

Bemsee



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THE CLUB

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EDITORIAL

Is enthusiasm among spectators at motor cycle road race meetings dead? We had had some doubt on the matter, but we rather think not after seeing the tolerably sized attendance at the Hutch last month. By Brands Hatch Sunday standards, and taking into account the quality of the entry list, the crowd was not very large—it was a genuine 17,500—but, when one considers that, to get to Silverstone, personal transport has to be used, a whole day has to be devoted to the expedition and the weather, is was not bad at all. The lure of the Gileras was undoubtedly the greatest factor in getting people there. Quite a few—20% maybe—of those present had never seen a Gilera 'four' in action. Well, they saw two and in the first two places as well, even if it wasn't quite as dominating a 1-2 victory as some of us thought it might be. But the fact does remain that the circuits which require a certain amount of effort to get to do not get a good crowd. Silverstone and Snetterton are two obvious examples. It is true that spectators do not see quite as much at them as small places like Brands and Mallory, but the racing at both of them, and especially Silverstone, is often far better. While the dyed-in-the-wool enthusiast is not dead by any means—for one thing we have enough of them among our marshal Members—many of the new generation of riders don't look on the racing side of the Sport in the same way. Frankly, we have always regarded the going to and from a meeting a part of the enjoyment. Not all the young riders today are lazy and indifferent, of course. The day after the Hutch we met one young fellow—we imagine he was but 12 when the Gileras last raced—who was a real enthusiast and goes all over the place to watch on his 250 roadster. He was most scornful of those who only go to Brands Hatch!

We wonder just what is going to happen in the World Championship races. While things are obviously by no means settled in a number of 'camps' even yet, a pattern does begin to emerge. One will just have to wait and see what happens on the first occasion of a proper clash between the rival M.V. and Gilera camps. While the 'Gillies' won at Silverstone, they didn't have it quite all their own way. Admittedly the meeting was in the nature of a feeler, but their lap speeds were not high, high wind notwithstanding, and they both seemed to 'twitch'; at least on

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Woodcote, M.V. have won at Modena and Riccione, but again with no opposition worth the name. These words are perforce being written before Easter and so we do not know what has happened if there is an M.V./Gilera clash on one of our circuits over the holiday. On balance, at present showing, it would seem that the M.V. has the advantage. Unless the 350 M.V. has been re-vamped considerably, the 350 Gilera developed a lot and the Jawa had more poke extracted from it, Hondas would not appear to have a serious rival in the 350 category. Though we do wish someone could really have a 'go' with the beautiful 350 Bianchi twin—what a pity it was that the late Bob McIntyre did not continue his association with that factory. The 250's are intriguing. On the one hand Honda and may be an M.V. twin or two and the Benelli 'four'—though, so far, this has been hardly impressive, Modena and Riccione—not forgetting Provini's fabulous Morini (the adjective 'heroic' seems merited here!) in the four stroke field and M.Z. and Suzuki and possibly Yamaha for the two strokes. As politics have no place in our Sport, we are sorely tempted to hope that M.Z.'s, do it; heaven knows, they've been near enough in the past few years. The 125's hold similar promise, though here Honda are the only serious four stroke contender against the two stroke horde of Suzuki, M.Z., Bultaco and E.M.C. The 50's, presumably, will be like last year, minus Hondas it seems. Imola ought to be an instructive meeting; quite a few of the 1963 top line contenders say they will be there.

Have you ever stopped to consider the lure of a famous name on the tank of a racing bicycle? We mention this in connection with the buying and selling of the more exotic machines. Why does a more or less average racer, instead of buying something a great deal easier to ride and maintain, fall for something that certainly doesn't come into that category? We confess we don't know. To quote one concrete example from the present time, there are those who buy expensive, in every way, several year old Italian 125's when, for less money, they could get a brand new Spanish racer of the same capacity which would give a better chance of success. Mind you, we are not making so bold as to suggest such persons are wasting their money or being foolish; choice is free and freedom is the most important thing in life. Indeed we are glad that there are such people. A 125 race is always the better for a few nice hard sounding Italian four strokes! But why is it done? It has always happened, of course. There was one quite well known Midlands racer a few years ago, who, instead of following the fashion and having a 500 Manx Norton, used, of all things, one of the ex-works New Imperial twins; a notorious camel and possessing no record of startling racing successes. But it livened up the 500 c.c. proceedings wherever it appeared.

One last thing, this month; please make an effort to get to Oulton Park for the 1,000. And tell your mates, too. You all know what happened, financial-like, at Silverstone in 1961 and 1962. We want to make sure this event gets established. So do the promoters. So we want a big crowd on the 18th. Remember this—Oulton is, or should be, a better circuit and a more interesting one for such a race. Therefore, it ought to be worth making the effort to go to. See you there, then . . .

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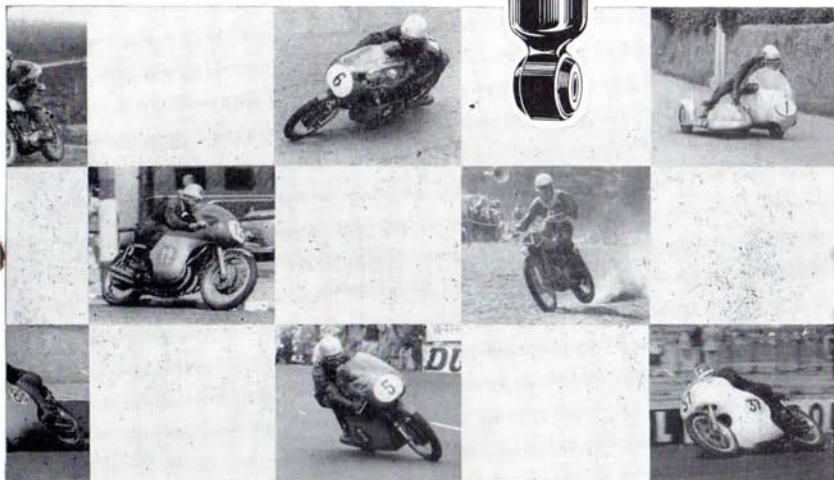
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If one didn't know otherwise, from past experience, one might well think that Silverstone is the most horrible place in the whole of England weather-wise. Year after year the Hutch is bedevilled by the weather. When it was held in August or September it would rain; now we try April and it even snows! Saturday, 7th April was by no means an ideal day weather-wise and the pull of the Gileras must indeed have been strong to lure such a relatively large number of enthusiasts from their warm homes. At least it proves there are some enthusiasts left, something about I for one have had a few doubts in the recent past. While one was thankful for the meagre sun that managed to show itself for a lot of the day, that confounded wind can only be described as wicked. And it spoiled any serious attempts at lap records.

