

Bemsee



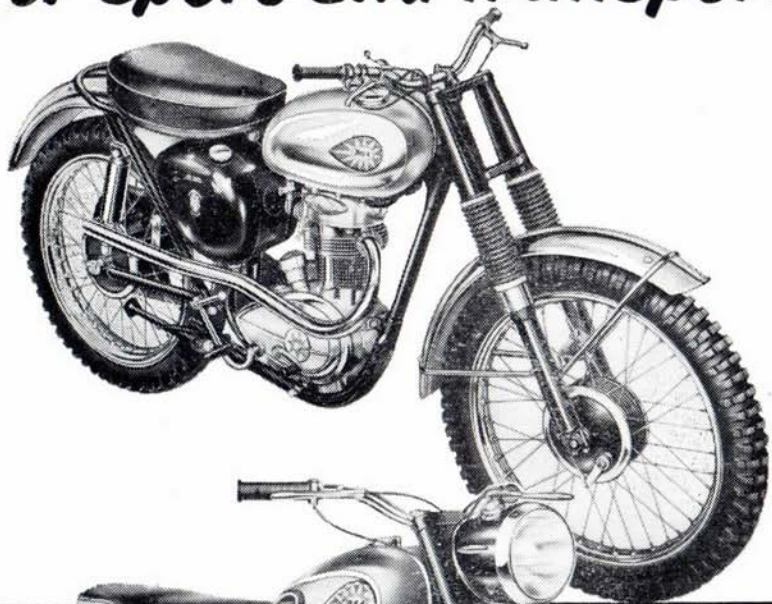
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BRITISH MOTOR CYCLE RACING CLUB

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For Sport and Transport



BSA

250 STAR

Bemsee

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THE CLUB

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EDITORIAL

Before going on to other things there are two items of particular interest Club-wise. We are most sorry to have to record the death, suddenly, of one of our Vice-Presidents—an old friend and stalwart helper of the Club, especially in its re-formative years after the War—Cliff Lewis. Cliff was the first post-war Secretary and ran the Club from 1947 to 1951 from his own office in Epsom. Indeed, it was largely due to his efforts that Bemsee existed again after the holocaust and the demise of Brooklands. Ill health and business commitments forced him to hand over the reins of Secretaryship to Bob Walker in the latter year, but he was made a Vice-President in recognition of his services to the Club. He leaves a widow and son to whom we extend our heartfelt sympathy.

We are very pleased to hear that the Silverstone 1,000 Kms. is definitely "on". There were considerable doubts. Last year's race was a dead loss financially to the Club. Of course, the first year of such an event is hardly a fair criterion on which to base its success commercially. It took the Thruxton 500 long enough to get established and attract a reasonable crowd. This year's Silverstone will have a better date, far better publicity, we hope, and it seems assured of the support of the trade, though not unfortunately to the ultimate of actual manufacturer entries. It is hoped that the 1962 1,000 Kms. will be a success economically. The idea is a good one and it can serve several useful purposes.

The world of ordinary motoring, and motor cycling, is not far removed from us as Members of a racing club. We all of us use the roads of these isles more or less consistently. Therefore, it behoves us to take some interest therein. And, for a start, we should all watch the way in which we drive our vans or ride our road machines. We, of all people, have less excuse for driving, or riding, badly in view of our knowledge and experience of wheeled travel at speed. We don't wish to preach and we don't suggest you should all crawl along in your vans to the meetings at the legal snail's pace of 30 m.p.h. A well handled van, driven by a racing motor cyclist, at 60 m.p.h. is a darned sight safer than 80% of the fools who drivell about our inadequate highways in their tin boxes at weekends doing 25. And, make no mistake, it isn't going to be easy getting to and from some of the circuits this year. We recall a nightmare drive back from Aintree one May Saturday evening two years back to quote an example. And some circuits are badly placed for getting mixed up with ordinary tripper traffic; or B.F.M.'s. (British Family Motorists) as a Member termed them once. So watch it, or rather them!

As a corollary to this, indeed very pertinent to it, there is the far from satisfactory situation vis-à-vis the Law and the road user. Anyone who drives as we do is bound to come in contact with the police in one way or another. Most of the time we believe that individual officers are reasonable human beings. They have a job to do, just as most of us have. Theirs is not a pleasant task at the best of times. But there are instances where there seems to be a decided anti-motorist, and, worse still, anti motor-cyclist bias. Now we do not doubt that there may be a reason for

this, though we would observe that, surely, each and every case should be treated on its merits, or lack of them. We have heard of incidents in which motorists and the police have featured which do leave a nasty taste. An example of this, which received wide publicity, was the case in Towcester recently when a constable threw a bottle through the windscreen of a fast moving sports car to stop it. Now we know that the driver concerned had already been called on to stop and he was speeding, but an act of that sort leaves the mind staggered. Just think of what would have happened if that officer had hit the driver? There have been occasions, too, when we have found the police authorities most unhelpful. The attitude of the Courts leaves a lot to be desired. It is being too twisted to wonder whether justice really is done when, on the one hand, you have a 19 year old on a 700 c.c. twin fined £25 and costs with a year's disqualification for doing 65 m.p.h. over Mitcham Common at 1 o'clock in the morning (a 40 m.p.h. limit road), and, on the other, a man of over 70 is fined £10 and told to take the M.O.T. Test before he drives again after he has ploughed into a group of young cyclists and two later die from their injuries? We do really wonder

Nevertheless, the fact cannot be gainsaid that the Season of 1962 is all but upon us. You have one month left for tuning and rebuilding, so you'd better settle down to some serious midnight oil burning if that bicycle isn't yet ready for the fray. Anyway we wish you the best of British. And trust you will all be fit and ready in time (pious hope!); even those who have new models on order.

EDITOR'S NOTE

I take this opportunity of reminding Members that contributions for these pages, and also letters to the Editor, are always welcome. The Mutual Aid column is there for your use and costs you nothing to use. All material for inclusion in "Bemsee" should be sent to me at Flat 10, The Chesnuts, Gwydor Road, Beckenham, Kent and, please note, that the very latest date upon which I can accept "copy" is the 15th of the month previous to publication. I also welcome good and unusual examples of photography which might be of use in illustrating the magazine.

W.G.T.

THE J. S. MOORE TROPHY

It has just been noticed that the 1961 winner of the J. S. Moore Trophy has not been mentioned in this magazine, so the omission is hastily rectified now, with apologies to all concerned.

You may remember that the J. S. Moore Trophy is a new award which was

put up in 1960 for the best performance by a Member riding a British machine in the T.T. races.

The Committee were unanimous in their decision that the 1961 holder should be Mike Hailwood for his performances in the Junior and Senior races.

