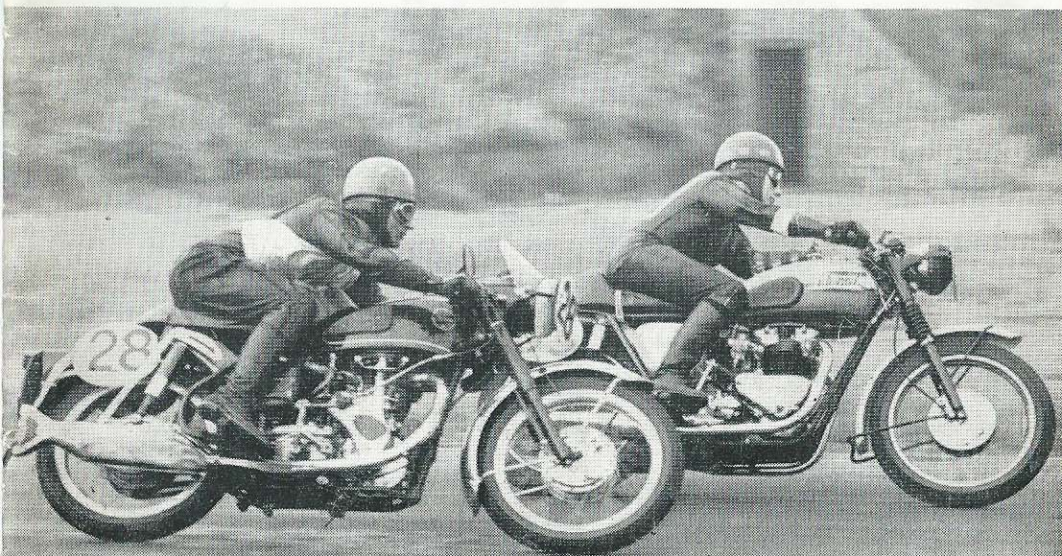


B.M.C.R.C.

“Silverstone 1000”

Saturday, 20th May 1961.



Official Programme 2s.

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Secretary: Miss M. W. Ward,

34 Paradise Road, Richmond, Surrey

The 'SILVERSTONE 1000'

Saturday, May 20th, 1961

Silverstone Grand Prix Circuit

near Towcester, Northants

A National road race meeting for machines in production touring trim

held under the

General Competition Rules of the A.-C.U.

and the

Supplementary Regulations of B.M.C.R.C.

Permit No. A.-C.U. 347; T.T.C. No. 593

Do NOT cross the Track

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B.M.C.R.C.: Air Marshal Sir Geoffrey Tuttle, K.B.E.,
C.B., D.F.C., E. C. E. Baragwanath, H. L. Daniell and
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Judges

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and Handicapper

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H. W. Shuttleworth (International)

Timekeepers

V. C. Anstice (International)
T. C. E. Clapp (International)
S. G. Nicholls (International)
F. C. Toplis (International)
R. C. Allcock (Cert. 'A')
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FOREWORD

by the Editor, Motor Cycle News

Officially, motorcycle manufacturers are not supporting long-distance racing, any more than they support T.T. or Grand Prix meetings. Yet if you look into the paddock here at Silverstone today you will spot quite a number of famous designers and production men.

For the industry has been as quick as its customers to spot the great value of such races as this first "Silverstone 1000". To win the Motor Cycle News Trophy, which I have been happy to provide for the British Motor Cycle Racing Club's first post-war marathon, calls for much more than a brilliant racing rider.

For a start, there must be two brilliant riders instead of just one. There must be the most highly efficient pit work and team management. There must be painstaking pre-race preparation. But above all else, there must be a machine—a machine which anyone could buy over the counter and use on the road, don't forget—which will go almost twice as far as a T.T. winner has to travel and almost three times the distance that any similar model was expected to complete in the much-lamented Isle of Man Clubman's races.

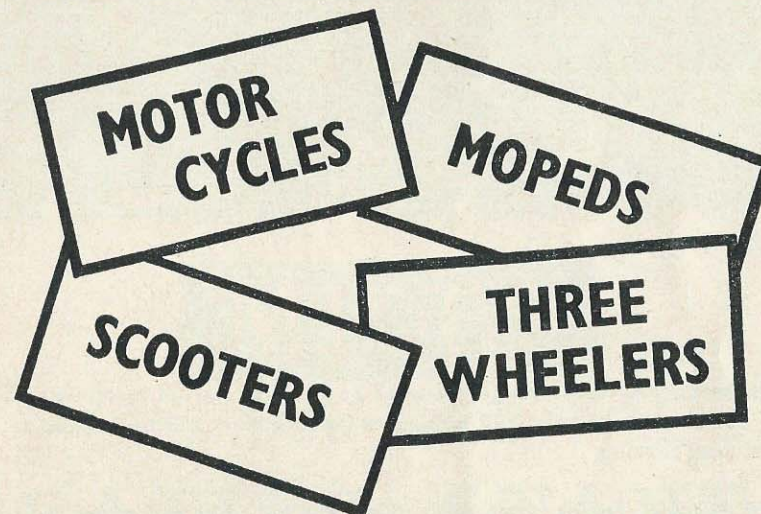
A win here for a same-as-you-can-buy sports machine brings a very special sort of kudos to its makers—and to proud owners lucky enough to ride a similar model.

Cyril Quantrell

CYRIL QUANTRILL.

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TROPHIES AND AWARDS

CASH AWARDS

- £150 to the first team to finish, irrespective of class.
- £ 75 to the second team to finish, irrespective of class.
- £ 50 to the third team to finish, irrespective of class.
- £ 30 to the fourth team to finish, irrespective of class.
- £ 20 to the fifth team to finish, irrespective of class.
- £ 10 to the sixth team to finish, irrespective of class.

Class Awards

1st, £20; 2nd, £15; 3rd, £10; 4th, £6; 5th, £3; in each class.

Incentive Awards

Bonuses of £10 will be paid to the first team to complete 50, 100 and 150 laps respectively.

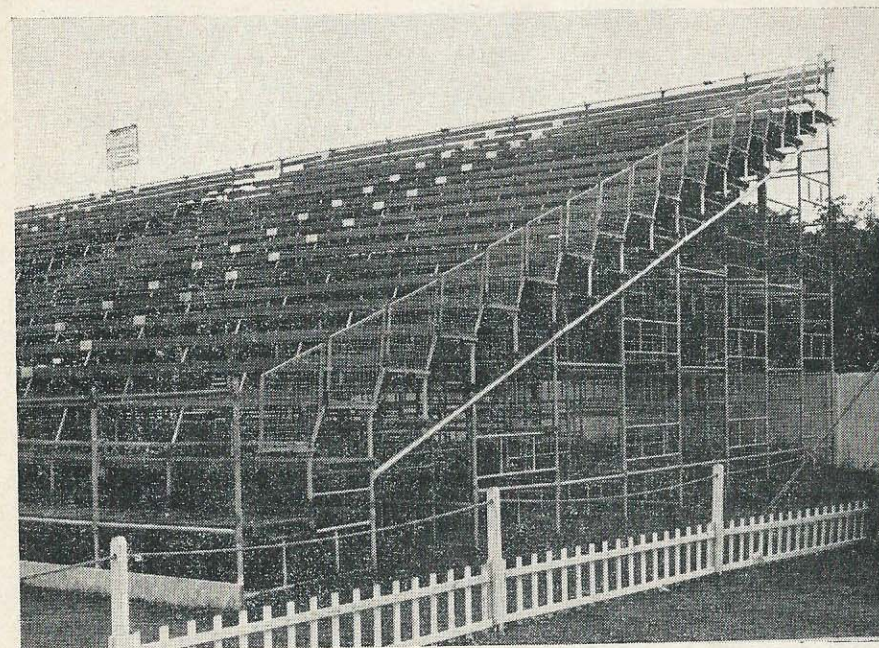
TROPHIES AND SPECIAL AWARDS.

