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THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB



EDITOR

Jim Swift

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Kingston-on-Thames, Surrey.



**Bemsee**

### THE CLUB

President : Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S.  
Vice-Presidents : H. L. Daniell, G. E. Duke, O.B.E., J. Surtees, M.B.E., and G. Brown  
Chairman : R. C. Walker      Vice-Chairman : H. L. Daniell

### DEATH OF PETER SIMMONS

I shall miss Peter, I and many others, not only for what he was, a kind hearted, forthright man with the rare gift of humility, but for the part he played as an un-named representative of that vast corps of men and women, girls and boys who put so much into the sport which they have made their hobby. Scratch your heads and you won't recall Peter at all, but ask a Bemsee marshal and he will tell you that Peter was the quiet, diminutive figure who made such a wonderful success of his role of Commander at the hot-spots on our circuits: North Tower Crescent at Crystal Palace; Becketts at Silverstone; The Hairpin at Snetterton. Any-one coming unstuck on those corners realised after the dust had settled that he was in very competent hands, disciplined hands—the hands of the marshals of both sexes whom Peter led.

At 36 years of age Peter Simmons died on May 12th; passenger in a car rounding a corner in France being met head on by a somersaulting car. He and his driver innocent victims in a tragedy. To his parents and relations, his many friends in the Kingston and District Motor Cycle Club, his crew of B.M.C.R.C. marshals and those in B.M.C.R.C. who knew him his departure from the scene is a grievous loss. We shall miss him very much.

DENNIS BATES

## AS IT WAS IN THE BEGINNING by Noel Pope

Commencing a potted history of the Club  
from 1909 to 1914

The year 1909—to us the beginning—for it was then in the month of February that a band of far seeing enthusiasts gathered to discuss the formation of a motor cycle club, the main objects being racing, testing and the development of machines.

It is true, that up to that year, motor cycle racing had taken place at Brooklands under the auspices of the Brooklands Automobile Racing Club. This year however they were prepared to let a Club or Clubs race under their own colours, and so it was thus that the forefathers of our Club gathered together.

The founders and provisional committee consisted of: Major Lindsay Lloyd, Messrs. R. O. Clark, E. C. W. Fitzherbert, O. L. Summers, W. H. Wells, A. V. Ebblewhite, F. Straight and A. G. Reynolds. It was George Reynolds who agreed to take over the post of Honorary Secretary until such time as a permanent one could be found. It was he also who was most adamant that the name of the Club should be British and not Brooklands Motor Cycle Racing Club. Arrangements were made with the British Automobile Racing Club for our members to use the track and its facilities free of charge other than our own subscription, and the objects of the Club were stated:

- To encourage young riders
- Testing machines
- Social intercourse between racing men
- To form an international team
- To encourage members to gain long distance and time records.

In March the Club was officially formed at Carlton House, Regent Street, the H.Q. of the B.A.R.C., with Major Lloyd in the Chair. Forty-two names had been sent in, applying for membership. The committee was elected and consisted of: Major Lloyd, Messrs. H. Collier, W. H. Bashall, O. L. Summers, W. H. Wells, W. Pratt, R. M. Brice, R. O. Clark, A. G. Foster and A. V. Ebblewhite with, of course, Reynolds as Honorary Secretary. Later, by April, the membership was over 50 which enabled the Club to become affiliated to the A.-C.U. and His Serene Highness, Prince Francis of Teck, K.C.V.O., D.S.O., honoured us by graciously consenting to become Patron of the Club.

The first honour to a Club member fell to George Reynolds when he made the first ascent of the test hill at the official opening on a 6 h.p. Matchless.

**April 22nd.** Thursday was the day our Club held its first meeting, marred somewhat by a continuous downpour late in the afternoon. The entries were:

- V. Olsson (5 h.p. Vindec)
- W. Smith (2 h.p. Moto-Reve)
- G. L. Fletcher (2 h.p. Moto-Reve)
- W. H. Bashall (3½ h.p. Triumph)
- A. W. Whittet (3½ h.p. Triumph)

H. D. Teage (3½ h.p. Triumph)  
 R. T. Exshaw (3½ h.p. Zenith)  
 F. W. Barnes (3½ h.p. Zenith)  
 H. Martin (7 h.p. Matchless)  
 W. E. Cook (7 h.p. N.L.G.)  
 J. Slaughter (3½ h.p. Triumph)  
 F. A. McNab (3½ h.p. Triumph)  
 H. H. Bowen (3½ h.p. Triumph)  
 M. Geiger (7 h.p. N.S.U.)  
 T. Loughborough (3½ h.p. four cylinder F.N.)  
 H. A. Collier (6 h.p. Matchless)  
 T. A. Carter (7 h.p. Matchless)

The first race was a 2 lap scratch event to decide the handicap. All the riders, except Teage and Whittet started but Bashall failed to start his engine and retired. Geiger led from the start and won by over half a mile. Results were:

