

# *Bemsee*



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BRITISH MOTOR CYCLE RACING CLUB



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## EDITORIAL

Rather surprisingly, in our opinion, the World Championships are proving to be something of a needle match ; at least in one or two of the classes. The Yamahas seem to have caught the Honda people almost napping and, at the start of the season anyhow, Provini walloped them. Only Redman has been able to cope ; so effectively, it has to be stated, that he leads the 250 c.c. series. But now he is hors de combat temporarily after a spill on his 125, a class in which he cannot be very greatly interested for therein Hondas have 'had it' to the Suzukis ; Taveri seems to be their leading 125 performer anyway. And what of the 500's ? Well, there is no doubt that Mike Hailwood can deal with anything that comes up against him when the M.V. doesn't have the 'vapours' as it did in Holland. So, because of that debacle, read on one Gilera ties with Mike, with Hartle just behind. And, while on about this class, let us not forget Alan Shepherd's showing with the Kirby G50 Matchless. It makes one wild to think that so magnificent a rider very nearly had to sit in the sidelines all because of a certain Italian nobleman ! Thank goodness, there was Tom Kirby on hand to let him have a good Matchbox. One must have the highest praise, too, for the riding of that small, blond German Hans-Georg Anscheidt who, more or less on his own, takes on the four or five Suzukis in every classic with his Kreidler. The speeds of which these devices are now capable strikes us as being the most remarkable thing about racing today.

We were tempted to rush into words in this month's editorial scribbblings after reading the headlines, and we use the word, advisedly, in the popular daily sense, in one of the 'books' recently about circuses of riders etc. consequent upon control of five circuits passing into the hands of one organisation. True the thought is, at first, frightening ; especially to those of us, and there must be many, who have been connected with the game for some while. Really, though, it is far too soon to make any reasoned comment. We have no idea of what will happen anyway and it would be patently unfair to conclude a hasty judgement on something about which the vast majority know nothing ; as yet. However, whatever does turn out, it cannot fail to be of interest to the ordinary racer into which category, of course, the

## 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.

majority of you Members come. Most of you race your 7R or your Goldie or your Ducati or whatever it is because you enjoy doing that more than anything else. To you it is the same as your neighbour playing football or cricket or bowls. The main difference is that it is far more costly than most hobbies. It also demands more from you; in all ways. Therefore, you Members have a right to indulge in your hobby as much as it is practically possible. To do this there must be plenty of meetings for you to ride at. You are not interested in the big time 'do's'—you'd not get anywhere much anyhow at 'em—but you are, or so we would imagine, very interested in the Oulton club meetings, the Trophy Days and the Norwich Trophies, the Prees Heath affairs and similar. That is what concerns us most of all. Personally, and we stress the 'personally,' we are not much interested in going to a 'national' meeting with a couple of works riders miles out ahead of everyone else or an event where one man is always winning, however wonderful that may be to watch per se. We would far rather go to Oulton for a Wirral 100 'Racing for Sport' day or to Trophy Day. To us that is racing as we understand the meaning of the word. The other is virtually big business. Oh, we know some will consider this idealistic and perhaps old fashioned. Who cares? If it wasn't for your ordinary racers, there would be none of this, so-called 'big time' stuff anyway. We hope that, even though there might be circuses and other things similar for some meetings and at some circuits, those same circuits will always be available, at reasonable fees, to clubs who want to put on proper races. And we hope, too, that this type of meeting will grow and grow. Who knows—there might well come a time when the average spectator realises that what he has been paying his £'s to go and see, i.e. the same thing over and over again, isn't interesting any more and that he can get far more enjoyment from going to see a real race meeting where the lads are enjoying themselves for the sheer sport! Fanciful? Not as much as you might think.

After the above it not out of place to mention that the Committee are very mindful indeed of this need to provide each and every Member with as much racing under the Club's banner as is possible. But it is not easy. While it is simple to put such words down in print, the only real answer is a circuit of our own. This we do not have, so we have got to make the best of it. For this year those of you who were unlucky at Trophy Day will be given a chance, if humanly possible, at Barry's Day. Incidentally, and we don't want to labour the point, the Office received 600 entries on the opening day and all classes were at once full up! For 1964 the Committee hope to be able to provide one, or maybe two, extra meetings and a regular monthly practice day at Silverstone. Obviously we will tell you more as soon as we can and the problems involved have been ironed out. Please don't run away with the idea that we don't care whether or not you get a decent number of rides. We do. But remember that we have to go to other people's circuits, the staff are only human beings made of flesh and blood like the rest of us and that there are at least 900 of you who want to race!

