

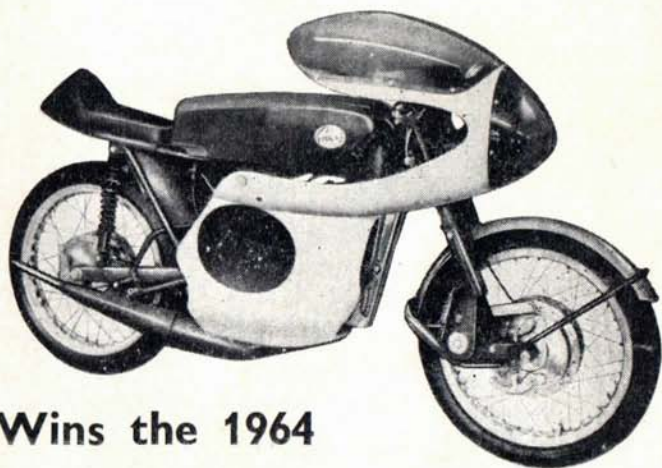
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## HUTCH HAPPENINGS

by Dennis Bates

The records that never were! Mike Hailwood took the MV round at 101.91 m.p.h. on Friday afternoon. Phil Read (250 Yamaha) knocked 5 m.p.h. off the 250 record. Frank Perris, Toshio Fujii and Hughie Anderson on works Suzukis all bettered the 125 record. Florian Camathias kept ahead of Owen Greenwood in the Mini three (!) wheeler—both clobbered the 500 chair record, and the unlimited. Chris Vincent shattered **everybody** on the 50cc Suzuki with a 10 m.p.h. betterment of the 71.29 record.

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Reads overbored 250 Yamaha was more of a match against Hailwood's MV in practice than it was on race day. In fact they were different machines and the change didn't pay off.

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Mike Duff's 1951 'Porcupine' was consistently 10 secs. a lap slower than the MV.

---

The most attractive office on race day was the Press Office—Jean and Anne and Denise.

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Excerpt from the programme (in which there was something for everybody). ' . . . . first Grind Prix winner . . . . '



Alan Nash of National Sprint Association in conjunction with Motor Cycling set up electronic timing apparatus on Hangar Straight, over a measured distance of 176 yards. In the first race of the day on a dry track these were the speeds and the results.

123 m.p.h.	Camathias.	492 B.M.W.	Finished 3rd
121 m.p.h.	Vincent.	654 B.S.A.	Finished 1st
121 m.p.h.	Seeley.	650 Norton	Finished 4th
118.5 m.p.h.	Greenwood.	1071 Mini tc	Finished 2nd

Chris Vincent made the fastest lap at 93.09 m.p.h. Greenwood finally passed Camathias on lap 9 right under Ossie Neals START position, and about 2 feet out from it. Definitely delightfully hairraising.

Hailwood's MV went through the speed trap at 133 m.p.h.

---

You can almost hear Minter saying 'nobody is getting the 350 record that easily'. Friday practice saw this as the only class without a unofficial new record. Guess who equalled it on race day—Minter. 98.48 m.p.h. According to electronic timing Minter didn't even come into the picture of the fastest on the straight.

133.3 m.p.h.	Read.	254 Yamaha	Retired
130.9 m.p.h.	Beales.	305 Honda	Retired
125.4 m.p.h.	Simmonds.	305 Honda	Not in first 12
	( Duff.	348 A.J.S.	4th
120 m.p.h.	( Ivy.	349 Kirby A.J.S.	6th
	( Conn.	349 Norton	5th

Minter is very good on corners!

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In this time of the affluent society margarine (which you cannot tell from butter!!!) was served in the paddock refreshment bar. Refreshment facilities are controlled by B.R.D.C. who make the appointments.

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Harold Daniell had grown out of his leathers so he borrowed the set owned by Charlie Rous. Charlie should go on a diet (he says) as he wants to tackle the s.s.  $\frac{1}{4}$  mile in the 750 class.

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Jock West like many of the other famous names from the past still had his leathers, goggles, crash hat.

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Gordon Hadfield came back from a camping holiday with his family the afternoon before practice. Unpacked, left wife and brood at home and was at Silverstone first thing on Friday morning. His record for the two day meeting—three minor injuries from riders; headaches, cuts, burns from officials and spectators.