The Motorcycle News Trophy (presented by the proprietors of Motorcycle News) to be held for one year with mementoes for retention, will be awarded to the first team to finish.

The Slazenger Trophy (presented by Slazengers Ltd.) with mementoes for retention, will be awarded to the first team riding a single cylindered machine to complete the greatest distance in the shortest time. In addition cheques to the value of £20 will be presented by Messrs. Slazengers Ltd. to the riders of the machine.

The Bob Winter Trophy (presented by E. R. Winter, Esq.) to be held for one year with mementoes for retention, will be awarded to the team making the most meritorious performance, irrespective of class and whether or not the team is counted as finishing the race. The award will be made by the Judging Committee of B.M.C.R.C., whose decision will be final.

In addition, finishers' plaques will be presented to all finishing teams who are not eligible for cash awards.



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Today's Competitors

Drivers	Lic. No.	Town	Class
Baldet, A. ...	1410	Northampton	D
Dixon, D. J. ...	MCUI/SC 125	London, S.E.24	
Bennett, P. A. W. ...	3391	London, N.3	B
Ellis, D. J. ...	30	Rickmansworth	
Boyce, E. F. H. ...	666	Shrewsbury	A
Catlin, G. A. ...	318	Boston	
Entrant: M.L.G. Motor Cycles Ltd., Lic. No. E 6			
Brand, S. H. ...	622	London, S.W.7	B
May, R. S. ...	1082	London, S.W.12	
Entrant: Hughes Motor Cycles, Lic. No. E 55			
Chapman, D. G. ...	2365	Slough	A
Prowting, W. R. ...	2467	Burnham	
Entrant: Don G. Chapman Motor Cycles, Lic. No. E 203			
Culshaw, R. ...	1794		D
Leigh, G. E. ...	925	Southport	
Entrant: G. E. Leigh (Motor Cycles) Ltd., Lic. No. E 68			
Daniels, B. J. ...	1321	Orpington	A
Darvill, P. J. ...	52	Aylesbury	
Entrant: M.L.G. Motor Cycles Ltd., Lic. No. E 6			
Dawson, R. P. ...	1804	East Barnet	B
Middleton, P. C. ...	67	Heckmondwike	
Entrant: L. Stevens Ltd., Lic. No. E 223			
Denehy, B. L. ...	466	Downham Market	A
R. Wyler ...	3537	U.S.A.	
Entrant: A. C. Keeble and Son, Lic. No. E 243			
Denyer, E. A. ...	2278	London, N.4	B
Needham, J. H. ...	3085	London, N.15	
Entrant: E. S. Longstaff Ltd., Lic. No. E 271			
Donaghy, C. ...	1066	N. Ireland	D
Whyte, R. ...	1068	N. Ireland	
Dugdale, J. A. ...	252	Alvanley	A
Dugdale, H. ...	3513	Alvanley	
Entrant: Hector Dugdale, Esq., Lic. No. E 26			
Dunn, J. ...	3562	Edgware	D
Gallagher, D. ...	3378	Manchester	
Entrant: Maico (Great Britain) Ltd., Lic. No. E 286			
Dunphy, P. J. ...	471	London, S.W.1	A
Russell, J. P. ...	1104	London, S.E.6	
Entrant: Pullins Motor Cycles Ltd., Lic. No. E 14			
Edward, C. ...	914	Crawley	C
J. Tanswell ...	792	Guildford	
Entrant: Gray & Rowsell (Bury) Ltd., Lic. No. E 85			
Everett, R. J. ...	1153	Chelmsford	D
Hayward, M. ...	320	Walton-on-Thames	
Entrant: D. A. Cornell (Motor Cycles), Lic. No. E 224			
Fay, R. ...	2986	Liverpool	A
Heath, F. P. ...	630	Leicester	
Entrant: King's Motors (Oxford) Ltd., Lic. No. E 42			
Gorman, H. D. ...	2756	Amersham	B
Goddard, I. ...	165	Boreham Wood	
Entrant: Mead & Tomkinson Ltd., Lic. No. E 256			
Good, R. W. ...	919	Shrewsbury	D
Inchley, P. G. ...	1096	Birmingham	
Entrant: G. T. Salt, Esq., Lic. No. E 217			
Greenfield, D. J. ...	428	Birmingham	B
Swift, F. F. ...	3498	Oldbury	
Entrant: Parkinsons (Wakefield) Ltd., Lic. No. E 217			
Harrison, R. J. ...	1974	Luton	D
Sheffield, A. G. ...	519	Luton	
Ingram, R. A. ...	2163	Winchester	D
Carr, L. ...	1651	Parkstone	
Entrant: Lawton & Wilson Ltd., Lic. No. E 51			

Drivers	Lic. No.	Town	Class
James, K. W. ...	1618	Cowes, I.O.W.	D
Bugden, P. ...	365	Amesbury	
Entrant: Lawton & Wilson Ltd., Lic. No. E 51			
King, R. H. ...	338	Bedford	D
King, B. H. ...	2171	Bedford	
Knight, R. L. ...	1281	Merstham	A
Brown, G. C. ...	1784	Carshalton	
Entrant: Equipe Fredbare, Lic. No. E 107			
Langston, R. J. ...	965	Campden	A
Robb, T. H. ...	1426	N. Ireland	
Entrant: G. Monty & A. J. Dudley Ward, Lic. No. E 23			
Launchbury, F. W. J. ...	1707	London, S.W.19	D
Bacon, R. H. ...	1743	London, S.W.19	
Entrant: Raynes Park Motor Cycles, Lic. No. E 159			
Lee, D. ...	2451	Blackpool	D
Woodman, D. ...	1701	Blackpool	
Entrant: John Hall & Co. Ltd., Lic. No. E 382			
Lewis, J. H. L. ...	2435	Old Windsor	B
Grant, R. J. ...	1146	East Croydon	
Entrant: G. R. Dodkin, Esq., Lic. No. E 281			
Lindup, R. ...	2801	London, S.W.15	B
Brookes, M. T. ...	192	Solihull	
Entrant: L. Stevens Ltd., Lic. No. E 223			
Main-Smith, B. ...	3187	London, E.C.1	D
Craig, W. D. ...	1788	Kingston	
Entrant: Comerfords Ltd., Lic. No. E 36			
Manning, P. ...	3299	London, N.7	D
Mayze, A. W. ...	2793	London, S.W.17	
Entrant: Elite Motors (Tooting) Ltd., Lic. No. E 336			
McKnight, P. ...	2299	Coventry	A
Barnacle, G. ...	541	Coventry	
Minihan, E. ...	2174	Bushey Heath	A
Stevens, F. J. ...	385	Formby	
Entrant: H. & L. Motors Ltd., Lic. No. E 360			
Minto, R. ...	1725	London, S.E.1	A
Gittins, M. J. ...	538		
Entrant: John Surtees (Developments) Ltd., Lic. No. E 292			
Morris, A. R. ...	2521	Romsey	D
Vincent, C. J. ...	1218	Birmingham	
Entrant: Bert Morris Motor Cycles, Lic. No. E 297			
Munday, M. W. ...	120	Winchester	D
Overton, P. ...	3670	Southampton	
Entrant: Lawton & Wilson Ltd., Lic. No. E 51			

