



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 13. No. 5. MAY 1960



No wonder Charlie Freeman and Billy Nelson were well placed in the Sidecar Championship race at the "Hutch"!

(Photo: Gordon Hicken)

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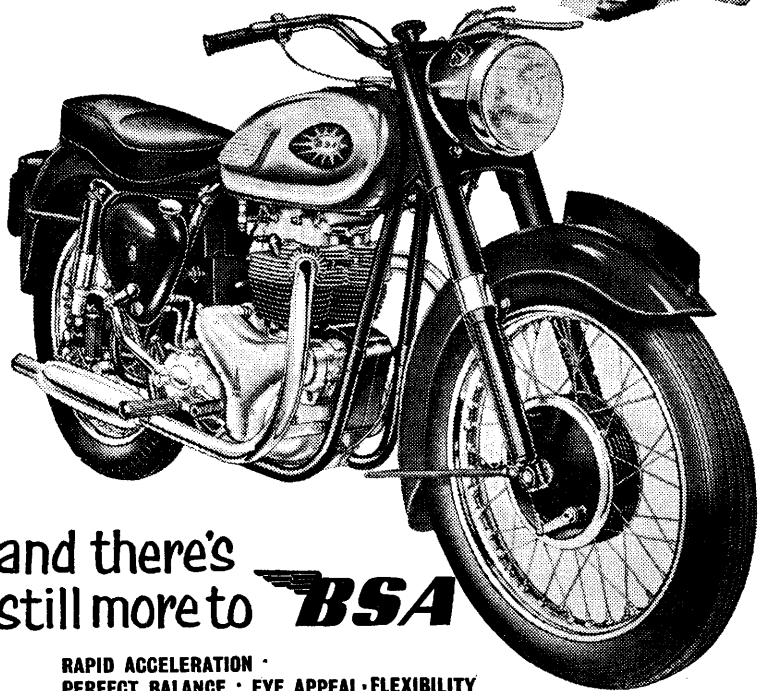
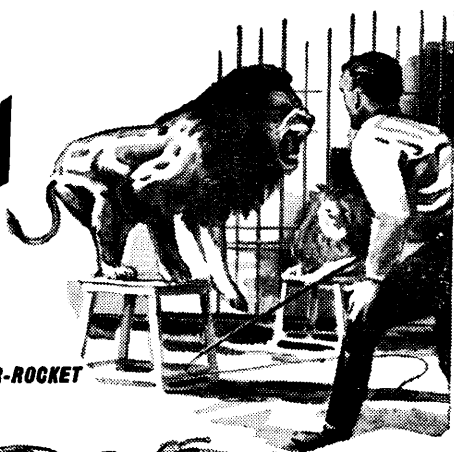
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EDITOR :
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BRITISH MOTOR CYCLE RACING CLUB

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EDITORIAL

DOES the ordinary "racer" get a fair crack of the whip? We can almost hear the cries of "no." Well, "no" is not altogether correct, we feel. Provided an entry is sent off for a meeting by return there is a reasonable chance the entry will be accepted; particularly under the new A.C.U. ruling. On the other hand there is no doubt that a great many more meetings of the Trophy Day type would be most welcome. After all a comparative novice has little or no chance against the "opposition" at the average national meeting and, unwittingly, might even get in the way of the fast chaps. B.M.C.R.C. have always been keen on Trophy Day. As all will know there is a second such meeting this year; "Club Day." The aim of the Club is to have at least one more such meeting in a year; an aim which is not as easy to achieve as might appear. However, that is all very well, but the two meetings are a drop in the ocean when one takes into consideration the number of people who want to have a "go." Race meetings cost money to promote, of course, but a Trophy Day type "do" isn't expensive compared with one of the bigger shows. The Club has found that out in the last few years.

We have heard it said that insufficient attention is paid to the ordinary rider; that reports of meetings, gossip columns and other such journalistic enterprises mention the aces often and no one else at all. Again this is not really true. At least in these pages we try to give mention, where we can, of all members, known and unknown. Of one thing we are sure. There would be no racing without that estimable mid and back field bunch of riders and make no mistake about that. For that reason alone the middle markers should get the mentions they undoubtedly deserve. We shall endeavour to do so. It is to be hoped others do.

Elsewhere in this issue will be found a few notes on the Club's entries in the Clubman's Trophy. In 1959 B.M.C.R.C. organised this meeting and, finance-wise at any event, it was disastrous. Though the racing itself was good. Now the event is back at Oulton Park. We sincerely hope the meeting will be a success and that a bigger crowd than the pitiful one which attended Silverstone last year will be present. We hold that the Clubman's is useful in its present form. The production machine race should be interesting too. We take this opportunity of wishing our own entries the best possible ride.



SIVERSTONE SATURDAY

28th MAY

A THRILLING CEREAL by Arthur West

The story so far . . .

Tom is a leading light in his local motor cycle (sickle) club—the Expresso Bonkers M.C.C. Revered by all his cronies for his fine brown frame, he is a very likeable cuddly hunk with a forehead that slopes back from his pelvis in the best traditions of streamlining. Highly revered also is Tom's motor sickle (cycle) for its fine duplex frame of puce and mauve and for the manner in which it, like its owner, writhes seductively when on the move. Indeed the two make a perfect combination.

After many weeks of preparation which entailed a seemingly endless series of carburation tests conducted at peak revs. on the local highway, Tom has decided to realise his ambition. To this end he arrives in the Isle of Man for the first time!

His triumphal return is awaited with keen interest by the two people who share the space in Tom's heart right next to his beloved sickle (cycle). These two are "Squirts" Kaffeen of the Highway Café and Tom's betrothed, lovely Sonia Pillyon, who, by happy chance, will welcome Tom's homecoming on her fourteenth birthday. (Romantic, isn't it?)

So readers we find our hero in Douglas, Isle of Man, surrounded by his ever-faithful gang of leatherclad buddies on that fateful morning of the Senior Tourist Trophy Race.

Now read on . . .

The Glencrutchery Road is a hive of activity. Boy Scouts jostle with Manx officials beneath the giant scoreboard, its flags fluttering gently in a light breeze; the same giant scoreboard that will shortly become the focal point of the eyes of those present and the ears of those not, through the wonders of wireless and the artistry of Mr. Graham Walker, at present indulging in a preliminary gargle behind the 'stands.

