

Bemsee



THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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Final Reminder

SUBSCRIPTIONS

● I would remind Members that Subscriptions for 1963 are now due. A renewal form is enclosed with this issue of the magazine and you are requested to use it when sending your Two Guineas to the Club Office.

Alan C. Smith,
Secretary.

Bemsee

January, 1963

Editor: Guy Tremlett

THE CLUB

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EDITORIAL

Welcome to 1963 . . . It is our fervent hope that the New Year will bring us a year of good racing and freedom from accidents and other unpleasantness. The season of rumour is with us just now and, as usual, it is not very easy to see just who will be riding what. Two things are apparent. The emphasis will be definitely Japanese and the 500 c.c. class will be even less interesting than it was last year. And mention of that category reminds us of the impending, so we hear from usually well informed sources, demise of those celebrated British production racing machines, the Manx Norton, 7R A.J.S. and G50 Matchless. While a number of the former are to be made for this new season's racing and just a few of the middle mentioned, the latter are seemingly a thing of the past. But for all three it seems like a big ? for 1964.

Now, whether or not the Norton and A.M.C. racers are to go out of production after this year, the fact remains that it is the finish of an era in motor cycle racing. What will happen in three or four years' time can be imagined; we'll leave it at that for now. But, for the moment, we want to dwell upon the subject of works racing. In the past British factories have been wholehearted supporters of international racing. Nortons for years won grand prix after grand prix. Velocette had the fastest "unblown" 350 both before and after the war. A.J.S. had their supercharged "four" from 1937-9 and the "Porcupine" o.h.c. twin afterwards. And then there were Rudge, Excelsior and Sunbeam to name but three more. But there were also Continental factories in the game and they achieved a superiority from the point of view of power, though not usually otherwise, viz. machines like the D.K.W., pre war Gilera "four," "blown" B.M.W., Guzzi 120 degree vee-twin and so on. True these machines were expensive and bore little relation to what could be used on the road, but they were valuable propaganda for their makers and their countries of origin. After 1945 the banning of superchargers and the insistence on pump petrol gave a temporary respite to our people. It did not take the Italian industry long to get organised and in 1949 the Gilera, M.V. and Guzzi were already challenging the British machines hard. It was only the advent of the "featherbed"

EDITORIAL NOTICE

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frame, plus rider ability, that gave Nortons a further lease of life. That didn't last long either. In the meantime all the other factories gave up—Velocette because their KTT was just too old to compete and A.J.S. because they seemed unable to quite make the grade with their 500 twin. The others had gone a long time since.

This is a sorry tale. The same happened in West Germany and, to a lesser extent, has happened in Italy. But the Japanese, desiring to come into the motor cycle market in the West, saw a wonderful way in which to advertise the excellence of their two-wheeled wares—racing. The result is plain for all of us to see. And their sales are amazing. Quite apart from the advertising, nationally as well as for the manufacturer concerned, the worth of racing as a proving ground for machines and their accessories is enormous. One can think of countless examples of both these things in the car industry, the British car industry. No such examples spring to the mind in the two wheeled sphere. The days are passed, we fear, when the British motor cycle industry had the brains and the capital to enter racing in the way it should be entered. However, is it too much to hope that such a thing might happen and a team of British works racers, such as were seen in yester year, will again contest the major events with a good chance of outright success?

The answer to this question is, it seems, 'yes.' The industry has allowed itself to be lulled into a sense of reasonable security by the continuing steady orders from the U.S.A. market plus home sales based on stubborn conservatism of the British motor cyclist (not that he has a lot of choice). The emphasis is turning, has been turning with more and more momentum, to smaller machines, though often with a performance not far short of their larger forbears. Yet no proper effort was made to design a really good lightweight from scratch with the possible exception of the Ariel Arrow. The British industry also "missed the boat" over the scooter, but that is another story. Surely, if, ten or twelve years ago, a pukka racing 250 had been designed, developed, raced all over Europe and raced successfully, we might reasonably have expected a really good 250 roadster today? Still, all this is the veriest wishful thinking. The British motor cycle industry, by and large, is not interested in racing and now never will be again. Not, at least, unless a miracle or something darned near it, occurs. Why, the industry even refuses to take an open part in production machine racing—a golden opportunity to improve what it does produce!

It may be that we have dealt harshly with our Industry. The tycoons thereof might not agree with what we say about racing. To them one word—'Honda.' Within its narrow, self imposed limits the Industry has done well; its products in their way are sound enough and well made. The trouble is that there would appear to be very reasonable grounds for believing that the Industry's future is no very rosy one. The removal of one of the most famous, if not the most famous, factory from its well-nigh ancestral home might be taken as a straw in the wind, you know. One last thing. We do not imagine that everyone will agree with a lot of what we have said. We hope not, indeed. The topic is one capable of considerable expansion. It is controversial. For that reason, amongst others, we have introduced it. We are not bound in this journal by the dictates of advertisers and so can express ourselves with some freedom. So can you. There is an 'Editor's Correspondence' feature in "Bemsee" and it is open to you.

