

Bemsee



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EDITORIAL

As these words are being written there seems, at long last, some sign that the past seven weeks dreadful weather is coming to an end. And about time, too, we say! Furthermore, it is now March and the racing season is well nigh on us. Indeed it begins in three weeks' time; at Oulton where there is a Wirral 100 M.C. Club meeting and at Snetterton where the Bantam R.C. have the first of their meetings. All of a sudden one feels one can throw off the vapours of winter and look forward to a new season. Speaking personally, we always feel a renewing of zeal at this time. What is 1963 going to bring? Well, we shall soon see, but it can hardly be much different from last year in this country. True there will be some fresh machines to see. There will be one or two absentees and, we hope, there will be more than one or two names made during the course of the ensuing seven and a half months. In point of fact, when you come to think of it, this is almost inevitable with the racing set-up as it is here. No where else on God's earth is the racing so assiduously pursued by so many people. There are far more meetings here than anywhere else and so it is not at all surprising that we produce the best riders. More's the pity that we do not produce a few world beating 'bikes as well. That's another tale, though. On the international scene things are seemingly in a state of flux as hardly ever before. We suppose the best thing to do is to resolutely ignore all the rumours that fly around, and they haven't half been flying round this time, and wait until the first two or three meetings occur and see who rides what! Still, we must admit that we have amused ourselves by visualising a Hutch next month with sundry Honda "fours," Minter on a Gilera and Alan Shepherd on M.V. There's no harm in hoping, is there?

1963 will see the first year of the newly introduced Formula Junior. As we see it, this is an attempt, genuine we hope, to provide a class of racing which does not cost the earth: a class of racing where the initial outlay is not excessive and in which the cost of running a 'bike is not excessive either. This is admirable and we hope it works. But we have our doubts. The F.I.M., presumably, have studied the car Formula Junior which started with roughly similar intentions. Look at it now. A Lotus F.J. of the latest, monocoque type costs little less than £2,000—so much

EDITORIAL NOTICE

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for cheap racing? While the Villiers powered devices announced so far seem to fill the bill excellently—they are not all that expensive, under £300 retail, and ought not to be too heavy on the pocket to actually race—will other countries' industries do likewise? Will tuners, anywhere, leave this class alone and not begin to tune the bicycles with the consequent increase in cost to all concerned? The answer to the last question is, patently, 'no.' The other danger the class will have to face is that of lack of spectacle. After all, compared with factory 250's and all that the F.J.'s. will not be so fast. The average spectator today appears quite uninterested in any racing that does not have one, or possibly two, star riders on works' bikes. We can but see, of course, and we hope all will be well. We rather incline to the view that that A.C.U. would have been well advised to have considered a British FJ with definite limitations on tuning etc. and with machines eligible thereunder listed; and, while we are about it, why not some sort of restriction on those who could ride 'em. Keep out the experts! Before we leave this topic, a short anecdote. We once saw two races, at Monza, to the so-called Italian Formula 3 which provided, roughly, a sort of boys' racing with more-or-less standard sports bikes. Most of the entry quite obviously fulfilled these conditions—the riding certainly lacked polish and, in many cases, skill. But, way out ahead in both races, were two Ducatis which were works prepared and owned, and ridden by their two 'cadet' riders! Of course, old boy, that was in Italy . . .

One of the regular columnists in one of the weeklies commented recently about the Racing Car Show at Olympia last month. We couldn't agree with him more. There can be no doubt about it; the car folk are on the ball. There were any number of stands selling "goodies" of varying sort for improving bread and butter motor cars, as well as sporting accessories and all the other appurtenances of motor sport. And, of course, there were the firms who make racing or sporting cars and their products to be viewed. Products, as in the case of Lotus, B.R.M., Cooper and Lola, that have helped to put us on the top of racing throughout the world. It was a good show and most revealing. The awful realisation dawns that, by comparison, the motor cycle world is just about moribund. Of course, it could be argued that there is such a diversity of machines produced by the British motor cycle industry that there is little need for tuning kits and all the other things that the car people have developed. That British motor cycles are soundly made and do not require extra bits and pieces on them and in them to make them go quicker, use less (or more) petrol or handle better. This may be so, to a certain extent anyhow. The British rider must take his share of blame here; he is about the most conservative fellow imaginable. And the fact that by far the biggest market for our machines is the American where large capacity, traditional, sporting bicycles are practically a sine qua non still must be recorded. Nonetheless we do think that the Racing Car Show does serve to emphasise, amongst other things no doubt, that competitions do pay, and racing in particular. This is a view we have always held, and always will. We make no excuse for repeating it now.

To return to Club affairs for a change. Most of you, we imagine, will have seen that there is now a distinct likelihood of the 1,000 Kms. being held at Oulton. While one might be excused for thinking it a pity to forsake Silverstone for this event on grounds of sentiment, the advantages of the move are obvious. The 1,000 kms. at the Cheshire circuit would be very testing indeed. Another aspect of the idea which we find enormously encouraging is the, as-yet, unofficial comment that the local Centre will not be agin' the meeting and make difficulty over granting the Club a permit. Unfortunately in the past relations between the two bodies have been bad. It is most encouraging to see such a welcome change. We have no doubt at all that the meeting should take place and, if it does, it stands a good chance of being the success it deserves; a chance, let's face it, which it barely had at Silverstone.

ANNUAL GENERAL MEETINGS

May I take this last opportunity of reminding you that the Annual General Meetings of the Company and Club take place at the Royal Automobile Club, 83

Pall Mall, London, S.W.1. on Friday, March 22nd at 7 p.m. Please make every effort to be present. Thank you.

Secretary.

THE 'EXPERTS'

AJ's



... and for the inexpert too!

photographs, lap score or wander off for refreshment. The Club's marshals do none of these things and, whilst they never expect sympathy one should remember that marshals always turn out even in such vile conditions as last years Silverstone 1,000. It was never quite clear who felt more deeply for the other—the riders for the marshals or the marshals for the riders! It doesn't matter as long as both enjoy their racing in the way they choose.

Most regular riders will know by now that the Club runs a tow-in service. At Silverstone this is carried out via the internal runways, but at Snetterton and Crystal Palace such breakdown work takes place between races. Whilst we cannot cater for hordes of unserviceable machinery we are always willing to provide a tow to save anyone pushing back to the paddock. Riders only have to ask the nearest marshal to have the service supplied. Some waiting does occur but it is generally quicker and easier than pushing.

We often experience considerable difficulty in persuading a rider who has dropped his machine to pay a visit to the doctor for a check up. Since the service is free, the doctor a skilled and understanding man, and it is a safeguard in case after effects are apparent it seems the height of prudence to call upon him. Its first class insurance, too, because there can be no claim if the Club hasn't had the opportunity of examining the

casualty. The First Aid Hut is manned continually and is prominently situated in the paddock at each circuit.

We pick up pounds of lost and jettisoned equipment during the year. Plug spanners are the favourite followed by sections of exhaust pipe, plugs, gloves, goggles and sometimes, sadly, the remnants of an engine. They all find their way to the Chief Marshal's office where they can be obtained. More than likely we shall be lumbered with them but we would like to find the owners if we can.