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SILVERSTONE

THRUXTON

Drivers	Lic. No.	Town	Class
Murgatroyd, J.	260	Nelson	D
Jordan, P. W.	1448	London, S.W.15	
Neville, F. A.	1393	Worcester Park	A
Rutherford, F. A.	2250	London, E.6	
Entrant: Eltham Motor Cycles, Lic. No. E 70			
Oliver, J. A.	50	Coventry	A
Hancock, M. R.	3419	Birmingham	
O'Rourke, M. P.	2351	London, S.E.5	C
Rowe, R. E.	1877	Bexleyheath	
Payne, J. L.	2091	Chislehurst	A
Shorey, D. F.	246	Banbury	
Entrant: North Bar Garage, Lic. No. E 344			
Peck, C. G.	3416	Kew	D
Somers, J.	1291	Watford	
Entrant: Mobiles, Lic. No. E 361			
Price, N. J.	887	Princes Risborough	B
James, P. B.	488	Worcester Park	
Entrant: A. R. Taylor Garages Ltd., Lic. No. E 163			
Read, P. W.	850	Luton	A
Setchell, B. P.	1622	Luton	
Entrant: King's Motors (Oxford) Ltd., Lic. No. E 350			
Sandford, C. C.	1119	Shipston-on-Stour	D
Miller, S. H.	708	N. Ireland	
Shepherd, D. R.	238	Woking	
Simmonds, J. C.	1196	London, S.W.11	
Entrant: John Surtees (Developments) Ltd., Lic. No. E 292			
Surtees, N.	1882	Sidcup	
Hardy, F. D.	1259	London, W.7	D
Entrant: John Surtees (Developments) Ltd., Lic. No. E 92			
Tait, P. H.	1764	Coventry	A
W. A. Smith	301	Chester	
Entrant: Fron Purslow Motor Cycles, Lic. No. E 127			
Thorp, T.	647	Ruislip	B
Mayhew, R. S.	2301	London, S.E.13	
Entrant: E. T. Pink (Harrow) Ltd., Lic. No. E 153			
Trow, A. J.		Welling	A
D. F. Degens	214	Whitton	
Entrant: John Surtees (Developments) Ltd., Lic. No. E 292			
Warr, F. H.	3097	London, S.W.6	A
Morle, B. J. B.	444	Bedford	
Webster, S. G.	3507	Liverpool	D
Webster, W. E.	4127	Crewe	
Entrant: Aermacchi-Harley Davidson Ltd., Lic. No. E 233			
West, J. C.	3637	Greenford	D
Young, G. C.	1815	London, N.W.8	
Wooder, E. F.	529	Romford	A
Holder, J. R.	1628	Sidcup	
Entrant: T. W. Kirby Ltd., Lic. No. E 12			

PUBLIC WARNING

MOTOR RACING IS DANGEROUS

Spectators attending at this Track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the Land and the drivers and owners of the vehicles and passengers of the vehicles are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.

Introducing some of the Riders

Although he only started racing last season, NORMAN SURTEES has already shown himself to be a force to be reckoned with—qualified for his International licence after only five races and is undoubtedly carrying on the tradition of his famous family.

DAN SHOREY, a former Pinhard Prize winner, is in his fourth season. His speciality is the lightweight classes, but he has a fine record in all four solo categories. In company with "GINGER" PAYNE, his partner again today, he finished 2nd in last year's Thruxton race.

PHIL HEATH has 27 years racing to his credit and was for many years a well-known member of the "Continental Circus". He has retired from road racing now, but still competes regularly and successfully in sprints and hill climbs.

RON LANGSTON, a trialler and scrambler of renown, made a sensational debut in the Isle of Man in 1959 when he finished 2nd in the Junior M.G.P. He rides for Geoff Monty and has chalked up many successes in his short, but brilliant, racing career. His partner today is team-mate TOMMY ROBB. Runner-up in the 250 class at the International "Hutchinson 100" here recently, he too has won many honours for the Monty stable.

RICHARD WYLER is probably better known as I.T.V.'s "Man from Interpol". From Los Angeles, California, he has done a good deal of scrambling both here and in the States, but this is his first serious attempt at road racing.

RAY KNIGHT rides only in production machine events. His outstanding achievement was a 4th place in the production race at last year's Clubman's Trophy meeting at Oulton Park, a particularly notable performance in view of the fact that he rode his 195... Royal Enfield from London, which he raced and then rode home again.

Ex-Norton "works" rider ALAN TROW has virtually retired, but still has the occasional ride when he has time to spare from running his business in Welling.

In 1959 JOHN HOLDER won the Senior Clubman's Trophy race, finished 2nd and 3rd respectively in the North West 200 and the Thruxton 500 Mile Race.

ELLIS BOYCE was last year's Junior M.G.P. winner and put up a record lap in the Senior race. His partner, GEORGE CATLIN, has 10 T.T. replicas to his credit. These two riders, together with BRUCE DANIELS, formed part of the M.L.G. team which recently made a successful attempt on the World 24-Hour Record. Bruce and his team-mate, PETER DARVILL, won the Barcelona 24-hour race in 1959 and finished 2nd in that event in 1960.

PHIL READ, an outstanding young rider, has accumulated a long list of wins on the short circuits. Last year he finished 1st in the Senior M.G.P., after retiring when leading the Junior race.

FRED NEVILLE, erstwhile greengrocer and now with his own motor cycle business in Worcester Park, has a good record on the short circuits. His first attempt at the Manx rewarded him with 9th place in the Junior race last year.

ROBIN DAWSON is one of the up-and-coming riders. 5th in the 1960 Junior M.G.P., he also secured a 2nd, a 4th and a 5th in the Southern 100 meeting. His partner, PETER MIDDLETON, won the 1959 Junior Manx.

RON LINDUP is another successful scrambler who has turned road-racer. His best effort to date was a silver replica in last year's M.G.P. Team-mate MIKE BROOKES has scored a 3rd in the North West 200, a 1st in the 1958 Clubman's Trophy races and a 2nd in the production class of that series in 1960.