MEN AND MACHINES—VIII

The immediate post-war years in motor cycle racing had certain facets in common with the years that preceded the holocaust. There was, for example, the same, almost amateur appearance about racing; not that the competitors then took it any less seriously than they do today. I venture to guess, however, that the very difference in the atmosphere (even quite minor meetings nowadays always seem to me to be possessed of an

by "Double Knocker"

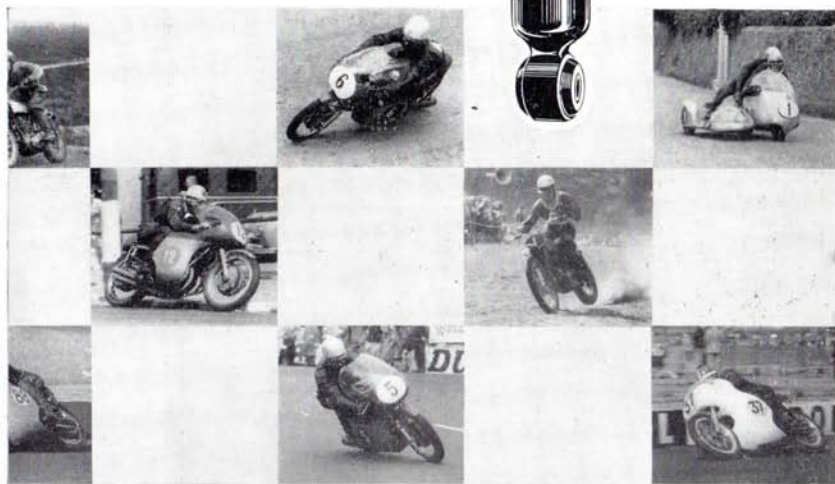
air of terrible earnestness) made them, to met at any rate, more enjoyable. Or was it, perhaps, that one saw a wider variety of bicycles? Or, again, because there were not so many meetings in those first years? Perhaps a combination of all three. Then, of course, a lot of the machines, in 1946 and 1947, were pre-war or, even if, as in the case of the Manx Norton and KTT Velocette, had been built post-1945, were no different

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from their 1939 counterparts; other than lowered compression ratios to cope with "Pool" petrol. The one difference was that there were more racers than there had been in 1939 and more meetings. For, though Donington and Brooklands (the latter no real loss, let's face it—the Track had "had it" before 1939) had gone, Cadwell had blossomed into a real road course, Scarborough appeared and the aerodrome courses sprung up—some short lived, North Weald, Abridge, Dunholme and Had-denham (the last two early, post-conflict Bemsee ventures); others, Silverstone, Thruxton and Castle Combe, had better fortune. And there was a Manx in 1946, a full T.T. series the following June and in lucky old Ireland they had a full complement of their estimable road races by 1947. Alas, apart from a Dundrod Ulster, I have yet to see one of these latter.

Where is this leading us? Well, it started when I was turning out old papers one evening recently and I came across some diaries and notebooks filled with eager and slightly schoolboy-ish comments on various meetings I went to in those years. The one difficulty, as far as I was concerned, was that I had to go to boarding school and, therefore, I missed a lot of the meetings that were held. Even to get to Ansty aerodrome, when that little course saw racing, was a major feat of duplicity! Somewhere I have programmes of those meetings, though I'm darned if I can lay my hands on them and so check my youthful scribbles. I became quite absorbed reading these notes and conjuring up, with their help, memories of those now far-away meetings.

In 1947 I went to Cadwell Park on August Monday. In those days Cadwell was very short. The course swept right handed from off the present long finishing straight, round in a curve and up the "Mountain." The hairpin was rather loosely surfaced and the roadway was none too wide. Only nine were down to run in the first 250 heat, of whom but five actually started. Those five were, as a matter of interest, Roland Pike and A. J. Targett on 249 Ridges, F. Fletcher 249 (Excelsior (his son rides a works Enfield in trials today) and J. A. Hiscock and G. D. Phillips 248 Velocettes. Pike and Hiscock had a terrific scrap which the Velo. man just won. The other heat went to Bill McVeigh on a 249 Triumph

who beat Les Archer (the scrambler) on his dad's 246 New Imperial, the ex-works unit construction job, if I recall aright. The Triumph won the final from the Rudge and the Velo. Archer didn't get to the line. In one 350 heat a Southern invasion swept the board (and beat Tommy Wood who was one of the "kings of Cadwell" at that time) George Oliver, the late "Pud" Stevens and Herbert Addie, all on pre-war 348 Velocettes. Indeed so well did Oliver go that he won the 350 final. The 500 c.c. final was a great battle between Tommy Wood with his 498 Erswood-J.A.P. and Roy Walker 490 Norton with Eric Briggs, also 499 Norton, making up lost ground after a poor start. The finish was very exciting with Briggs failing to catch Wood by one fifth of a second in the 8 laps. And how about the finishing order in the sidcar scratch final? Eric Oliver, Ernie Walker, Jackie Beeton and Jack Surtees. Indeed three of the runners at that meeting are still actively participating—Beeton, Basil Keys and Phil Heath. The most interesting machine present seems to have been S. R. West's 346 c.c. D.K.W., one of pre-war, "works" supercharged two strokes. Reference is made to the ear-splitting exhaust note of this impressive looking bicycle; memory prompts me to add the comment that it had more in the way of noise than speed.