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Wise cracking commentators pall after the first half-dozen pieces of cleverness. Coverage by Eddie Fitch (Start) and Peter Arnold (Stowe) was an object lesson in sustained informative and exciting reporting of the panorama of a race meeting. Car clubs please copy.

Changing the plug can be a chancy business. Joe Dunphy went out of the 350 Championship when the metal cap came adrift. Bill Ivy had frantic plug changing operations on the line for the 500cc final. He came second.

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No one would grant us permission to us the full potential of the rocket firing B.S.A. According to Basil Cardew the rockets were lethal (even when muted) up to half a mile. Fired at the Start it would have had a wonderful effect upon the spectators who could not be shifted from the advertising hoardings at Copse.

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The timekeepers were marvellous. Under Harry Shuttleworth they produced as an additional service during racing the times for lap records as they fell. Harry converted to m.p.h. and then, via direct line and runner, supplied the commentator, scoreboard and press office, so that instantaneous news was always available.

In the Press Box over the Start, Peter Wright wrote a lap by lap story of the race which Anne and Jean re-typed on to stencils and printed for the press together with the results. Denise ran a liaison service between the Press Office, Race Phones (where all stoppage and incident reports emanate) and Peter in the Press Box. By the end of the day had produced a complete potted record of the race, its highlights and lap records. Press service these days is hard work.

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Statement of fact 1. It must sometimes be easier to ride a motor cycle than organise the meeting. There are too many people to tell you how and not enough to do the work. Secretary Swift and his wife bore, at times, an overwhelming burden of work and responsibility. There must be easier ways of earning a living!!!

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Statement of fact 2. There will never again be a line up like that of the famous riders from the past. The feeling of nostalgia hit most people who saw it.

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Statement of fact 3. Motor Cycling gave The Hutch the unofficial title of 'Event of the Year'. It fully earned it.

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## **BACK TO 60°**

Talking to John Hartle at a recent meeting which he and I had at Kingston he asked me to make it quite clear that the idea of that new ruling wasn't his. He did recommend that the footrests should be raised to give more ground clearance but the subsequent alteration of the rule concerning the minimum lean must have been thought up by someone else.

---

## **A DAUGHTER!**

Frances Jennifer born to Bob and Jenny Beales on July 12th. Congratulations!

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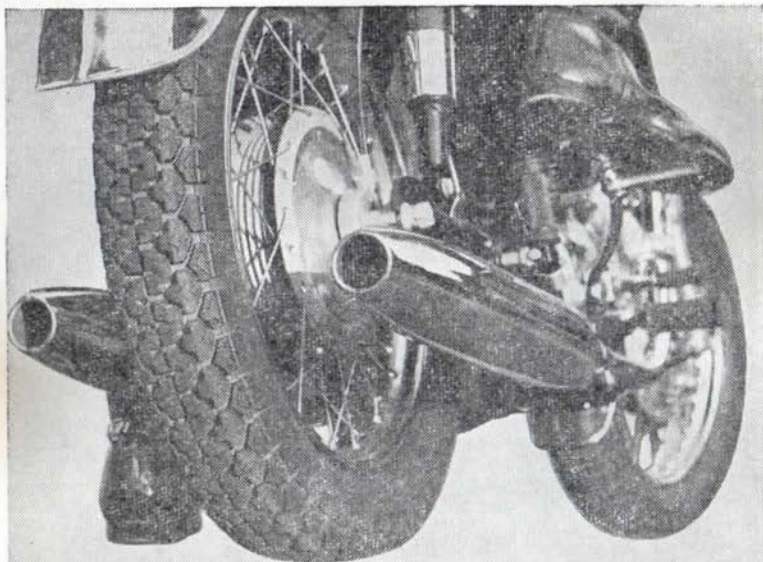
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In what order of priority should improvements be made? This is a debatable point in which there can never be any unanimous decision. The spectators at the Ulster Grand Prix by and large see this, the greatest single sporting event in Ireland, free of charge. Admittedly programmes are bought, but it usually works out that at least half the crowd share a programme between themselves and the other half. The spectator enclosures are few in number, three official enclosures, and five or six car parks from which the occupants can with some difficulty see the race, and not by any means in comfort. Most of these people have either paid to go into an enclosure, or paid a car park fee. The money paid is more in the way of a donation to the race funds, rather than payment for any facility. The public address system does cover most of the enclosures mentioned, but other than that there is nothing to offer.