HOWARD GERMAN has ridden a wide variety of machines in equally varied events, from the Manx G.P. to Shelsley Walsh Hill Climb and from sprinting to the Montjuich 24-hour race, with equal success.

JOHN LEWIS has been riding since 1955. He rode the winning machine in the 1959 Thruxton race and won the Newcomer's Award in last year's T.T. Co-rider RON GRANT is a promising rider well worth watching.

TOMMY THORP'S best effort in 8 successful years has been 2nd place in the Senior Manx in 1959. ROY MAYHEW, who rides with him today, was 2nd and 3rd in the Junior and Senior Manx races last year. He won the Junior Clubman's Trophy race when the meeting was held at Silverstone in 1959.

PETE JAMES is another production machine specialist. He has an excellent record in this type of racing at Thruxton—4th in 1958, 2nd 500 in 1959 and in 1960.

DENNIS GREENFIELD and FRED SWIFT together won the 500 class at last year's Thruxton.

MICHAEL O'ROURKE'S career was highlighted last year by his 7th place in the Lightweight T.T. on the Herman Meier-tuned Ariel Arrow.

CECIL SANDFORD needs no introduction. Many times World Champion in the 125 and 250 classes, he has officially retired from racing, but still likes to "have a go" at this sort of racing. His partner, SAMMY MILLER, is another for whom introduction is unnecessary. The undisputed king of the trials world is also an eminently successful road racer and in particular has many Irish wins to his credit.

CHRIS VINCENT has really made a name for himself recently with his fantastic B.S.A. twin-engined outfit, with many wins and lap records to his credit in the sidecar class.

Although KEN JAMES has been riding for some years in conventional road racing, his best performances have undoubtedly been in this form of sport. He has finished 1st, 2nd and 3rd in the Thruxton series.

Two Irishmen who are competing at Silverstone for the first time are CAMPBELL DONAGHY and ROBERT WHYTE, both notable riders in their own country.

JACK MURGATROYD has had many wins and places on most circuits in this country, mainly on his NSU Sportsmax. He has also had a 1st place in the Southern 100.

HECTOR and ALAN DUGDALE are a father and son team. Alan has had three good years, including 9th in the 1960 Lightweight T.T., 125 and 250 Cheshire Centre Championships and 1st in the production class of the Clubman's Trophy races.

DON CHAPMAN rode last year's winning machine at Thruxton, in partnership with Ron Langston.

Acknowledgments

Acknowledgments are made to the British Racing Drivers' Club for the use of the track and to the local authorities of Northamptonshire and Buckinghamshire, the County Constabularies, the Northamptonshire County Council Fire Brigade and the St. John Ambulance Brigade for their co-operation.

Thanks are due also to all those voluntary officials and marshals who are giving their services; the Birmingham Private Fire Brigade; Lambretta Concessionaires Ltd., *Officials' Transport*; the Royal Automobile Club, *Signposting*; and the Rover Co. Ltd. and Pyrene Ltd., *Fire Tender and Equipment*.

The work of the following contractors is also gratefully acknowledged: Aerosigns London Ltd., *Banner Advertising*; The Antone Company, Epsom, *Public Address Equipment*; J. Hart & Co. Ltd., St. Albans, and Pattison-Hughes Catering Co. Ltd., Birmingham, *Catering*; Owen Brown & Sons (Tents) Ltd., Loughborough, *Fencing and Tents*; Heath Press Ltd., Thornton Heath, and F. & J. Press Ltd., Merstham, *Printing*; Mills Scaffold Co. Ltd., Coventry, *Stands*; National Car Parks Ltd., London, *Car Parking*; and Enotts Sign Service, Brackley, *Signwriting*.



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X-100

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Introducing the Machines

BY LES HIGGINS

Whatever your views on production-machine racing, it cannot be denied that it does offer the onlooker variety, and rekindles the flame that fires enthusiasm and sporting rivalry between the supporters of different marques. Today's entry reads like an entry list of thirty or more years ago. There are no fewer than 14 different makes of machine in a field of 50. Triumph top the list with 9, plus 2 reserves, and 8 of them are six-fifty Bonneville models. There are 7 Royal Enfields, 6 of them two-fifties. It is good to see Velocettes in force, no less than 6 Venoms, Nortons and B.S.A. are represented in each class, but surprisingly there is only 1 A.J.S. and 2 Matchlesses.

Overseas makes number 5—two B.M.W.s; two Hondas, plus a reserve; a couple of N.S.U.s; a brace of Aermacchi; and a Harley Davidson. And that leaves 7 very interesting British makes, the two two-fifty Greeves, an Ariel Four, and three Ariel Arrows, four if you include the reserve.

Capacity-wise there are four classes: A—1,000 c.c.; B—500 c.c.; C—350 c.c.; D—250 c.c. The entry breaks down into: Class A, 1 "thousand", 1 of 883 c.c. (the Harley), 1 "seven hundred", 12 "six-fifties", 4 "six hundreds", Class B has ten entries, Class C only two, and Class D is most popular with nineteen, 38% of the entry.

The lack of three-fifties is surprising, for this class has always been the most popular of all, and all the major companies make a sports machine of this capacity.

Well, that's the entry. Now a little about the background of the makes.

BRITISH

Ariel

One of the pioneer makes, appearing before 1900. It is renowned in trials and scrambles but has never aspired to racing honours. Private owners have raced them in the I.O.M.; and, notably, the late Ben Bickell at Brooklands. Coupled with the make is the name of L. W. E. Hartley, who scored hundreds of successes on grass tracks, etc., with Ariels which he prepared.

A.J.S.

A name that is synonymous with racing, for they have been raced wherever racing has been organised all over the world. Innumerable successes have been scored in international Grands Prix during the past forty years; time and time again the name has appeared in the record book; several T.T. wins have been scored, and it is the only 350 c.c. machine ever to have won a Senior T.T. In trials A.J.S. have been equally successful, and Hugh Viney's run of successes in the immediate post-war Scottish Six Days Trial remain unsurpassed.

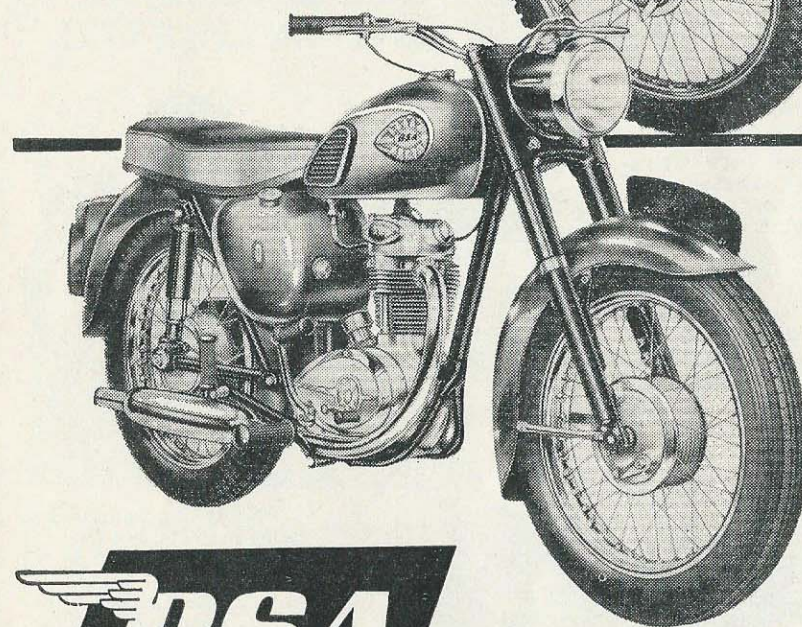
B.S.A.

