

Bemsee



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THE CLUB

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EDITORIAL

Taking up, first of all, our cudgel where we laid it down last month, we were very pleased to see that Lord Brabazon of Tara expressed decided views on the British motor cycle industry and racing. As far as we can see, His Lordship and the Editor are thinking along very similar lines. It is good to see someone in his position, who can also talk authoritatively on the subject; making such a public pronouncement. There was an interesting article in the January issue of "Motor Cycle Sport" on the Show and the Industry. We do not appear to have been the only people who were not bowled over by Earls Court. It is nice to know that one is not a lone figure! The Industry would appear to have done one good thing recently, however. The decision to have a Northern Show at Blackpool in the Spring is a fine idea and ought to have been implemented years ago. Now it may be too late in view of the grim economic position facing many communities in the North. Though, of course, motor cycles and scooters are much cheaper, both to buy and run, than are cars. And, finally, before we leave this topic, what about the possible (we use this adjective advisedly in view of the maelstrom of rumour and counter-rumour that has been aired on the subject) re-entry into racing of Scuderia Gilera? Here we have a factory, not a particularly big one, seriously considering a come-back in the 500 c.c. class of big time racing with a highly complicated, very expensive multi-cylinder machine. Just think of the kudos Gilera, and indirectly Italian motor cycle engineering, will get should the effort be attended with success, as it may well be. We cannot see a British factory doing that today, even assuming they were in a position to do so, which, of course, none now are.

We have mentioned from time to time in this column some flagrant pieces of anti-motor cycle nonsense. Very often this has not had anything to do directly with racing, but the Sport covers a wide field and any harm or ill word said against any one section of the motor cycling world can affect the whole. The latest item of nasty balderdash that has come to our notice is a suggestion emanating from the Nottingham Road Safety Committee that, when young motor cyclists lose their licenses for any offence under the Road Traffic Acts, they should have their machines

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.

confiscated, because 'motor cycles are lethal weapons.' And pray, by the same criterion, what are cars, lorries and push bikes in similar hands? There may well be some people who should not have a 'bike who do have one; other forms of motorised transport, too, come to that. But this sort of comment, which seems to be based on blind prejudice, does no one any good and stands condemned out of its own utterance. If that is a sample of what such organisations discuss at their meetings, and we feel sure that it isn't—at least we hope it isn't—then we would do better without them.

We would suggest to Members that, in addition to fettling the existing model or going over the newly acquired one or merely waiting for the new one (if you're lucky, that is), now is the time to check over the racing transport. How often does one hear of, or see, some well loaded van or not-so-new motor car with trailer, and 'bike mounted thereon, stuck by the roadside with the occupants peering under the bonnet or grovelling under the back? It is indeed a wise racer who sets a part of his winter's tuning and preparation sessions aside for work on the van etc. The motor can be overhauled, steering, transmission and springs (most important where the van is of modest size or venerable in years and has to bear a heavy burden of 'bikes, bodies and gear around the circuits) checked and part renewed where necessary. This may sound elementary, but it is often not done. And surely it is far better not to have to bother about transport once the season is under way—a racing motor 'bike is usually more than enough to keep one occupied! As a conclusion to this particular paragraph we would mention a little tale. A happy go-lucky private possessed a rather elderly, largish van. The first season this vehicle has sufficed, but only just and it finally let its owners down badly, losing one of them a ride and taking just four and twenty hours for a journey fro Oulton Park to London. All this was due to a cooling system that wasn't, if you get our meaning. In the ensuing winter said elderly, largish van was given a thorough overhaul and, during the subsequent season, gave not one iota of trouble in a mileage considerably in excess of that covered previously. The moral is there for all to see!

Before we finish just a brief reminder that the new season isn't as far away as all that. With this magazine you should get the Hutch regs., of interest to those of you who have International licences. By the way, you must quote your new licence number on your entry. The Hutch, as if you didn't know it, is the oldest road race meeting currently held on the mainland of Great Britain; 1925 was its first year. Let's hope that the 1963 event has as good an entry as in previous years, but that we are blessed with better weather and a bigger crowd than has been the case on some occasions.

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DAVE CURTIS
MATCHLESS

Winner of the 1961
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Last month some of you may recall I mused in type about some race meetings I went to in the summer of 1947. I started off on that track because I came upon some old notebooks about those meetings and because, quite independently, a few weeks earlier George Todd had remarked in a letter to me that racing today lacked interest machine-wise and wondered what had happened to some of the specials that we saw at that time. It's something I've pondered upon, too. However, this time anyway, I don't intend to touch on that particular subject, but to look at some of the circuits that we no longer go to.

I have a feeling that a number of the courses used between 1946 and 1950 would not pass muster from the safety standpoint today. Of course, even then English circuits were safe compared with some of the overseas ones (in this connection I always remember a frightening picture of a car grand prix in the Argentine which showed a racer—it was a French Gordini Simca, I think—being drifted literally within a foot of spectators who were nonchalantly sitting with their feet in the road!). However, Eppynt had no spectator fencing at all round most of its 5.2 miles length and one could wander where one wished. Ansty Aerodrome, just outside Coventry, was rather rough round the back stretches, but then Cadwell, about which we had something to say last time, had a really rough bit from the Hairpin to Barn Corner. Easily the best of the now defunct courses was Boreham, a smooth areodrome circuit of something a shade over three miles long, not far from Chelmsford. This venue is still there, owned by the Ford motor empire and definitely not for any sort of racing, if all I hear is to be believed.

Of all the circuits I've been in the north of England, Brough was one of my favourites. Heaven knows why! It was an odd little circuit of about 1½ miles with a long and immensely wide straight, a 360 degree hairpin, a less violent hairpin at the bottom end and a kink at one side with a sharp left, a sharp right and a sweeping left in it. Somehow it all added up to a most entertaining place. At one time there used to be three meetings a year, but then it dwindled to two—one on Good Friday and the other right at the end of the season. Finally, because the Black-

burn Aircraft Company, whose property it was and one of whose factories one drove through to get on to the course, were supposed to be engaged on secret work (all we ever saw there were a few Beverleys; then in prototype stage), the Air Ministry said 'nay' and it all had to stop. There was one famous occasion on Good Friday when it snowed hard in the middle of the meeting and one final, the 350 I think it was, was run off in quite a young blizzard! Goodness, it was cold that day. My family suffered in another way too on that day because some bright herb, had omitted to place the food and drink in the boot of the car! I wish I could remember who won that snowy manifestation of speed. Dennis Parkinson used to do well, so did George Brown. I never did quite understand how the latter managed to get "Gunga Din" (the works 998 c.c. Vincent H.R.D. in case you didn't know) round at nearly 62 m.p.h. Bill Doran turned up with an A.J.S. Porcupine once and John Surtees was very prominent in the last meeting held on his two Nortons. And one machine I shall always associate with the little Brough course was the bright red/silver works Douglas twin of Ferenc Pados, a machine which flattered only to deceive.