What of the riders? The paddock area is mostly like Flanders during the first world war, and in this the riders have to make adjustments to their machines. When not engaged the riders either sit in their cars, vans or tents, if they have any. Of course there is always the refreshment marquee, but it is usually full of spectators who never cease to pester the better known riders with their requests for autographs, or questions on how their latest model is performing, or perhaps good wishes for the next event in which the rider is to take part. All this of course is to a certain extent welcomed by the rider but at the same time he may want peace and quietness either to recover from a tough event he has just finished or to concentrate on his plan for the next event.

The riders are the focal point of any race and should be given all the assistance they need, and facilities for the inspection of their machines should be comfortable and adequate, when they are not attending to their machines they should have comfortable accommodation in which to relax. Proper changing rooms equipped with washing facilities, and rooms in which they can dry their clothing should there be adverse weather conditions. If priorities are to be listed, then the riders should have top priority and then the spectators.

Because Dundrod lacks most of these facilities is not because the organisers have never given thought to them, these improvements have been in their minds for years, but unfortunately they have not been in the minds of many of the spectators who love to see the race, but are not prepared to contribute anything towards the expenses incurred.

It is true that Messrs. Gallahers, the tobacco syndicate has offered to underwrite the cost of providing the new up-to-date timekeepers box, which will be a permanent building, with some of the rooms devoted to the comfort of riders, and others to accommodate the time keeping staff. There will also be facilities for broadcasting companies to accommodate their staff and equipment. But the improvements which have been mentioned above as desirable, will have to be done from donations received from the followers of the sport.

This is where the Supporters' Club can help and during 1965 the target which has been set is £3,000. It can be raised if everyone who is interested would buy a lapel badge at 2/6 each, better still why should they not become a supporter and join the Club for 5/-.

Because this race is held at Dundrod does not mean that it is not your race, it is your race, it is international in all senses of the word. The Supporters' Club is doing its utmost to keep it alive for you and those who will follow you. International dates are not easily obtained. New countries have entered the sport since the Grand Prix was started, the demands for dates is increasing and the calendar year being so short imposes limits to what can be done each year. Some of the countries which have been allocated dates have had through lack of finance been forced to cancel their meetings, some stage races which are more of a farce than a race and it is evident that with the limited number of dates available that some guarantee may be required that the circuit will come up to certain standards, that the number of participants will be a little more than the minimum laid down to-day to qualify a race for international status, and that if a date is given some assurance that the promoters have the necessary finance to run the race.

Ulster will do its utmost to retain the Grand Prix at any standards which may be laid down in future years, but obviously there are limits to what the supporters in this Province can do, it is not a local matter, it is not only a national matter but an international matter. Many people overseas have helped by joining the Club or buying badges, but there are thousands of fans in these islands who have not helped in any way to preserve this great race.

Should there ever be any cutting down of international events it would be a tragedy if the Ulster Grand Prix was one of them, it would be a greater tragedy if it were eliminated through lack of finance. It is the easiest thing in the world to stop a race, but it is very difficult to restore one.

The Ulster Grand Prix was one of the first to start, you can make sure it is one of the last to stop.

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**RESULTS**  
**BARAGWANATH TROPHY MEETING**  
**SNETTERTON — JULY 31st, 1965**

**Event 1. 50cc**

1	12	N. E. Lee. Honda. 12.55.2—63.19
2	10	M. J. Pomfret. Honda. 12.56.0—63.12
3	5	J. Pink. Honda. 12.58.0—62.95
4	4	E. L. Griffiths. Honda. 12.58.8—62.89
5	2	D. Miller. Masser. 14.14.2
6	7	P. W. Young. Itom. 15.43.2

Fastest Lap: J. Pink in 2m. 30.2s. at 65.21 m.p.h.

**Event 2. 250cc**

1	30	D. J. Page. Bultaco. 10.27.8—78.10
2	31	R. Scivyer. Greeves. 10.28.0—78.07
3	5	R. D. L. Denny. Yamaha. 10.38.0—76.84
4	33	G. G. Milton. Bultaco. 10.39.0—76.72
5	7	T. J. Myers. D.M.W. 11.07.0—73.49
6	32	T. J. Springett. Yamaha. 11.07.6—73.42
7	10	W. R. Southcombe. Greeves. 11.11.8—72.96
8	2	S. K. Boullin. Moto Guzzi. 11.19.8—72.10
9	21	R. Mitchell. Greeves. 11.30.4—70.99
10	4	R. C. H. MacKay. Greeves. 11.30.8—70.95
11	37	A. Gagan. Royal Enfield. 11.31.0—70.93
12	17	S. P. Hitchcock. Greeves. 11.42.2—69.79
13	20	R. Ford. Cotton. 11.47.4—69.27
14	3	P. Watts. Ducati. 12.13.2—66.82
15	34	R. A. Eldridge Smith. Ducati. 10.36.6—4 Laps.
16	25	E. Drew. Ariel. 10.38.0
17	15	R. J. Perry. Greeves. 10.47.8
18	9	R. Norrington. Greeves. 11.26.6
19	24	A. G. Holtom. Royal Enfield. 12.01.0

