

Bemsee



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BRITISH MOTOR CYCLE RACING CLUB



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Editor : Guy Tremlett

THE CLUB

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EDITORIAL

While we are certainly not going to offer any comment on the paragraph on page 172 by our Chairman, Lionel Cheeseright, we would merely ask those Members who may be interested to get in touch with Mr. Cheeseright as soon as possible. Needless to say it would be quite useless for anyone to apply for the job of Secretary who has not got the necessary knowledge plus, and this is vital—we know from our own experience!—any amount of enthusiasm and capacity for hard work and long hours. We only hope to goodness that we find a Secretary soon who will be permanent. All this changing around does no good to the Club and its administration. No decision yet has been made about the new Editor. So there is still a short while for further applications for this task, too.

While on this subject, or at any rate something not far from it, we want to have a few thoughts aloud on this matter of voluntary aid in the Club; all the marshals and other officials at the race meetings, for instance. We state this as a fact. Too many of these wonderful people, who give one hell of a lot of their spare time to the Club and its activities and all free of any pecuniary reward, become taken for granted. Mind you, it is probably the same through life in general—dreadful commentary on human nature and the way it works! But there come a time when people, however kind hearted, good natured, willing and long suffering they may be, have had enough and say to themselves: 'well now, what the hell am I doing all this for?' And we don't blame them one little bit. We do not propose, of course, to mention any names, though we could well do so. But it does not see right that the services of these people should be taken for granted. The inevitable result will be that they will get completely fed up and cease to help the Club. Not only would this be a first rate disaster for the Club, but a pity from the personal angle, too. This state of affairs affects most clubs, of course, but it is nonetheless a very real problem for B.M.C.R.C. By way of conclusion to this particular paragraph may we say thank you very much to all our voluntary officials.

EDITORIAL NOTICE

The Editor welcomes contributions from Members for publication, subject to their being of interest and conforming with the dictates of legal necessity. All photographs sent for reproduction should be accompanied by full details of the subject. If return of photographs is required, this should be clearly indicated. All insertions for the "Mutual Aid" column MUST reach the Editor by the 15th of the month previous to publication and should be accompanied by the advertisers' FULL postal address and membership number. Please keep advertisements as much to the point as possible. There is no charge made for such insertions to paid-up Members of the Club. All, repeat all, correspondence, including the above, should be addressed to the Editor at 10, The Chestnuts, Gwydor Road, Beckenham, Kent—telephone BECKenham 5172. The Editor takes every precaution to ensure factual accuracy and freedom from error in the production of "Bemsee," but cannot hold himself responsible for such mistakes as may occur.

Many, many words have we written in this feature on the subject of novice and like meetings. Doubtless many more will be written in the future by whoever follows in our footsteps. But we were very sorry to read in one of the 'books' the other day that Prees Heath is in danger. Apparently a few local idiots have been belting round the place and, of course, caused the local residents etc. to complain; quite justifiably, no doubt. Thus do we see the old, old pattern unfolded. The thoughtless, stupid minority ruining everything for the sensible, decent majority. If this circuit does go, then the situation for the 'boys' will not be happy. With this Club apparently unable to get any more Club meetings than those it runs already and the so-called 'big time' circuits allowing a measly one non-expert meeting a season, we would think twice about starting to race if we were currently contemplating such a move. We've said this before, but something has got to be done and done right now. It is no use having unions, or whatever else you like to call them. The basic need is clear for all to see. We are not concerned with those meetings where the entry is virtually the same every time and where a few works runners get paid a lot of money to appear and then win the prize loot, too. We are concerned with meetings for ordinary racers, no matter what bicycles they have. As far as the Editor is concerned he states, here and now, that he would be prepared, if a suitable circuit could be found, to run a club on the lines of those that operate at Prees Heath. Indeed that is about the only thing which would tempt him back to have anything to do with motor cycle racing on any sphere other than that of a spectator. If there are not enough of these meetings, eventually there will be dearth of good riders because that is where the world champions of tomorrow come from. Quite apart from the overriding consideration of the riders themselves, there are the points, also, that such meetings are usually pleasanter to organise and better to watch; viz. Trophy Day, 1963.

We have our last meeting of 1963 at Snetterton on Sunday. Unfortunately, due to circumstances entirely outside the control of the Club, the meeting is not what it was planned to be. It would probably be politic to say no more on this score except to comment that from one point of view, anyway, it is a blessing, if in disguise. At least the meeting will be a purely Club affair which we, at any rate, will enjoy more. Anyway lets hope that last year's brilliant weather is repeated—we rated last year's Guinness Trophy as one of the three best meetings we had ever attended.

For those that like you can now get your Dinner tickets; a form is enclosed for that purpose herewith. May we also remind you that there may be an active social group in your area. We should like organisers of these groups, and any new ones, to communicate their news each month, before the 15th please, to the Editor so that we can give space to their efforts and their group activities.

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Bemsee was barely affected by the present restriction on the use of the Pits at Silverstone for this meeting. I imagine, however, that access to this part of the course was limited; I've never seen so few people therein! The weather was far better than it could have been, too. If one had believed the forecast that day, one would have hesitated about even going, I think. There was rain, but it was short and sharp and the track dried quickly.