1st	Geiger	64.11 m.p.h.
2nd	Cook	
3rd	Martin	
4th	Bowen	
5th	Slaughter	
6th	Barnes	
7th	McNab	
8th	Collier	
9th	Olsson	
10th	Smith	

While the handicaps were being worked out, the competitors turned their attention to the preliminary run up the test hill. Barnes made the fastest ascent and worked his Gradua gear to advantage. Bowen, Geiger and Collier all made good ascents, while some of the competitors found the hill too much for their machines. Then came the two lap handicap which was most skilfully worked out by George Reynolds. The starters with their handicaps were:

G. L. Fletcher	—	3m. 52s.
V. Olsson	—	2m. 47s.
H. Collier	—	1m. 46s.
F. A. McNab	—	1m. 42s.
F. W. Barnes	—	1m. 21s.
J. Slaughter	—	1m. 5s.
H. Martin	—	1m. 3s.
H. Bowen	—	1m. 3s.
W. E. Cook	—	18s.
M. Geiger	—	Scratch

All started off well except Cook who failed to leave the line. Then the rain started which proved Geiger's undoing as the wide flat belt of his machine began to slip more and more as the rain increased. Olsson was only just caught before the finish by Collier who had worked his way to the front after a hard fight. Results were:

1st	Collier	48.60 m.p.h.
2nd	Olsson	
3rd	McNab	
4th	Bowen	
5th	Martin	
6th	Barnes	

The handicap for the hill test having been worked out, the runners started in pairs to make their ascent. The handicaps were:

W. E. Cook	—	18s.
G. L. Fletcher	—	8 2/5s.
V. Olsson	—	4 3/5s.
H. Collier	—	3 4/5s.
H. Bowen	—	2/5s.
M. Geiger	—	4/5s.
F. W. Barnes	—	Scratch

Fletcher was disqualified as he made his ascent 6 seconds ahead of his handicap allowance. He had rather obviously not tried too hard on his preliminary run. The results for the hill climb were:

1st Collier 23 m.p.h. 2nd Bowen. 3rd Olsson.

The scratch race was postponed owing to the heavy rain so Mrs. Locke King presented the prizes and the Major Lloyd Cup was taken by H. A. Collier.

*to be continued*



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Any race meeting must be costed on the anticipated revenue from the gate. For Club meetings the rider must pay for his pleasure as the gate is non-existent. For an International, the public pay for it but, and this is the whole crux of the problem, there is a limit on the attendance and expected income from that public. In turn this decides what money can be spent to give a reasonable profit. We are in this for profit for, without it, we cannot plan and produce sufficient racing to satisfy the needs of our members.

---

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G9 Sprint Engine (big cams, pistons and ports) and full selection of G9 and G11 cycle and engine spares. Cash offers for lot or parts, or will exchange for Triumph or Norton spares.

NEW Norton high comp. pistons for 650 c.c.—£8 pair. Norton easy-lift paddock stands—35/-. Also selection of SH 500 and 650 Norton pistons.

D. V. Doyle, 43 Hillview Gardens, Kingsbury, N.W.9.

1964 NORTON 650SS. Taxed to February 1967. Has chrome wings and h/lamp, rev cntr, new silencers, new battery, tank cover, racing brake shoes, high comp pistons, 3½ gallon glass fibre tank, racing seat, new side stand.

1959 ARIEL LEADER. Converted to special, new alloy rims, new tyres, new tank and seat, new battery, new fairing, pistons, big ends, sprockets and chains, balanced flywheels.

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TYRES 2.50 x 18 front, 2.75 x 18 rear Pirelli, both new, £2 each. 2.00 x 18 front, 2.25 x 18 rear Firestone, 30/- each. R47, R49, R50 and R51 plugs 5/- each. Camshafts, clutch plates, coils, points, cables, etc., all new, for Honda CR93. Also SH pistons, rings, valves, rear legs, NGK plugs, etc.

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### PASSENGER OFFER

Any rider needing a passenger is asked to contact T. G. Turner, 46 Cambridge Crescent, Totteridge, High Wycombe, Bucks. Willing to share expenses and also help in anything mechanical.

### WANTING TO RETURN

A set of points loaned on June 11th at Silverstone is Mr. W. Hodgkins of 1 Ivorydown, Bromley, Kent. The rider, believed to be bearded and in the sidecar event was good enough to loan them after a Tannoy message.

## START GOLD!

by the Secretary

Oops, another friend gone! It all started when I valued his services less than he valued them himself! Very difficult — how do you tell someone he's not worth anything without hurting his feelings?

In this present generation of decrepid race machinery, with spares so high or almost unobtainable, and with blow-ups all too frequent, more and more people with even the slightest success ask for start money. I can't say that I blame them entirely, but the situation is becoming ludicrous to say the least. What makes a star? What makes you pay one? I have evidence of one particular rider, who shall obviously be nameless, having letter headed paper listing, amongst other successes, a first place at Silverstone—and he asked for start money at the Hutch! Trouble was that his first place was at a Club meeting AND in the slow 1,000 race!

