick Rowell** the three-wheelers. Further to the west, at Thruxton, **Mike Hailwood** scored a second successive "double" with the M.V. "fours" with more course records to add to his bag. **Mick Manley** on one of the 220 Ducatis won the 250 final, beating **Barry Lawton** and **Arthur Wheeler** (three different Italian 'bikes Ducati, Aer Macchi and Moto Guzzi). Arthur was best 125, followed by Barry and **Roy Blanning** (Montesa). In the 1,000 c.c. "non-expert" final **Brian Burgess**, **Pete Cottrell** and **Peter Preston** were 1st, 2nd and 3rd. In the corresponding 350 final **Bob Keys** ran out an easy winner. To include a personal note here I might mention that I went to Brands, Snetterton and Oulton, as well as looking in on the C.P. practice on Saturday p.m. I would like to add a private well done to all those members who rode so well at those meetings. With a few exceptions the standard of riding was amazingly high. And a final bouquet to **Ken Watson** of Sittingbourne. He did four meetings in four

days! Brands, Scarborough, Snetterton and the Palace with his two 'bikes, a new Aer Macchi and the well tried 500 Manx. Dig that for enthusiasm. I only hope he didn't have to go to work on Tuesday!

One might suppose there would be a lull in proceedings after the holiday tear-up. Not a bit of it. There were two meetings on the following Saturday and two the next day; not to mention the Eifelrennen on the short Nuburgring circuit. At Snetterton the Bantam club meeting saw wins for **Geoff Brader**, **Fred Launchbury** (thrice), **Ron Herring**, **Ron Smart**, **Ray Cowles** and **Roger Cramp**. Also in the picture were **Roy Bacon**, **Reg Everett**, **Chris Williams**, **John Blackwell** and **Dave Baulch**. At Pries Heath **John Williams** and **Les Iles** won the production races on Triumphs, **Peter Inchley** was best 250 with Williams runner-up, **Trevor Smith** best 125, **Tony Bolton** and **John C. Smith** dominated the big solo finals on their 350's and in the 500 final **Pete Cottrell** was 3rd. Two good little meetings for the "boys"; just what the doctor ordered. At Mallory a return to the big time stuff and more splendid riding from **Alan Shepherd** who was runner-up in both big finals. He won the 250 final on the Webster Aer Macchi, in which race **Dan Shorey** was

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2nd and **Brian Clark** 3rd. **Derek Minter** was 3rd 350 with **Roy Mayhew** 4th. The same order pertained in the 500 c.c. race with the exception that **Phil Read** was 4th. Roy having crashed heavily while lying 4th. **Dan Shorey** won the 125 race and little **Gary Dickinson** was 3rd in amongst the Bultacos. **Bill Boddice** and **Jackie Beeton** won the sidecar final and one or two others worthy of mention appear to have been **Blake Osborne**, **Joe Dunphy**, **Colin Seeley** and **Robin Denny**. At Charterhall there was nothing to stop **Denis Pratt** scoring a "double". **Derek Woodman** was 2nd 350, **Alan Dugdale** 2nd and **Jack Bullock** 3rd 125's.

Over on the Continent the Circus travelled from Pau to the Eifel Mountains in Western Germany and **Bert Schneider** finished second in the 500 c.c. race. Right after that meeting finished they all rushed off down the Autobahn to Salzburg for the Austrian G.P. Here **Mike Hailwood** gave the M.V.'s another airing, but, though he won the 500 race easily, he was beaten by the Jawa of Stastny into 2nd place in the 350 event. **Bert Schneider** went splendidly, netting 3rd in the 350's and 2nd in the 500's. There was no respite for these worthy campaigners, or rather those riding at Barcelona in the Spanish. They had to make a journey from Austria to Spain in two days. **Mike Hailwood** and **Rex Avery** carried the E.M.C. banner into 4th and 5th places in the 125 G.P. **Dan Shorey** put up a magnificent performance in the 250 event on the 196 c.c. Bultaco, 4th behind the Honda "fours". **Eric Pickup** was 7th in the sidecar race on his B.M.W. The same day at Mouscron, in Belgium, **Vernon Cottle** finished 2nd in the 500 c.c. race and 3rd in the 350 event.