Trophy Day comes next; the meeting which, the Hutch possibly apart, is the very essence of the Club. It, and the later Barry's Day, are the only two proper motor cycle club meetings on the Silverstone Club course. It is almost invariably a splendid meeting to watch. We hope this year's will be no exception. We hope, too, that the Clerk of the Clouds will co-operate. He did last year for once and we had an excellent sunny day. Anyway roll up one and all and tell your mates about it and get them to tell their mates and so on . . .

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#### IMPORTANT NOTICE

Guy Tremlett will be relinquishing the editorial chair, at his own request, at the end of the year and the Committee is faced with the task of finding a new Editor. It is hoped that this will not be difficult. While the job does demand a devotion to duty, it is very interesting—that goes without saying. Therefore, will

anyone who is interested and who considers he has the necessary abilities for the job please get in touch with the Secretary, or the present Editor, right away. Remember, the magazine is a most vital thing to the welfare and running of the Club.



DAVE CURTIS  
**MATCHLESS**

Winner of the 1961  
British M - X Grand Prix

At the risk of being thought disloyal to the Club I must confess to a feeling that the Norwich Trophy at Snetterton does not seem quite to 'come off.' It never appears to me to be quite as pleasant as, say, the Guinness Trophy at the same circuit or Trophy Day or Barry's Day. Last year the weather was a bit torrid, even, and one or two little things went wrong. This year the weather was rather nasty, though it didn't rain for the racing, and the racing itself didn't seem quite as good as I, at any rate, have seen at previous B.M.C.R.C. club meetings. Still, be that as it may, some 350 Members had a 'bash,' one or two literally I fear, and that, after all, is what the meeting was for.

Practice, which started late again—no ambulances, I believe, and not the first time at this circuit either—was largely wet. I'm afraid I have to admit to accepting with gratitude the shelter of a friend's van in which I stopped most of the morning. It poured hard for quite a while anyway, so I don't suppose there was much serious work being done.

Race One—50 c.c.: the only event which was not oversubscribed and the field was further depleted by non-runners. Paul Latham had his brand new production Suzuki, got away slowly, dropped it on lap one at the Hairpin and spent the rest of the three laps climbing back to 12th spot. But Peter Horsham led all the way on his CR110 Honda and won at 59.80 on a far from dry track. T. H. Woolley on his Kreidler special (the motor is a production unit) rode very well to hold off R. B. Minto and his o.h.c. Honda racer; indeed this was the best battle of the race and nearly provided a dead-heat.

Race Two—350 c.c. 'A': though R. J. Flack pulled into the lead after one and a bit laps on his Norton, M. L. Unsted tried very hard to dislodge his rival and only failed on the run-in by 4/5ths of a second to do so. There was a very fine scrap behind these two in which half a dozen performers were hard at it all the 6 laps. Engaged herein included G. R. Wortley, G. J. Thomas, J. Chapman and A. R. Hunter (all 7R Ajay mounted) who finished in that order. Speed was 78.28 m.p.h.

Race Three—125 c.c.: Bultacos these days dominate this class in ordinary British races for the capacity. No excep-

tion here for George Hughes showed a clean pair of heels—well, back tyre tread then—to everyone else and won at 74.18 m.p.h. T. H. Springett was a good second (incidentally, I must apologise for calling him Roger Keys in the commentary; I hadn't been informed of the change) and Vic Chatterton did his level best to catch him. At one time it looked as though the Lincolnshire rider would make it, but he failed by 2.6 secs. John Pepper, two wins under his belt at Oulton the previous day, was a lonely 4th. The first non-Bultaco finisher was Syd Williams and his excellently turned out Montesa—Spanish too, you see! Cook's twin cam G.P. Ducati non-started, so did Spence's Honda CR93.