Having to work for my living meant that I couldn't make practice on Friday (is it not a bit of a retrograde step to go back to a two day meeting, even if it does make it easier for the organisation?), but I gather that I didn't miss anything at all. It actually snowed and they had to stop the lads circulating for a bit. Best lap was made by Derek Minter on Gilera number One in 1m. 56s. (90.84 m.p.h.) and John Hartle was a second slower and, surprisingly, Mike Duff and Dave Downer equal third, less than a second off the Italian multi. Tom Phillips shook more than a few people by putting up the best 250 time on the Greeves. 'Paddy' Driver had a disturbing moment when his gearbox seized. The beautifully turned out Tom Kirby Ajay was fortunately amazingly little bent and was out on Saturday and going splendidly. Ian Goddard broke the piston of the T.T.S. and he was one of many who didn't have their new CR93 Honda or T.S.S. Bultaco in the 125 race. But it's a right caper when riders come in covered with snow and with ice on the inside of goggle lenses!

Race 1—250 c.c. Spring Scratch: quite inadvertently this race was not inappropriately titled. It was a bit of a scratch, and a good one too, as far as Clive Brown, Bob MacGregor and Barry Walker were concerned. Initially it was John Ashworth from Wakefield who was fighting hard with Brown and Brian Davis. Then MacGregor and Walker arrived on the scene after relatively slow beginnings and first Ashworth and then

Davis fell back. Thereafter the three Nortons had a terrific scrap and, though MacGregor grabbed the lead three laps or so from the end, he was never secure with the other two attacking him all the way. At one time Don Watson looked as if he might join them, but he opted for a sure 4th berth, riding extremely well. Both Dennis Ainsworth and Bob Willatts made shocking starts, but both went like blazes (the latter making the best lap at 88.70 m.p.h.) to finish 6th and 7th. Rex Butcher was 5th. There were several keen battles down the field, too.

Race 2—Sidecar Scratch: magnificently though he rode after his year's lay-off, 'Pip' Harris couldn't surpass Florian Camathias in this one. Our flamboyant Swiss friend literally hurtled his oh-so-quick B.M.W. outfit around the place and stayed that tantalising bit ahead the whole race. Mind you, and no disrespect to Florian either, there was no doubt which was the neater! Of one thing I'm sure—Harris has NOT lost his touch. Colin Seeley was 3rd on his 'low' Matchless G50, having little trouble in staying ahead of Scheidegger and Chris Vincent who seemed way off form. Deubel packed up and so did Jack Beeton.

Race 3—500 c.c. Spring Scratch: a somewhat meagre field here, but another extremely good race. Right from the start Derek Lee took his G50 to the front and, even though Norman Price, riding in place of Cyril Wallis, caught him up and actually got by a couple of times momentarily, Lee was more or less on top. Then Rex Butcher joined them and by lap 8 things were hot indeed. By this time Tony Monk and John Somers, who were having a vast battle for 4th place, had been left behind and Dennis Ainsworth, who had struggled into 6th berth after another poor start, was stuck there. Lee had rather an odd line at Woodcote which left him coming out of the corner very wide. On the last lap he was in front going into the corner, but Butcher dived inside when the Matchless began to drift outwards and collared the race by 2/5ths of a second. By then Lee was sliding on to the grass and narrowly averted having a very big accident—most exciting. Price was a further 3/5ths away in third place. Brian Hornby was unlucky enough to lose his Norton at Club and have it go up in smoke.

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Race 4—B.M.C.R.C. 350 c.c. Championship: it was a pity that Tony Godfrey had the 'flu, Dan Shorey the gravel rash, Peter Middleton a bent 350 and Fred Fisher rather bad hurts following his nasty Mallory crash in this race. Nonetheless a good field was left. Mike Hailwood, having had to borrow back his old 7R—the Ducati 350 hadn't appeared—made no mistake about winning his first ever 350 race at Silverstone. He made a copybook start and led all the way; a typical effortless Hailwood ride. Behind him a scap developed that was in the best Hutch traditions, Mike Duff, Phil Read and 'Paddy' Driver, as well as Derek Minter. It was pretty fantastic. Duff managed to stay ahead most of the time, the Arter 7R visibly on the limit at Woodcote. Minter soon packed up—his exhaust system coming adrift. So did John Hartle with only 3 laps gone. But the three of them went on at it hammer and tongs until the very end when Driver fell back slightly and Read lost Duff a little, only to come right up on the run-in and fail to take second position by a fifth of a second. But even more fantastic was the scrap for 6th place. Quite early on Dave Downer had established himself in 5th place. But behind him Peter Preston, Selwyn Griffiths, John Cooper, Tom Phillips, Carl Ward and Joe Dunphy had a colossal tear-up. Not only was this magnificent racing, but it was enormously encouraging to see six of the new generation of likely 'stars' involved. Preston, going like the wind itself, managed to get onto Downer's tail and pinched 5th place from him by the end of 18 laps. One should also mention a fine ride by Ron Chandler and the best foreigners who were Agne Carlsson from Sweden and Gyula Marsovszky of Switzerland. But the winning speed was only 92.47 m.p.h.

Race 5—B.M.C.R.C. Sidecar Championship: after the last race I'm afraid to say the chairs were a bit of an anticlimax. Once again Florian Camathias made no bones about it and won by no less than 32 seconds from World Champion Max Deubel. Mind you, until the last lap 'Pip' Harris hung on like grim death; to begin with he was really close and I hoped we'd see a repeat of the colossal dice in this race two years ago. Then, at Stowe on the very last tour, the sidecar wheel collapsed and that was that. Deubel coped very well with his right handed sidecar and managed to

hold off Colin Seeley. Claude Lambert was a lonely 4th and an equally on-his-own 5th was German's Otto Kolle, also with his third wheel on the 'wrong' side. Fritz Scheidegger had sidecar trouble and so, for the second year running at Silverstone, provided a vast smoke screen and a 'hot bot' for his passenger, John Robinson. Chris Vincent also packed it in, but Jack Beeton borrowed a spare G50 outfit from Colin Seeley and Tony Wakefield brought the Harris 'kneeler' B.M.W. into 7th place at his first attempt on it.

