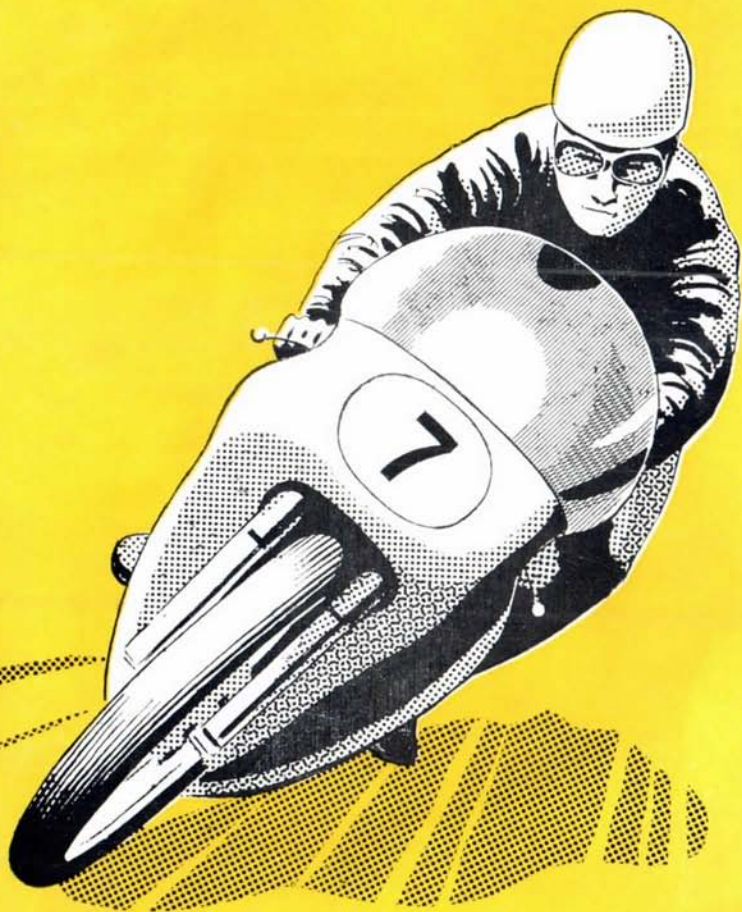


Bemsee



THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB



Editor : Guy Tremlett

THE CLUB

President : Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S.**Vice-Presidents :** H. L. Daniell, G. E. Duke, O.B.E. and J. Surtees, M.B.E.**Chairman :** L. S. Cheeseright, M.C., B.Sc.**Vice-Chairman :** A. L. Huxley**Secretary :** Alan C. Smith, Box No. 75, Kingston-on-Thames, Surrey.

EDITORIAL

To start off with this month we refer back to two points raised in our Editorial for June. Firstly, the A.C.U. and those regs. The Secretary tells us that the reason for the delay, A.C.U.-wise, was the latter's wish to have all road race regs. as standardised as possible. Well, this is no bad idea indeed. The main advantage which occurs to us right away is that it will make the task of racers a lot easier. But what a pity they didn't tell the Secretary beforehand what they were going to do. As it is, it helped mess things up for the 1,000 and, we hear, Long Marston, for which the entry was well down on previous years. However, now that everything in this particular garden is, or should be, rosy, let us hope that there will be no more difficulties of this sort. While the Editor is glad to help the Club in any way he possibly can, this spare time Secretary of a Meeting 'lark' is no joke.

The other matter is the 1,000. Elsewhere in this number we publish two letters on the subject. We would welcome other Members' views on the race. One thing is quite obvious, namely that one long race like this, with its limited rider quota, its boredom for spectators and its financial burden on both promoter/organiser and the few who bother to enter bicycles, is out. One suggestion, and it is one which may have a lot more relevance than appears on the surface insofar as the future of racing is concerned, is to have a meeting with four, say hour long, heats for each of the recognised capacity classes and then a final of up to three hours for the first ten finishers in each class. The regulations would be basically as now, i.e. as standard as possible, but with safety taken into account where desirable. While Silverstone does allow 50 riders per race, we would favour Oulton for a race of this type. After all rides for 160 rather than 60 is a darned sight better, isn't it? We do not agree with the correspondent who says, in effect, drop Oulton because few Members can readily get there. B.M.C.R.C. is a national Club and has Members everywhere in these Islands. Anyway Oulton is a far better circuit, spectator-wise, than Silverstone. Be that as it may, this idea merits careful study. Mind you, we fear it will still be up to those enthusiastic dealer-entrants, this Club and its band of willing helpers, and, of course, the riders to put such a meeting on. It seems to much to hope that

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the manufacturers will be interested. Or is it? Another suggestion, which we have heard mooted, is that the Club call, in the near future, a meeting of all those parties interested in this type of racing and see just what everyone wants and have a thorough airing of ideas on the subject. Seems like a good idea, too. In the meantime we shall continue to press for that super club meeting on the G.P. circuit at Silverstone; financial arrangements permitting, of course.

Is it not good to see established 'top dogs' dethroned and given a good licking? The Sport can only survive with competition among its top participants. So, without the slightest trace of malice, we were pleased to see the result in the T.T. The two stroke Yamahas must have caused the Honda people to have a severe fright. Without Jim Redman, a most canny and astute rider by any standard, they would have been beaten in the Lightweight race. Friend Ito would seem to be an enterprising performer to say the least—remember him on an R54RS B.M.W. a few years back? And then in the 125 race they got soundly trounced by the Suzukis, a performance that was expected after practice anyway. But oh what a shame it is that the M.Z. people cannot compete with them all. One wishes all politicians, of whatever race or persuasion, to the devil forthwith. At least the East German race ought to be heard stopping. And what can one say about those 50's. Lord knows, we have criticised these machines often enough herein, but 78.81 m.p.h. average makes the mind boggle. It's a pity that Hondas dropped out of this class. At the moment it is a case of Anschmidt versus six Suzukis. And, of course, Mike Hailwood's pace in the Senior was superb. When all is said and done, in the L.O.M. anyhow, there is nothing like ten plus six laps on a 'fire engine.' Mike's achievement is a pretty staggering one when you consider it. He must now be considered the greatest rider in the world today. And it wasn't as though he lacked opposition. There were two Gileras in the race.