Race Four—1,000 c.c. 'A': with due respects to the gentlemen concerned, both the winner, A. E. Fullerton, and second man, Mike Cook, were a little too good for this particular race. Fullerton, another winner from Oulton the day before, romped away in the lead and Cook was equally secure in second berth; both had taken over other people's rides. 82.42 m.p.h. was the speed. R. L. Stopford was a good third on a stripped 650SS Norton which he rode in forthright style. D. N. Best (on a very quick, race converted Rocket Goldie), W. H. Day (ordinary Gold Star single), B. M. Kemp (ditto) and G. D. Clarson (Manx Norton) were all fairly close together and finished in the order mentioned from 4th place downwards.

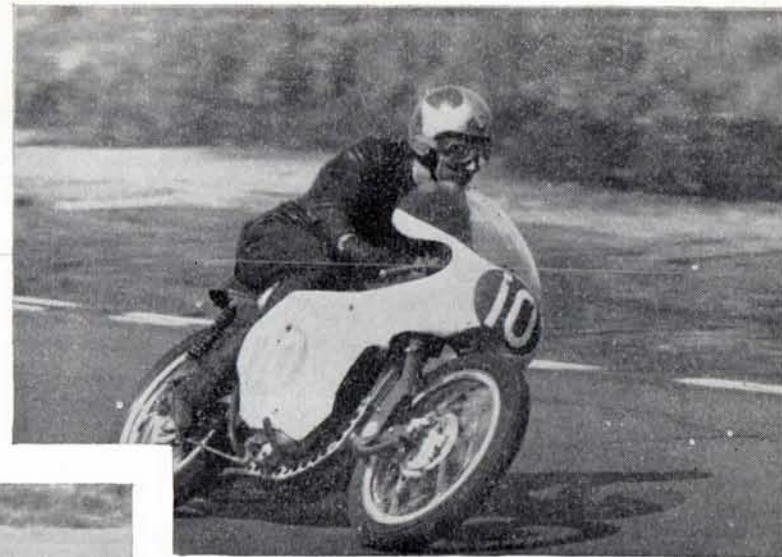
Race Five—250 c.c.: for this race Robin Denny produced his new production racing Yamaha and, just as friend Ito is shaking the International scene 250 c.c.-wise, so did Robin the domestic quarter litres. Without really having to try hard he won in an easy 5.8 seconds from Vic Chatterton's fast 250 (?196) Bultaco and Chris Doble's Greeves which challenged Chatterton initially, but couldn't keep up. In fact a splendid dice soon developed between Doble, Mike Cook's Benelli, Bob Willatts and his water-cooled Adler, Vic Poore's Greeves and Ken Powell's interesting Parvel. These had a wonderful race. Willatts finished 4th, but only just. The Benelli's front tyre wasn't very far away from the Adler's when they crossed the line. The Yamaha averaged 80.30 m.p.h. and did a lap at 82.82 m.p.h. Grotefeld's Aer-macchi didn't start.



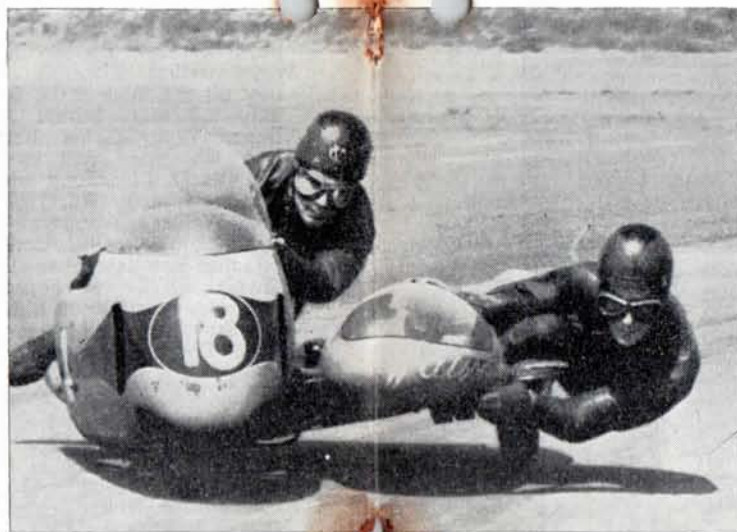
First lap at the Esses 350 c.c. Race 'B' Norwich Trophy 1963. Dick Standing (A.J.S.) leads Brian Davis (A.J.S.) and G. Brown (Norton).