Race 6—B.M.C.R.C. 125 c.c. Championship: dear me, what a lot of non-starters and what a processional affair compared with the 350's. Takahashi who should have replaced Redman on one works Honda never appeared on the grid. Robb had a production racer, so did Ulsterman., Ralph Bryans. So the only 'works' bikes were the E.M.C.'s, and Inchley on one didn't last long. So this left Rex Avery way out ahead with no opposition to trouble him. Tommy Robb was second and Bryans third, the Hondas sounding well, but not unduly impressive. Don Chapman—he's been racing at Silverstone since 1950 when he won a Clubman's race on a Douglas—went very well on a Bultaco, but it seized on him at Copse and threw him heavily. So only Dave Simmonds on his Tohatsu twin and Sweden's Agne Carlsson with his Bultaco, 4th and 5th, were unlapped by Avery; as was Bob Minster, 6th. Ivor Trick and Peter Jordan, G.P. Ducati and twin-cam M.V. respectively, duelled for 7th berth.

Race 7—Daily Express Trophy and B.M.C.R.C. 500 c.c. Championship: once more was then heard that sound which, five years ago was familiar; at least at all the World Championship meetings. The music, such a word is legitimately used in the context I think, of a Gile, 4: two of them, in fact. For this thrilling sight we must thank, most of all, Geoff Duke. It was indeed a wonderful heart warming sight to see the two red and white 'fours' pushed on to the grid—Minter No. 1 and Hartle No. 2. But at the end of lap one it was neither of the two in the lead, but a Norton, number 4, Phil Read going like hell. For two laps Phil held off Derek and then the superior power of the 'Gillie' told and it went past, snaking badly. Minter steadily built up a lead till he was about 13 seconds in front. Meanwhile Hartle was having rather a rough time of it because, though

he was soon 3rd, he had great difficulty in passing Read. While he could get past the Norton on the straights, he was being 'done' on the braking and the cornering. Time and time again Read would dive by on the inside at Stowe and be almost level as they went out of Woodcote. Towards the end of the race, however, Read developed an oil leak and lost the tow—lost it when both of them had to lap slower riders—and so had perforce to settle into a fine 3rd place; far and away the best Norton present. Mike Hailwood was an unobtrusive 4th on a Norton that didn't appear to be anything very fabulous. Joe Dunphy was a very fine 5th, but Mike Duff couldn't better 6th place this time on the Tom Arter Matchless. After an excursion on to the grass at Cope on the first lap Dave Downer got the Dunstall Dommiracer wound up to no mean purpose (remember, it had lapped faster than any of the Manxes in practice) and went from last but one to 11th in a matter of 7 laps. Then the primary chain broke! Dave Degens, John Cooper, Derek Woodman and Dave Williams were also seen to be going well. Marsovszky was very good indeed, too—finished 9th.

Race 8—B.M.C.R.C. 250 c.c. Championship: non-starters hit this event even worse than the 125's and, again I'm afraid, it hardly provided a very inspiring spectacle. Mark you, there was a certain rider, one Jim Redman, around the place on a Honda 4 and he broke the lap record a few times to keep things going. This year the Japanese multi was far more impressive round Silverstone and Redman did a lap at 93.59 m.p.h., two miles up on the old one. A game second was Mike Hailwood on the desmo Ducati twin which still doesn't seem to be the easiest of bikes to ride. A minute later Ralph Bryans crossed the line on Fron Purslow's old single cylinder Benelli (needless to say the 'four' hadn't materialised) and a further way behind him came Brian Clark on the Aermacchi, the only other rider unlapped by the winner. Poor Stuart Graham had cruel luck; he was lying a good 5th and was in fact catching Brian up when, on his last lap, his motor began to seize and he had to stop before it was wrecked. And what of the amazing Phillips' Greeves? Well, it, too, started to seize, but not before it had laid 4th with ease and was chasing the Benelli hard and lapping at

nearly 88½ m.p.h.! Also very well up was Robin Good on the Ariel; alas, that retired, too. Derek Woodman was 5th, chased hard by Chris Vincent, whose solo performance surpassed his three-wheeled ones, but Trevor Barnes took it steadily on the ex-Wheeler Guzzi and the Yamaha of Dave Degens wasn't fast. There were many retirements.

I must say that I've seen better racing at past Hutches. While no one could cavil at the two 'less fast' races and the 350 big 'un, the two lightweight affairs weren't up to standard (it could be argued, with justification, that they seldom are) and really you know, for all their spectacle, which I do not deny for one moment, the chair events seldom produce close racing—I shall never forget that Camathias/Harris scrap in 1961. One was gratified to see a goodly number of spectators, presumably the Gileras were largely responsible. I hope they won't be put off from coming next year by the Silverstone mud! It was pretty awful round the back of Stowe and down to Club. The special trophies were won as follows:—

Mellano Trophy—Jim Redman, 249 c.c. Honda.

Daily Express Trophy—Derek Minter, 499 c.c. Gilera.

A.M.C. Challenge Trophy—Derek Minter, 499 c.c. Gilera.

Avon Trophy—Mike Hailwood, 349 c.c. A.J.S.

Dunlop Trophy—Jim Redman, 249 c.c. Honda.

Geo. Reynolds Memorial Trophy—John Hartle and Derek Minter, 499 c.c. Gileras.

Dennis Lashmar Trophy—Florian Camathias, 493 c.c. B.M.W.

Rickard Trophy—Will be announced later.

1963 B.M.C.R.C. Championships:

125 c.c.—Rex Avery, 124 c.c. E.M.C.

250 c.c.—Brian Clark, 246 c.c. Aermacchi.

350 c.c.—Peter Preston, 348 c.c. Norton.