There is a move afoot, and one, moreover, with which we heartily concur, to 're-distribute' some of the Club's trophies. There are a number of cups etc. in the possession of the Club which, deeply grateful as we are, and always will be, to the donors, are a bit of a bugbear to award. You know, those awards you see in your regs. which are for the most meritorious performance by a private owner at a meeting, or something of that sort. It is the job of the judges to sort that lot out and, quite understandably, they don't find it very simple. An obvious case in point was the Bob Winter Trophy at the 1,000 about which there could well have been two, or more, opinions. The Committee, we betray no secret here, are giving consideration to changing this state of affairs. The Mellano and Guinness awards are not likely to be affected because, though they cover a whole meeting of short(ish) races, they are awarded on a purely arithmetical formula of proven simplicity. Incidentally, did you know that the Club possesses upwards of £4,000 worth of trophies? Not a bad array when you come to think of it.

By the time you read this, the Norwich Trophy will have come and gone. One hopes, at least, that the weather will have been with us as last year. The two new young ladies in the Office dealt with the huge entry entirely on their own—quite a feat when we tell you that they had about 450 entries in three days. On great advantage of this was that the entry was dealt with 'first come, first served' and no favours of any description! Some well known Members found this out to their cost when their forms arrived too late and were promptly returned. Still, it's the only way to deal with the entry for a meeting of this sort, and we do mean 'only.' Next on our list comes the 'Palace on August Monday. This is the most leisurely of our race meetings. For those that want there are three separate practice periods and, if you do something disastrous on Saturday, you have all of Sunday to effect repair work. There are several Members coming down from the north of England—good. We hope they will have a pleasant weekend in Town. Only remember, fellers, you are racing on Monday!

MEMBERS ! !

PLEASE READ WHAT'S ON PAGE 124 ABOUT

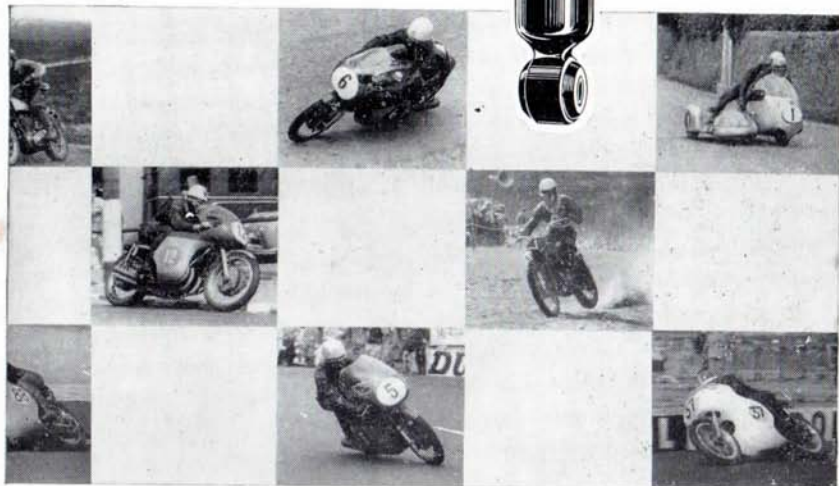
TROPHY DAY AND THE GUINNESS

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GIRLING SUSPENSION UNITS



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Can you imagine a sailor belting around Brands on a four cylinder racer? Not very likely, you say; well, I'd been imagining it for years. Being left behind down the straights had made me realise that my '48 Manx was past its prime. On many a night was my hammock banked over at incredible angles as I dreamt of chasing Geoff's Gillie, on another works 'four.'

Reality is cruel, though, and no one asked me to ride their works 'four.' I continued to dream. But then I came into contact with a special builder of some note, one H. L. (Bert) Fruin. He offered to supply me with a set of castings to build such a device. In my exuberance and the excitement of acceptance I clean forgot that I didn't even know how to use a lathe. I was somewhat perplexed when I received a box full of unmachined castings.

However, one of the things the Royal Navy does is to teach one to be an expert BUM. After five years of cadging and thieving, I'd learnt that wonders could be worked with vague promises of hundreds of duty-free cigarettes (I hope we've no Customs and Excise men in the Club!). **(Yes, we did have; he still sees the mag., mate, too! ED.)**. So I set work persuading various foolish and trusting fitters and turners to help me with my project. Strangely enough no one ever did more than one piece of work for me. Perhaps it was that funds were perpetually low and the promised fags weren't quite so forthcoming as had been promised. It could also have been because I was practically leaning over the poor souls' shoulders as they worked away on those valuable castings. I could ill afford a ruined one. However, I had a more sinister reason for this practice—I was trying to learn how to use a lathe by watching each move they made.