R. L. Stopford is trying very hard indeed in this Snetterton shot. He was third in the 'slow' 1,000 c.c. event on this fast 650 c.c. Dommi-racer.

PICTURE GALLERY



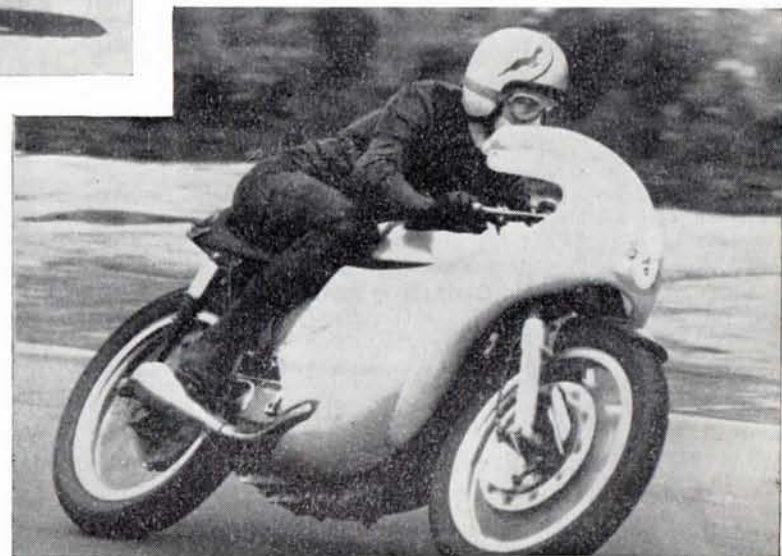
Chris Doble cuts a pretty corner at Snetterton with his Greeves 24RAS—on his way to 3rd place in the lightweight race.



The winner of the 'slow' 350 c.c. race at the Norwich Trophy was R. J. Flack on a 348 c.c. Norton seen here going into the Esses.

Cor! For those of you who haven't seen Chris Vincent take the Esses at Snetterton with his 650 Beesa this is how he does it.

(all photos by Brian Curtis)



Race Six—Production: these races always fascinate me. They seem to become a display piece for that fantastically quick and well ridden Bonneville of John Bowman. Though John had hardly touched it since a third place at Thruxton the previous week, he still contrived to win at 82.49 m.p.h. by some 22 seconds in the six laps and lap at 85.13 m.p.h. But this time he didn't have it all his own way. W. D. Graves with a really hot line in 650SS Nortons scorched away at first and had a good lead at the end of lap one. On his third tour I'm told he did something very spectacular and quite unrehearsed at the Esses and fell to 7th spot. He recovered to finish 5th. Don Menzies was a steady 2nd after this with his 650SS (this 'bike, too, had finished at Thruxton) and a fine third was Brian Davis with the Thruxton class-winning Triumph T100S/S who beat all the other 650's. In fact, he was only 2.2 secs. behind Menzies. Pete Butler brought his Bonneville twin into 4th place and a good, steady 6th was D. Littlewood on a nicely prepared Triumph TR6. The best 350 was Pete Walker's evergreen Viper, though it only took the Bill Scott Honda CB77 on the last lap. And Bill Ottewell's Honda CB72 was bested by T. M. Rawnsley's fast Ducati Elite in the 250's; the Ducati was unlapped by Bowman—just. The Honda had some bother towards the end of the race, however.

Race Seven—350 c.c. 'B': one might have been excused for thinking that Selwyn Griffiths would have had this one all his own way. But he didn't. He won at the tidy speed of 85.40 m.p.h. and did one lap at 87.57 m.p.h., but Dennis Dicker led for the first five and a half laps in superb manner and both Brian Davis and Dick Longland (on the ex-McIntyre, ex-Robin Dawson 7R) were with him, scrapping like two terriers over a succulent bone! Selwyn had to fight his way through this lot, as he hadn't started any too fast. There was very nearly a dead heat for 5th place, too, when Norman Archard just, and only just, got his 7R over the line ahead of A. Rutter (a rider to watch, methinks) with Bob Foster 3/5ths of a second away, 7th. Dick Standing was a good 8th with Tommy Price some way behind him and finishing just ahead of R. Watmore.