Finally the marshals themselves. They range from policemen to civil servants, bank employees to lorry drivers, company directors to engineers. Everyone enjoys their job. Now, because of commitments, we intend to increase the strength of the marshals corps. If this article has given any member a desire to tackle a hard but worthwhile job they should write to me at this address. Dennis Bates, 55 Chatham Avenue, Hayes, Bromley, Kent. I cannot promise that everyone applying will be accepted but I shall be choosing 25 trainee marshals who will have a job at Silverstone for our first meeting in April. All regular marshals will have received the usual form for completion by the time this is published. Therefore let this serve as a reminder if, unwittingly, you have been left out.

Next month I shall explain the marshal system and how it works.

IMPORTANT NOTICE TO RIDERS

Dennis Glover, the Club's Chief Scrutineer, has asked us to draw riding Members attention to three points which have to be watched when preparing machines for the new season's events.

It is now an A.C.U. regulation that the outward end of footrests must be rounded, the radius of the resulting sphere being at least $\frac{3}{4}$ in. (8mm). Not a bad idea when one thinks of the damage that could be done by the vicious looking footrest ends on Manx Nortons and others! What happens, however, with a production 'bike where the footrest position cannot be altered? We have put that question to Dennis Glover and will advise later of action to be taken in such a case.

Now this question of handlebars; wot thou shall, or shall not, do with them!

They must be at least 20 in. long (50 cm. for the metrically minded); in the case of clip-ons, presumably, this figure applies to the sum total of the two halves, as it were. The steering lock must be at least 20 degrees, at no time must the front wheel strike the fairing and a lock-stop must be fitted so that there is a space of $1\frac{1}{4}$ in. (30 mm.) between the 'bars and the p/tank.

Lastly, there must be at least 2 in. (50 mm.) twist the end of the 'bars, or any attachments thereto, and the streamlining. And this does include those cases where the streamlining is cut away round the extremity of the 'bars which themselves stick out into the atmosphere.

So get weaving with the dividers and the hacksaw and the file! Thank you.

COMMITTEE NEWS

Meeting held on December 20th, 1962.

Present: Messrs. L. S. Cheesright (Chairman), Cobbold, Huxley, Mills, Rose, Telfer and Walker. In attendance: The Secretary.

Apologies for absence: Messrs. Fifield, Glover and Tremlett.

Minutes of the previous meeting were read and approved.

Matters arising: The clash of date between Barry's Day and Brighton Speed Trials was noted. Reports submitted by the Board on the situation of the Hutchinson 100 and Silverstone 1,000 kms. were noted and discussed. Arrangements for the Club trial were noted.

A.C.U. Steward's reports on Barry's Day and the Guinness Trophy meetings were read and considered.

Nomination of persons for election at the forthcoming A.C.U. General Council Meeting to the two main A.C.U. Committees were considered. It was agreed to support the election of Messrs. Dixon, Lowe and Perry to the Management Committee and Messrs. Cope, Damadian and Daniell to the Competitions Committee.

To assist the Secretary in checking regulations for 1963 race meetings Mr. Walker was asked to look over these after drafting.

The resignation of Mr. Squillario from the Board was raised and a letter from him read to those present. After full discussion of the relevant points, it was proposed that the Chairman write to him and invite him to reconsider his decision. The matter was not pursued following lack of seconder. Mr. Telfer tendered his resignation due to pressure of work, but was persuaded to remain on the Committee by those present.

New members were elected.

Meeting held on January 18th, 1963.

Present: Messrs. L. S. Cheesright (Chairman), Daniell, Fifield, Glover, Huxley and Walker. In attendance: The Secretary.

Apologies for absence: Messrs. Bates, Cobbold, Rose and Tremlett.

Minutes of the previous meeting were read and approved.

Matters arising: Further matters connected with the Hutchinson 100 were discussed. 'Daily Express' assistance was discussed and it was agreed that the Trophy they wished to present should be given to the winner of the fastest race of the day. The three main solo races were increased in length. The demonstration for the day was discussed. A relay race for solo motor cycles or a demonstration of Grand Prix cars were the two favoured alternatives and it was decided to ask Mr. Eason-Gibson to give assistance in the latter. The Secretary reported further moves he had made to find possible alternative venues for the Dinner. The cancellation of the Trial was discussed, following the Secretary's report thereon. His action in so doing was endorsed by all of those present. Following an examination of the 1963 regulations by Mr. Walker and the Secretary, it was agreed to ask Mr. Glover to look at them from a technical point.

A motion received for inclusion at the forthcoming A.G.M. regarding Life Membership of the Club was considered. The Secretary explained why this was impossible and was instructed to write accordingly to the Member concerned, Mr. Hill.

New Members were elected.

CALENDAR OF EVENTS

There were, alas, one or two small errors in the list we published last month. Mallory on April 8th has a National permit and is organised by the E. Midlands Centre. Brands on May 12th is likewise National, as is Cadwell on June 3rd. We should also have made it clear, perhaps, that for the Irish, and

Scottish come to that, meetings, except the Ulster and the North West 200 which are International of course, a British national licence is enough. Incidentally, we still have no definite indication of the dates of most of these Irish meetings.

For some time now I have been planning to do a little piece about one or two of those specials or modified production machines which you see in such copious numbers at the lesser meetings in this country. You will not find, save possibly in one case, any machines which have carried their owners to T.T. or Manx wins mentioned herein. You will not hear of thousands of pounds being expended on some special to end all specials. All the machines which I have been to see and to talk about to their owners are machines which have been created privately with only the sort of tools than any keen private owner might expect to possess. Obviously the several gentlemen mentioned in the paragraphs that follow have not scorned advice from others perhaps more versed in the mysteries of building racing 'irons.' After all, who would not do so if the chance arose? I think that what comes hereafter proves two things—enthusiasm is not dead in racing, very far from it, and, in the lesser meetings at any rate, there should be no lack of interesting bicycleware to be seen.

One of the pleasant things about gathering the material for this article was meeting the builders/owners (in some cases one and the same person!). I am indebted to most of them for numerous cups of tea, even meals, the giving up of an afternoon or evening to answer my questions and talk about their pride and joy. The journeys to see some of the bicycles were not without their amusing sides either. I saw the Spence Honda one bitter Friday night in January and became so engrossed in nattering to its owner that I missed the last train home and reached my bed finally at 2 a.m. Doctor Beeching had a lot to do with a lengthy travel (only as far as Princes Risborough, mark you) to see the Bishop Triumph/Norton. At least the diesel trains were nice and warm inside, though his stations resembled a polar purgatory! Even if I never write another word in "Bemsee," I shall not consider the effort expended in writing these a waste of time.

I have purposely not placed the machines I talk about below in any order. They represent a cross section of the specials and modified production jobs which we saw at the four Bemsee Club meetings in 1962. It looks as if we shall be seeing them again this year, albeit in

different hands in one or two cases. There are 350's and 500's, twins and singles, a two stroke 250 and a four stroke 125 twin of foreign manufacture and a production/sports racer. You can take your pick. All have their points, particularly in the eyes of their owners, and all have obviously provided enjoyment, despair and a sense of fulfillment. So here goes!