Five days, eaking out of the meagre petrol ration, the family journeyed to an Essex airfield, Abridge by name, to witness another manifestation of speed upon two wheels. The very trips to race meetings then were exciting for me. Though not normally accomplished on the pilion of my father's Triumph, they were done in the open air in the tonneau of an Alvis Speed Twenty tourer; one of the more pleasing four wheelers I've encountered. Abridge I seem to remember was rough. There were also a lot of non-starters. So many, in fact, that the 250 event was run as one race. As Maurice Cann was down to run with his Moto Guzzi, the winner was a foregone conclusion and he duly obliged by winning by an enormous margin. I see that one of the present Bemsee Committee members was on a 249 Rudge, Dennis Glover, and lying 4th at the end of lap one. He finished 7th. J. A. Hiscock, whose very fast push rod Velo. was quite a feature of these early 250 events, was second to Cann, but he had to work to hold off R. W. Stapleton with one of the

THE 'EXPERTS'

AJIS



... and for the inexperienced too!

246 E.M.C.'s which looked very like pre-war D.K.W's and made as much racket. Ray Petty was 5th on another. The real short circuit 'bikes of people like Eric Oliver (he rode solo then as well) and Tommy Wood because they could use "dope" were more than a match for the pukka road racers. Indeed these two had the most colossal dust-up in the 350 final and left everyone else far behind. The former won. In those days the KTT Velo. could usually best the Manx Norton and so a solid wedge of these beautiful black beasties followed headed by the late Frank Fry, in 3rd spot, the late J. M. Crow and Geoff Newman. Johnny Lockett, on a "dope" 500 Norton, caused something of a sensation in his 500 heat by losing a lap at the start and then getting through to tenth place, but not, unfortunately, a place in the final. Another of these heats had provided a fantastic scrap between D. Gregory (499 Norton) and Cann, this time on his 496 c.c. 120 degree vee-twin Guzzi. The final went to Cann who "blew" everyone else off in no mean manner, even Wood, Oliver, Gregory and George Brown (who had a 490 c.c. Norton at this meeting). Oliver won the "chair" race and Lockett a sort of "match" race between the fastest riders present. There were only four runners, Lockett, Oliver, Wood and Gregory, and the former completely left everyone standing. It was a curious anti-climax to what had been no bad meeting.

And then, by way of another Cadwell meeting which wasn't a lot different from the previous one, came the Manx. It was my first visit to the I.O.M. and I enjoyed it so much that I suppose it's the reason I've always preferred the Manx. For the previous four weeks we had a succession of brilliantly fine days (every meeting was hot, dry and sunny—how delightful that must have been!), but the weather broke during Manx fortnight. In the races it was wet and misty, though not, thank goodness, as bad as the previous year's Senior. I can quite vividly recall the first morning practice I watched. We were perched on the bank of a fast left hander leading into the 33rd Milestone section. It was a grey dank morning and the cloud base was only just above us. One heard the noise of exhausts leaving the start, as it were 'dolce,' and then, quite suddenly, the delightful roar of a megaphoned exhaust assailed the ear as the first man

round took the 32nd milestone, went down to and through Windy Corner and came toward one. That first man was a Senior, number 77, Bill Doran (499 Norton). In fact Bill made good use of the empty roads and recorded third best Senior time of the morning. Eric Briggs was the star turn that year. He made the best laps in the Junior and Senior trainings, the latter at 80.82 m.p.h. (this may sound slow, but it has to be remembered that the course was exactly as pre-war and the 'bikes were running on 75/78 octane petrol). Syd Barnett had managed 80.45 and O. S. Scott 80.20, the only three over 80 in point of fact. The two Guzzis of Austin Munks and B. B. Russell (the later a protegee of Stanley Woods and a most promising rider) were far faster than anything else in the 250 category. Indeed Russell broke the 250 Manx, as opposed to T.T., lap record on the Thursday afternoon. Only two British 250's could exceed 70 m.p.h. lap speeds—Noel Mavrogordato (246 E.M.C.) and Freddie Hawken (249 Excelsior)—and Mavro managed to fall off after he had done his good lap and couldn't ride.

They ran the Junior and Lightweight races together. So there were no less than 137 runners on that course together. So far as I know there were no prangs directly due to overcrowding. We watched this marathon from the balcony of the pub at the Creg on a grim wet and windy day. No. 1 that day was F. Fairbairn from Scarborough on a 348 Norton, but Albert Moule had passed him and led on the roads comfortably. All the fancied men went through according to plan on that first lap Charlie Salt, Bill McVeigh, Reg Lee, Jim Crow and Dennis Parkinson. Eric Briggs was far quicker than anyone else—he had taken some 20 seconds out of Parkinson in less than a lap. It was actually Moule 2nd after one tour, Parkinson 3rd and R. P. Siffleet 4th—all Nortons. Briggs went on to win easily, but Parkinson and Moule had a hot dispute for second place and, similarly, Jack Purnell (the leading Velo. all the race) and Cromie McCandless (348 Norton) were fighting for 4th place, the last lap that is; then McCandless dropped a valve in and fell out of the race. Parkinson, who had seemed to have the measure of Moule, was lucky to finish as his motor began to fail on the last lap and he slowed. The order of the first six—rather interesting too—

was Briggs, Moule, Purnell, Parkinson, Barnett, Wheeler. That was Arthur's first Island "place." In 1962, as it seems, he had his last such; not a bad span of active Lo.M. racing, is it? Munks won the Lightweight race after Russell, who had been leading, crashed at School House corner and was killed. Oddy enough it was Hawken on the quickest Excelsior that led after one lap, but Russell, lapping a minute better than anyone else on lap 2, led easily thereafter until his accident. Hawken was still 2nd ahead of Munks with Reg Armstrong (making his Manx debut on a 249 Excelsior) 4th. With the Irish Guzzi out it was left to Munks to win by almost five minutes from Hawken, R. S. Simpson (Excelsior), Ray Petty (246 E.M.C.), Armstrong and R. J. Edwards (249 C.T.S.). The race fizzled out dismally. I have often wondered what would have happened had Russell not met his end that day. I think it is quite on the cards he might have been the post-war Stanley Woods. Incidentally, another Member of the Club rode in this race, on a 248 Excelsior, and still rides today; Alf Shaw from Birkenhead.