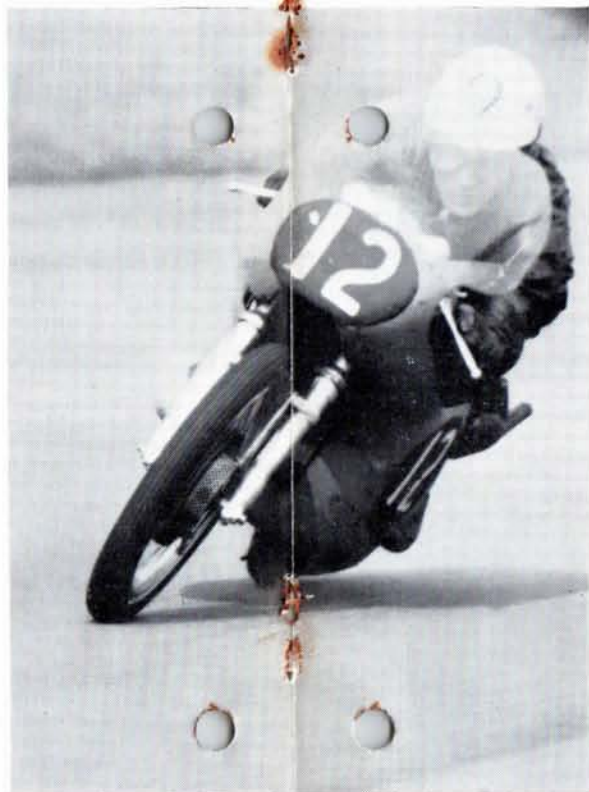
500 c.c.—Derek Minter, 499 c.c. Gilera.
S/Car —Tony Wakefield, 492 c.c. B.M.W.



Gilera number One—Derek Minter

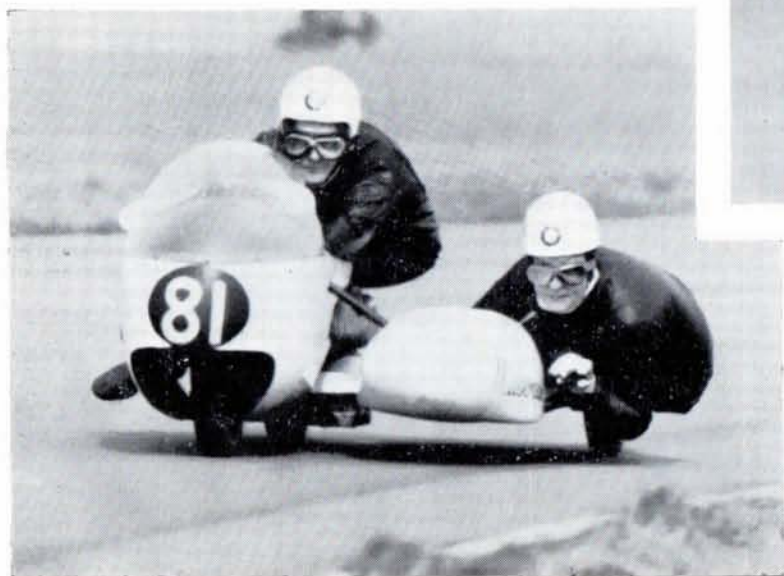


Gilera number Two—John Hartle



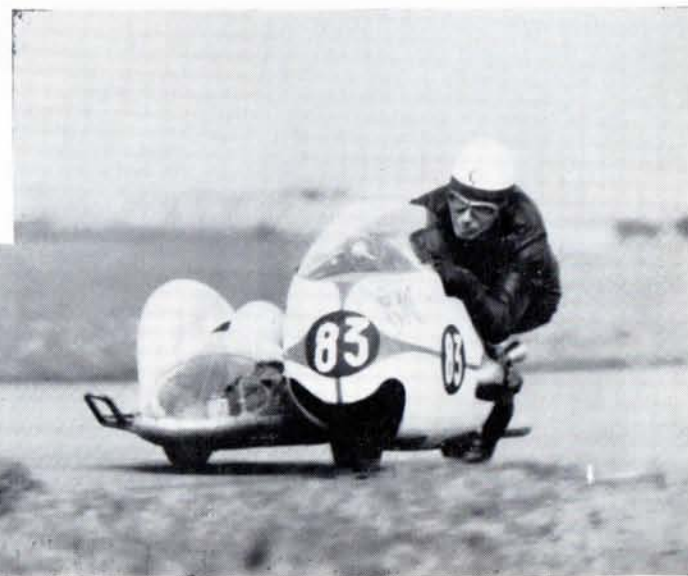
No query about 125 c.c. winner
Rex Avery surely?

A left hander at last—Max Deubel and
Emil Hoerner, World Champions.



(all photos by Brian Curtis)

Elegance on three wheels—'Pip' Harris
Harris and Ray Campbell drifting.



Had a most interesting letter t'other day from Alex Kimber whom a lot of you will probably remember at Brands and the Palace, especially, with a 250 Norton (a Rudge, I think, before that in the lightweight class) and a 500 in which, if I recall aright, a Triumph twin motor featured. Alex went out to Australia last year and he seems to be settling down well and enjoying himself a lot. I rather think, however, he misses the racing and the sort of motor cycling that we have here. I have various messages for various people connected with Brands from Alex. At present he is seeking gold in some disused mines in New South Wales. I gather it's rather lonely, but he's met up with two Aussie scramblers who've been to Europe. News of another Member—I hear from my grapevine that John Green of Letchworth has supplemented his beautifully prepared G50 with an Aer-macchi, the one owned by the unlucky Australian Dene Schuppan. Mike Cook and Ron Gardner—Mike is the Brighton group organiser in the winter months and Ron has a desmodromic Honda Benly racer which Mike rides—have bought a most fascinating 125 Mondial. It is an ex-works machine and was ridden, once upon a time, by Provini. They tell me that it only has six speeds; the seven speed devices are only provided for people like Villa. It should have appeared at Brands on Good Friday, but the big end was suspect after a short practice gallop and it went back to Bologna in double quick time. Their stable also comprises, besides the Honda and the Mondial, a 125 G.P. Ducati (Mike says this one steers to perfection) and the very NSU Sportmax which Hailwood once owned (Mike thinks this one is a bit of a "camel" and it has a violent front anchor by all accounts, too). A most interesting equipe!