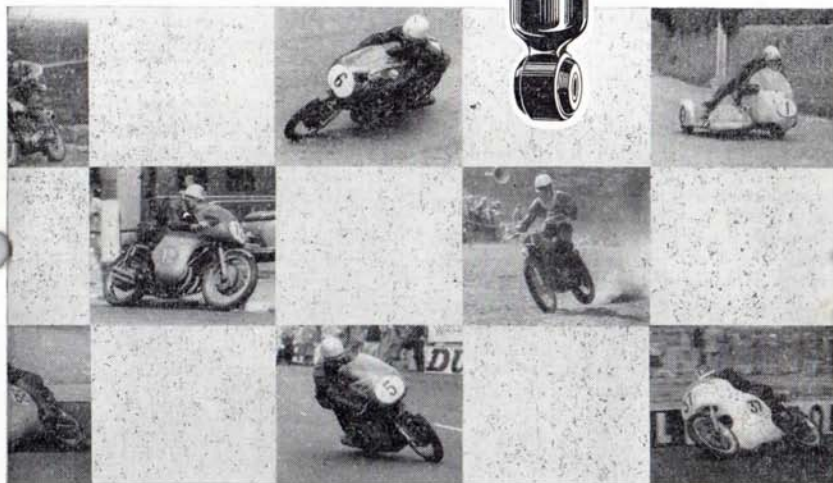
Eppynt I only visited once, for the very first meeting as a matter of fact. I recall the day vividly. It was the first time I'd ever been to that part of the land and I enjoyed the run there very much. Of course, once we passed through Brecon and entered the mountains, it began to rain. In the rush of raising the hood—the motor was an open tourer—the boot was left open and all the spare clothing, food etc. got soaked. We did used to have fun! The meeting was run in mist. There were only three races and the meeting began an hour late. We went where we liked and the racing was scarcely world beating. The 5 lap 250 race suffered from lack of starters and was won easily by Cecil Sandford on the fabulous little A.R.T.-Velo (basically a push rod MOV model). Les Graham had a works dope 7R with which he won the 350 race, over 10 laps, from Sandford, this time on Arthur Taylor's KTT. Les remained on the 7R for the 1,000 c.c. event (12 laps) and won that, too, at some 64

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m.p.h. It was in this race that George Brown, who was leading at the time on the big Vinnie (that was some feat on the narrow, twisty and roughly surfaced track), had a frightful prang when passing a slower rider. Subsequently Syd Barnett more or less ruled Eppynt, but the circuit was too far from the beaten track and too long to control properly and it had disappeared by 1953.

Boreham was a beautiful circuit; a better aerodrome circuit at that time than Silverstone. Indeed there was one bend there—I forget what they called it—which had a well sited grandstand from which to watch in comfort as well that was better than anything at the Northamptonshire venue. It was a fast-ish right hander with a bit of left kink coming out, where I first saw the incredible folly of allowing the 125's to practise with the 500's. Les Graham and Ted Frend (or was it Bill Doran?), on M.V. "four" and Ajay 500 twin respectively, were having a little bit of a whatsit together, all friendly-like of course, when they caught up a couple of 125 E.M.C.-Puch's on the bend. The Ajay pulled out to overtake as they accelerated away and the second Puch matey decided to make use of the Porcupine's slipstream to do the other 125 chummy boy. He never looked behind, of course, and went slap into the path of the M.V. which was howling along behind and hit him right up the rear! Result—big shunt with, by the grace of God, no personal injury. We did see the M.V. in the racing, but it couldn't beat Ken Kavanagh who, for some reason, was absolutely unbeatable there. He lapped at over 95 in the end (the out-and-out lap record stood to J. F. Gonzalez in the 1½ litre supercharged sixteen cylinder B.R.M. at about 101 m.p.h.). But the crowds never went there in their thousands and the promoters folded up at the end of 1952, having lost their thousands. What a pity. Two Boreham men I particularly recall were Benny Rood, who had a beautiful little 250 double o.h.c. Velocette, and Robin Sherry, who was on factory Ajays and would often chase Kavanagh hard in the 350 finals on a three valve 7R. Maurice Can dominated the 250 class, until one day Fergus Anderson appeared with a pukka works Guzzi.

Ansty was my local circuit. It was as near to my then home as is Mallory

Park today. I have talked in previous articles in "Bemsee" about this circuit, which was about 1.84 miles long and in the shape of a 'D,' the straight bit being long and very wide and uphill. They had a thick barrier of straw bales at the end of it. Many went into them through leaving their braking too late. The last meeting was held in 1950 when Geoff Duke and Dickie Dale turned up with their works Nortons, the original "featherbeds." Duke lapped at 87.74 m.p.h., which beat the previous figure held by Brown and "Gunga Din." Syd Barnett was a star turn here with his 7R and G.P. Triumph and wasn't often headed, though Rex McCandless beat him once on a very fast Norton. Rex wasn't a regular customer, unfortunately; neither were Harry Hinton Snr. and George Morrison from Aussie, who cleaned up on another occasion. One always felt a little sorry for Arthur Wheeler, who would make magnificent starts with his 250 c.c. Triumph, but who hadn't the speed thereafter to hold off Cann and his Guzzi. Arthur would also turn out on a KTT Velo and G.P. Triumph or 500 Manx. Similarly Ted Davis could never quite hold off Brown in the 1,000 c.c. race which used to finish the day's racing. Ted's solo 1,000 Vinnie was quite immaculately turned out. Yes, Ansty was good fun to watch. I don't recall a dull or poor meeting there.

There are other circuits which have come and gone. Altcar, which was near Formby, outside Liverpool, was one. I never got there, but I believe a nasty crash more or less called a halt to that one. Denis Parkinson used to do rather well there. Then there was Davidstow, which was on the moors near Launceston in Cornwall. This place certainly saw car meetings and I have a feeling there were at least a couple of 'bike races included therein. The lap record there was a tidy 88 plus (2½ litre G.P. Connaught). And Gransden Lodge, the aerodrome not far from Cambridge which some of you may know, I believe (!), had a glorious combined car/'bike meeting in 1947 with a smashing entry (everything from a 3.3 litre G.P. Bugatti to near vintage 250's). There were rather a lot of non-starters and I think Eric Briggs won one of the 'bike races. That was one I didn't get too either. I was stuck at school, blast it!



A Trophy Day scene, Becketts corner. Wilf Green (B.S.A. 91), Bob MacGregor (B.S.A. Spl. 72) and Dave Filler (Norton 86) enjoy a scrap in the "fast" 350 c.c. event. (photo : G. E. Hicken)



Minnows swimming! A first lap scene during the 50 c.c. race at the August Monday 'Palace meeting. (photo : Peter Knocker)

RACE MEETINGS IN 1963

This month you will not find the usual picture gallery in these middle pages, but the list of race meetings in 1963. It has purposely been left until this month. Last year a supplementary list had to be published the month following publication of the original and it was almost half as long again as the original! Every effort has been made to ensure it is accurate, but mistakes do occur in compositions of this nature. The usual British meetings do not change much from year to year. It is the Irish meetings and some of the closed and/or restricted affairs that are a little difficult to be completely correct about. You will not find details of Continental race meetings and only brief particulars of sprints have been included, at the end.