The Senior, two days later, is the only race, and it'll be the last, I have ever watched from the Grandstand. The weather was worse than ever, though the race started on schedule just after a report was broadcast to the effect that ten yards was all that could be seen ahead at the Bungalow. I can't see that happening today somehow! While the majority of the runners seem to have got going well enough, one or two didn't fare so happily and one luckless gent, with a rather elderly Rudge suffered clutch ailments of so serious a nature that his motor never fired at all. There were two crashes in the first twenty miles, the E.M.C., a 350 c.c. version, of Ray Petty began to consume plugs and Dennis Parkinson led Briggs, Moule, Don Crossley, Charlie Salt and Jim Crow after one lap. As the two leaders took precisely the same time on lap two there was no change, but Cromie McCandless and Syd Barnett took over 5th and 6th places and in the first ten was Les Archer on a 350 Velocette. Briggs won back 3 seconds on lap 3 and then did a quicker fill-up and a much better fourth lap to lead at the end thereof by 29 seconds.

McCandless was fourth, having just lapped in 28m. 22s., fastest of the race. Briggs went on to win and Parkinson and Moule were steadily 2nd and 3rd (remember that Albert, too, still rides in the T.T.), but, behind them, much happened. Archer's hard pressed Velo. seized solid, McCandless retired with a stripped bevel, so that on lap 5 Salt was 4th, Crossley 5th and Barnett 6th. The last named didn't make it—he didn't have much luck in the Island did the worthy Syd Barnett—his motor packed-up. So Bill McVeigh, he who had featured in the unfortunate protest over the previous June's 250 Clubman's T.T., finished 6th; other places as on lap 5. And, before we leave the 1947 Manx, just consider the list of makes in the Lightweight race, 11 in all, as follows:—Ariel-J.A.P., Cotton, C.T.S., Dunelt-Python, E.M.C., Endura, Excelsior, Moto Guzzi, New Imperial, O.K. Supreme and Rudge. Excelsior were the most numerous, 17 of them, and then came the 9 Rudges.

Yes, it was excellent fun and most interesting in those days. And it is pleasant even now and again to be able to think back to what one has seen. Another time, may be, I'll put a few memories on paper about some of the other circuits that I went to in the first five years; those that are no longer with us. Ansty, Boreham, Eppynt or Brough

ROY MAYHEW FUND

Mrs. Mayhew would like to thank all those Members of the Club who so generously contributed to the Fund set up in memory of her late husband.

Secretary.

(continued from page 10)

it, but their task will be a very difficult one. I am beginning to get quite intrigued by the thought of Hondas mixing it with M.Z.'s, the above mentioned Ducati, the Provini Morini, Suzukis and the Benelli "four" in the 250 "classics." I hope they ALL turn up for the T.T.



Some 125's in trouble at Brands (the August meeting). 180 Tom Jackson (Honda) is lying atop of someone else, while 158 D. Lamb (Ducati), 165 C. T. Fisher (B.S.A.), 167 H. Seaton (Honda) and 154 R. J. Saxton (Rumi) take avoiding action.

The only Beesa Rocket Gold Star to do well at Silverstone in the 1,000 kms. Here is Ernie Wooder winding the Tom Kirby entry through Copse at the end of the race; the machine finished 4th at 72.85 m.p.h.

(photo: G. E. Hicken)



ROL...TRIC



This is good for last year's Bog Gordon Jacks the "deck" in corner) in a the mud hole your appetite

(photo:)



Sidecars playing at speed boats at North Tower Bend at the soaking August Monday 'Palace meeting. D. Jennings and M. Merrick doing some opposite lock navigation and apparently enjoying it in spite of everything. Eric Vincent follows.

(photo : P. M. Knocker)

Pit work at Thruxton in the 500 Miles. Here we see Ellis Boyce putting petrol into the Velocette Venom of Geoff Dodkin, who is pointing at the back of the 'bike. Obscured by Ellis is his co-rider Tom Phillips.

(photo : L. A. Wise)



un! A shot from
wheelers' frolic—
on (that is he on
bottom left hand
steaming mess in
le. Should whet
es for the 1963
event.

L. A. Wise)



The beastly climate of this country, in the winter months at any rate, has an effect on me like unto a semi-hibernatory animal. True you do get the odd day when the air is crisp and clean, the roads dry and the sun is shining. Then it is good indeed to don one's riding-kit and sally forth for a decent run. The hands may get a trifle chilled, but it's worth it. But, alas, such days are few in our winter. A damp, dull, depressing cold is our lot most of this time. Unless you have to, a ride on a fast solo isn't a lot of fun in such weather despite what some people try to make out. Mine stays in the garage most of the time. I don't mind admitting.