Well, the season has started with a vengeance now and, as I write, I am in the throes of putting in quite a mileage on SS 650 (running it again, actually, following the fitting of new big ends—I think even less of Nortons now!). The novice meeting at Brands was a chilly affair and, I thought, not as good as previous ones. There was some questionable riding and an incident in the last race which could have had very serious consequences. Fortunately the gents, concerned sorted themselves out

without having a 'shunt.' The rider who impressed me most was Terry Vinicombe, in whom 'Cabby' Cooper has taken an interest, who won the Sidecar Scratch race. Two weeks later he again impressed in the handicap event at the Good Friday 'do' at the Kentish course. I would say that here is a three-wheeler combination destined for higher things in the not too distant future. I hope so.

The Hutch is covered fairly extensively elsewhere in this issue, so I will not dwell overlong upon it. I must say that, speaking personally, I have seen better Hutches racing-wise. Not that the racing was bad by any means—the two 'slower' big solo events were as good as heart could desire and the incredible battle waged twixt Dave Downer, Peter Preston, Carl Ward, Joe Dunphy, Tom Phillips and Selwyn Griffiths in the fast 350 race was one of the most wonderful scraps I've seen for a very long while. It would seem that Peter Preston is fast emerging one of the stars of the near future. He eventually finished 5th in that race and was lying well placed in the corresponding 500 event when the big end went. I was also most impressed by the 500 ex-factory Dunstall Dommiracer. It goes like the wind and it was cruel luck on Downer that the primary chain snapped when he had gone right through the field from last to 11th in about 7 laps. But it has to be faced that the two lightweight races (the 250 is my two favourite class) were far from inspiring, particularly, I thought, the 125. In the bigger one there was at least the smooth elegance of Redman on the impressive sounding Honda 'four,' Hailwood battling with that 250 Ducati, the neatness of Brian Clark and Stuart Graham on the Aer-macchis (though Stuart had a horrible wobble on Woodcote once) and the amazing speed of Tom Phillips on the Greeves racer, till it began to seize. The two Gileras did the trick, of course, as far as the attendance was concerned and it was thrilling to see and hear them again. One had begun to wonder whether, but for that isolated occasion last year at Oulton, one would ever see them again on a race circuit. Well, we have now done so and may the Lord bless Geoff Duke for bringing it about. Perhaps because everyone expected a little too much of them—after all they had been out of

racing for five years. Minter had hardly ever ridden a 500 'four' before and Hartle had been out of the saddle for 18 months—I sensed a slight anti-climax about their performance. True Derek won and John was second, but Phil Read very nearly put the cat properly amongst the pigeons. The handling was decidedly dicey, both bicycles snaking and wriggling on Woodcote most noticeably. And the speed of the race wasn't all that marvellous either.

So I went to Brands greatly interested to see what would happen when Hailwood produced an M.V. for some real opposition. Alas, it seems that a Gilera/M.V. battle on mainland soil is to be denied us. I didn't see the M.V. in practice, but did hear tell that it wasn't going too well. The 'Gillies' were handling much, much better, as was clear for anyone to see who had been at Silverstone previously. Then Mike goes and drops it in that fabulous 350 dice and cannot ride the M.V. anyway. So the question remains unanswered still. In the second race Minter went superbly well, so did Hartle. But, as a race, it wasn't terribly inspiring—'a dull procession' was how Bill Boddice described it to me afterwards and I don't think he was far from wrong. The 250 race posed a rather interesting question in my mind. Until it gave up the ghost, Derek Minter's Cotton Telstar was in the lead. Thereafter, Brian Clark led nicely, but, behind him, Reg Everett on an unstreamlined Greeves Silverstone did mighty battle with the ex-Arthur Wheeler Guzzi in Trevor Barnes' hands and beat him to the post. He had Aermacchis (some new), a Ducati twin and expensively imported Adlers, etc., astern of him. Now the Greeves can be had for £285 and it costs many more shekels to acquire some of the other things I've mentioned. I'm not engaged in an advertising "plug" for Greeves Motor Cycles, but it makes you think, don't it?

The other two Easter meetings I visited were Snetterton and Oulton Park. As usual the ride back from the latter was a bit of a nightmare, though the traffic was not as bad as last year. But the Dommy decided to play up again and was making a decidedly odd noise by the time I got home. Snetterton was rather miserable; the weather spoiled what might well have been a good open meeting with Minter and Hailwood absent. I've said this before I know, but

I was most impressed with Selwyn Griffiths' riding. He was within an ace of beating Mike Duff in the 350 final. It is good, too, to see one or two of the Continental solo riders making more of a mark at our meetings. It has always rather riled me to see gentlemen from the other side of the water who have been paid 'start gold' running a poor last! But riders like Sven Gunnarson, Gyula Marsovszky, Walter Scheimann, Agne Carlsson, Lennart Hogberg and Jan Brening are no slouches—Marsovszky in particular has improved out of all recognition. Oulton was good and that 250 race quite one of the best I've seen for a long, long time. Robin Good's performance on the Arrow was magnificent and, what was more, it lasted the whole 19 laps. Brian Clark beat him in the end after one quite sensational passage of Knickerbrook—Brian is usually so wonderfully neat! Still his is the one Aermacchi which consistently seems to finish; he had a fine Easter weekend with his two wins and a second. And how splendid to see 'Pip' Harris in such excellent form; first the Hutch, then Brands and then the excellent win at Oulton.

Finally, before I close down for this month, two moans; both connected with the Snetterton meeting. I thought, and I wasn't alone to judge by other spectators about me and the comments they made on the subject, that the admission charge of £1 for 'bikes was pretty monstrous. I would have thought that, if anything was calculated to put people off a meeting and a circuit, it would be this sort of thing. Motor cyclists generally are not the most pecunious of persons, but there are still a great many of them who are keen and want to go to meetings. I guess, though, they won't be so keen on a 'quid' a time plus a programme, plus the cost of petrol to get there. And then there was the commentary. Now I know I'm treading on dangerous ground here and laying myself open to criticism of being a big 'ead, sour grapes, etc. Well, I'm not a big 'ead, I hope, but the commentary is so important to a meeting that it can go a long way to making or marring it. I'm afraid that that given at Snetterton was just not with it. I know the difficulties and pitfalls of this particular occupation; I know, too, that you cannot please everyone. Heaven knows, I know what hell

(continued on page 88)

Strictly speaking the title to this little piece isn't true. Neville Higgins wrote me a most interesting letter and told me a lot about his lovely 998 c.c. Vincent sprinter—he calls it 'The Heap'; I don't know how he can—just look at the pictures! So most of the words and all the 'gen' come straight from Neville.

