

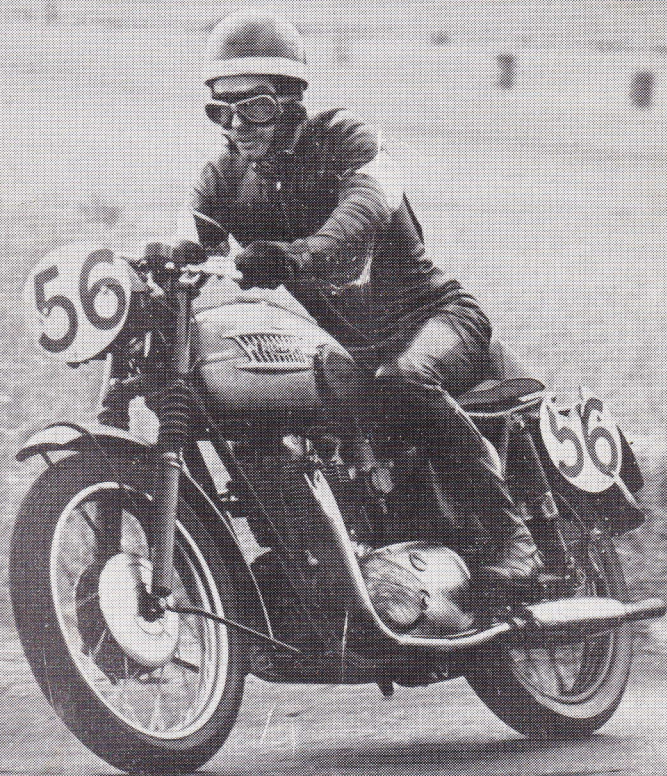
OFFICIAL PROGRAMME 2s.



B. M. C. R. C.

'SILVERSTONE 1000'

Saturday 19 May 1962





BRITISH MOTOR CYCLE RACING CLUB

(Affiliated to the A.C.U. as a Non-Territorial Club)

Secretary: Miss M. W. Ward,

33a, London Road, Kingston-upon-Thames, Surrey.

The 2nd

“ SILVERSTONE 1000 ”

Saturday, May 19th, 1962

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. 411 T.T.C. No. 593

Do NOT cross the Track



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G. E. Duke, O.B.E. and A. Squillario

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A.-C.U. Timekeeper (in charge)

Timekeepers

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H. W. Shuttleworth (International)
V. C. Anstice (International)
F. C. Toplis (International)
S. Nichols (International)
A. F. Faulkner (National)
R. C. Allcock (Cert. 'A')
H. Clenshaw. (Cert. 'B')
R. Connor (Cert. 'B')
W. A. Stone (Cert. 'B')
F. A. Lowe (Cert. 'B')

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Foreward

by Harold Daniell, B.M.C.R.C. Vice-President

Last year we saw a departure from "Bemsee" tradition when, instead of a conventional road race meeting, the Club put on its first long distance production machine race. In the years before the second world war, the long distances races at Brooklands were an established part of the annual calendar, but these were purely for track-bred machinery.

It was felt that a considerable service could be done to the motor cycling public by putting on an event which would provide a thorough test of the reliability of current road-going models. What better place than Silverstone could be found to simulate the conditions of the fast open roads and motorways upon which more and more of our motoring is being done?

So the idea of the Silverstone 1000 was born. From its inception, it has proved immensely popular among the riders and the first one was greatly enjoyed by all who contributed to its success. There seems little doubt that in the "1000" are the makings of a new "Bemsee" tradition.

Here's to a good day's racing and many more to come.



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.

BRIAN McENTEE

MOTOR CYCLE AND SCOOTER SPECIALIST

196 South Ealing Road, Ealing W.5.

Tel : ISLeworth 6396

H.P. and Insurance — Exchanges

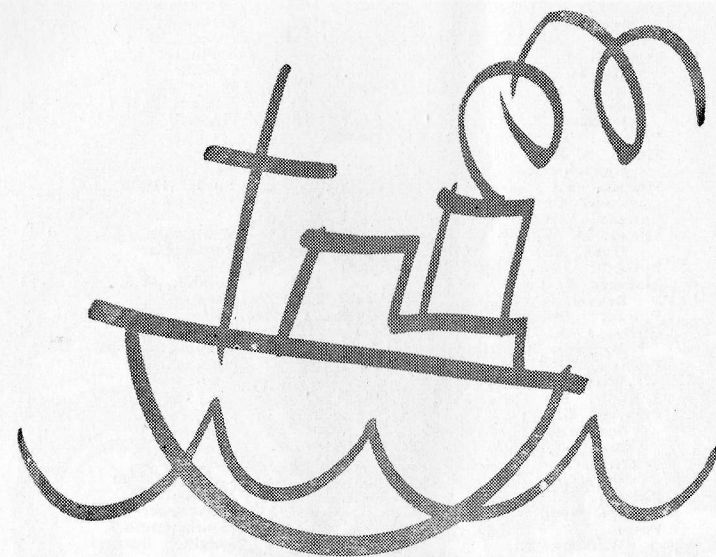
Racing Equipment Supplied : Fairings, Tanks, Seats

Crash Repair Specialists

Main Puch and Montesa Agent — Norton, Velocette, A.J.S., Triumph

Today's competitors

DRIVERS	LIC. No.	TOWN	CLAS
Baughn, J.	633	London, N.22	A
Russell, J.	464	London, S.E.6.	
Entrant: Pullin's Motor Cycles Ltd., Lic. No. E93			
Bennett, P. A. W.	2541	London, N.3.	B
Mason, W.	394	London, W.5	
Boyce, E. F. H.	1855	Shrewsbury	B
Phillips, T. F.	624	Newbury	
Entrant: G. Dodkin, Lic. No. E263			
Buckmaster, K. G.	3808	St. Albans	C
Ciniglio, J. P.	3809	Dunstable	
Budgen, P.	183	Lyndhurst	D
Munday, M. W.	148	Winchester	
Curry, F. J.	1579	Broadway	D
Jacques, J. A.	665	Moreton-in-Marsh	
Entrant: B. O. Burbidge, Lic. No. E294			
Darvill, P. J.	24	Aylesbury	A
Price, N. J.	925	Princes Risborough	
Entrant: B. W. J. Hindes, Lic. No. E297			
Degens, D. F.	137	Whitton	A
Mayhew, R. S.	1521	London, S.E.13.	
Entrant: G. Monty & A. J. Dudley Ward			
Denehy, B. L.	155	Downham Market	A
Stracey, J. F.	2716	Isleworth	
Entrant: A. C. Keeble, Lic. No. E87			
Denyer, E. A.	2452	London, N.8.	C
Phelps, E. H.	2144	London, E.9.	
Dicker, D. J.	478	East Croydon	B
Carrana, P.	1315	London, S.W.11	
Entrant: Hughes Motor Cycles, Lic. No. E142			
Dixon, D. J.	MCUI/111	Bromley	A
Spalding, M. J.	247	London, S.E.26.	
Dunnicliffe, E. A. D.	533	Coventry	A
Fitz-Hugh, F. E.	2160	Coventry	
French, L. J. B. R.	2146	Chessington	D
May, R. S.	2883	London, S.W.12.	
Gallagher, D. J.	2627	Manchester	D
Evans, L. E.	2266	Manchester	
German, H. D.	3949	London, N.W.9.	B
Dunphy, P. J.	298	London, S.W.1.	
Entrant: Mead & Tompkinson Ltd., Lic. No. E304			
Graham, L. S.	462	Nantwich	D
Clark, B.	3	Retford	
Entrant: Aermacchi Motor Cycles Ltd., Lic. No. E2			
Greenfield, D. J.	98	Birmingham	A
Swift, F. F.	2773	Birmingham	
Entrant: D. Parkinson, Lic. No. E72			
Grotefield, T. P.	473	London, N.W.7.	A
Wyler, R.	2	U.S.A.	
Entrant: Eltham Motor Cycles, Lic. No. E			
Hayward, M.	839	Walton-on-Thames	C
Robinson, S.	1426	Bradford	
Holder, J. R.	3230	London, S.E.9.	
Rutherford, L. S.	3816	London, S.E.3.	
Entrant: Silverstone Motor Cycles (Kent) Ltd., Lic. No. E245			
Inchley, P. G.	1369	Birmingham	D
Good, R. W.	352	Shrewsbury	
Entrant: George Salt (Motor Cycles), Lic. No. E197			
James, K. W.	1177	Christchurch	A
Carr, L.	347	Parkstone	
Entrant: Marsh & Fry Ltd., Lic. No. E75			
James, P. B.	595	Worcester Park	B
I. R. Goddard	333	Boreham Wood	
Entrant: A. R. Taylor Garages Ltd., Lic. No. E287			
Jordan, P. W.	1395	London, S.W.15.	B
Pavey, A. S.	1352	London, W.5.	
Entrant: W. Pearce & Son			
Kegler, H.	3744	Birmingham	A
Spencer, S.	1720	Birmingham	
Knight, R. L.	402	Merstham	C
Walker, P. H.	2524	Reigate	
Entrant: Equipe Fredbare, Lic. No. E241			
Langston, R. J.	482	Campden	A
Main-Smith, B.	3633	Surbiton	
Entrant: Comerfords Ltd., Lic. No. E24			
Launchbury, F. W. J.	1187	London, S.W.19.	D
Bacon, R. H.	448	London, S.W.20.	
Entrant: Raynes Park Motor Cycles, Lic. No. E163			