Fastest Lap: D. J. Page in 2m. 02.2s. at 80.23 m.p.h.

**Event 3. 1,000cc**

1	1	B. J. Davis. Matchless. 10.05.0—81.05
2	40	R. V. Bowring. R.V.B. Triumph. 10.09.4—80.48
3	36	K. F. H. Inwood. Norton. 10.14.0—79.86
4	39	D. F. Best. Norton. 10.15.4—79.69
5	23	M. J. Tooze. Norton. 10.23.6—78.63
6	38	D. E. Whapshott. Dewton. 10.24.4—78.53
7	12	N. Bungard. Norton. 10.24.6—78.50
8	25	J. Samways. Norton. 10.27.8—78.10
9	5	J. A. Rollison. Norton. 10.31.2—77.68
10	3	D. A. Stevens. Triumph Norton. 10.40.2—76.58
11	10	W. Scott. Matchless. 10.40.2—76.58
12	7	K. Buckmaster. Norton. 10.43.0—76.24
13	17	B. S. Tingley. Triumph Norton. 10.44.2—76.10
14	6	B. L. Marsh. Triumph Norton. 10.48.2—75.63
15	19	R. A. Kemp. Triumph Norton. 10.51.2—75.28
16	26	J. Samways. Norton Triumph. 10.56.2—74.70
17	37	N. J. Griffiths. Norton. 10.57.2—74.59
18	42	R. W. Lovell. B.S.A. 10.59.2—74.36
19	14	D. Miller. T.N.S. 11.05.2—73.69
20	16	G. Bunting. Norton. 11.20.4—72.03
21	4	B. C. Johnson. Norton. 11.25.0—71.55
22	33	R. Prince. A.J.S./B.S.A. 11.27.6—71.28
23	15	E. J. Saill. Triumph Norton. 11.28.2—71.21
24	2	D. C. Blackmore. Norton. 11.30.2—71.01
25	27	G. Hockham. B.S.A. 11.30.4—70.99
26	31	A. F. Whitten. Norton. 11.38.6—70.16
27	21	C. Bill. Triumph Norton. 11.57.4—68.30
28	8	R. Moreau. Triumph Norton. 10.12.0—4 Laps.
29	24	I. J. Fox. Vincent. 10.13.4
30	20	P. A. Noke. Matchless No time—3 Laps.

Fastest Lap: R. V. Bowring in 1m.57.6s. at 83.38 m.p.h.



**Event 4. Sidecars**

1	24	R. S. Woodhouse. Triumph. 10.51.2—75.28
2	25	D. R. Ajax. Norton. 11.10.0—73.16
3	1	R. L. Boret. Vincent. 11.30.2—71.01
4	15	J. S. Brandon. J.C.I.S. 11.31.6—70.86
5	18	R. L. Ayres. Triumph. 11.37.4—70.28
6	19	A. V. Butler. Brock Triumph. 11.50.6—68.96
7	2	R. V. Pike. E.T.Y. Triumph. 11.57.4—68.30
8	10	R. Cass. Triumph. 12.00.2—68.03
9	3	C. Malem. C.M.S. 12.02.4—67.86
10	4	E. Wallbank. Norton. 12.05.6—67.53
11	5	M. L. Harris. Norton. 12.11.4—66.99
12	21	D. F. Dickinson. B.M.W. 12.56.8—63.05

Fastest Lap: R. S. Woodhouse in 2m.07.0s. at 77.18 m.p.h.