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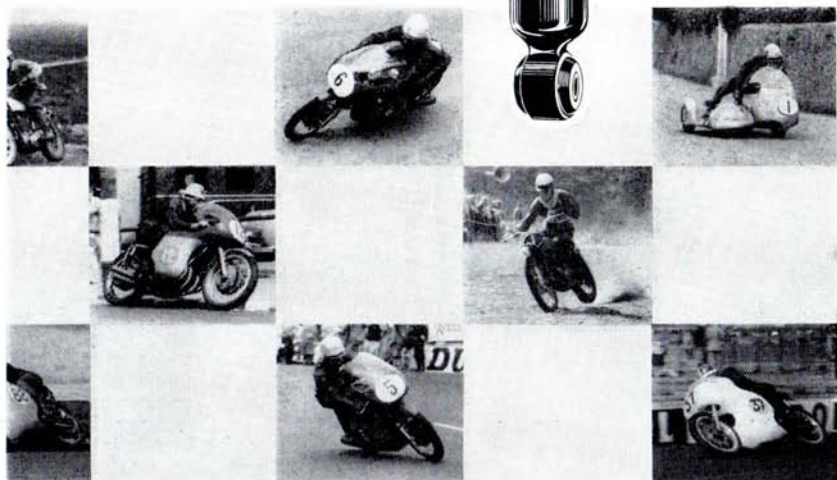
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MEN AND MACHINES—VI

by "Double Knocker"

I think there must be something about the climate in Malaya. Or maybe it is one of those places where motor cycling thrives. Or, perhaps, a combination of the two is the answer. Anyway it was in that far-off country that Chris Conn, or "Ginger", if you prefer it, first got the urge to have a bash on two wheels. This event only happened in 1959, not much more than two and a half years ago. Two wheeled-wise, quite a lot of water has flowed under the proverbial bridge since then as far as "Ginger" is concerned. One might think, too, that being a regular in the R.A.F. would be a drawback to racing, but that does not necessarily follow, as will be seen.

Last month I was telling you something about Tom Phillips and you will recall that he began racing with a Triumph/Norton. So did Chris; only his wasn't so grand. The frame was a featherbed one true, but it originally housed an International, single o.h.c. motor. The Triumph power unit was a Tiger 100 with what were described to me as the usual tuning mods. Anyway you will see what it looked like from the accompanying picture. Christ then decided that the best way to see if it really went, and to show others that it did too, was to compete in the local hill climb, the Gap Hill Climb, of which some of you may have heard. It is a well known venue out there, anyway. The great day duly arrived and C.R.C. set off on his first run and, half way up, ran out of road and went over the edge down a cliff! By the grace of the Lord there was a convenient tree half way down—some 20/30 feet—and that stopped further downward progress of rider and bicycle. After both had been retrieved and straightened out, more successful runs followed, which resulted in f.t.d. and two class wins. Someone else who won their first speed event then. Subsequently the Conn-Norton/Triumph combination proved just about invincible in hill climbs. So much so that it was sold early in 1960 and a pukka Manx bought in its place. Alas, this bicycle staged a monumental blow-up the first time Chris had it out and that finished his Malayan sport. When he returned to England shortly afterwards his not-wanted-on-

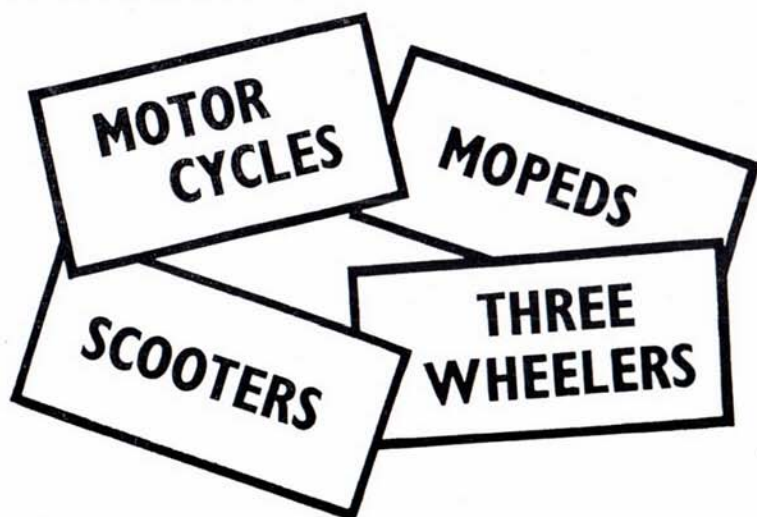
voyage luggage contained one dismembered 30M Norton. Incidentally this machine did win one sprint (it "burst" later on the same meeting; it was a '54 example, i.e. the first short stroke model). I cannot quite understand how on earth the R.A.F. didn't discover the exact nature of Chris's deep sea luggage, but they didn't; or didn't bother. Which was a good thing because, as soon as he was home, he went along to see Syd Lawton and did a deal with him to acquire a newer Manx. The remains went as a deposit and he became the owner of a '57 500, lately the property of Mike Munday of Winchester.

Having provided himself with a dicing iron and the necessary gear (you will notice, by the way, the delightfully informal rig in the Asian photo), he journeyed up to Rhydmywyn. I don't think he quite realised what the circuit was like. He soon found out, managing to run out of road five times in the course of a few practice laps and the four lap heat in which he came last! Undaunted the old 10 cwt. Ford, which served as transport then, was headed east over the Pennines and across the flat of the Fen Country to Snetterton. This was toward the end of 1960, September time. The trip had taken many hours and "Ginger" felt not a little deflated at seeing all the stars' vans eac. gathered there for the meeting. However, 4.00 a.m. is not a very good time of the day for anyone and things seemed quite okay when he had a 14th place in the heat behind him and was in the final. He ran out of road in this and was again last, a rather chastened racer too. He suddenly realised that there was far more to racing than met the eye and that one must learn to walk before one could run at the game. So in the week that intervened between Snetterton and his next meeting at Wallasey, he sat down and did some serious thinking. The result was immediate because he was 3rd in the heat at Wallasey, but he didn't get into the final because only the first two did so. Eight days later he was 8th in the non-experts race at Brands. By now he felt happier, but the 'bike was most definitely not. He had difficulty in staying ahead of Goldies and Venoms and similar things. Not at that stage being very clued-up about the finer points of Manx Nortons, he took the lot back to Syd Lawton and said; 'What goes on?'

Syd found out pretty quickly—the piston had kissed the valves, the float level was too high and the megga had

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The Triumph/Norton in the process of setting up f.t.d. at the Gap Hill Climb—bike quick, riding forceful, clothing informal!

split. With a rejuvenated 'bike Chris journeyed to Oulton (his third journey north in the month) and made 9th place in the heat and 16th in the final. In the process he scared himself no end, especially at the top of Clay Hill where the whole plot went all over the road. Rather annoyed he returned to Syd and complained about the handling only to have a terrific strip torn off him by Mr. L. You see the tyre pressures were about ten pounds less than they should have been. This may seem elementary, but I daresay most people have done the same sort of thing when they started; they are not so honest as to admit it. After that wiggling Syd Lawton gave Chris a lot of very good advice for which he is very grateful. He had but one more meeting in 1960 and that was the very wet novice Brands "do". Despite the wet he won his heat and then the final in a most convincing way. If anything was needed to set the seal on his keenness that was it. So for '61 a Ford Thames van replaced the old Fordson; the same Norton was retained.

The first weekend was Easter, of course, and the new van certainly made travelling to and fro a lot easier, even if, on this first outing, they did have a couple of

tyres blow out en route to Snetterton. At Brands on Good Friday Chris finished 3rd in the non-expert (so called) event behind Roy Robinson and Dave Degens. He followed this with a 9th in the Snetterton final and 6th in his heat at Thruxton. However the clutch packed up in the final and forced retirement. So the round of short circuit meetings began in earnest and at most of them Chris duly turned up with the Norton. By June time he was convinced it was too slow and so he hied himself again to Syd Lawton. After a little "work" behind the scenes a '61 30M was duly bought and collection made from Norton's. Now the plan was to run it in at Brands the day before the July meeting and then set off to the Southern 100 in the I.O.M. and then return smartish to the Mainland for Castle Combe the following Saturday. The best laid plans . . . The van decided to seize its gearbox en route to Brands! Geoff Monty got him out of a spot by the loan of another vehicle pro. tem, but Chris had to start at the Hatch with a split new Manx, not run-in or anything. Somewhat understandably he was not well placed. Neither was the Southern trip a very happy one. Despite two good rides at Oulton he did not get on too well with a road circuit and actually fell

THE 'EXPERTS'

AJS

... and for the inexpert too!