Of practice I saw little; only the production period, in fact, wherein John Bowman was going fantastically fast with that Bonneville and both Graves and Dixon were not exactly hanging around on their 650 SS Nortons. Ottewell's hastily acquired Aermacchi Ala Verde holed its piston (bad luck this—he had bought it the day before because his Honda CB72 had been hit up the rear by a clot in a van the previous weekend) and non-started. One Norton was so slow that it was hardly believable and nearly had one of the big Vinnies in real trouble at Woodcote. Thompsett's little Triumph Tiger Cub was surprisingly quick on Woodcote.

Race One—50 c.c.: the only race not over-subscribed and unlucky in that, as the runners emerged to the grid, the heavens opened and quickly everything was soaked. Nonetheless after one lap Jim Pink (Honda CR110), Phil Horsham and Bob Smith (Itoms) were very close and dicing heartily. Already these three were well away from the rest. The Honda drew off a little after two laps and was well ahead after three, finally taking the flag 11.6 seconds in front of Smith. Believe it or not, and I am not sure when such a thing last occurred. Jim Pink set up a new lap record in all that wet—58.83 m.p.h. Tom Woolley dropped the Kreidler at Woodcote, trying to take the bend far too fast for the conditions. Geoff Ashton's water cooled Itom was fourth, having bested Hone's more normal Itom. Neither Latham's Suzuki nor Crowder's Kreidler started.

Race Two—350 c.c. 'A': it was now very wet and caution behoved. Quite why R. J. Flack was in this race I don't know after his Snetterton and 'Palace' rides. Needless to say he won, but not in the canter that I, for one, expected. P. E. Fry on a Gold Star was ahead after one tour, followed by T. Dickie (A.J.S.), J. G. Carter (Norton), who had come all the

way from Penryn in Cornwall, and Flack. Fry made good use of his lead and wasn't robbed of it until lap six. On lap 7 he dropped it at Woodcote and was out; a good effort, nevertheless. Carter tried to stay with Dickie, but became involved with J. G. Rudge and these two had an excellent scrap till Carter had goggle trouble and fell astern. J. L. Thomas came up well after a slow start and took 5th place off R. Fursman at Woodcote on lap 5 with a very neat piece of overtaking. Both these riders had previously passed Carter and Rudge.

Race Three—125 c.c.: the rain had now ceased, but it was still wet. A state of affairs, one feels, that pleased Fred Launchbury who, with George Todd's G.T.S., lay 3rd after four laps and finished a good fifth and won the prize for the best British machine. At the end of lap one Lester Iles was first with David Elvin hot on his heels and A. F. Edwards' Montesa third. Iles held off Elvin for another lap and then disappeared from the front to come 14th. That he finished fourth was a very fine show. By lap three Elvin led by an increasing margin—he went on to win by 25 secs.—but the Montesa was second, G. A. Kennedy's Bultaco third and the Todd-Bantam 4th. Behind these there were two unholy dices going on; the first involving Geo. Hughes, Grant Gibson (Bultacos), Alan Lomas (G.P. Ducati), T. E. Burgess (Honda) and Syd Williams (Montesa). Despite the wet they had a real good 'go.' Kennedy vanished on lap four, Hughes managed to pass the Bantam a lap later and Iles, having disposed of the aforementioned warring elements, 'did' Fred on the line—literally. The 'scrap' was won by Williams, followed by Lomas (the first four stroke to finish) and Gibson, the Honda having fallen out.

Race Four—1,000 c.c. 'A': this was a good 'un. P. F. Lovett had forced his 600 Norton twin into first spot after one round, but he had Derek Older (Vincent Grey Flash), D. A. Jones (Gold Star Beesa) and his brother, N. C. Lovett (also Norton twin), hard after him. After one lap brother N.C. was second and a right old family dice was in progress (not often you see such a thing, methinks). J. G. Rudge had forced by into third berth with the old Vinnie next along. Already J. P. Burns (499 B.S.A.) was becoming menacing in 7th

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place. For four laps the Lovetts dominated things (Lord, what a weak pun!) and then Burns and Older passed N. C. All this time there had been an almighty battle going on on a drying track; a scrap, moreover, which was a little hectic at times. Burns took over the lead on lap 7 and drew off to win by 6.6 secs., doing a lap at 77.60 m.p.h. Older really pushed the Vincent on that last tour and was 2nd and Rudge, too, took P. F. Lovett to be third. D. Brown (597 Norton) beat P. M. Shephard (649 Triumph) for 5th place on the run-in. Geoff Galloway was 7th on his Manx Norton.