The Vinnie was purchased in Brighton in 1959, a 1948 Rapide in B series trim, but with the girder forks fitted with the Woodhead-Monroe conversion. It got its name at purchase because 'every bit that moved was clapped out and a good many more bits that weren't supposed to move did.' It was used on the road for a while and grew a pair of Beesa teles and a Goldie front wheel mit 8 in. front anchor during this period. But, alas, nemesis finally overtook it and the mag. pinion stripped and it stopped—for good, until restoration work was undertaken. At this stage Neville decided that it should be prepared for the sprints and the hills. So he went to work.

By the time the first event came along a new machine had emerged from the Higgins lair. The con rods were carefully polished and the flywheels lightened and balanced, the bottom half of the motor then being put together with the greatest care. 12.5:1 pistons were fitted and new front heads used with the inlet ports opened up to 1½ ins., but with standard valves. Two G.P. carbs. of the same bore were employed with remote float chambers. The valve gear, often a source of trouble with Vincents it seems, had a lot of attention paid to it. Mark 2 cams were used with the cam followers and rockers lightened as much as desirable. The lubrication of the valve gear has to be just right otherwise the cams and followers get chewed to bits, so this was a problem which took quite a few hours of Neville's time.

The transmission calls for no special mention. It is standard Vincent, though the clutch was carefully set up. Apart from the forks and front wheel the cycle parts were not largely altered, though the seat was fully sprung, softer springs used in the rear suspension with a stiffer Koni damper. The rear brake was re-positioned

on the nearside and the rear sprocket mounted on an alloy plate. After a few meetings a better, racing-type seat was fabricated and fitted. For a first effort on the part of its owner it was pretty creditable and by the end of the '61 season of straight line motor cycling the name N. Higgins was by no means unknown.

It was quite late—there was another iron in the fire for a lot of the winter tuning time—before 'The Heap' was given attention for the '62 season. Nothing was done initially to the motor. Such mods. as were made affected the front end with a new steering head and the forks shortened, 2 in., to suit. The head angle was now 65° (standard 60°). Oil was now contained in a tubular upper frame member. A D.M.D. full 'dustbin' fairing an Avon 18 in. slick rear tyre completed the picture and what a picture. On more than one occasion Neville even beat George Brown. At Brighton 'The Heap' did the kilo. in 102.6 m.p.h. and won its owner an N.S.A. 'Silver Star.' Quarter miles were often covered in below 12 seconds. During the season new heads with 1¼ in. inlet ports were fitted with appropriately bored G.P. carbs. to match. No very great increase in performance resulted from this piece of further tuning and, in fact, for a while the bigger carbs. were used on the old heads with perfectly good result. For 1963 a swinging arm rear end has been grafted on (to improve matters on the bumpier hills) with Girling suspension units. Cam experimentation has not produced the intended result, but I see that he made b.t.d. at Queensferry on the 30th March. So things cannot be as bad as all that!

It is of interest to note that the machine has always run on methanol and has only had one complete strip-down. That was in December 1962. In addition a mid-season, lifting of the heads for a check-over and a valve grind has been given. The results of Neville's painstaking labours speak for themselves. They are just magnificent and most merited. Now I hear that he has a 'blown' one on the stocks.

BLAKE OSBORNE

It is with great regret that I have to record the passing of Blake Osborne from Brockley, South East London, as a result of a crash at Silverstone during the 250 c.c. race at the Hutch last month.

Blake had concentrated on the southern circuits, though he had made his Manx G.P. debut last September on a 305 c.c. NSU. His record at the Crystal Palace and Brands Hatch was a fine one and his Clubman's appearances at Oulton Park were no disgrace. One ride of his partic-

ularly sticks in the mind last year at Brands. Riding his 250 NSU Sportmax he ran away with the 250 event in a Minter-like fashion and finished a third of a lap ahead of anyone else. He also had two wins in one day at the 'Palace, on the NSU and a 7R Ajay.

To his wife we extend our deepest sympathy in her tragic loss. We mourn the passing of a fine rider, who, like so many more before him, will be sadly missed from the circuits. W.G.T.

GROUP NEWS

Mike Robinson tells us that his group had a visit from Guy Tremlett at their April gathering. He arrived, complete with 75 c.c. Capriolo and no rear light, and nattered racing etc. the whole evening through with a dozen or so regulars. Meetings will continue during

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I've gone through sometimes doing a commentary. But any organiser ought to make as certain as he can that his commentator(s) are up to the mark and know what they are about. Mark you, a lot of the trouble at Snetterton is the p.a. system, which is bad. We, that is Eddie Fitch, Les Clifford and myself, have found that out! One hopes that, with the new management up there, something will speedily be done about it. And the lavatories! And please, new management, think again about those motor cycle charges.

the summer, by common consent, the next one being on May 13th. Subsequent ones will be decided at the previous gathering, but Members and friends who want further information can contact Mike at 39, Chelwood Avenue, Hatfield.

(continued from page 89)

causes it to swell from .214 - .216 to .249 - .250. Here again there are umpteen possible faults and combinations of faults.

Well, at last we have that bolt, and what a simple thing it looks. This is only half of the work involved and is only intended to show a part of what really goes into a screw or bolt. It is nice to look at a 'bike and see no bolts with round corners or chisel marks, screws with slots that have been used properly and not abused. In our game your neck may depend on a screw or bolt.

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When one walks round the Paddock, there is always to be seen an array of beautiful machines, wonderfully thought out and executed. But just take the screws and bolts out and the masterpieces become heaps of metal! Screws and bolts seem to be the most ill-treated items on any machine. They are hammered, filed, bent and stretched. Their slots are usually transformed to most fantastic designs. How many mechanics give a thought to the fact that screws and bolts are precision products, subject to limitations, just like a piston. The amount of work and technical know-how that goes into them has to be seen to be appreciated.

A screw or bolt enters the factory in the form of coils of wire, hot or cold drawn, heat treated and annealed according to the quality required. The dimension of the wire will be to within $1\frac{1}{2}$ to 2 thou. of the required size; less for the smaller sizes of screws. These coils weigh from 100 lbs. to 200 lbs. and are loaded on to spools similar to those used by the G.P.O. line men. The wire is fed into the machine via two rollers and a hardened steel bush which only just allows the wire to pass through. This is the start of the 'heading operation.'