*Don't miss the boat!

Here's your opportunity to see the first ever 50 c.c. T.T. and the thrilling Senior event. *Motor Cycling* will once more be running, by special train/boat, an excursion to the Isle of Man for Friday, June 8. Travel over with fellow enthusiasts—make up a party from your club. See the T.T. the cheapest, easiest way. Call at your local branch of Thos. Cook and Son and make your arrangements now.

MOTOR CYCLING

with SCOOTER WEEKLY

*T.T. EXCURSION 1962

Lee, D.	1823	Blackpool	D
Woodman, D.	807	Blackpool	
Entrant: John Hall & Son (Liverpool) Ltd., Lic. No. E265			
Leigh, G. E.	752	Southport	D
Stevens, F. J.	1029	Formby	
Entrant: G. E. Leigh Motor Cycles, Lic. No. E98			
Lindup, R.	3745	London, S.W.15.	B
Williams, C. J.	1945	Digswell	
Entrant: L. Stevens Ltd., Lic. No. E215			
Manns, S. B.	3632	Sidcup	A
Gunyon, M.	3387	Faversham	A
Minihan, E.	3105	Bushey Heath	A
Conn, C. R.	1325	Lyneham	
Entrant: Lawton & Wilson Ltd., Lic. No. E55			
Minter, D. W.	1129	Whitstable	D
Dunn, J.	3648	Potters Bar	
Entrant: Hondis Ltd., Lic. No. E58			
McEntee, B. E. P.	2275	London, W.3.	D
Bennett, C. J.	229	Hounslow	
Entrant: Brian McEntee Motor Cycles, Lic. No. E166			
Oliver, J. A.	2101	Coventry	B
Hancock, M. R.	3404	Leamington Spa	
Pearson, M. L.	205	Birmingham	D
Wise, P. E. M.	427	Addlestone	
Entrant: Eric Oliver Ltd., Lic. No. E61			
Peck, C. G.	4087	Kew	D
Somers, J.	2268	Kew	
Entrant: Mobiles Ltd., Lic. No. E269			
Peters, J. R.	334	Solihull	D
Harper, J. F.	1419	Croxley Green	
Philpott, M. C.	1716	Ramsgate	D
Bridgwood, D. G.	3461	Manchester	
Powell, D.	1828	Bournemouth	A
Williams, D.	1561	Leighton Buzzard	
Entrant: Taylor Dow Ltd., Lic. No. E71			
Randall, A. T.	995	Canterbury	B
Palmer, M. K.	3752	Thames Ditton	
Read, P. W.	22	Luton	A
Setchell, B. P.	2396	Luton	
Entrant: Lawton & Wilson Ltd., Lic. No. E55			
Rutherford, F. A.	1480	London, E.6.	A
Lewis, J. H. L.	1190	Old Windsor	
Entrant: T. W. Kirby Motor Cycles Ltd., Lic. No. E56			
Shepherd, A.	678	Grange-over-Sands	D
Robb, T. H.	MCUI/352	N. Ireland	
Entrant: Aermacchi Motor Cycles Ltd., Lic. No. E2			
Surtees, N.	1427	Sidcup	D
Hardy, F. D.	1321	London, W.7.	
Entrant: John Surtees Developments Lic. No. E90			
Tait, P. H.	2243	Coventry	A
Murray, S.	338	Shrewsbury	
Entrant: Fron Purslow Motor Cycles, Lic. No. E208			
Tanswell, J.	345	West Clandon	B
Scott, W.	71	Shere	
Thorp, T. H. R.	1294	Ruislip	B
Simmonds, J. C.	1311	London, S.W.11.	
Entrant: E. T. Pink (Harrow) Ltd., Lic. No. E155			
Vincent, C. J.	2566	Birmingham	D
Shorey, D. F.	33	Banbury	
Entrant: P. Chapman, Lic. No. E156			
Wildman, D. J.	Can/58	Canada	A
Minto, R.	1743	London, S.E.16.	
Entrant: F. Parks & Son. Ltd., Lic. No. E56			
Wooder, E. F.	911	Romford	A
Dawson, R. P.	1580	East Barnet	
Entrant: T. W. Kirby Motor Cycles, Lic. No. E56			

PUBLIC WARNING **MOTOR CYCLE 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.



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"Motor Cycling"

TRIUMPH

TRIUMPH ENGINEERING COMPANY LTD. COVENTRY

INTRODUCING SOME OF THE RIDERS

PETER DARVILL, one of last year's winning team on a B.M.W. R69S entered by M.L.G., will be riding this same machine today, now privately entered. He also has to his credit a share of the winning rides in the Barcelona 24 hour races of 1959 and 1961, in the latter partnered by his team mate today, **NORMAN PRICE**.

Another of the erstwhile M.L.G. team, this year Velocette mounted, is **ELLIS BOYCE**. In 8 years of racing he has finished in every place on the leader board in the Manx and in 8th and 9th places in the Junior and Senior T.T. last year.

HOWARD GERMAN partnered **IAN GODDARD** to win the 500 class in 1961, also securing the Slazenger Trophy for the first single cylindere machine to finish. This year he is partnered by **JOE DUNPHY**, still on the Mike Tomkinson Velocette.

STUART GRAHAM, a young man with a lot to live up to, is already showing promise of the same sort of riding skill as the incomparable Les.

DENNIS GREENFIELD and **FRANK SWIFT**, both employees at Nortons, teamed up in 1960 and have had some very successful rides together in long distance races, winning the 500 class at Thruxton in 1960 and 1961 and finishing second in the class in last year's race at Silverstone.