Each year it has been suggested, for the benefit of those Members newly joined and about to take the plunge into racing, how one might go about getting entries. This is not easy, as many people know from bitter experience. By doing what is suggested below an entry cannot be guaranteed, but it might help towards gaining the desirable end. Unfortunately quite a few organisers do not accept entries as they receive them and, quite obviously, pick and choose. Still that is not our concern here. Anyway, first of all draw up a list of those events in which you wish to compete. It is best to get a decent desk diary and put the dates in it and any other relevant information, i.e. reminders when to write off for regs. for meetings to come, technical data and all that sort of thing. Then about three months prior to a meeting selected write to the Secretary

of the Meeting (noted below in our calendar) for the regs. and enclose a stamped addressed envelope for him to return the regs. to you. This helps him and is, besides, a grateful courtesy. Immediately the regs. fall on your doormat, read them, fill in the entry form properly and legibly and dispatch the latter, with the proper entry fee, back to the organisers. If you want a ride, you must do this absolutely at once. If you delay, even a day, you'll most likely be too late. After that there is nothing to worry about, especially if the entry is accepted; you'll get the necessary "gen" about riding numbers in due course before the meeting. One thing to be stressed again—for heaven's sake fill in the entry form fully. Some of the forms that are received have to be seen to be believed. Once there was delivered to the Club Office a form which merely bore a quite illegible signature and, over the page, the words 'A.J.S. 349 c.c.'! Nothing else. One other word of advice would be for newcomers and relative newcomers not to aim their sights too high at first. Concentrate more on the B.M.C.R.C. Club meetings, the Prees Heath meetings, the Brands, Oulton and Cadwell novices-only affairs and the Castle Coombe and Thrupton meetings which have "non-expert" events in them. Not only will you stand a better chance of getting in at such events, but also you will have more of a chance of getting somewhere with opposition of the same calibre.

Here, then, the 1963 calendar of race meetings follows:

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1963 RACING CALENDAR

MARCH

- 23 Oulton Park, 1.39m. C. Wirral 100 M.C.
 All solo/sidecar
 K. Allbright, 51, Upton Park Drive, Upton, Wirral, Cheshire.
- 23 Snetterton, 2.7m. C. Bantam R.C.
 50/Bantams/British 250/production
 Miss V. Johnston, 13, Trouville Road, Clapham, London, S.W.4.
- 31 Mallory Park, 1.24m. N. E. Midland Centre
 125/250/350/500 solo/sidecar
 E. G. Cope, 23, Ashby Road, Burton-on-Trent, Staffs.
- 31 Brands Hatch Novices, 1.24m. N. Brands Hatch Committee
 50/125/250/350/1000 solo/sidecar
 A. R. Baukham, 31, Highland Close, Welling, Kent.

APRIL

- 6 Hutchinson 100, Silverstone, 2.92m. I. B.M.C.R.C.
 125/250/350/500 solo/500 sidecar
 A. C. Smith, 33a, London Road, Kingston-on-Thames, Surrey.
- 12 Brands Hatch, 2.64m. N. Brands Hatch Committee
 50/125/250/350/500/1000 solo/sidecar
 C. D. Elliott, 50, Brook Road, Northfleet, Kent.
- 12 Prees Heath, 1.2m. C. Cheshire M.C.R.R.C.
 50/125/250/350/500/production solo/sidecar
 Mrs. S. A. Smith, 13, Westminster Road, Hoole, Chester.
- 13 Scarborough, 2.4m. N. Scarborough & D.M.C.C.
 350/500 solo/sidecar.
 J. Claxton, The Rowans, 1, Westover Road, Scarborough, E. Yorks.
- 14 Snetterton, 2.7m. I. Snetterton Combine
 125/250/350/500 solo/sidecar
 R. J. Havers, 21, City View Road, Hellesdon, Norwich.
- 15 Oulton Park, 2.75m. I. Wirral 100 M.C.
 125/250/350/500 solo/500 sidecar
 H. W. Bowman, 63, Claremount Road, Wallasey, Cheshire.
- 15 Crystal Palace, 1.39m. N. S.E. Centre A.C.U.
 125/250/350/500 solo/sidecar
 F. W. Dowty, 28, Cuckoo Hill Road, Pinner, Middx.
- 15 Thruxton, 2.28 m. N. Southampton & D.M.C.C.
 125/250/350/500 solo
 N. E. Goss, 60, Bursledon Road, Bitterne, Southampton.
- 15 Cadwell Park, 2m. N. Louth & D.M.C.C.
 125/250/350/500 solo/sidecar
 C. Wilkinson, 140, Eastgate, Louth, Lincs.
- 21 Castle Coombe, 1.8m. N. Wessex Centre
 50/125/250/350/500/1000 solo/sidecar
 V. C. Anstice, Westgate Buildings, Bath, Somerset.
- 27 Prees Heath, 1.2m. C. Midland M.C.R.C.
 50/125/250/350/500/production solo/sidecar.
 B. Hurst, 17, Chadwick Avenue, Rednal, Birmingham.
- 28 Mallory Park, 1.24m.
 See March 31st

MAY

- 11 Aberdare, 0.8m. N. Aberaman & D.M.C.
 125/250/350/500/1000 solo
 Mrs. M. L. Pryse, Preswylfa, Campbell Terrace, Mountain Ash, Glam.
- 12 Brands Hatch, 2.64m. Brands Hatch Committee
 See April 12th
 R. Thomas, 111, Hollywood Lane, Frindsbury, Rochester, Kent.

- 18 Silverstone, 2.92m. B.M.C.R.C.
No details available.
See April 6th
- 18 Beveridge Park, 1m. N. Kircaldy & D.M.C.
19 Prees Heath, 1.2m. Cheshire M.C.R.R.C.
See April 12th
- 25 North West 200, 11.1m. I. N. of Ireland M.C.
125/250/350/500 solo
Secretary, 16, Clarence Avenue, Londonderry, N. Ireland.
- 26 Snetterton, 2.7m. N. Snetterton Combine
See April 14th

JUNE

- 3 Brands Hatch, 2.64m. I. Brands Hatch Committee
50/125/250/350/500 solo/500 sidecar
J. W. Fordham, 14, Nursery Road, Norwood Lane, Meopham, Kent.
- 3 Cadwell Park, 2m. Louth & D.M.C.C.
See April 15th
- 3 Clubman's Trophy, Oulton Park, 2.75m. N. Cheshire Centre
350/500 solo
J. B. Thomas, Welwyn, Moorfields, Nantwich, Cheshire.
- 10/12/14 Tourist Trophy, I.O.M., 37.75m. I. A.C.U.
50/125/250/350/500 solo/500 sidecar
Auto Cycle Union, 83, Pall Mall, London, S.W.1.
- 16 Mallory Park, 1.24m. N. East Midlands Centre
See March 31st
- 21/22 Scarborough, 2.4m. N. Scarborough & D.M.C.
250/350/500 solo/sidecar
See April 13th
- 22 Thruxton 500, 2.2m. I. Southampton & D.M.C.C.
Production solo
See April 15th
- 22 Killinchy 150, Dundrod, 7.4m. N. Killinchy & D.M.C.C.
250/350/500 solo
K. Martin, 26, Armoy Gardens, Whitehouse, Newtownabbey, Co. Down.
- 23 Oulton, 1.6m. R. Newcastle & D.M.C.C.
125/250/350/500 solo/sidecar
Dr. L. Jamieson, 1, Park Villas, Wallsend-on-Tyne, Northumberland.
- 23 Prees Heath, 1.2m. C. Midland M.C.R.C.
See April 27th
- 29 Oulton Park, 1.39m. OC. Wirral 100 M.C.
125/250/350/500 solo/sidecar
See March 23rd
- 29 Silverstone, 1.6m. R. The M.C.C. Ltd.
Production solo/sidecar
J. A. Masters, 22, Norland Square, London, W.11.
- 30 Snetterton, 2.7m. C. B.M.C.R.C.
50/125/250/350/1000/production solo/sidecar
See April 6th