Race Five—250 c.c.: what was good to see here was the few non-runners; only 6. With Reg Everett on his Greeves Silverstone about, one had a fairly good idea who would arrive at Woodcote first—he did. With George Collis, very stylish, second some way behind and having two more Aermacchis on his tail; Terry Grotefeld and Peter Ownsworth, who promptly went on to the still damp grass and lost ground. By lap three only the brilliantly ridden Greeves headed a gaggle of Aermacchis and it was obvious that Grotefeld would catch up, being far faster on the straight down to Woodcote. This he duly did on lap five and, riding in his usual immaculate fashion (one of the neatest riders to be seen anywhere today is Terry), he went on to win by 4.2 secs. at 75.94 m.p.h. with a new 250 lap record at 78.23. Collis was in trouble, his Aermacchi blowing smoke out of its crankcase breather, and he retired on lap 7. Everett was second, but Ownsworth was catching him at the end and failed to take 2nd place by a mere 1.4 secs. Clive Hunt was fourth; rather a fortunate one really, because he had a 'moment' at Woodcote on one lap. Ron Pladdys (Aermacchi), Dick Boone (Greeves), Jim Ridley (Greeves), T. A. Smith (196 Bultaco), Barrie Scully (198 Ducati) and J. Howe (Greeves) had a goodly scrap which broke up towards the end when Pladdys broke away to take 5th spot. John Williams forced the Petty-Norton through into 6th after a poor start—some going with a manifestly slower and heavier 'bike. A particularly good little dice was that twixt Barry Lawton and R. A. Freeman on Aermacchi and modified Honda CB72 respectively. One of the non-starters was

Robin Denny's Snetterton winning Yamaha—a pity.

Race Six—Production: what a gaggle on lap one at Woodcote! It was W. D. Graves (647 Norton) in the lead; he had made a tremendous start—he also has a very, very quick 650 SS. Mick Bennett was next with his lovely Vincent 1,000; then came O. A. Dixon (647 Norton), John Bowman and that Triumph, Derek Older (998 Vincent), G. S. Smith (646 B.S.A.) and Barry Lawton (647 Norton). On lap two Bowman had the lead and Graves had disappeared. It transpired that he had had a crash at Cope. Dixon had passed the Vinnie and Lawton was up to 4th. B. W. Cockell had forced his 31CSR Ajay into 6th place. He became 5th when Older retired. There was no stopping John once he had the advantage. Riding the Bonneville like one inspired—mere words cannot describe him taking Woodcote; it has to be seen—he broke his own lap record at 79.30 m.p.h. and averaged 77.14 to win by 10.6 secs. Without a doubt the fastest Triumph there is in the production world. Barry Lawton seemed to wake up in the second half of the race, passed Bennett and took Dixon for 2nd spot on the last lap. Smith rode his Rocket Gold Star well into 6th place behind the equally good Ajay of Cockell and these were comfortably ahead of M. C. Bool and E. W. Webb (649 Triumph) who had a good battle all the race and D. V. Doyle (A.J.S.) and E. W. Bardwell (498 Triumph) who were likewise in close dispute. The latter was best 500. Harry Cope and his well turned out Venom were runners-up in the 500 category and the first single to finish. Best 250 was, yet again, T. M. Rawnsley's Ducati Elite and very nicely ridden as usual, followed by D. E. Foxley's Aermacchi. M. H. Charles' Viper was best 350.

Race Seven—350 c.c. 'B': this was no-holds-barred stuff with a great big vengeance. With the '63 7R now rebuilt after its earlier blow-up, Ray Pickrell was obviously out to win. He led on lap one and had Ron Gould (now Norton mounted), Bob Macgregor (Monty & Dudley Ward Norton), Ron Watts, Barry Walker (Nortons), Martyn Ashwood (A.J.S.) and A. Rutter (Norton) after

him. For four laps Ray led, doing a real Hailwood at Woodcote with knee well out. Then Bob Macgregor caught him up and managed to get past. But while this was happening Alan Reed had wound his 7R up to no uncertain purpose, waltzed past all the other quick men and caught both the leaders up. Setting up a new 350 lap record at 81.76 m.p.h., Alan took over first spot on lap 6 and went on to win by 5.2 secs. Ray Pickrell nearly gave everyone at Woodcote heart failure when he all but dropped the immaculate Ajay in his efforts to 'do' Macgregor again. He didn't manage it. Meantime there were vast dices going on down the field. Ron Watts was heavily engaged with Gould whom he finally beat into 4th place. Norman Archard (A.J.S.), Walker, Geoff Kellond (Nortons) and Rutter had a colossal scrap. Then Barry Randle (Norton) arrived on this scene and he passed the lot to finish 6th. Bob Foster and Clive Hunt, both Ajays, were two more who had a great dice.

Race Eight—Sidecars: at one time Dave Read and his Norton, going very well indeed (and, I'm told, making extremely good television as well), had a lead of not far short of half a minute, so much superior were they to the rest of the field. They broke the long standing Boddice lap record at 75.18 m.p.h. as well. But, on lap 9, things didn't seem quite right with the black Norton and on the last lap trouble was obviously afflicting it. But Dave kept it on the boil and won the race. He took Woodcote in a beautiful smooth drift; good to watch. E. K. Toombs kept a good second berth for five laps on his Triumph/Norton device, but was then overcome in the scrap between Maurice Toombs, Vincent McFarlane and Alan Bambrick which was waged with enormous gusto all ten laps and which McFarlane (he used to race solo) eventually won. Marshal Members, Mick Farrant and Gerald Martin and their nicely prepared Vincent outfit (motor as yet very standard), went well, being 3rd on lap 1 and finishing 8th after a good tussle with J. C. Fagence, R. Woodhouse and R. L. Ayres.