**Event 5. 125cc**

1	27	R. Scivyer. Honda. 10.52.4—75.14
2	31	G. Gibson. Bultaco. 11.08.8—73.29
3	42	P. A. Smart. Honda. 11.23.6—71.70
4	45	N. E. Lee. Honda. 11.37.6—70.26
5	44	G. G. Milton. Bultaco. 11.38.8—70.14
6	28	B. A. Ball. Honda. 11.39.2—70.10
7	23	R. M. Glover. Bultaco. 11.39.4—70.08
8	1	L. J. Iles. Bultaco. 12.02.4—67.82
9	32	D. Barton. Bultaco. 12.05.4—67.54
10	29	R. Hardy. Montesa. 12.07.0—67.40
11	14	W. Kemp. Honda. 12.07.6—67.34
12	40	M. J. Pomfret. Honda. 12.25.0—65.76
13	25	J. Richens. Bultaco. 12.26.2—65.65
14	20	J. Pink. Honda. 12.28.4—65.46
15	10	E. L. Griffiths. Tohatsu. 12.37.2—64.69
16	7	M. A. Lewis. Bultaco. 12.42.4—64.20
17	15	G. Lund. M.V. Agusta. 12.43.8—64.13
18	30	A. B. Hughes. Montesa. 12.53.0—63.36
19	17	P. J. Walsh. M.V. Agusta. 13.04.8—62.77
20	18	P. A. Pollard. Bultaco. 10.58.4—4 Laps.
21	4	I. F. Turner. Honda. 11.05.8
22	19	J. R. Cooper. B.S.A. 11.12.2

Fastest Lap: R. Scivyer in 2m.07.6s. at 76.82 m.p.h.

**Event 6. 350cc**

1	43	M. J. Jackson. A.J.S. 10.22.2—78.80
2	21	M. C. Lunde. A.J.S. 10.25.2—78.42
3	34	J. A. Iszard. A.J.S. 10.34.0—77.33
4	35	T. C. Parker. Norton. 10.34.0—77.33
5	11	D. P. May. Norton. 10.37.8—76.53
6	29	G. W. Sharp. Norton. 10.44.2—76.10
7	10	J. Merriott. Norton. 10.45.6—75.92
8	36	E. Spear. Norton. 10.48.0—75.65
9	9	C. A. Floyd. A.J.S. 10.50.4—75.37
10	46	I. Weil. Norton. 11.00.0—74.27
11	33	W. A. Roberts. Norton. 11.01.6—74.09
12	26	R. A. Froome. B.S.A. 11.07.4—73.44
13	28	K. J. Huggett. E.R.S. 11.11.8—72.96
14	23	J. W. Jones. Norton B.S.A. 11.18.0—72.29
15	3	J. Hemming. Norton. 11.19.6—72.12
16	27	D. Walker. B.S.A. 11.26.4—71.40
17	6	D. W. Lamb. Norton. 11.28.2—71.21
18	4	R. A. Benfield. A.J.S. 11.29.6—71.07
19	32	R. Burgess. Norton. 11.46.2—69.39
20	45	M. L. Abbott. B.S.A. 11.48.4—69.17
21	7	I. M. Payze. B.S.A. 11.49.0—69.11
22	1	A. Langdon. Norton. 12.01.2—67.94

Fastest Lap: M. J. Jackson in 2m.00.2s. at 81.56 m.p.h.

**Event 7. 250cc**

1	82	C. Howard. Moto Guzzi. 10.46.0—75.88
2	54	D. Browning. Cotton. 10.53.2—75.05
3	70	H. P. Heward. Greeves. 10.53.6—75.00
4	84	S. Hudson. Cotton. 10.59.2—74.36
5	74	D. J. Habel. Aermacchi. 11.00.6—74.20
6	79	C. Rowe. Greeves. 11.00.6—74.20
7	68	G. A. Kennedy. Greeves. 11.01.6—74.09
8	83	M. A. Stirk. Cotton. 11.13.6—72.77
9	53	C. V. Wallis. Cotton. 11.14.0—72.73
10	60	J. A. Ridley. Greeves. 11.18.2—72.27
11	58	J. R. Aldworth. Greeves. 11.24.8—71.61
12	76	G. Lund. Greeves. 11.28.2—71.21
13	51	J. R. Chapman. Aermacchi. 11.42.4—69.87
14	56	K. V. Money. Greeves. 11.48.6—69.15
15	61	R. J. Quick. Greeves. 11.56.2—68.41
16	38	W. J. Baxter. Greeves. 12.14.2—66.73
17	75	C. E. Neil. C.N.S. 12.27.0—65.58
18	52	F. J. Hawkins. Greeves. 12.48.8—63.71
19	77	P. Ray. Royal Enfield. 12.56.4—63.09

Fastest Lap: D. Browning in 2m.05.4s. at 78.17 m.p.h.

