

# Bemsee



THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 16 No. 4.

APRIL, 1963



## SIX, YES SIX, DAYS TO GO TO THE

**SATURDAY**

**" H U T C H "**

**SATURDAY**

**April 6**

(first race starts 10.30 a.m.)

**April 6**

The Club has secured one of the finest entries ever for its oldest and most famous meeting. You are assured of over seven hours of tremendous racing in the usual Silverstone manner. Amongst others, you will be able to see :—

**Derek Minter**

**John Hartle**

**Phil Read**

**Jim Redman**

**Tommy Robb**

**Tony Godfrey**

**Mike Hailwood**

**Dan Shorey**

**'Paddy' Driver**

**Joe Dunphy**

**Mike Duff**

**Roy Ingram**

**Max Deubel**

**Florian Camathias**

**Chris Vincent**

**'Pip' Harris**

**Fritz Scheidegger**

**Jack Beeton**

Altogether riders from Denmark, West Germany, Sweden, Switzerland, Canada, New Zealand, Rhodesia and South Africa will be competing.

Tell your friends and local club mates about the 31st offering of the Hutch. Spread the news at work. It'll be a day NOT to miss.

### STOP PRESS

Definitely confirmed—the Scuderia Duke has entered two 499 c.c. four cylinder Gileras—riders Derek Minter and John Hartle—this could be their only British appearance before the T.T.

### FURTHER STOP PRESS

From Purslow has entered a 250 c.c. Benelli "four"—rider is to be Ralph Bryans —machine never before seen over here.

---

### NEWS FROM THE GROUPS

Three of our groups are having meetings this month and they all sound interesting, too. Here is the 'gen':—

**HORLEY.** Meetings informal. 1st and 3rd Thursday. Possibly last until autumn. Red Lion, Turners Hill. Organiser: Frank Gillings, Tudor Close, Smallfield.

**MID-HERTS.** Monday 8th. 'New Fiddle,' St. Albans Road, Hatfield. Organiser: Mike Robinson, 39 Chelwood Avenue, Hatfield.

**W. MIDDLESEX.** Thursday 11th. Byron Hotel, Ruislip Rd., Uxbridge. Organiser: Tony Singer, 1 Queen Road, Uxbridge. Members are asked to note the change of venue and the fact that the evening will be a Quiz/Discussion between the Road Racers and the 'Rest.'

Editor: Guy Tremlett

THE CLUB

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

Vice-Presidents: H. L. Daniell, G. E. Duke, O.B.E. and J. Surtees, M.B.E.

Chairman: L. S. Cheeseright, M.C., B.Sc.

Vice-Chairman: H. L. Daniell

Secretary: Alan C. Smith, 33a London Road, Kingston-on-Thames, Surrey

## EDITORIAL

Last month we published the first part of an article by our Chief Marshal—the second part appears this month—on the subject of marshalling; its multifarious implications, duties and problems. Also, this month, we print a rather similar article by our Admission Controller and Programme Sales Director. These latter two jobs are quite the most thankless at any race meeting. The unfortunate person doing them has to slave away darned hard all day and he never sees any racing worth mentioning. It is right that all of you, no matter what you yourselves do at a race meeting organised by the Club, should know what these two vitally important senior officials do. Read what they write!

Now that the 1963 version of the 1,000 Kilometres is definitely to take place at Oulton we take the opportunity to put on paper a few thoughts about the race. In the first place we are quite delighted to know that the Club will be going back to Oulton Park. That the Cheshire circuit is one of the best in the country is not, we fancy, disputed. For a race of this sort it is ideal; far better, we have no hesitation in saying, than Silverstone or Thruxton. The bicycle which survives 625 miles round there ought to be no bad machine, we think. The agreement which the Board of Directors have made with the owners of Oulton is a good one as far as the Club is concerned.

It is necessary, however, for us to state, here and now, that this meeting is not for the novice or semi-novice rider. It is International at the especial request of the local centre so as to go some way towards ensuring that inexperienced riders do not take part. And the one day International licenses issued by the A.C.U. for Thruxton will not do for the Bemsee 1,000. In the past, and in particular after a recent Clubman's Trophy meeting at which there were several fatalities, the local coroner had some hard things to say about inexperienced riders on such a course. The entry will be strictly limited of course; 40 is the limit. The regulations will not generally be available, but will be sent to competitors in the past two races at Silverstone and those who write for them. Members should note, therefore, that the regs. will not be circulated with the April, i.e. this, magazine. It is not intended to alter the rules governing

## EDITORIAL NOTICE

The Editor welcomes contributions from Members for publication, subject to their being of interest and conforming with the dictates of legal necessity. All photographs sent for reproduction should be accompanied by full details of the subject. If return of photographs is required, this should be clearly indicated. All insertions for the "Mutual Aid" column MUST reach the Editor by the 15th of the month previous to publication and should be accompanied by the advertisers' FULL postal address and membership number. Please keep advertisements as much to the point as possible. There is no charge made for such insertions to paid-up Members of the Club. All, repeat all, correspondence, including the above, should be addressed to the Editor at 10, The Chestnuts, Gwydor Road, Beckenham, Kent—telephone BEckenham 5172. The Editor takes every precaution to ensure factual accuracy and freedom from error in the production of "Bemsee," but cannot hold himself responsible for such mistakes as may occur.



with the April, i.e. this, magazine. It is not intended to alter the rules governing machines from previous years except, possibly, in one or two slight respects. It just has to be realised that this event, and Thrupton too, are virtually factory supported, though the actual manufacturers do not appear to have the courage of their convictions to enter openly, but shelter behind those keen dealers who actively support the Sport. Thank heaven they do! So if you have a sportster and a willing mate, but little experience, please do not apply to enter; you're wasting your time. Your time will come later with the production events at our Club meetings at Snetterton and Silverstone in June, August, September and October.

Now that the season has begun may we ask those Members who are also wielders of a camera to submit examples of their work for possible publication in the pictorial section of this magazine. This feature depends on you for its material. When it was started last year, we decided that, unless there was some exceptional reason, work of Members and friends only would be used. Most of the pictures used hitherto fall into that category. Thank you, gentlemen. We hope we can count on your support again. And while on the subject of this publication, may we express gratification at the increase in the number of Members using the 'mutual aid' column. We only hope that this feature has been of use to both buyers and sellers. By all accounts racing machines anyway have been difficult to move on this winter—hardly surprising for both economic and climatic reasons—but we do know of more than one case where an ad. in the "Bemsee" 'mutual aid' has resulted in a sale quickly enough. This feature is there for you to use; just send your ads. along.

We kick off on Saturday with the Hutch. We are keeping our fingers tightly crossed. Things have been a bit 'pushed' in the organising of the meeting; none more so than in getting together a decent entry and producing a programme. Let us hope to goodness that, for a change, the weather co-operates. Anyway, we wish everyone connected with the meeting the best of everything. And now pray for a sunny, fine day . . .

---

### MARSHALLING — IT HAS A PURPOSE — How it Works by Dennis Bates

This second article deals with the system of course marshalling as it has been operated by the Club for the past five years.

In 1958 we took a long look at our marshalling and resulting from that, re-organised ourselves so that there would be more command and responsibility in the field. To do this we first divided the course into sections with the key point for each at every corner and curve. Each Corner Commander as he is called was made the overlord of everything that happened in his section responsible to the Chief Marshal and through him to the Clerk of the Course. This overcame the practice of casual visitors giving instructions to the man on the spot, often without any fore-knowledge of events.

Each Corner Commander was made known by name to every man appointed to his section, whilst adjacent Corner Commanders were also introduced. Naturally, it was imperative that, in adopting this section plan, we avoided organising people into tight cells that could not co-operate with one another.

Fortunately we had some excellent men to choose from, most of whom are still performing their duties at their original corners. The whole scheme aimed at personal relationship between Commander and marshals, for we knew that the better the man in the field understood the capabilities of his men, the better would be the efficiency of the marshalling. This allowed the Chief Marshal and his Deputy to be free to observe the system—controlling it instead of trying to do the work—whilst the Corner Commanders and their men could operate within the broad plan making adaptations to suit local conditions. Recommendations that this basic plan created were discussed and improvements made. Resulting from all this the Club was able to produce a handbook of marshalling which not only had wide circulation amongst the marshals, but copies were sent as far afield as Czech-slovakia, Canada and New Zealand.