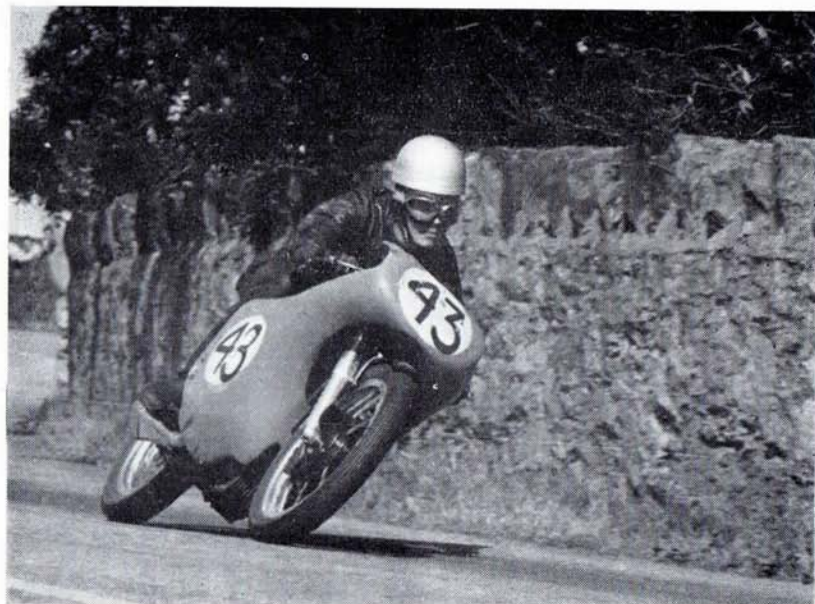
off during practice. He finished half way down the field in the race several laps behind. The 'bike was hopeless at Castle Combe too, so he was none too pleased with his new purchase. The more especially so, as the old one had gone well the last time he had rode it in the Clubman's when he was fourth in the 500 race.

Now one result of getting the new Manx was a ride in M.G.P. When he arrived over in Manxland he took the bicycle to Norton's for a checkover. He never has discovered what they did to it, but it went like the clappers after their ministrations. Chris and his two mechanics camped over there, in the field behind the Grandstand. They were able, in the true spirit of racing one feels bound to add, to feed, not only themselves, but also John Smith (the one from Balham whom we have seen doing well at some of our meetings) who arrived with a float, 7R, tools and a tent, but precious little else. Chris will not forget that first lap in a hurry, I think. It was foggy and he took 43 minutes over it. He admits he was frightened. However some assiduous course learning on a 250 Greeves lent for the purpose by Lawton helped a lot, as did tuition by "Curly" Thurston, and he was able, in the race to lap in 25m. 34.2s. He won a "silver" and

averaged 85.74 m.p.h. He deliberately took things fairly comfortably in the race, but, even so, had a bit of a moment on one of the fast swerves immediately preceding Ballacraine and overshot Signpost once. The Norton had behaved perfectly in the Island and it continued to do so afterwards, because Chris was 3rd at Wallasey and had three fourth and a fifth at the last two Brands meetings. It was at the last one in October that he really did ride quite brilliantly, beating, inter alia, such riders as Roy Mayhew, Alan Thurgood, Hugh Anderson, Dave Degens and Joe Dunphy. It was very wet which would seem to indicate that Chris is one who does not mind the damp.

Chris, as I mentioned before, is a regular in the R.A.F.; a corporal/technician to be precise. He is 24, being born in Ashted (Surrey), though now stationed at Lyneham in Wiltshire and working on Britannias of the Transport Command (and not too impressed with them either, I gather). And he does not care for flying either! His racing and the Norton are his consuming interest in life. As he said, there is no time for anything else. Chris pays great tribute to his mates on camp with him who come with him to help at the meetings

(continued on inside back cover)



Church bends on the Billown Course ; Chris with new Manx in the 1961 Southern 100 meeting. (photo : G. V. Kneale)

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HOW DO I START ?

Notes for the would-be racer
compiled by the Secretary

The following article is a direct copy of a circular we send out to people who write letters to the "Dicers' Advice Bureau", as we call it in the office. I feel it would be of considerable help to members who are starting their racing career this season, not to mention a good number with a lot more experience!

In company with most activities, there is a right way and a wrong way of going about motor cycle racing. The many rules and regulations which apply to this branch of the sport can be confusing to the novice and the following notes have been prepared as a guide to the many would-be racers who ask us, "How do I start?"

The Basic Necessities

Needless to say, the first thing you need in order to go motor cycle racing is a suitable machine. A good deal of thought should be given before you actually put your cash down—whether the machine you have set your heart on is really up to your weight—alternatively, whether it is too heavy for you—whether you can really afford it, bearing in mind that this is just the start—whether spares are relatively easy to come by and if you can afford them (racing can be a very expensive game if, as is often the case, your technical knowledge is gained the hard way. Don't feel obliged to buy the biggest and fastest straight away. A great deal can be learned about racing by mixing it with the also-rans for a year or two in the relative safety of riding a reliable machine of less impressive characteristic.

You will need leathers, helmet, boots, goggles and gloves before you can venture onto a track. **Leathers** should be the best you can afford, horsehide ones undoubtedly being favoured. If you can get new ones made to measure, so much the better. If not, it is fairly easy to get hold of some good secondhand ones, but make sure they are really comfortable when you are in a racing position. Again, your **crash helmet** should be the best you can afford. Saving the odd pound or two on this item is the falsest of false economies. Get one that fits properly and comfortably and beware of buying secondhand (what may seem to be a sound helmet to you may not come up to the scrutineer's standards). Similarly, should you have the misfortune to damage your helmet, get a new one. Your helmet is the most important part of your equipment and should always be treated as such. **Boots** must be leather knee-length ones with no studs or other metal fittings to the soles. Proper lightweight racing boots are best, but ordinary riding boots are quite adequate and are less costly. **Gloves** can be of any type so long as they are made of strong leather; there are several makes of lightweight gloves specially for racing. **Goggles** must be of a material which will not splinter. Make sure they fit properly and are draught-proof; particularly take care to buy the right type if you get a "bone-dome" helmet as not all goggles will fit over these.

Getting the Feel Of It

If you are able to do so, go to one of the tracks which are available for the

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purpose and indulge in one or two practice sessions before the season begins. There is a deal of difference between riding on a race track and on the public roads. While there is no traffic coming in the opposite direction, it takes some getting used to having faster riders overtaking you on both sides, particularly if you are in the middle of negotiating a bend! Brands Hatch usually allow practising on Wednesdays and Saturdays, though it is wise to check in advance (their 'phone number is West Ash 331). In addition, three road racing practice days are held in March and April of each year by B.M.C.R.C. for its members. These take place on the Club Circuit at Silverstone and the dates are published in advance in the Club magazine.