**Event 8. Production**

1	5	P. A. Butler. Triumph. 10.25.4—78.40
2	1	R. C. H. MacKay. Vincent. 10.33.2—77.43
3	4	R. F. Roberts. B.S.A. 10.33.4—77.41
4	12	M. Andrews. B.S.A. 10.33.4—77.41
5	8	D. V. Doyle. Norton 10.39.6—76.65
6	2	B. L. Davison. Norton. 10.44.0—76.12
7	25	C. M. Hopes. Triumph. 10.46.0—75.88
8	9	P. Newman. Norton. 10.53.0—75.07
9	7	E. W. Webb. Triumph. 11.01.4—74.11
10	6	B. J. Booth. Norton. 11.05.6—73.64
11	21	D. J. Godfrey. A.J.S. 11.06.6—73.53
12	10	M. J. Bailey. Norton. 11.06.6—73.53
13	34	G. F. Green. Triumph-500. 11.08.0—73.38
14	36	R. P. Guy. Triumph-500. 11.08.4—73.33
15	18	R. A. French. Triumph. 11.18.0—72.29
16	17	D. A. G. Tiernan. Matchless. 11.19.2—72.16
17	23	P. K. Davies. B.S.A. 11.20.0—72.08
18	30	M. V. Warrington. Triumph-500. 11.29.6—71.07
19	32	B. F. Hussey. Velocette. 11.29.8—71.05
20	24	W. L. Davies. B.S.A. 11.42.6—69.75

**Event 9. 250cc**

1	114	P. K. Irons. Cotton Greeves. 10.41.8—76.39
2	113	R. A. Mayes. Aermacchi. 10.42.6—76.29
3	98	W. Stevenson. Cotton. 10.49.8—75.44
4	96	A. P. Carver. Greeves. 10.55.8—74.75
5	116	G. V. Taylor. Cotton. 11.10.0—73.16
6	111	T. M. Rawnsley. Parilla. 11.26.2—71.42
7	97	D. Filler. Cotton. 11.29.8—71.05
8	128	B. G. Cope. Greeves. 11.30.2—71.01
9	109	J. R. Blackwell. Norton. 11.32.0—70.72
10	101	M. J. Smith. Ariel. 11.39.8—70.04
11	127	C. G. Page. Puch. 11.52.2—68.80
12	94	P. E. Davis. Cotton. 11.53.0—68.72
13	117	M. D. Beames. Greeves. 11.53.4—68.68
14	100	A. R. Jackson. Ducati. 11.55.4—68.49
15	118	K. M. Scarf. Royal Enfield. 12.13.8—66.77
16	102	M. Campbell. Ducati. 12.15.4—66.62
17	105	P. Dale. Greeves. 12.17.2—66.46
18	91	J. Shacklady. Greeves. 12.37.8—64.64
19	120	R. J. Payne. Ducati. 10.45.0—4 Laps.
20	123	M. J. Walker. Ducati. 11.02.6

Fastest Lap: P. K. Irons in 2m.04.6s. at 78.68 m.p.h.

Event 10.		1,000cc	
1	69	G. W. Sharp.	Norton. 10.15.0—79.73
2	59	R. M. Mahon.	Norton. 10.28.6—78.00
3	88	I. A. Duffell.	Norton. 10.32.4—77.53
4	56	H. Chandler.	Norton. 10.40.8—76.51
5	86	A. W. Roberts.	J.A. Triton. 10.42.2—76.34
6	77	R. Simmons.	Norton. 10.44.6—76.05
7	81	M. Andrews.	B.S.A. 10.48.4—75.60
8	76	A. E. Rogers.	Norton. 10.54.0—74.84
9	54	K. Moyes.	Norton. 10.57.2—74.59
10	47	A. T. Cooper.	Norton. 10.57.4—74.56
11	71	W. A. Roberts.	Norton. 11.00.4—74.22
12	87	A. J. Lewis.	Norton. 11.00.8—74.18
13	73	H. R. Aldous.	B.S.A. 11.02.2—74.02
14	74	C. A. Chivers.	Norton. 11.16.0—72.51
15	51	A. T. Morgan.	Matchless. 11.21.0—71.97
16	78	J. G. Jones.	Norton. 11.23.2—71.74
17	65	W. A. Hoare.	Trinon. 11.26.8—71.36
18	68	J. E. Yeats.	Triumph Norton. 11.47.0—69.31
19	49	J. R. Golling.	Norton. 11.51.6—68.86
20	84	M. L. Arnott.	Norton. 11.59.0—68.15
21	82	D. J. S. Rubbert.	Norton B.S.A. 12.00.0—68.05
22	89	W. Thompson.	B.S.A. 12.02.4—67.82
23	67	M. J. Nugent.	Triton. 12.03.6—67.72
24	53	L. D. Crisp.	Triton. 12.08.2—67.28