The **PETER INCHLEY/ROBIN GOOD**/George Salt Arrow combination finished second to a Honda at Silverstone, Thruxton and Barcelona in 1961.

Two old hands on a new bike are **KEN JAMES** (1st, 2nd and 3rd at Thruxton to his credit) and **LOUIS CARR** (who has 12 T.T. Silver replicas on his mantle-piece). They are riding a Rocket Gold Star.

PETE JAMES concentrates on production machine racing. He finished 4th overall at Thruxton in 1958 and 2nd in the 500 class in 1959 and 1960.

Probably the hardest hard luck story of the 1961 "1000" was that of **RAY KNIGHT**. He and his co-driver, Geoff Brown were disqualified only half an hour before the end of the race for inadvertently receiving outside assistance, after Geoff had dropped the Matchless. At the time they were lying 5th on a genuine, ride-to-work machine. This year, Ray is riding with **PETE WALKER** on Pete's equally genuine, ride-to-work Velocette Viper.

RON LANGSTON'S debut to road racing in 1959 was something of a sensation when, as a successful scrambler but an unknown quantity on roads, he finished 2nd in the Junior Manx. To prove that this was no flash in the pan, he set up a lap record in 1960 and then finished 5th in last year's Senior T.T. His co-driver on the Comerford's 650 Norton is technical journalist **BRUCE MAIN-SMITH**.

Two other journalists from "the books" who are taking part today are **DAVID DIXON**, who is partnered by **MAURICE SPALDING** from the advertising side, and **DON BRIDGEWOOD**.

BOB MANNS is best known for his trialling and scrambling. Former I.S.D.T. team captain and holder of seven gold medals, his road racing experience is limited to production machine racing.

NED MINHAN'S finest hour was undoubtedly his win in the Senior Manx last year. He rides a Lawton & Wilson Triumph today with **CHRIS "GINGER" CONN**, a young airman who has been making a name for himself in the last few months. Winner of the Newcomers' Award in Ned's Senior Manx, he caused something of a sensation recently by flying out to Singapore to "show the flag" for Great Britain in the Singapore Grand Prix.

DEREK MINTER is another whose name is a household word. "The Mint" is indisputably worthy of his title of King of Brands. Today he exchanges his racing four Honda for a road-going twin of the same breed for his first excursion at Silverstone in this type of racing.

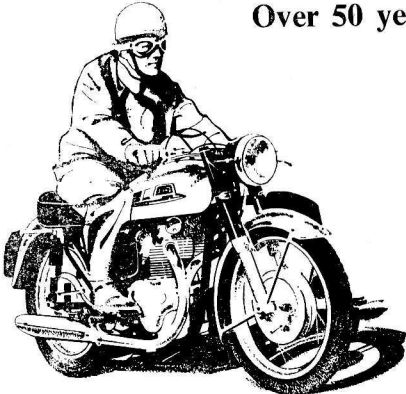
In his early days as a racer, **PHIL READ** received much help and guidance from another Luton man, **BRIAN SETCHELL**, so that it is not surprising to find them riding as a team. Last year on a Norton 99, they went out with electrical trouble while lying 5th. Entered on this occasion by Lawton & Wilson, they are again riding Norton, a marque favoured by both for their conventional racing. Brian has a record of 7 silvers and 1 bronze T.T. replica to his credit. Phil has developed very rapidly into one of our leading riders. His first significant win was in the 1960 Clubman's Trophy races at Oulton, where he scored a double. He then went on to

win the Senior Manx of that year and, in 1961, the Junior T.T. He currently holds the 350 A.C.U. Star.

ALAN SHEPHERD has paired with his ex-Geoff Monty team mate, **TOMMY ROBB**, to ride Bill Webster's Aermacchi. He and Tommy between them have chalked up many successes for Geoff Monty and, latterly, on their own account.

More often associated with three wheels than two, **CHRIS VINCENT** has forsaken his phenomenal B.S.A. outfit for a 250 solo of the same make. His partner is 125 A.C.U. Star holder **DAN SHOREY**, who finished 2nd at Thruxton in 1960 and 3rd here last year.

Ex-World Sidecar Champion Eric Oliver is putting his money on the fair sex and is fielding a team composed of **MARGO PEARSON** and **PAT WISE**. Both girls have been racing for three years and have experience on varied machinery. This year, Margo has a particularly quick Montesa with which she has been showing quite a lot of the masculine opposition the way round recently. Pat has Des Craig's 350 Manx. Neither have tried their hand at long distance events before, but Pat rode a Venom in short production machine races a year or two ago.



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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**; F. & J. Press Limited., Merstham, **Printing**; Mills Scaffold Co. Ltd., Coventry, **Stands**; National Car Parks Ltd., London, **Car Parking**; and Enotts Sign Service, Brackley, **Signwriting**.

SPORTS MACHINES by Guy Tremlett

(Photos by courtesy of "Motor Cycle," London)

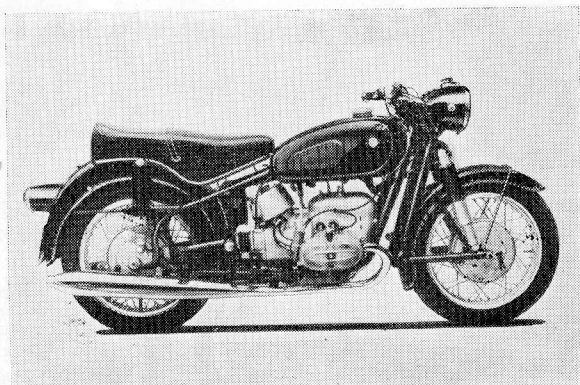
Today, we congregate here at Silverstone for Bemsee's second race meeting of 1962 and for the second offering of the Silverstone 1,000 Kilometre Race for Production Sports Motor Cycles. I thought it might be appropriate to glance at some of the machines currently available on the "home" market suitable for such meetings and then attempt to assess "form".

That this race, together with the Thruxton 500 Miles event, attracts great interest cannot be gainsaid. Why, even the manufacturers evince more than a passing concern in these events and go to great length to prepare machines for them. There interest is most welcome and, if it leads to some eradication of some of the undoubted faults present in many current models, then all well and good. We ordinary riders should benefit in due course.

In a sense Silverstone and Thruxton are complimentary. The two races test different aspects of a machine. Whereas at the former it is a trial of sheer engine stamina and the ability of a bicycle to stick several hours of full throttle work under racing conditions, at the latter suspensions and brakes are the more sorely tried. Any machine which survives both events without giving trouble can be reckoned as pretty good. The comparison is heightened by the fact that the two meetings attract roughly the same entry. Last year for example, Triumph

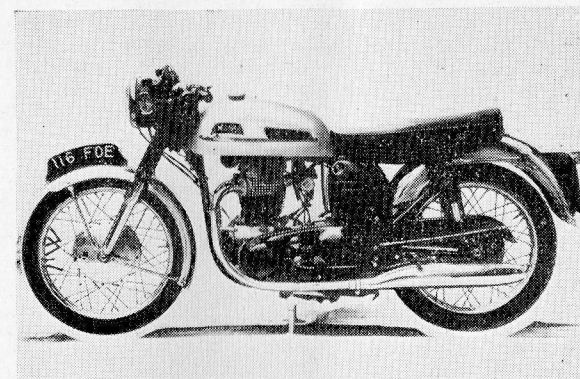
came out best, winning at Thruxton and taking 2nd, 3rd and 4th places at Silverstone. The Honda people cornered the 250 c.c. class (just as important a category as the big 'bikes) albeit with different machines and riders. On the other hand the B.M.W. which was fancied for a "double" failed at Thruxton after winning at Silverstone, probably due to attempting three of these long distance races in a row—the Barcelona 24 Hours was the third—without more than routine maintenance.