The Set-Up

There are five different grades of meeting in this country which are listed in order of status. No licence is required for the first three grades of meeting.

Closed-to-Club—Open only to the members of the organising club.

Open-to-Centre—Open only to members of clubs affiliated to the A.C.U. Centre in which the meeting is held.

Restricted—Open to members of several specified clubs in different Centres.

National—Open to all riders holding an A.C.U. National licence.

International—Open to riders holding an A.C.U. International licence.

The Paperwork

First of all ask the A.C.U. for a copy of the General Competition Rules (price 3s.), read them carefully and keep them by you for reference. If you hope to enter National meetings, you will need an A.C.U. National Competition Licence, an application form for which can be obtained from the A.C.U., 83 Pall Mall, London, S.W.1. Members of affiliated clubs (such as B.M.C.R.C.) can obtain this licence at half price (10s.) if their application form is suitably endorsed by the club secretary. As a novice, you need not trouble about International licence for the time being; these can only be earned by qualification under a fairly stiff points system and are rarely obtained by riders in their first season.

So that you can keep your season's activities well organised keep the comprehensive calendar of events printed in the technical press or in the Club magazine at the beginning of the year. Plan your season well in advance, deciding which meetings you want to try and enter. Write to the organiser for the regulations at least ten weeks in advance, enclosing a stamped, addressed envelope (if you are a member of B.M.C.R.C. you automatically receive regulations for all the Club's meetings with the magazine). As soon as the regulations arrive, fill in the entry form carefully, completing every detail, and return it immediately along with the correct sum of money. Not all organisers operate a first come, first served basis for accepting entries, but the sooner your entry is in, the better your chance of getting it accepted, particularly while you are an unproven novice. So great is the number of people racing at present that this business of sending in your entry by return of post is most important. Even a day's delay can make the difference between your getting a ride and being disappointed.

Another most important point is to READ YOUR REGULATIONS. There is no excuse for a rider who gets into trouble because he has neglected this elementary requirement, but, on the other hand, even the rawest newcomer will find that things run smoothly for him providing he understands and sticks to the regs. In case you should ever feel that the regs. are petty, unnecessary and not worth reading remember that they have all been laid down for a purpose; remember, too, that motor cycle racing is a sport and that the essence of good sportsmanship is to stick to the rules.

On the Day

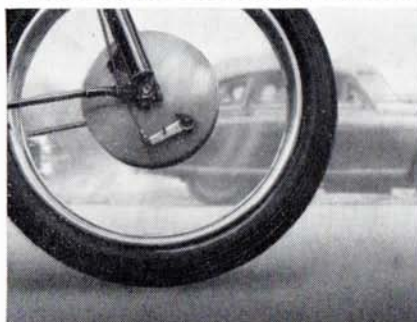
When you finally get to the day of your first race, get there in good time—you don't know what snags may crop up to disrupt your timetable. Avoid at all costs arriving with your machine only half prepared. The Paddock is not an ideal workshop and there is nothing more conducive to disaster than using it as such if it can be avoided. Report in good time for your scrutineering, practising and racing. At B.M.C.R.C. meetings definite times are laid down for these operations which are strictly adhered to, so as long as you stick to them you can't go far wrong. If your machine is

(continued on page 43)

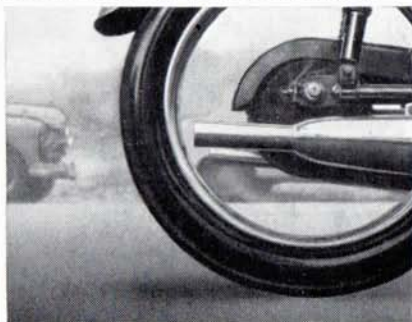
YOUR SAFETY TYRES IN ACTION



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BRIAN CLARK'S DUCATI

Last month, you may recall that we published a letter from Brian Clark of Retford about his Ducati's erratic behaviour at Snetterton. We asked Brian to tell us a little more about his machine which has been quite a feature of 200 and 250 races on the short circuits and has also been used in the T.T. We can do no better than to quote Brian's own words :

"The 'bike was made in 1959 and bought to this country by Bill Webster as a Formula 3 (Italian formula, that is: ED.) model. Realising that, perhaps, Count Augusta might not like the idea of his having a Ducati, Bill sold the machine to my entrant and sponsor, Tom Lambert. I rode it during '59 when the biggest handicap was the very wide gap between 3rd and 4th gear ratios. Ducati Concessionaires were contacted re: a five speed gear box and, subsequently, the engine was returned to Italy. While it was there, Ducati asked us if we would like a "double knocker" head too. Well, who wouldn't jump at the chance, even if it was expensive ?

We then had a replica of the Kavanagh Ducati, apart from capacity; the latter was 220 c.c. First time out, bang—bent valves and a damaged piston. So the T.T. was the first race for 1960. At the end of the season the next thing to be done was to have the barrel bored and a larger piston made. In December we went to Hepolites who agreed to make 66 m.m.

"bungs". So we kept the capacity within the 200 c.c. limit of the Scottish meetings.

Well, the 1961 results have justified all this with seven wins and in the first six on numerous occasions. It's not been without trouble though. At Silverstone, still a 175, there was an almighty blow-up—sized little end. During T.T. practice (I was using it as a "hack" for the 220 c.c. model on which I was entered) the big end siezed. In the Southern 100 a valve seat disappeared and at Kirkcaldy the small end went again, while at Thornaby, a week afterwards another valve seat vanished. So, in the rebuild, we took time to find out why we had all these troubles—wrong materials. During the heat at Scarborough a missed gear resulted in a bent valve and a mad dash home, overnight, a rebuild and return on race morning. I didn't have to do the work. My father, entrant and an uncle did that. Somehow or other it then stayed together for the rest of the season. That's the history to date and now it's being rebuilt for '62.

A brief technical description is as follows:—66 mm bore and 57.8 mm stroke: 198 c.c. with Alpha big end, Hepolite piston and specially made-up valves with cast iron seats operating in an alloy head; motor produces approx. 24 b.h.p. at 10,500/11,000 r.p.m., giving a maximum speed of some 110 m.p.h. on high gearing; five speed gearbox; alloy petrol tank and fairing and a battery

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Knees out Mother Brown, sorry Ray Wales! It looks good, even if it doesn't do much to assist cornering. A shot at Snetterton last October.
(photo: Peter M. Knocker)

case made at the local rubber factory to combat battery failure through vibration; rest of machine Ducati."

Brian's final comment is that it is still a problem trying to make up for the lack of those 50 c.c.'s. in a 250 race. He is better off in the North where they have 200 c.c. events. In his letter he also offered the Editor a ride on this little bomb, if both parties could make one or other of the Bemsee practice days this month. That's what we call really sporting.

Brian also comments on the other twin cam 175 c.c., or plus, Ducatis in the British Isles. To his knowledge there are five of these machines over here now. The other four are owned by Mick Manley, John Harper (this is the ex-Kavanagh ex-Trow machine), Tom Charlton (Ireland) and one lately for sale in Manchester. All these are 220 c.c. Incidentally Brian mentions, too, that he rode the Charlton 'bike in the T.T. and found it less speedy than his own, though it developed power at a lower engine speed and had better brakes (Oldani).

Thank you very much, Brian, for that information. Now, perhaps, other owners would care to write to us about their Ducati "double knockers". Apart from

these five, there must be about at least half a dozen 125 twin cam G.P. models. And, by the way, if anyone else has an interesting Continental 125/250 that he feels would be of interest to Members to hear about, then let him come forward. The Editor is intrigued by such bicycles and their history.