An excited buzz emanates from the Grandstand as spectators vie with each other discussing the various merits of the day's riders and machines. Trade "Barons" rush about unloading vast quantities of their wares into the many depots and plead with the riders to accept their start money. [Eh!—Ed.] An announcement is made on the P.A. system: "Snaefell Met. Station reports perfect conditions." Everywhere the air is full of the sound and smell of motor

cycles. Even a seagull puts a deposit on a Manx Norton. While almost drowned by the noise and bustle is the sound of Geoff Davison sharpening his pencil.

At least the riders are assembled on the grid where it only remains for the starter to allow time for the engines to freeze while hunting for the the flag. He's found it!! No. 1 is away. The air is rent by the blast of the maroon as the first of the gallant band gallops hopefully in the direction of Bray.

But what of our Tom? Well, being a heavy sleeper he has cut things a bit fine, but, in spite of this, has just made it to his rightful position in accordance with the official list of "do's and dont's" liberally exhibited. His buddies are there before him and in spite of the last minute rush, Tom nonchalantly brushes his quiff from his eyes as he makes ready for "the fray."

He crouches low over the plot, a look of surly indifference on his face, as his mate, Bert, tops it up with the necessary liquid and whispers to him: "Remember you've got a lot on your plate, Tom!!"

Tom's lips curl back in a cynical grin. The light glints on the steel clutched in his hands. Then, as the sound of the maroon echoes round the whole island there is a loud snapping, crackling and pop and Tom plunges the spoon down into his plate of Sugar Ricles shooting half the contents on to his lap!

"I told yer yer had a lot on yer plate," grunted Bert. "'Ere, why don' we mosey on dahn after brekfust an' buzz the Prom. while them Nits is racin'? I'm sick of the telly in this flippin' 'otel!"

(To be continued. . . !)

Next instalment entitled: "*Horses, Tramlines and Teen-angels.*"

SILVERSTONE SATURDAY

As usual the Club has entered three members in the Club Handicap races at Silverstone Saturday. This year they are:— BILL GREEN from Rotherham, CHARLES MORGAN from Doncaster, and BRYAN ROBERTS from Kettering. Bill is riding a 350 Gold Star (ex-Bob Lawrence), Charles a 500 Velocette Venom and Bryan a 500 Manx Norton. Good riding, lads!

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COMMITTEE NEWS

Meeting held at the R.A.C. on Monday, 14th March.

Present: Messrs. H. L. Daniell (Chairman) E. C. E. Baragwanath, G. C. Cobbold, R. R. Fiffield, D. J. H. Glover, A. L. Huxley, A. Squillario, G. E. Tottey, W. G. Tremlett, R. C. Walker and the Secretary.

Apologies were accepted from Messrs. D. Bates and Cooper. Mr. Daniell and Mr. Squillario were re-elected Chairman and Vice-Chairman of the Club for the ensuing year.

The Minutes of the previous Meeting were approved.

The Chairman reported on the last Meeting of the Board of Directors.

The Minutes of the Annual General Meeting of the Club were approved.

Mr. Squillario read a letter from Sir Geoffrey Tuttle in connection with the Presidency of the Club. After discussion it was unanimously agreed that Sir Geoffrey be formally asked to assume the Presidency.

There was further discussion on Mr. Tottey's suggestion that a trophy be accepted from Mr. S. Moore. Mr. Tottey was asked to investigate further on the subject and report back.

The Secretary gave progress reports on the "Hutchinson 100" and Silverstone Saturday Meetings. She said the F.I.M. had granted an International permit to the latter meeting on condition that only Japanese (of foreign competitors) riders took part. It was pointed out that there was no such thing as a restricted International licence. It was agreed to run a third Club Handicap race. The Secretary gave a report on the Club trial. This and thanks were expressed to the Staff was agreed to have been a great success and Mr. K. Phillips for their hard work.

Mr. Squillario gave a report from the Trustees of the Benevolent Fund for the year ended 31st December, 1959. This was satisfactory, but donations were always required.

The Clubman's Trophy entries were discussed and agreed.

The question of identity discs being worn by riders while racing were discussed. The Secretary was instructed to refer the matter to the A.C.U. for their opinion.

Membership matters were settled.

The next meeting was fixed for 25th April.

BENEVOLENT FUND

The Trustees of the Fund gratefully acknowledge receipt of the following donations received since the last issue: M. J. Bennett, H. Williams, Cooper Bros.

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Secretary.

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The CLUBMAN'S by The Editor

As usual the Club is entering as many of its members as it can in the 1960 edition of the Clubman's Trophy; back once again at Oulton Park after our own meeting at Silverstone last year. Again the nine members chosen represent a fair cross section of the membership, from possible winners to riders almost at the beginning of their racing careers. Below we tell you a little bit about them. Most of the information comes from the members themselves, so it should be accurate!

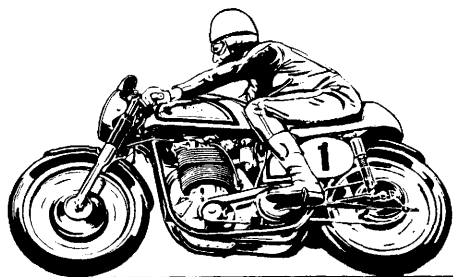
Taking the two Clubman's races proper first, and the riders entered in them in strict alphabetical order, we come first to DAVID DEGENS. David has only recently joined the Club. He is nearly 21, is an instrument maker and comes from Whitton (Middx). He tells us he has been mad on 'bikes since he was 14 and gets as much enjoyment out of rebuilding and preparing his machine as actually riding. He is using a 348 c.c. 7R A.J.S. of 1954 manufacture—a machine he has done only two races on so far. Like many people just starting he has had quite a bit of trouble getting entries accepted, but he is hoping to make the grade and, as he puts it, get up among the leaders. He has in fact already got there—1st in the 100 non-experts at Thruxton on Easter Monday and 2nd in the similar 350 final at Castle Combe.