One of the bicycles I didn't manage to see or have a natter session with its builders—there are three of them in this case—was the B.G.B. Here one has a chap, by name Barrie Scully, who wants to race, hasn't an unlimited bag of gold and so sets out to build himself a suitable dicing instrument of positively professional aspect. The motor is a 499 c.c. 85mm x 88mm Gold Star B.S.A. unit, quite standard with normal c.r., valves and G.P. carb. The RRT2 gearbox and standard clutch are used, the primary chaincase being discarded, of course, and chain lubricant being fed from a reservoir in one frame tube. The frame is a full duplex made of 16g tubing, of 1½ in. diameter for the main frame and ¾ in. diameter for the rear sub-frame. The tubes are bronze welded. The leading link front forks have main stanchions of 12g tube of 1½ in. diameter. Silent-bloc bushes are used in both front and rear swinging arm pivots and Girling dampers are employed. In order to achieve a low bicycle 18 in. wheels are used shod with 3.00 and 3.50 Dunlops front and back with alloy rims. The brakes are interesting and extremely efficient. The front anchor is a twin leading shoe unit quite home made. The 8 in. cast iron drum is "cast" into the heavily finned hub with ample cooling; so good, in fact, that it won't fade in normal use. The single l.s. rear brake, mounted on the offside and cable operated. The drum is a 7 in. steel ex-M20 unit with the sprocket turned off and bolted to one side of a Vincent hub. It is also said to be highly efficient in operation. The bicycle is completed with a 2 gallon petrol tank surrounding the 4 pint oil tank (this helps to keep the oil cooler), a rear seat cum mudguard made of light alloy and padded with felt and a Jakeman lightweight fibre glass fairing. The all-up weight is 280 lbs., some 100 lbs. less than the standard Goldie. Altogether a most workmanlike 'bike and a credit to its builders.



**The B.G.B.G.S.
complete.**

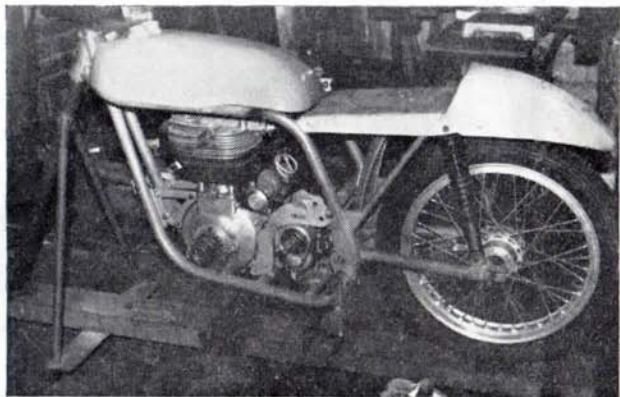
It was built in three months in spare time by Brian bulmer, George ellin and Barrie scully (get the name?) and cost them but £110; not bad. The latter does the riding and so far he has had a 5th at Cadwell and a 4th at Snetterton in October, not to mention 7th fastest at Barbon Manor hill climb.

A B.S.A. power unit is also used by Ron Standing in his 348 c.c. Norton/B.S.A. It isn't, strictly speaking, true to say 'his.' For he has now sold the machine and he didn't in fact build it. In point of fact it is quite an old bicycle, having been built in 1957 with largely '54 cycle parts by G. R. Butler of Cambridge. He rode on the short circuits and in two Manx G.P.'s, and then sold it to the late Geoff Prentice who also used it in two Manxes (by this time it had survived three six lap dices on the T.T. course). It was a little tired when Ron bought it at Christmas 1960 and a big rebuild was undertaken. Unfortunately for Ron he was in the R.A.F. at the

time and he only did 8 meetings in 1961 and was turned down for the Manx. Last season was distinctly better, however, and included a 3rd and 6th in non-expert races at Thruxton and 5th in a similar event at Brands. In the Manx he finished 51st at 76 m.p.h. with some unpleasantnesses to boot in the guise of plugs oiling up and severe attacks of cramp.

Once again the motor is not greatly altered. The reliability of these motors is self evident, as is also their ease of maintenance and low cost of running. The standard 9:1 c.r. was retained for the 1961 DB32 unit. The flywheels were balanced by Allan Dudley Ward. The inlet port is bored out to match the carburettor, one of the worthwhile Taylor-Dow mods. on these motors. In fact Ron got the engine new from Eddie Dow after he had taken the old one up to him for overhaul when he bought the bike. The old engine was in a bad way and it was cheaper to get a new one.

**The B.G.B.G.S.
showing frame
with engine in situ**



Can you imagine doing that with a Manx! Before the '62 Manx a new rod, big end, main bearings and valves were fitted; otherwise nothing. The gearbox is an old type, 'upright' Norton unit—excellent, too—with standard internal ratios (an ES2 bottom cog for Scarborough proved expensive in clutch plates because the gap twist bottom and second was too great). To get a Gold Star motor well down in "featherbed" Norton frame a piece has to be cut out of the offside bottom tube to clear the oil pump. In this case a piece was cut out as necessary and another bit of the tube welded in to go round the offending bit of engine. Ron made up new engine plates too while he was rebuilding. Incidentally, this frame and the forks are '54 Dominator parts. The machine now sports a fibre glass fairing with the oil tank bonded into it, a fibre glass petrol tank and a fibre glass primary chainguard. An SU float chamber is used in an effort to improve starting and low speed running. Girling suspension units take care of rear end damping, while the standard Dommy front fork springs are used. A most interesting point about the Norton/B.S.A. is the use of light alloy nuts and bolts in a number of vital places, i.e. rear suspension units, engine/gearbox bolts, rear fairing mountings and cylinder head steady. These have given no trouble whatever and, collectively, of course help to save the odd oz. Anyone interested in these should contact Ron who will be pleased to supply more information.

The 'bike has cost about £50 in two seasons, excluding the initial outlay. Its weight was pared down to about 300 lbs. in the end; quite a lot less than a Manx. Incidentally, it runs on Esso Golden petrol, Esso R oil, Lodge RL51 plugs, Avon tyres and is halted by Ferodo brake linings of racing hardness. Final note—did 28 meetings in Ron's hands and finished in every one.

Now we come to the foreigner amongst this lot. I imagine quite a few of you will have seen Colin Spence's immaculate Honda Benly CB92 at the circuits. I first saw the machine myself at a pre-season practice session at Brands and, in fact, it provided one of the inspirations, if such be the right word, for this article. Colin and his brother Geoff, have been keen for years, and that does not mean to say that they are very advanced in years. They have owned big British 'bikes, Goldies in particular. Colin raced his a little. Geoff passengered for Pat Millard for a couple of seasons. Then they both bought Hondas—from Bill Smith of Chester, Geoff actually having the sixth sold over here. Colin intended to race his from the start and so ordered the race kit, though this took time to arrive. Subsequently, once the conversion and other modifying work had been carried out, Colin raced the machine where and when he could. It saw the Southern 100, Silverstone, Snetterton, the 'Palace, Brands etc. The best performance was at Trophy Day when Colin finished 3rd in that 125 c.c. event. The machine is actually now for sale.