JULY

- 10/11 Southern 100, Castletown, 4.5m. N. Southern M.C.C.
125/250/350/500 solo/sidecar
J. Kelly, The Promenade, Castletown, I.O.M. (temporary).
- 14 Brands Hatch, 2.64m. N. Brands Hatch Committee
See March 31st
- 20 Castle Coombe, 1.8m. N. Wessex Centre
See April 20th
- 20 Snetterton, 2.7m. C. Bantam R.C.
See March 23rd
- 21 Mallory Park, 1.24m. N. East Midlands Centre
See March 31st

- 28 Snetterton, 2.7m.
See May 26th
28 Prees Heath, 1.2m.
See April 12th

- N. Snetterton Combine
C. Cheshire M.C.R.R.C.

AUGUST

- 5 Oulton Park, 2.64m.
See April 15th
See June 10th to 14th
5 Crystal Palace, 1.39m.
50/125/250/350/1000/Vintage solo/sidecar
See April 6th
5 Cadwell Park, 2m.
See April 15th
5 Thruxton, 2.2m.
See April 15th
10 Ulster Grand Prix, Dundrod, 7.4m.
50/125/250/350/500 solo
Ulster M.C.C., 83, High Street, Belfast, N. Ireland.
17 Mid Antrim 150, 10.5m.
250/350/500 solo
A. Watt, 45, Market Street, Ballymena, Co. Antrim.
17 Trophy Day, Silverstone, 1.6m.
50/125/250/350/1000/production solo/sidecar
See April 6th
24 Aberdare Park, 0.8m.
See May 11th
25 Brands Hatch, 2.64m.
See May 12th
- I. A.C.U.
N. B.M.C.R.C.
N. Louth & D.M.C.C.
N. Southampton & D.M.C.C.
I. Ulster M.C.C.
N. Mid-Antrim M.C.C.
C. B.M.C.R.C.
N. Aberaman & D.M.C.
N. Brands Hatch Committee

SEPTEMBER

- 1 Catterick Camp, 1m.
50/125/250/350 solo
D. O. Stephens, 213, Parkside, Darlington, Co. Durham.
1 Snetterton, 2.7m.
See March 23rd
3/5 Manx Grand Prix, I.o.M., 37.73m.
350/500 solo
C. R. Ducker, 27, Athol Street, Douglas, I.o.M.
7 Prees Heath, 1.2m.
See April 27th
8 Snetterton, 2.7m.
See April 14th
15 Cadwell Park, 2m.
50/125/250/350/500 solo/500 sidecar
See April 15th
20/21 Scarborough, 2.4m.
250/350/500 solo/500 sidecar
See April 13th
21 Barry's Day, Silverstone, 1.6m.
See August 17th
See April 6th
22 Brands Hatch, 2.64m.
See April 12th
22 Prees Heath, 1.2m.
See April 12th
- OC. Darlington & D.M.C.C.
C. Bantam R.C.
N. Manx M.C.C.
C. Midland M.C.R.C.
N. Snetterton Combine
I. Louth & D.M.C.C.
I. Scarborough & D.M.C.C.
C. B.M.C.R.C.
N. Brands Hatch Committee
C. Cheshire M.C.R.R.C.

- 29 Mallory Park, 1.24m.
125/250/350/500 solo/500 sidecar
See March 31st

I. East Midland Centre

OCTOBER

- 5 Oulton Park, 2.75m.
50/125/250/350/500 solo/sidecar
J. Smith, 25, Faulkres Street, Hoole, Chester.
6 Guinness Trophy, Snetterton, 2.7m.
See June 30th
See April 6th
13 Brands Hatch, 2.64m.
See May 12th

N. Chester M.C.

C. B.M.C.R.C.

N. Brands Hatch Committee

Notes: I—International permit; N—National permit; R—Restricted permit; OC—open-to-Centre permit; C—Closed permit. For the first mentioned an International licence is required and for the second a National licence (both issued by the A.C.U., 83, Pall Mall, London, S.W.1 from whom all details can be obtained).

The Brands Hatch meeting on March 31st, Oulton Park on June 29th, Snetterton on June 30th and Silverstone on September 21st are meetings specifically catering for novice or near-novice riders.

The Wirral 100 M.C. advise that they have two additional dates, on June 1st and September 21st, on which it had been planned to hold Rhydymwyn meetings. This circuit may not be available to them. If not, they hope to have an alternative venue. Should these meetings be held, K. Allbright (for address see March 23rd above) will distribute regs. We have no details of meetings to be held by the Border M.C.R.C. on April 28th, May 26th, June 30th and September 29th and the Perth & D.M.C. on May 5th, June 23rd and August 11th, though we presume these to be Charterhall and Gask races respectively. We also regret that we cannot give details of the following Irish road races: Tanderagee 100, Skerries 100 (this is usually on the first Saturday in July), Temple 100 (usually the last Saturday in July), Leinster 100 and Carrowdore 100 (usually the first Saturday after the Manx G.P.

Sprint meetings appear to be definite on these dates: April 21st (N.S.A.), May 5th (Sunbeam M.C.C.), May 18th (Midland M.C.R.C.), May 26th (Ilford M.C.), June 1st (Dublin University M.C.), June 15th (Ramsey & D.M.C.C.), June 23rd (B.M.C.R.C.), July 6th (Midland M.C.R.C.), July 20th (Westmoreland M.C.), August 10th (N.S.A.), August 25th (B.M.C.R.C.), September 7th (M.C.C.), September 21st (B.M.C.R.C.), September 21st (N.S.A.), September 29th (Sunbeam M.C.C.) and October 19th (Midland M.C.R.C.). There may be more.

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What I wrote about hibernating last month turned out to be almost too funny to be true. I'm afraid I would invoke for the Club a summons under the Obscene Publications Act, or whatever it is called, if I were to permit myself to adequately describe the climatic vile-nesses to which we have been subjected recently. It is indeed weather when the two wheelers are best left in the garage; at least fast road burners. Mind you, I wouldn't have been adverse to the loan of, say, an I.S.D.T.-style Greeves 250 when the first snow came. The road outside my abode was covered with about a foot of good skiing-type snow; just the job for bombing a trialler about in.