The marshalling system is geared closely to the race programme which, in turn, is controlled by the man on the spot, the Starter. Upon him depends the





DAVE CURTIS  
**MATCHLESS**

Winner of the 1961  
British **M<sup>2</sup>** X Grand Prix



punctuality of the various races, the satisfaction of the spectators who hate being kept waiting and (we hope) the peace of mind of the riders who by now know that the Club always starts its races to time. He needs eyes and ears as a blind man needs a guide dog, and he gets them in the guise of Travelling Marshals who report back to him that the course is clear or obstructed. Only the other T.M.'s liaise with the Main the Senior T.M. reports clearance, whilst Gate Marshal and also the Corner Commanders where breakdowns, etc. are concerned. The Senior T.M. acts as a kind of broom, sweeping before him all official transport, breakdown vans, etc. Finally, he executes one quick lap as a check and reports to the Starter with the 'all clear.'

Under each Corner Commander are flagmen, rescue and fire squads, a telephone operator, relief crews, breakdown, ambulance (where possible) and first aid, the latter usually provided by St. John Ambulance Brigade. At Silverstone we are lucky to have a fire appliance manned by professionals, sited on the return route to the paddock.

So that these men can operate swiftly and in safety, we keep the runways and insides of the corners clear. In emergencies no one wants to play a dodging game with stretcher bearers, fire appliances and the like, neither can we afford to have unasked-for help that can wreck a prescribed plan of operation.

Each Commander disposes his men according to the type of corner under his control. At the peel-off point he sites a flagman with observer so lined through the corner that the secondary flag position is visible. This is known as the Main Flag and the secondary position is called the Repeater. Most accidents occur on the exit where the banking or other obstructions screen the view of the Main Flag. This is where the Repeater comes into action by signalling with raised yellow flag that an obstruction has occurred. Spotted by the Observer the Main Flag is warned and early and immediate warning is given to competitors at a point where they have time to slow down or take avoiding action. Besides the sense of that a waved flag creates, it also serves another function by signifying to the next flag up course, i.e. the direction from which the riders approach, that the incident is local to the section signalling. A stationary Main Flag indicates that the up course section

should also give a warning of danger due to the location of the incident.

Rescue squads are stationed both inside and outside the course at appropriate points with fire extinguishers in handy positions. They are equipped with cement and brooms for rapid removal of spilled oil. With them is a first-aid man and, on the severe corners, a doctor. At Silverstone ambulances are positioned at Copse, Beckett's and Stowe, with access via the internal runways to the First Aid Hut, always manned, in the paddock.

Each corner is equipped with a field telephone manned all the time. Messages are phoned to Race Control who advise the Clerk of the Course and Chief Marshal of all incidents, retirements and stoppages. In turn this information is relayed to those also concerned, the doctor in emergencies who can travel to the scene if deemed necessary, and scrutineers to inspect damaged machinery—we like to know why crashes happen in case they can be put right by course improvements—the lap scorers so that riders are credited with their correct number of laps. Incidentally, reports are acted upon. Those who rode at Crystal Palace last Bank Holiday may recall the fantastic slippery white lining to the course particularly through the Glades. The Chief Engineer of the circuit was notified and promised to experiment to remove this undesirable effect whilst still retaining the marking line.

Marshals serve at one corner under their permanent Commander. This continuity ensures the most effective control, for marshals learn their corners and know under what conditions accidents can happen and almost precisely the whereabouts to the nearest yard. They can even spot those whose skill does not match race conditions, and this awareness has often prevented what might have been rather nasty prangs.

Backing the course marshals are those in the Paddock and Grid Ballot. Their function is simply explained; to sort out riders so that the right men on the right machines arrive on the line at the appropriate time. They have a difficult job because people will try to wangle their way on to the line without having declared change of driver or machine, without having taken the trouble to check if they have either qualified or been accepted as a reserve—usually two minutes before time! The remedy (for

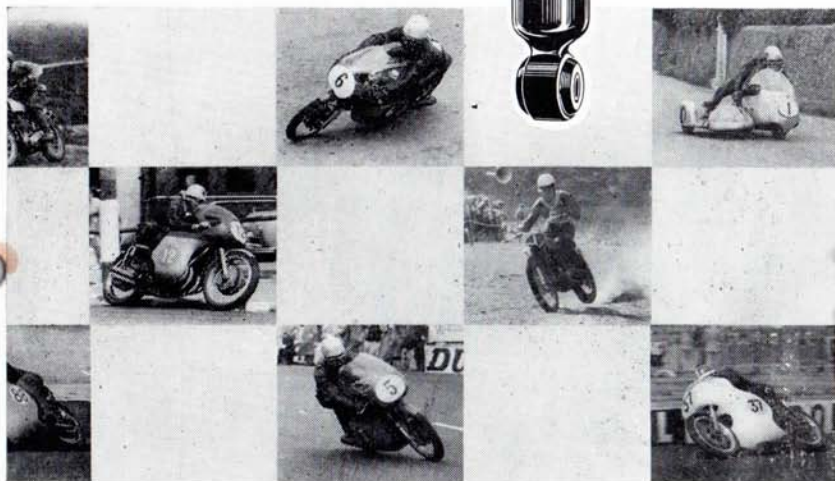
**(concluded on inside of rear cover)**

# TRAVELLING FAST WITH COMFORT

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

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

## GIRLING SUSPENSION UNITS



GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

## MEN AND MACHINES — X (continued)

I'm dealing with two machines next; together because they have one big point in common. They both have Triumph motors. Arthur Bishop is one of those keen types to whom motor cycling is the be-all and end-all, and I mean no disrespect saying this. It was to see him and the 650 Triumph/Norton that he has built for his son John to ride that I went one snowy Saturday to Princes Risborough. Goodness what a dreary place it seemed till a small Ford van appeared out of the snow and I was hailed from within it. John Harris's Tiger 100 I haven't managed to see, alas, but he has been kind enough to send me details of it. The Bishop machine is nothing very spectacular, but it is well made and cost very little. Here the frame is a Dominator-type "featherbed"—it actually housed an Inter. before conversion—but the motor is a 71mm x 82 mm T120 Bonneville which has been very carefully put together. Alfin barrels are used with a pair of special pistons supplied by A.E.S. Ltd. of Reading. I could not discover what the compression ratio was. The head has been modified and E3135 cams are employed. Two GP2 carbs. mix the petrol and air and push

## by "Double Knocker"

it into the combustion chamber with a short induction tract. A racing magneto is used, of course. On the end of the exhaust pipes two long tapering megaphones are now fitted, extremely well fashioned. Arthur says that he is not satisfied yet with the 'set-up' at higher revs., though this has hardly mattered yet in the early days of son John's racing career. The gearbox possesses close ratio internals as supplied by the factory. Alloy rims are fitted to the standard wheels and no change has been made to the brakes which have proven perfectly adequate. Fibre glass tank and seat are used. No serious troubles are reported so far, but new, and stronger, engine plates are needed. The current ones have cracked. Incidentally, a bench test of the motor before insertion into the frame saw 47½ b.h.p. produced at 5,500 r.p.m.

John Harris used his Triumph Tiger 100 for 40,000 road miles before it first saw a sprint; he is interested in this branch of speed sport rather than racing. During those road years it was transformed gradually into a clubman's style 'bike. Which process, of course, had the effect of reducing the weight somewhat. Once again the motor has been worked



The John Harris  
498 c.c. Triumph  
with owner on board.



on. The conversion to running on methanol, the initial experiments in this field, resulted in two monumental blow-ups. Two carbs. are used. The Triumph frame is retained, though lightening is apparent all over. The primary chaincase, for example, is cut away, mudguards are non-existent or nearly so, a fibre glass petrol tank, alloy rims, Norton racing seat and front number plate. Nowadays all the road equipment is removed, so that the total weight must down to about the 300 lbs. mark or perhaps a little less. Now John is busily engaged, as far as I know, in putting the motor and gearbox in a pre-war Tiger 70 frame. His reason—to have a Tiger 100 sprint device weighing 200 lbs.! He ought to do it at that rate.