RON HAMBLIN from Gloucester is an old member and has been racing on the short circuits for a number of years. By sheer persistence he has begun to get the odd place or two at various meetings, including a 3rd at Aberdare, 5th at the 'Palece and 6th at Mallory. He rode a 500 Gold Star until this season (the places mentioned were gained on this machine which gradually got lighter as the years passed. For the Clubman's he will be riding a G45 Matchless which was owned by the late Tony Ovens and had lain in a shed for over two years until Ron bought it. All told he has been racing for six years and has owned quite a variety of machines, a Manx Norton, KTT Velo., three Vincents and, of course, the Gold Star and G45. Ron says he's not a very amusing bloke and that he just stands around laughing at other people's jokes. We've a feeling he enjoys his racing though!

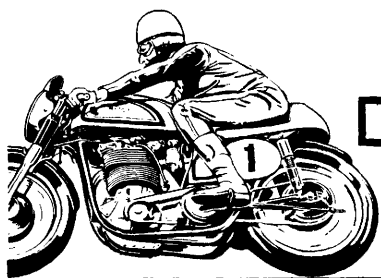
The second 500 entry is BOB HARRISON from Luton. Bob once told us that he thought he was too old to go on racing (that was a year or two ago now), but that he seemed to be getting

faster with the passing years. He has been racing for ten years, though he began two wheeled activities 20 years back with a Ricardo Triumph. His present machine is an immaculate 1958 Manx Norton (easy to recognise because it has a brilliant yellow fairing—if he can use it!). Bob has always ridden 500 Manxes, his first was a '48 model. He has ridden with quite a lot of success at almost all of the British circuits as well as in the Manx G.P. Lying very well placed on the last lap in the '57 M.G.P. (he had flown to the Island from Khartoum) he spilled at Laurel Bank with considerable personal and machine damage. He was second in last year's Clubman's Senior at Silverstone and made the fastest lap. In the space on the questionnaire form we sent Bob where it says 'anything else of interest' he has merely continued his racing history. We can well remember a most interesting hour spent talking to him about his job (he is an aircraft flight engineer) which takes him all over the world. Three years ago when there was rebellion in Syria he was in Damascus in the middle of a first class civil war, under house arrest in his hotel. Luckily all was sorted out and Bob managed to get a 'plane out of the place, but we got the impression he does NOT like Damascus!

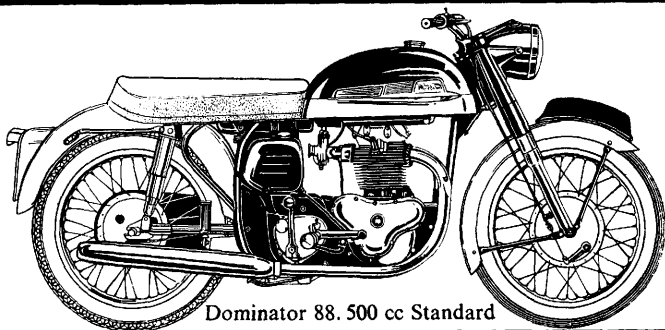
The last of the three 500 entries is one of the most promising riders of the year, FRED NEVILLE. Fred is a green-grocer (we can prove it too; he's sold us apples etc. on occasions!) and is 24. He is single. Fred has only been racing two years. His first racing machine was a 500 Gold Star. With this he won a non-expert race at Brand's Hatch in 1958. In 1959 he ordered and eventually got a new 7R on which he has had two wins at Brand's. 6th in the Junior Clubman's and 4th at Snetterton. On top of the 7R he got a G50 which he got into 4th position in the Senior Clubman's. For 1960 the 7R has given way to a '59 Manx Norton while he is keeping the G50. It is this machine which he is riding under the Club entry at Oulton. 1960 has been a good season so far for Fred. He was 1st and 2nd at the "Hutch", 2nd and 4th at Brand's, the latter after being left at the start, and had two firsts at Castle Combe. Fred says he owes the latter successes to the help he has received from Ken Pitt who is acting as his mechanic this season. Fred enjoys life very much. He is certainly a very promising rider.



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He has left it to us to say something interesting about him. Well, we believe he has a system for winning at the "Dogs" and his account of a road accident he suffered in France on holiday a year or two ago and the resultant sojourn in a French hospital had us in fits.

PHIL READ is one of the best short circuit riders in this country today. He has been racing for four years now, the latter two on Manx Nortons. He began racing on the usual Gold Star, a 350 in his case. He then bought the 350 Duke B.S.A. on which he really began to go. The first Norton followed, a 350 as well, which was joined by a 500 for the '59 season and, for a short while, by a 250 N.S.U. In the last two years Phil has been winning up and down the country at Silverstone, the Palace, Mallory, Biggin Hill and Goran Fair. He has ridden in four Manx G.P.s, the best result here being 3rd in the '58 Newcomers' Race. At Snetterton on Easter Sunday this year he very nearly won the 350 final, having lead Derek Minter for most of the race. The Norton he is riding at Oulton is a 1959 model tuned and modified by Bill Lacey. GERRY SAWARD is our other 350 rider, on a 1960 Manx Norton (if he has it in time). So far this year he has been riding a '57 Ajay. Gerry is a pattern cutter (women's clothes), is 26, single and lives in Croydon. He has been racing for three years and riding 'bikes for seven. He says his first machine was a 197 c.c. Ambassador and his first "racer" a Manx Norton. This was followed by the 7R. He actually first raced a Dommy at Brand's gaining a 3rd place in a non-expert race with it. He had two more 3rds at Brand's with the Manx and a 2nd at Aberdare too. He was 33rd on a 350 in the '58 Senior M.G.P. and 28th last year in the Junior. Gerry says he's only got two interests in life; racing

'bikes and Wild West films (on the "lantern"). Well, they do say motor 'bikes have some resemblance to 'osses. Anyway Westerns are exciting!

The three members entered in the production machine event are again, alphabetically: BRUCE BASSETT from Northampton, JOHN RAPLEY from Witney and MRS. PAT WISE from Addlestone. Bruce is a motor cycle salesman, is 20, single and rides a 1960 Triumph "Bonneville". So far he has relatively little racing experience, having confined his riding to production machine events. He rode in the standard machine event at Trophy Day last year, but had mag. trouble. A further effort at Silverstone a month later in the M.C.C. event was even less rewarding as the frame broke after one lap, and a few exciting moments. John is a newcomer to the Sport. He is 25, works as a toolmaker and again is single. His machine is a 1959 700 Royal Enfield Constellation. He has been riding for three years. Pat needs little introduction, we imagine. Disdaining these 50 c.c. machines she pins her faith on large "hairy" Velocettes. In the Clubman's she will be using her faithful Venom which is a '57 model and which she has raced before at Silverstone. She also has a fine '39 KTT. Pat tells us she is 32 was born within 10 miles of Cadwell Park, weighs 9st. 7lbs., is 5ft. 4ins. tall and has a one track mind—road racing! She also tells us that her dislikes are driving sidecars (Mine too—Ed.), two strokes and work; her ambition to race a Manx Norton; and her hobby looking after her husband, Les. Pat is, incidentally, the first lady rider to ride in the Clubman's series.