Fastest Lap: R. M. Mahon in 1m.58.4s. at 82.82 m.p.h.

Event 11.		Sidecars	
1	35	T. Gray.	Triumph. 11.03.4—73.89
2	45	A. J. Sansum.	Triumph Norton. 11.09.2—73.24
3	46	D. Plummer.	Triumph. 11.19.0—72.19
4	49	J. G. Trustham.	Triumph. 11.42.0—69.81
5	41	J. Philpott.	Matchless. 11.55.4—68.49
6	52	R. J. Beales.	Triumph. 11.56.2—68.41
7	44	R. Powell.	Triumph. 12.02.4—67.82
8	28	D. Harvey.	Triumph. 12.23.8—65.87
9	40	A. Hughes.	Norton Triumph. 14.07.2
10	53	F. A. Hearn.	B.S.A. 12.02.0—4 Laps.

Fastest Lap: T. Gray in 2m.09.4s. at 75.74 m.p.h.

Event 12.		250—1,000cc	
1	106	P. Richards.	Norton. 10.31.6—77.63
2	128	A. J. Monk.	B.S.A.-350. 10.38.2—76.82
3	117	M. Ashwood.	A.J.S.-350. 10.45.0—76.00
4	119	J. Denty.	A.J.S.-350. 10.47.4—75.72
5	108	N. C. Lovett.	Norton. 11.03.2—73.91
6	127	S. Ellis.	A.J.S. 11.03.6—73.87
7	121	A. T. Randall.	Triumph. 11.04.2—73.80
8	110	S. Griffin.	Norton. 11.06.6—73.53
9	92	D. C. McMillan.	Norton B.S.A. 11.15.0—72.62
10	120	J. C. Judge.	A.J.S. 11.17.0—72.40
11	95	B. A. Ball.	Norton. 11.17.2—72.37
12	103	D. R. Menzies.	Norton. 11.17.8—72.31
13	113	G. R. Thomas.	Norton Triumph. 11.18.4—72.25
14	115	A. J. Freeman.	A.J.S. 11.26.0—71.44
15	101	P. H. Searshall.	Norton. 11.29.4—71.09
16	130	B. Stenning.	Triumph. 11.34.8—70.54
17	109	P. K. Davies.	B.S.A. 11.35.0—70.52
18	97	R. Spencer.	Triumph Norton. 11.42.8—69.73
19	133	D. R. Southwell.	Triton. 11.46.0—69.41
20	118	A. Ireland.	A.J.S. 11.51.6—68.86
21	129	P. Myall.	A.J.S. 11.56.0—68.43
22	96	A. B. Hughes.	B.S.A. 11.59.0—68.15
23	91	A. J. Stuart.	Triumph Norton. 12.04.0—67.68
24	90	R. R. Palmer.	Triumph Norton. 12.23.6—65.88

Fastest Lap: P. Richards in 2m.01.4s. at 80.76 m.p.h.





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## POSTBAG

Dear Editor,

Unfortunately my big-end seized during practice at Snetterton on May the 23rd and I was unable to ride at Silverstone on June 12th. However, I did attend the meeting as a spectator and, although it was frustrating being unable to ride I enjoyed the racing which took place. There was very little delay between the races and they were all exciting and closely contested which is more than could be said of many larger meetings. As a competitor I am usually too pre-occupied to notice the general organisation but as a spectator I had more time to consider things. I am sure all the competitors appreciate the amount of work necessary to put on a race meeting. I congratulate you and all the others involved in the organisation for the efficient way in which they are run.

Yours etc., M. L. Arnott, Cannock, Staffs.