(continued from page 40)

properly prepared, you shouldn't need to indulge in more than a few minutes warming up before you go onto the track. There is nothing calculated to make you less popular than excessive revving or rushing up and down the paddock unnecessarily!

Summing Up

If, after having read the foregoing, you still feel keen to have a "go" remember—read the regs.—send your entry in promptly—and make haste slowly. Don't hesitate to ask, if there is something you aren't sure about. I hope you'll enjoy your racing as much as I enjoy putting it on for you.

The Secretary.

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,

I am not usually very quick to write letters to any paper or publication, but feel that I must make some reply to Mr. D. E. Rapley (Bemsee December 1961) and, as one batchelor (Confirmed) to another (Seemingly unconfirmed), pass on a little advice to the gentlemen.

I have been riding motor cycles since the age of 18, and as I get older and older and older . . . , I find that all my friends are turning, or rather have turned, to four wheels, and, quite frankly, they are welcome. Oh yes, I know they keep warm and dry all through the winter, but how many more colds they catch, these 'Greenhouse Pilots' and how much more they feel the change of temperature when they have to get out of their little mobile hot houses. And, as for motor cycles being 'Non-U', have you ever thought it might be them and not us who are not with it! I mean to say, let's face it, take a cross section of car drivers as against motor cyclists and you will find far more neurotics and people with phobias and addictions among your car types than the motor-cycle clan. This in spite of your remarks regarding 15 year olds. They are rather cute, some of them, aren't they?

The answer to arriving at point 'B' with a tidy suit and clean shoes is, of course, to ride in the correct gear, so that you can slip it off and reveal a neat clean shirt and the latest cut in natty Gent's wear underneath. I must admit that, if you fit a sidecar, the transformation is that much easier and, what is more, you can take the latest 'Little Bit of Interest' along in her best rig as well. And you should see some of them getting into and out of a Watsonian Avon. Wow!

I had my taste of cars, with a Le Mans Singer, which lasted in my stable for two years, almost to the day, and I can honestly say that I did not really enjoy it, even when it was raining and I wasn't getting wet. I couldn't see through the windscreen for one thing. Just ignore these car types who think you are a bit 'round the bend' because you stick to the 'bike'. All my friends and fellow workers have come to accept motor-

cycling as part of my make-up and, you know, just a few of them wish they had the strength of mind to ride a 'bike, instead of falling in line with the horde and getting a car. And as for the ladies (Bless 'em), if they don't like you company enough to put up with the rear bracket of a solo or the chair seat of an outfit you are wasting you time anyway. Take out one of the 15 year olds instead. The law doesn't say you can't take them out, you know, and by the time you reach my age a difference of five years is considered just about right.

In closing, Mr. Rapley, may I wish you luck with your desire to race. I had wanted to for years, and it was not until two years ago that I at last realised my ambition, on three wheels. Take it from me, it is good fun and well worth waiting for, although how my passenger has the nerve to go out with me, I don't know. I wouldn't.

One last thing.

I want to persuade Mr. N. E. Goss of Southampton & D.M.M.C. to run three-wheeler events at Thruxton next year and would enlist the help of any interested chair drivers in my campaign. If they would like to drop a line to Mr. Goss pledging their support for such events, I am sure it would lend weight to the cause.

I was very interested to read the accounts of how Peter Preston and Dave Chester built up their racing machines. If you run short of "copy" I would be pleased to supply rough details of how I came to own a Gold Star racing outfit after two years of obtaining bits and pieces from all over the country.

Yours etc.,
N. H. Lewis.

Bath,
Somerset.

The following letter was received by the Secretary. We "dubbed" it—

AS GOOD A REASON AS ANY
or a complete and unabridged apology
for absence from Club Day.

Dear Miss Ward,

Re your letter of 3rd October, I must first apologise for not turning up for Club day; secondly for not replying to you sooner. The reason for all this is as follows.

Having found the only place to put my cog-swopping foot, after having the foot-rest wear away at the previous Brands meeting, was on the megaphone, this produced a blister on my heel the exact replica of a fried egg. My doctor tried, unsuccessfully, to cut it with scissors. Then, with precision, he sliced it with a scalpel. This produced (among other things) the desired result, apart from the incision being $\frac{1}{2}$ in. deeper than necessary. My foot by this time was feeling very second hand, so the doctor advised me to keep off it. I found that in this position, my other foot would not come off the ground, so I motored around on my toe. This painful conveyance ended abruptly as the toe of this same foot marched straight on to the stream-lined end of a vertical 2in. nail, producing drastic alterations to the verbal descriptions of nails and feet.

This injury caused me to give up all hope of riding at Club Day. I may add that Club Day 1961 is the first meeting I have missed in four years of riding. I

still suffer an occasional stab of pain from my battle scarred foot, which I hope will be completely well for the 1962 season, which I am looking forward to very much. May I take this opportunity to thank all those responsible for the wonderful meetings at Silverstone.

Yours faithfully,

T. P. Mayne

"ALL NIGHT PETROL STATIONS"

Useful Publication from the R.A.C.

Thousands of motorists and motor cyclists will welcome a new R.A.C. 28-page booklet just published, "All Night Petrol Stations."

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NEW MEMBERS

A most gratifying collection of new members have joined our ranks since the turn of the year. We wish them a long and happy stay with us.

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A. J. Kenny
A. C. Poulton
B. A. White
D. G. Older
H. G. Winter
R. S. Bailey
M. S. Bishop
R. W. Bryant
K. Callaghan
D. L. Croxford
C. Easton
C. L. Hazel
B. G. James
B. A. Joplin
J. Mitchell
E. Norton
R. Ransley
J. J. Riches
D. A. W. Smith
A. Swindells
R. B. Winter
E. H. Leece
P. F. Arnold
G. R. L. Boret
T. C. Coton
G. R. Davison
W. P. Dunsdon
R. J. Gooch
A. M. Hodgson
B. M. Kemp
P. G. Molloy
G. B. Partridge
A. Peryer
J. H. Procter
D. N. Shackles
T. J. Symons
R. G. Thomas
T. W. Wood
W. G. Buckle
C. H. Carr
A. Rutter
J. R. Crane
D. J. Hammond
R. D. Mason
D. E. Stone
G. W. Brown
C. J. I. Parr
P. J. Allen
T. C. Barnes
G. P. Broughton
J. P. Burnes
C. Camhi
J. Dallimore
A. J. Foster
M. J. Hemming
W. Jenkins

D. C. Ellingham
D. W. Jones
R. V. Nathan
Miss E. M. Walker
R. R. Haines
G. H. Parsons
G. H. Allington
J. Bayliss
R. V. Bowring
C. R. Burton
R. J. Christie
C. Davey
M. Greenwood
G. A. Hopwood
D. K. Jones
D. P. May
J. McGuire
S. A. Parks
P. M. Ratcliffe
J. Sear
D. J. Steedman
R. E. Turner
D. J. Bailey
G. S. Thain
R. P. Bell
K. R. Chandler
C. L. H. Darley
M. C. Doble
E. Finney
T. L. Halliday
J. W. Iszard
A. V. Miles
L. Norman
J. H. Pearson
R. F. Pladdys
J. H. Rudd
R. D. Smith
R. Tillett
E. W. Webb
P. G. D. York
E. Sabey
M. L. Unsted
E. H. Phelps
A. Fullerton
R. Johnson
P. B. Packham
G. J. Wells
J. S. C. Honey
B. A. C. Sydel
F. K. Armstrong
J. D. Bedlington
P. Brambley
P. A. Butter
R. G. Collett
D. C. Doyle
J. Harris
A. J. Jackson
M. E. Jones