All it now remains to do is to wish these nine worthy members the best of a good day's sport. Let's hope it is a fine day at Oulton on 21st May.

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GIRLING



Men & Machines II—Bemsee Members at Easter

by “Double Knocker”

[The Easter holiday provides the racing man with a good start to his season. Easter 1960 was no exception. In this article, the second of an occasional series, some of the performances of our members are mentioned.—Ed.]

This year Easter fell late and, as a result, Bemsee actually organised the first meeting of the English racing season, the “Hutch”. Here excellent racing was seen with a large crowd (by “Hutch” standards anyway) and reasonable weather. By and large the latter element maintained its reasonableness over Easter. Certainly there was some excellent racing and specatcers can rarely have been so numerous. Therefore the first two weekends of racing can be said to have been very good. Perhaps as important as anything else there were no serious accidents at all; at either the “Hutch” or the several Easter meetings. When the very large mileage that must have been covered is considered this is surely as good an advertisement for the standard of riding in racing today as any. Indeed I feel it is a point that might well be made in journals with a larger circulation than “Bemsee”; and I do not just mean the three weekly “books”.

Good Friday in recent years has only seen one meeting, at Brand's Hatch. There was a time when one used to go to Brough in Yorkshire to see motor cycle racing on this day. Now, alas, the circuit is used no more. A really good entry had been obtained and very close racing resulted. **Derek Minter** won the three big solo “expert” races, though he had to fight it out with **Mike Hailwood** in the 350 c.c. event. So fast was Derek going that he set up new lap records. Mike, therefore, had three 2nds in the same races. **Phil Read** got the better of a terrific battle in the 350 event, while **Tom Thorp** did likewise in the 1000 c.c. race. Mike had little difficulty in winning the

lightweight races with his two Ducatis. In the 200 event he beat the lap record by $2\frac{1}{2}$ m.p.h. (with a 125)! **Bob Anderson** unfamiliar on an M.V. was 2nd in the 200 c.c. race while **Dan Shorey** and “**Ginger**” **Payne** were 3rd 4th in the 250. The so-called “non-expert” events saw brilliant riding from **Fred Neville** (2nd in the 350 and 4th in the 1000), **Roy Mayhew** (2nd in the 1000) and **R. J. Lawrence** (3rd in the same race). “**Pip**” **Harris** had the B.M.W. going better at last and won the “chair” scratch race. **Ken Longman** won one sidecar handicap with **Ben Gross** 3rd.

Saturday was a day of rest; well, comparative rest for those who didn't have blown-up motors or bent bicycles to repair. Sunday saw meetings at Snetterton and Errol (in Perthshire). In Norfolk **Derek Minter** was tremendous, setting up a new lap record for 'bikes and winning the 350 and 500 finals. **Phil Read** was pretty good too with a 2nd and 3rd in the two finals named to his credit. **Dave Williams** was 5th in the 500 final. **Mike Hailwood**, **Jim Baughn** and **Brian McEntee** were the 125 place men. **Dan Shorey** was the 3rd 250 home. “**Pip**” **Harris** won both sidecar races easily, with **Ben Gross** second to him twice and **Pat Millard** 3rd in the 500 event. Only two Bemsee members made the leader boards at Errol **Denis Pratt** and **Gordon Bell** with a 2nd and 3rd respectively.

(continued on page 140)

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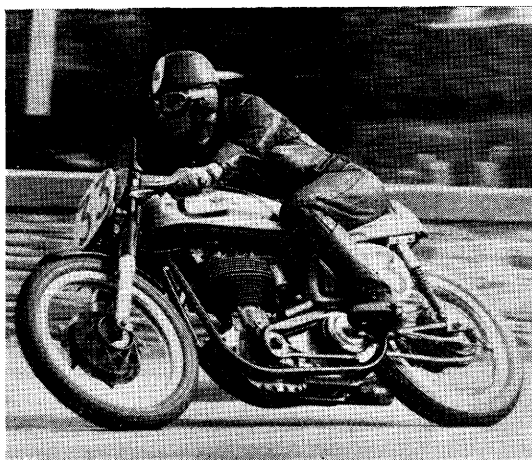
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Gerry Seward



**Bob Harrison at Quarter Bridge in 1955
Senior Manx G.P.**

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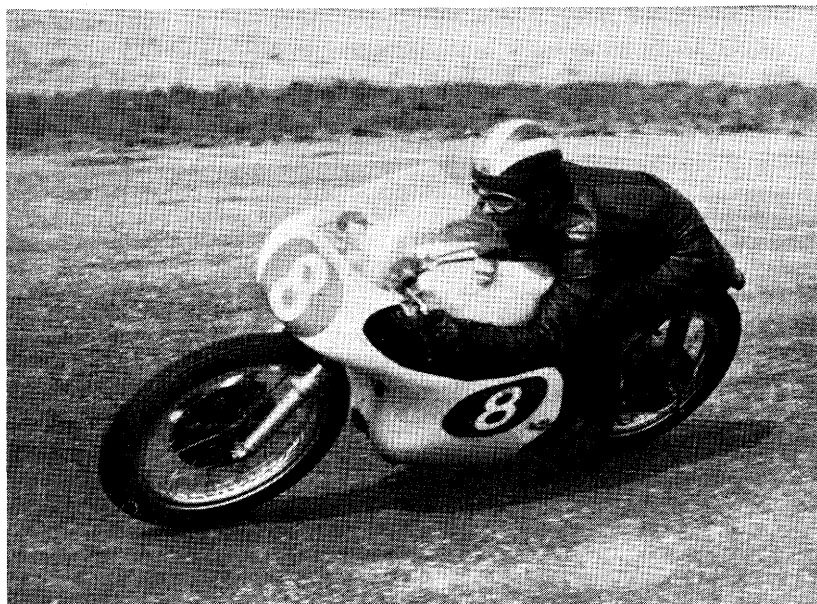
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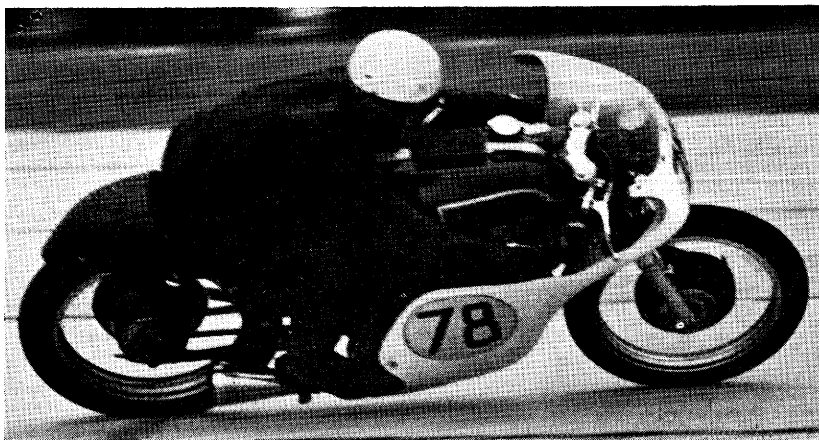
**John Rapley with his Constellation in partially
"stripped" trim**