I think it was in the November issue that I mentioned that we had seen, alas, the last of Peter Middleton in racing. Well, I had a letter the other day from Peter's brother, George, who, incidentally, has a lot to do with the preparation of Peter's Nortons, and he tells me that they are not retiring, but will be seen about again in 1963. How pleased I, and I'm sure many of you, will be to hear that. Peter first came into the news when he won the Newcomers Award in the '57 Manx. He won the Junior race two years later and has since won replicas in the T.T. and done outstandingly well on the northern short circuits, in the Ulster Grand Prix and at Silverstone. Talking about Nortons, I was interested to hear that Paul Dunstall had bought the 500 ex-works Dommiracer which Dave Downer will race extensively in the new season. I wonder whether it will give the Manx boys, the fast ones I mean, a surprise. It is a fact that, apart from the late Tom Phillis's wonderful 98.36 m.p.h. third place in the 1961 Senior T.T. (complete with a 100 m.p.h. lap, remember), this machine hasn't precisely covered itself with glory. I recall Derek Minter riding it at Brands once last season and he managed to win, but it didn't look to me to be the usual comfortable Minter victory. One gathered from Tony Godfrey's highly graphic gesticulations afterwards that it looked "exciting" when viewed from the rear. Still, no doubt we shall see how Downer goes on it. We ought to see some excitement in those unlimited capacity solo races at Brands too—a 750 Dommiracer for Minter, a 636 c.c. Manx for

Phil Read and a revised and much lighter Dunstall 650 with Downer on it. It is almost enough to make me think again about giving up commentating.

Racing, of any kind, seems remote indeed at this season. However, the car people staged their usual Boxing Day affair at Brands. It wasn't a bad meeting, too. Not having "square eyes," I had to brave the elements and go there to watch. It wasn't too bad while they were dicing, but confounded cold in the long waits between races. There was some close racing and two of the quick Formula Juniors indulged in a shunting match at Clearways, where I chanced to be, and bashed each other in a hearty and most un-Christmas like manner. Small highly efficient devices are all very well, but I prefer large and hairy four wheelers like, for example, the 4.7 litre Chevrolet powered Cooper Monaco sports which Chris Summers aired at this festive Brands. Great fun!

Am I being puritanical or a stupid old 'so-and-so' or are there others of you who think the same? But I must confess to getting rather fed up with the apparent 'anything you can do I can do better' antics of the two weekly motor cycling 'papers.' I know that popular reporting, whatever facet(s) of our daily life it covers, relies on 'scoops.' However, reading both the publications in question regularly as I do each week, I have noticed this tendency. I am sure others must have done so, too. It is a pity, I think. True today there appears to be a necessity, lamentable in my opinion, for sensation in everything. After all, the many of us who are really keen want to know all that is going on and we want to know the facts. Competition in all fields is most desirable—as followers of motor cycle racing we know that!—but I do sometimes wonder whether there is really room for all the motor cycle publications that appear each week and each month. I'd be interested to hear what others of you think.

Heard lately—Colin Spence of Dagenham hopes to be riding a TSS Bultaco this year; the Ecurie Bloggs has had a shuffle around with John Funnell riding a 350 Manx, as well, and Jack Smith the Bultaco; Brian Clark will be riding a Bill Webster Aer Macchi—he has sold the Norton to Roger Perrier at Cardiff.

(The Author of this piece provides a good example of how racing can be entered. His 350 Velocette Viper is genuinely private owner, but it is also very fast. Its owner usually "eats" a few Venoms at Club production races! ED.).

I'm sometimes asked how I came to start racing. Usually I think of a different answer each time. It was a series of events which led me into what I consider, now, the finest branch of the Sport.

Back in 1959 my exploits on the roads around my corner of the Globe were getting hairy and I had escaped prangs by the skin of my teeth on several occasions. At the time I was using a two year old Velocette Viper, nicely loosened up, and it took a good 650 to leave me when it came to burn-ups; and there were plenty of them. It seems just a little bit of a pity that, when riding on the road today, there are few lads willing to have a "go" (Well, Pete, we don't know whether everyone would agree with you here; certainly Mr. Marples wouldn't—he prefers a push-bike! Ed.). Even in the last three years one notices, consciously, the increase in the number of cars and the resultant decrease in the standard of driving. So perhaps it's just as well!

A chance encounter with a keen type, an active Member of Bemsee who joined our local club, caused me to join that Club as well. Again through this gentlemen, I became a regular track marshal and thus got, in time, a serious dose of R in the bloodstream and a longing to be out there, too, with the lads.

So it became a matter of deciding which machine to go for. I had often hankered after a 7R, Ajays being my second choice after Velo's. In the end I decided that production racing would be a good start. I thought because it would be cheaper, too. So I bought a new Viper Clubman. Why a 350? Well, in 1958/59 the 350 c.c. class in production

events had been poorly supported and I reckoned my chances of getting entries would be better. Unfortunately in '60 and '61 the class became almost non-existent and, by the time I really got cracking, I was lumped into the 500 c.c. class. That's looking ahead, though. I couldn't afford to race in 1960 after buying an expensive machine. I also had a lot of trouble, expensive trouble, with it and it was not until the middle of 1961 that I actually got going. When I think of the money I spent on the Viper, not to mention the original cost, I realise I could have bought me a brand new 7R. Phew!

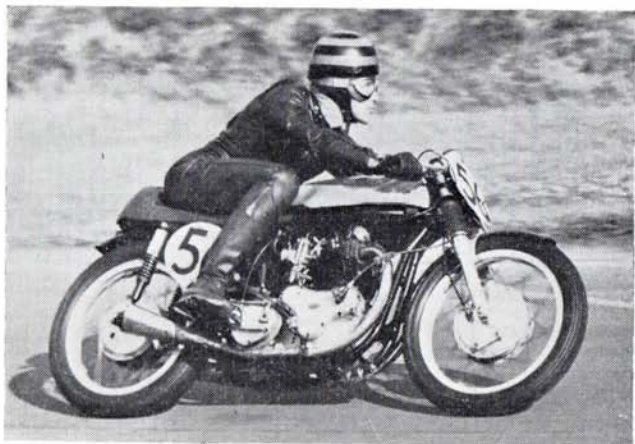
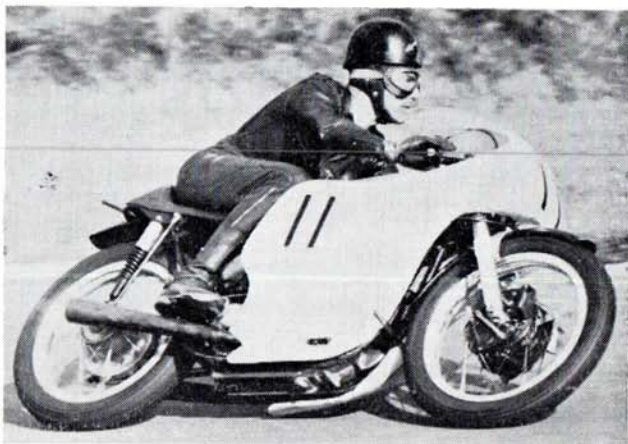
Still, 1962 saw a good season for me. I was lucky enough to be accepted for the 1,000 kilometres in May. My co-rider, Ray Knight, who nearly finished 4th the previous year on a private Matchless, helped there. However, I soon found out that a good, standard production sports machine is not race worthy until it has had the expert touch. We had easily the fastest 350, but trouble struck us early. After a makeshift repair which involved bending a pushrod straight, we got under way again with a rather lower safe maximum r.p.m. figure than we were geared for. The weather was filthy and, even though we lapped the winning 350 three times every hour, I wasn't sorry when my co-driver pushed in with a broken push rod.