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Ron Standing at
Brands Hatch
with the Norton/
B.S.A.

(photo: Len Thorpe)



Colin ran the Honda in on the road. While he formed a very high opinion of its potential performance, he didn't care so much for the handling, though the substitution of Girling suspension units at the back improved matters. Before being raced properly a very substantial 'mod' was carried out to the frame; this will be referred to shortly. The motor is quite standard apart from being fitted with the race kit which the factory provide. For those who don't know, this consists of a different camshaft, exhaust valve, piston rings of narrower section and a sports ignition coil. Spare sprockets are also included. Not bad eh? One is tempted to digress and make some comparisons with British factories! In this guise the 124.5 c.c. motor with an 11.1 c.r. can be taken up

to 10,500 r.p.m., though this particular example once soared to 14,000. But that was an inadvertence on the part of the man Spence whose right hand must have got a touch of the St. Vitus' Dance. Nothing happened either! Only one malaise has befallen the power department—a 'clapped' camshaft drive chain due, apparently, to overtightness and the use of the wrong sort of tensioner. Indeed the repair of this item was the only occasion on which the motor was pulled down all last year.

Colin realised that the biggest bugbear with the Benly Sport in racing would be its handling properties. After all, there is a world of difference twixt fast road work and serious ear'oling on a race track. Most of us who have done both have discovered that! After observation

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The very workmanlike
Honda CB92 SS of
Colin Spence on
Maggotts Curve at
Silverstone.

(photo: Len Thorpe)

(To an extent this feature forms a sequel to 'Tyro, 1962!' published in February. The Author will be remembered for his highly entertaining account of a private owner's effort in the first Silverstone 1,000 which we reproduced last year. This is how he fared in 1962. We must thank the Editor of 'Motor Cyclist Illustrated' for permission to reproduce this article: ED.)

Ever since competing in the first 'Silverstone 1,000' kilo race in 1961, I had eagerly awaited the 1962 version, hoping that the opportunity to ride again would present itself. It did, in the shape of a now good friend of mine, Peter Walker. Owner of a 1960 'Velocette Viper Clubman Veeline', who offered me the chance of co-driving with him.

Perhaps it was an omen that when Peter was out running in a rebored barrel a week before the event, he had the misfortune to be involved in an argument with a van that wrote off the front end and resulted in a £50 insurance claim. As a result the week prior to the race was spent in rebuilding the front end of the bike and not in putting enough miles on the clock to call the Velo. run in after its rebore.

At 4.15 a.m. on May 19 the alarm rudely interrupted dreams of the £150 prize for an overall win and announced that it was time to begin preparations for the journey to Silverstone. All the way up my old Triumph 6T combo battled against a howling gale and lashing rain, a lovely start for the day and a taste of things to come.

Practising brought another sign of impending trouble when two oiled up plugs cut down my practising time to the bare three laps needed to qualify, although a small blessing was the easing up of the rain, leaving only half a gale blowing.

Peter spent the time between practice and the start retuning the carburettor as the motor seemed to be running very lumpily and, with the oiled plugs, over rich mixture was suspected. With a fresh plug fitted there was barely time to get the motor warm before taking the Velo. round to its designated place outside our pit, joining the 49 other 'bikes lined up, echelon fashion, along the straight.

With all the No. 1 drivers lined up on the opposite side of the track for the 'Le Mans' type start, all eyes were on the starter, but there were a couple of false starts before the dash across the track commenced. Swinging a leg over the 'Manx' racing seat, the kickstarter was depressed vigorously and often, but

without response.

Finally the motor burst into life and just before moving off a glance into the adjoining pits showed the two 'Navigator's' still in their pits being kicked furiously. Though making a bad start, there was only a Gold Start in front in our class and, if it could be caught without pushing things too much, then the effort would be worthwhile to keep tabs on the class leader.

Round Copse, plenty of deep puddles about, 'very dodgy.' Coming out, engage third and move over to the right hand side of the track to get the right line, ready to 'peel off' for the flat out left hand 'Maggots Curve.'

Into top and laid well over through 'Maggots' one next approaches 'Becketts,' pass the 100 yds. sign, down into third and brake hard. The model is then laid down until the fairing touches for the second gear right hander the needle flicks up to 6,500 r.p.m., into third again and swing over left for 'Chapel Bend,' then away down 'Hanger Straight.'

One tucks away behind 'the shed' until the 100 yd. mark come into view then brake again, engage third and cranks over for 'Stowe,' medium fast right hander and leaning over the two foot high wall really 'earole' round until coming out nearly on the grass, buzz hard in third and into top.

'Club Corner' is next, third gear laid hard over and try to follow an awkward line that keeps clear of all puddles. Top once more and prepare for 'Abbey Curve' fast left hander flat in top. Very bumpy here though and one has to use all the road and really hang on tight to stop the model wandering onto the grass.

Approaching 'Woodcote' now, this is a test of nerve in 'the wet' with some of the faster models easing up. 'Flat in top' on the Viper meant that some ground could be made up here, but again the hazard of deep puddles made things decidedly awkward.

Things did not quite seem to be on the ball in the engine room though, and whilst in practice the faster '250's' had been creeping past down the straights, now nearly all of them were getting by

and the power was obviously dropping off. After half-a-dozen laps it was quite apparent that things were really amiss and into the pits went the Viper.

Explaining the lack of power to Peter and Clive, our mechanic, we ran the motor again and from the sounds emanating, like a steam engine, it seemed probable that the trouble lay in the valve gear. To look inside the rocker box the tank had to come off and with it the seat loosened, all an awkward job, and with these out of the way the tappet cover was removed, and showed the tappet adjusting screw to be missing from the exhaust rocker.

Next off came the rocker box to search for the missing screw and lock-nut and these were finally located in the inner recesses. The lock-nut proved to be split allowing the adjusting screw to gradually work its way out, and to account for the fading power, difficulty starting and apparent rich mixture.

On removing the push-rod, it proved to be nicely curved and had to be carefully straightened. With the rocker arm tapped out to clean up the damaged thread, adjusting screw replaced and everything reassembled, the motor ran O.K. and Peter got aboard to take it out for a spell. The Velo had been in the pits for 51 minutes to complete the repairs.

As Pete departed so the rain really began to come down in earnest and he set off in pursuit of the class leader, now one of the Navigators, some 20 laps in front of us. Some task, but the race had an awful long way to go yet. My co-rider stayed out until frozen stiff, soaked and blinded due to having to ride without goggles, they had steamed up, he came in after 35 minutes with the rain absolutely lashing down like stair-rods. As foul as conditions as I've ever seen any racing in.

Our pit team now had a chance to try out the carefully rehearsed changeover drill and as Peter slithered the Viper in, Clive slipped the stand into position and applied grease to the rear chain. Allen topped up the oil tank, whilst I adjusted the rear brake, kicked the motor into life and departed for what I hoped would be a more successful session.

Straight round to the refueling bay enough of the purchased juice (yes, we had to buy it) was splashed into the tank and away down 'Hanger Straight.' The Phil Read Dominator 'whooshed' by

down the straight and disappeared round 'Stowe Corner' at a velocity that makes one realise that the top class riders definitely have that extra something that us ordinary mortals lack.