When I said that I don't blame people asking, I say that with the knowledge of how much racing costs these days. A number of friends have put it around £1,400 a year for one machine raced consistently, including the Manx G.P. and taking into consideration repairs of both minor and major natures. But I wish they wouldn't ask, it does make life so much the poorer!

It was in April six years ago that a certain rider with a four cylinder Italian made machine was paid £25 to ride at an International event at Silverstone, the first time the Club had ever paid start money to anyone. Two years previously, the rot had started to set in by two circuits offering money to attract riders to their circuits which, needless to say, meant that everyone else had to do the same to keep up. Riders started boycotting meetings which didn't offer start money, which the Club first insisted should go only to foreign riders who had necessary expenses in order to compete at a British meeting. Of course, bit by bit the tempo increased until now you cannot run a meeting without incurring start money expenses of too colossal a nature to be even considered by many. Professional racing has taken over from the old 'works' interest and enthusiasm and the love of the sport is now a secondary consideration to those who provide the attraction for the spectators. For a world champion we now pay twenty times what we did in those far off days of better racing and it is with no wonder that the purse strings have to be tightly pulled when it comes to riders of lesser status and attraction.

Why is start money paid? This is a question which does not need much explanation. Start money is only paid to those riders who the organisers consider would provide sufficient attraction to increase the number of spectators. The argument then starts that, without the also-rans, there would be no racing! But you cannot pay everyone to race. Surely it is still a sport regardless of professional interest and rising costs. What must be borne in mind is that, not only are costs rising and blow-ups becoming more expensive to the rider, but the organiser is also faced with rising costs far more extensive than the average rider could appreciate or possibly foresee. Wages, printing, materials, postage; all these things add something like 15%—25% more to the cost of a meeting unless some form of saving is made on something else.





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## AN ENJOYABLE DAY AT SILVERSTONE

The alarm has sounded, I jump out of bed  
A quarter past five, something wrong with my head,  
I look out the window and down comes the rain,  
It didn't need much to bring on the pain.  
The place of departure the well known B.8.  
I rush through by breakfast, I must not be late  
Whilst donning my mack and Wellington boots  
I think of the rain but don't give two hoots.  
I rush to the School not aware of my fate  
For as usual there's always somebody late  
At last we're away and in no time at all  
The signpost of Silverstone is seen on the wall.  
We arrive on the track with the rain pouring down  
The name that I call it isn't a noun.  
I'm then sent to Marshal quite near to the straight  
I'm sure that from there the view will be great.  
The racing begins, they race round the track,  
There's Surtees and Sandford, alas and alack,  
The race is soon over, I'm starting to freeze,  
And now and again I knock at the knees.  
I try to get warm, I turn and I run,  
But in all the mud, it isn't much fun.  
I open the Thermos to pour out the tea,  
The rain fills the cup almost before me.  
The races continue and so does the rain,  
My Wellington boots they fill like a drain.  
The last race of all, a Clubman's affair,  
As soon as it's over to the Car Park I'll tear.  
I arrive home at last a glare from the wife,  
The mud on my boots, wet through, what a life,  
She says "Don't tell me you've had an enjoyable day."  
I don't say a word for fear of the fray.  
But ladies and gentlemen do not despair,  
At the very next meeting you will find me there.  
I can only hope the weather is fine,  
Then we all can have an enjoyable time.

BERT BEAVIS

## ANOTHER WORLD FLIGHT

Yes, we're doing it again. No reasons or excuses this time, just a straight forward holiday in the sun. Route— Cairo, Delhi, Hong Kong, Tokyo, Taipei (Formosa), Bangkok, Athens and back to London. 15 Days in all with time spent in all the cities named. Wonderful accommodation reserved, sightseeing trips laid on, in fact a perfect holiday as only Bemsee can arrange. Total cost £280. Dates February 10th - 25th  
You are invited to book now and reserve your seats with a deposit of £50 per seat. The aircraft, a Britannia, will be with us all the way.

## WISCOMBE PARK

by the Editor

Sixteen members took part in what can only be described as the perfect setting for a hill climb. The weather was as perfect as it could possibly be and I've no doubt that Harry Voice was able to substantiate that statement when he took his first bath! The hill itself was situated in the glorious countryside surrounding the valley of the Sid near Colyton and the entrance to the paddock was made by a tortuous route down the side of a hill which would have done credit to the most ardent Yugoslavian road builder.

The meeting was spread over the two days of Whitsun, Sunday and Monday, practice taking part on the most unrestricted basis on Sunday only; although provision was made for Neville Higgins, Harry Voice and one or two others to have a go on Monday. The 1,000 yds. course did much to reduce the waistline of many a rider who took the enthusiastic attitude common to all hill climbers, that of walking up the hill. I must admit that I only did it once, the precedence being already set by the R.A.C. Steward although I never did see him do it! It was nice coming down though!