Many people, I know, think that the machines raced in production machine events are not the same as you and I can buy in the shops. To some extent this is true. There have been obvious examples in the past. On the other hand the reason for such and a such a machine going well is most likely that it has been assembled properly. Very often today the only way to get a model to go as its makers presumably intend is to strip the whole darned thing down and put it together again carefully. This should not be, of course, but tis a sad fact. I must confess that I wondered very much about that amazingly fast Triumph Bonneville of John Bowman which won the production machine race at the last Snetterton meeting last year and so completely pulverised the opposition in the process. Prior to Snetterton the machine had been ridden into 3rd spot in the like race at Barry's Day after a poor start.

In fact John holds the production lap records at both the Silverstone club course and at Snetterton. Incidentally his previous successes on a Bonneville were scored on a '60 model which was bought new and carefully prepared for this type of racing after a larg-ish road mileage; this machine gave John four firsts at Snetterton earlier last year and a 5th at Trophy Day in '61.

The Bonneville I am considering here is a 1962 model prepared by the factory for Silverstone and Thruxton, entered by A. C. Keeble of Leiston in those events and ridden by Brian Denehy and "Spud" Stracey. It was 3rd in the former race and the first Triumph to finish in the latter. John bought the bicycle after Thruxton, but he actually prepared it for the latter race and so had a good knowledge of its condition before purchase. Now these Triumphs are a lot faster than a standard Bonneville. But this increase in performance is perfectly legitimate because it is brought about by using parts of the published Triumph high performance kit. And careful screwing together, of course.

The 71mm x 82mm, 649 c.c. o.h.v. twin cylinder motor possesses the optional 8.5:1 pistons, bigger valves, G.P. carbs. with remote mounted float and a Lucas racing magneto. John paid very great attention to valve and ignition timing (one of the things that are usually quite a bit out on the average production 'bike). He told me that he put the bottom half of the motor together with great care and found that the attention he lavished on matters like piston clearances proved well worthwhile. Now the result of all this results in a usable top rev.

650 Triumph/Norton  
by Bishop—an early  
an early picture  
with a few additions  
to be made.





**A sight which many will remember from Barry's Day and the Guinness Trophy. John Bowman and Bonneville in very full action!**

(photo: B. Curtis)

limit of 7,800 r.p.m. Admittedly there is no power much below 6,000, but that is not of much consequence because, at the moment, the machine is not used on the road—too fast, I think. With the standard close ratio gear cluster supplied by Triumph's—top is 4.5:1—the maximum speed is a very genuine 120 m.p.h. plus.

All this power would be useless without complimentary steering properties and, having regard to the perennial dicey handling of Triumphs, one might be excused for thinking that the plot must be a very hairy thing to ride. Again, not so. The frame is the duplex one, of course, and with s.a.e. 50 oil in the forks the cornering and handling properties of the machine are perfectly satisfactory. Ear'oling angles are limited, as on most production jobs, by the silencers and John has "picked up" them as much as is possible (they all do this), but they still scrape the deck if he is too enthusiastic. At least two other very experienced racing men commented very favourably on the steering of these T120's after the last Silverstone 1,000. The normal Girling suspension units are still in situ, as are the standard brake linings with the addition of an air scoop on the front. Racing linings are contemplated for the new season. The anchors are adequate at present, though the short leverage possible with the 'short' rear brake pedal reduces its effectiveness somewhat. All the road equipment is carried, of course, but a Feridax-style racing seat replaces the normal dual seat. To complete the picture I learnt that this very fast and potent Bonneville uses ordinary Castrol s.a.e. 20/30 oil (accord-

ing to season), any sort of 100 octane petrol (usually Esso Golden) and Lodge RL49 "candles." A very nice bicycle indeed!

Lastly I went to see John Brent to hear about his Ariel Arrow; one of a number of such conversions of these machines may be, but probably the best of the private owner efforts in this direction and certainly the fastest. Again it was not possible to conveniently see the actual machine. So John had to illustrate the points he wished to make by showing me photographs of the bicycle. The Arrow, perfectly standard, was purchased new in 1960 and run in on the road for some 500 miles. The process of 'amelioration' then began. A lot of work was necessary.

Taking the engine first, new, 'squish' heads were made with the plugs mounted in the middle and two 1 1/16 in. Amal G.P. carburettors. Apart from cleaning out the ports, no other engine 'mods' were carried out initially. After a year's racing with standard pistons and bottom half, John obtained from Ariel's an 'official' flywheel assembly, stronger rods and a pair of racing pistons were produced by Hepworth and Grandage (one of the most helpful firms in the game, by the way) with Dyke top rings and giving a compression ratio of 12:1. So, for 1962, the motor was a genuine racing Arrow unit. At the same time John acquired a set of close ratio gears to replace the standard, road ones he'd been using up till then. While no definite figure has been obtained the power output now approaches 26/27 b.h.p., while max., permissible revs. are 8,500. As



**John Brent  
heels his Arrow  
into Druid's Hill  
at Brand's—  
picture taken before  
modified front  
'stopper' fitted.**  
(photo: Len Thorpe)



power comes in properly at 4,000, there is a wide spread of usable 'go.'

Very early on in the proceedings the one real problem arrived. On ordinary Arrows there is a lug on the top frame tube which is attached at its bottom end to the crankcase. With two carburetors this gets in the way and has to be removed. Some sort of support is still necessary, of course, and brackets welded to the frame and attached to the heads suffice. All the extraneous items of road ware were then taken off and rear set footrests made up bolted on to 5/16th alloy plates, in turn attached to the rear of the gearbox and chaincase respectively. A Norton-type gearchange linkage is used. At first the normal wheels had Dunlop alloy rims built into them and brakes quite standard, linings and all. However, the front wheel was completely rebuilt by Avon's last year incorporating a 7 in. front stopper of Italian origin, heavily finned and with built-in air scoops—this brake being bought of Bill Scott. So far the new anchor has not been put to the test. Ferodo racing linings are now used. This wheel saves 7 lbs. Herbert Terry of Redditch made special springs for the rear suspension units as the originals were too hard. Thus it goes on. The whole machine abounds in works to make it a proper racer and to save weight; we'll come to that in a minute. The handlebars are mounted in the same clamps as normal, but were specially fabricated and are shaped like a square U upside down. The levers are made from sheet dural and weigh 1 oz. exactly each. John also

patterned and cast an alloy rear sprocket, too.

With a Fi-glass racing seat and an alloy petrol tank made by Wakefield's of Byfleet, the bicycle weighs about 200 lbs. So far John has confined his activities to the southern short circuits and not very many of them either; as he says, it costs a tidy sum to "do" an Arrow like this—including the initial cost of the 'bike he has spent some £450 to date. However, he was a very fine second at Barry's Day in the one 250 event held, after a terrific scrap with John Williams on the Petty-Norton. Though the Arrow was a little bit quicker, the Norton had better brakes (the Italian stopper above mentioned wasn't ready at this time) and so got to Woodcote first on the last lap. Two seconds and a fourth came his way in British 250 races at Bantam R.C. Snettertons and he was 7th at our Norwich Trophy affair there in June. I think we shall be seeing a lot more of John Brent and his Ariel this season. In fact I'm darned sure we will. Oh, and by the way, the Arrow uses Shell Super, Shell R 20 oil, Lodge R49 plugs (one set were used for the entire season) and Avon tyres.

Well, there you are. A diverse selection of 'irons,' all of them the pride of their owners/constructors' eyes—just about, anyway! I think the best way of finishing this piece would be to thank again, all the parties concerned for telling me about their machines and affording me the hospitality of their homes. Thank you, one and all!

## AN INSIGHT INTO THE ADMISSION CONTROLLERS DUTIES

by Arthur Mills

It is a feeling of guilt which urges me to put pen to paper and say my little piece. I have repeatedly listened to the Editor of our Magazine appealing for articles, points of view, or anything else of interest. Each time the feeling of guilt has grown, but like so many Members, I have never got down to it. I am sure many of you could write an article for the magazine. It need not necessarily agree with the Editor's point of view; indeed many things could be written which might not be pleasant to hear, but, surely, a point of view expressed sincerely is better than nothing at all?