Meantime over here the pace hadn't slackened either. At Castle Combe the usual rains fell; not that that prevented **Derek Minter** from another 350/500 double victory with heat wins thrown in. **Geoff Votier** was the 50 c.c. victor and **Fred Launchbury** the 125 race winner; something that hasn't happened for a long time at an "open" meeting—a Bantam winning. **John Kidson** just beat **Terry Grotefeld** in the 250's with **Mick Manley** next up. **Noel Wright** gave the leaders a great battle in the 350 final and finished a fine 3rd with **Lewis Young** 4th. In the corresponding 500 race **Tom Phillips** was 3rd after wearing down

Dave Williams for 8½ of the 10 laps; "Ginger" was 4th. In the "non-experts" events some very good riding was seen from **Dennis Ainsworth** (who won the 350), **John Tanswell** (the 1,000 winner), **Richard Difazio**, **Mike Munday**, **Tony Bolton** and **Malcolm Uphill**. **Bill Boddice** won the sidecar scratch race in excellent style, followed by **Mick Rowell** and **Dave Jennings**. Further north at Rhydymwyn **J. W. Wheldon** with a 124 c.c. Bultaco put up the fastest time of the day when he won his 125 heat. **Ivor Watton**, **Iver Trick**, **Fred Curry**, **Ron Pladdys**, **John Farrar** and **A. Ablett** were among the heat winners.

The North West 200 was the principal English event the next weekend and **Alan Shepherd** made no bones about winning both 350 and 500 races. In the former **Peter Middleton** challenged him and finished a good 2nd. In this race, too, **John Griffiths** rode his 7R into 6th place (5th on handicap). **Bob Ritchie** and **Bert Shaw** were 4th and 5th 500's, the latter winning the handicap section. Bert was also 6th 250, in which race **Arthur Wheeler** went most splendidly to win with new race and lap records and to beat Alan on the Aer Macchi who was 2nd. **Mike Bancroft** was 5th. Over on the mainland the second Bantam R.C. Snetterton meeting came off and there **Roy Bacon** won two Bantam races. **Roger Cramp** the Vintage event and **Fred Curry** the British 250 race with that fabulous Cotton. **George Buck** and **H. J. Preece** were up amongst the winners at the Ragley Park Hill Climb the same day and at the Blackpool sprint on the Sunday **Ernie Woods** made 2nd b.t.d. and class wins were notched up by **Derek Woodman**, **Dave Tringham**, **Alec Bascombe**, **Reggie Gilbert**, **Arthur Breese**, **Phil Heath** and **Pat Barrett**. Back to Saturday for a moment and to Welsh Wales which, road racing-wise, can only mean Abedare. **John Cooper** and **Robin Dawson** were 2nd and 3rd in 350, 500 and 1,000 finals and they were followed, variously, by **Roger Hunter**, **Malcolm Uphill**, **Tom Phillips** and **Chris Conn**. The 125 winning men were **Fred Hardy** and **Robin Good** and they were chased home by **Peter Inchley** (having a gallop on a Montesa for a change), **Barry Lawton**, **Ivor Watton** and young **Alan Willcocks**. **Fred Hardy** won the 250 final on an NSU and bested **Mick Manley** and the 220 Ducati. Lawton and Good again.

Sunday, 12th May saw the big time circus move into Clermont Ferrand and a pretty miserable time they appear to have had. The **Simmondses**, **Dave** and **Mike**, both finished in the 50 c.c. race and **Dan Shorey** was 4th in the 125's and 8th in the 250's on Bultacos. **Rex Avery** was 9th 125 and **Eric Pickup** a good 6th in the sidecars. At Brand's the same day there was nothing to prevent **Derek Minter** winning the four main solo races on four different bicycles, all handled with equal aplomb. Poor **Roy Mayhew** had a 3rd and a 4th before his fatal crash in the last race and **Joe Dunphy** went very well, viz. 4th 350, 3rd 500 and 2nd 1,000. **Noel Wright** once again shone in the 350's—5th and so did **Griff Jenkins** in the 500 also 5th. Other big soloists who were outstanding were **Chris Williams**, **John Simmonds**, **Dave Degens** and **Ron Chandler**. In the smaller solo classes wins were scored by **Ian Plumridge** (50 c.c.) and **Norman Surtees** (125). **Pete Horsham** was 2nd 50 home and **Michael O'Rourke**, having a ride on a Bultaco, beat two Ducatis—**Jim Russell** and **Barry Lawton**. Similarly, in the 250 c.c. event, **Brian Clark**, in finishing a very fine second to the "Mint" on his

198 c.c. Ducati, beat two NSU's—**Alan Pavey** and **Blake Osborne**—and **Barry** on his Aer Macchi. **Colin Seeley** and **Dave Wheeler** were 2nd and 3rd sidecars.

One last thing: our member from Malaya, **Danny Needham**, sent us local newspaper cuttings about the Singapore G.P. in which **Chris Conn** distinguished himself. **Danny** comments: "as a lone supporter of British prestige (which has rapidly crumbled to nothing here, I'm sorry to say) he deserves all of our thanks." Well done, **Chris**.

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 the Editor by the 16th of the month preceding publication. This month three adverts arrived a week later. The Members concerned are lucky as it happens. It cannot always be! Thank you.