The results speak for themselves. Roy Opie upheld the tradition of the motor cycles by putting up a very creditable 49.04s. on a 500, closely followed by Neville Higgins' 49.33s. We also put up a new side-car record for the hill with Merrick's 53.68s. Our team of Opie, Woods and Higgins achieved a second place in the team challenge with an overall 151.31s., slower by 4.03s. than the winning car team.

### Results

	Machine	c.c.	1st	2nd
<b>Solos up to 350 c.c.</b>				
R. E. Halliday	Honda	247	56.92	56.43
S. V. Woods	Ducati	248	58.45	55.83
H. A. Voice	AJS	344	55.41	55.24
G. V. Buck	AJS	348	51.81	51.98
<b>Solos from 351 to 500 c.c.</b>				
W. D. Tressider	Norton	490	54.89	53.55
P. W. Thomas	Ariel	497	57.92	57.96
R. Opie	Ariel/Triumph	498	49.35	49.04
E. A. Woods	JAP	498	58.73	52.94
H. A. Voice	Excelsior	498	55.55	—
G. V. Buck	GVB Triumph	498	51.94	51.16
S. V. Woods	Norton	500	67.17	61.21
<b>Solos from 501 to 1,000 c.c.</b>				
R. B. Knight	Brough Spr.	996	58.36	58.39
D. N. Place	Triumph	650	57.49	56.58
N. Higgins	Vincent	998	50.66	49.33
C. J. Williams	Scott	625	51.09	51.46
<b>Three-Wheelers</b>				
P. M. Williams	Vincent	998	55.27	55.14
P. G. Gerrish	Vincent	998	55.64	55.54
G. C. Selwyn	GCS/Dago	650	56.75	58.68
M. Merrick	Vincent	998	53.68	54.77

## THAT OTHER WORLD

by Bert Beavis

Whilst marshalling at Silverstone in April, it was raining as usual, I was accompanied by a young married marshal. A rider came past trailing his feet and I said to my companion "He's doing a Ray Amm" (I had seen Ray do this in the wet on several occasions), to which my companion replied "Who's Ray Amm?" A little later a solo B.M.W. came round. I said "Remember when Geoff Duke rode a B.M.W.?"

He replied that he had never seen Geoff Duke ride.

These few comments made me feel awfully old and I wondered just how long I had done this marshalling job. The earliest jog to my memory that I can find is in 1956 when I wrote a poem which was printed in the June magazine of the Metropolitan Police Motor Club magazine. (Reprinted at the end of this article—Ed.) It may be of comfort to present marshals to know that it was raining then.

I still like to recall the many experiences and happenings that I have encountered during my years as a marshal. The practice day at the Crystal Palace when we were very short of marshals springs to mind first. I was posted with a very young man at the entrance to the Glade and, between us, we were flag marshals, telephone marshals and everything else for the whole of the top straight. Suddenly, in the distance, I saw a rider laying in the road. "If anything happens wave the yellow flag," I said to the young man and off I ran along the top straight to the point where the rider was and dragged both him and his machine to the side just before the riders re-appeared. I was walking slowly back to my post when a solitary spectator shouted "How about the bloke in the pond?" I ran back to where there was a sunken pond with a low wall around it and, although the pond was almost dry, in it was a rider and his machine. Apparently both riders had collided and one had hit the wall and gone over the top. If my memory serves me correctly he suffered a fractured skull but recovered.

I was Senior Marshal at the exit from the Glade that fateful year when we had eight riders on the deck and straw bales spread all over the place. With super human effort, marshals were lifting machines off riders and generally clearing up but, unfortunately, the race had to be stopped. All too often marshals are taken for granted but on this occasion and many others, riders have thanked us for a prompt signal or service.

For all its trials and tribulation I hope that I shall be of assistance for many years to come. Marshalling is the tops, and the men which make it up do an excellent job regardless of conditions. Finally, I would like to comment on riders' behaviour. Generally, it is excellent but I do wish they would observe the yellow flag when it is waved so that we do not get a repeat of last year's Crystal Palace behaviour. The yellow flag is only waved when there is a real danger.

Many thanks to all of you for the happy times past and yet to come.

**NORWICH TROPHY MEETING — SNETTERTON**  
22nd May, 1966

**Event 1. Sidecars.**

1	46	N. R. Vann. Pass: G. Hayhoe. Velocette. 18.10.4—62.63
2	29	J. C. Parker. Pass: C. D. Wallace. Triumph. 18.11.0—62.60
3	37	J. S. Rook. Pass: N. J. Hornsby. J.S.R. 18.57.0—60.00
4	35	D. Jarvis. Pass: I. J. McGhee. Triumph Norton. 19.03.6—69.72
5	55	T. Jones. Pass: R. C. Janes. B.S.A. Spl. 19.53.0—57.24
6	42	M. B. Blakemore. Pass: C. Horton. Triumph. 20.29.4—55.5
7	39	C. Evans. Pass: P. Wilkins. Triumph. 18.12.0—6 Laps

Fastest Lap: P. Baker (Triumph) in 2 mins. 31.2 secs. at 64.52 m.p.h.