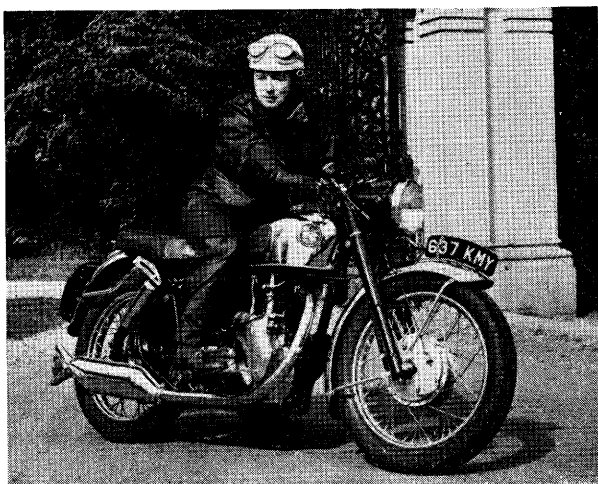
**Bruce Bassett
and 1960 Triumph "Bonneville" at
the second Silverstone practice day**



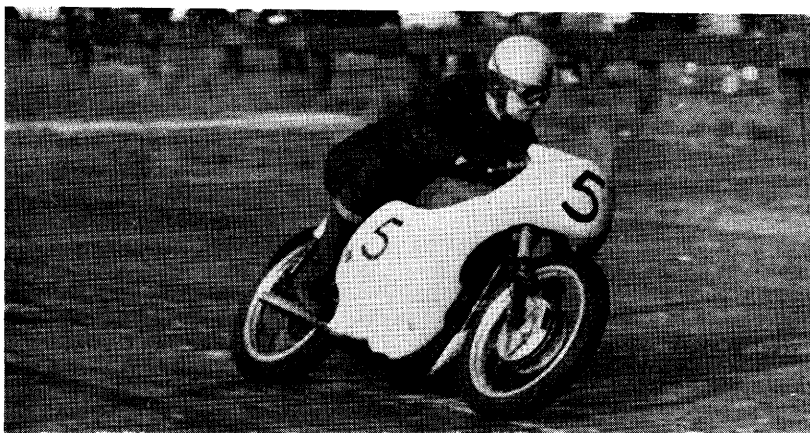
Phil Read with Norton taking Maggotts Curve, Silverstone



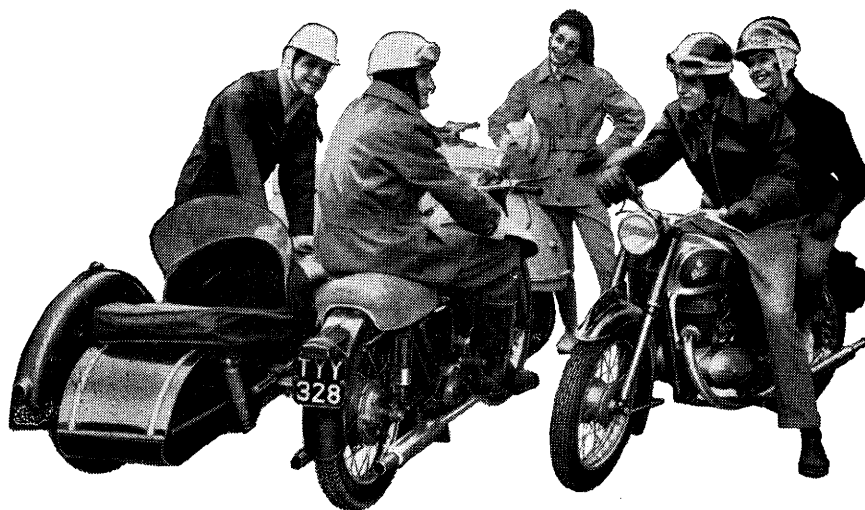
Fred Neville and G50 going well at Biggin Hill



Pat Wise and Velocette



Ron Hablin and his "old" Gold Star going into the Esses at Silverstone



"We want higher mileage—so we
Always ask for



"We want high performance—so we
Always ask for



"Above all we want great safety—so we
Always ask for



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Ask for
AVON PAIRED TYRES
 for your solo
AVON TRIPLE DUTY for all
 3 wheels of your outfit
AVON SPARTAN
 for your scooter

DO YOU HAVE A CAMERA by Gordon Hicks

ONE of the great attractions of motor cycle racing photography is that, while it is quite possible to get excellent results, everything is against you. All the normally accepted rules apply; correct focus, exposure and development to suit lighting conditions and filling the frame so that all the negative is used. At this point difficulties begin. The high shutter speeds, from 1/500th upwards, mean that the lens must be opened, the depth of field being reduced. In sunshine this is no problem, but in dull weather it certainly can be.

Now I would have a word about shutters. Inter-lens shutters have not got the stopping power possessed by focal-plane shutters. The inter-lens shutter at 1/300th or 1/500th is arranged so that the amount of light allowed to pass is correct, but the lens is actually open longer than the marked time. The focal-plane shutter, while it can distort, is open in effect for the marked time.