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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)

Sir,

The problem of getting entries accepted for road racing has now reached such a state that I believe the time has come to do something about it. For a start I am willing to sell my Outfit at £165 and give the money to Bemsee to start a fund to get the Club their own circuit. Consider that there are over 1,000,000 motor cyclists in Britain. Get 10/- from each one and you have £500,000. I don't think that you will, but with luck you might get £100,000. You give them a Transfer or a Lapel Badge; both as a receipt and as further publicity. If we tried hard enough, we could do it.

The Aim

To provide Bemsee with its own circuit for motor cycle racing and also make the circuit available for Cars (more money). It should also be possible to include a Sprint and Scramble course. To include more production type races for the "Boys" who only have one machine and bags of enthusiasm. They can let off steam in safer conditions than those on today's crowded roads. This will further encourage them to keep their machines in better condition. It should also help the 'Make Motor Cycles More Poplar Movement.'

Finance

By donations as above; Appeals in the Press; Manufacturers; Accessory Manufacturers; Motor Cycle clubs; Car clubs (they will also use the Circuit); Millionaire Types with motor cycle background; By doing good turns to stranded motorists and "asking" for contributions.

Type and Location

Up to F.I.M. Standards. Within easy reach of London and the Midlands, but in as sparsely populated an area as possible to avoid nuisance. To have good access roads to prevent congestion. An old Aerodrome would be easier to convert, but has disadvantage of flatness and poor spectator visibility. Preferably wooded to cut down noise. Possibly near a resort who would assist in publicity and attendance and help make meetings financially successful. Provide riders with more reasonable prize money and decent facilities.

Method

Largely by Do it Yourself. Working Holidays and Working Weeknds, i.e. camp out, slave all day and get together in the evenings.

If necessary buy a Bulldozer and similar equipment (even employ a driver if suitable Volunteers aren't available). Buy materials, etc. direct to save money.

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RESULTS OF THE 2nd SILVERSTONE 1000

Names of Rider and Machines	Finishing Positions
1 D. F. Degens/R. S. Mayhew—646 A.J.S. ...	Non-Starter
2 J. R. Holder/L. S. Rutherford—646 A.J.S. ...	8th—202 laps at 71.18 m.p.h.
3 S. B. Manns/M. Gunyon—646 A.J.S. ...	Retired—Split oil tank
4 P. J. Darvill/N. J. Price—590 B.M.W. ...	7th—205 laps at 72.30 m.p.h.
5 D. Powell/D. Williams—650 B.S.A. ...	Retired—Broken magneto
6 D. J. Dixon/M. J. Spalding—646 B.S.A. ...	21st—184 laps at 64.68 m.p.h.
7 D. J. Wildman/R. S. Chandler—646 B.S.A. ...	13th—193 laps at 67.83 m.p.h.
8 M. A. Atkin/M. Cook—646 B.S.A. ...	17th—188 laps at 66.10 m.p.h.
9 K. W. James/L. Carr—646 B.S.A. ...	Retired—Broken oil pipe
10 E. F. Wooder/R. P. Dawson—646 B.S.A. ...	4th—207 laps at 72.85 m.p.h.
11 F. A. Rutherford/J. H. Lewis—646 Matchless ...	10th—198 laps at 69.48 m.p.h.
12 P. W. Read/B. P. Setchell—646 Norton ...	1st—215 laps at 75.89 m.p.h.*
14 R. J. Langston/B. Main-Smith—647 Norton ...	Retired—Broken con-rod
15 E. Minihan/C. R. Conn—649 Triumph ...	2nd—213 laps at 74.90 m.p.h.
16 J. Baughan/J. Russell—649 Triumph ...	9th—199 laps at 70.11 m.p.h.
17 P. H. Tait/W. A. Smith—649 Triumph ...	Retired—Burnt-out clutch
18 B. L. Denehy/J. F. Stracey—649 Triumph ...	3rd—213 laps at 74.80 m.p.h.
19 J. A. Oliver/M. R. Hancock—499 B.S.A. ...	Retired—?
20 P. A. W. Bennett/W. Mason—499 B.S.A. ...	Non-Starter
21 P. W. Jordan/A. S. Pavey—497 Norton ...	Retired—Broken con-rod
22 D. J. Greenfield/F. F. Swift—497 Norton ...	5th—206 laps at 72.46 m.p.h.*
23 T. H. Charnley/P. Bettison—497 Norton ...	Retired—?
24 H. Keger/A. W. Lines—497 Norton ...	Retired—?
25 D. J. Dicker/P. Carrana—490 Triumph ...	15th—191 laps at 67.14 m.p.h.
26 J. Tanswell/W. Scott—490 Triumph ...	12th—194 laps at 68.16 m.p.h.
27 H. D. German/P. J. Dunphy—499 Velocette ...	19th—18 laps at 66.06 m.p.h.
28 P. B. James/I. R. Goddard—499 Velocette ...	6th—206 laps at 72.42 m.p.h.
29 R. Lindup/C. J. Williams—499 Velocette ...	Retired—No oil
30 E. F. H. Boyce/T. F. Phillips—499 Velocette ...	Retired—Serious engine failure
31 T. H. Thorp/J. C. Simmonds—499 Velocette ...	Retired—?
32 E. A. Denyer/E. H. Phelps—348 B.S.A. ...	25th—174 laps at 61.12 m.p.h.
33 K. G. Buckmaster/J. Ciniglio—349 Norton ...	Retired—Clutch failure
34 M. Hayward/S. Robinson—349 Norton ...	22nd—182 laps at 64.01 m.p.h.*
35 R. L. Knight/P. H. Walker—349 Velocette ...	Retired—Broken push rod
36 A. Shepherd/T. H. Robb—246 Aermacchi ...	Retired—Flat battery
37 L. S. Graham/B. Clark—246 Aermacchi ...	Retired—Broken piston
38 J. R. Peters/J. F. Harper—247 Ariel ...	26th—171 laps at 60.08 m.p.h.
39 P. G. Inchley/R. W. Godd—247 Ariel ...	16th—190 laps at 66.98 m.p.h.
40 F. W. Lauchbury/R. H. Bacon—247 Ariel ...	27th—169 laps at 59.53 m.p.h.
41 B. E. P. McEntee/C. J. Bennett—247 Honda ...	Retired—?
42 M. L. Pearson/P. E. M. Wise—247 Ariel ...	Non-Starter
43 C. J. Vincent/D. F. Shorey—249 B.S.A. ...	24th—175 laps at 61.59 m.p.h.
44 D. Lee/D. Woodman—249 B.S.A. ...	20th—184 laps at 64.95 m.p.h.
45 N. Surtees/F. D. Hardy—249 B.S.A. ...	23rd—181 laps at 63.63 m.p.h.
46 D. W. Minter/J. Dunn—247 Honda ...	Retired—Puncture
47 C. G. Peck/J. Somers—247 Honda ...	18th—188 laps at 66.07 m.p.h.
48 P. Bugden/M. W. Munday—247 Honda ...	Retired—Broken timing chain
49 D. J. Gallagher/L. E. Evans—247 Honda ...	Retired—Broken rocker arm
50 G. E. Leigh/F. J. Stevens—247 Honda ...	14th—192 laps at 67.48 m.p.h.*
51 F. J. Curry/J. A. Jacques—249 Norton ...	28th—166 laps at 58.41 m.p.h.
52 A. T. Randall/M. K. Palmer—497 B.S.A. ...	Retired—Steering trouble
53 E. Dunningliff/F. Fitz-Hugh—646 Matchless ...	11th—195 laps at 68.76 m.p.h.
54 T. P. Grotefield/R. Wyler—647 Norton ...	Retired—Broken cylinder barrel
55 M. C. Philpott/D. G. Bridgewood—247 Ariel ...	Did not get ride
56 L. J. B. R. French/R. S. May—249 Ducati ...	Did not get ride