After that episode my motor received that expert touch. To such good effect that I have managed to push it into 500 c.c. class placings on several occasions. I rate my greatest achievement yet the race at Snetterton when I had a lovely scrap with a 650 SS and a T110. When my engine went 'bang' at the end of the Norwich straight, I was in front of both, by half a wheel from the Norton, and in 5th position overall.

I say, roll on 1963, and here's a toast to the finest sport ever, in lemonade, of course. (Ah now, that's something Mr. M. would approve! ED.).

DOMMI-RACERS !

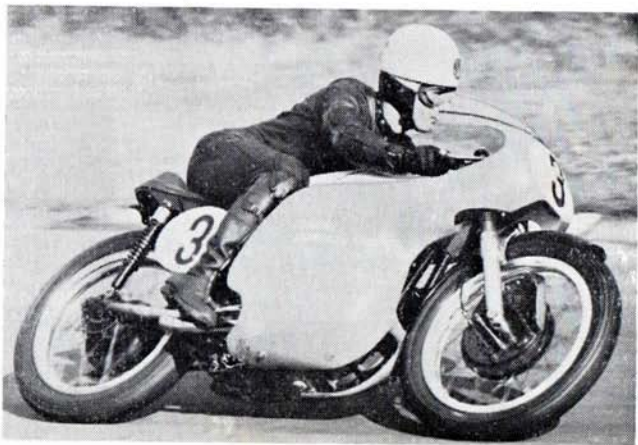
Tony Godfrey has a ride on Minter's 650 Dommi-racer at Brands last season and he won on it. Here Tony seems just a wee bit apprehensive.



Another variation on Norton big twin racers—W. H. Chuck's 600 c.c. engined device, which has done well in the "non-expert" races at Brands.

A third Dommi-racer at Brands! This time we see the Dunstall machine with Dave Downer riding it.

(Photos by Brian Curtis, Cambridge).



GROUP NEWS

One or two special items crop up in this month's Group News. Apart from Mick Robinson, no one else seems to have much of a "go" in getting anything new going. I have been hearing regularly from Jean Hubbard, Frank Gillings, "Johnnie" Walker, John Wheeler, Tony Singer and that's about all. Oh well, at least five have thriving little groups going well. Good show, indeed.

Jean Hubbard tells me that attendance in Ipswich has dropped off a little lately, but that the nucleus of stalwarts (her own words—so apt) still gather round at each meeting. The last 1962/63 gathering will be in March. She feels it isn't the time and place to have meetings in the season when everyone is flat out on other things. The December meeting, at the Hubbard homestead, raised 25/- for the Club Ben Fund—excellent. "Johnnie" Walker sends everyone greetings for the New Year (this really should have gone in the last issue, but the letter got badly delayed in the Christmas post chaos) and reminds one and all that the Dagenham group meet on the second and fourth Fridays (I got it wrong last time, I think; sorry). "Johnnie" wants me to remind his "gang" that they have a choice of both films and speakers for forthcoming evenings and that they should make known their own choice, either to himself or to Tom Kirby. And talking of our redoubtable Dagenham "man," reminds me that he has recently been in the human mending shop to be manipulated. He says it was more like being torn apart, but I gather he's now "repaired"! Tony Singer has a good idea for his next meeting. He sends all New Year best wishes and suggests that as many local Members turn up at the "Bricklayer's Arms" on the 12th, so that the coming season can be discussed and, maybe, those with spare room in their transport come to some arrangement with those who have no transport to assist, or to share. Seems like a good idea to me. As Tony says, how often do you find someone next door to you in the Paddock who lives a mile away and who has room for another 'bike when you have had a hell of a job even getting to the meeting! Mike Cook had to cancel his January meeting through circumstances beyond his control. He hopes that as many local Members will turn up in February to meet the new Secretary.

Editor.

Dates for February then:—

BRIGHTON. Monday 4th, Sussex Hotel, East Street, Brighton. Organiser: Mike Cook, 45, Newport Road, Burgess Hill, Sussex.

DAGENHAM. Friday 8th and Friday 22nd "Brewery Tap," Barking. Organiser: "Johnnie" Walker, 79, Albert Road, Ilford.

HERTS. Monday 11th. "New Fiddle," St. Albans Road, Hatfield. Organiser: Mick Robinson, 39, Chelwood Avenue, Hatfield.

HORLEY. Thursday 7th and Thursday 21st. "Red Lion," Turners Hill. Organiser: Frank Gillings, 14, Tudor Close, Smallfield, Horley.

IPSWICH. Friday 22nd. "Running Buck," Christchurch Park, Ipswich. Organisers: Jean and Charlie Hubbard, 339, Humber Doucy Lane, Ipswich.

S.W. LONDON. Tuesday 5th and Tuesday 19th. Surrey Tavern, Wandsworth Common. Organiser: John Wheeler, 211, Burntwood Lane, S.W. 17.

W. MIDDLESEX. Tuesday 12th. "Bricklayers Arms," Hillingdon Road, Uxbridge. Organiser: Tony Singer, 1, Queens Road, Uxbridge.

FIRST, SECOND, THIRD . . .

It seems that no Members are currently having much luck in the trials world; not that there have been many events for the mto ride in just lately. However, **Mike Hailwood** has been road racing in S. Africa with A.J.S. and Norton. He won at Swartkop and Bulawayo on the latter 'bike, but was out of luck at East London, retiring twice. Our Vice-President, **John Surtees**, won the New Zealand car G.P. in a 2.7 litre Lola-Climax, after having a bit of a rough time in S. Africa with the 1500 c.c. vee-8 machine in the G.P. there. Next year, in case you didn't know, John is to drive a works Ferrari. If Ferrari produce the sort of racer that they can turn out (the 1962 models were lacking in a number of vital respects), he could become the first person to be motor cycle and car World Champion. **W.G.T.**



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MACMILLAN'S MOTORWAY

(with apologies to Rudyard Kipling and acknowledgment to the Editor of "Exhaust Note" for permission to reproduce)

The Right Hon. H. MacMillan, P.C. and M.P.,
Moved his standards out of Whitehall to Liverpool Street, E.C.,
Where the station was to be rebuilt, and an uglier ne'er was planned ;
And Ernest Marples, Transport Minister, slid the drawings 'neath his hand.

(High as hope upsheered her towers to the aircraft lanes above.
Dark as Thames and deep as National Debt its unplumbed foundations dove.
Its sidings stretched for acres over requisitioned building land ;
And Harold gave commandment, " Let it rise as it is planned.")

Then he wearied—the mood moving—of such affairs of state,
And he walked along the Mile End Road in he evening rush hour spate,
Simply, without mark or Rolls—singly, without guard or escort,
And he heard an angry woman screeching by Old Bow County Court.

'Twas the Widow of the Potter, a virago feared and known,
In haste to get to Romford, but the tube had broken down.
So she cursed it and the B.T.C., and hearing Harold's tread,
(She was very old and darkling) turned her wrath upon his head.