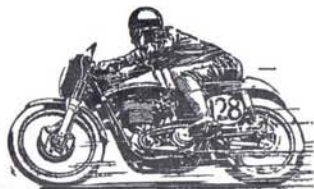
Heading machines come in various sizes; from tiny things up to big hairy monsters, complex and sensitive. They are a tuner's delight if you are 'with it' and a headache if you are not. The principle is like a motor converting circular motion to straight except that in this case, the piston is square with the added complication of another square piston sliding across what would be the crown of the other at 90° to it. On this are fitted two punches for rough shaping and final shaping. Facing these in the bed of the machine is a die, the exact size and shape of the screw being made. A piece of wire of the correct length is sheared off and fed to the die and here the screw gets its first 'belt' from the rough shaping punch, followed by another from the second and is ejected into a container under the machine. That is the operation condensed, but the screw is now headed. There are six different faults here. All this takes place at the rate of 90 per minute to 270 per minute depending on size.

The blanks now go to the next operation; screws to the slotting and bolts to

the shearing departments. The shearing machines are similar to the heading machines in concept, but comprise only of one die which is hollow, hexagonally shaped, and of the appropriate size to suit the shank. For the third time in its life the bolt is 'clobbered' as it is sheared to size, having been headed round in the first place. This operation is also held to within limits of $1\frac{1}{2}$ to 2 thou. This way a mechanic is saved the job of grinding a spanner to fit each bolt. The next operation is slotting (machines again ranging from 50's to unlimited!). The limits are also tight—most drawings read tolerance $+/-0.005$ in. on slot depth! There is a different width and depth for every size of screw. The faults in slotting are nine in number and a possible combination of several together. The blanks are placed in a revolving drum called a hopper which feeds them on to a chute and down a pair of rails to the dial. This is a circular steel disc with grooves at equal distances around the edge to take one blank at a time. This dial feeds the blank under the cutter that makes the slots, which in the case of the latest electronic slotters, turns them out at 720 per minute. After passing the cutter, the blank reaches a deburring attachment which removes the burrs caused by slotting.

After all this work we still only have a blank with a slot in it. So the next operation is the threading. Generally threads are rolled into a blank, except in special cases where the threads are done on a capstan or screw cutting lathe. Thread rolling is not generally understood, so an outline will help here. The wire to say a $\frac{1}{4}$ in. Whitworth will be .214 to .216. After threading it will be .249 to .250. This is achieved as follows. The threading machine is similar to the heading machine, but in place of punches we have a pair of oblong steel dies with the required thread form on one face. One die is fixed to the machine and the other to the previously mentioned piston. This moves backwards and forwards past the fixed half. The gap between the two is adjusted to suit the thread size being produced. On the forward stroke, the blank is gripped and rotated between the two. The thread form on the dies makes indentations on the blank, which are the threads, and

(concluded on page 88)



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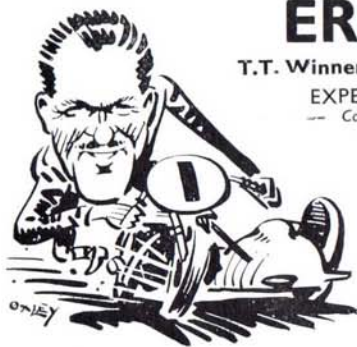
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1959 B.S.A. 350 c.c. road racer; 5 gallon alloy p/tank; centrally mounted oil tank; alloy engine plates; engine and gearbox completely overhauled, no expense spared; spares include sprockets and fairing—£120 or will exchange for modern road machine. V. F. Duckett, 10 Delphene Avenue, Norbreck, Blackpool, Lancs.

E.M.C.-Puch 125 c.c.; fast and reliable and immaculate; independent oil system to pistons; must sell; first £75 o.v.n.o. M. Beames, 'Craig End,' Long Wittenham, Berks.

1936 500 c.c. Hartley Ariel; Albion 4 speed c.r. box; Excelsior Manxman frame; Dudley-Ward twin cam f/brake; alloy rims and Dunlop racing tyres; 6 gallon Fi-glass p/tank; finished in black/b.r.g. with £20 of chrome plating; ready for use; fast; can be seen at any time; offers. B. F. S. Norman, 'Hollowdene,' Cronks Hill Road, Meadvale, Redhill, Surrey. (Tel: Reigate 43847).

50 c.c. Maserati frame and cycle parts with Fi-glass fairing, p/tank and seat in full racing trim; Itom motor, partly tuned, fitted; machine three quarters finished; cost £110 last year; first person with £50 gets it. D. V. Doyle, c/o 194 Walm Lane, Cricklewood, London, N.W.2. (Tel: GLAdstone 8347).

1958 500 c.c. twin plug Manx Norton; fairing; spare tank and carb.; £220 or take over h.p. payments with cash adjustment. D. L. Halloway, 75, Fairview Rd., Wokingham, Berks.

250 c.c. racing Velocette; all alloy MOV motor; KTT gearbox and front brake; ready for season—just rebuilt; with fairing and sprockets; genuine 110 m.p.h.—£70. Frost, 130, Hall Lane, Chingford, London, E.4.

Road machines

1959 Triumph Bonneville; recent rebore (to + .20) and new big ends; good tyres and chains; tools, mirror and carrier; blue/black finish. £100 for quick sale. D. V. Doyle, c/o 194 Walm Lane, Cricklewood, London, N.W.2. (Tel: GLAdstone 8347).

Spare Parts, etc.

The following parts for 1959 Triumph Tiger 100—dual seat (25/-), l.h. silencer (15/-), Nacelle top less speedo. (15/-), rear mudguard (£1), firing harness c/w regulator (15/-), standard and Clubman h/bars (10/- each), dynamo (10/-), tool box (10/-), gear lever (5/-), timing cover (15/-), brake pedal (5/-), standard foot-rests (5/-), or the lot for £10. M. V. Warrington, 35, River Walk, Walton-on-Thames, Surrey.

250 NSU Max engine; Mike Erskine modified head and barrel; will take 1½" carb; brand new gasket and oil seal set and oil seals; factory manual; needs big end—£10 o.n.o. R. Gauntlett, 81, Timbury Crescent, Bedhampton, Havant, Hants.