It was very difficult to persuade anyone to come into the noisy, dusty workshops to work on my engine when we were in the Far East. Word had spread around that I was a rotten cheat and, anyway, everyone wanted to go ashore to sample the delights of the Orient. So I burnt the 'midnight oil' alone, but for a very different reason to the usual one. I had to work at this time. No one other than qualified fitters and turners were allowed to use those lovely lathes. These

furtive operations were often exciting. One particular Officer of the Watch had a disturbing habit of sneaking around at night looking for drunken souls and sleeping watchkeepers; also for unauthorised users of admiralty equipment. Have you ever tried to disguise yourself as a lathe attachment? These episodes usually ended up with me in front of the Captain as a defaulter. You can't machine a casting whilst running up and down with a rifle. Nor was that all. A stores bod suddenly missed eight roller bearings. An engineer officer suggested that a certain four cylinder two stroke crankshaft would find such bearings useful. So yours truly was accused of 'sinning.' This 'four pot baby' was getting expensive!

During a leave spent in plaster of Paris (result of over zealous dicing on the ancient Manx) I managed to save a little and, on arriving in Naples, I managed to purchase four Dell'Orto carbs. Whilst in Den Helder (Holland) I bought four NSU con rods. Trying to explain why you want FOUR NSU con. rods in Dutch—blimey! Now, considering as well that most of the crankcase machining was done in the Med. and the Far East, I reckon my special will hardly deserve to sport British racing green as its colour.

No one was spared in my economy drive. The girl friend was 'persuaded' that it was far better to save up than to go on expensive jaunts. Poor girl, she thought I was saving for a totally different cause! But to build a racing four one has to be utterly ruthless. For example, these foul tactics enable me to purchase one of the Cotton Telstar racing rear wheels.

Lucas helped a great deal. So did a lot of other people in the motor cycle world. Still the Navy resented my building engines during working hours. My talk of racing glory for Britain didn't convince them much. Nonetheless I designed a duplex fram and farmed it out to be made. The Reynolds Tube people were contacted about the leading link fork. A Honda twin leading shoe front wheel was ordered. The project was progressing. After a rather sobering excursion into a field during a very wet Aintree meeting (on the said Manx) I was convinced I would need 'cling'

THE 'EXPERTS'

AJIS

... and for the inexpert too!

The T.T., to which I do not go myself, provides a bit of a rest from rushing about place to this meeting and that each weekend. For me, as well, it has been a godsend because I've had myself a bit of a ball dealing with the 'Palace entries, and some! It's quite one thing to do the job when you're paid to do it and have the working day to slave over entry forms, postal orders, the entry book and the rest of the jazz, but another entirely when this has to be fitted into one's spare time. Still I was lucky. I did have assistance for the first three days. Nonetheless, I enjoyed it really; it was quite like old times, but I was rather surprised to come across so few of the old familiar addresses. The 'turnover' of racers must be greater than I had thought.

I hear from John Williams of Deganwy that he is retiring at the end of this year. For that reason the Petty-Norton is for sale (see 'Mutual Aid' in this issue). This machine was specially built by Ray Petty in 1960 for John Beacon of Woking and is a beautiful piece of work. Ray has made a number of these 250 Nortons (there was a brief craze for 250 cars a year or two ago and I believe one or two of these were powered by 249 c.c. Norton motors) and this one certainly had quite a successful life. Not perhaps the ultimate in speed—it's on the heavy side—it seems to have been reliable and has obviously provided its present owner with some good racing. And, of course, there's the Norton road holding and brakes. We have also seen John on a stripped 650SS Norton. He had wins at Silverstone on both 'bikes. Talking of 250's, aren't these Greeves Silverstones getting about? I reckon I could have had a 250 race of them alone at the 'Palace. Pete Butler from Bermondsey now has one (the NSU has gone) and, of course, Griff Jenkins has followed the excellent precept of Joe Dunphy and rides one, too. Unfortunately, on its first outing, Griff contrived to slide down Paddock Hill on his bottom following the said Greeves—he was leading at the time. In a letter I had from Bert Greeves a while ago he told me that the factory was gratified with the reception afforded to 24RAS, as it is known. As Bert put it, our aim is to provide the lads with a good, yet inexpensive racer.

Snetterton in May, the National meet-

ing I mean, was a 1963 landmark; it was the first warm meeting I'd been to! Glorious. And what an excellent day's racing it proved to be. There was no one there who was obviously going to dominate the proceedings and each final was won by a different body. That's what we want. 'Pip' Harris was unfortunate in both sidecar races, but his older B.M.W. provided its new owners, Tony Wakefield and Geoff Milton, with a fine win, their first National victory as it happened. But there's no doubt about it—Harris is the most elegant sidecar racer to be seen on the circuits today. His style is immaculate. On the other hand, there is no one, repeat no one, to touch Chris Vincent through the Esses. That is broad-sliding for you; he ought to be good in a car if he ever goes on to four wheels. Lewis Young was right back on form—he likes Snetterton, I think—and rode very well indeed. So did Tony Godfrey; the Dudley Ward inspired Triton scoring its first win in the 500 final, hotly chased by Young with the Kirby G50. In fact, Young had the best of it—1st 350, 2nd 500 and 2nd 250 as well. But Peter Preston, Tom Phillips (he was accused of being Chris Conn for half the meeting—surely commentators could be employed who can tell the better known runners by sight?), Ron Chandler, Roger Hunter, Brian Clark, John Riches and Ken Martin were all going excellently and were well placed. A very pleasant day.