But he answered—being Premier—" Suffer me to take you, Ma'am."
Fetched his Renault, stowed her bundles, lost himself around West Ham,
Then they got stuck in the traffic, and the Widow vent her spleen ;
And the stars stole out and chuckled at this minister of the Queen.

" Oh ! Most impotent of bunglers ! Oh, my daughter's daughter's brood,
Waiting hungry on the threshold ; for I cannot bring their food,
Till a fool has learned his business at their virtuous grandma's cost,
And a greater fool, old Marples, trifles while her name is lost !

" Ernest Marples, Sire of Asses, knows thousands come to town
As it suits a striking motorman, or this ox from Hackney Down.
Ernest Marples, Owl's Own Uncle—Ernest Marples, Capon's seed.
Must build a railway station when a motorway we need !

" Eighty years I eat oppression and extortion and delays—
Failing door lights, broken signals—frozen points, beset my ways.
But Marples needs must tax us for his halt whate'er befall ;
Allah knowing (May he hear me !) that motorways would save us all !"

While she stormed they crawled to Romford, where the car got stuck once more,
Till he brought her laughing to her council house's door.
But his mirth renewed her anger, for she thought he mocked the working class ;
So she scored him with her talons, and tore at his moustache

The Right Hon. H. MacMillan, P.C. and M.P.
Spoke with Ernest Marples, transport minister, ere Big Ben struck three—
Washed and shaven, dressed and bandaged, but, on either cheek gleamed red
Four shameless scratches running right across his head.

" Allah burn all Potters' Widows ! Yet, since this same night was young,
One has shown me by sure token there was wisdom on her tongue.
Yes, I carried her for hire. Yes," he pointed, " I was paid."
And he told the tale rehearsing all the Widow did and said.

(continued on opposite page)

MUTUAL AID

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

FOR SALE

Racing Machines

1961 250 c.c. Aer Macchi; only used three times so virtually new; with fairing; will strip for genuine buyer; owner retiring—£300 o.n.o.—H.P. arranged. P. J. Molloy, "Aquin," Woodford Road, Poynton, Stockport, Cheshire. (Tel: Poynton 3156).

My very fast 350 c.c. B.S.A. Gold Star; whole machine prepared for next season; motor rebuilt with new mains, ends, oil pump, Hartley balanced fly wheels, 10:1 piston, W and S valves and springs; fitted with fibre glass fairing, five gallon tank, central oil tank, seat, T.D. forks and dampers, alloy rims, 190mm. front brake and alloy rear brake drum; Clubman's equipment available—£170 o.n.o. W. A. Roberts, "Greenacres," Cranfield Park Avenue, Southend Arterial Road, Wickford, Essex.

B.S.A. Rocket with racing frame, forks, wheels and five gallon fibreglass petrol tank; also road equipment and spares, i.e. Butler 'dolphin' in very good condition and pair of Gold Star chrome 'guards—offers. R. Gardiner, 14, Sadlescombe Way, London, N.12.

1956 Gold Star (500 c.c.); modified to date; factory overhaul 1962; 190 mm. front brake and alloy rims; some road equipment; as raced by Cyril Jones and Brian Burgess—£125 o.n.o., H.P. arranged. B. A. Burgess, 1, Plough Lane, Wallington, Surrey.

1958 350 c.c. Gold Star; every conceivable extra including fairing and sprockets; engine being overhauled now; ready for season—£150 o.n.o. Colin Burton, 40, Lyndhurst Road, Edmonton, London, N.18.

G.P. Ducati 5 speed double o.h.c.; ready for immediate racing and complete

with 'dolphin' fairing and numerous spares; these include two new tyres and tubes, five gallons of R20, spare barrel and twin plug head, main bearings, valve springs, piston rings, chain, ignition parts and full range of sprockets; leathers to fit 5' 7", size 6 boots, 6½ helmet, gloves and goggles; this machine has a very good history—it now requires a very good rider; the whole lot is going for only £350. Jim Dakin, 24, Knightsbridge Crescent, Staines, Middx. (Tel: 55331).

The 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 special alloy tank and fairing, Avon racing tyres and Girling units; for sale with a lot of spares which include barrel, piston, rings, valves and springs, suspension units and sprockets; this machine has been placed at most British circuits in 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; this machine is faster than the 220 c.c. versions of this model and is a certain winner in theright hands—£300, no offers (original cost close on £900). Brian Clark, 18, Bescoby Street, Retford, Notts.

125 c.c. Honda CB92 racer; most immaculately prepared of its type in country; modifications comprise tubular sub-frame, Girlings, right hand gear-change, special alloy tank, Fi-glass seat and fairing, alloy rims and Avon racing tyres; very fast and reliable and has finished every event entered, including 3rd at Trophy Day, 10th at Southern 100 and 8th at Snetterton; complete with sprockets and spares; will strip for

And he ended "Sire of Asses—Capon's Owl's Own Uncle—know
I—most impotent of bunglers—I—this Ox from Bromley Bow—
I—the Right Hon. H. Macmillan, P.C. and M.P.—
Bid thee build the hag her motorway and leave the station be."

So 'twas built, and Allah blessed it; and, through earthquake, flood and blitz,
Still the dual carriageway they builded runs from Stratford to Bow Bridge!

(The derisory epithets applied above to Mr. MacMillan and Mr. Marples are the same ones applied to the "Guardian of mankind" Jelaludin Muhammed Akbar, and his viceroy, Munim Khan, in Kipling's poem "Akbar's bride" and no slight or disrespect is meant to them or the party they represent by this parody).

genuine buyer—£200 o.n.o. C. Spence, 6, Cannington Road, Dagenham, Essex. (Tel: DOMinion 7289).

Just built Maserati-Itom 50; motor fitted with Amal carb. and remote float chamber; complete with Fi-glass fairing, petrol tank and seat; spares and tools; can be further tuned and has great potential for rider interested in this class; don't want to sell but have to; haggling starts at £89. Declan Doyle, 194, Walm Lane, Cricklewood, London, N.W.2. (Tel: GLAdstone 8347).

Phil Horsham's 50 c.c. Itom; always in the prize money during 1962; runner up 50 c.c. Brands Hatch Championship and power and pedal trophy; ready for 1963 season; best offer over £130. P. R. Horsham, Burnt Hill, Yattendon, Newbury, Berks.

125 Montesa, fast and reliable; single port modification, but twin port barrel and head available—£150 o.n.o. S. D. Park, "Whiteoaks," Manor Road, Abbots Leigh, Bristol. (Tel: Pill 2601).

250 c.c. Moto Guzzi; perfect condition; with fairing, sprockets etc.; willing to strip—£150 or exchange road racing sidecar outfit. R. Ayres, 8, 3rd Avenue, Woburn Hill Caravan Park, Weybridge, Surrey.

125 c.c. ex-works M.V. Agusta; complete with two fairings sprockets and spares (include several new tyres and Girlings); probably the fastest single o.h.c. model in the country; places this season have included 5th at Trophy Day, 4th and 5th at Wallasey, 5th, 7th and 9th at Thruxton and invariably the first M.V. home; will strip for genuine buyer—what offers? P. T. W. Rogers, The Golden Ball, Coven Heath, Wolverhampton. (Tel: Fordhouses 3271).