Before we take a look at some of the competing machines, a word about the regulations might not be out of place. Criticism was levelled in certain quarters last year that the bicycles were not the same as you and I can buy. It is quite impossible, unless one insists on a complete strip-down of each and every entry, to make 100% certain that every machine is absolutely standard. To a certain extent organisers of these events have to rely on the good faith of entrants to stick to these rules. Flagrant breaches can be detected, of course, but the more subtle "mods" are not so easy to discover. The machines are basically quite standard. Certain alterations can be made largely in the interests of rider comfort and safety. For example, despite what some people seem to think, the "dropped" handlebars and rearward mounted footrests are a sensible deviation. No one would welcome riding a



B.M.W. R69S

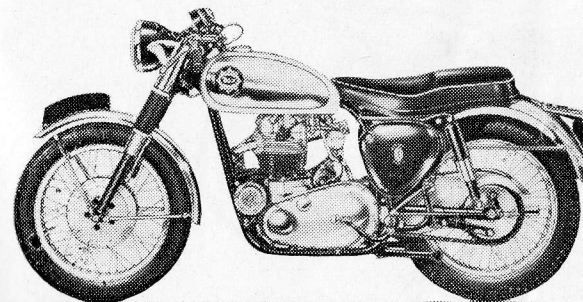
Norton Dominator
650 SS



120 m.p.h. sportster round Silverstone for a couple of hours with forward mounted 'rests and upright 'bars; I know I wouldn't! Likewise the removal of stands is a prudent safety measure. Most fast road bikes today are limited in their ultimate cornering abilities by the presence of the centre stand which reduces ground clearance considerably. Many factories, too, produce "extras" to improve the performance of their catalogued models. Obviously such legitimate extras must be allowed. It is valid to comment that the machines in the 1,000 Kilometres are much faster than the production jobs. The answer is, surely, that the former are very carefully put together for the job in hand. It is sad commentary on present day production methods, that in many cases the same sort of care is not lavished on the similar machines which the ordinary rider buys.

Turning now to actual machines we come first, alphabetically, to A.J.S., with

which we can couple **Matchless** as the bicycles are precisely the same except for the name on the tank. The 31CSR and G12CSR twins are 646 c.c. twin cylindered devices of nearly "square" dimensions, push rod actuation of overhead valves and with alloy barrels and heads. One Amal carburettor is fitted and magneto ignition is favoured. Power output is over the 40 b.h.p. mark. **B.M.W.** comes next. The Munich built o.h.v. flat twin of 595 c.c. provided the Silverstone winner last year. The R69S is the model, particularly notable in that it has shaft drive. The B.M.W. is said to turn out about 42 b.h.p., but they are horses which take a little taming. Last year's winner was sold, but it is performing again this year as a private runner, with one of the successful 1961 riders on it. **B.S.A.** is represented by two different models. The well tried Gold Star, 348 c.c. and 499 c.c. single, and the new Rocket Gold Star, another 646 c.c. vertical twin. This latter has a tuned

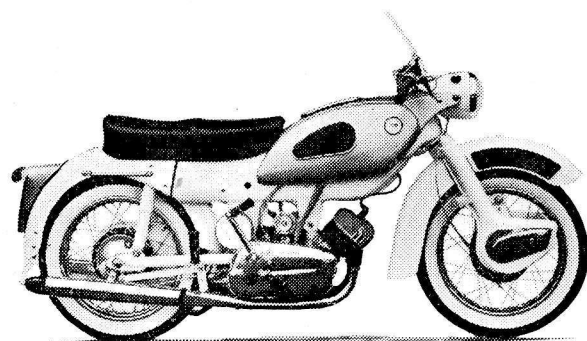


B.S.A. Rocket Gold Star

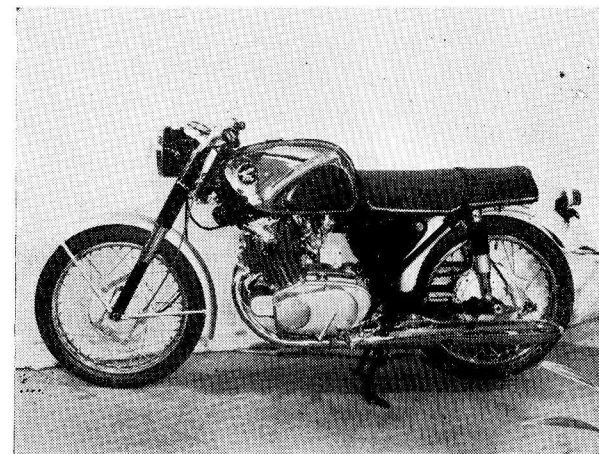
Rocket motor, with twin carbs., 9:1 pistons and other suitable engine "tweaking", in a Gold Star layout and is claimed to push out 50 b.h.p. Norton have the two Sports Special Dominator models, this year equipped with magneto ignition, re-designed cylinder heads and, in the case of the 647 c.c. model, a stiffer crankshaft. Three different machines were recently road tested at almost 120 m.p.h. Indeed they are currently the fastest production road going motor cycles in the world and are also one of the best steering models too. The 500, an example of which was 2nd at Thruxton last year, has a c.r. of 9.5:1 and the new 650SS, 8.9:1 and turns out some 49 b.h.p. **Triumph and Velocette** complete the bigger bangers. Triumph needs little introduction. The T120 Bonneville is very quick and the alloy 649 c.c. motor is a development of the Tiger 110 with 8.5:1 c.c., two carburetors and "bolder" cams. The Bonneville gives the impression of being "difficult" on the bends, though the snaking doesn't seem to affect the results the bicycle can achieve. There is now a Tiger 100S/S, a tuned version of the Speed Twin, which so far has distinguished itself more as an I.S.D.T. type bicycle. And finally **Velocette**, the only other single in our list and now, with the B34 Gold Star, the surviving example of that delightful breed, the British high performance single. The 499 c.c. Venom in Clubman trim has a "square" engine, 86 m.m. x 86 m.m., with a compression ratio of 8.8:1 and overhead valves. Like the B.S.A. it can be supplied with a number of extras which make it a complete production/sports racer, i.e. alloy rims,

rev. counter, T.T. carb., close ratio gears and a racing magneto. It is also the machine which can compete with a fairing which is listed as a factory extra. Venoms finished 3rd, 5th and 6th at Thruxton last year and a Venom won its class at Silverstone too.

With the 250's it is the Continentals all the way. If we again proceed alphabetically we come first to the Italian firm of **Aermacchi**, a firm far better known, in former years at least, for its aeroplanes. The Ala Verde Silverstone super sports is a 246 c.c. with a pushrod motor horizontally disposed in the frame. One British contender in this class, and the most successful of the "home" models too, is the **Ariel** "Golden" Arrow. These twin two strokes with a square (54 m.m. x 54 m.m.) 249 c.c. motor are not only exceedingly popular, but also fast, particularly those sponsored by Arthur Taylor and George Salt. Last year at both Silverstone and Thruxton the Sandford/Miller Arrow showed the other 250's the way until mechanical trouble set in. B.S.A. now do a sports version of the C15 Star for which is claimed 20 b.h.p. Chris Vincent rode one last time at Silverstone and, when not assailed by petty troubles it was very fast. **Ducati** now have a full 250 the Daytona model and this is powered with an "oversquare" o.h.c. engine. It is said to produce 24 b.h.p. The Japanese firm of **Honda** have taken the Western motor cycling world rather by storm and a 247 c.c. Dream Super Sports won the 250 class at both long distance events in 1961. The massive o.h.c. twin cylinder engine of 54 m.m. x 54 m.m. boasts a c.r. of 9.5:1 and pushes



Ariel Arrow Sports



Honda Dream Super Sport

out 24 b.h.p. Fitted with closer ratio gears than the ordinary model and supplied with a race kit, it is not difficult to convert one for this sort of racing. The Norton Jubilee is the only British four stroke twin, though it is not really a sports machine and its competition debut in the last Silverstone race was little short of disastrous.