**Event 2. 1,000 c.c.**

1	8	A. Spooner. Norton. 17.12.6—66.15
2	21	D. E. Whapshott. Matchless. 17.43.2—64.23
3	33	M. Andrew. B.S.A. 18.09.0—62.71
4	6	H. Chandler. Norton. 18.11.4—62.63
5	18	R. L. Knight. Hughes Triumph. 18.11.6—62.61
6	35	B. J. McLean. Norton. 18.32.8—61.37
7	31	G. R. Thomas. Norton Triumph. 18.37.2—61.13
8	16	B. L. Davidson. Norton. 19.02.0—60.20
9	26	N. Bungard. Norton. 19.05.2—60.12
10	38	D. J. Habel. Triumph Matchless. 19.21.6—59.60
11	32	J. M. Rice. A.J.S. 19.23.4—59.42
12	17	H. R. Aldous. B.S.A. 17.23.6—6 Laps
13	36	T. A. Upton. Norton. 17.35.4
14	14	C. A. Chivers. Norton. 17.35.4
15	3	J. I. Hughes. Norton. 17.45.0
16	37	B. S. Tingley. Norton Triumph. 17.54.0
17	42	R. Greenwood. Triumph Spl. 17.56.2

Fastest Lap: A. Spooner (Norton) in 2 mins. 22.2 secs. at 68.60 m.p.h.

**Event 3. 250 c.c.**

1	55	D. J. Palmer. Greeves. 17.52.6—63.68
2	92	D. Vallis. Bultaco. 18.52.8—60.29
3	46	R. D. Rippingale. Greeves. 19.11.8—59.29
4	76	R. Mitchell. Greeves. 19.12.8—59.24
5	81	A. Gagen. Royal Enfield. 19.30.6—58.34
6	59	J. F. Ringwood. Cotton. 19.31.4—58.30
7	51	D. C. Adoy. Villiers. 19.33.0—58.22
8	66	G. Oldfield. Honda. 19.33.2—58.21
9	65	L. H. Lasey. E.G.S. 19.59.4—56.94
10	62	R. Chambers. Ducati. 20.02.2—56.81
11	48	R. W. Miller. Greeves. 17.58.0—6 Laps
12	80	D. Evans. Yamaha. 18.01.2
13	75	C. V. Cook. Moto Guzzi. 18.02.4
14	86	S. Hudson. Cotton. 18.04.8
15	64	D. H. Thompson. Greeves. 18.23.8
16	84	M. Hunt. Ducati. 18.31.6
17	56	K. J. Parker. Ariel. 18.49.0
18	79	G. A. Bacon. Bultaco. 19.04.4
19	83	B. Judd. Bultaco. 19.20.6
20	88	A. B. Hughes. Ducati. 19.24.2
21	70	J. R. Whittey. Ariel. 19.39.2

Fastest Lap: D. J. Palmer (Greeves) in 2 mins. 28.4 secs. at 65.74 m.p.h.

**Event 4. Production.**

1	36	M. Andrew. B.S.A. 11.52.0—68.51 (1st 1,000)
2	9	J. M. Hedger. Triumph. 11.54.0—68.32 (2nd 1,000)
3	19	R. L. Knight. Triumph. 11.55.0—68.22 (3rd 1,000)
4	18	D. J. Nixon. Triumph. 12.06.2—67.17
5	28	P. J. Bailey. Norton. 12.13.0—66.55
6	3	K. Moyes. B.S.A. 12.14.0—66.46
7	24	B. L. Davison. Norton. 12.21.8—65.75
8	15	C. M. Hopes. Triumph. 12.34.4—64.66

9	4	D. Vallis.	Norton.	12.37.2—64.42
10	43	M. J. Nevill.	Triumph.	12.49.4—63.40 (1st 500)
11	37	R. P. Guy.	Triumph.	13.05.6—62.09 (2nd 500)
12	5	R. A. Maskell.	B.S.A.	13.09.0—61.83
13	40	A. M. Rogers.	Ducati.	13.18.6—61.08 (1st 250)
14	34	M. V. Warrington.	Triumph.	13.20.2—60.96 (3rd 500)
15	10	D. V. Doyle.	Norton.	13.25.4—60.58
16	26	R. J. Rawlingson.	Triumph.	13.39.6—59.52
17	39	C. P. Thompsett.	Ducati.	13.46.8—59.00 (2nd 250)
18	23	M. Gilder.	Norton.	13.48.8—58.86
19	21	K. Smith.	Norton.	13.56.2—58.34
20	11	L. W. Mansfield.	B.S.A.	14.08.0—57.52
21	27	K. T. Durham.	B.M.W.	14.10.0—57.39
22	47	R. Harrington.	B.S.A.	14.13.2—57.17
23	41	M. Wordsall.	Yamaha.	14.17.2—56.01 (3rd 250)

Fastest Lap: M. Andrew (B.S.A.) in 2 mins. 17.2 secs. at 71.10 m.p.h.