So here goes—I can at least write something. Whether it interests members is not for me to say. (It ought to: ED.).



Arthur Mills

Many members of the Club may not know me; others have expressed the wish that they did not! For many years I have had a most interesting task to perform, although at times a most unpopular one. For those of you who do not know, I am the Admission Controller. Many of you will not know what this entails. Briefly my job is to liaise with the Gate Stewards and Programme Sellers and to try to see that everyone gets a fair deal with regard to their parking problems and their admission to the course. Another part of my duties is to try and ascertain how many people get into the circuit without paying, how many get through the hedge, etc., and one of the most important things is to see that members get a fair crack of the whip and value for their money.

Last year, after several attempts, the Committee agreed that all members and their vehicles should be admitted to as many of the meetings as possible free of charge. This I think you will agree is of definite advantage to members, especially now that we are putting on more meetings and we are living at a time when costs are rising and admission charges, if anything, are likely to be increased. When the Committee decided that this would be a good thing, many snags were foretold and we had to be extremely strict in only allowing paid up members through to the gates with free admission. We also have to be severe in keeping the rules. If any guests are brought along, either on a motor cycle or in a car, these guests must pay admission. Whilst we are interested in giving our



members fullest value for money, at the same time we must see that your interests are protected in seeing that any non-member pays his or her fair 'whack.' Only by so doing, can the Club possibly meet its commitments. I would like to stress that you as Members have a responsibility to your Club. There seem to be a few members quite willing to lend their cards to their mates. In the end this can only result in the subscription being increased. This the Committee have tried to avoid for a long time.

Probably the most unpopular part of my task is at the many Club days. These are the meetings when the only income the Club receives is the money we get from parking and programmes. Passes are always despatched to riders and mechanics. Unfortunately these privilege vouchers have been abused. It got particularly serious two years ago; to such an extent that for every rider in the pits we had two vehicles! Complaint arose from the Stewards and, of course, it was pointed out that this was my responsibility. What was wrong? At the next Club meeting I made it my business to find out and this, briefly, is the picture. Two tickets are issued to the competitor for himself and his mechanic. These should be worn and shown as the main gate is approached. The sticker issued for the vehicle should be on the windscreen so that the vehicle can be directed straight though into the pits. If this is done, then rider and mechanic are perfectly entitled to go there and very welcome, too. What, in fact, was happening in more than 50% of the cases was that the rider presented himself at the main gate with no sticker and no passes with the story that his mate had the passes and was in the pits—or the Secretary did not send them—or that he had left them on the mantleshelf at home—or some other such tale. 73 people presented themselves for one meeting at the main gate and all 73 had left their passes on the mantleshelf! Now I ask you one question. If you were going to a London 'show,' would you present yourself on the evening of the show and tell the Commissionaire that you had left your tickets on the 'shelf? If you did, would you expect to get in? Even if he listened to your hard luck story and let you in and later on someone turned up with the tickets, which are numbered just the same as our passes are, would you expect to forgo your seats for the holder of your tickets? You see, we

number the passes and we know who they are issued to. Your admission ticket to the circuit is clearly marked 'Not Transferable.' These people who claim that they have left them at home, or that the Secretary has not sent them, have passed them on to their mates and friends in most cases. This is both a breach of the regulations and it does affect the financial stability of the meeting considerably.

A Club Meeting costs £x pounds to put on. It is put on so that the 'boys' can have a ride. The more Club meetings we can put on the better; we as Officials like it that way. But they must pay their way and, now that we allow Members and their machines to come in free, then it can be seen that the only revenue we get is from the spectators paying for to park a vehicle and to buy a programme. Therefore, if a rider gives his passes to his mates, what he is doing is raising his own entry fee. Make no mistake about it. Had this practice been allowed to continue, there would have been no alternative but to raise the entry fees.

I would point out that I am talking of a problem which was much worse two or three years ago than it is now. As I said in my opening remarks, I had this unpleasant duty to perform on behalf of the Club on your behalf as Members. Riders were warned in the Regulations that they would not be admitted without passes, but still riders and mechanics turned up without. When they were refused admission at the main gate, they pointed out that they were Members of the Club and told me not to be such a b—y fool. It was obvious they were riders because they had their machines in the backs of their vans! I pointed out to these Members, I often knew them personally and knew very well they were down to ride at the meeting, that they had turned up without their passes and strictly were not entitled to enter the pits. It got so bad at one stage that we had thirty riders queuing up outside. In several cases their mates actually turned up with their passes. These were able to proceed. I am extremely pleased that this state of affairs no longer exists to any great degree, but, although it no longer presents a serious problem, I would respectfully ask at the outset of this season that Members taking part in these events should think about this problem and try to assist us. After all we are voluntary servants of the Club with a difficult job to do. Alan Smith, the new Secretary, will see that your passes are

sent to you. It is then your responsibility to see that you use them correctly. Any breach of this regulation might possibly lead to you not getting a ride; we do not want this. Personally I have been an official of the Club for many years and I want to remain in that capacity to help Members, but I must ask Members to help themselves, too.

Another part of the Admission Controller's job is to try and see that all the spectators get programmes. At race meetings such as we put on a programme is essential. It is my job to see that the three main programme tents are erected and staffed by two programme controllers. Programmes and programme sellers are then allocated to each of these tents. A seller receives a small commission for every hundred programmes sold of 10/-; one of the few paid jobs in the Club! It is very difficult to get programme sellers. It has to be remembered that they see very little of the racing in the early stages of the meeting. In some of the wet, windy weather we have had for meetings at Silverstone recently they have done a damn good job; they really are essential. I think we can say that our spectators do get a programme and that they are available practically all over the course. I would stress that we are in need of more programme sellers, particularly for the Hutch for this is, without a doubt, going to be one of the most important meetings we have ever staged (being sponsored by one of the national newspapers). Therefore, it is obvious that more sellers will be wanted. You can assist your Club and help me personally by selling programmes; very little of the racing need be missed. A lot of the programme sellers finish about 2.30 p.m., before the main events start. So, if you would like to earn yourself a few pounds, drop me a line today—Arthur Mills, Express Dry Cleaning Works, Wellingborough Road, Rushden. I will be pleased to rush you full particulars.

This article is not intended as a grumble, but an explanation as to what we are trying to do and why. So I would like to close on a cheerful note. As you can imagine, having done this job for many years, I have listened to hundreds of reasons as to why people should be allowed into the pits, although they have no pass—at one meeting seven people turned up with spare parts for Geoff Duke! At many of our meetings 'mechanics' turn up at about 3 p.m. and they

really have mechanics badges. Now I ask you, gentlemen, what use is a mechanic to a rider at 3 p.m. in the afternoon!

The unofficial rule I keep is that if a person turns up with a story I have not heard before, then I am quite prepared to let him into the pits whether he should be there or not. You have to have a pretty good story by now! One last tale I will tell. It concerns a large car carrying a group of persons which was stopped at the gate. In this car sat a driver—unknown to me; next to him was 'Pip' Harris, always very welcome at our meetings; next to 'Pip' was his passenger; in the back was the late Mr. Harris Senior—all these people I knew by sight—but there were others in the back of the car I did not know. I asked "I presume you all have passes?" At which Pip put his hand into his pocket and pulled out the necessary passes, stating that this was for him, this was for his passenger, this was for his father etc., all quite correct. Then I noticed one more fellow sitting in the corner of the back seat. I said, "What about that bloke?" Like a shot he answered, "I'm the bloke what makes the tea!" Well, friends, he was in!

One of our Race Meetings was in danger of being stopped altogether by the A.C.U. Steward because conditions in the pits had become chaotic. On checking it was found that less than half of the people there were properly authorised. It took some time to restore order, so that we could continue the meeting. You will appreciate that officials in the pits are often working not only against time, but under other difficulties. Certain people must move about the pits to marshal riders etc. and so it only adds to the Clerk of the Course's difficulties if the pits are congested. Competitors know only too well when pit facilities are not adequate. I would ask you before inviting any unauthorised person into the pits to think seriously. For, if the pits are overcrowded, then the Committee will have no alternative but to reduce the number of entries. You all know what that would mean. You should write to the Secretary if you want an extra pass, and he will be glad to consider the issue of another pass to anyone genuinely entitled. I am hoping that there will be a continued improvement in these matters during 1963 and that we shall all have some very pleasant days of racing on the various circuits we are using this season.