Race Nine—1,000 c.c. 'B': Alan James led off for the first three laps on his Manx Norton, but Ray Pickrell, now on his immaculately turned out Norton, was quite determined to win something and, on lap four, he was not

to be denied and took over the leading place. James thereafter faded out rather, as did second place man on lap one. Barrie Scully with the B.G.B. Mick Bennett, with the Ernie Braine Norton, started off slowly, was second on lap 5 and then proceeded to whittle down Pickrell's lead, doing a lap at 82.46 m.p.h. in the process—best of the day and it won him the Bemsee Trophy. By lap 8 he was very close to the Harrow rider and looked to be shaping to pass him. But on lap 9 he appeared well behind and thereafter, nothing troubled Pickrell in his win. In fact Bennett lost second place to Bill Sims and his very fast Norton twin who broke away from a furious scrap which contained W. Sanderson (on a perfectly superb Manx Norton), Terry Mayne (Norton), Tony Monk (ditto) and James. And there wasn't much in it twixt R. Christie (Matchless), Scully, Vernon Wallis and Ken Inwood (Manx Nortons).

If ever a meeting proved, as I'm never tired of remarking, that a Club meeting can provide the best racing, this was it. Some of the battles in the mid-field were simply grand. The very essence of motor cycle racing as I, at any rate, understand it. It always seem to me a pity that so few people realise this fact. However, there was a bigger crowd than I've seen at Trophy Day for many years and I hope that is an omen for the future. Somehow even the dubious weather and the early rain didn't seem to matter overmuch. Race-wise Trophy Day seemed to me to leave very little to be desired. It was a pity, therefore, that some other matters were obviously not quite what they should have been: some of the admin. will have to be tightened up.

IN THE NOVEMBER ISSUE :—

Reports on

Barry's Day and the Guinness Trophy

A Danish Velo. Short Circuit Racer

'Round the Place'



A rare sight ; Derek Older (Vincent Grey Flash) finishing 2nd in the first 1,000 race, Trophy Day.

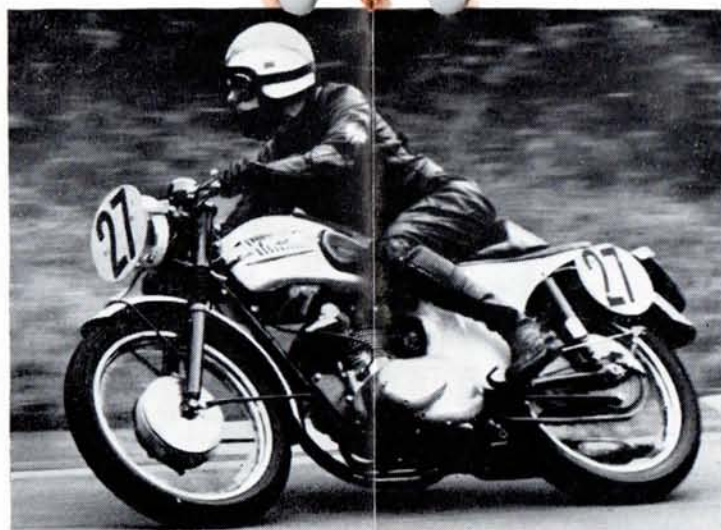
(photo : Brian Curtis)

Racing Marshals—Mick Farrant and Gerald Martin (Vincent) at Trophy Day.

(photo : Brian Curtis)



PICTURE
GALLERY



The new sidecar lap record holder at Silverstone (Club Course) — Dave Read (Norton).

(photo : Brian Curtis)

Lester Iles, who lead the 125 c.c. race at Trophy Day for two laps, cornering his TSS Bultaco.

(photo : Brian Curtis)

Production machines are now seen at Brands Hatch. Here is Peter Carrana and Triumph twin.

(photo : John Stoddart)



Elsewhere in this issue, and rather belated too, I fear, I have written a piece about Trophy Day. As a race meeting I doubt whether there has been better anywhere else this season. The racing was just excellent. There were no stars there—though I daresay we were watching a star or two of the future—but almost every event was closely fought. Even the first 350 event in which A. J. Flack was erroneously included (he was far too good for the 'slow' race) was not the walk-over I thought it would be. For sheer excitement the less quick 1,000 c.c. solo race could hardly have been bettered. All right, Dave Read and John Bowman did win their races easily, but it was more than well worth watching them do it. It was more than a pity—one has to be quite honest about these things even though it was a Club meeting and this is the Club magazine—that aspects of the administration left more than a little to be desired. In plain fact they were just dreadful and might well have been worse had it not been for the energy displayed by certain people who did far more than their jobs really required. I only hope Members riding don't have to start telephoning to get their riding numbers again! Bad, very bad . . .