After a couple of laps I began to settle down and about the fourth time down Hanger Straight the motor suddenly went dead and the Velo, coasted to a standstill just before Stowe Corner. A glance under the tank showed petrol pouring out of the bottom of the float chamber and nothing I could do, without stripping it there and then, would induce the carburettor to function correctly on the motor to restart.

I was faced with the prospect of retiring or pushing half way round the course to the pit for repairs, whatever they might be, so push it was. Many labouring footsteps later, with every marshal giving a sympathetic grin, I was pushing the Viper round Club Corner where a halt was called to regain sufficient 'puff' to continue.

It was most interesting to watch the progress of the various models round the corners. Only a few of the fastest models negotiated the bend flat out, some 'bikes developing quite a shimmy at the back end. Some continued 'curtseying' right round the corner and out of sight. Resume pushing up the long drag round 'Abbey' and then Woodcote and the pits. Rounding the corner I could see Pat Langley, Equipe Fredbare's entrant, waiting to take the 'bike as soon as it was inside the pit area.

Explaining that the motor had just 'died' and that the trouble lay in the carburation department the mechanics went to work and off came the carburettor to be stripped in search for the trouble. Nothing was obviously wrong though so everything was reassembled, a fresh plug fitted and away she went. The only explanation seemed to be that the float had jammed down and therefore 'wettered' the plug. Anyway we were back into the fray once more. Now that we were so far behind the only hope seemed to be to try and complete four fifths of the class winners laps and qualify as a finisher to gain an award.

Peter up once more and the Velo circulating steadily, there was time to adjourn for much needed 'char and wads.' It now seemed as though the Viper was motoring in its intended manner as Peter steadily made up time on the class leader

(continued on page 52)

HOW DO I START ?

(This article was written for 'Bemsee' in 1962 by Mrs. Margaret Shackles, our former Secretary, and printed in the March issue. It seems appropriate to reprint it here, containing as it does good advice and being highly topical at this time of year : ED.)

The following article is a direct copy of a circular sent out to people who write letters to the "Dicer's Advice Bureau," as it is called in this office. We feel it would be of considerable help to members who are starting their racing career this season, not to mention a good number with a lot more experience !

In company with most activities, there is a right way and a wrong way of going about motor cycle racing. The many rules and regulations which apply to this branch of the sport can be confusing to the novice and the following notes have been prepared as a guide to the many would-be racers who ask us, "How do I start ?"

The Basic Necessities

Needless to say, the first thing you need in order to go motor cycle racing is a suitable machine. A good deal of thought should be given before you actually put your cash down—whether the machine you have set your heart on is really up to your weight—alternatively, whether it is too heavy for you—whether you can really afford it, bearing in mind that this is just the start—whether spares are relatively easy to come by and if you can afford them (racing can be a very expensive game if, as is often the case, your technical knowledge is gained the hard way. Don't feel obliged to buy the biggest and fastest straight away. A great deal can be learned about racing by mixing it with the also-rans for a year or two in the relative safety of riding a reliable machine of less impressive characteristic.

You will need leathers, helmet, boots, goggles and gloves before you can venture onto a track. **Leathers** should be the best you can afford, horsehide ones undoubtedly being favoured. If you can get new ones made to measure, so much the better. If not, is is fairly easy to get hold of some good secondhand ones, but when you are in a racing position, make sure they are really comfortable. Again, your **crash helmet** should be the best you can afford. Saving the odd pound or two on the item is the falsest of false economies. Get one that fits properly and comfortably and beware of buying secondhand (what may seem to be

a sound helmet to you may not come up to the scrutineer's standards). Similarly, should you have the misfortune to damage your helmet, get a new one. Your helmet is the most important part of your equipment and should always be treated as such. **Boots** must be leather knee-length ones with no studs or other metal fittings to the soles. Proper lightweight racing boots are best, but ordinary riding boots are quite adequate and are less costly. **Gloves** can be of any type so long as they are made of strong leather—there are several makes of lightweight gloves specially for racing. **Goggles** must be of a material which will not splinter. Make sure they fit properly and are draught-proof ; particularly take care to buy the right type if you get a "bone-dome" helmet as not all goggles will fit over these.

Getting the Feel Of It

If you are able to do so, go to one of the tracks which are available for the purpose and indulge in one or two practice sessions before the season begins. There is a deal of difference between riding on a race track and on the public roads. While there is no traffic coming in the opposite direction, it takes some getting used to having faster riders overtaking you on both sides, particularly if you are in the middle of negotiating a bend ! Brands Hatch usually allow practising on Wednesdays and Saturdays, though it is wise to check in advance (their 'phone number is West Ash 331). In addition, three road racing practice days are held in March and April of each year by B.M.C.R.C. for its members. These take place on the Club Circuit at Silverstone and the dates are published in advance in the Club magazine.

The Set-Up

There are five different grades of meeting in this country which are listed in order of status. No licence is required for the first three grades of meeting.

Closed-to-Club—Open only to the members of the organising club.

Open-to-Centre—Open only to members of clubs affiliated to the A.C.U.

Centre in which the meeting is held.

Restricted—Open to members of several specified clubs in different Centres.

National—Open to all riders holding an A.C.U. National licence.

International—Open to riders holding an A.C.U. International licence.

The Paperwork

First of all ask the A.C.U. for a copy of the General Competition Rules (price 3s.), read them carefully and keep them by you for reference. If you hope to enter National meetings, you will need an A.C.U. National Competition Licence, an application form for which can be obtained from the A.C.U., 83 Pall Mall, London, S.W.1. Members of affiliated clubs (such as B.M.C.R.C.) can obtain this licence at half price (10s.) if their application form is suitably endorsed by the club secretary. As a novice, you need not trouble about International licence for the time being; these can only be earned by qualification under a fairly stiff points system and are rarely obtained by riders in their first season.

So that you can keep your season's activities well organised keep the comprehensive calendar of events printed in the technical press or in the Club magazine at the beginning of the year. Plan your season well in advance, deciding which meetings you want to try and enter. Write to the organiser for the regulations at least ten weeks in advance, enclosing a stamped, addressed envelope (if you are a member of B.M.C.R.C. you automatically receive regulations for all the Club's meetings with the magazine). As soon as the regulations arrive, fill in the entry form carefully, completing every detail, and return it immediately along with the correct sum of money. Not all organisers operate a first come, first served basis for accepting entries, but the sooner your entry is in, the better your chance of getting it accepted, particularly while you are an unproven novice. So great is the number of people racing at present that this business of sending in your entry by return of post is most important. Even a day's delay can make the difference between your getting a ride and being disappointed.

Another most important point is to **READ YOUR REGULATIONS**. There is no excuse for a rider who gets into trouble because he has neglected this elementary requirement, but on the other hand, even the rawest newcomer will find that things run smoothly for him providing he understands and sticks to the regs. In case you should ever feel that the regs. are petty, unnecessary and not worth

reading remember that they have all been laid down for a purpose; remember, too, that motor cycle racing is a sport and that the essence of good sportsmanship is to stick to the rules.