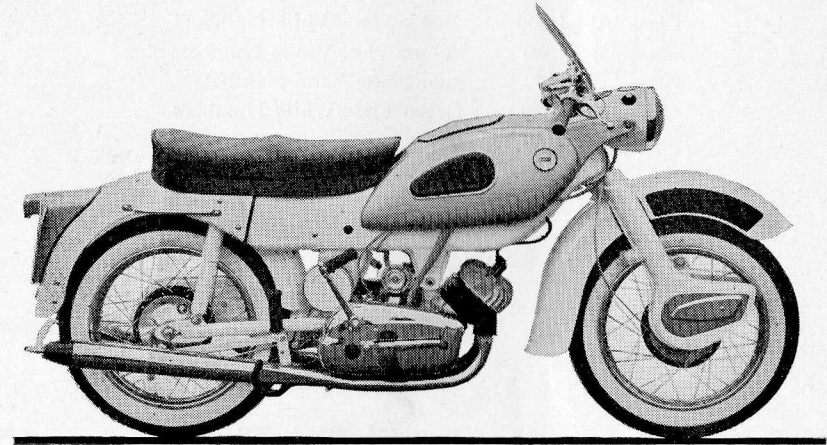
Thus we have a pretty comprehensive selection of the sporting two wheelers produced today, competing on level terms against each other. I am not going to attempt to forecast the winner. That I will leave to you! But I suggest

that you watch the race carefully and the different machines in it. You should learn quite a lot about the capabilities and the characteristics of the various bicycles entered. For example, you may well find a comparison in road holding between the makes of British vertical twin at Woodcote quite interesting. Watch too the pit work; that is often the most interesting part of one of these events. For the energetic there is ample time to walk all the way round Silverstone so that you can see how they get on at each of the corners. Bemsee hopes you will enjoy the day's racing and find it interesting. I think you will.

SOME TECHNICAL DATA

Make	Model	Type	Bore/Stroke	Capacity	B.H.P.	Weight
Aermacchi	Ala d'Oro	o.h.v.	66 x 72	246	16 @ 6,500	251
Ariel	Arrow Super	t.s.	54 x 54	249	20 @ 6,500	285
B.S.A.	C15SS80	o.h.v.	67 x 70	249	20 @ 7,250	280
Ducati	Daytona	o.h.c.	77 x 57.8	250	24 @ 7,500	280
Honda	Dream CB72	o.h.c.	54 x 54	247	24 @ 9,000	310
Norton	Jubilee	o.h.v.	60 x 44	249	16 @ 7,750	325
B.S.A.	B32GS	o.h.v.	71 x 88	348		380
Norton	Navigator	o.h.v.	63 x 56	349	22 @ 7,000	330
Velocette	Viper	o.h.v.	72 x 86	349	29 @ 7,000	380
A.J.S.	31CSR	o.h.v.	72 x 79.3	646		388
B.M.W.	R69S	o.h.v.	72 x 73	597	42 @ 7,000	400+
B.S.A.	B34GS	o.h.v.	85 x 88	400	@ 6,500	386
B.S.A.	Rocket/Star	o.h.v.	70 x 84	646	50 @	418
Matchless	G12CSR	o.h.v.	72 x 79.3	646		388
Norton	88SS	o.h.v.	66 x 73	497	@ 7,000	395
Norton	650SS	o.h.v.	68 x 98	647	49 @ 6,800	398
Triumph	T100S/S	o.h.v.	69 x 65.5	490	34 @ 7,000	336
Triumph	T120	o.h.v.	71 x 82	649	46 @ 6,500	390
Velocette	Venom	o.h.v.	86 x 86	499	38 @ 6,200	385

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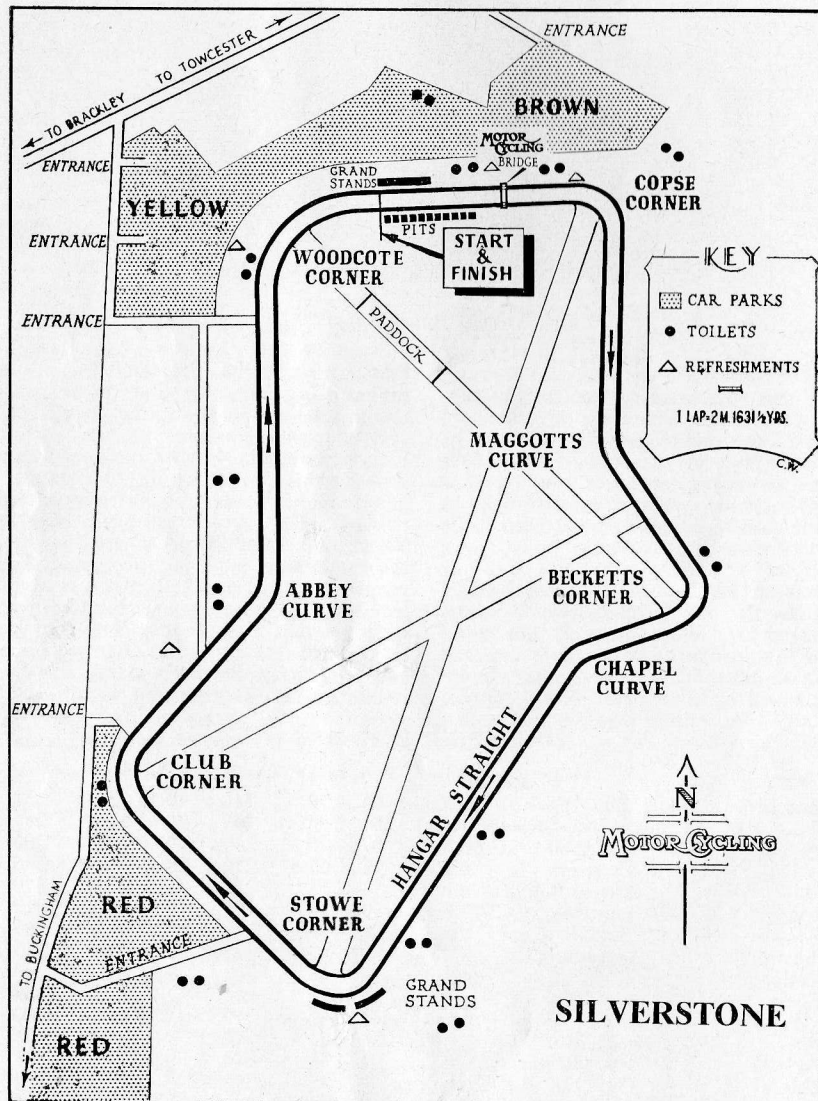
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Class 'A'—1,000 c.c., Black Plate/White Numbers