**Event 5. 350 c.c.**

1	15	C. Brown.	Norton.	12.16.8—66.21
2	29	T. C. Parker.	Norton.	12.30.0—65.04
3	17	R. F. Roberts.	A.J.S.	12.33.4—64.74
4	45	R. G. Duffy.	Norton.	12.35.0—64.61
5	34	R. V. Bowring.	R.V.B. Triumph.	12.41.6—64.05
6	5	D. Walker.	B.S.A.	12.44.2—63.83
7	7	A. P. Dancer.	Norton.	12.58.6—62.65
8	36	J. C. Judge.	A.J.S.	13.01.6—62.41
9	33	M. W. Love.	Triumph.	13.02.0—62.36
10	9	D. W. Lamb.	Norton.	13.03.2—62.28
11	8	C. V. Wallis.	Velocette.	13.12.0—61.59
12	46	R. W. Baylie.	A.J.S.	13.17.0—61.20
13	1	R. C. Verney.	B.S.A.	13.17.4—61.17
14	40	G. W. Franklin.	A.J.S.	13.23.8—60.69
15	28	M. Carter.	Norton B.S.A.	13.45.4—59.10
16	6	P. M. Collis.	B.S.A.	13.47.4—58.96
17	12	M. J. Marshall.	E.R.S.	13.50.2—58.76
18	41	D. E. Foxley.	Triumph.	13.51.4—58.67
19	32	M. J. Bland.	Norton.	13.53.0—58.56
20	2	M. G. Cram.	A.J.S.	14.44.4—55.16
21	43	E. Monohan.	Norton.	14.52.2—54.67

Fastest Lap: R. F. Roberts (A.J.S.) in 2 mins. 23.6 secs. at 67.93 m.p.h.

**Event 6. Sidecar.**

1	11	M. J. Rowell.	Pass: A. G. Holtom.	Norton.	11.17.8—71.97
2	2	R. L. Ayres.	Pass: R. Housego.	Triumph.	11.23.4—71.38
3	9	A. J. Sansum.	Pass: R. A King.	Triumph.	11.23.6—71.36
4	22	D. Plummer.	Pass: M. Brett.	Triumph.	11.27.8—70.93
5	17	J. Harlow.	Pass: M. J. Craswell.	Norton.	11.34.4—70.26
6	8	K. Batley.	Pass: B. Lindhurst.	Triumph.	11.53.6—68.35
7	4	J. Bamber.	Pass: L. Moynihan.	Triumph.	11.53.6—68.35
8	12	A. G. Betts.	Pass: J. G. Betts.	Norton.	12.05.6—67.23
9	21	R. Cass.	Pass: R. A. Weller.	Triumph.	12.18.0—66.10
10	5	G. Bye.	Pass: B. Spriggs.	Triumph.	12.26.8—65.32
11	18	J. C. Fagence.	Pass: P. Dore.	Triumph.	12.39.0—64.27
12	15	R. J. Beales.	Pass: Mrs. J. Beales.	Triumph.	12.59.0—58.20

Fastest Lap: M. J. Rowell (Norton) in 2 mins. 11.8 secs. at 74.02 m.p.h.

**Event 7. 125 c.c.**

1	37	F. K. Armstrong.	Honda.	11.50.2—68.68
2	38	C. Mortimer.	Bultaco.	11.50.6—68.64
3	2	R. W. Bryant.	Bultaco.	11.55.8—68.15
4	26	M. A. Lewis.	Bultaco.	12.06.8—67.12
5	9	J. Hughes.	Honda.	12.07.4—67.07
6	19	S. R. Nicholson.	Bultaco.	12.09.0—66.91
7	1	R. Hardy.	Bultaco.	12.18.0—66.10
8	16	J. D. Carpenter.	Bultaco.	12.22.0—65.74

9	23	J. D. Button.	Honda.	12.41.8—64.03
10	17	S. Kempster.	Bultaco.	12.59.0—62.62
11	34	J. Finall.	Ducati.	13.04.8—62.16
12	14	G. Long.	Bultaco.	13.16.8—59.37
13	15	P. M. Coleby.	Bultaco.	14.19.0—56.61
14	6	P. M. Collis.	B.S.A.	14.41.8—55.32

Fastest Lap: J. A. Iszard (Bultaco) in 2 mins. 14.2 secs. at 72.70 m.p.h.