Whenever die-hards insist that only racing improves the breed, the cynical can point out that Britain's best selling motorcycle is a make that has not seriously supported racing; namely B.S.A. Only once did they seriously race, and that was in 1921 when a large number of machines were entered in the Senior T.T., the result was a fiasco. After that the company steadfastly refused to race, but supported trials, and subsequently scrambling wholeheartedly. Since the war their policy towards racing has softened. What is now regarded as a production racer was sponsored by B.S.A. and nurtured in the Clubman's T.T. races, in which it was almost invincible.

Greeves

A modern make which appeared after World War II and carries the name of that great two-wheeler enthusiast, O. B. Greeves. Slowly and surely they have made their mark in trials and scrambling, and, in their class, provide a spirited challenge to the more established makes. Not very often raced, today is one of the rare occasions in which they will be seen in this element of competition.

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Matchless

This is the oldest name in the industry, despite what rival claims are made. Up until 1914 Matchless were as invincible as Nortons twenty years later. In the hands of Charlie and Harry Collier, who were Matchless, they took countless records, won several T.T.s, and monopolised many a Brooklands meeting. After the 1914-18 war, the Colliers gave up racing and were actively engaged in manufacture. In 1931 they bought the A.J.S. concern, later Sunbeam (which was subsequently sold), established their activities as Associated Motor Cycles Ltd., and since the 1939-45 war gained control of Francis Barnett, James, and Norton. Since then, they too have taken a closer interest in racing. The model G45, a twin-pushrod engine machine, made its appearance but was subsequently dropped for the o.h.c. engine. Today's entries are pushrod twins of 646 c.c. developed from the original G11 five hundred twin, the same machine from which the G45 was developed.

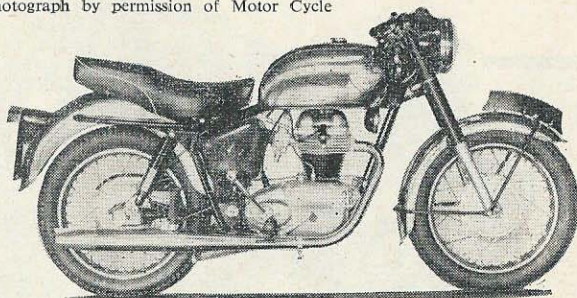
Norton

The world's most successful racing machine, winner of more T.T. races and Grand Prix than any other. And no machine could make a finer claim than that. Right through its history, ever since Rem Fowler won the twin class in the 1907 T.T. races; since "Pa" Norton introduced the redoubtable side-valve engines—BR BRS and 16H were the designations under which they became famous—since the o.h.v. unit that, first raced about 1922 eventually won fame as the Model 18 and the E.S.2. These were followed by the o.h.c. designs of Walter Moore and the redesigned engine of Arthur Carrol, which, perfected by Joe Craig, swept all before it from 1931-1938. Nearly every famous T.T. rider has raced a Norton.

Photograph by permission of Motor Cycle

Royal Enfield

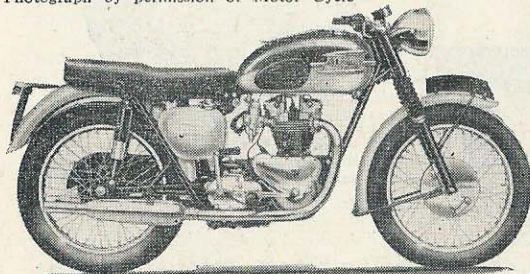
Another make that has never been wholeheartedly race-minded. It is a pioneer make and weathered many industrial storms, surviving two wars and the slump of 30 years ago. It is one of the few independent factories, for it does not belong to any combine.



Royal Enfield Crusader Sports

Triumph

Photograph by permission of Motor Cycle

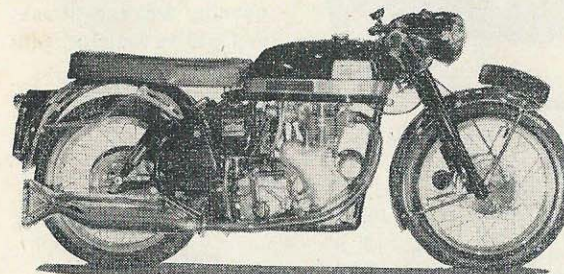


Triumph T120 Bonneville

Never an outstanding racing machine, but one that has always been well to the fore in every branch of motor cycle sport. It has had its racing successes but has won greater fame in trials and scrambling. The present fashion in vertical twins was begun by Triumph. They laid the foundations nearly 30 years ago.

Velocette

The first o.h.v. engine machine to win a T.T. was the Velocette, the Junior in 1925. The engine designed by the late Percy Goodman, formed the basis for all subsequent Velocette racing engines, which were developed to such a high peak of efficiency by Harold Willis and Charles Udall. Whilst the company never indulged in a lavish racing programme, they were consistent supporters and were well supported by a large body of private owners. Several remarkably advanced

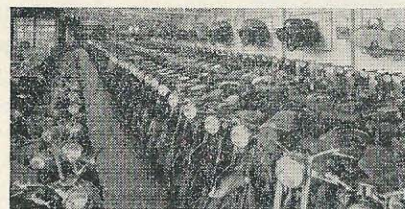


Velocette Venom Clubman

Photograph by permission of Motor Cycle

designs emanated from the factory. They introduced the positive stop foot-change gear which was instantly copied; were advocates of spring frames and full enclosure of the valve gear long before these became general. They also made popular "high camshaft" push rod engines, and this design, introduced in 1932 as a 250, is the basic design from which the Venoms have been developed.

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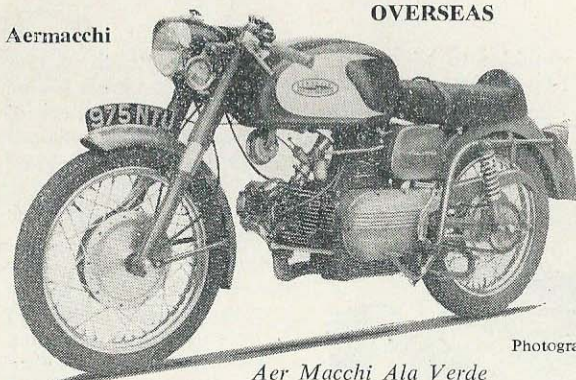
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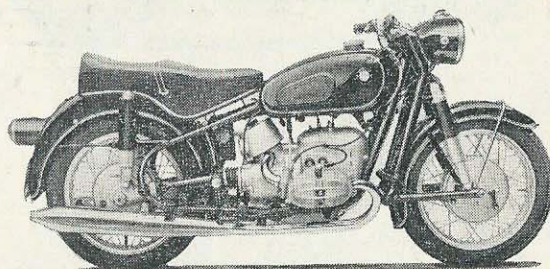
Aer Macchi Ala Verde

An Italian sports machine which hit the headlines during the last few years and has gained a reputation in its homeland. It is an unknown quantity on race tracks and will be watched with interest.