You must "pan" a "shot" as far as possible. The sun should be at the back or side, and your position should be arranged so that the rider(s) fill the frame. Obviously you must be farther off for a group of riders. You should focus either on a point the rider will pass or an object the correct distance away. Correct "panning" and pressing the trigger is for the most part a matter of practice. You ought too to arrange your

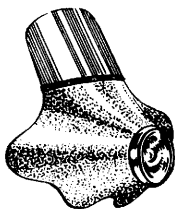
position so that you unwind as you "pan." The tendency is to press the trigger too soon, with the result that the subject is out of focus and does not fill the negative.

Most people use 35-mm. cameras these days. I would recommend one with focal-plane shutter which will take a telephoto lens. This gives you easier "panning" and is much more polite to riders! To fill a negative with a normal angle lens, if you are photographing one rider that is, puts you much too close for the comfort of the rider. A frame sports finder is by far the best. Most cameras have a "shoe" into which one can be fitted. Make up your mind beforehand the angle you intend to use. This can vary from about 45° (the shutter opening before the rider passes) to the most difficult shot of all—a back view.

The film most used for this work is Ilford FP3; my choice of developer being Microphen. In bright sunshine a rider and machine are a high contrast subject. Therefore development should be reduced slightly under those conditions.

Another great problem is definition. It must be pin-point sharp. Correct focus and "panning" and high shutter speed ought to take care of this. The faster the rider the greater the problem, but high road speeds can make fine pictures and so provide a useful try-out. Good photography!

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"HALT, WHO GOES THERE?" by "Swiftly"

[This short article should have appeared in last month's issue. We publish it now and ask that it be duly heeded!—Ed.]

I VIEW the start of the year's Racing Season with mixed feeling. A letter from Chief Marshal Dennis Bates says that Marshals will be posted to the same duties as last year. This means that "Muggins" will once again be bunged on the Main Entrance at Silverstone and Crystal Palace with the object of keeping unauthorised "bods" out of the Paddock. So before the fun and games get properly under way let me put my cards on the table—face up!

I still don't know what possesses me to get up at 4.30 in the morning, leave home at 5 a.m. and arrive at Silverstone by 7 o'clock. How much better it would be to lie in bed until 8, leave at nine and arrive in time to see the first race from whichever vantage point I cared to choose? I have stuck my neck out, so I must make the best of it.

Having signed on and been issued with an armband showing that I am a Marshal (*i.e.* A/V/L/cpl!) I take up my position at the Main Entrance and proceed to examine passes and wind-screen labels in order to sort the wheat from the chaff. That sounds dead simple, but it is not. Cars arrive without wind-screen labels bearing obviously important people like time-keepers, club officials, entrants, and riders. Some have paddock passes; others have left them at home. All are in a tearing hurry, even three hours before racing commences; "practice, you know, old boy!" Some riders

expect to have a retinue of followers traipseing around with them; uncles, aunts, girl friends, plus the lads from the village. Many are the wangles used to get these into the Paddock without paying. One would think that a free pass for the rider and two for mechanics would be sufficient in most cases. It matters not if one of the mechanics is the wife or girl friend, in fact both mechanics can be of the fair sex. But two is the lot. Therefore, if you do want to bring along an extra fan ask the Secretary nicely for another ticket.

Do please stop at the Main Gate and show your passes rather than racing by as if you own the "joint." Maybe you do [*Not ruddy likely!*—Ed.], but it is not being very polite, is it? Could be dangerous too. If the vehicle is entitled to enter the Circuit or Paddock, please see that the label is pasted to the wind-screen. And remove last year's collection and those of previous meetings. It is sheer exhibitionism not to! Here again, if you feel that your entourage requires a car as well as a van or two, ask for extra labels for them. Otherwise they will have to be left in the Car Park outside.

Having said my piece may I wish all an enjoyable season's racing. I will do my best to make your miserable lives happy and hope you will do the same for me.

BOOK REVIEW

"Trials Riding" by Max King.

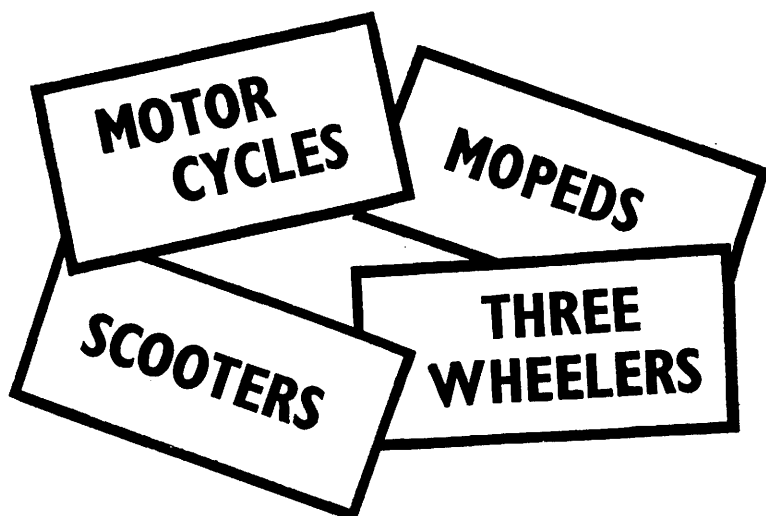
At long last Temple Press Ltd. have published the second edition of that most excellent little book, "Trials Riding," by Max King. This reviewer recalls obtaining a copy of the first edition immediately on publication and devouring it; not that much good resulted to his trials riding! Be that as it may this volume is extremely well written and packed with all the essential information

a budding "bog wheel artist" may want to know. It is the road racing season now, but before you start trialling next winter read Max King. Racing could do with a volume like this. I have seldom, if ever, read so much sound advice between the covers of 148 pages. The illustrations are all new and I see too that Mr. King has a new bicycle himself, a B.S.A. Star. The price is 8/6; well worth it. Buy it!

W.G.T.

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BILL JARMAN'S COLUMN

These notes are written a few hours before the "Hatch" of 1960 in order to meet Editorial requirements coupled with the fact that Linda and Bill want to see the races for a change. The stop watches also need exercising before the T.T. and other events. It's surprising how stale one can get during the close season.