There was a time when I would turn out most weekends in the winter to help with observing at one South Eastern Centre trial or another. I even rode in a few for a couple of seasons. I don't do this nowadays; partly because I feel I have enough of the "other" in the warmer half of the year and partly because trials, in the south east anyway, seem to have lost a lot of their interest. The sections are usually artificial and the machine element becomes duller and duller. I was delighted, therefore, when an opportunity presented itself to make a quick trip to Shropshire for the British Experts Trial. Four wheels had to be used—at least we were enabled to keep dry and reasonably clean. In those parts they have Trials with proper hills, even if all the solo runners, except two, used 250's. The weather of the previous week having been violent in the extreme—frost, heavy snow, rain, the lot in fact, the sections were very hard indeed. We found time to visit three, all widely different, and, when we saw the results, we were not surprised to find Miller the winner or Wilkinson the runner-up. Indeed, everywhere we saw the latter, he was quite brilliant. We ended our watching at Strefford Wood, a hill dismissed by one of the "books" as easy (well, only two got up clean on lap two and even Miller lost one), and found Bill Boddice and his son in charge of the top sections with Maurice Spalding in attendance.

In the first paragraph of this month's reflections I referred to those rare and fine days of the English winter. Such a one graced the Southern Experts Trial to which I went, not on the Norton, but in the pleasant company of the Dawson

family (Robin is joining his brothers seriously in the trials riding with an HT Ariel that Sammy Miller rode a few times—he won a Red Rose and Bemrose racing; all three brothers ride these big Ariels now). The trial did not cause me to alter much my generally poor opinion of southern events these days, though some of the hills were at least natural ones. Once more the genius that is called Sammy Miller carried all before him. Sammy, it will be recalled, first made his name as a 250 road racer in Ireland, later over here, on Terry Hill's very quick NSU Sportmax. He dominates solo trials (nationally, I mean) today and another road racer does likewise in the three wheeler category—Ron Langston. Interesting is it not to speculate on the fact that both the current masters of bogwheeling have road raced with conspicuous success and both use a model which has been out of production for four years. To revert to the Southern Experts—we found one section which had an alarming looking gradient and which stopped all but five on lap 1. Of these five Miller was one and three more were scramblers (Ken Heanes on a 350 Ajay was just about rocket assisted). The rest largely fell from grace; some in spectacular fashion by looping the loop, rushing into the surrounding shrubs, etc. An excellent day, i'faith!

I couldn't help smiling a little at the headlines in one of the weeklies on the subject of the John Surtees/John Hartle/Ducati twins tie-up. Make no mistake, no one would be more delighted than I to see the Honda people have their faces wiped on the floor by John Hartle on 249 and 349 Ducatis—such an occurrence would probably be the best thing that could happen to racing just now. But I feel it is optimistic to expect what what is, after all, a comparatively private venture to beat a works set-up which, so it appears, has unlimited money and technical resource behind it; one 'bike against three or four, too. Further more poor Hartle has been out of the saddle for a whole season and it will probably take, even him, a little while to get right back on the form of which he is capable. In this connection one should remember that there was a time when he could take on, and beat, anyone in the game. I'm not saying that the two Johns and their Ducatis cannot do

(concluded on page 7)



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ODE TO AN UNSUCCESSFUL PARKING ATTENDANT

(Reproduced by courtesy of the Editor of "Exhaust Note")

Blandford Borough Council
Had a very bright idea—
To park within the city walls,
Was not exactly dear.
In fact it cost just nothing,
In the market square to park,
And so the local Council thought
To "cash in" on this lark.
So they hired a chimney sweeper
To act as an attendant;
They bought him a new uniform,
And all things there appurtenant.
They supplied him a machine
Like bus conductors have,
And told him to collect the fees,
Outside the public lav.
But all the public wanted
Was change to use the "Gents."
They didn't seem to know about
"Economic parking rents."
Or else to make a 'phone call,
They'd ask for coppers four;
But to pay for parking while they 'phoned,
To them did not occur.
The poor attendant tore his hair,
"Will no-one buy a ticket?"
But, alas for him, he was
On a very sticky wicket.

(Inspired by, but by no means intended to be an accurate account of, the story of the unsuccessful attempt of Blandford Council to charge for parking in the town centre. I would not wish to imply that their motives for so doing were anything but proper. To the unfortunate attendant I would offer sincere sympathies).

Anon.

GROUP NEWS

BRIGHTON. Monday 7th. "Sussex Tavern," East Street, Brighton. Organiser: Mike Cook, 67 Cants Lane, Burgess Hill, Sussex. One more "go" is Mike having and it will be a good opportunity for local Members to meet the new Secretary. Alan Smith has promised to be present.

DAGENHAM. Friday 11th and Friday 25th. "Brewery Tap," Barking. Organiser: "Johnnie" Walker, 79 Albert Road, Ilford.

HERTS. Monday 7th. "New Fiddle," St. Albans Road, Hatfield. Organiser: Michael Robinson, 39, Chelwood Ave., Hatfield.

HORLEY. Thursday 3rd and Thursday 17th. "Red Lion," Turner's Hill. The

Some people heaped on him abuse,
And told him where to go—
And to take his tickets with him—
All the town became his foe.