D. Kirby
W. R. Moffatt
D. F. E. Notridge
B. R. Ratcliffe
B. Robinson
J. Smith
G. M. Tadman
R. C. Winter
R. G. Nobles
G. F. Ashton
A. Chadwick
K. F. Currier
T. Dickie
B. W. Eaton
P. M. Gribbin
T. T. Holdsworth
L. J. D. Mawby
W. Newton
J. P. Paul
G. W. Pill
J. Renwick
R. H. Simmons
P. H. Taylor
M. V. Warrington
J. G. Woods
J. K. Woodward
J. C. Window
D. Wood

R. M. May
J. E. Nathan
R. A. Prior
G. W. Richardson
W. J. Sims
M. J. Stevens
H. T. Winter
H. R. Cleland
B. Coleshill
A. F. Benton
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P. C. Davis
A. M. Dolby
K. Finney
P. M. Hewes
D. A. Jones
B. Moody
R. W. Osborne
M. J. Perry
R. Powell
T. W. Sanger
J. M. Springham
B. S. Tingley
A. Westgarth
L. P. Young
R. F. Seymour
F. Allinson

IMPORTANT NOTICE—1

To those who have paid their subscription for 1962 . . .

You will have noticed that the membership card is somewhat different from that issued in previous years; it is, in fact, your free pass to all B.M.C.R.C. road race meetings. One point which has been raised by one or two anxious husbands and boy-friends is the question of gaining admission for their better halves. The Committee have agreed that a member's guest will be admitted at a charge of 10s. In effect, therefore, if you come alone you are 5s. better off than you were previously, but, if you are accompanied, it's going to cost you the same as in previous years; without the effort of having to write in for the passes.

To those who have NOT paid their subscription for 1962 . . .

If you are among the guilty ones, this is the last magazine you will receive unless you pay your subs. by the end of the month. So don't say you haven't been warned!

The Secretary

IMPORTANT NOTICE—2

One of the most vitally important jobs at our meetings is that of programme sellers. In the past our sellers have achieved an enviable record for sales and service. We must keep this up. You can help us do so!

So we want volunteers for this task for the Hutchinson 100 on 7th April. All you have to do is to send your name and address and those of any more who will make up your party to Arthur Mills, Express Dry Cleaning Works, Wellingborough Road, Rushden, Northants as soon as possible. Nearer the day of the meeting you will be sent free passes for personnel and machine(s) and instructions as to what to do on arrival at Silverstone. We may add that commission is paid on the sale of programmes achieved. We cannot emphasise too greatly the need for your help here. The Club needs it. No effort is being spared, to make this the best Hutch ever and we must ensure that our service to our public is better than ever. So please, if you are not already doing a job, get writing to Arthur Mills. Thank you!

CRAVEN PARTITOURS

Quite a number of our members have joined Ken and Mollie Craven Partitours during previous years and speak enthusiastically of the way they are organized and the fun they have enjoyed. This year the tour sets off from Dover on Friday night June 15th for a fortnight. Actually it is a "double decker" tour, the whole party travelling to North Italy together when those who want a leisurely run branch off for Venice (no Venetian blind!) via the Dolomites while the more hardy carry on to Rome and Naples. Ken and Mollie obviously can't be with both groups at the same time, but, no worry, there'll be veteran leaders to take charge and, of course, all hotels are pre-booked. Cost for hotels works out at about £25 0s. 0 d. Interested? Write, enclosing S.A.E. for details to Mrs. Mollie Craven, Gilston House, Harlow, Essex.

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MARGARET'S MEGAPHONE

This month has been a sad one for the Club, for I have to report the deaths of no less than four of our members. Vice-President **Cliff Lewis** died suddenly at the end of January, after a short illness. An obituary by his cousin, founder-member **Pat Driscoll**, appears elsewhere in this issue.

We were shocked to hear of **Peter Chatterton's** fatal accident. After a career of several years successful riding, it seems ironical that he should "buy it" while nipping down the road to post a letter.

I heard from Mrs. Ronald Crummev of Biggleswade that her husband died suddenly on Christmas Day. **Ron** had been a member for two years.

You may remember that in a previous issue, I mentioned that our silversmith, "**Tom**" **Wallace** was ill. Not unexpectedly, he passed away at the beginning of February. He had been suffering from cancer for some time and, I think, the effort of getting the silverware ready for the Annual Dinner proved to be the last straw. How he managed to hang on and see the Dinner through will always be a source of amazement to me—his mild, gentle exterior certainly masked an iron determination. His association with the Club goes back to the early days, just after the first world war, and he was made an Honorary Member of the Club in 1952. In an unassuming way he did a tremendous amount for the Club, supplying all the trophies for our Closed meeting, caring for the Club's major trophies and preparing them for the Annual Presentation. His loss to the Club is a very real one—I know I shall miss his help and advice for a long time to come.

To the relatives of all four we offer our sincere sympathies in their bereavements.

On a more cheerful note, I heard from **Jon Tollit** that he and Trishy are the proud parents of a second daughter.

John Caffrey, **Mick Benett** and **Peter Marsh** are all anticipating getting married before long. I couldn't help having a small giggle at Mick's letter. He went on for two whole pages about the fact that he now has a new and better workshop, what he's doing with the

Vincent and what other vehicles he hopes to ride this year. Right at the end, he said that the only other piece of news was that he'd finally taken the plunge and got engaged! Oh well, Ruth, I suppose you'll have to get used to it sooner or later.

To finish up, I was recently given a book on motoring. This is no ordinary book, the title being "Hints and Tips for Automobilitists" and it was printed before the Club came into being. Some of the items therein are so hilarious that I felt it would be selfish to keep 'em to myself. I intend to re-print the occasional paragraph for your edification and amusement. If you are in a serious mood, you can think how lucky you are to be motoring in the 1960's and not in 1907.

TIP No. 1

"When attempting to start your engine on a cold morning, insert one end of a piece of rubber gas tubing in the air intake of the carburettor and connect the other end to the nearest gas bracket. Upon turning on the gas, the engine will be found to go off at the first or second turn of the starting handle. Petrol can now be turned on, the carburettor flooded and the gas turned off. This method will be found very simple in practice and saves much exertion at the starting handle. One word of caution. Owing to the strong suction in the air intake pipe, the coal gas is sucked out of the gas main much faster than it would issue by its own pressure and the result is that any lights in the vicinity will probably be sucked out."

ANOTHER ASCOTT/WILKINSON JAZZ SESSION

Those who enjoyed the Jazz Festival put on by Laurie Ascott and John Wilkinson at the end of last year, not to mention those who missed it, will doubtless be pleased to hear that another evening's ear-bashing has been fixed up. It will be taking place on March 10th at Hayes, Kent, from 7.30 p.m. till midnight. Dancing and listening will be to "The Tornados", who have just returned from a world tour. Tickets are 3/- each and can be obtained (cash and S.A.E. with order please) from Laurie Ascott, 119, Clarendon Road, London, W.11.

CLIFFORD ALISTER LEWIS
A.M.I.Mech.E.