**Event 8. 1,000 c.c.**

1	46	L. A. C. Haynes.	Norton.	10.54.0—74.59
2	79	M. G. Dixon.	Norton.	10.57.0—74.25
3	58	D. R. Menzies.	Norton.	10.57.4—74.20
4	64	D. Miller.	T.N.S.	11.05.6—73.29
5	72	R. J. Rawlingson.	Triton.	11.18.4—71.91
6	68	A. P. Kendrick.	Norton.	11.20.8—71.66
7	78	J. C. Judge.	Norton B.S.A.	11.27.8—70.93
8	52	D. C. McMillan.	Norton.	11.29.0—70.80
9	74	C. Hutton.	Matchless.	11.31.6—70.54
10	88	P. J. Russell.	B.S.A.	11.41.4—69.55
11	54	G. L. Rawlings.	Norton.	11.41.4—69.55
12	69	P. Daly.	Norton.	11.47.2—68.98
13	62	A. J. Sykes.	Triumph Norton.	11.52.0—68.51
14	57	T. Kingham.	Norton.	12.21.0—65.83
15	82	D. T. Hosie.	Norton.	12.27.4—65.26
16	48	C. R. Chester-Jones.	C.R.C.-J.	12.35.4—64.57
17	81	D. J. S. Rubbert.	Norton B.S.A.	12.57.6—62.73
18	67	P. A. Coughlin.	Triumph Norton.	13.23.8

Fastest Lap: L. A. C. Haynes (Norton) in 2 mins. 04.0 secs. at 78.68 m.p.h.

**Event 9. 250 c.c.**

1	12	W. H. Day.	Greeves.	10.57.8—74.15
2	37	A. E. Steele.	Yamaha.	11.02.2—73.66
3	6	P. Humber.	D.M.W.	11.02.2—73.66
4	7	P. K. Irons.	Cotton.	11.04.0—73.46
5	35	N. Palmer.	Cotton Greeves.	11.10.0—72.81
6	33	T. R. Carter.	D.M.W.	11.18.0—71.93
7	9	J. Williams.	Greeves.	11.23.4—71.38
8	34	K. G. Tilley.	Aermacchi.	11.24.4—71.28
9	19	G. R. Bunting.	Ducati.	11.27.0—71.01
10	42	B. Edwards.	Aermacchi.	11.56.6—68.07
11	38	M. Ryall.	Cotton.	12.14.0—66.46
12	25	C. B. White.	Ducati.	12.17.0—66.19
13	22	D. McMillan.	Ducati.	12.33.2—64.76
14	21	M. Wordsall.	Yamaha.	12.41.4—64.07
15	41	W. J. Hicks.	Greeves.	12.46.4—63.65
16	8	P. Broad.	A.S.R. Ariel.	12.58.8—62.63
17	11	R. J. Quick.	Greeves.	13.03.4—62.26
18	39	M. J. Bell.	Bultaco.	13.13.0—61.49
19	14	J. R. Aldworth.	Greeves.	13.30.6—60.19

Fastest Lap: W. H. Day (Greeves) in 2mins. 07.0 secs. at 76.82 m.p.h.

**Event 10. 1,000 c.c.**

1	22	D. F. Best.	Norton.	10.31.2—77.29
2	136	B. A. Ball.	Norton.	10.33.8—76.96
3	119	A. J. Smith.	B.S.A.	10.37.2—76.56
4	44	A. Melody.	Norton.	10.38.6—76.39
5	39	P. A. Noke.	Matchless.	10.39.0—76.34
6	113	A. R. Brooks.	Matchless.	10.47.2—75.37
7	111	M. Try.	Norton B.S.A.	10.59.2—74.00
8	112	M. Bass.	Triumph.	11.13.0—72.48
9	103	D. Walker.	B.S.A.	11.13.0—72.48
10	135	I. Ratcliffe.	Norton.	11.34.0—70.30
11	126	A. C. Tremble.	Norton.	11.38.6—69.83

12	15	E. P. Glasper.	Norton.	11.41.2—69.57
13	128	E. J. Saill.	Triumph Norton.	11.41.6—69.53
14	29	A. J. Stuart.	Triumph Norton.	11.42.4—69.45
15	133	R. E. Downing.	Norton B.S.A.	11.56.6—68.07
16	105	R. R. Palmer.	Triton.	12.00.8—67.68
17	114	T. E. Collingwood.	Davies Triton.	12.21.2—65.81
18	139	B. Toleman.	Triton.	12.24.4—65.53
19	131	J. G. Kew.	Norton Triumph.	12.29.4—65.09
20	104	P. B. Wade.	Norton.	12.31.4—64.92
21	117	J. M. Field.	B.S.A.	12.44.8—63.78
22	116	K. Trendell.	Norton B.S.A.	12.47.2—63.59

Fastest Lap: A. J. Smith (B.S.A.) in 2 mins. 01.2 secs. at 80.49 m.p.h.