News of two Members now. Some of you will doubtless know that Ian Goddard was injured in a car crash at the end of July and was in Newmarket Hospital with a broken leg. He will be out again now, but we shall not see him again this season, I fear. Ian has had some unlucky breaks in his racing career—the veteran T.T.S., for example, began to show its age at the beginning of the season and broke various bits of motor in quick succession. I hope that Ian will soon be 100% fit again and that we shall see him on Ted Pink's immaculate bicycles once more in 1964. Tim Miles of Cheltenham writes to say that he now lives at 47 Portland Street in that town (right in the centre, I gather) and will be glad to help any Member who might find himself there, especially if he needs any assistance or is dying for a 'cuppa.'

Since last penning this column SS 650 and his owner have done 1,100 miles in Denmark, Norway and Sweden and enjoyed a most excellent two and a half weeks' holiday in those wonderful

countries. Actually the Norton didn't have a great deal of work to do because, after an awful, Marples bedevilled ride from home to Harwich and a terribly wet 110 miles the following day from Esbjerg to Aarhus, it was placed in a garage in Oslo, whither I went from Aarhus—another boat trip. There it stayed for a week while I took a train to Bergen where I was four days in brilliant sunshine—even got a bit of a tan on top of a 1,400 foot mountain. The train journey was quite the finest I've ever made; eleven hours of tremendous scenery. Outward it was even more interesting because I was invited by the English speaking driver of the 3,600 h.p. Swiss built electric loco. to ride with him in the cab for some 90 kilos.; an experience I wouldn't have missed for worlds. Back in Oslo I met up with Harald Nyberg who must be Norway's only racing motor cyclist—he has a 7R—and spent a most entertaining evening with him and some friends. Evidently SS 650 was the first of his breed to have been seen in the fair land of fjords. This evening included a hair raising—for me, at any rate—trip up a typical Norwegian road (dirt) to a cafe high above Oslo. I went up on the pillion of an R50 B.M.W. and came down, a lot more safely it seemed, on the back of a '57 Dommy 99. Boy, can those lads ride the rough with sports jobs! By contrast the long, near 400 mile ride from Oslo to Copenhagen the next day was dull. It took nine hours exactly including stops for juice and a ferry crossing and SS 650 was going like a dream, though the bumpy roads earlier had fractured the luggage grid in two places. Copenhagen was as wonderful as ever, but I didn't see much of the motor cycling life there this time; other than a most delightful evening in the company of our one Danish Member, Bjorn Jensen, who showed me his immaculate Velocette short circuit racer. I've a little piece all lined up on this bicycle for the next issue.

The day after Trophy Day I indulged in my love of the antique in automobiles again and went to the V.S.C.C.'s. Prescott hill climb. If most of the sports cars were hardly interesting to watch, some of the racers certainly were. Last month I think I mentioned this club's Silverstone meeting and some of the cars seen

there. This was better. One could Paddock, wander and examine such delectable four-wheelers as the big Delage, Bolster's immortal two J.A.P. twin powered 'Bloody Mary' (J. V. B. was tremendous on this hill—a display of sheer guts), a number of glorious sounding E.R.A.'s. (the oldest present made b.t.d. and was a magnificent sight as it slid its way up the twisty hill), the fascinating 1926 vee-twelve 2 litre G.P. Delage and, best of all, the lovingly restored 1934 type 59 G.P. Bugatti—the most beautiful racing car ever conceived; 'blown' 3.3 litre straight 8. The sun shone brightly all day; a day to remember. I went on the back of a new Clubman's Gold Star which was not happy with Mr. Ernie's silly 50 m.p.h. speed limit.

The Manx appears to have gone roughly to form. There was a time when I would not have willingly missed the M.G.P. Now, I'm afraid, I prize a trip out of this country above all else. Keeps me roughly sane, you know! I haven't yet worked it out, but I fancy Dave Williams' very fine 98.18 m.p.h. lap in the Senior is one of the fastest dozen ever seen in the I.O.M. Like a number of other fine riders before him Peter Darvill's persistence drew its just reward with the Junior win and the Senior second. He has always done well in the Island right from the first time when he rode Vincent specials and did an 84.6 m.p.h. lap on a 500 of this marque in

1958. I hear that Peter is to retire, in the same way as Robin Dawson did last year. Well, I don't blame him; it must be much more satisfying to retire like that, having achieved one of racing's main goals, rather than go on and on getting steadily less and less successful. By all accounts the last lap of the Senior seems to have been pretty exciting. But not at the time, of course, with the long circuit and the method of running the race. I recall that the 1953 Senior T.T. was the same. In that race the lead was held by Ray Amm as far as Handley's Corner where he fell off. It was then assumed by Reg Armstrong (Gilera), but his chain came off going up Maye Hill. Jack Brett (works Norton) then led, but he didn't know, proceeded across the Mountain at a modest pace only and was overtaken, on time, by Amm before the finish. Indeed the 1963 Senior Manx seems to have been even more enthralling. One surprising thing was Chris Williams' very fine ride; up till now one has not taken his Manx aspirations very seriously (troubles have prevented him from ever completing more than a couple of laps before this year). He more than made up for it this time; until Cronk-y-Voddee on the last lap, that is. And do we have another Guthrie in our midst? It rather looks like it.