I, in common with several others, wondered whether the Brands Whit-Monday would provide much of a meeting. It didn't last year, except for the sidecars and a second place tear-up in the 350's. As things turned out, it wasn't a bad meeting. Jim Redman failed to arrive which was rather a pity. Hugh Anderson did, however, and cleaned up the 50's in the most extraordinary fashion. Until the New Zealander pays the Hatch a return visit, I cannot see his lap record being approached—72.49 mph. He lapped everyone else. I'm not in the least bit surprised that they ate everything else in the Island. One would have expected Anderson to have dealt with the opposition in a similar fashion in the 125 race, but, though he led initially, the Japanese two stroke packed up. Another Nipponese thereupon took over, Dave Simmonds' Tohatsu, and he beat three

of these very expensive CR93 Honda racers. Sweden was well to the fore here because Jan Brening and Sven-Olov Gunnarson both have these Honda things and were second and third. Griff Jenkins won the 350's with ease on the immaculately prepared Charles Mortimer 7R, rather surprisingly beating Peter Preston who was surpassed on the last lap by Ian Goddard. Brian Clark made a scrap of it in the rather thin 250 race (as usual there were more non-runners than there ought to have been and a lot more non-finishers) by dicing merrily with Mick Manley, both on 'concessionaire' Aermacchis. Brian pulled past to win on the last lap. There was nearly another dust-up twixt Camathias and Deubel in the chairs, but well behind 'Pip' Harris who won easily, which was a nice sight to see. Preston won the 500 race, the first time his 500 has gone well this year, but he was nearly pipped by Dennis Ainsworth, riding exertedly fast. The stupid mix-up at the end of this race was quite needless. When the 20 laps was up, everyone else, Preston included, knew, with the exception of the man with the chequered flag! Ainsworth passed Preston on the 21st lap and thought he had won. But, of course, the race was over 20 laps, not 21, and the order stood at the end of 20. What a pity to spoil things like this, though. The alarming shunt on the bottom straight in this race wasn't attended by the serious consequences it might have been. There was Ken Inwood grass tracking like hell, John Jackson, I think it was, off as well and Dave Strickland's 'bike (Dave had fallen from the saddle like an unhorsed jockey at a point-to-point somewhat earlier!) gambolling on its own towards Ken's bicycle, now prostrate, with Bill Mason, and others, bending over it. Very dramatic. Once again the foreign runners proved worth their start gold. The chair boys were well worth seeing, as usual, and Gunnarson, Marsovszky (not so badly hurt after all in France the other week), Ryhanen, Granath and Rudi Thalhammer all did well.

In the last couple of months I have had the privilege of contributing a short monthly article on the British racing scene to 'Circuito,' one of the leading Spanish motor cycle papers. Senor Antonio Parejo, the paper's Technical Editor, has been kind enough to reciprocate and has sent me notes on recent happenings in his country. There is a surprising amount of racing there; a lot

of it delightfully called 'regularity tests'; from the photos I've seen in 'Circuito' these appear to be hairy dices through the mountains on anything from 50 c.c. Derbis to 175 Montesas and 200 Bultacos. Italian Ducatis also feature, but British 'bikes are conspicuous by their complete absence. While we have been able to read in our own weeklies full reports of the Spanish G.P., there was not so much said about the succeeding Madrid racing. This was completely dominated by 'Paco' Gonzales on Bultacos in the 125 and 250 races and a Manx Norton in the 500. But, the course is a twisty one in a park, it is a sign of the times that José-Maria Busquets with one of the new 250 Montesas was second in the latter. Busquets usually rides a works 50 c.c. Derbi (he nearly won the 50 c.c. Spanish last year), but he seems to have an even greater future on the Montesa. Just as in Italy, they have a Junior category in Spain for the newcomers; an excellent idea. It seems, too, that we may well be hearing of another fine young Spanish 125 rider shortly—César Gracia. He rides a Lube and a Ducson.

I always curse having to go and do my commentating job at Brands on Whit-Monday when I could be enjoying myself at the Clubman's at Oulton. This meeting, though there have been one or two dicey occasions at it, (90 or so runners all on the circuit at one time in practice one year), is wholly admirable and usually provides some excellent racing. From Alex Fraser, who looked after the Club's interests, it seems as if this year was no exception. We have not had a winner since Phil Read scored a double three years ago—Dennis Ainsworth very nearly did it last year—and we did not have one this time. Again, though, it was a case of a 'near miss' because one of our 'official' entries, John Mawby, led the 250's for quite a time scrapping hard with Ken Watson and Peter Padgett all the while. On the very last lap he managed to collide with the latter and came off. He made the fastest 250 lap. Our other two 'official' runners in this event fared but ill. Roger Lea appears to have retired and Alan Stanton dropped in t'other evening to tell me that he never got the motor to fire at all. The plug was u/s. However, Barrie Scully piloted the ex-Brian Clark twin o.h.c. 198 c.c. Ducati into 3rd berth, a fine show. Our 350's were generally unfortunate. Mick Bennett, 3rd in his heat.

(continued on page 123)



The winning Matchless G12, CSR in Paddy Driver's capable hands—a 1,000 Kms. (photo: Brian Curtis)

I always enjoy having to go and do my commuting job at Brands Hatch. But of late I have been enjoying it myself at the Club's at Oulton. It's a pity that there have been no meetings there since the last time I was there. I always enjoy having to go and do my commuting job at Brands Hatch. But of late I have been enjoying it myself at the Club's at Oulton. It's a pity that there have been no meetings there since the last time I was there.

5th overall; yet only a 250—the George Leigh/Fred Stevens (the fater shown here) Honda CB 77. (photo: Brian Curtis)

After the Club's interest, it seems as if the year was no exception. We have had a minor success. Phil Reed scored a good three years ago (Dennis White) and now he is back again. It was a pity that there have been no meetings there since the last time I was there.