On the Day

When you finally get to the day of your first race, get there in good time—you don't know what snags may crop up to disrupt your timetable. Avoid at all costs arriving with your machine only half prepared. The Paddock is not an ideal workshop and there is nothing more conducive to disaster than using it as such if it can be avoided. Report in good time for your scrutineering, practising and racing. At B.M.C.R.C. meetings definite times are laid down for these operations which are strictly adhered to, so long as you stick to them you can't go far wrong. If your machine is properly prepared, you shouldn't need to indulge in more than a few minutes warming up before you go onto the track. There is nothing calculated to make you less popular than excessive revving up or rushing up and down the paddock unnecessarily!

Summing Up

If, after having read the foregoing, you still feel keen to have a "go" remember—read the regs.—send your entry in promptly—and make haste slowly. Don't hesitate to ask, if there is something you aren't sure about. I hope you'll enjoy your racing as much as we enjoy putting it on for you.

(continued from page 47)

of other Benlys and discreet talk with one or two other owners he got Fred Hardy to modify the rear end completely. The massive subframe cum mudguard assembly was cut off and a new rear frame constructed of normal tubes very similar to an NSU Sportmax. This results in a lowering of the rear end by some 3 in. and a vast improvement in handling. Total cost of this was £15—not too bad when all is said and done and the enormous benefit derived from the 'mod' is considered. Fred Hardy was also responsible for the beautiful alloy petrol tank (also like an NSU component). The wheels are standard, but were rebuilt with Dunlop alloy rims. And, rather interesting I thought this, the brake linings are standard Honda. They stand up to the racing perfectly satisfactorily. However, difficulty was experienced in the operation of the back anchor. A

(continued on page 52)

NEWS FROM THE GROUPS

Dates for March are:—

BRIGHTON. For this month we join the Horley Group. Dates below. 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. Organ-

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

IPSWICH. Friday 29th. "Running Buck," Christchurch Road, 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.

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though by now the task was rather a hopeless one.

The 'T' sign was now displayed, 'T' means tea, and come in for it, and the Viper came in once more, this time for a premeditated stop to top up the oil tank, grease the rear chain and change rider. With yours truly aboard the 'Veeline' threaded its way along the line of pits where several models were having various repairs effected, then the sharp chicane was negotiated under the watchful eye of a marshal and off 'revving' hard through the gears back into the race.

For the next hour I found out just how nippy a first class '350' can be as the Velo really got into its stride. It proved to be appreciably faster than the Hondas, as indeed it should be, and faster than some of the 500's, in spite of being grossly overgeared due to the prevailing high winds. At this stage our pit timing showed that we were making 15 seconds per lap on the class leader and catching up three laps in the hour.

Tucked away behind 'the shed' once more buzzing down Hanger Straight, again the 29 brake tested horses went on strike and the model coasted to a standstill, again just before Stowe. What now? Plenty of compression, lots of fuel, bags of lovely blue sparks, but not a cough from the power unit. Much more kicking and then once more the long push in round to the pits.

Off came the tank and tappet cover, and whilst operating the kickstarter it was observed that exhaust rocker was not lifting and on removing the push-rod it came out in two pieces. This spelled

finish to the days racing, as the 'regs' said that no integral part of the engine could be replaced. The push-rod had snapped across the place where it had previously been straightened and everything went back to the tappet adjuster nut splitting. What a thing to happen!

However everything was made to seem worthwhile when on receiving the results it was seen that we had been adjudged as having put up the most meritorious performance of the meeting and had been awarded the 'Bob Winter Trophy' for so doing. A story with a happy ending, though we should have preferred to win our class. Indeed we must have stood a good chance with a trouble free run, but then that's racing. It's not the fastest men who win, but those who get the chequered flag first.

(continued from page 51)

Gold Star clutch cable solved that one; it does not flex. The narrow 250 fairing is by Nash, of glass fibre and painted like a works job—nice conceit!

The Honda is shod with Avon racing tyres, is lubricated with Castrol R20, drinks Super Shell and sparks with Lodge 10R49 plugs assisted by a German Sonnenschein battery. And what did all this cost? Well, rather more than the other bicycles I've been considering—over £300. Colin Spence is quite satisfied that it has been worth it. It was intended to provide him with a proper introduction to good racing and it did just that.

To be continued

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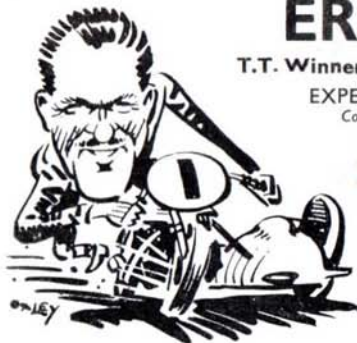
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MARSHALLING — IT HAS A PURPOSE

by Dennis Bates

Are you looking forward to next month when the season gets under way? I am, and a busy season it's going to be for, at the time of writing, it seems as though in addition to the familiar 'Bemsee' circuits of Silverstone, Crystal Palace and Snetterton we shall be returning after a lapse of seven years to that delightful northern course, Oulton Park in Cheshire.

This means that the corps of 'Bemsee' Marshals is going to have a busy time of things, especially as the membership of the Club continues to grow as more and more newcomers sample the joys and frustrations of racing motor cycles.

A year or two back the Club magazine carried articles from senior officials representing the specialist services that are an integral part of the racing set up as we know it. The object was to familiarise members with what went on at meetings so that their racing was made as easy as possible, free from irksome restriction and helped the newcomer to find his feet. These notes, I hope, will go some way to explain the marshalling system we operate not only for the novice's benefit but for the seasoned man, besides encouraging those members who would like to marshal and are uncertain what would be required.

This month I will deal with the object behind the marshalling and how it can help the rider. Much closer to the first meeting, in the April issue, I will explain the precise system and how it works.

Paradoxically race course marshalling has changed in concept. At one time its prime purpose was to police circuits and to keep the public out of harms way (and no doubt this included removing the occasional trespasser). Today, with more stringent safety requirements, racing is much better organised and circuits that provide facilities for many thousands to see the races in comparative comfort (!) free from all possible injury by accidents on the course, the accent has swung to servicing the rider and helping him when in difficulty. Resulting from this Marshals do not see themselves exactly as guardian angels, but in a strictly moral sense they often approach that status.

Police work does persist, of course, for controlling entry into the paddock and circuit for good reason! Unless the Club can restrict the number of people inside the circuit then effective operation

of the meeting becomes impossible. Unauthorised persons, usually with no sense of the danger they can cause, are not only a liability to themselves but also can bring disaster in their wake. It is surprising how an interloper can make mistakes for his knowledge of the timing events, course operating systems, safety measures and the like is invariably nil, or if he has some inkling of what goes on his understanding is from the outside looking in, not the other way round. Hence, our marshalling policy where outsiders are concerned is simply 'keep off.' The racing can be enjoyed from the proper places provided. Apart from that our rules for the rider and spectator are few and simple, for the less rules there are to break and the fewer tempers to be lost:—

For spectators they are to stay behind the barriers, all of which are now (thank heavens) clearly defined. Riders have the freedom of the paddock and, at Silverstone, the Test Area, but when not racing they must refrain from wandering on the course or beyond the confines of the paddock.