The weekend after I returned from Denmark the weather relented and was lovely. So work was set aside and we took to the roads. No very ambitiously on the Saturday, admittedly; only as far

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as a none too inspiring, yet oddly pleasant car meeting at Brands. Incidentally Jim Clark, the new World Champion, was most interesting in his demonstration in the Monza winning Lotus 25. I was most impressed with the way he took Clearways and the speed at which he approached that tricky bend. Next day SS 650 was headed north up AI and, with a mate, went to Cadwell. Now the meeting was International and true there were Deubel, Camathias and Kolle to be seen and Gunther Beer with his 'privat' Honda 'four.' Otherwise some unknown foreigners, only two of whom started, were the only 'international' element. Still, the meeting was a cracker. Each race was interesting and only in the 350's did anything like an easy win occur—John Cooper, who is very, very good at Cadwell. He failed to get away in the 500 race, however, and that went to Robin Fitton after Degens and then Selwyn Griffiths had had a 'go.' Robin has been riding for a long time now and has always impressed me as being a first class performer. It does one a power of good to see riders like him achieving such well merited success. Chris Vincent didn't win a chair race with his Bee Em, but carried off the 125's with a new CR93 Honda. And what a solo runner he is, too. He had stiff opposition from Dave Simmonds who soon retired, and other Hondas in the hands of Carl Ward, Peter Preston and Mike Bancroft, to

name but three. I must confess I was surprised to see Beer with the Honda on which, of course, he won the 250 race, though not without some difficulty. Both Joe Dunphy and Tom Phillips harried him on their Greeves, the former actually leading the Japanese 'multi' for two laps. All in all it was a good meeting and well worth the effort of attending. In fact the ride up was excellent, though we came across an incredibly large number of the biggest clots imaginable on the return trip. Goodness me, just how terrible is the average English driver!

Well, chums, this is the last but two of these 'agony' pages you'll have to read. Because, not only am I relinquishing the Editorship of this darned magazine, but also this column and the other things I have been writing in an effort to keep it going. I must confess that I shall be sorry in a way to give it all up, but I refuse to be a slave to anything and that is what it has amounted to in the last couple of years. I don't know yet who the new Editor will be. Whomsoever he may be, he has my heartiest best wishes; he'll need 'em! I am even contemplating the hire of a 'box' at which to peer, myopically, in the long winter evenings now that I shall not have to sweat my guts out over the typing machine writing reams and reams of nonsense for 'Bemsee.'



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IMPORTANT !

IMPORTANT !!

IMPORTANT !!!

STOP PRESS

Mr. A. C. Smith will be leaving the Club's employ in October. The Directors are inviting applications for the post of Secretary and the following advertisement is appearing in the Technical Press :

British Motor Cycle Racing Club

requires the services of a Secretary.

This is a very exacting position involving responsibility for the administration of the Club's office and the promotion of motor cycle race meetings. Applicants must have had experience of office organisation and accounts. Write giving full particulars of experience, age and salary required to Box No.

Any members interested should write immediately to
B.M.C.R.C. Ltd., at
6, Woodcote Avenue, Wallington, Surrey.

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,

Whither production machine racing? First the criticism, then suggestions. I submit that they have failed to stimulate the British motor cycle industry into any action in the very necessary improvement of their products. Therefore, the initial idea, viz. the better bicycle for the club or everyday rider, has fizzled out. They have proved financial flops; the last one being undersubscribed, with virtually no spectators—an extremely difficult, nomadic, but very necessary group of people without whom big time racing fades.

Dealing with the bicycles—the perennial faults such as split oil tanks, broken coil brackets, loose tappets and bent push rods are still with us; even on machines that are carefully prepared. Such is progress!

Another very sore point, especially the bane of scrutineers, is the simple word PRODUCTION in the regs. It is a word sorely abused. I feel sure if the machines were absolutely standard and not souped up, fettled or what have you in any way at all, more people would be interested in this type of event; rather than passing it off with the oft heard moan that they know old Bloggs has obtained some special bits from the works, or that his motor is a good one. Whether this is actually true or not is immaterial, the sinister image remains. The machine to their eyes is a special; especially when it goes like you know what before it breaks!

The next point is the way the races are run. It is now painfully obvious that the paying public do not like long races

unless there is an alternative source of entertainment. They like the start, and the finish, but the bit in between is incidental; a necessary evil so as to speak. Unless there is excitement, fire or crash, things dreaded by organisers, but adored by a large slice of the general public. This last observation is borne out by public reaction to factory fires, road accidents, etc. Few do anything but gaze on the unfortunates or make useless suggestions.

As a fairground atmosphere is necessary for a Le Mans-type of event, the alternative is shorter races with 50's to 1,000's mixed, which shows off the speed potential of the larger machines better than at present. If there were four races of thirty minutes each followed by a final of two hours duration, the first and second of each class from each heat in the final, more members would get rides and the public would see more 'bikes. It probably would be better as a handicap with the fifties getting two laps from the 125's say, and so on pro rata through the different capacity classes.