**Event 11. 175—350 c.c.**

1	135	P. A. Smart.	Cotton.	11.06.0—73.24
2	129	R. D. L. Denny.	Yamaha.	11.20.0—71.74
3	115	J. Spiros.	Norton.	11.24.6—71.26
4	104	B. Edwards.	Aermacchi.	11.34.4—70.26
5	122	D. J. Habel.	Aermacchi.	11.34.4—70.26
6	126	R. Crowther.	Cotton.	11.35.6—70.14
7	101	B. S. Tingley.	Norton B.S.A.	11.57.0—68.03
8	137	M. J. Cox.	Yamaha.	11.58.2—67.92
9	123	J. Ward.	Royal Enfield.	12.07.8—67.03
10	118	D. Dann.	B.S.A.	12.07.8—67.03
11	140	M. A. Stirk.	Bultaco.	12.15.2—66.35
12	113	R. Burgess.	Norton.	12.32.0—64.87
13	120	G. Garraway.	Greeves.	12.41.6—64.05
14	117	J. Scroll.	A.J.S.	12.45.2—63.75
15	136	P. W. Sharp.	Honda.	12.48.2—63.50
16	139	P. Collins.	Cotton.	12.51.6—63.22
17	111	D. W. Robinson.	B.S.A.	13.13.8—61.41
18	143	D. G. Pickett.	Yamaha.	13.31.8—60.61
19	132	T. J. Byrne.	Ducati.	13.38.6—59.59

Fastest Lap: R. D. L. Denny (Yamaha) in 2 mins. 08.4 secs. at 75.98 m.p.h.

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## A SIGNAL, A DANGER — AND AN ORDER

by Jim Swift

It has taken a number of years to realise that a certain flag signal can be used to advantage by the less sporting of competitors. Of course I refer to the use of the waved yellow flag. This is only used when there is imminent danger, otherwise it is held stationary as should be all other flag signals.

To ignore a flag signal such as this can constitute foul, unfair or dangerous riding, depending of course, upon how the Clerk of the Course looks at it. To my way of thinking it is all three, especially where, to ignore the signal gains a rider a place or places. However, surely the rider normally knows best if he is capable of stopping or of avoiding any real danger. Surely the marshal knows if the danger is so great as to cause a serious accident if the warning is not given! This therefore is the point of argument. Whoever you believe is up to you. It is difficult to tell a rider that he could not have stopped if he believes that he could; it's rather like someone telling me that I don't know how to ride—the answer would be the same even though that person might be in a better position to judge than yourself. But the trouble is that, unless the Clerk of the Course witnesses the incident personally, he has the devil's own job to argue the case and can only really act as judge of the issue. If any rider is found guilty of foul, unfair or dangerous riding the Clerk of the Course is empowered to exclude that rider immediately.

Fortunately, this sport of ours is generally clean and fair. But this lack of understanding of the yellow flag (waved) is responsible for many a paddock fight after the race. It seems to take place more on meetings where money is involved for rather obvious reasons and is deplorable. I myself have witnessed meetings, other than our own, when riders have blatantly ignored the flag signal just to pick up a few more places. When signal is used the order ought to be **SLOW DOWN, KEEP IN ORDER AND RESUME THE RACE ONLY WHEN THE DANGER IS PAST**. Such will go into the Hutchinson 100 regulations. But the order is more of a request. We cannot enforce it for it is not a Rule. What we can do is to exclude any driver not taking heed of the signal as constituting unfair and dangerous driving.

The Club therefore requests all competitors, no matter at what meeting they are riding, to heed the flag signal and work on the request to keep in order until after the danger has been passed. Let's keep the sport clean! If a rider does deliberately overtake you, report him to the Clerk of the Course. I will certainly take strong action over anyone reported to me providing the complaint is substantiated.

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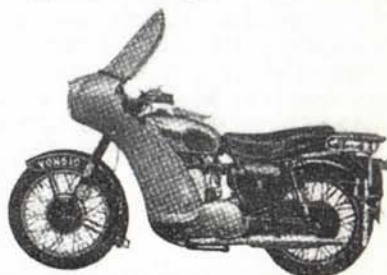
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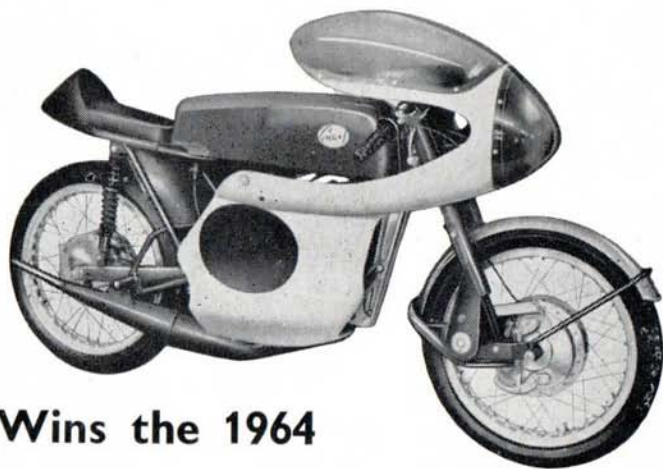
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