Picture Gallery



Dave Diamonds and his 125 Tohatsu which beat the three Honda CR 93's at the Whit-Monday Brands. (photo: John Stoddart)

had the privilege of competing in the monthly article on the Brands. It seems to me that one of the most interesting Spanish motor cycle papers, 'Semana Antena', the name of which is a pun on the word 'antenna', has been kind enough to send me some of the material which is happening in his country. It is a surprising amount of racing that is



Joe Dunphy takes a turn on the 1,000 Kms. victor, it is interesting to compare this picture with that opposite. (photo: Brian Curtis)

Just before this picture was taken Brian Davis had a warm bottom! This was the ill-starred Triumph T100 SS in the pits for a little rebuilding. (photo: Brian Curtis)



There were 21 members of the Committee who were present at the meeting. The Club's interest, it seems as if the year was no exception. We have had a minor success. Phil Reed scored a good three years ago (Dennis White) and now he is back again. It was a pity that there have been no meetings there since the last time I was there.

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COMMITTEE NEWS

There were 31 members present. The Chair having been taken by Mr. H. L. Daniell, the Meeting was opened by the Secretary reading the notice convening the Meeting.

The Chairman then read a letter from Sir Geoffrey Tuttle apologising for not being able to attend the Meeting owing to a prior engagement and stated that Sir Geoffrey had been a very worthy President of the Club and had attended many Meetings during the course of the year, showing utmost enthusiasm and interest in the Club's affairs, and had great pleasure in proposing Sir Geoffrey Tuttle for re-election as President. This proposal was then put to the Meeting and carried unanimously.

The Vice-Presidents, Mr. H. L. Daniell, Mr. G. E. Duke and Mr. J. Surtees were unanimously re-elected.

Mr. E. A. Woods asked if an additional Vice-President could be elected as he would like to nominate Mr. G. Brown who had been a very active member of the Club for a long time. The Chairman informed Mr. Woods that it was not possible to do so at this meeting and asked him to put forward Mr. Brown's name for nomination next year.

The Auditors' report on the Benevolent Fund was then read and after some discussion, it was suggested that the sum of £500, now lying in the Deposit Account, should be placed in Premium Bonds in the name of the British Motor Cycle Racing Club Benevolent Fund. The Resolution was proposed and seconded and carried. The Auditors' Report and Accounts were then adopted.

In the election of Committee Members, there were three vacant places, the retiring members being Mr. D. Bates and Mr. I. Telfer. There being no other nominations, Mr. Bates and Mr. Telfer were re-elected unanimously.

Any Other Business

Then Chairman then called for any other business and Mr. Farrant stated that he wished to move a vote of no confidence in the Committee. Mr. Fifield followed Mr. Farrant by saying that the Committee was useless as all financial matters were in the hands of the Board of Directors and when the Committee sat in at Board Meetings they were constantly being told to "shut up." The Chairman denied this stating that at no

time were members of the Committee told to "shut up." In his opinion, the Committee were too quiet and afraid to say anything during a Meeting. Mr. Huxley stated that he took a very poor view of the remarks made by a member of the Committee. The Committee had fought for years to sit in at Board Meetings and Mr. Fifield's remarks were definitely not correct. He felt that the Committee was much nearer to the Board than it had ever been. Mr. Langley said that as far as he could see, decisions made by the Board could not be overridden by the Committee. He suggested therefore that the Committee be dissolved and both the Company and the Club be controlled by a Board of eleven Directors. Mr. Mills, in answering Mr. Langley, stated that discussions had already taken place as to whether the Committee and Board should be amalgamated and it was still in the process of consideration. During the considerable discussion which followed on this point, Mr. Langley suggested that as the Club's rules ran contrary to the Articles of Association, they should be brought into line with the Articles and that the Articles as worded at the moment were far too loose and he recommended a fresh set of Articles be drawn up in line with the Club's and Company's policy.

As there was no seconder for the motion of no confidence, the motion fell by the Board.

The Chairman then called upon Mr. Gordon Hadfield, F.R.C.S., the Club's senior Medical Officer who had requested permission to raise a matter under Any Other Business.

Mr. Hadfield informed the Meeting that he was very concerned about the matter of inoculation against tetanus for riders. These injections were of two types—**Tetanus Toxoid**—which causes the body to produce immunity at least for several years and—**Tetanus Anti-Toxin**—which is used to counteract the effects of dangerous material produced by the tetanus germ after an injury. The tetanus anti-toxin which is given after an injury produces many side effects and reactions, ranging from a minor skin rash to, at the very worst, death from profound shock. Whereas tetanus toxoid which was given as an inoculation against the possibility of tetanus has no

reaction whatsoever, and in the event of an injury of some severity, a booster dose of toxoid could be given without any risk or discomfort to the person concerned. He asked that the Club should encourage all riders to be immunised with tetanus toxoid at the beginning of a racing season and further that they should make representations to the A.C.U. to make immunisation compulsory for the issue of racing licenses. If the question of compulsion was contrary to the Club's policy, he asked that they should do all they could to encourage riders to be immunised. After a long discussion on Mr. Hadfield's suggestion, it was unanimously agreed that every effort should be made to encourage riders to be immunised against tetanus. Mr. Walker then proposed a vote of thanks to Mr. Hadfield for his interest and concern for the riders' well-being and stated that it was greatly appreciated. He also thanked Mr. Hadfield on behalf of all riders for the work he had done in the past in caring for them at race meetings. The vote on this was carried unanimously with applause.

Mr. E. A. Woods raised the question of the clash between the Brighton Sprint Meetings and the Baragwanath Trophy Meeting and asked if sufficient marshals would be available for both meetings and he was given an assurance that there would be. He then asked what difficulties had been encountered in obtaining the

results of this particular event. He was informed that there had always been trouble in getting results, but it was agreed after further discussion that the B.M.C.R.C. Steward should insist on obtaining the results before leaving the Meeting.

Mr. Farrant then asked what plans had been made for the 1,000 km. Production Machine Race in 1963. Mr. Tremlett gave details of the arrangements made to date informing the meeting that this event would be one of International status forming one leg of the Coupe D'Endurance. The riders would be limited to 40 and it would be by invitation only. The question of support by the Industries Association and the manufacturers was discussed; also the insistence of full International Licences.