(concluded on page 73)





# ERIC OLIVER

T.T. Winner & four times World Sidecar Champion

EXPERIENCE MEANS A LOT!!

*Come and talk over your Motor Cycle problems with me*

Agent for:—All popular  
MOTOR CYCLES — SCOOTERS  
SIDECARS and LIGHT CARS  
Exchanges—Cars for motor cycles etc.  
Insurance—Immediate cover.  
Hire Purchase—With pleasure.  
Accessories—Clothing, Fairings,  
Spares & Service for  
Norton and Triumph

ERIC OLIVER, LTD.  
99/101, LONDON ROAD - STAINES - MIDDLESEX.

Phone  
53733

## STREAMLINED WEATHER PROTECTION



by

# "AVON"

The ORIGINAL and Still the BEST

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

From all good stockists or if in difficulty write

**MITCHENALL BROS. LTD.** Sales Division,  
Amesbury, Salisbury. Wilts Telephone: Amesbury 3016



SURREY'S LEADING  
RIDER AGENT  
FOR YOUR  
NEW OR USED

Motorcycle — Scooter — Sidecar — 3-Wheeler.

Main Agent for all the Leading Makes.

TOURING \* TRIALS \* RACING

SATISFACTION and an unrivalled AFTER SALES SERVICE assured.

● Part Exchanges and Hire Purchase Welcomed ●

## ARTHUR WHEELER LTD.

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

Most of my racing over the last three years has been done on my old Royal Enfield Super Meteor. However, there are not many events for machines up to 1,000 c.c., so to obtain more rides the 'Redplum' was built. Having given it an outing at 'Brands' and finished 9th, it was deemed competition worthy, handling-wise at least.

There had always been vague ideas of a ride in 'The Island,' though the riders who rode in events over the fabulous mountain circuit had always seemed to me to be a race apart from us ordinary mortals. When I sent off for the regulations for the Manx Grand Prix, it was more to learn what the actual rider requirements were rather than with any definite intention of actually competing. Here another factor came into play in the shape of Pat Langley who had provided the bits and pieces from which the Special had been constructed. He lives racing 25 hours per day and exudes unbounded enthusiasm for anything connected with the Isle of Man. Before a great deal of thought had been given to the subject, the completed entry form was back in the post complete with cheque for £8, the entry fee and the thought that the event was always oversubscribed, so I probably would not get accepted. Much emphasis was placed on previous successes and experience.

Some weeks later acceptance of entry was received and with it realisation that the Meteor motor of the Redplum was still not complete. At its last outing at Thruxton it had come to a shuddering, screaming halt with a rod poking out of the crankcase. It was duly repaired and rebuilt in almost standard tune, since reliability would be the prime requirement rather than another few m.p.h. I could not visualise getting within replica time, even if I did have a 140 m.p.h. Manx. A finishers award would be the object in view.

After a decidedly rough trip across from Liverpool on the new ferry, 'The Manx Maid,' we unloaded and attended to the first formality, reporting to the Race Office. Here I had my first taste of the cordiality extended to competitors in the Manx by everyone connected with the organisation. Also I had the unusual experience of paying a fee of 15s. 0d. for insurance to allow me to ride a racing machine on the public roads. This is to permit competitors to ride their machines from residence to the start, of

course.

On the Sunday afternoon I joined the group of riders on the conducted coach tour of the circuit. The conductor was one Bertie Rowell. He stopped the coach at all the prominent points on the circuit to explain the particular hazards and, usually to say that somebody or other had gone through or over this brick wall once; which had a most sobering effect upon us. By the time we had been over the mountain and seen the drops down the side of the course, I arrived back in Douglas feeling quite shattered by the complexity of the circuit which it seemed I would never possibly remember.

It was still quite dark when at 5.15 a.m. on Monday the 25th August, Clive, my mechanic, and I tumbled out of bed to partake of the first mornings practice session. The morning air was decidedly chilly as, with dawn breaking, we wheeled our 'bikes out of the garage and coasted down the (be it noted) very steep hill and bump started, when well away from the hotel. The 'Redplum' was a reluctant starter even so, but eventually fired and off along 'the front' we went on the way to the paddock—the 'Plum' burbling along at a steady 2,000 r.p.m. making lovely noises through the megaphones. We arrived in the Paddock and the first instruction was to stop the motor since warming up was not permitted. The motor had not even got the chill off of it, so I would have to take it really easy until 'the plot' was suitably hot. The long queue at the scrutineering bay was joined and the first thing that the scrutineer said was "Oh, so this is the Redplum, is it?" Then, "Is Charlie looking after the motor?" (I should explain that the reference was to Charlie Rogers, the Royal Enfield competition department gaffer). I wish he had been

Tagged on to the queue at the starting line and then heaved mightily when the starter gave the O.K. I hit the seat after the usual five paces, but the rear wheel locked solid. Push some more and try again. The motor still wouldn't budge. After half-a-dozen tries, back into the paddock to investigate; it seemed that the engine had really seized. Returning to the garage, we removed the primary chaincase and, with the aid of a spanner on the engine sprocket nut and a mallet to tap it, actually turned the motor over. Once freed it turned over easily. Here was the clue. In spite of an afternoon



spent at Brands Hatch running in the rebuilt motor, it was still so tight that the combination of new bearings, Castrol Grand Prix oil and a cold morning made the motor almost impossible to start without the aid of steep hill. Tomorrow the motor would be really warm before coming to the line.

On Tuesday morning it was even colder. The rain had just stopped and the roads were deep in puddles as we splashed our way up to the Paddock. This time, however, a halt was made outside and the motor allowed to tick over until it was really hot. Then in for the usual routine of tyre checks, oil and petrol top-up and scrutineering. The loudspeakers in the paddock announced that the roads were wet all round the course, very slippery under the trees and visibility very bad over the Mountain due to fog. A lovely prospect for one's first practice run over a circuit of nearly 38 miles.

Being at the back of the queue there was quite a long wait before my turn came, but the 'Redplum' burst into life and took me off on the first lap. Plummeting down Bray Hill around the 100 mark was most exhilarating and was the beginning of a new experience completely different from anything like the short circuit racing I'd been used to for the past three seasons. The concept of going into a bend on the wrong line so as to be in the right position for the succeeding corners was new. As was the experience of racing between very solid looking brick walls; to say nothing trying to ignore the alarming consequences of running out of road whilst going over the mountain. I toured through the seemingly endless successions of bends trying to impress upon my memory the sequences in which they came up. Now and then a fellow rider would rush by, though, bearing in mind the number of riders on the circuit, it was really a very lonely ride. Many miles were covered without a glimpse of another machine, just an occasional marshal. Up on to the Mountain and the clouds ahead were very low, until eventually it seemed that I was right inside it with mist swirling all round. Dicing over the Mountain for the first time is a formidable enough undertaking, but with visibility down to about 30 yards it seemed pretty hopeless. A couple of lads came by who obviously knew the course, almost ignoring the restricted visibility. Down out of the miserable chilly clouds, round Governors Bridge,

which at the first try seems ridiculously difficult, and on to the start where I took the model into the Paddock to check the oil level. This done I was just too late to do another lap as the clock showed 7 o'clock and the red flag was put out ending the session. The lap time was 41 minutes, but even so there were over half-a-dozen slower times recorded so maybe I need not have felt quite so despondent as I did.

Thursday afternoon practice was a very pleasant change from the previous morning sessions and, after an early dinner, we set out for the Paddock in glorious sunshine. It seemed very odd to be riding along Douglas sea front amidst all the traffic and crowds of holiday makers. On the way the Special was joined by several other competitors and the policeman on point duty gave us a grin and stopped the traffic for us to proceed on our way up to the start.