* * *

Easter followed the "Hatch" so quickly that the membership must have covered millions of miles between them going from venue to venue all over the country. No wonder many of the lads go in for hotels on wheels to cope with eating and sleeping in addition to machine preparation. What about an article on this subject someone? It would be interesting to all concerned.

* * *

If one considers April to be a busy month what about May and June? The racing calendar is even more full up with all kinds of speed events. There is, however, one meeting in May which involves all our racing members and those I call passive members, viz. "Silverstone Saturday," sponsored, as usual, by Temple Press. This is without doubt, one of the best, if not the best, fixture on our books.

* * *

Are you doing anything about stickers and posters for our events this year? The secretary will be happy to put you on the mailing list if you can arrange to get them fixed in the right places. A job of work for your club with no selfish interest gives considerable mental satisfaction. This is a possible explanation

of the fact that volunteers possess happy dispositions and a keen sense of humour. Why not try it?

* * *

Did you read about the proposed trips to the Isle of Man and Belgium in last month's issue? The excursion to the Senior is particularly attractive to those who can only spare one day away from business. Full marks to Ian Telfer for his efforts in this matter. It will also please our new President who will be delighted to know that the B.M.C.R.C. is air-minded in more ways than one.

* * *

I wonder how many of our new young members read John Surtees' advice about cornering. He compared the racing motor cycle with a musical instrument on which a classical melody can be played. How true this is. Watch the "rock 'n roll" merchants at the tail end of a heat and then compare them with the great artists out in front. This is especially noticeable when the instrument has two or more "pipes." It you're still doubtful, lie down and watch at the lowest possible level. You'll be surprised!

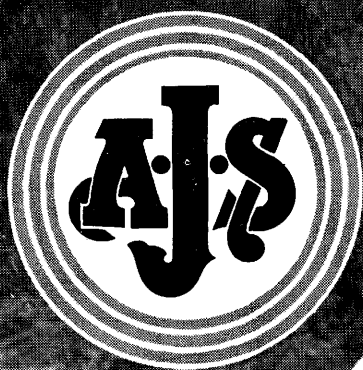
* * *

"The expression "see you at Silverstone" is getting as popular as "see you at the show." We are having so many meetings at this centrally disposed venue that it is becoming our No. 1 Circuit. Personally I have always thought it geographically correct but somewhat bleak due to lack of trees, etc. I would also like to see a modicum of banking at each corner, enough say to allow the rain to run away quickly. What do you think?

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AREA NEWS

Midland Area

A. Squillario,

Shrewley Fields, Hatton, Warwick.

About 20 members turned out for the Solihull M.C.C.'s film show at the "Malt Shovel," Barston, on 25th February last. We had an excellent evening with good films. Our thanks are due to Barry Johnston and the Solihull club for making so pleasant an occasion possible.

Northants Area

A. F. Mills,

Express Dry Cleaners, Wellingborough Road, Rushden, Northants.

Owing to unforeseen circumstances we were not able to hold our meeting at the Green Dragon Hotel on Friday, the 11th March, so the works at Wellingborough Road were turned into a "dive" for the evening. We fixed up the absolute essentials (the bar, of course!) and the staff laid on refreshments. Everything seemed to go off rather well, and it didn't take us long to get the correct "pubby" atmosphere. The London boys arrived at about 8.30 p.m., just when things were beginning to warm up. We played the return darts match, the Northants Area lads once more first over the finishing line. The "Met Lot" now reckon they are going to invent a game of their own which we shall not have a chance of winning!

NEW MEMBERS

The following new members have been elected since the last issue. We wish them a long and, we trust, successful stay with the Club:

F. C. Allen.	S. S. Lancefield.
A. Anderson.	P. H. Leathart.
P. R. Beal.	J. W. Leather.
R. W. Blackham.	M. McAuliffe.
J. Bollington.	R. W. Moffitt.
J. M. Boulter.	B. F. Neish.
J. A. Brent.	R. E. Nicholson.
D. F. Carter.	R. G. Orpin.
R. E. Collins.	K. F. E. Purchase.
J. Cutner.	T. Renwick.
D. F. Degens.	K. D. Scenling.
C. Grundy.	M. H. Starbuck.
D. J. Ellis.	M. W. L. Stone.
J. C. Fagence.	W. J. Tanswell.
B. D. Fortescue.	J. Weir.
S. P. Greenwood.	J. F. Wilkinson.
N. G. Hayward.	A. C. Willmott.
J. R. Hurlstone.	R. J. Witcombe.
H. L. Ingram.	E. J. Woodward.
E. Jackson.	A. D. Young.
B. Langham.	B. W. Young.

LETTERS TO THE EDITOR

Dear Sir,

It took quite a long time and a good deal of persuasion to convince race organisers that it was both dangerous and unfair to allocate competitors' positions on the starting grid by ballot, and if mass starts were used the front positions on the grid must be given to those riders returning the fastest lap times in practice.

Now this method is most universally adopted, may I further suggest that the Club sets the example and carries race starting to its logical conclusion by abandoning that most stupid of all sights, the push start, and in future have all riders astride their machines with engines running before the fall of the starter's flag.

When all is said and done, we race in order to find who has the best and fastest machine, NOT who is the best rider, and as the machines are mechanically propelled they should be so propelled from start to finish. A rider's job is to ride his machine, and at the start he should be mentally adjusted to do just that and NOTHING more. His concentration should not be disturbed by the physical effort to start his machine or, worse still, by its refusal to do so. On more than one occasion, a rider delayed at the start by a reluctant engine, has crashed badly in an endeavour to make up time he has lost, and for this reason alone the push start should be abandoned in both full-scale road racing and the so-called road races held in this country.

Yours sincerely,

London, S.E.7 JOSEPH BAYLEY.

MUTUAL AID

For Sale: B.S.A. Gold Star, 1950 model,, cylinder head, complete, £7.10.0; B.S.A. Golden Flash front mudguard, 15s.; handbook for a New Imperial, original, 10s.—J. R. Blackwell, 22 Park Lane, Coxtie Green, Brentwood, Essex.

Wanted: * three-speed, hand-change gearbox for 1928 B.S.A. "Sloper."—K. Martin, 36 Armscroft Crescent, Gloucester.

Exchange: size 7 zip-back racing boots (almost new) for size 6 ditto.—L. Riley, 53 Palmerston Road, Denton, Lancs.