Class 'B'—500 c.c., Yellow Plate/White 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	D. F. Degens R. S. Mayhew	A.J.S. 31 CSR	646
2	J. R. Holder L. S. Rutherford	A.J.S. 31 CSR	646
3	S. B. Manns M. Gunyon	A.J.S. 31 CSR	646
4	P. J. Darvill N. J. Price	B.M.W. R69S	590
5	D. Powell D. Williams	B.S.A. Rocket Gold Star	650
6	D. J. Dixon M. J. Spalding	B.S.A. Rocket Gold Star	646
7	D. J. Wildman R. Minto	B.S.A. Rocket Gold Star	646
8	M. A. Atkin M. Cook	B.S.A. Rocket Gold Star	646
9	K. W. James L. Carr	B.S.A. Rocket Gold Star	646
10	E. F. Wooder R. P. Dawson	B.S.A. Rocket Gold Star	646
11	F. A. Rutherford J. H. L. Lewis	Matchless G12 CSR	646
12	P. W. Read B. P. Setchell	Norton 650 SS	647
14	R. J. Langston B. Main-Smith	Norton 650 SS	647
15	E. Minihan C. R. Conn	Triumph T120	649
16	J. Baughn J. Russell	Triumph T120	649
17	P. H. Tait S. Murray	Triumph T120	649
18	B. L. Denchey J. F. Stracey	Triumph T120 R	649

CLASS 'B'

NO.	DRIVERS	MACHINE	C.C.
19	J. A. Oliver M. R. Hancock	B.S.A. Gold Star	499
20	P. A. W. Bennett W. Mason	B.S.A. Gold Star	499
21	P. W. Jordan A. S. Pavey	Norton Dominator 88	497
22	D. J. Greenfield F. F. Swift	Norton Dominator 88 SS	497
23	T. H. Charnley P. Bettison	Norton Dominator 88 SS	497
24	H. Kegler S. Spencer	Norton Dominator 88 SS	497
25	D. J. Dicker P. Carrana	Triumph T100A	490
26	J. Tanswell W. Scott	Triumph T100 SS	490
27	H. D. German P. J. Dunphy	Velocette Venom	499
28	P. B. James I. R. Goddard	Velocette Venom Clubman	499
29	R. Lindup C. J. Williams	Velocette Venom	499
30	E. F. H. Boyce T. F. Phillips	Velocette Venom Clubman	499
31	T. H. R. Thorp J. C. Simmonds	Velocette Venom	499

CLASS 'C'

NO.	DRIVERS	MACHINE	C.C.
32	E. A. Denyer E. H. Phelps	B.S.A. Gold Star	348
33	K. G. Buckmaster J. Ciniglio	Norton Navigator	349
34	M. Hayward S. Robinson	Norton Navigator	349
35	R. L. Knight P. H. Walker	Velocette Viper	349

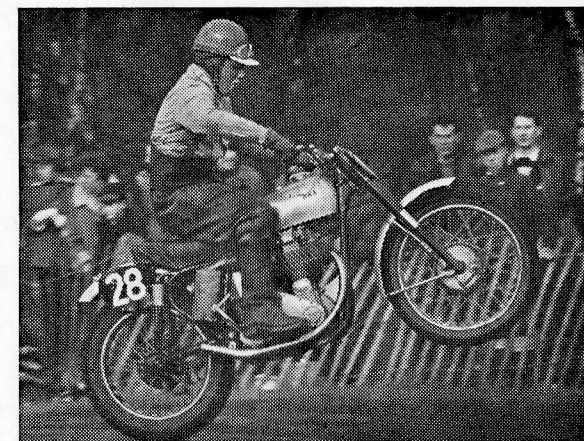
CLASS 'D'

NO.	DRIVERS	MACHINE	C.C.
36	A. Shepherd T. H. Robb	Aermacchi Ala D'Oro	246
37	L. S. Graham B. Clark	Aermacchi Ala D'Oro	246
38	J. R. Peters J. F. Harper	Ariel Arrow Sports	247
39	P. G. Inchley R. W. Good	Ariel Arrow Sports	247
40	F. W. J. Launchbury R. H. Bacon	Ariel Arrow	247
41	B. E. P. McEntee C. J. Bennett	Ariel Arrow	247
42	M. L. Pearson P. E. M. Wise	Ariel Arrow Sports	247
43	C. J. Vincent D. F. Shorey	B.S.A. Sports Star	249
44	D. Lee D. Woodman	B.S.A. Sports Star	249
45	N. Surtees F. D. Hardy	B.S.A. Sports Star	249
46	D. W. Minter J. Dunn	Honda CB 72	247
47	C. G. Peck J. Somers	Honda CB 72	247
48	P. Bugden M. W. Munday	Honda CB 72	247
49	D. J. Gallagher L. E. Evans	Honda CB 72	247
50	G. E. Leigh F. J. Stevens	Honda CB 72	247
51	F. J. Curry J. A. Jacques	Norton Jubilee	249

RESERVES

52	A. T. Randall M. K. Palmer	B.S.A. A7 Shooting Star	497
53	E. A. D. Dunciff F. E. Fitz-Hugh	Matchless G12CSR	646
54	T. P. Grotefield R. Wylor	Norton 650 SS	647
55	M. C. Philpott D. G. Bridgewood	Ariel Arrow Sports	247
56	L. J. B. R. French R. S. May	Ducati Daytona	249

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RESULTS

OVERALL PLACINGS

1ST	2ND	3RD	4TH	5TH	6TH
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CLASS PLACINGS

CLASS A—501 to 1,000 c.c.					CLASS B/C—251 to 500 c.c.					CLASS D—176 to 250 c.c.				
1ST	2ND	3RD	4TH	5TH	1ST	2ND	3RD	4TH	5TH	1ST	2ND	3RD	4TH	5TH
<i>Time and Speed</i>					<i>Time and Speed</i>					<i>Time and Speed</i>				

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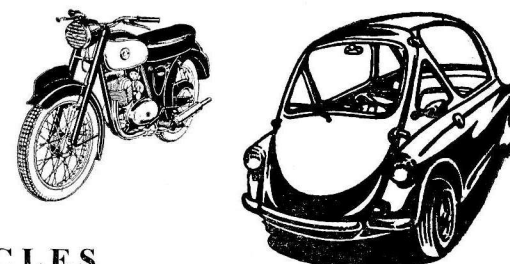
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CLASS	TIME	1ST	2ND	3RD	4TH	5TH	6TH
1,000 c.c.	10.30 a.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	11.00 a.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	11.30 a.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	12.00 noon						
500 c.c.							
250 c.c.							
1,000 c.c.	12.30 p.m.	16 (52)	12	19	27 (44)	15 (49)	17 (49)
500 c.c.		27 (49)					
250 c.c.		34 (43)					
1,000 c.c.	1.00 p.m.	14 (41)	18	2	27 (41)	23 (60)	10 (60)
500 c.c.		27 (44)					
250 c.c.		26 (55)					
1,000 c.c.	1.30 p.m.	14	12 (74)	9	10 (72)	28 (72)	15 (72)
500 c.c.		23 (64)					
250 c.c.		33					
1,000 c.c.	2.00 p.m.	74	12	18	17	15	
500 c.c.		29					
250 c.c.		38					

CLASS	TIME	1ST	2ND	3RD	4TH	5TH	6TH
1,000 c.c.	2.30 p.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	3.00 p.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	3.30 p.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	4.00 p.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	4.30 p.m.						
500 c.c.							
250 c.c.							
1,000 c.c.	5.00 p.m.						
500 c.c.							
250 c.c.							
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.							