Photograph by permission of Motor Cycle

B.M.W.

Germany's most famous racing motor cycle. Although established long before, it came into prominence as the world's speed record away from Britain. From then until the war it monopolised the "world's fastest" record, finally losing it to another German machine—the N.S.U. After several attempts it won the 1939 Senior T.T., monopolised the race courses all over the Continent, and in recent years has been pre-eminent in the sidecar class.



B.M.W. R69S

Photograph by permission of Motor Cycle

Harley Davidson



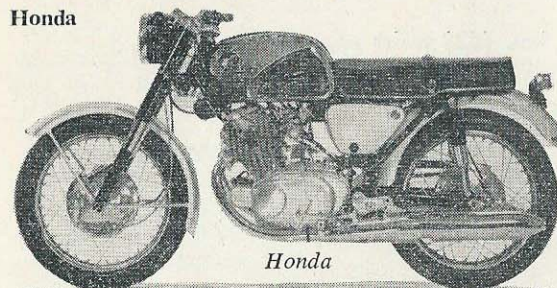
America's only motor cycle; and rarely seen on racing circuits outside the U.S.A. There it enjoys protection, race regulations having been tailored to suit the Harley whereas most machines are tailored to suit race regulations.

Harley Davidson

N.S.U.

Another of Germany's motor cycles and a pioneer in motor cycling history. When B.M.W. relinquished its hold on the world's speed record, N.S.U. took it up. The Sportsmax model has some affinity with the very fleet T.T. models that overcame the Guzzi domination nearly a decade ago. The company no longer supports racing.

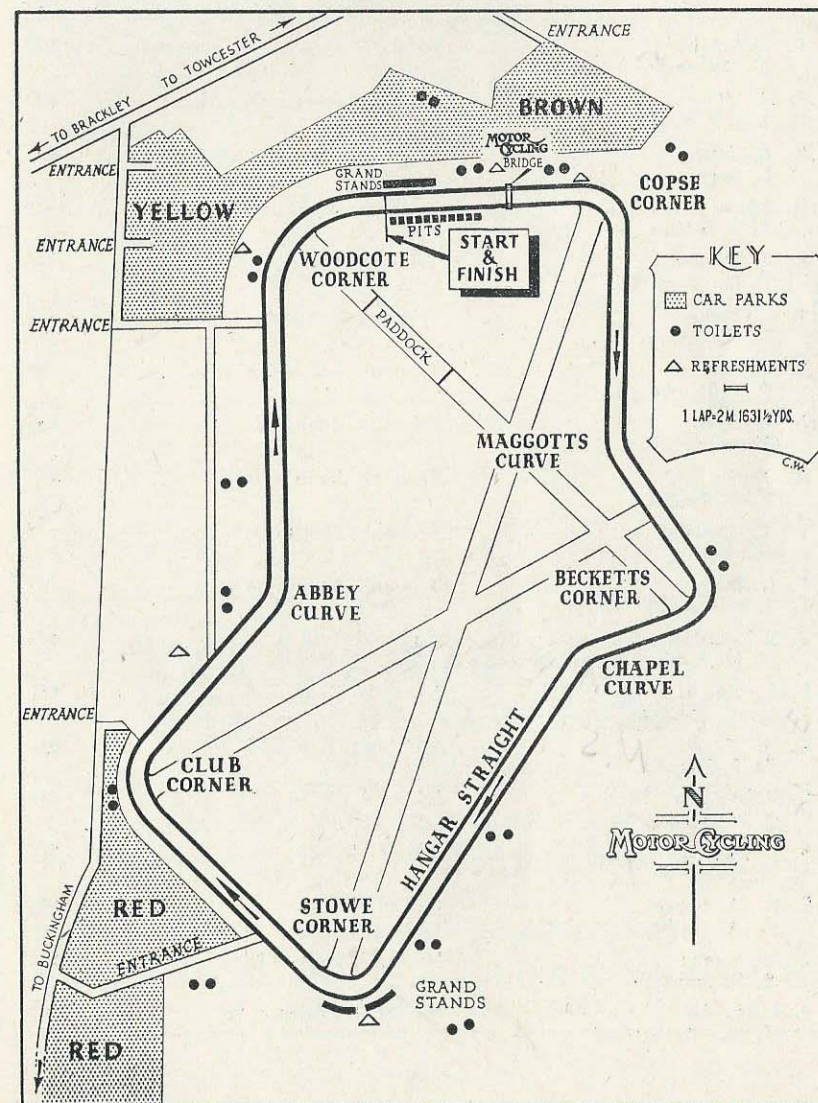
Honda



Honda

Photograph by permission of Motor Cycle

All the way from Japan, and unknown over here until their fairly recent T.T. debut and their appearance at Earls Court last year. The production machines have a reputation for speed. Whether they have mechanical reliability will be resolved today, for 1,000 km. is a mighty long distance to go racing.



1,000 km. (628 miles approx.)
PRODUCTION TOURING MACHINE RACE

Start 10.00 a.m.

Number Plates: Class 'A'—1,000 c.c.—Black Plate/White Numbers
 Class 'B'— 500 c.c.—Yellow Plate/Black Numbers
 Class 'C'— 350 c.c.—Blue Plate/White Numbers
 Class 'D'— 250 c.c.—Green Plate/White Numbers

CLASS 'A'

No.	Drivers	Machine	c.c.
1.	P. McKnight G. Barnacle	Ariel 4G	997
2.	F. H. Warr B. J. B. Morle	Harley Davidson XLCH	883
3.	R. A. Ingram L. Carr	Royal Enfield Constellation	692
4.	R. Minto M. J. Gittins	Triumph Bonneville	649
5.	D. R. Shepherd J. C. Simmonds	Triumph Bonneville	649
6.	J. L. Payne D. F. Shorey	Triumph Bonneville	649
7.	E. Minihan F. J. Stevens	Triumph Bonneville	649
8.	P. H. Tait W. A. Smith	Triumph Bonneville	649
9.	R. Fay F. P. Heath	Triumph Bonneville	649
10.	R. L. Denehy R. Wyler	Triumph Bonneville	649
11.	P. J. Dunphy J. P. Russell	Triumph Bonneville	649
12.	R. J. Langston T. H. Robb	A.J.S. 31 CSR	646
14.	R. L. Knight G. C. Brown	Matchless G12 CSR	646
15.	A. J. Trow D. F. Degens	Matchless G12 CSR	646
16.	E. F. Wooder J. R. Holder	B.S.A. A 10 SR	646
17.	B. J. Daniels P. J. Darvill	B.M.W. R 69S	595
18.	E. F. H. Boyce G. A. Catlin	B.M.W. R 69S	595
19.	P. W. Read B. P. Setchell	Norton Dominator 99	597
20.	F. A. Neville F. A. Rutherford	Norton Dominator 99	597