Dear Editor,

After reading that the meeting on September 25th cannot for financial reasons be run on the Grand Prix Circuit at Silverstone, I contacted five of my friends in the area. They all agreed that to raise the entry fees for this meeting, provided that it was run on the same lines as last year, to £5 would be well worth the extra. After all we have to pay £2 6s. 0d. for a five lap race at Snetterton. To pay £2 10s. 0d. per race of 10 laps each seems to be far better value. Last year we got the best day's racing of the year on this circuit. I think that if you were to put it to our members they would be in agreement and gladly pay the extra.

Yours etc., S. P. Hitchcock, Camberley, Surrey.

**Ed.**—Well there it is. In a nutshell you can still have the meeting (although not this year now) if you want to pay for it. I went round most of my friends and asked their opinion as well but although they all agreed that the meeting was the best they have ever had, the financial aspect was a little too much for their pockets. I too agree with this sentiment. A lot of money is involved in using the big circuit and the burden can only be held by the competitor. The public just aren't interested!

Dear Editor,

Wandering as I am between South Africa and the U.K. I have been getting behind with my reading of *Bemsee* and only recently have I managed to read the June issue.

I had heard vague rumours that Shelsley Walsh was finished for motor cycles but I was somewhat surprised to read the views of whoever writes 'Jotting Along' column. I can only assume that he has never been to Shelsley or, if he has, then he didn't understand what it was all about. To suggest that the event consists of about one minute in the saddle is of course, nonsense. The event consists of two days with very congenial company in one of the most picturesque spots in the Midlands. Most competitors will agree that the actual riding is almost incidental and I have enjoyed the event in the pouring rain (which it frequently does).

To say that car drivers and motor cycle riders do not mix is, in the case of this hill-climb, most unfair to the car drivers who do in fact invite us to compete at their hill, make us very welcome and take an admiring interest in our performance. There may have been some friction at Brighton but I have never experienced any at Shelsley which I have attended for the last four years. It is a classic example of how a mixed hill-climb can work.

I only hope the June copy of Bemsee does not get into the hands of Gerry Flewitt the excellent organiser of the recent Shelsley Walsh hill climbs because he would be most offended by the inferences of the article. I am quite sure that if the regular Shelsley Walsh riders were invited they would pay three guineas in order to enjoy the atmosphere of the week-end and have a dash up the historic hill to say nothing for the excellent beer in the paddock bar and in the pub on the top of the hill.

Yours etc., R. A. G. D'E. Willoughby, R.M.S Transvaal  
Castle, Las Palmas de Gran Canaria.

Dear Editor,

I would just like to let you know that at the Norwich Trophy Meeting I thought the marshalling was tip-top. Perhaps you would pass this on to all concerned. In my own race there were two fine examples. I had a back wheel slide out at Riches on the last lap and whilst regaining control of things, could see the marshals already running to my assistance and I hadn't even fallen off!! Funny how one notices these things whilst being **very** busy with something else! A little later, when Mr. Irons dropped his plot at the Hairpin just in front of me, the marshals had the yellow flag out for my benefit before Iron's bike had actually stopped sliding. Full marks to all concerned.

Just before concluding, was there anybody who managed to take a picture of me as I would very much like one.

Your etc., C. Rowe, Staines, Middx.

Dear Editor,

Re this subject of the A.G.M. Yes, four members for an A.G.M. is disappointing but has anyone considered why???

Now most of us are loyal to our sport and movement, but 7 p.m. on a Friday night in the centre of London to my mind is asking for a poor attendance. I personally could never make it and I don't doubt that there are many more in similar circumstances.

Some of us are getting a little older and spend from Monday onwards breaking lap records to keep up with the tax man, even round to Saturday night so to my mind Friday night at 7 p.m. just isn't on. Why not put out a feeler to our members and see if an alternative day can be found so that more of us can come along and stick in our oar sometimes.

My good wishes to the Club.

Yours etc., E. N. Weekes, Maidenhead, Berks.

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## **JOTTING ALONG BARAGWANATH TROPHY MEETING**

by The Editor

Slight change to results. Event 3 rider No. 8 should read R. C. Davies (Matchless) and not R. J. Moreau. Sorry!

### **M.C.C. SPRINT**

The Sprint which the M.C.C. were scheduled to hold on September 5th will not now take place as they have been unable to obtain a course.



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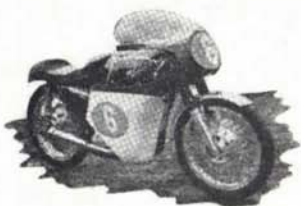


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