Velocette Viper spares, viz. k/start blanking-off plate—15/-; TT9 carb, slides 3, 5, 6—5/- each; clutch and f/brake controls without levers—5/-; pillion 'rests'—5/-; tank strips and knee grips—5/-; set of scrambles number plates—7/6. W. Jenkins, 61, Pemberton Road, Llanelly, Carmar.

Twin S.U.'s. for Ford 100E; little used—£7 10s. o.n.o. Pair of A7 S/S mudguards—£1; tool box—5/-; e/pipes and silences 15/- each. M. Beames, 'Craig End,' Long Wittenham, Berks.

For CSR A.M.C. twin, viz. standard 8.5:1 pistons, camshaft, h/bars, oil tank covers, 'rests and r/brake assembly, centre stand and K2F mag. (done 1,000 miles). Offers. D. V. Doyle, c/o 194, Walm Lane, Cricklewood, London, N.W.2. (Tel: GLAdstone 8347).

Manx 5 gallon Fi-glass p/tank; good condition—£6. D. F. Edwards, 23, Corbett Road, Walthamstow, London, E.17. (Tel: COPpermill 6237).

Parts for 1959 Royal Enfield Crusader, viz. chrome rear mudguard—3/-; ty front ditto—£1 and 7/6; dual seat—50/-; fairing in fair condition—5/-; two 3.25 x 17 in. rims (chrome)—£1 each; two 3.25 x 17 in. ribbed road tyres—30/- and £1; two 3.25 x 17 in. studed road tyres—30/- and 7/6d. C. B. White, 'Seleta,' 10, Windermere Gardens, Totton, Southampton. (Tel: Totton 3637).

Triumph spares—front and rear mudguards and p/tank for '55-'58 T110;—£4 10s. the lot o.n.o. nearly new Avonnoire fairing—£4. Britax front crash bars—30/-, Legshields—15/-. Some 3.50 x 19 in. inner tubes. G. E. Brackley, 132, Lancaster Drive, Elm Park, Hornchurch, Essex.

Large selection of NSU Supermax spares in good condition and at a reasonable price. Also Ducati-type 'twin' silencer and 2.75 x 19 in. rear road tyre. B. R. Sullivan, 188, Fawcett Estate, Upper Clapton, London, E.5.

For 1957 7R A.J.S.—front wheel complete with spindle, 2 l.s. brake and 19 in. alloy rim—£17; rear wheel ditto with alloy 58t sprocket—£17; forks complete—£15; all these in excellent condition and not bent in any way. Standard Manx Norton alloy p/tank in very fair condition—£12. 1957 Manx Norton oil tank; undamaged—£4 10s. 0d. 1947/8 s/k 79.62 x 100 m.m. Manx Norton motor (499 c.c.); in perfect condition; once raced by Denis Parkinson—£25. Two GP5 carburettors 1½ in. bore with 15 degree nozzles; only used for two sprints; cost £36 7s. 0d. the pair, but offered at £13 each or £25 the pair. WM3 18 in. alloy rim (Dunlop); suit Manx Norton—£3. Frank Williams, 63, Longridge Avenue, Saltdean, Sussex. (Tel: Rottingdean 3280).

One pair of Ariel Arrow racing wheels with Dunlop 18 in. alloy rims and racing linings—£16 the pair; Arrow rear sprockets, 45t and 47t—30/- each. Pair of used Dunlop racing tyres, 2.75 x 18 in. front and 3.00 x 18 in. rear—£1 each. Triumph cast iron head; 500 c.c.; new valves, springs (racing), guides, seats, etc.—£4; gearbox complete for 5T sprung hub frame—£2 10s. 0d.; also oil tank for ditto—10/-. Graham Wallace, 95, Purcell Road, Bell Green, Coventry, Warwickshire.

Clothing

Belstaff Trialmaster suit; 38 in. chest—£6 o.n.o. Ladies suit by Armadrake, 36 in.—£3. Both as new. E. Roper, 20, Pembroke Close, Maidenhall Estate, Ipswich, Suffolk.

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Fibreglass three gallon p/tank, racing seat, fairing, clip-ons, levers, rear set 'rests, controls, etc., for Norton Dominator; to be delivered Swansea. Write, airmail please, to Cpl/T. Baxter, Corporals Club, R.A.F. El Adem, Libya, B.F.P.O. 56.

1½" Wal Phillips fuel injector; Norton or G50 front number plate and flyscreen. D. V. Doyle, c/o 194, Walm Lane, Cricklewood, London, N.W.2. (Tel: GLAdstone 8347).

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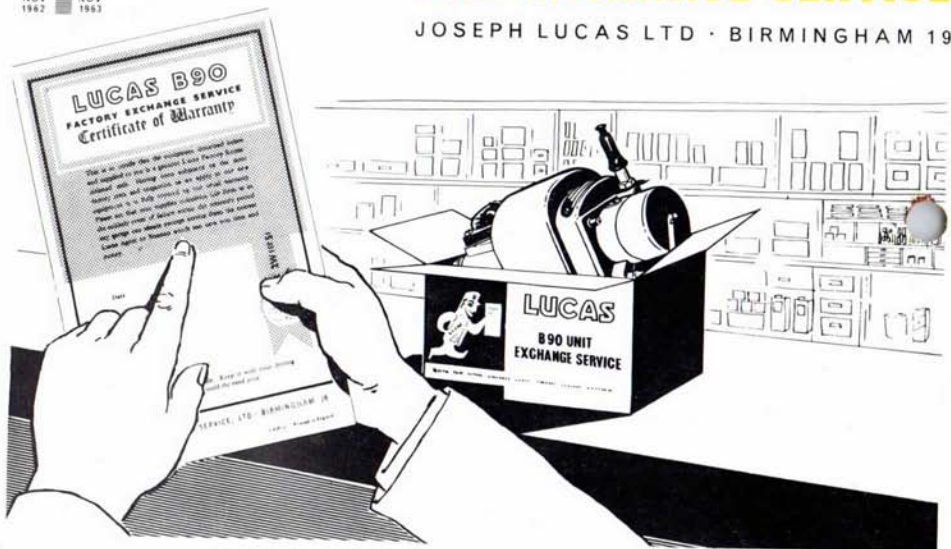


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