The starter waved the Manx flag and we were off down Bray Hill again with 6,000 r.p.m. showing on the 'clock' and Quarter Bridge rushing up at alarming speed. This is just one more corner that looks simple until you try and take it too fast like so many on the circuit. Over Bradden Bridge and through Union Mills, Greeba, then the section from Ballacraine through Glen Helen which I never did seem to get properly weighed up.

Under the excellent conditions this particular session was very enjoyable and I had high hopes of lapping within the stipulated 34 minutes to be able to qualify for the race. The second dash down Bray Hill was even more exciting than the first due to the flying start and this time the needle was showing 6,300, about 105 m.p.h. The next thing that comes to mind is of trying to hide behind the rev. counter in efforts to persuade it to indicate 6,400, but to no avail. Anyway the less revolutions the engine was capable of the less likely it would be to blow-up. Arriving just at the end of the Sulby Straight, still trying for 'six-four,' another competitor came by at an absolutely shattering velocity, almost literally blowing the 'Redplum' off the road. I recognised the rider as Pete Darvill and it seems reasonable to suppose that he must have been doing something like 40 m.p.h. faster than yours truly. Phew! Oh for another 40 m.p.h., but maybe it was a better idea to learn such a difficult course on a slow machine. I would be less able to do anything silly.

Through the pits again for a third lap which, until Kates Cottage, was largely uneventful. On braking hard for Creigny-Baa it was noticed that the fairing was flapping in the breeze more than usual. The side supporting brackets were working loose, though there was no real danger, but, on arriving at Governors, the plot coughed to a standstill with petrol gushing out of the bottom of the carb. Inspection revealed the lack of the bottom of the body and the model was pushed out of 'the dip,' up out of the way. However, it seemed a good idea to push the last few hundred yards and have another lap to my credit; five being necessary to qualify as a 'starter,' in addition to making one lap in the required time. The times were just over 34 minutes for the standing start first lap, 32 for the second, and 37 for the 'pushing in' last lap. Now there was but one more lap required and the Redditch Special would be officially qualified for the race. Lap times were gradually coming down as course knowledge was gained and once again no. 43 was far from being the slowest lapper that was shown on the score sheet for that session.

Friday evening was the last practice of the first week and the 350 and 500's were to be together this time; about 150 runners on the circuit at the same time. Such is the length of the T.T. circuit though, that, in spite of the large numbers of riders, only a handful actually 'came by.' This time two laps were covered, the last in a time of almost half an hour, an average of 75 m.p.h. Quite a satisfying speed really—I hadn't the fastest machine in the race. At least with but 105 m.p.h. on tap I doubt it.

Monday morning of race week for the Senior final practice was one of those that bring the lap speeds of the fastest men down to the lower eighties. Wet, slippery and misty over the Mountain. In any case, most were bedding in new chains and tyres. The Royal Enfield power unit tucked another 37.73 miles of the Manx circuit under the old, ex-Bill Doran 'Ajay' bicycle; running like the proverbial tram and showing every sign of completing its assigned task of covering six laps of the circuit in the race.

On Wednesday evening the 'weigh-in' took place at Mylcreests garage. This seems to be something of an occasion in itself and the machines are subjected to a really searching scrutiny before

being placed in lines, all 94 of them with helmets placed on tanks or seats. Somehow it was like the lull before the storm with all those machines just waiting for the 'off' on the morrow. The press photographers were there in force and Phil Irving asked if the 'Plum' had a five speed gear box. What a hope! Numbered racing waistcoats were issued, along with the starters badges and bars. At least I'd got something for my endeavours, even if fortune did not smile on Enfield hybrids tomorrow. A dozen poor lads had not even got that far, so I could thank my lucky stars that my almost standard touring power unit had completed the nearly 300 practice miles running between 4,500 and 6,300 r.p.m. without even requiring adjustment.

At 9.30 a.m. on race day, riders began to assemble at the garage ready for the procession to the Start, and at ten the machines were lined up in the road outside. We bump started and the long procession moved off on its tour round Douglas. With a marshal leading in a 'Mini' all traffic was halted for us and the crowds had turned out in full strength to witness the spectacle. Along the front and then by a devious route we arrived at the grandstands where the machines were placed in their pits. Now the motors were 'killed' and then a speech over the p.a. system welcomed the riders and declared the 1962 Senior M.G.P. on. The national anthem rang out. Machines were wheeled back to line up behind the starting line and, whilst we waited for the starting maroon, the Venerable Stenning came round to us all individually to wish us luck. The sky which had earlier been clear now began to assume a less benign appearance. The dull thud of the maroon announced the start at 11 a.m. and the first man's motor burst into life with a roar and he disappeared down Bray Hill.

11.10 a.m. the flag was lowered for me. A shove, take five paces, hit the seat, she fires and away.

The first lap was uneventful and in the second the Special had the unique experience of passing another bod over the mountain. The clouds were beginning to gather however and spots were falling as the dash down Bray Hill commenced for the third time. By the time Braddan was reached the road was quite wet and the new surface seemed to be far more slippery than it was supposed to be. All round this time there were alternating patches of wet and dry making things a



bit awkward. The third lap completed it was into the pits for refueling and I took the opportunity to slip into a waterproof jacket; no point in getting soaked for the sake of losing a minute. It could not materially affect my final placing. With a full tank and a rapidly darkening sky I set out on the fourth lap. The rain now became a steady downpour. The climb from Ramsey up the mountain into the teeth of dashing rain was not too funny and rushing down from Kates Cottage to the Creg, where again the new, slippery surface was in evidence, could not be enjoyed with water trickling down your neck and inside your riding boots.

About this time my left arm seemed to be becoming increasingly tired. In fact, so much so that, at every corner, on braking, it became a real effort to prevent myself from sliding up the tank. It seemed odd that my left arm should become tired before anything else and the feeling spread down the left leg too as I tried to take the weight off of my arm by pressing down on the footrest. Fifth time over the mountain was real agony and cramp had now superseded the aches up the left side. It seemed wise to park the model against the grass bank and jump about to relieve the cramp rather than press on and maybe lose control at the wrong moment. Standing up on the grass bank there was not a soul to be seen, only the strip of road disappearing from view in both directions and the rain coming down heavily—very lonely. One most interesting thing that I did notice though, looking down at the model, was that the left hand 'clip-on' was at a slightly different angle from the right. This would cause more weight to bear on the left arm under braking and account for the cramp. The difference between the two was so slight that it had not shown up, even after three consecutive laps in practice and was only noticeable from above. Back aboard once more, through the 'Bungalow' and on across the top of the Mountain with the rain easing a little now. As I rounded Signpost, another innocuous looking corner, but oh so easy to come into too fast and make a hash of it. I did wonder whether I might be so far behind that only five laps would be allowed, but no chequered flag appeared this time. I'm not sure if I'd have been sorry in those conditions to forego the pleasure of the last lap. However, through the pits for the last time and on passing over the zebra crossing

marks at the top of Bray Hill, an interesting slide developed; interesting to reflect upon, but a little detuning to experience. Approaching Quarry Bends for the last time I glanced behind to make sure that I was not going to be in the way of a faster man. Only it was not a fellow competitor that was bearing down on the 'Redplum,' but a bright red M.G.A. with the 'Roads Open' notice across its front. With the chin almost pushed through the tank, the spurs were applied down Sulby Straight, but the 105 m.p.h. at 6,300 r.p.m. (and the model was geared correctly) which was the 'Special's' max. was certainly not fast enough to make any impression on the official car. Having that car on my tail induced me to take Parliament Square, Ramsey Hairpin and the Gooseneck too fast and make a real hash of things, so, with visions of what the car crew must have been thinking and a red face to boot, I concentrated on making sure that a finish was achieved and not a visit to Nobles Hospital. On the final run down the Mountain another competitor was overtaken, though I think he must have been nursing it home from the velocity at which the 'Plum' passed that Manx. It does not usually do that sort of thing!

What a welcome sight the chequered flag was. I wearily squelched in soaked leathers to the tea tent to revive. Of the 106 entries, 94 had qualified to start and 57 had finished—me 56th. My silver medallion finisher's award is the most prized among my collection and represents the fulfilment of an ambition. One of these years I'll be back with a few more b.h.p. and, with more experience, I might even get a little nearer replica time. Still, that's another ambition. Anybody got a spare Manx to loan?