Race Eight—Sidecars: one has to be honest and say that this was a dull and rather wretched race. With 25 entries,

one or two non-starters (inevitable), there were about nine finishers and half of them were staggering round. Dave Read won by no less than 26 seconds on his Norton outfit; a very steady and comfortable ride indeed and clearly superior to anything else. Norman Huntingford was second seemingly in some trouble and Ian Macdonald with the incredibly low G.C.T. third. Otherwise it was a sorry story of broken down outfits littered around Snetterton. One can only conclude that three-wheeler preparation could be better. These races can be good. What about this one last year?

Race Nine—1,000 c.c. 'B': so to the last event of the day and, this time, our Welsh friend, Selwyn Griffiths, made no bones about it. He went off in front and stayed there for the ten laps nicely ahead of Brian Denehy on his yellow hued Manx. These two were in a class of their own and won as they liked; Griffiths averaging 87.29 m.p.h., fastest speed of the day, and putting in the quickest lap of all at 89.83 m.p.h. (Hailwood's M.V. 'four' circuit figure is 96.21). Riding very well—he doesn't get a lot of practice—Brian Burgess was a good third and well ahead of a battle for 4th between C. R. Burton (G50), John Wilkinson, Godfrey Nash, J. H. Williams and Paul Richardson (all Manxes) which produced the closest finish of the day and nearly removed Paul Corbett with the chequered flag! Great sport.

Despite what I had to say at the beginning of this report attending at one of these meetings makes one more than ever sure that they are the thing and should be encouraged and encouraged and encouraged again. It is, perhaps, despite this, an apt way to conclude by remarking that barely 800 people were watching. But then the publicity was poor and 'Motor Cycling' didn't even deign to mention the meeting in their 'What's On' column. Well, well . . .

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## MANX GRAND PRIX

**Will anyone riding in the Manx Grand Prix and who would be interested in helping to make up a Club team please contact me as soon as possible. I would appreciate details of machine and past Manx experience.**

**Secretary**



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### AROUND THE PLACE

As I mentioned last month I had a break from racing, or rather watching it, after Whitsun due to the 'Palace entry business. As I write this, at the beginning of July, my part of that is virtually complete and the Secretary is now in full control as usual. But, having got that little lot off my chest, as it were, there's the ruddy mag. for August to do. What a life!

I went to Thruxton again. I'm glad I did. The 650SS, not having been used for a month, spewed forth much oil out of its crankcase breather when I started it up, but settled down well enough once thoroughly warm. I know I was glad to be back on it again. While the Capriolo is fun in its way, one yearns for a little

with

poke sometimes! Actually I took a mate on the back who has a Clubman's Goldie; we decided that the Norton was the lesser of two evils with which to try conclusions with the tripper traffic on A30 and A303. And some traffic there was, too. The race I thought excellent—something of an answer to those, myself included I must admit, who criticise such events. There were at least eight teams that had a good chance of winning and nearly all of them either led or nearly did so in the course of the race. This time the Lawton and Wilson Norton did not dominate things. At first the three A.M.C. Sportstwins challenged it hard; Manns, Driver and Duff all leading in the early stages. And then, later on, the

Guy Tremlett

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superbly ridden B.S.A. Rocket Gold Star of Ron Langston and Dave Williams (I bet he made the fastest lap of the day) was right up at the front. Alas, the apparently usual oil pipe breakage then afflicted it and a long pit stop was necessary. But, when the leading Norton split his petrol tank and had to stop for another one, the superbly prepared Velocette of Ellis Boyce and Chris Williams, only a 500 single mark you, led. But, within five minutes, Ellis was shoving the darned thing in with a silent motor; valve gear failure again. And at the finish the leading Norton was dragging itself around with a clutch that wouldn't hotly pursued by the Holder/Mizen Triumph T110 which sounded rather second hand, but was catching up fast and the Bowman/Chandler old type Bonneville which had little front stopper left. I thought the best performances were those of the leading 250's; the most impressive Bultaco Metralla beautifully handled by Ken Martin and 'Paco' Gonzales and the surprisingly fast and reliable Enfield of the Scuderia Duke. John Hartle's riding of this 'bike was sheer perfection to behold. Several times, without any conscious effort, he would ride round the outside of 650's, good 650's too, on the bends in one easy sweep.