Mr. Wise then asked for a fairer deal for Travelling Marshals at events, recommending that they should at least receive some form of help. Mr. Mills pointed out that at some Meetings lunch boxes were provided for every Marshal, but the cost was very high. After further discussion, it was agreed that, if a Travelling Marshal was in need of assistance, all he needed to do was to approach the Club, who would be only too willing to help him.

Mr. Langley then raised the question of the Club obtaining a circuit of its own, pointing out that quite a number
(continued on inside of back cover)

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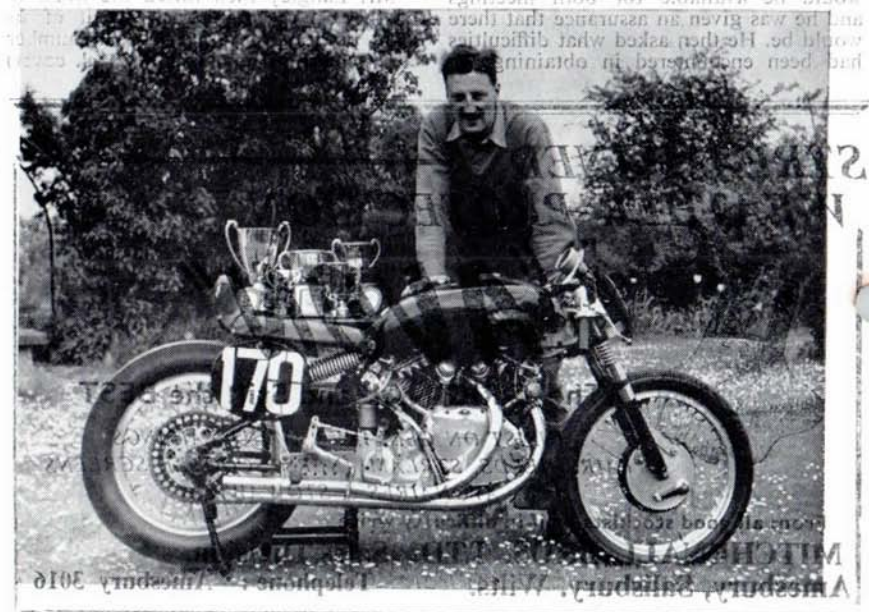
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NEW MEMBERS
 The following new Members have joined since the publication of the last issue:
 D. A. Farmer, K. Wright, G. T. Wood, J. J. Fillery, T. Evans, J. J. Hughes, J. L. Attwood, K. V. Money, K. G. Beal, J. Samways, B. Beal, P. W. Edwards, R. D. Carling, R. Parker, P. J. Bowdery, G. C. R. Crow, S. V. Woods, J. D. MacGregor, G. Mathewman, G. F. Forsdyke

B. J. Pearce-Fleming, A. R. Mills, W. J. Devitt, D. R. Winfield, A. J. Smith, R. Harper, B. A. Verrier, G. Ashwell, P. N. Watts, J. J. Fairclough, G. R. Johnson, G. Tancred, R. Seabrook, C. A. Nurse, G. A. Nolan, C. Hall, T. J. Oates, P. B. Elleker

(continued from page 118)
 was 5th in the well fought final, just 1.4 secs. behind the fourth man, Norman Archard. Eddie Jackson didn't get into the final and Ray Knight was a non-starter. John Collins and Terry Sharp actually made up our team in this race, but the latter retired. Collins was 11th. In the big event we got off to a good start. Heat one was won by Dave Croxford, not, however, one of the 'official' trio at this time, with Barrie Scully 3rd on the B.G.B. and Barry Tingley 19th. In heat two Godfrey Nash was 6th after a poor start, Mick Bennett 7th, Paul Richardson 12th and R. W. Corbett 15th. In the final Bennett and Croxford all but dead-heated, but for the second spot. Nash did well to finish 10th after what

must have been a most uncomfortable ride, to say the least. After 10 laps he was lying 6th/7th, but then an oil leak developed and he fell back often being in difficulty on bends with the wrong cog in and several grass tracking episodes. Richardson was 16th. Kay Pickrell, who should have been our number one in this race, was a non-starter. At Snetterton the week previous he had suffered two monumental blow-ups with both 7R and Nerton. As he could get help from neither factory due to the proximity of the T.T., he had had to scratch. It is obvious that everyone enjoyed the meeting. As Godfrey Nash put it in his letter: 'the meeting was well worth the journey and cost. Would there were more like it.' Would there were more like it.



Neville Higgins and what he calls the 'Heap'!

TROPHY DAY

In order to try and level out the 'differences' in postal delivery entries for Trophy Day will open, as well as close, on a specific day. All entries received before the opening day will be put on one side until that day. It is stressed that eligibility for the meeting is restricted and that those Members who have (a) won a silver replica in a post war T.T., (b) finished in the first six in a post war World Championship event or the Manx Grand Prix, (c) won an I.O.M. Clubman's

Trophy race or (d) hold a current World record cannot ride. Entries will be accepted strictly on a 'first come, first served' basis.

Perhaps Members would also note that an opening AND closing day for entries will operate for Barry's Day and the Guinness Trophy. The former meeting will be barred to holders of International licences and the latter now has a National permit.

The Secretary.

IMPORTANT NOTICE

By arrangement with the circuit owners the Guinness Trophy meeting at Snetterton on Sunday, October 6th, will be a National meeting. The meeting will thus revert to its original status. Amongst other things this has posed the Committee a problem in regard to admission to the meeting by means of the membership card. This will not now

be possible. However, free admission will be possible if those Members, repeat Members, who wish to attend the meeting, and who are not riding or helping with the organisation in any way, write to the Secretary and advise him that they wish to go. All such applications should be made to Kingston not later than 14th September.