IT HAPPENED LAST YEAR

(Photos by S. J. Mills)

Despite doubts from some quarters, the Le Mans-type start was both good and impressive, the field getting away fairly well bunched together. Both Norton 99's were a little slow and so were some of the Velocettes. The Morris/Vincent B.S.A. C15 Star was left altogether and needed a plug change to persuade it to fire. At the end of the first lap, the Payne/Shorey Triumph led from the Tait/Smith Triumph, but already the first M.L.G. B.M.W. was fourth, Bruce Daniels up. For the first twenty minutes there was quite a scrap between the two Triumphs, the B.M.W. and the Langston/Robb A.J.S. Sports-twin. Phil read on the King's of Oxford Domnator carved his way through the field at tremendous pace to make up for his bad start. Already, though, the pits had had early visitors, notably Bob and Harry King, whose Norton Jubilee seized its piston rings after two laps, the Lewis/Grant Velo with what transpired to be magneto trouble, the Surtees/Hardy

Crusader Sports which used a vast number of plugs and eventually seized, and the Neville/Rutherford Dunstall-prepared Norton 99, which Fred dropped on the third lap.

Right from the start, the Sandford/Miller Arrow took command of the 250 class, the O'Rourke/Rowe Navigator the 350 class and the Greenfield/Swift Norton 88 the 500's. At half an hour, Tait led by about a second from Daniels with the Ajay next along, then came two more Bonneville's, Payne/Shorey and Minihan/Stevens, while the Read/Setchell Dommy was already 6th.

After 40 minutes, the B.M.W. took the lead, which it was not to lose again save momentarily at its first refueling stop. The Geoff Monty-entered Ajay became second when Tait came in with some bother on the Triumph, but Phil Read, forcing on magnificently, now lay 4th and it seemed likely that this machine was to be the principal challenge to the Munich twin. However, the pace proved



A quick adjustment is made to the M.L.G. B.M.W. by Vin Motler, before Bruce Daniels sets out on another lapping session, while Charlie Lock stands by. Other onlookers include Geoff Monty, Dave Degens, Paul Dunstall and Peter Arnold, who has his stop watch going to time the pit stop

too much for the 'bike and at 11.40 a.m. it was down to 5th position. Shortly after it coasted in and was worked on for a long time with coil trouble. Later, Brian Setchell began lapping as quick as his co-driver, but the electrics continued to give trouble and for the rest of the race, periods of high speed were punctuated by long pit stops.

Similarly the Greenfield/Swift Dommy 88, going magnificently at the beginning, ran into electrical bothers and the latter part of the race seemed to be spent changing contact breakers. At 11.40 a.m. they were 4th overall and a lap ahead of their nearest rival in the 500 class, a Velocette. Despite clutch trouble on the Shepherd/Simmonds and Minihan/Stevens Bonneville's and a broken primary chain on the Denehy/Wyler machine, all were going well.

At this stage the solitary "Squariel" of McKnight/Barnacle crashed and was retired, as was the Manning/Mayze Greeves, which had been pushed in three times with ignition trouble. The two 500 Gold Stars were in and out of the

pits fairly frequently and eventually the Oliver/Hancock machine crashed. When the Norton 88 struck trouble, the Venoms took over the 500 c.c. class, the Thorp/Mayhew, Price/James and German/Goddard machines being well up. Middleton/Dawson went well enough until serious engine trouble intervened, calling a halt to further racing.

All the time, the Daniels/Darvill B.M.W. sailed serenely on. It completed 100 laps just after 1.30 p.m. and was averaging around 84 m.p.h. The 250 and 350 class leaders remained unaltered.

It was noticeable that, once pit stops began in earnest, the pit work often bordered on chaotic. Notable exceptions were the M.L.G., Geoff Monty and Arthur Taylor pits. Talking of pit stops, that downfall overtook the Harold Daniell-entered Navigator. The bike had been going really well, faster than anticipated and felt, to use Michael O'Rourke's words "as if it would last". Alas, although the motor gave no trouble, the other component parts did; the petrol tank split and a footrest



Frenzied activity in the Norton Jubilee's pit as Bob King carries out a major overhaul

worked loose. However, the machine continued at intervals between running repairs.

Alan Rutherford brought in Paul Dunstall's Norton 99 with its clutch practically on fire and, after some fruitless work with the primary transmission, the machine was withdrawn. By way of a change from primary chain trouble, the Harley Davidson needed a new rear chain. This large bicycle was circulating smoothly and fast, handling excellently and providing Fred Warr and Bernard Morle with some most enjoyable racing.

Of the little 'uns, the Culshaw/Leigh Honda retired with a sheered oil pump drive, the Main-Smith/Craig Enfield snapped its con. rod and pitched Des

Crusader mounted, were 5th after an early spill. This machine had been ridden to the meeting and was rode back—that's real enthusiasm.

After four and a half hours the leading B.M.W. had completed some 132 laps and it was obvious even then that, barring unforeseen incident, this machine was going to win. Firmly ensconced in 2nd place, two laps behind, was the Langston/Robb A.J.S. They were followed by the Payne/Shorey, Ingram/Car and Tait/Smith Triumphs and the Knight/Brown Matchless. Just off the leader board were the Harley Davidson, the Thorp/Mayhew and Price/James Venoms and the Wooder/Holder Road Rocket. The Edwards/Tanswell Gold



Cecil Sandford shows his old World Champion style as he heels over the Arthur Taylor Ariel Arrow

Craig off at Copse. Two more Enfields were also in trouble; the James/Bugden machine had to have a new condenser and the Harrison/Sheffield bike had engine failure after going poorly for most of the race. On the credit side, the Arrow Sports of Sandford/Miller and Good/Inchley just went on and on, discreetly followed by the Peck/Somers Honda and the Arrow of Lee/Woodman. The two Irish lads, Donaghy/White,

Star led the 350's and the two Ariels the 250's.

There were constant visitors to the pits and more retirements. The Lindup/Brookes Venom was said to have broken its con. rod and, not long after the Shepherd/Simmonds Bonneville retired. It was noticeable that the 250 B.S.A. was going like a rocket at this stage with Chris Vincent aboard. 500 class leaders Thorp/Mayhew were next to hit trouble

when their Ted Pink-entered Venom suffered clutch slip. At this time, Ron Langston had to retire "out in the country" with a severe lack of clutch on the A.J.S. Eventually the Thorp/Mayhew Venom retired, leaving the Arthur Taylor Venom, beautifully ridden by Norman Price and Pete James, leading the class and lying 7th overall. Then this machine, too, struck trouble and went out with its piston cracked in two. So the equally consistent riding of Howard German and Ian Goddard on Mike Tomkinson's Venom paid off and they now led the class, the only remaining Velocette.

It now became a question of survival. People were holding on grimly to hard won places and apparently largely content to keep them, with the exception of Percy Tait and Bill Smith whose Bonneville, now cured of its ills, was really flying. At 4.00 p.m. it was 3rd again and catching up the Payne/Shorey machine. Daniell and Darvill had chalked up their 172nd lap and were still averaging over

84 m.p.h. The other B.M.W., noticeably less fast and impressive than its stable companion, went out when Ellis Boyce "lost it" at Club removing one cylinder completely. To add to the excitement, the magnificent Arrow Sports of Arthur Taylor retired with engine trouble after a superb piece of riding by Cecil Sandford and Sammy Miller. Indeed a sad end to a wonderful run, particularly as it was so nice to see Cecil out again in his same old form.