Lastly—a venue for the above Roman Holiday. Although Oulton Park is an excellent circuit, it is too far from London and the Midlands. Therefore, I would plump for the G.P. circuit at Silverstone.

If the Thousand is ever run again, I suggest that the regs. are framed so as to disallow all tuning goodies and insist that the bicycles are ridden to the circuit by their owners . . . !

Yours & etc.,

P. A. Edwards

London, E.5.

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NEW MEMBERS

The following new Members have joined the Club since the last list published in our August issue:—

P. Broad	L. W. Rice	J. Armstrong	A. M. Commer
P. Martin	P. G. Warner	R. D. Godfrey	J. R. Samways
G. Freeman	H. P. Ranicar	D. M. Haggas	P. J. Seear
M. Hale	P. J. Jacobs	M. P. Kennedy	E. M. Pearce
D. J. Paul	S. Impey	C. C. Grant	D. B. Kings
R. J. Walters	N. P. Biggs	G. G. H. King	E. J. Hopkins
R. J. Wild	K. J. Honey	E. N. Catton	A. J. H. Pearman
J. L. Poyton	W. E. Peters	M. P. Try	A. R. Bird
J. H. Heathcote	A. G. Desert	I. Thompson	E. Thompson
R. M. Baldwin	R. M. Heelas	S. K. Boullin	D. C. Snelling
A. Wood	C. Vance	M. N. Sweeting	A. Charalambos
P. L. Harrison	C. M. Thompson	T. G. Pallister	C. F. A. Gill
D. J. Camus	H. M. Hibberd	M. S. Osborne	T. Burke
V. E. Hilton	P. J. Faulkner	K. C. Russell	J. E. Bashford
D. Macgregor	D. S. Tomlin	J. B. Whitworth	B. J. Coggins
R. L. Nosworth	A. J. Kernahan	B. Goodwin	P. P. M. Kellond
P. Jackson	F. J. Cooper	B. Powell	R. F. G. Powell
R. Christopherson	E. Carter	K. H. Moore	A. C. Mouat
R. J. Gough	P. W. Harrison	E. Parkinson	

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Gold Star 500 c.c. road racer; engineer owned and maintained in perfect condition; alloy rims; 5 gall. alloy tank; centrally mounted oil tank; 190 m/m front brake; T-D forks; fairing; fast and reliable; full history available; spares and sprockets; bills for £65—£130. W. H. Day, 57 Leconfield Road, London, N.5

DBD Gold Star; all Taylor-Dow modifications; alloy rims, special combined petrol/oil tank, fibre glass seat; new chains and tyres; road or racing trim—£120. R. R. Shorter, 24 Lullington Road, Dagenham, Essex.

Bantam Racer; 13:1 Todd head (spare Hogan head), Monobloc carb., fibreglass tank and seat, LE Velo. forks, James frame and clip-ons; new hi-hysterisis Avons; numerous spares including barrel, crankcases, etc.; ideal beginner's machine—£30 o.n.o. B. P. McDuffie, 'Raylands,' Ray Mill Road East, Maidenhead, Berks. (Tel: 27837).

500 c.c. B.S.A.; completely overhauled (needs running-in); fitted with new mag.; many spares; god record—offers (H.P. can be arranged) or part exchange G50 or 30M. Brian Kemp, 74 St. Andrews Crescent, Windsor, Berks.

Ex-works five speed 250 c.c. Benelli—offers. See below.

Ex-works six speed 125 c.c. Ducati; very fast machine in correct hands; many spares included; must sell to personal commitments—£300 o.v.n.o. Mike Cook, 45 Newport Road, Burgess Hill, Sussex. (Tel: 3485).

250 c.c. Honda CB72; fully race kitted; plus spare sprockets, battery etc.; Jake-man fairing and seat; finished in first six at Prees and Oulton—£190 o.n.o. Malcolm Meddings, 36 Springhill Park, Lower Penn, Wolverhampton. (Tel: Wombourn 2320).

1962 250 c.c. Honda SS; has many modifications; 19 in. wheels; Kirby fairing; raced six times including 80 m.p.h. I.o.m. lap—£260 o.n.o. G. Williamson, 126a Sinclair Road, London W14. (Tel: SHEpherds Bush 5446).

124 c.c. Honda CB92 racer; modifications include special rear springs, fibreglass fairing and seat, Borrani rims and Avons; very reliable; has finished in every event entered including 5th at

Brands and 4th at Mallory; complete with spare screen, sprockets, carb. and engine spares. M. V. Biggs, 9 Fir Tree Walk, Enfield, Middx. (Tel: 2493).

1960 G50 Matchless; immaculate condition; £100 just spent on motor at A.M.C.; new Peel fairing and Dunlops; 8th finisher and first Matchless home in Manx Senior—£300 (H.P. arranged). T. T. Holdsworth, 257 Bacup Road, Cloughfold, Rawtenstall, Lancs.

1955 G45 Matchless; very good condition with new valves and nearly new tyres; ready to race—£120 o.n.o. T. A. Turner, 2 Queen Road, High Wycombe Bucks.