What a pity it is, and I have really to say this, that the circuit is not a more interesting one. It appeared to be terribly rough and the marshals at the dicey right hander at the end of the finishing straight were kept busy all day with their brooms sweeping the loose stuff off the road. Poor Joe Dunphy got properly tied up at this corner on the first lap of his first stint, falling from grace and the saddle of the Tom Kirby G12CSR Matchless in a heap in the middle of the road. And I'm sorry, but I don't like those chicanes. Half the course was a prohibited area; a pity as the back part, the most interesting, couldn't be got at. And, unless you were in the immediate vicinity of the start/finish area, you had no speakers to listen to—most necessary for a race like this. And, of course, what one can say about manufacturers whose products persistently pack up with the same fault(s)? It seems quite amazing to me that this state of affairs is allowed to go on. I suppose the manufacturers concerned are just not bothered or interested. The wretched

public who buy roughly similar—adverb used advisedly!—bicycles have to put up with it. Final comment on Thruxton. After the race we looked at the none too fast, but very regular works R69S B.M.W. and at the Rocket Gold Star aforementioned. The Bee Em looked as if it had just taken a gentle Sunday afternoon potter; the Beesa looked as if it had used gallons of oil (it was plastered all over the 'bike) and was on its last legs.

The next weekend I set off, with SS 650 again, to Oulton, and then Snetterton. What an excellent two days it was. I don't mind a weekend on the road, even in these Marpellian days, though the weather could have been better. One would leave a meeting stopping place normally clad only to have to stop a few miles further on to hastily don the waterproof drawers. And I don't recommend a mid-Saturday a.m. ride in our so-called summer up M1 and A5/A41. The traffic was awful; so was a lot of the driving. But Oulton was worth all these petty trials and tribulations. I'd never managed to get to one of these Wirral 100 shows before and I can recommend them wholeheartedly. The racing was excellent despite the rain and wet course and the slickness with which the 30 races, yes 30, were run off most impressive. Paul Slade from Watford had three wins and John Pepper Edgeware two. Don Watson gave about the most polished display of riding to win one of the earlier 350 races and a new rider to me, one G. Morgan, on an immaculate 7R won two more of these category events most impressively. There was a lot of promising talent to be seen and that made the relatively few wild ones all the more prominent. One fellow seemed to be doing everything possible, without actually dropping the thing, to cast a not-so-old 500 Manx into the landscape. A well known Cheshire Centre scrambler had his first bash on the hard stuff. Quite enterprising, too—his bicycle was a not-so-new Triumph Tiger 110; very spectacular. And there was a really souped-up 3T Triumph there whose jockey was really doing things with it.

Somehow, by comparison, Snetterton the following day seemed a little tame. Don't know why—I imagine those there enjoyed it a great deal. But I'm not sure that there's not something in a lot of short races with everyone getting two



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rides in the course of the day. It makes for a very snappy meeting, but the organisation has to be geared up to some real quick working. Going back to Snet. for a moment I was delighted to see Dennis Dicker doing so very well. I thought he'd win that second 350 race, but Selwyn Griffiths fought through to beat him. Dennis is one of those riders who make racing in my opinion and it gives me great pleasure to be able to mention his fine riding. I hope, too, that we shall see more of Robin Denny and his Yamaha. It seemed to go very well on what was its first appearance. Robin had an NSU a year or two ago on which he used to start off well, but then either fell off or blew up. Another rider who would appear to be going places now he has a good machine is Dick Longland from Welwyn Garden City. Having bought Robin Dawson's 7R at the end of last year, he had difficulty in getting entries on it at first. He oughtn't to have much trouble now.