Some drivers just ignored him;
"I've parked here twenty years,
The threat of legal summons,
For me holds no fears."

Others parked behind his back—
A dirty trick for sure!
And then walked off and left him,
Having locked the door!

And others went on further,
To park beyond the band,
"Such parking fee avoidance,"
Said he, "I cannot stand."

And so he gave his notice,
Precisely two hours after
The time that he first started
To be a butt for laughter.

He didn't sell one ticket,
He didn't take a dime;
He didn't even "pinch" someone,
For staying over time.

And the citizens of Blandford,
Still park their cars sans fine,
In exercise of ancient rights,
Used since eleven eighty-nine.

Organiser: Frank Gillings, 14 Tudor Close, Smallfield, Horley.

IPSWICH. Local Members already know.

339 Humber Doucy Lane, Ipswich
Organisers: Jean and Charlie Hubbard at address given.

LEAMINGTON SPA. Friday 4th and Friday 18th. "Willoughby Arms," Augusta Place, Leamington. Organiser: Andy Walczac, 36 Dunblane Drive, New Cubbington, Leamington Spa.

S.W. LONDON. Tuesday 15th only. "Surrey Tavern," Wandsworth Common. Organiser: John Wheeler, 211 Burntwood Lane, S.W.17.

W. MIDDLESEX. Tuesday 8th. "Bricklayer's Arms," Hillingdon Road, Uxbridge. Organiser: Tony Singer, 1 Queens Road, Uxbridge.



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VOLUNTEER EMERGENCY SERVICE

More than 400 riders joined the Volunteer Emergency Service during Show week, bringing the total membership to over 1,100.

The 1,000th members signed up on the last Saturday (November 17th). He was Mr. Donald Grundy of 1A, Larpit Green, Whitwell, Near Worksop, Notts.

Among those who joined was ace tuner Bill Lacey of Slough. "This is a fine service and you can call on me to turn out at any time," he said.

Another was Eddie Crooks of Barrow-in-Furness, the Senior Manx Grand Prix winner of 1959. In completing that part of the membership form asking for special qualifications, he wrote that he had "considerable experience in road racing"—he did not mention that Manx win!

Badges in "Scotchlite" presented by the 3M Company were well in evidence; and Credentials Cards are now being made by Joseph Lucas Ltd., following closely the form of their famous T.T. Diaries.

While V.E.S. officials and helpers were manning the Show Stand, other volunteers undertook the less glamorous task of sitting by the headquarters telephone—and three emergency missions in the London area were completed during the week. They included rushing blood from the Sutton Transfusion Centre to Kings College Hospital, Denmark Hill.

National Organiser of the V.E.S., Mrs. Margaret Ryerson, said afterwards: "We would all like to say an especial word of thanks to National Benzole for the generous and effective way they put on the Clubman's Corner, which was of immense help to the V.E.S. and to all the other organisations represented in it."

Further information can be obtained from:—

Barry or Margaret Ryerson,

V.E.S. Headquarters,

1, Plough Lane,

WALLINGTON, Surrey.

(phone WALLINGTON 6077)

MUTUAL AID

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

FOR SALE

Racing Machines

1955 A.J.S. 7R with fairing; engine overhauled at works at beginning of last season—£160. R. Gates, 1, Sunshine Villas, Northiam, Rye, Sussex. (Tel: Battle 155 between 9 a.m. and 6 p.m.).

1955 A.J.S. 7R; perfect condition; motor stripped at present for inspection, but will assemble thereafter; new units; two fairings; spare head—£120. D. Marshall, "Valeside," London Road, Chalfont St. Giles, Bucks.

1956 short stroke 7R; streamlining; latest Ferodo linings, etc.; very fast and reliable; immaculate—£210. G. Stuckle, Little Meadow, South Chailey, Near Lewes, Sussex. (Tel: Barcombe 282).

1956 B.S.A. Gold Star with DB motor; full racing trim; large alloy tank and alloy rims; not raced last season—a bargain at £95 or part exchange for good fast 250 c.c. road racer (would consider a 125). J. R. Boggis, 8, Percy Street, Ilfley Road, Oxford.

B.S.A. Gold Star special; s/arm frame, clip-ons, racing seat and tyres; motor in good "nick" and on "dope";

goes like a bomb; ideal for the grass—£40 o.n.o. G. A. Galloway, 239, Derby Road, Chaddesden, Derby. (Tel: 62561, day).

125 c.c. Dart; interesting, 'one-off' special consisting basically of a complete E.M.C.-Puch with an Ariel Arrow barrell, piston and head grafted on making a 54mm x 54mm single; duplex frame, coil ignition, r/c 1½" G.P. Amal with remote S.U. float, expansion exhaust, fairing, etc.; approx. 14 b.h.p. at 9,000 r.p.m.; capable of further development by keen two stroke enthusiast; genuine reason for sale; what offers? T. A. Smith, 16, Buxton Drive, Micklevor, Derby. (Tel: 54440).

1958 125 c.c. Ducati; fast and reliable with modified head, fairing and spares; smart machine; H.P. can be arranged—£140. J. Ridley, 44, Bromley Crescent, Ruislip Gardens, Ruislip, Middx.