Mechanics and entrants with passes are subject to similar rules to the riders although we never mind people (who have just cause) coming onto the Start Line before a race providing they return to the paddock after the 'off.'

If we can achieve this ideal state then the course marshals are freed from worry so that they can concentrate upon their duties. The popular conception of a marshal is of somebody who doesn't want to race but wants a grandstand seat where he can see the crashes and wallow in the gore at close quarters. Nothing could be further from the truth for crashes are relatively few compared with the number of machines on the circuit at any one time or the number of racing miles put in on the course of the season. As for having a superior view, the field of vision is frequently better from the grandstand.

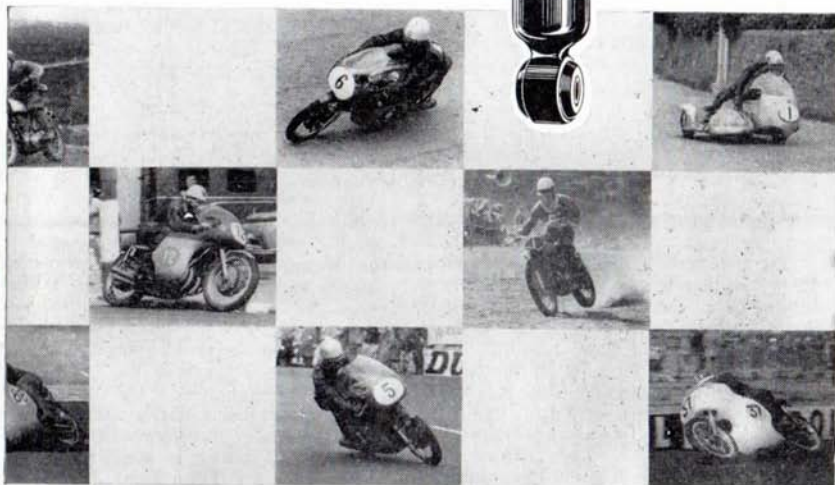
The marshal needs to focus all his attention upon his particular section, not to worry about the state of the battle for the lead. True it is often possible to follow the race. Sometimes it is desirable to know the situation such as the duration of a race from any given time so as to best dispose and use the safety and accident prevention services at the disposal of the Senior Marshal. The spectator can, of course, sit down, take

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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,

The article by "Double-Knocker" on circuits that are no longer in use reminded me of two fascinating incidents of those early post-war days of racing.

He mentions the Ansty circuit near Coventry, and in 1948 there was a meeting late in the year, after the Continental season had finished. I was riding there with Eric Oliver and Fregus Anderson and Roger Laurent also came over, and stayed at a Hotel in Coventry. When I arrived in the paddock I met Fergus wearing a wry grin and he explained that he and Roger had come out of their Hotel, go their racing bikes out of the garage, started them and ridden out to Ansty! It was not until they got to the circuit that they realised what they had done, and nobody had stopped them on the way. Roger Laurent could not understand that anything was wrong, for in Belgium it was the normal thing to ride one's racing bike from the Hotel to the circuit. As Fergus said "how are we going to get back?" Riding the racer on the road unthinkingly was one thing, but to ride back again after realisation

had dawned was another thing altogether. By the end of the meeting transport had been arranged.

Mention of the "glorious combined meeting at Gransden Lodge" makes me wonder how any of us survived. It was raining at the 1946 meeting, which was also combined, and I was racing a sports Frazer Nash. We were let out for practice in a wonderful free-for-all, racing cars, sports cars and motor cycles all together, and the sports cars were allowed to take passengers, at any rate I took one just for fun. I well remember doing about 85 m.p.h. along the main straight in flying spray and grit when I was passed on one side by a KTT Velocette and on the other by a single seater racing car, the two of them were having a ripe old dust-up. I have a feeling the Velo rider was Vic Willoughby, now a respectable fellow journalist. Racing is a bit serious these days, isn't it?

Yours &c.,

Denis Jenkinson

Crandall,
Hants.

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AROUND THE PLACE

Only a couple of paragraphs this time (sighs of relief all round, do I hear!). For in truth have not things been pretty quiet lately? I suppose, yet again, we can put it down to the weather. I had a bit of a shock when I peered into my garage the other day and saw rust spots on the Norton. And trying to coax it into life after several weeks enforced quiet was a long and tiring business. Still the Spring ain't far away now; or is it?

Now that Margaret's Megaphone has had, perforce, to cease I suppose this column had better try and fill the same purpose. So if any of you marry, do anything interesting, give birth to babies etc. and etc., let me know. I mentioned one or two changes of machine last time. The other day I had a letter from George Leigh of Southport—he has been riding for a long, long time and still has a spin every now and again on an NSU Sportmax—and he tells me that Fred Stevens (one of the brightest stars in last year's T.T., remember?) will be riding the two Nortons and will be seen on the Continent as well as the principal home circuits. Winter tuning has taken place and it is hoped that they will be even quicker than ever. Another item which

George told me of is that he has acquired certain machine tools from Norton's following their closing down the Bracebridge Street factory including grinding machines for Manx camshafts and tappets and two Henan and Froude DPX 1 test beds. He hopes to be able to give engine test facilities and carry out a limited amount of tuning on Manxes and Gold Stars in the near future. He also holds a stock of Manx spares. If anyone is interested I suggest that they contact G. E. Leigh at 86 Eastbank Street, Southport. The marriage stakes again—not to be left at the post Peter Dawson, Junior M.G.P. winner Robin's older brother, is to wed Josephine Salmon on March 2nd. Congratulations, both. I hear that Ron Standing has acquired a late model 7R Ajay to replace his Norton/B.S.A. (see elsewhere in this issue for a description) and that we shall be seeing Martyn Hayward on a 250 NSU this year as well as the G50. Tom Kirby is fielding an even bigger 'team' this year and one Member who will be seen under his banner on occasion will be Norman Archard who went very well last year with his own Ajay.



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FOR SALE

Racing Machines

1957 A.J.S. 7R with '58 mods.—offers invited. A. T. Morgan, 11, Moyle Grove, Ponthir, Newport, Mon.

1960 50 c.c. Amatti; ready equipped 2½ gallon petrol tank, clip-on handlebars with lights, racing seat, rear set footrests, and two brand new 18 in. tyres; can be used for racing or road; only needs a little attention to the lights—£32 o.n.o. David Wild, 11, Monument Road, Woking, Surrey (if calling, after 7.30 p.m. please).

If my G.P. Ducati is not sold, it will go for the best offer from a Member; for full details see page 35, February issue. Jim Dakin, 24, Knightsbridge Crescent, Staines, Middx. (Tel: 55331).

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

125 c.c. Honda CB92 in racing trim; spares include ex. valves, 5 rear and 2 gearbox sprockets, ignition coil, jets, tyres, plus full road equipment—£150 o.n.o. B. D. Foster, 83, Carve Ley, Welwyn Garden City, Herts.