Colin Spence was a proud man at Snetterton for he had just collected his new CR93 Honda. Unfortunately he wasn't allowed to start in the 125 race because he hadn't practised. These Hondas are very expensive indeed, but they seem to give you a proper number of spares in the cost price. There were innumerable jets, special tools, rings, plugs, the fairing and a lot more besides. Colin will have to learn Japanese now. The Southern was due to be the Honda's first race. Jim Vincent was on a borrowed Ducati at Snet. because his own NSU, blown up previously, wasn't ready for the fray again. Another Honda runner will be Peter Preston. He eventually got his CR93 (on the Friday of T.T. week) and so cancelled his Bultaco. This Honda was due to make its debut at Brands on the 14th (see below, I hope). Making a bit of a come back at the 'Palace should be Chris Williams; come back, that is the big racing classes—he's never given up in the Vintage racing. He hopes to be on a 650 Triumph powered Norton; a device I seem to remember him talking about a while ago.

The presence of some of the Championship stars at Brands on the 14th didn't draw a big crowd. Indeed the attendance was the smallest I've seen at the Kentish circuit for a National meeting for quite a long time. Of course, the presence of

one, or even two, of said stars, admirable though they are themselves to watch, does not make for good racing. Both the 50 c.c. and 125 c.c. races were utterly dominated by the Suzukis of Hugh Anderson and Frank Perris (the latter a welcome sight on an English track where he isn't often seen nowadays). It must have been more than a bit demoralising for some of the faster private owners, let alone the less quick. I mean when one has spent well over £325 on a production racing Honda 50 or Suzuki or £600 on a CR93 Honda 125 one would expect to get somewhere near the front! The three owners of the Suzuki production jobs must have been feeling a bit sick at Brands. All three were entered and only Peter Latham started and he minus that all important second gear (of the six). Charlie Mates borrowed an Itom and Mike Sampson didn't run. All three had had serious gearbox maladies. Only Latham had raced his before—at Snetterton. Some people seemed to be trying awfully hard at this Brands meeting and there were several shunts. None was trying harder, I reckon, than Dennis Ainsworth with his newly acquired, ex-Phil Read 350 Norton and the same ex-Fred Neville G50. Still his efforts were rewarded with some decent placings. And somehow, you know, I didn't find the 250 production racer Honda twin all that impressive. Robb won that race steadily, but he was not going all that fast (race and lap times were well below the records of Minter on a '61 Honda 'four') and Brian Clark, his Lawton Aermacchi hastily rebuilt before the meeting with a new crankshaft, wasn't far behind. Neither were the two warring Greeves of Tom Phillips and Reg Everett. I was at Hawthorn Hill bend, as usual—not the most interesting bend on the course either—and we had one heart stopping moment when three of the faster boys took the corner line abreast! I didn't envy the chap in the middle—I fancy it was Ron Chandler. The production machine race was a little disappointing. That 650SS won, yet again; this time with Barry Lawton on it. But the scrap for second place should have excited the most blase—two 650SS Nortons and two Bonneville's. But a 350 Velo, was 6th and a 250 Aermacchi 8th, the latter displaying extraordinarily fine handling and superb brakes. But I understood that these races were open only to non-International licence holders?

## MUTUAL AID

No charge is made for insertions by paid-up members. All adverts to the Editor.

### SALE

#### Racing Machines

124 c.c. twin cam Ducati; five speed gearbox; specially built for Jim Redman; for sale with numerous spares; full details from Mike Cook, 45, Newport Road, Burgess Hill, Sussex.

1960 350 c.c. Manx Norton; completely rebuilt regardless of cost; only used five times during 1960/1 seasons; good reason for sale—£325. Ken Taylor, 44-46, Wellington Road, Rhyl, N. Wales. (Tel: 24, or 1691 after 7.30 p.m.).

500 Manx Norton; engine overhauled; reconditioned throughout; extra sprockets—£200 o.n.o. Keith Cannon, 96, Green Lime Road, Leicester.

#### Road Machine

1960 204 c.c. Ducati s/sports; perfect condition; many extras—£135 o.n.o. G. Andrews, 65, Perth Road, Leyton, London, E.10.

### Transport

10 cwt. Bedford C.A. van (1953); fitted new steering, brakes, battery and rear tyres; heater; body requires attention; M.o.T. cert.; taxed until October—£50 o.n.o. M. J. Bailey, 110, Aylesbury Street West, Wolverton, Bucks. (Tel: 3302).