124 c.c. E.M.C. Puch with Bell fairing, rev. counter, allow tank and rims, new racing Avons; fast, goes up to 9,500 r.p.m.—£60 o.n.o. or road 'bike taken in part exchange. A. C. Lawn, 175, Philadelphia Lane, Norwich.

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, Hi-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 genuine buyer—£225 o.n.o. C. Spence, 6, Cannington Road, Dagenham, Essex. (Tel: DOMinion 7289).

Racing Itom 50 c.c.; tuned barrel, comp. head with 12:1 c.r.; new mains and gearbox bearings, coil ignition; new forks, 20" alloy rims, alloy hubs, Pirelli tyres, cable operated rear brake and new saddle; "dolphin" fairing; repainted blue/white; photo on request—£60 or will haggle. R. Wililams, Pavis Cottage, Packwood, Hockley Heath, Solihull, Warwick.

1962 Moto Rumi production racer; four meetings only; utterly reliable and superb handler; also 1956 Ford 10 cwt. van—£140 the lot (owner getting married and cash needed). Roger Gibbard, "Woodside," Sewardstonebury, Chingford, London, E.4.

1960 348 c.c. Manx Norton; Middleton tuned and fitted with Beart front brake (cost £25), big bore carb. (GP2) and almost new Mk. III Peel fairing; many wins; immaculate and ready to race—£330 o.n.o. Brian Hornby, 11 Caledonian Street, Walker, Newcastle-on-Tyne 6.

1958 350 c.c. Manx Norton; what offers. Simmonds, 6, Belmont Road, Westgate-on-Sea, Kent. (Tel: Thanet 31252).

500 c.c. Manx/B.S.A.; special Gold Star engine built by Jim Smith; excellent condition and ready for season; sprockets and spares—£180 o.n.o. C. J. Huff, 1502c, London Road, Leigh-on-Sea, Essex.

Road Machines

1956 B.S.A. Golden Flash fitted with '56 Tiger 110 motor; latter fitted with h.c. pistons, polished crank, and 3134 cams; a real flyer hitched to '59 Canterbury D/A chair on Watsonian s/a chassis; would split if required—£110 o.n.o. G. A. Galloway, 239, Derby Road, Chaddesden, Derby. (Tel: 62561, day).

Mid 1961 600 c.c. Scott; 6,000 miles; tuned motor; enthusiast maintained; extras; sacrifice at £185. R. B. Winter,

5, Gravel Lane, Drayton, Abingdon, Berks.

Late 1961 Triumph Bonneville; condition immaculate; only 8,000 miles since new; top speed 115 m.p.h., but never thrashed; racing fairing and sports bars; cost £300—£200 o.n.o. P. J. Allen, 95, First Avenue, Dagenham, Essex.

1955 Velocette road machine with a stack of spares—£45 the lot. Alan Kenny, 4 Rowcliff Road, High Wycombe, Bucks.

Spare Parts, etc.

Gold Star DBD 32 big end assembly (crankpin, con rod, eac.); brand new—£3 10s. 0d. Feridax racing seat (suit Gold Star)—offers. Mike Cook, 68, Cants Lane, Burgess Hill, Sussex.

Clear out so that we can buy a van for next season. Come on and buy! 'Phone Geoff at Derby 62561 during day or Arnold at Etwall 469 at night (all night if necessary!) or write Geoff Galloway) at 239, Derby Road, Chaddesden, Derby. 350 KSS Velocette o.h.c. motor complete with ex. pipe and mag., but no carb.; new mains, big end, piston, valves, guides, springs, etc.; needs running-in—£15. Single o.h.c. Manx Norton motor complete with ex. pipe, mag. and G.P. carb.; in reasonable order—£25. '56 B.S.A. 'Flash motor less barrel and pistons; one con. rod and timing side crankcase half; other odd bits—£10. S/arm frame complete with units; accepts KSS motor and gearbox—£8. Pair of Triumph forks complete with clip-ons and levers; 8" Triumph brake converted to twin 1/s; alloy rim with good racing Dunlop—£12. Triumph g/box and special, light clutch; also standard box and clutch—£5 the lot. KSS Velo. primary chaincase, brand new—£1. Also odd Velo. dynamos, valves, clutches and so on—offers. Lucas twin mag. nearly new with automatic advance/retard—£5. Automatic advance/retard unit—£1. Pair of Manx Norton suspension units—£2. Head fairing and double curved screeed (universal fitting)—£2. Unit to convert Watsonian VG chassis to s/arm; cost £10 plus new—£3. For Velocette rear, q.d. wheel with alloy rim and racing Dunlop; two sprockets and spare brake drum—£4.

A.J.S. spares, road and trials gear; reasonable offer. R. Osborne, 36, Princess Road, Teddington, Middlesex. (Tel: 5234).

For Triumph Tiger Cub—Bell "dolphin" fairing and screen, petrol tank and special 4 pint central oil tank, 19t gearbox sprocket, "straight through" exhaust extension, air cleaner, 80 m.p.h. speedo, head with cable and drive—offers. B. A. Webb, 19, Fairfax Road, Bedford Park, Chiswick, London, W.4. (Tel: LADbroke 2444 (day) or CHIswick 3975 (evening)).