---

(continued from page 68)

I am only too happy to be of any assistance I can to any member. Any Official or Committee Member will be pleased to discuss any Club problem you have. Do not be afraid to get hold of someone and ask. My very best wishes for an enjoyable season to you all.

**P.S.—During the 1963 season our Admission Controller would very much like a Deputy to train and to assist him. It is an interesting job and worth while as you can see. Anyone interested please drop a line to Mr. Mills or contact him at the Hutch: ED.)**

One of the first results of my mentioning last month that this column could fill the gap left by the decrease of 'Margaret's Megaphone' was a little card from Peter and Toni Bettison to announce the first public appearance of their new, featherweight champion, Peter Robert, at 7 lbs. 6 oz. Congratulations! In about 17 years' time I reckon there might well be a P. R. Bettison appearing in race programmes!

Remember last month in the article 'Men and Machines—X' "Double Knocker" told you something about the B.G.B. Well, Barrie Scully tells me that he will be racing it again this year. It has been thoroughly gone over, the compression ratio bumped up to 10.5:1 and the trail increased from 3½ in. to 4 in. He, or rather the Ecurie B.G.B., has a 350 on the stocks which, it is planned, shall be 7R powered. On the other hand less happy about future racing prospects is John Griffiths from Stevenage and Tranmere (a resident in one and born in t'other!). He was the proud possessor of one of the fastest privately owned 7R's about the circuits—a 1960 example raced in the Manx that year by Ned Minihan. Now, due to the re-emergence of an old arm injury, the 7R is for sale and John is hanging up his leathers. He's been racing for quite a while, too; since the early 50's on a wide and sometimes weird variety of 'irons' including Manxes, one of the last KTT Velos., a pre-war cammy Ajay, a quick racing Goldie, a 500 racing Vincent which he named the 'Camel' and, of course, the 7R just mentioned.

Several riders who have nominally retired seem to be keen to have a 'go' in the two production events. Ned Minihan was expressing interest when I saw him the other day. Last year he rode of the very fast and impressive Triumph Bonneville. Chris Williams is another. He has no machines of his own now, but is hoping to be on a Velocette Venom again at Oulton and Thruxton. I hear of one factory which is already well advanced with the preparation of its 1963 contenders for these honours. And one presumes that the recent announcement of several 'goodies' to enhance the performance of the A.M.C. Sportstwins and fairings for the S/S range of Norton 500 c.c. and 650 c.c. twins is connected with these events!

I was most amused to receive not very long ago a letter from John Caffrey who is, as far as I know, the only current

serving naval Member. John has also sent in an article which will be published later on; an article not without its amusing side. John rides a Manx Norton, not a very recent one, if I recall aright. Just now he is serving on a 400 ton, wooden minesweeper which is engaged in the evidently rather nerve-wracking task of sweeping German magnetic mines from certain parts of the Baltic. I wonder which would be worse—messing about in a 400 ton tub amongst 14,000 magnetic mines or riding a 500 "four" in the foulest imaginable conditions in the Island?

Two months ago I think it was I was musing briefly on the possible impact of short circuit racing this year of the 500 and 650 Dommi-racers being prepared by Paul Dunstall. Well, I can say that, if appearances are anything to go by, they certainly will make an impact. Paul showed me the practically complete 500 and another motor which was out of its frame ready for a bench test. The former is a beautifully turned out device. As I had always guessed the motors are very special. The older, 600 c.c. Norton twin from this stable, the one often ridden in former times by the late Fred Neville, will also be seen upon occasion in the hands of a newcomer, Peter Inglis.

As I write these jottings the Hutch entry is not quite complete. The indications are that it will be a good one, though we are not likely to see any skirmish on British tarmac between Gilera and M.V. While two Gileras have been nominated by Geoff Duke, M.V.'s have remained silent at the Club's overtures. How fabulous it would have been to have seen Minter, Hartle, Hailwood and Shepherd all having a 'go' at the Hutch. However, if we are lucky, we might well see Hailwood after all on the Benelli "four" that Fron Purslow hopes to bring over. If this does turn out, then we shall be witnessing the British premiere of one 250 that could well beat the Hondas. And remember that Redman and Robb will be riding Japanese "fours"! Mind you, I feel some caution is needed in regard to the Benelli. Italian factories, especially the smaller ones, have a habit of making promises which, for one reason and another, they do not keep. Still, I for one sincerely hope that Purslow will be able to produce one of the multis. If the weather is fine, and surely we deserve a good day weather-wise for a change, it should be quite a



# COMERFORDS LTD.

The Motor Cycle Distributors and Buyers

EXPERIENCED AND PRACTICAL

SUPPORTERS OF ALL PHASES OF THE SPORT

**COMERFORDS LTD.** PORTSMOUTH ROAD  
THAMES DITTON SURREY

Telephones: Emberbrook 5531 (7 lines)

## T. W. KIRBY LTD MOTORCYCLES



**RACING FAIRINGS** 15in. wide, high ground clearance, very rigid, specially made to our design from experience gained over several years racing. Suitable for all models. £16 (order now). Special attention to Club Members' requirements.

WE are **AGENTS** for B.S.A., Triumph, Matchless James, Francis Barnett, Norton, Ariel, Greeves, Honda, Lambretta, Sunbeam, Tigress, Watsonian, Swallow & Canterbury Sidecars, and can supply practically any model—New or Used—from stock.

ALL THE USUAL FACILITIES PLUS  
ENTHUSIASTIC SERVICE

**CLUBMAN—SUPPORT THOSE that SUPPORT THE SPORT**  
**RONEO CORNER . HORNCHURCH .** Hornchurch 48785



**PINKS  
SELL BY  
SERVICE**

**SOLOS AND SIDECARS  
SCOOTERS & 3-WHEELERS**

All the new models and hundreds of first-class keenly priced used ones, all lined up in Pinks huge showroom for your inspection.

**PINKS  
OF HARROW**

EST. 1929

**K. T. Pink (Harrow) Ltd., Station Road, Harrow Tel. 0044 (Sales) 0062 (Service) 3328 (Reps)**  
**Showroom Open until 7 p.m. Wed. 1 p.m. Sat. 6 p.m. (Spares and Reps 6 p.m.)**

## MUTUAL AID

### FOR SALE

#### Racing Machines

1956 350 c.c. DB Gold Star; in full racing trim with alloy p/tank (large) and alloy rims etc.; really clean condition and ready to race; only £95 o.n.o. for quick sale; machine can be seen at George Collis Motor Cycles, Bernard St. and Terminus Terrace, Southampton. (Tel: 21436).

198 c.c. Ducati raced with considerable success by me; this machine has double o.h.c. head and five speed gearbox and is fitted with a special alloy tank and fairing, Avon racing tyres and Girlings; for sale with a lot of spares which include barrel, piston, rings, valves and springs, suspension units and sprockets; the machine has been placed at most British circuits in the last two years, viz. 2nd and best lap International Scarborough, 2nd (to Minter) at Brands, 3rd at Mallory, 1sts at all Scottish circuits and winner of Scottish and Border M.R.C. Championships in '61; the machine is faster than the 220 c.c. versions of this model and is a certain winner in the right hands—£300 (original cost close on £900). Brian Clark, 18 Bescoby Street, Retford, Notts.

Ducati; brand new 125 c.c. 'double knocker' racer; five speed 'box; full equipment plus extra sprockets; ready to race; a real winner and wonderful value at only £385. V. D. Chatterton, High Ferry, Sibsey, Boston, Lincs.

My very quick 1958 350 Manx Norton; this is a clean and very well maintained machine with lowered frame, short forks and alloy Lyta p/tank, also spare cylinder head and full range of sprockets—£240. Mrs. Pat Wise, "Lady Pat," 148K Meadowlands, Weybridge Road, Addlestone, Surrey.

1948 500 Manx Norton in above average condition; ideal for beginner or make real road burner—£70. Apply 46 Matlock Way, New Malden, Surrey. (Tel: MALden 4779).