Alan Shepherd's name has been linked with G50 Matchless for a year or two now.

This shot shows him in the 1959 Senior T.T. on one.

(photo: Gordon Hicken)

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EDITOR'S CORRESPONDENCE

(The Editor is not necessarily in agreement with what his correspondents say and stresses that arguments and/or opinions in this feature are those of the writers)

Sir,

I couldn't agree more with your views on the 1,000 kilo. race; seeing one of these long distance affairs is enough for anyone.

I would like to see a lot more club meetings with no prize money and lowest possible, along the lines of the four wheeled brigade. Trophy Day is an excellent example of the type of meeting I would like to see increased, at the expense of the long distance races and professional riders' benefits. After all, most of the lads are in it for the sport and see very little prize money when it is offered.

Yours & etc.,
Jack Trustham

Hornchurch,
Essex.

Sir,

It would seem, though I hope I am wrong, that, once more, the 1,000 kilo. race was not a success; either financially or as a spectacle to attract the public. Furthermore it does not seem to be possible to arouse 'official' support for the event. For these reasons then, the race in its present form must surely die.

The purpose of this letter is to offer a suggested programme to fill the date for next year; retaining something of the spirit of the production event, yet offering the public sport which should guarantee, as far as this is possible, their attendance.

From 1.30 p.m. a programme of 'pukka' racing events, including two sidecar events (up to 1,000 c.c. so that the 650's can give the B.M.W's. a run for their money). The large solo class should also be up to 1,000 c.c. to enable

the 650 racers now on the scene to brighten things up a little. Prior to the afternoon's racing events, say from 10 a.m. until 1 p.m., an event for production solos. The winners would be the team covering the greatest number of laps in the three hours. A variation on the usual theme might be the introduction of compulsory pit stops, say three, to perform certain tasks on the lines of the I.S.D.T. selection tests. These tasks could be to remove, and replace, front and rear wheels and plug(s). Time of stops would be optional and a change of rider at each stop.

Much greater emphasis would then be placed on pit work. This in itself might well provide a levelling factor. There would be continuous activity in the pits. Engines would be more highly stressed—most engine failures, in any case, occur in the first three hours of a marathon.

Many spectators do not arrive before midday and would thus be in time to see the climax of the production event. This should interest them even if they only really come to see the latter half of the programme. And move the venue back to Silverstone. Oulton is too far away for most of Bemsee's regular supporters not to mention the marshalling staff. Furthermore, Silverstone will take a far greater number of starters which would surely be forthcoming if the event were of National status and the entry fee more reasonable.

This is my formula for an exciting day's racing to please everybody. Perhaps interested parties might care to comment.

Yours & etc.,
Ray Knight

Merstham,
Surrey.

GROUP NEWS

Though at this time of the year the groups, by common consent of their Members, lie low—there being plenty else to do—I have recently heard from the organisers of three of them. Mrs. Jean Hubbard from Ipswich tells me that she hopes to be able to get more things going in the Autumn. Meantime local Members are welcome to drop in. Mike

Robinson has decided to call a halt to Hatfield activities until October time. 'Johnny' Walker having left the Dagenham area. Bert Cope has taken over the Dagenham group and is continuing the fortnightly meetings (first and third Fridays in each month) at the Brewery Tap, Barking throughout the Summer. All are welcome.

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MUTUAL AID

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

FOR SALE

Racing Machines

1962 Aermacchi Ala Verde; full racing trim; many extras including spare barrel, piston, valves, carb., alloy rims etc.; best performances 6th at Oulton and 4th at Kirkealdy—£185. L. J. Spivey, 28, Manor Rise, Skelmanthorpe, Huddersfield, Yorks..

My 250 c.c. Gold Star; this is a cut down 350 c.c. model with one piece crankshaft outside flywheel, twin plug head and 5 speed gearbox in Norton frame; fibre glass petrol cum oil tank and fairing; spare engine; ready to race; 2nd, 3rd, 4th and 5th places to date—£185 o.n.o. J. R. Blackwell, 22, Park Lane, Coxtie Green, Brentwood, Essex.

My very fast 250 c.c. Honda Super Sport; will hold its own with any 250 production racer; 100% reliable—offers around £220. Also 1957 350 c.c. Manx Norton; only ridden three times last season; placed 7th, 4th and 3rd at Brands—£200 o.n.o. or will sell motor separately. R. A. Freeman, 496, Ravleigh Road, Eastwood, Leigh-on-Sea, Essex. (Tel: Southend 525037).

Mid-1962 50 c.c. Itom; unused this season; just fitted with new barrel and piston; new mains and big end at end of last season; 'slim line' fairing; rev. counter; expansion exhaust; racing Avons; machine in very good condition—accept £95 or swop for fast road machine. R. B. Winter, 5, Gravel Lane, Drayton, Abingdon, Berks.

250 c.c. Petty Norton; machine built by Ray Petty in 1960 and engine/gearbox completely overhauled by him for this season; reconditioned magneto and rev. counter; new tyres and chains; brakes re-lined; machine in excellent condition and available with full range of sprockets and other spares; 6th 1963 Oulton International, 3rd Trophy Day and 1st Barry's Day 1962 and many other successes; reason for sale—owner retiring. John Williams, Bryn-Menai, Deganwy Road, Deganwy, Caernarvon-shire.

Ex-John Hamilton, very successful 250 c.c. NSU S/Max; very special light-oil tanks; fibre glass seat and fairing; weight frame (duplex); alloy petrol and new Avons; weighs 230 lbs. with fairing; very smart machine and one of the quickest 250's about—£225 or part exchange car or m/cycle; h.p. arranged.