For Manx Norton—3 gallon Fi-glass petrol tank—£3; engine sprockets 20T to 23T—30/- each; rear wheel sprocket—£3; front cowling for 1961 model—30/-; three rear chains—15/- each; two primary chains—10/- each; piston—£1; float chamber for 1957 model—£1; For 7R A.J.S.—3 gallon Fi-glass petrol tank—£5; 19T and 22T engine sprockets—£2 10s. 0d. the pair; piston for 1959 model—£3; valve spring compressor—5/-; tank release hook—5/-; fibre pads for rear chain—1/- each. Two 3.00 x 19" front and one 3.50 x 19" rear tyres, both Avon—£3 10s. 0d. each. Assorted racing plugs, E258/290, N55R, etc. M. J. Burton, 32, Sydney Road, Chatham, Kent.

New Triumph Tiger Cub SS 10:1 piston with rings and gudgeon pin—£1 10s. 0d.; valve springs ditto—10/-; rear sprocket for Cub—10/-. R. Williams, Pavis Cottage, Hockley Heath, Solihull, Warwick.

1960 or later Gold Star (DB34) crankcase complete less flywheels: must be cheap. B. P. Dennis, "Woodcote," Flemings Farm Road, Eastwood, Southend-on-Sea, Essex.

1959-60 Triumph Tiger Cub engine; also flywheel assembly. C. P. Thompson, 21, Leechcroft Road, Wallington, Surrey. (Tel: 4729).

T.T.9 1 1/16" Carburettor complete with single and twin float chambers, cables and pipes—£7 10s. 0d. o.n.o. M. V. Biggs, 9 Fir Tree Walk, Enfield, Middx.

Clothing

One piece leathers, 5' 11" and medium build. Boots sizes 8½. A.C.U. approved crash hat size 7½. Slazenger gloves. Two pairs of Octopus goggles; all in excellent condition—£20 the lot or will split. Terry Brown, 53a Park Hall Road, West Dulwich, London, S.E.21. (Tel: SYDenham 4271 (day) or GIPsy Hill 0225 (evening)).

One piece racing leathers; 5' 10"; as new—£15. J. A. Organ, 26, Park Avenue, Bridgewater, Somerset.

WANTED

Spares, etc.

Honda CB92 single port cylinder head, Keihin carburettor for the above. 1" T.T. or G.P. with remote float. M. V. Biggs, 9 Fir Tree Walk, Enfield, Middx. Cheap racing fairing to fit 250 c.c. machine. D. W. Frost, 130, Hall Lane, Chingford, London, E.4.

Clothing

One piece racing leathers; slim fitting 6' to 6' 2"; up to £10 paid for right ones. D. W. Frost, 130, Hall Lane, Chingford, London, E.4.

Leathers; 5' 7 or 8" and 36" chest; must be in good condition; state price wanted and make, etc. G. Wallace, 95, Purcell Road, Bell Green, Coventry, Warwick.

Information

To restore 1935 International Norton. R. Osborne, 36, Princess Road, Teddington, Middx. (Tel: 5234).

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).

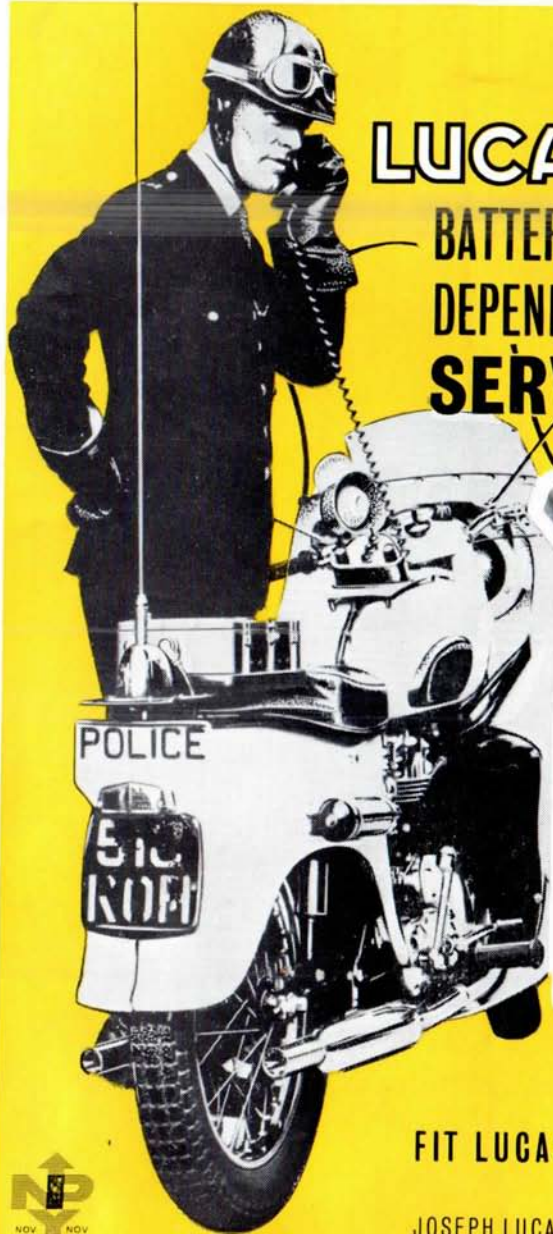
Final Reminder

SUBSCRIPTIONS

I would remind Members that Subscriptions for 1963 are now due. A renewal form is enclosed with this issue of the magazine and you are requested to use it when sending your two guineas to the Club Office.

Alan C. Smith,
Secretary.

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