Clifford Alister Lewis was born in Wandsworth in 1902. His father was a schoolmaster. He lived for most of his boyhood at Wimbledon and was educated at Emanuel School, Wandsworth. After leaving school he was apprenticed at the Austin Motor Co. Ltd., Birmingham.

As a boy he was very keen on motor cycles. He was taken to Brooklands by his uncle for the first time in September 1913 on the occasion of Pegoud looping the loop for the first time in England.

By a strange chance, his first motor-cycle, bought to ride to and from Austins, was a Sparkbrook fitted with a Villiers engine, a make later to take up a large part of his life.

Leaving the Austin Motor Co. at the completion of his apprenticeship, he joined his brother in the motor trade at Oulton Broad and later Allen Bennett's of Croydon. Shortly after the First War he commenced business on his own and spent many years at Brooklands testing and developing Villiers engines.

After the war, at the suggestion of the late George Reynolds, he re-formed B.M.C.R.C. and served as Secretary for several years. He organised two splendid meetings at Dunholme and several at Haddenham and there is little doubt that his hard and successful work is at the roots of the B.M.C.R.C. today.

Cliff Lewis returned to Austins in later years and at the time of his untimely death was the Editor of "Payload".

He leaves a wife and a very young son to whom we all offer our sincere sympathy.

L.P.D.

(Continued from succeeding page)

Hubbard of the same address is the organiser. Male visitors respectfully requested to bring the odd bottle of beer to lubricate the conversation.

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

S.W. LONDON. *Tuesday 6th and *Tuesday 20th March. Surrey Tavern, Trinity Road, Wandsworth Common. Johnny Wheeler, 211 Burntwood Lane, S.W.17 is the organiser.

People who are trying to get something organised and who will be pleased to hear from local members are:

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

ISLE OF MAN. Jack Bridson, 114, Malew Street, Castletown.

LIVERPOOL. Keith Evans, 32, Lichfield Road, Liverpool 15.

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

I hope, though don't make any promises, to be at all those marked *



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METROPOLITAN. Bill Rose, Rose Dene Cottage, Woldingham, Surrey, Woldingham 2352 (night), Museum 7026 (day). Now that the various areas are arranging their own sessions, attendances at the Bull & Mouth, Bloomsbury Way, Holborn have dropped considerably.

In order to see the response, I have arranged a Film Show for March 1st with films from Warner-Pathe, Shell, Dunlop, Smith's and Wimpey. The main film will be **George Formby's "No Limit"**—which is a T.T. Motorcycle Race Comedy.

To get the best possible reproduction I have hired a professional projectionist and equipment. It is essential that we have a good attendance, so will you all come along to a show which will be well worth seeing. Nearly four hours of films, 7 p.m.-11 p.m.

NORTHANTS. Arthur Mills, Express Dry Cleaning Works, Wellingboro', Rd., Rushden, Northants. Apologies for not getting anything in last month's mag, about the February meeting. I had decided on a Film Show and then ran into heaps of snags. However, an excellent turn out of some 200 came to the Queen Victoria on the 9th and Mr. Simms of the Hinwick Home for Crippled Boys brought his projector along to show the four films available. The collection to defray expenses realised over £4 more than those expenses, so it was unanimously agreed to donate this sum to the home for whom Mr. Simms accepted it. That was a good show, lads; many thanks indeed.

Now to March—the date is the 8th, a Thursday, partly because some of you asked for this and partly because I couldn't get anywhere on a Friday. The venue is the Bedfordshire Arms at Souldrop. Souldrop is a village that lies just off the A6 half way between Bedford and Rushden. Going north you turn left at the Autogrill (it's a right turn from the Rushden direction) and proceed for a little short of a mile to the village where the pub is on the right past the school. We're having a darts and skittles match. There'll be a really warm welcome assured for all; the landlady is a good soul. Any time after 7.30 p.m. One more thing—what about a little more feminine charm at this gathering? Bring the wife (or even someone else's) or the girlfriend. **Don't forget then—Thursday, 8th March at the "Bedfordshire Arms," Souldrop at 7.30.** Please drop me a card beforehand

to tell me how many your party will be. It makes it much easier for catering. Thank you.

NEWS FROM THE GROUPS

by the Secretary

I've managed to get to four different Group meetings this month, accompanied by four-legged Fred, three of which were inaugural ones (the meetings, not the legs). The Dunstable get-together was most spectacular in its attendance, no less than 30 people being forced into a room about 10 feet square. One advantage was that you just had to get to know people! The landlord of the delightful country pub at Toddington has promised us a bigger room next time.

S.W. London wasn't quite so promising, only about a dozen people being in attendance. Still, event that's a start and it is hoped that a few more will turn out next time.

Horley continue to have nearly 100% attendance, though admittedly there are only about a dozen members—still, 100% is pretty good.

Fred causes me a good deal of embarrassment by being completely phlegmatic about sitting about in pubs all evening. He makes me out to be a proper pub-crawler. Definite dates for next month are as follows:

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

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

DERBY. *Tuesday, March 13th. Kingfisher Inn, Lime Grove, Chaddesden. A film show is laid on, including Shell's "The Right Line" and "How Petrol is Made" and Smith's one of the Bemsee Golden Jubilee. Geoff Galloway, 239, Derby Road, Chaddesden, Derby is the organiser.

DUNSTABLE. Friday March 12th. The Oddfellows Arms, Toddington. John Rhodes, 34, Station Road, Toddington, Dunstable is the organiser. "South African Experiences" by Phil Read.

HORLEY. *Thursday 15th March. Red Lion, Turners Hill. Andy Wade, Titirangi, Tudor Close, Smallfield, Horley is the organiser.

IPSWICH. Thursday, 15th March. 339, Humber Doucy Lane, Ipswich. Charlie

NEW RECORDS

I recently enjoyed a tremendous fillip,—just the thing for the long winter nights. It comes in 12 inch discs, to be driven at $33\frac{1}{3}$ r.p.m.; they dislike any higher revs. Stanley Schofield dispenses this most acceptable tonic and I can thoroughly recommend it. I refer of course to his long playing gramophone records of the 1961 T.T. races.

My choice, if limited to one disc, would be the record of the fastest ever the magnificent sounds that come from 500 and 125 c.c. T.T.'s, though I must say the other disc—the 250 and 350 c.c. T.T.'s.—make this choice a difficult one.

As the 125 race is short so also is the allotted recording time, yet this is no failing; indeed the fill-up adds to an already thrilling side. There are on the spot interviews with top riders and a glimpse of an ace tuner's methods while making some carburettor checks at Jurby Aerodrome. The result is authentic, but not gimmicky. I liked also the variety of places that the recordist chose to capture his sound story of these historical races. One can hear McIntyre swinging through Braddon or shatter the peace (?) at Hillberry; there are tense moments as one listens to riders chase each other round the Gooseneck, and I found it easy to picture the scene at Governors Bridge as the 'bikes plunge into the dip and come out again on the Glencrutchery Road. This is most realistic sound at a reasonable price.

But for sheer exhilarating sound the 250 c.c. T.T. recording takes the prize. The banshee howl of the Honda fours,—rushing out of my corner speaker and across the room at fantastic speed! —is a sound that my neighbours will never forget. Not that I will either. I thought, however, that, after a promising opening with warming up noises, I seemed to wait ages for the musical note of the Hondas. When at last, after a lot of talking, the start of the 250 race appears, all impatience is forgotten and one listens enthralled to a symphony for 4 cylinder engines. Just listen how they scream down Bray Hill, wailing their way through to Quarter Bridge.