CLASS 'B'

No.	Drivers	Machine	c.c.
21.	J. A. Oliver M. R. Hancock	B.S.A. Gold Star	499
22.	E. A. Denyer J. H. Needham	B.S.A. Gold Star	499
23.	R. P. Dawson P. C. Middleton	Velocette Venom	499
24.	R. Lindup M. T. Brookes	Velocette Venom	499
25.	H. D. German I. Goddard	Velocette Venom	499
26.	J. H. L. Lewis R. J. Grant	Velocette Venom	499
27.	T. Thorp R. S. Mayhew	Velocette Venom	499
28.	N. J. Price P. B. James	Velocette Venom	499
29.	S. H. Brand R. S. May	Triumph T 100A	498
30.	D. J. Greenfield F. F. Swift	Norton Dominator 88	497

CLASS 'C'

No.	Drivers	Machine	c.c.
31.	M. P. O'Rourke R. E. Rowe	Norton Navigator	349
32.	C. Edwards J. Tanswell	B.S.A. Gold Star	348

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RACE PROGRESS CHART

CLASS	TIME	1ST	2ND	3RD	4TH	5TH	6TH
1,000 c.c.	10.30 a.m.	17	17	12	6	7	19
500 c.c.							
250 c.c.							
1,000 c.c.	11.00 a.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	11.30 a.m.	28					
500 c.c.		17 42					
250 c.c.		30 02					
1,000 c.c.	12.00 noon	31 30					
500 c.c.		11					
250 c.c.		27 13					
1,000 c.c.	12.30 p.m.	38 (50)	42	47	48	49	46
500 c.c.		17					
250 c.c.		24 31 45	42	47	48	49	46
1,000 c.c.	1.00 p.m.	17					
500 c.c.		27 21 10					
250 c.c.		17					
1,000 c.c.	1.30 p.m.	17 10 11	12	6	9	14	3
500 c.c.		27	28	25			
250 c.c.		38	37.2	47	26	44	34
1,000 c.c.	2.00 p.m.	17					
500 c.c.							
250 c.c.							

CLASS	TIME	1ST	2ND	3RD	4TH	5TH	6TH
1,000 c.c.	2.30 p.m.	17					
500 c.c.							
250 c.c.							
1,000 c.c.	3.00 p.m.	17 145	12 144	6 141	8 138	14 137	3 136
500 c.c.		25 120	24 134	24 134	39 131	36 121	34 118
250 c.c.		38 105	37 102	47 101			
1,000 c.c.	3.30 p.m.	17					
500 c.c.							
250 c.c.							
1,000 c.c.	4.00 p.m.	14 177	6 170	8 162	3 165	14 164	2
500 c.c.		25 162	24 167	24 167	36 145	34 144	44 141
250 c.c.		38 150	37 147	47 146	14 148	3 148	44 145
1,000 c.c.	4.30 p.m.	17 188	8 181	6 181	14 178	3 178	44 175
500 c.c.		25 183	24 181	24 181	44 178	44 178	44 175
250 c.c.		38 170	37 170	47 170	44 178	44 178	44 175
1,000 c.c.	5.00 p.m.	14	8	6 144	3 142	14 142	2
500 c.c.		25	8	24 144	44 142	44 142	44 142
250 c.c.		37 122	47 122	44 122	44 142	44 142	44 142
1,000 c.c.	5.30 p.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	6.00 p.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	6.30 p.m.						
500 c.c.							
250 c.c.							

Production Machine Racing

by GUY TREMLETT

Racing for machines in production road trim is a type of motor cycle sport which is of fairly recent emergence. Less than 30 years ago the "over-the-counter" racing motor cycle was little removed from the sports touring machine. Inevitably as racing became more specialised and factory participation increased, production "racers" also became more specialised; most manufacturers who produced both types of racer eventually incorporated works modifications into production jobs. By 1946, the need was fast becoming apparent for sports roadsters, as opposed to out-and-out racing bicycles. Not that the former had not existed before; they had but they were nothing like so far removed from the racing jobs. The B.S.A. Gold Star, Triumph Tiger 100C and Norton International were the three models which started off the trend, other manufacturers adding such models to their ranges in later years. While there were a few races for road machines before the last war, one at Donnington in May 1939 was won by a Triumph Twin and B.M.C.R.C. ran one or two at Brooklands, not to mention the M.C.C. meeting at the track which still has its post war counterpart at Silverstone—these meetings can hardly be said to have been of much importance. In any case there was less interest in racing then.

In 1947, for the first post-war T.T., the A.C.U. introduced the Clubman's series of races to supplement the meeting proper. The idea was introduced to ease the entry problem, but the races catered for road machines. Unfortunately though, machines had to be stripped of road equipment and tended to look and sound like slightly detuned "racers". In 1947 Nortons, the single o.h.v. International model, won the 350 and 500 races. The latter event was won by Eric Briggs at 78.67 m.p.h., a higher speed than the Senior Manx G.P. that year in which, admittedly, weather conditions were not conducive to speed. A pre-war T70 Triumph was the 250 c.c. victor but protest and counter-protest rather spoilt Bill McVeigh's excellent showing. Even though a race bred machine had won two of the races, A.J.S., Ariel and Rudge also featured prominently in this first Clubman's T.T. It certainly seemed as though the races might come to something. With the Senior class capacity limit raised to 1,000 c.c. the following year, the big Vincents came into their own and finished 1-2-5-6, the winner being the late Jack Daniels with Phil Heath (riding today incidentally) runner-up. A Norton was third and a Triumph fourth. The 350 c.c. race was a three-cornered fight between A.J.S., Norton and Velocette, the latter model being the o.h.v. KSS models. Ron Hazlehurst won on a Velo, these machines also finishing 4th, 6th, 7th, 8th. An A.J.S. was 2nd, a Norton 3rd (another made the fastest lap and led until it retired) and a second A.J.S. was fifth. O.h.v. Excelsiors dominated the 250 c.c. class. So far all was well. 1949 saw B.S.A. on the scene for the first time and they won the 350 c.c. race in the person of Mancunian Harold Clarke at record speed. However, the two Nortons were 2nd and 3rd and two Velocettes featured in 5th and 7th positions. Douglas, A.J.S., Matchless and Royal Enfield also finished, but they could not challenge the three makes already mentioned. A Norton won the Senior event (500 c.c. only this year) ridden by Geoff Duke (he was actually entered by B.M.C.R.C. on that occasion) at 82.97 m.p.h. Duke won easily—his speed wasn't beaten for three years—from two Triumphs and another Norton. The separate 1,000 c.c. race was an all-Vincent affair save for one Ariel Square Four, and the almost inevitable Excelsior won the 250 c.c. class from two M.O.V. Velocettes and two Triumph T70's. In its first three years of life the Clubman's had been useful and of some interest. How much more so it would have been if full road equipment had been insisted on is a matter for conjecture.