1958 499 c.c. Manx Norton; engine overhauled and reconditioned through-out; extra sprockets; must sell, bargain at £190 o.n.o. K. Cannon, 96 Green Lane Road, Leicester.

50 c.c. racer—a very special machine; fitted with engine with Kreidler barrel and head, barrel ported and prepared by B. G. Woolley (similar to motor that beat production racer Honda 50 at Snetterton in June); four speed c.r. f/change box; fibreglass tank; full width hubs; oil damped suspension front and rear; parts to build cost £120, bills shown—gift at £65 o.n.o. See below.

500 c.c. fitted with Tiger 100 motor with needle roller bearings on camshaft and twin carbs.; Triumph g/box; special lightweight 'featherbed' frame; double front brake (terrific); racing tyres; alloy rims; will strip for genuine buyer—£85 o.n.o. A. D. James, 12 Meer End Road, Kenilworth, Warwickshire.

Road Machines

A.J.S. Special registered 1963; 650 c.c. CSR engine/gearbox installed in 7R frame; very fast and easily converted into 'hairy' racer; owner going chair racing—£200 o.n.o. C. Storey, 29 Barclay Road, Walthamstow, London E.17.

500 c.c. A.J.S. float; swinging arm; specially modified to carry one solo racer; needs silencer—£110. W. H. Day, 57 Leconfield Road, London, N.5.

204 c.c. Ducati; mint condition; £50 spent on motor in past few weeks; motor polished and fitted with racing camshaft and modified megaphone; finned front hub; machine in road trim and needs running-in—£175. P. J. Ferris, 10 Meadway Close, Staines, Middx. (Tel: 52398).

1956 Norton 99; motor rebuilt 2,500 miles ago; f/glass tank, racing seat, rear set rests etc., clip-ons, chrome guards, new ex/pipes and silencers; fast—£95. Guy Tremlett, 10 The Chestnuts, Gwydor Road, Beckenham, Kent.

Spare Parts, etc.

22m/m Dell'Orto carb. with integral float chamber—£1. 44t Ducati rear sprocket—10/-. 18t Bultaco gearbox sprocket—15/-. New 175 c.c. Ducati spares: set of valve springs—7/6; inlet valve—7/6; set of rings—10/-; piston with rings and pin, perfect and only done 2,500 miles—10/-. Pair of brand new Pirelli covers and tubes, 2.50 x 18 in. front and 2.75 x 18 in. rear—£1 each. R. E. Turner, 7 Effingham Road, Long Ditton, Surrey.

Alloy racing fairing; suitable for 250 c.c., or larger machine; good condition—£9 10s. Od. J. R. Boggs, 'Evelohn,' 5 St. John's Farm Estate, Nethercott, Tackley, Oxon.

350 Manx engine (1960) complete with new 1 5/16th G.P. and twin spark mag. and head; ex-'Ginger' Payne—£150. C. Wayne, 12 Turpin's Close, Oaklands, Welwyn, Herts. (Tel: 4548 evenings).

For 650 A.M.C.'s. silencers, camshafts, standard 8.5:1 piston and rings, gudgeon pin, oil tank panels, front engine plates, tank badges, steel rims and other bits; 650 Triumph con. rod (palin type) and gudgeon pin; ex-racing tyres 3.00 and 3.50 x 19 in.; 3.50 x 19 in. sidecar tyre; 6v regulator (new) and Lucas dynamo—no reasonable offers refused (due to clear out). D. V. Doyle, c/o Mrs. Anderson, 228 Walm Lane, Cricklewood, London, N.W.2.

Photographs

I have photographs of the following competitors at Crystal Palace on August Monday; copies can be printed if anyone is interested; 53 in 50 c.c., 72 in 350 c.c., 37 in 500 c.c., 15 and 19 in Vintage and 68, 70, 82 and 83 in sidecar. J. C. Murray, 72 Wellwood Road, Goodmayes, Ilford, Essex. (Tel: SEVEN Kings 8168).

WANTED

Spare Parts, Etc.

KTT Velo. (Mk. VIII) engine, or any engine, and spares—urgent. J. K. Woodward, 23 Wildfell Road, Acocks Green, Birmingham 27.

For B.S.A. Gold Star racer road equipment, i.e. lights, alloy mudguards, speedo., horn, silencer, etc. J. W. Allen, 86 The Lawns, Rolleston-on-Dove, Burton-on-Trent, Staffs.

Honda CB92 engine/gearbox unit, Honda Tachometer complete, set of racing tyres and the special tools for CB92 and sports/racing fairing. John Stoddart, 13 Beacon House, Chulsa Road, London S.E.26.

Clothing

One piece leathers; good condition; 5ft. 10ins. and 38in. chest. W. A. Garratt, 'Mon Abri,' Breendon Drive, Duffield, Derby.

Leathers—5ft. 10/11ins. and 40in. chest; must be in good condition. I. W. Hopkins, 42 Westward Rise, Barry, Glamorgan.

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Secretarial

A new Secretary—see page 172.

Editorial

A new Editor—see page 141 (of September issue).