### Spares, etc.

2.50 x 19 in. front and rear tyres and tubes; three gallons R20 racing oil—£7 the lot. Jim Dakin, 24, Knightsbridge Crescent, Staines, Middx. (Tel: 55331).

Almost new Geoff Monty 'dolphin' fairing complete with fitting to suit Ariel Arrow—£12 o.n.o. M. J. Bailey, 110, Aylesbury Street West, Wolverton, Bucks. (Tel: 3302).

7R fibreglass p/tank and seat—£8; fibreglass mudguards—25/-; D/A Shells fairing in black with fittings—£11; Metomac m/c cover; never used—£6 P. J. Ganes, 148, Plaistow Road, Stratford, London, E.15.

I have purchased all the 125 c.c. and 250 c.c. spares ex the late Bill Webster. P. J. Walsh, 13, Arthur Road, Edgbaston, Birmingham, 15.

### WANTED

#### Machines, spares, etc.

Triumph Bonneville rev. counter and timing case cover and fittings; also small bore pipes and megaphones. D. J. Paul, 25, The Wells House, Well Walk, Hampstead, London, N.W.3.

Urgently required 190 m/m front brake for Gold Star B.S.A. B. J. Pearce-Fleming, Insp., Kenya Police, P.O. Box 9506, Nairobi, Kenya.

1960 (or later) 7R or Manx; also rear set footrests and controls for Dominator. Ron Carter, 8, Maendy Place, West Pontynewydd, Cwmbran, Mon.

### Clothing

Urgently required one piece racing leathers, black; 5 ft. 11 ins. and 40 in. chest. B. J. Pearce-Fleming, Insp., Kenya Police, P.O. Box 9506, Nairobi, Kenya.

### Help

Information needed re: timing and tuning of 500 c.c. B.S.A. Gold Star Clubman; anyone in my area help? R. L. Nosworthy, 56, Minster Way, Hornchurch, Essex.

### 1963 Manx Grand Prix

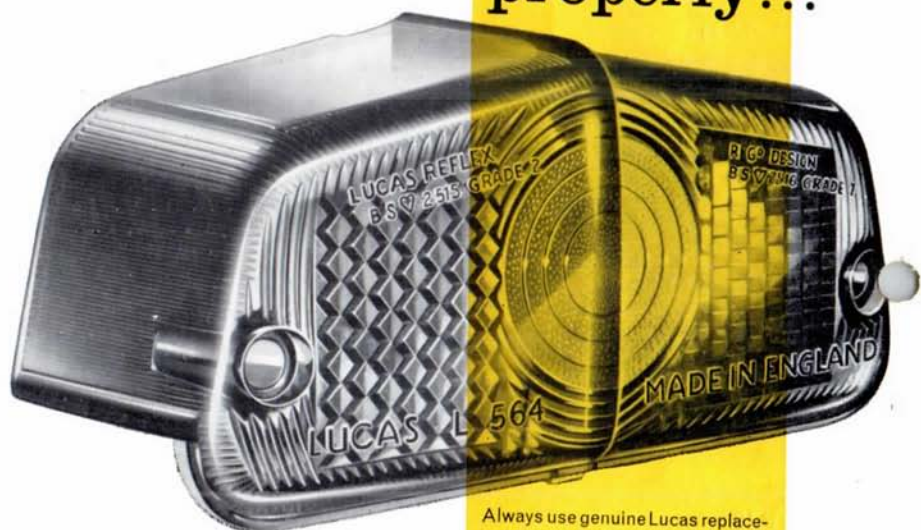
Experienced rider requires loan or hire of Norton for Manx Grand Prix. Jack Trustham, 30, Woodcote Avenue, Hornchurch, Essex.

Does any Member need assistance in the Manx Grand Prix? I shall be in the Island from 31st August until 8th September and would be happy to lend a hand to any Member as a pit attendant etc. I have helped out in this capacity for the last three years and have competed in the Senior race myself. John Wheeler, 211, Burntwood Lane, London, S.W.17.

### Editorial

A new Editor for 1964 and thereafter. See page 129.

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