1956 350 c.c. s/s Norton; completely overhauled this year and fitted new piston, 'rod, big end, valves, cams, bevels, frame, wheel bearings etc; all restoved; not raced since, undropped and ready to race now; will strip for inspection; genuine reason for sale—£200. K. F. H. Inwood, 72, Molesey Road, Hershaw, Surrey.

Brand new, 1963 350 c.c. Manx Norton—list price. 1958 500 c.c. Manx; ten meetings only—£285. Keeble's Motor Cycles, Theberton, Leiston, Suffolk. (Tel: 166).

1955 350 c.c. Manx Norton; '60 mods. by Lacey; fast motor and in good condition; new 'cling' tyres; raced only twice last season and 2nd non-experts at July Brands—£160 o.n.o., H.P. arranged. A. C. Peck, "Alford," Chapel Green, Crowborough, Sussex.

Forthcoming marriage necessitates sale of my Norton/Vincent spl.; machine built regardless of cost; all cycle parts Manx; Vincent 1000 c.c. engine in high degree of tune with Vibrac 'rods, American cans etc.; in full racing trim; heaps of spares which include heads, barrels and mags. and a full range of sprockets; handles like a 350 Manx and goes like two 500's—£200 the lot. Pat O'Keefe, 153, Gretton House, Globe Road, London, E.2. (Tel: ADVance 5664).

1959 Velocette Viper; reg'd December '58; most Clubman's mods.; immaculate and fast (Brands lap in 68.5 secs.); spares and pannisters available; selling because have G50 to support—£120. A. J. Foster, 176, Grove Green Road, Leytonstone, London, E.11. (Tel: LEYtonstone 7156).

Dismantled 499 c.c. Vincent Comet with polished flywheels and 'rod; special Norton type frame with s.a. and modified to take A.M.C. forks; offers. Derek Halloway, 75, Fairview Road, Wokingham, Berks.

Road/Trials Machines

1958 Triumph Tiger Cub trials; q.d. lights, Fi-glass seat, '62 exhaust pipe with Peco silencer; untrIALIZED; since new mains, big end, barrel, piston, valves, tyres, chains and sprockets fitted—£75. A. C. Peck, "Alford," Chapel Green, Crowborough, Sussex.

Racing Transport

1955 J type Morris van (10 cwt.); good condition—£65 o.n.o. C. W. Organ, 1, Ascot Gardens, Enfield, Middx.

1958 7 cwt. Thames van de-luxe and single 'bike trailer; van is clean and sound with economy carb. and heater; have to sell to cover machine overhaul for '63 season—£180 the lot or will split Roy Simmonds, 130, Southover, Bromley, Kent.

Spare Parts, etc.

For A.J.S./Matchless; chrome tank panels, footrests, brake assembly, silencer and handlebars ("dropped" and standard), mudguards, CSR camshafts and followers, speedo, gearbox—offers. Lucas K2F magneto; tested perfect 1,500 miles ago—£5 10s. 0d. Lucas 12v coil—offers. 1959 Matchless G12 (650 c.c.) motor complete with carb., coil and distributor; 5,000 miles—£30. Set of twin carb. manifolds for CSR—£2. Declan Doyle, 194, Walm Lane, Cricklewood, London, N.W.2. (Tel: GLAdstone 8347).

Very slim 50 c.c. fairing to fit Itom etc.—£5 o.n.o. David Wild, 11, Monument Road, Woking, Surrey.

Ariel Arrow racing front wheel—18" alloy rim, Avon tyre and tube—£16 10s. 0d.; brand new Ariel dual seat—£2; many other parts—cheap. J. D. Brent, 1, Lovelace Gardens, Surbiton, Surrey.

Manx, "featherbed," oil tank; clean and sound—£4. Amal G.P. remote float chamber—£2. R. Standing, 21, St. Dunstan's Hill, Cheam, Surrey.

Dunlop 'Gold Seal' tyres; 80 miles only; 3.25 x 19" ribbed front and 3.50 x 19" rear—57/- and 63/- each. G. Smith, 34, Brookhouse Road, Cove, Farnborough, Hants.

New fibreglass fairing without screen or fittings—£5. Fairing with built-in 6 pint oil tank (weight 7½ lbs.)—£9. Central oil tank for Gold Star—£5. 2 gallon petrol tanks for Honda and Ducati—£5 and £6. 20" front guard for Gold Star, 7R or Manx—15/-. W. A. Roberts, "Greenacres," Cranfield Park Avenue, Southend Arterial Road, Wickford, Essex.

250 c.c. 'Norvel' motor and gearbox; complete with clutch, carb., mag., exhaust system and engine plates to fit "featherbed" frame; also rev. counter and drive; this is an ex-Roy Mayhew motor; is really quick and safe up to 8,000 r.p.m.—bargain at £30. Peel dolphin fairing with double curved screen and fittings—£9 10s. 0d. C. W. Organ, 1, Ascot Gardens, Enfield, Middx.

Road equipment for Dominator; sell or swap (see below 'parts-wanted'). D. E. Rapley, 27, Cromford Road, Wandsworth, London, S.W.18. (Tel: VANDyke 7512).

Clothing

Lewis horsechild leathers; worn three times; 6' and 36" chest—£18. Size 9 Hawkins boots as new—£4 10s. 0d. P. J. Molloy, "Aquin," Woodford Road, Poynton, Stockport, Cheshire. (Tel: Poynton 3156).

Racing leathers 38" chest and 5' 7" tall; state price wanted. D. G. Lamer-ton, 15, Chittys Lane, Dagenham, Essex.

See under Racing Machines for sale G.P. Ducati, J. W. Dakin, 24, Knightsbridge Crescent, Staines, Middx. (Tel: 55331).

WANTED

Machines

1956/7 600 c.c. Dominator or 1957-9 350/500 c.c. Gold Star; must be runner, but nothing too grand, as £ s. d. is none too plenty; road equipment essential. Write c/o Editor (address and telephone number on page 17).

Spare Parts, etc.

Centrally mounted oil tank for Norton Dominator. D. E. Rapley, 27, Cromford Road, Wandsworth, London, S.W.18. (Tel: VANDyke 7512).

For B.S.A. Racing primary chain cover, megga., sprockets, fittings and screen for Peel Mark III racing fairing. B. Johnson, 45, Grange Road, Rossington, Doncaster, Yorks.

Pair of Velocette Venom alloy rims; must be in good condition; would consider complete wheels if cheap. D. R. Partridge, 11, Arundel Gardens, Goodmayes, Essex.

Manx rear sprockets. K. F. H. Inwood, 72, Molesey Road, Hersham, Surrey.

TUNING

We are in a position to undertake the tuning and preparation of Racing and Sports motor cycles for the 1963 season; one of our machines holds the non-expert lap record at Thruxton and has usually been placed in the first five; 12/6d. an hour the rate for Club Members. Ted Howden and Lloyd Saunders, 19, Haytor Road, Plainmoor, Torquay, S. Devon. (Tel: 87558).

Final Reminder

SUBSCRIPTIONS

I would remind Members that Subscriptions for 1963 are now due. You are requested to send your two guineas to the Club Office.

Alan C. Smith,
Secretary.

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