* Denotes class winners

The winner's time was 7 hrs. 18 mins. 32.6 secs.

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Very fast and successful 1959 348 c.c. Manx Norton; in perfect order (cam-box just overhauled by factory); fitted with G.P.2. Peel fairing; tyres and brakes new; spare sprockets and 3 and 5 gallon tanks, also tools—£330 o.n.o. See below.

Fabulous 198 c.c. Ducati, twin o.h.c. and five speed gearbox and fairing; numerous spares available, i.e. big end, valves, small and large petrol tanks, etc.; it has perfect road holding and stops beautifully (twin brakes); genuine reason for sale of these two machines—£470 for Ducati which cost £900 plus. Brian Clark, 18, Bescoby Street, Retford, Notts. Both machines can be seen at Lambert's Motor Cycles, Carolgate, Retford.

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T. W. Kirby offers 1957 A.J.S. 7R; very fast; ready to race—£275; terms, exchanges. Roneo Corner, Hornchurch, Essex. (Tel: 48785).

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247 c.c. NSU fitted with twin plug head, Alpha big end, Mahle piston, Bosch manual ignition, Norton twin 1/8 front brake, c.r. gears, Girling units and Mk. 3 Peel fairing; spares, sprockets, tools and the book—£300. A. Lomas, 5, Argyle Road, Leyland, Lancs.

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Racing Itom fitted with new 'rod, big ends, mains, piston, carburettor and clutch; coil ignition; "dolphin"; expansion box—£57 o.n.o. R. F. Grey, The Beehive Cafe, Elder Street, Saffron Waldon, Essex. (Tel: 3382).

G50 Matchless; completely overhauled for season and motor prepared by Jim Smith; with sprockets and fairing—£325 o.n.o. D. C. Alcock, 65, Froggall Road, Cheadle, Staffs or contact C. J. Williams at Welwyn 4521.

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