1955 350 c.c. Manx Norton; 1962 frame; 1956/7 piston, 'rod, cams, etc.; completely restored and rebuilt with new piston, 'rod, big ends, mains, cams, bevels, etc.; ready for '63 season; new 'bike forces sale—£175. K. F. H. Inwood, 72, Molesey Road, Hersham, 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).

1958 500 Manx Norton; in good condition throughout—offers or would possibly consider part exchange for 50 c.c. racer or two stroke Formula Junior basis. Roger Cramp, 66, Knighthorpe Road, Loughborough, Leics.

500 c.c. Manx/Gold Star; centre induction, T.D. piston, W and S valve springs, tuned inlet and exhaust tracts, Manx oil tank in G/Monty lightweight fairing (Peel type); fitted new chains, mains, big end and rod; little used barrel and piston, good tyres; reliable; genuine 130 m.p.h. at Snetterton; placed at Thruxton, Snetterton and Silverstone—£220 o.n.o. Write, phone or call, John Williams, 194, High Street, Tooting, London, S.W.17. (Tel: BALham 2720).

125 c.c. o.h.c. NSU Superfox; tubular sub-frame, Girlings; Fi-glass p/tank and seat; alloy oil tank; built by Ted Harcastle; gift for £50 o.n.o. Syd Williams, 3, Stanhope Road, London, E.17

NSU to Sportmax spec.; modified cyl. head and swinging arm; new cams; Girlings and Avon racing tyres; needs big end and carb.; fibre glass p/tank and seat—£60 o.n.o. R. Gauntlett, 81, Timsbury Crescent, Bedhampton, Havant, Hants.

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Road Machines

1960 Norton 99 with Butler 'dolphins'—£155 or exchange 350 c.c. B.S.A. Gold Star in racing or clubman's trim, or other racing machine considered. J. W. Allen, 86, The Lawns, Rolleston-on-Deve, Burton-on-Trent, Staffs.

1957 Triumph Tiger Cub; good condition—£30 o.n.o. D. Kirby, Raylands, Ray Mill Road East, Maidenhead, Berks.

Sidecars

1961 Busmar 'Astral' Mk. III double-adult sidecar; fully sprung wheel; brake; excellent condition—£75 o.n.o. B. D. Foster, 10, Little Lake, Welwyn Garden City, Herts. (After 6 p.m.).

Spare Parts, etc.

Ariel Arrow racing front wheel; 18 in. alloy rim, Avon tyre and tube—£6 10s. 0d.; brand new Ariel dual seat—£2; Figgis racing fairing—£3 10s. 0d.; many other parts for Arrow, J. D. Brent, 1, Lovelace Gardens, Surbiton, Surrey.

Pair of Ducati 17 in. rims with tyres and tubes—£4; brand new Dell 'Orto 25 mm. carb. less float—£10 10s. 0d. or exchange for Amal monobloc same size. D. B. C. Geraghty, 68, Brimsdown Ave., Enfield, Middlesex.

Montesa racing spares including many special parts; all new; state requirements. Les Griffiths, 294 Badminton Road, Downend, Bristol.

1961 model 50 Norton motor; complete with carb. and electrics; 800 miles only—£12 10s. 0d. 1962 Mk. III Peel 'dolphin' for 7R or G50—£15 o.n.o. D. Kirby, Raylands, Ray Mill Road East, Maidenhead, Berks.

Dominator front wheel with full width hub; complete—£5. NSU Supermax silencer—15/-. NSU Superfox petrol tank—£2, mudguards—15/-. headlamps—15/- and silencer—10/-. S. R. Williams, 3, Stanhope Road, Walthamstow, London, E.17.

Pair Manx Norton rear suspension units—£3; sidecar trail fork yokes for '52 Manx—£1; many Vincent parts including front and rear hubs, front wheel, 'D' Girdraulics, upper frame member and lots of odd bits—all cheap. Neville Higgins, 47, Grangemouth Road, Radford, Coventry.

1955/6 racing Triumph! TR5 engine; photograph—£60 o.n.o. W. D. Innocent, 30, Dudley Road, Intake, Doncaster, Yorks.

Triumph dual seat—30/-; new 3.25 x 19 in. tyre—50/-; ditto 3.50 x 19 in.—£3; Trophy 4.00 x 18 in. wheel, tyre and tube—£5. D. D. Innocent, 30, Dudley Road, Intake, Doncaster, Yorks.

1960 Triumph T110, frame, forks, wheels, guards, dual seat, etc—£49. Pair 16 in. alloy racing wheels and tyres—£18. Special oil tank for Triumph—£5. 6T motor, mag. and gearbox—offers. A10 gearbox—£3. Unwrapped front tyre—50/-. Pair 18 in. racing tyres; nearly new—£6. B. White, 12, Chalk Pit Road, Banstead, Surrey.

Taylor-Dow racing central oil tank; alloy with Monza top; as new—£5. 8.5:1 standard piston for DBD 500 Gold Star—25/-. A. M. Ward, 53, Huntley Ave., Spondon, Derby.

Exchange 5 gallon fibre glass Manx tank for 3 gallon Manx tank; also Montesa 'Manx' type racing seat—30/-. A. Edwards, 23, Corbett Road, London, E.17. (Tel: COPpermill 6237).

WANTED

Complete Machines

1958/59 350 c.c. Manx Norton; price and particulars please. A. T. Morgan, 11, Moyle Grove, Ponthir, Newport, Mon.

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).

Two stroke trials 'bike for "boy" to play at Sammy Miller on; no Bantams please. R. Gooch, 19, Oaklands Close, Petts Wood, Kent. (Tel: ORPington 25387).

Spare Parts, etc.

Post 1958 7R A.J.S. motor, complete with mag. and carb.; good price (cash) waiting; suitable motor in good condition. B. Scully, Ecuri B.G.B., 1, Market Place, Bawtry, Doncaster, Yorks. (Tel: Bawtry 257).

Manx Norton frame, forks and wheels; cheap. B. White, 12, Chalk Pit Road, Banstead, Surrey.

Lucas racing mag. to fit B.S.A. Gold Star. Tony R. Heldrech, 60, Chambers Street, Crewton, Derby.

1 1/4 in. Amal G.P. or 29 mm. Dell 'Orto carburettor; state type, fitting price etc. Les Griffiths, 294, Badminton Road, Downend, Bristol.

Pair of twin leading shoes for Manx Norton front brake. Neville Higgins, 47, Grangemouth Road, Radford, Coventry.

Clothing

Racing leathers, 5 ft. 10 in., 38/40 in. chest; £10 or under. John Senior, 42, Kingsbury Avenue, Dunstable, Beds.

One piece leathers, 5 ft. 4 in./5 ft. 5 in. 35/36 in. chest; Lewis preferred; good condition; state price required. P. W. Atkins, 110, Ashfield Avenue, Bushey, Herts.

One piece leathers 5 ft. 8 ins. height, 38 in. chest and racing boots size 8/9 wanted. T. Sheaff, 145, Keith Lucas Rd., Cove, Farnborough, Hants.

STOLEN

1958 500 Manx; Engine and Frame No. N11M76898; with many spares; reward offered for information leading to recovery £50; F. D. Brown, 44, D1 Cross Drive, Stanmore, Middlesex.



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