My 350 c.c. racing special; R.C.A. engine with special frame and forks; in immaculate condition and just rebuilt, but engine capable of much more development; fibreglass tank and Nash 'dolphin'; weight 210 lbs. excellent acceleration and handling; ideal for novice and good for getting entries; further full details from Ian Bruce, 28 Mill Lane, Billingham, Co. Durham.

#### Road Machines

1961 (June) Matchless CSR with Steib S501; 11,000 miles only; new tyres; fitted rev. counter, windtones and spotlight; sidecar has hood, screen an tonneau, also brake; first class condition and performance—£200 o.n.o. P. D. Sherlock, 80 Falmouth Road, Springfield, Chelmsford, Essex.

#### Spare Parts, etc.

White Butler fairing for Gold Star; shaped for standard 'rests; fittings for Norton 'featherbed' frame; also racing mirror and 'Ace' 'bars; the lot only two months old—£10. K. Fillingham, 60 Lynch Hill Lane, Britwell Estate, Slough Bucks.

Lucas 'wader' magneto complete with cables for racing Goldie—£3 10s. 0d. Ron Phillips, 104 Newtown Road, Marlow, Bucks.

T.T. carb., needs slight attention—£2; Smith's rev. counter head; dud—10/-; B.S.A. twin roller crash bars—30/-. J. G. Barret, 20 Owenford Road, Radford, Coventry.

Pair of Triumph wheels (rear q.d.) fitted with alloy rims, racing linings etc.; not even unpacked; cost over £45, accept £39. Perfect s/arm Triumph frame with forks, clip-ons and rear 'rests; overhauled gearbox—£30 o.n.o. Special 5 gallon fibreglass tank; suit Triumph; also not unpacked—£9 10s. 0d. Or would part exchange the lot for good Manx less engine around £100. M. Ham, Elm Tree Farm, East Brent, Highbridge, Somerset.

250 c.c. double o.h.c. Benelli engine including some valuable spares; Bosch mag. fitted; seen dismantled; genuinely fast—bargain £75 the lot.

Pair A.M.C. teles. complete with clip-ons, levers, damper, mudguard and 2 1/8 hub and brake—£10. Pre-war 250 c.c. camshaft racing Moto Guzzi engine gearbox unit with mag., carb. etc.—gift at £20 for special builder. 1928 K sports/racing A.J.S. engine only; believed ex-works; ideal for sprinting—£6 to clear. Apply 46 Matlock Way, New Malden, Surrey. (Tel: MALden 4779).

Late 1962 7R A.J.S. with spares; details to G. B. Williamson, 126a Sinclair Road, London, W.14. (Tel: SHEpherds Bush 5446).

Racing gear lever and footrest assembly for 1962 Triumph T120R. D. Hill, Halton Holgate, Spilby, Lincs.

'Dope' piston for 1949 7R A.J.S. and cambox for 1954 ditto. Tony Bryant, 26 Bramley Close, Chertsey, Surrey.



Norton Clubman footrests (folding type), Manx gear change linkage and lever and rear brake pedal; fibreglass p/tank for Manx or Dommy; Manx clip-on handlebars and levers; good condition please; state price required. Guy Tremlett, 10 The Chestnuts, Gwydor Road, Beckenham, Kent. (Tel: BECkenham 5172).

I very urgently want a Norton piston 79 x 100 or 79.62 x 100 m.m. ( $\frac{1}{2}$  in. pin). P. Malkinson, 33 Withern Road, Grimsby, Lincs.

Final drive sprockets for 90 Plus Douglas. D. P. Magill, 16 Hart Grove, Ealing, London, W.5. (Tel: ACOrn 0432).

Can any Member help by selling me a h.c. piston for a 1949 7R (standard 74 m.m. bore), 10 : 1 or 10.5 : 1 or 11 : 1 c.r.; also a con. rod for same motor with good big end sleeve. Michael Montcalm, 5 Fota Crescent, Carrigtwohill, Co. Cork, Eire.

Forks and front wheel for vintage Velocette. Mrs. Pat Wise, "Lady Pat," 148K Meadowlands, Weybridge Road, Addlestone, Surrey.

1962 650SS Norton spares, all near new—tank, rims, tubes, h/lamp complete, 150 m.p.h. speedo, footrests, chaincase, silencers no. plates with rear light, chrome 'guards with stays and straight h/bars. B. Robinson, 79 St. Peter's Road, Balby, Doncaster, Yorks.

Offers required for ZB 32 Gold Star bottom half—new and unused mains, big end and 'rod; alloy barrel for above and two 'heads; plunger Gold Star frame with p/tank and chaincase; set of close ratio cogs for old type G.S. 'box; polished 'rod for 350 ZB 32. Various NSU Max bits, toolboxes, 'guards, tanks etc.—going cheap. J. D. Bedlington, 28 Seventh Avenue, York.

Britax h/bar screen—10/- Velo. primary chaincase—£1. B31 Burgess silencer; almost new—15/- '50 L.E. Velo. B.T.H. generator extractors—7/6d. Garrard sidecar chassis; new tyre; suitable for float—30/-. D. W. Frost, 130 Hall Lane, Chingford, London, E.4.

## WANTED

### Clothing

One piece racing leathers; 6 ft. and 36 in. chest. M. J. Ham, Elm Tree Farm, East Brent, Highbridge, Somerset.

Pair of size 10/10½ zip back riding boots, lined or unlined; in reasonable

condition please. D. Hill, Halton Holgate, Spisby, Lincs.

One piece racing leathers; 5 ft. 10 ins. and 38/40 in. chest; for beginner and fairly cheap please. J. G. Barrett, 20 Owenford Road, Radford, Coventry.

Racing leathers, 6 ft. and 38/40 in. chest; must be in first class condition; state make, price etc. Brian Williams, Marjen Cottage, Giddea Hall, Chippenham, Wilts.

Racing leathers; 5 ft. 11½ in. and 39 in. chest; about £10. J. W. Allen, 86 The Lawns, Rolleston-on-Dove, Burton-on-Trent, Staffs.

Racing leathers; 5 ft. 4 ins. and 37 in. upwards chest; good condition; state price required. G. W. R. Smith, Thorpe Lane Farm, Thorpe, Wakefield, Yorks.

### Tuning, etc.

Arc-welding assistance offered to members; reasonable rates; enquiries to B. White, 12, Chalk Pit Road, Banstead, Surrey.

---

### (continued from page 60)

the rider) is obvious, a check at the office prevents a lost ride. By the way, if the scrutineers seem in evidence in the grid ballot it is purely to look for machine faults, such as loose nuts, leaking tanks and so forth, that may spring to life only when the machine is warming up.

Lastly the Start Area men who put you in position according to your ballot disc, risk life and limb trying to line up sidecars for the infamous clutch starts; now, thank goodness a thing of the past, clear up oil droppings, stop silly people pushing recalcitrant starters (who wants to be disqualified for outside assistance?) and generally help the Starter with his work.

When you add it up, there are some 150 marshals working jolly hard to make conditions ideal for rider and spectator. Racing would be very chaotic without them.

---

### (continued from page 74)

day. I can see one or two alterations being made to lap records, particularly in the 250 and 500 classes. Indeed I think the Mellano Trophy might well go to a 500 for a change—it's about the only thing Derek Minter hasn't won on the short circuits!

# do the job properly.....

Don't make the mistake of replacing worn Lucas parts with just any spare—do the job properly, insist on a Lucas genuine replacement part. By using service parts made by the original equipment manufacturers you are certain that not only will they fit but the construction and materials used will be identical. All Lucas spares during manufacture are subject to the same stringent quality control inspection as original equipment and any later improvements in design or specification are automatically incorporated—in this way satisfactory performance is guaranteed.



All Lucas contact sets have stainless steel springs specially designed to give the correct contact pressure. Also both the fixed and moving contacts are domed to an exact radius to ensure maximum efficiency and long life — just another example of LUCAS thoroughness and attention to detail.

**FIT A GENUINE**



**SPARE**

## LUCAS GENUINE SPARES FOR LASTING SATISFACTION



JOSEPH LUCAS LTD . BIRMINGHAM 19

F. & J. Press, Ltd., Merstham, Surrey