The reporting is good—some of it is scripted—and in all the races recorded on these discs the excitement of the actual events has been truly captured. This is particularly true of the 350 and 500 c.c. races; the lap by lap reporting makes one re-live the drama of these great races and on the Senior T.T. disc the microphone catches too the sounds of an anxious and enthusiastic crowd when both Hocking and Hailwood make their pit stops.

The quality is good, the surfaces noiseless—except for what is meant to be there! The presentation too, is first class with evocative cover illustrations by Bernard Wragg. These and many other features make two fascinating additions that I'm pleased to make to my record library; strange companions to Brahms and Beethoven though they may be.

J.H.S.

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FOR SALE. 1961 Golden Flash. Immac. Blue finish. Under 7,000 miles. £180 o.n.o. V. Robinson, 63, Pampisford Road, Purley, Surrey. UPLands 3280.

WANTED. Leathers, height 6 ft. 2 in., chest 40 in. **FOR SALE.** R. Enfield c.r. gears, rear-set rests, etc. D. E. Rapley, Bracken Hill House, The Woods, Northwood, Middx.

FOR SALE. Good G45 Matchless. Also leathers, height 5 ft. 7 in.-8 in. F. K. J. Callinicos, 33, Tait Court, Darsley Drive, London, S.W.8.

FOR SALE. 7R bits—old type sprockets, 18-22t, £1 each. Pair of jam pots, 30/-, 58t rear sprocket, swop for 57t one or sell. **WANTED.** Late type 20t engine sprocket. J. A. Iszard, Joette, Wellands, Wickham Bishops, Witham, Essex.

FOR SALE or SWOP. 1957 40M Norton, ex-Potts. Complete engine overhaul, raced only twice since, placed 2nd each time. Swop with someone for a 1959-60 10-12 cwt. van, preferably Ford Thames, in good condition. L. Brown, The Navigation Inn, Blanket Row, Hull.

FOR SALE. Special builder's parts. Hartley Ariel 250 c.c. road racer engine, c.r. gearbox with clutch, B.T.H. magneto, frame with Armstrong units, Gold Star forks and wheel, clip-ons. Will separate. J. R. Boggis, 8, Percy Street, Iffley Road, Oxford.

FOR SALE. Ex-Heinz Klutch 250 water-cooled Adler twin. £450 or exchange 500 Manx. R. A. Avery, 45, St. James Road, Watford, Herts.

FOR SALE. Immaculate Vincent Black Shadow, 1953. Everything chromed, new tyres, 7 year certificate (of course). Mods include Lightning clutch, twin throttle cables, special voltage regulator, Marchal headlamp and masses of breathers. R. A. Ingham Clark, 25, Bark Place, London, W.1., but suggest ring BAYswater 2771 to ensure I am in.

FOR SALE. Sidecar road racing outfit. Fully streamlined, Manx frame. Many successes. With 650 c.c. Triumph engine, £265, or with 500 c.c. s/s Manx engine, £345. Would consider selling without engine or gearbox. T. P. Folwell, 39, Greenways, Pinner, Middx. Pinner 9828.

WANTED. Dolphin and fittings for a 1957 7R, preferably a Mk. III. T. R. Sharp, 11, Abbey Terrace, Tewkesbury, Glos.

FOR SALE. Complete racing gear—1948 7R; small trailer for same; one-piece leathers, 5 ft. 8 in.-9 in.; zip-back boots, size 9; A.C.U. crash helmet, size 6½; 2 pairs goggles. The bike can be raced in original form or modified form. Mods include clip-ons, sprint petrol and oil tanks. G. P. Carb, sloper engine with new exhaust system, new albion racing box, '61 Girlings. Carb spares worth £5. Sprockets, etc. Demonstration at Brands arranged for genuine buyer. £80 the lot. No offers. J. R. Burbridge, 7, Wigtown Gardens, Stanmore, Middx.

FOR SALE. 1960 B34 Gold Star. All the extras. Immaculate condition. 2nd 500 production machine race, Silverstone 30th September, 1961. Only raced once. Offers over £200. G. L. Bailey, 25, Beulah Hill, London, S.E.19. Livingstone 1205.

FOR SALE. Ex-Hogan Bantam. Swinging arm, dual front brakes, dolphin fairing, alloy rims, rev. counter. Lovely condition, ready to race. Spares. Almost new one-piece leathers, 5 ft. 9 in. Zip boots, size 8. Helmet, etc. £100 the lot. F. House, 6, Kenn Road, Clevedon, Som.

FOR SALE. 125 E.M.C. Puch. Immaculate, fast, ready to race. Reason for sale—matrimonial. Nearest to £100 or would exchange for 1960 onwards 250 c.c. 4-stroke roadster. M. Beames, 34, Wilkins Road, Cowley, Oxford.

MICK MANLEY will be entering his twin cam 220 c.c. Ducati for the T.T. this year. He is keen to hear of a 125 c.c. mount which he might have on loan for the Ultra-Lightweight. The address is: 39, Cosmeston Street, Cathays, Cardiff.

LOUIS CARR would be interested to hear of a sponsor who is looking for a rider. The address is: 149, Ashley Road, Parkston, Poole, Dorset.

FOR LOAN. Norton 350 c.c. special; 1949 longstroke single knocker Manx in S/A frame, Manx conical hubs, dolphin, alloy rims, tank. Offered free to any member until June 1962. Only catch is cambox requires assembling and I'm at sea all the time. A B.S.A. A7 float is also offered with Manx. Requires timing only. This is an opportunity for someone. For full details and photos, contact M(E) J. B. Caffrey, 4N4 Mess, H.M.S. Hermes, c/o G.P.O. London.

FOR SALE. Very fast 250 d.o.h.c. Benelli with spares. £285 or will separate, engine £195, the rest £90. Opportunity

(continued from page 36)

and without whose financial assistance he would be hard put to do the racing he does. The R.A.F. nowadays is virtually on a five day week, so there is no difficulty over time off. Neither did they offer any objection when Chris was hors-de-combat for six weeks after crashing at Snetterton at the Guinness Trophy meeting (that was when he lost his brakes—they were just about worn out—and pranged Tom Phillips up the backside) and breaking his elbow. This injury is quite healed up now and shouldn't give any trouble next season.

Chris is quite determined to go on with racing. He says he would never become a "professional". While obviously he likes to win prize money if he can, he races primarily because he likes it and because he regards it as a sport. In this connection, and in answer to my query whether there was anything he would like to see improved in racing, he feels that prize money might well be extended down the field and he does not see why entry fees have to be charged at paying-gate meetings. Well, he is not the only rider I've heard say that and most seem

to have the same meetings in mind too. He will be keeping the same Norton for 1962 and the same van. The Norton is quite standard and is to remain that way. Chris would rather try and save to buy a 350 Manx instead of spending large sums on having the 500 tuned to go a little quicker. He will be doing the short circuits again in the new season and the Manx as well. I am quite sure that his name will be quite a well known one in the Sport before another twelve-month is finished. Oh, and by the way, he doesn't ride on the public highway (so it's two to one against at present). Reckons it isn't safe! He even tried to persuade me to put my Dommy in the van when we moved from bleak Lyneham into Chippenham to have the natter which forms the basis of this feature!

(continued from opposite page)

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