Accommodation: full board, 18/- per day; tea, bed and breakfast, 15/6; h. and c. in all bedrooms; T.V.; garage and workshop accommodation.—Mr. and Mrs. W. E. Curphey, "Mount Rule," 5 Albert Terrace, Douglas.

(see also page 104)

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Men & Machines II—(continued)

On Monday the heat really was on. Roads led to Oulton or to Thruxton, to the 'Palace or to Cadwell or to Thornaby-on-Tees. I was at Thruxton and here the less experts had a chance to show any latent talent they might possess. One or two did with a vengeance. **Don Chapman**, **Frank Rutherford** and **Bob Harrison** made the running in the 1000 final. **Harry Rayner** and **A. G. Lawson** were 2nd and 3rd in the corresponding 350 final. The 1000 non experts final was most convincingly won by **David Degens** from **Martin Hayward** and **Peter Evans** while **John Needham** was 2nd in the similar 350 final. **Tim Lake** and **Peter Wood** on M.V.'s headed **E. L. Griffiths'** Montesa in the 125s but no one got near **Jim Adams** on the Ecurie Sportive Mondial in the 250 race. Jim was followed by **Ken James** and **John Kidson** riding Royal Enfield and Moto Guzzi respectively. At the 'Palace **Ned Minihan** won the 500 final and third in the 350 event in which **Brian Setchell** was a fine 2nd. **John Chisholm** was 3rd in the 500. **Fred Hardy** got his NSU first past the flag in the 250 race though **Michael O'Rourke** made the best lap (and finished 3rd) on the Ariel "Arrow". **Eddie Kempson** beat **Brian McEntee** for 2nd place in the 125 event. **Pat Millard** was 2nd in the sidecar scratch race and **Ken Beere** beat **F. G. C. Heath** to win the handicap event.

Further north **Derek Minter** was continuing his winning ways by beating **Bob McIntyre** in the 500 c.c. event at Oulton Park. Only just, mark you, and Bob turned the tables later in the 350 event. Both put up new lap records into the bargain. **Bob Anderson** was 3rd in the 350 and 5th in the 500 and **Phil Read** 4th and 5th in these races. **Jack Murgatroyd** followed up the excellent performance he made at Silverstone by winning the 250 race on his NSU, in which **Dan Shorey** was 3rd and **Les James** 6th—NSUs both. Dan won the 125 race with his Ducati and **Peter Munday** (M.V.) was 4th. **Bill Boddice** won the sidecar handicap race, but the Swiss B.M.W.s beat **Fred Hanks** in the other chair event. Over at Cadwell **Tom Fenwick**, **George Catlin**, **Norman Storer** and **Charlie Freeman** did the winning while other good performances were made by **A. C. Williams**, **H. Crowder** and **Tony Sugden**. At Thornaby **Denis Pratt** had no trouble in winning the 350 final. **Peter Bettison** and **Tom Charnley** followed him home. **Brian Fortescue** was 2nd home in the 1000

final, while **Pratt** won the 1000 handicap race too.

While there was racing going on here, the Continent of Europe also had meetings. In Italy there was the first meeting of the season where **John Surtees** had no difficulty at all in winning the 500 c.c. race. Over Pau the 350 and 500 races were better contested. **Rob Fitton** had a very fine win in the latter race, breaking the lap record too. Rob was 4th in the 350 too. **Peter Ferbrache** at last in possession of a new 7R won the 350 race and followed Fitton home in the 500.

There it is then—a very successful Easter for many of the members. What a pity I cannot mention the many, who all put up fine performances according to their varying abilities. Of one thing I am sure—there will be no lack of promising riders for the future, no lack at all. I noticed a large number of riders, at present in mid-field positions maybe, who certainly ought to be nearer the front before much longer. Meetings like Thruxton, our own Club Silverstone and Castle Combe are indeed a great need in racing today to give the novice a start. I hope the compiler of "First, Second, Third . . ." will be able to mention a lot of new names in this column this year.

MUTUAL AID

Accommodation: full board, 21/- per day; bed and breakfast, 14/6; h. and c. in all bedrooms; fine position overlooking Laxey Bay.—Mrs. W. M. Landless, "Ravenscliffe," South Cape, Laxey, I.O.M.

For Sale: special Norton roadster; 1954 Manx "featherbed" fitted with a 1957 490 c.c. International motor; 8.4:1 c.r.; G.P. carburettor; Brooklands silencer; fibre glass petrol tank finished in Manx colours; full lighting equipment; machine has done under 2,000 miles; superb road holding and braking—a unique road machine; cost £450 to build—offered at £275. c/o The Editor, 25 Angel Hill, Sutton, Surrey.

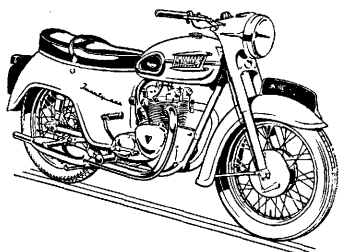
The Club has received and accepted an Invitation from the Border Motor Racing Club and Newcastle and D.M.C. for members to compete at the Ouston Airfield race meeting on Sunday, 19th June. Regulations will be available shortly from Dr. L. Jamieson, 1 Park Villas, Wallsend-on-Tyne or the Office.

Secretary.

CALENDAR FOR MAY

- 6 and 7 Scarborough R.R.—National.
- 7 Rhydmywn R.R.—Open to Centre.
Scottish Speed Championships—National.
- 14 North West 200—International.
Aintree R.R.—National.
50cc 250 mile Enduro, Snetterton—Closed.
- 15 Brand's Hatch R.R.—National.
- 18 "Cookstown 100"—National.
- 21 Clubman's Trophy R.R.—National.
- 22 North Weald Sprint—Restricted (non confirmed)
- 27 and 28 **Silverstone Saturday—International.**
- 28 Edzell R.R.—National.

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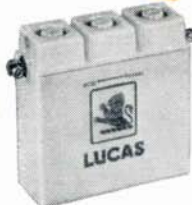
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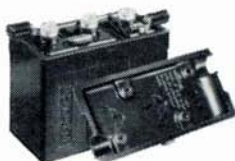
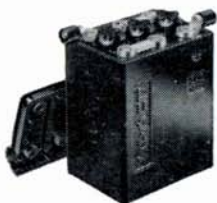
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