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1950 saw the change begin. B.S.A. naturally encouraged by their win in the previous year made a real effort to repeat it. They did with the aid of Bernard Jackson and Ian McGuffie, a Norton finishing third and a new 90-plus Douglas fourth. No Velocettes finished and there were only four lowly placed A.J.S.'s. Norton went on winning the Senior, ridden by Phil Carter, only a Hills Triumph splitting a complete leader board placing for the Birmingham factory. Excelsior won a dismal 250 c.c. event in which it competed—it retired—a Panther. There was no 1,000 c.c. race. Apart from Brian Purslow, who won, Norton almost dominated the 1951 Junior—they were 2-3-6. A 500 c.c. International also won the Senior, Ivor Arber up, from two Triumphs, three more Nortons and a Matchless Twin. This time the 250 c.c. race was dropped. B.S.A. won yet again the next year when Eric Housely was first and a certain Bob McIntyre runner-up and maker of the fastest lap, a record. And for once Norton did not win the Senior. Triumph did so, thanks to Bernard Hargreaves, with three Nortons next. The "rot", if such it can be called, now set in rapidly. The winning machines were little more than racing models built round the regulations and, although all of them were in theory standard, they were much faster than usual: in any case the regulations allowed them to be. 1953 was the last year a make other than B.S.A. won the Clubman's Trophy. Norton's had introduced the "featherbed" framed International, and one of these brilliantly ridden by Bob Keeler won the race at 84.14 m.p.h., a new record. Indeed two Triumphs only introduced into the first ten; all the rest were new Nortons. But a 500 B.S.A. Gold Star had lapped only three seconds slower than Keeler and was lying 2nd when its rider crashed on the last lap. Only Jack Bottomley (3rd) could do anything about the B.S.A.'s, in the Junior race. Derek Powell winning. Thereafter it was always B.S.A. Alastair King won the '54 Senior at 85.76 m.p.h., a pretty tidy speed for a pushrod sports/racer. In '55 the end was in sight, the races were banished to the Clypse course, but at last road equipment had to be carried. However the events were not very inspiring. Neither were the last races of the series, back on the "Mountain" course again and still for fully equipped bicycles. Bernard Codd won both, the Senior at 86.33 m.p.h. which proved, if nothing else, that the Gold Star had really been thoroughly developed over the years. As a sort of last gesture before one of the most celebrated of British sports models passed into the limbo of the past, Alan Shepherd pushed a 348 c.c. model Inter. Norton into 3rd place. His Norton and a Velocette were the only non-B.S.A.'s in the whole race!

I have dwelt on the Clubman's at length because a lot of spectators may have little idea of what the first races were like. They were a courageous and eminently sensible idea spoilt by the equivocal regulations and eventually killed by one make domination. But at the same time as the Clubman's was dying so did the Thruxton Nine-Hour Race begin. Inevitably at first B.S.A.'s dominated it. The first event was decidedly experimental, but it was so successful that the Southampton Club unhesitatingly carried on with it next year. That was in 1954. At first very little "trade" interest was evinced. Indeed in 1956 two privateers using a 348 c.c. B.S.A. used by one of them every day won outright—Frank Webber and Rex Avery. The following year a vertical twin, Royal Enfield, very nearly won and in 1958 Mike Hailwood and Dan Shorey were first on a Triumph T110. But that latter year saw a most impressive performance by a 600 c.c. B.M.W. h.o. twin, which was placed third and impressed enormously by its utter regularity and lack of fuss. In 1959, as most will know, one of these R69 B.M.W.'s did win, ably ridden by Bruce Daniels and Peter Darville. They went on to win the Barcelona 24 Hour Race two weeks later and will be riding a new R69S today under the same M.L.G. Engineering banner. Last year at Thruxton it was the turn of another British vertical twin to carry off the victory—a 646 c.c. A.J.S. 31CSR Sportstwin ridden by Ron Langston and Don Chapman. Both riders will be seen today, too. That, extremely briefly, is the story of Thruxton, until today the only long-distance production machine event in these islands.

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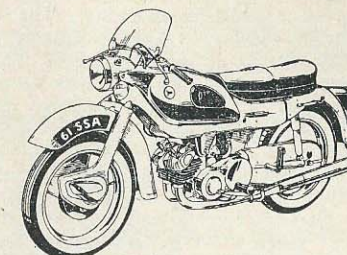
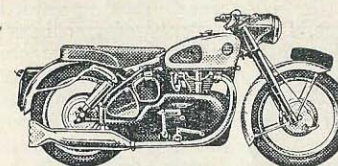
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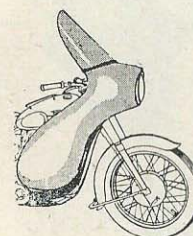
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Apart from Thruxton B.M.C.R.C. has been the only other Club to put on races for production machines. The well-known Silverstone Saturday meeting, of which this today is the successor, used to have such events for club riders included in its programme. One make domination tended to detract from the interest in the end and the races were dropped after the 1956 meeting. It is worth noting that at the first Silverstone Saturday, in 1950, Douglas won the 350 c.c. event, B.S.A. the 500 c.c. (only a B33 model) and Vincent the 1,000 c.c. In 1959 the Club revived production machine races at its "closed" Trophy Day meeting here at Silverstone on a fairly open basis to give as many members with a wide variety of machines a chance to have a ride. So far Vincents have proved winners on each occasion. Then there was an occasion at Aintree when the production "boys" had a ride (B.S.A. benefit) and last year such a race was included in the Clubman's Trophy programme at Oulton Park, but was rather spoilt because silencers had to be removed. Triumph won that one.

That just about covers this particular form of racing as far as the British Isles is concerned. Possibly because there have been so many pukka racing machines produced and so many more riders who have raced them, production machine racing has never had much of a chance. Despite plenty of wordiness in the correspondence columns of the motor cycle press over the years one could also be forgiven for thinking that the public has not been over-interested. It is to be hoped that today's attendance will disprove that. Certainly, too, there is now room for two or three of these races now. Far from clashing with one another they complement each other. The result of today's race will be most interesting and it will not have been achieved without a great deal of time and trouble, both on the parts of the riders, entrants, manufacturers and the organisers. I sincerely hope the 1961 Silverstone 1,000 will be the first of many.

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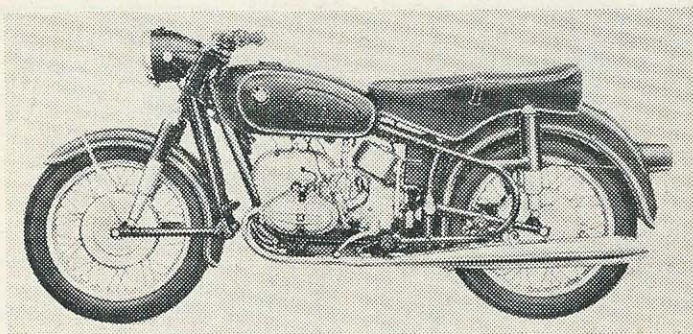
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