A. H. Fletcher, The Gables, Egginton Road, Hilton, Derby. (Tel: Etwall 469).

NSU 250 Special; full Sportmax mods.; twin 1/8 Norton f/brake; Peel Mk. III; spares include pistons, barrel, camshafts, valves, guides, etc.; works tool set and books; fast and reliable—£175. A. Lomas, 5, Argyle Road, Leyland, Lancs.

Spare Parts, etc.

'Dolphin' fairing for £125; as new and hardly used—£6. B.S.A. Bantam engine and gearbox; needs some attention (engine bearings slack)—50/-. Two A.J.S. 7R front brake shells with liners; unused—£3 each, or £5 10s. 0d. the pair. L. R. Higgins, 124, Gillmans Road, Orpington, Kent.

For A.J.S. 7R 22t sprocket—10/- and 55t sprocket—£1. For Norton 45t sprocket—£1 and front cowling (used once)—£1. M. J. Burton, 32, Sydney Rd., Chatham, Kent.

engine complete with Bosch mag. and 250 c.c. double o.h.c. T.T. Benelli considerable number of engine spares; very fast and in good condition—bargain at £70. Pre-war 250 c.c. supercharged water-cooled racing D.K.W. engine; requires attention, but a number of valuable spares included—£65 for quick sale. W. N. Webb, 46 Matlock Way, New Malden, Surrey. (Tel: MALden 4779).

P/tank, oil tank, mudguards (steel), h/bars and pair of 19 in. steel rims, all off 1957 Inter Norton—£6 the lot. Guy Tremlett, 10, The Chestnuts, Gwydor Road, Beckenham, Kent. (Tel. BECKenham 5172).

Following spares for Gold Star: 500 c.c. CB barrel—£3; 42t rear sprocket and brake plate—£4; new 60w generator—£3; used ditto—£2; new cut out—30/-; head light complete—£4; timing cover—30/-; G.P. float chamber—30/-; latest type Amal float—50/-; 21t engine sprocket and cush drive—£1; clip-ons—50/-; W.M.I. front rim (steel)—15/-; 8,000 r.p.m. rev. counter head and g/box—£4; ditto just head—30/-; alloy twist grip—15/-; 350 c.c. DB barrel bored plus 20 thou and new 9:1 piston—£6 10s. 0d. Other spares: new Road Rocket speedo, head—£2; 42t rear sprocket (new)—£2; Norton 99 distributor—30/-; front fork bottoms—£2; used 3.50 x 19 in. racing rear tyre—25/-; dual seat—35/-; Burman GB close ratio g/box (4 speeds)—£4. 5 in. lathe; 4 ft. bed; two chucks; tail stock etc.—£30. J. R. Blackwell, 22, Park Lane, Coxtie Green, Brentwood, Essex.

WANTED

Spare Parts, etc.

For 1956 7R (Burman box) set of gears; urgently needed. M. L. Unsted, 1, Forge Cottages, Bodle Street, Hailsham, Sussex.

For 1/s Manx 19 in. front racing tyre (consider pair if cheap), rear chain, sprockets, one piece clutch plates and Peel Mk. III (or similar) to fit old Manx frame. I. J. Monaghan, 25, Tintern Drive, Whitmoor Estate, Nottingham.

Manx Norton wheels, single or twin leading shoe or two 1/s brake plate. B. L. Marsh, 63, Sydenham Street, Whitstable, Kent.

Constellation/Meteor motor or bottom half therefor; or will sell complete 'bike with u/s motor (1961 Constellation). Interested in road racing outfit or parts. Suggestion? D. M. Ascott, 'Tor-well', Harlington Road, Toddington, Beds.

Clothing

One piece racing leathers; 6 ft. 1 in. and 40/41 in. chest. M. J. Smith, 1, Nunnery Close, St. Albans, Herts.

General Assistance

I have just acquired a 1939 KSS Velo-Velocette for restoration. Some parts are missing and so I will be very grateful for news of any second hand parts, an instruction book and workshop manual for one of these machines. Please contact Eddie Fitch, Sand Aire House, Stramontgate, Kendal, Westmoreland. (Tel: 273).

(continued from page 122)

of circuits were now going under the control of one group, and that there could possibly be a likelihood of the Club finding no circuits available to it. After considerable discussion during which the advantages and disadvantages of owning a circuit were raised it was agreed that every effort would be made to see if it were possible to obtain a suitable circuit.

Further discussions took place on the questions of advertising at small Club Meetings, on the use of fairings in Club meetings and the question of Associate Membership, which was not received favourably.

The Chairman then thanked the Meeting for being so helpful and stated that he had not attended such an active meeting of the Club for many years. He was very pleased to see that people were still extremely interested and prepared to put forward constructive criticism. He assured the Meeting that the points raised would be given every consideration and every effort would be made to improve the amenities for Club members.

The Meeting was then closed at 10.40 a.m.

(continued from page 115)

tyres on the 'four' if I were to compete against Bultacos etc. More expense! To pay for these a little smuggling was necessary. By resorting to doing mess-mates' duties for cash instead of the normal tot of rum, I managed to purchase the necessary chains, sprockets, etc. I even hitch-hiked home on leave in order to economise; such dedication!

Yes, this special has cost me (and the Navy) a lot of time, effort and money. I'm worried about the Bemsee subscription just now, but just imagine that yowl when the 'four pot baby' cuts its first tooth.

P.S. Would any foolish, soft hearted person like to help me by turning up a set of crankcases (they're quite simple)? This humble person can't afford a professional, but there would be a very grateful bum having a whale of a time on the circuits on his own four cylinder machine and then that hammock would rock no more.

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