There were two final excitements. Firstly the Knight/Brown Matchless, one of the genuine private owner runners, which had been lying 5th and going wonderfully well, was dropped and bent more than a little. Then in the last 15 minutes, Bill Smith managed to get past the Payne/Shorey Bonneville to take 2nd place.

So it finished. Following are the finishing positions which it will be of interest to compare with this year's results when they are known.

RESULTS OF THE 1st SILVERSTONE 1,000

NAMES OF RIDERS AND MACHINES

FINISHING POSITIONS

P. McKnight/G. Barnacle—997 Ariel ...	Crashed
F. H. Warr/B. J. Morle—884 Harley Davidson	6th—194 laps at 77.07 m.p.h.
R. A. Ingram/L. Carr—649 Triumph ...	4th—206 laps at 81.01 m.p.h.
R. Minto/M. J. Gittins—649 Triumph ...	8th—190 laps at 74.54 m.p.h.
D. R. Shepherd/J. C. Simmonds—649 Triumph	Retired—clutch failure
J. L. Payne/D. F. Shorey—649 Triumph	3rd—207 laps at 81.30 m.p.h.
E. Minihan/F. J. Stevens—649 Triumph	27th—155 laps at 61.04 m.p.h.
P. H. Tait/W. A. Smith—649 Triumph	2nd—209 laps at 82.01 m.p.h.
R. Fay/F. P. Heath—649 Triumph	7th—194 laps at 82.01 m.p.h.
P. J. Dunphy/J. P. Russell—649 Triumph	24th—165 laps at 65.00 m.p.h.
B. L. Denephy/R. Wyler—649 Triumph	26th—163 laps at 64.09 m.p.h.
R. L. Knight/G. C. Brown—646 Matchless	Retired—clutch failure
R. J. Langston/T. H. Robb—646 A.J.S.	Retired—crashed
A. J. Trow/D. F. Degens—646 Matchless	Non-Starter
E. F. Wooder/J. R. Holder—646 B.S.A.	9th—188 laps at 73.93 m.p.h.
B. J. Daniels/P. J. Darvill—595 B.M.W.	1st—215 laps at 84.73 m.p.h.*
E. F. H. Boyce/G. A. Catlin—595 B.M.W.	Retired—crashed
P. W. Read/B. P. Setchell—597 Norton	14th—189 laps at 70.30 m.p.h.
F. A. Neville/F. A. Rutherford—597 Norton	Retired—burnt out clutch
J. A. Oliver/M. R. Hancock—599 B.S.A.	Retired—crashed
P. Chapman/J. H. Needham—499 B.S.A.	Non-Starter
R. P. Dawson/P. C. Middleton—499 Velocette	Retired—engine trouble
R. Lindup/M. T. Brookes—499 Velocette	Retired—broken con. rod
H. D. German/I. Goddard—499 Velocette	5th—203 laps at 79.61 m.p.h.*
J. H. Lewis/R. J. Grant—499 Velocette	Retired—magneto failure
T. Thorp/R. S. Mayhew—499 Velocette	Retired—clutch failure
N. J. Price/P. B. James—499 Velocette	Retired—broken piston
S. H. Brand/R. S. May—499 Triumph	15th—179 laps at 70.26 m.p.h.
D. J. Greenfield/F. F. Swift—497 Norton	13th—180 laps at 70.59 m.p.h.
M. P. O'Rourke/R. E. Rowe—349 Norton	28th—152 laps at 59.80 m.p.h.
C. Edwards/J. Tanswell—348 B.S.A.	18th—177 laps at 69.73 m.p.h.*
P. Manning/A. W. Mayze—249 Greeves	Retired—ignition trouble
R. J. Everett/M. Hayward—249 Greeves	Retired—?

R. H. King/B. H. King—249 Norton ...	Retired—seized piston rings
D. Lee/D. Woodman—249 Ariel ...	Retired—?
R. W. Good/P. G. Inchley—249 Ariel ...	11th—184 laps at 72.22 m.p.h.
C. C. Sandford/S. H. Miller—249 Ariel ...	23rd—169 laps at 66.39 m.p.h.
A. R. Morris/C. Vincent—249 B.S.A. ...	Retired—engine trouble
B. Main-Smith/W. D. Craig—248 R. Enfield ...	Retired—broken con. rod
N. Surtees/F. D. Hardy—248 R. Enfield ...	Retired—seized engine
K. W. James/P. Bugden—248 R. Enfield ...	19th—177 laps at 69.24 m.p.h.
M. W. Munday/P. Overton—248 R. Enfield ...	22nd—169 laps at 66.46 m.p.h.
C. Donaghy/R. White—248 R. Enfield ...	17th—179 laps at 70.03 m.p.h.
R. J. Harrison/A. G. Sheffield—248 R. Enfield ...	Retired—engine trouble
J. Dunn/J. Gallagher—247 Honda ...	Retired—?
C. G. Peck/J. Somers—247 Honda ...	10th—185 laps at 72.57 m.p.h.*
J. Murgatroyd/P. W. Jordan—247 NSU ...	16th—179 laps at 70.18 m.p.h.
J. West/G. C. Young—247 NSU ...	25th—165 laps at 64.98 m.p.h.
S. G. Webster/W. E. Webster—246 Aermacchi ...	Non-Starter
I. F. Markham/D. J. Dixon—246 Aermacchi ...	21st—173 laps at 67.98 m.p.h.
P. A. W. Bennett/D. J. Ellis—499 B.S.A. ...	20th—173 laps at 67.98 m.p.h.
R. Culshaw/G. E. Leigh—247 Honda ...	Retired—sheared oil pump drive
F. W. J. Launchbury/R. H. Bacon—249 Ariel ...	Non-Starter
J. A. Dugdale/H. Dugdale—649 Triumph ...	12th—183 laps at 72.10 m.p.h.
D. G. Chapman/W. R. Prowling—649 Triumph ...	Did not get ride

* Denotes Class Winners

The winner's total time was 7h. 25m. 36.8s. for the 215 laps—627.8 miles



BRITISH MOTOR CYCLE RACING CLUB
(Affiliated to the A.C.U. as a Non-Territorial Club)

DID YOU KNOW THAT THE MEMBERSHIP CARD OF B.M.C.R.C. IS A FREE SEASON TICKET TO THE CLUB'S MEETINGS?

Every fully paid member of the Club is entitled to free admission to all the Club's road race meetings throughout the year and free parking for his vehicle.

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BRITISH MOTOR CYCLE RACING CLUB

APPLICATION FORM FOR MEMBERSHIP

To The Secretary, The British Motor Cycle Racing Club,

34 Paradise Road, Richmond, Surrey.

I hereby apply to be admitted as a member of British Motor Cycle Racing Club Limited, a Company Limited by Guarantee, and subject to its Memorandum and Articles of Association,* and I further apply to be elected to membership of British Motor Cycle Racing Club, and upon election I agree to be bound in all respects by the Rules and Regulations of the Club.

(Please write in block capitals)

Surname Date.....

Full Christian Names

Address

Occupation or Profession Age.....

Other Motor Cycle Clubs of which a member (if any)

Name of B.M.C.R.C. member proposing
(Block letters)

Signature

Name of B.M.C.R.C. member seconding
(Block letters)

Signature

I enclose remittance of :	£	s.	d.	Subscription for year ending Dec. 31st.
	2	2	0	
	1	1	0	

Other items :

Lapel Badge ...	10/-d.
Car or M/Cycle Badge ...	£1
Ladies' Brooch ...	6/6d.
Transfers (each) ...	1/9d.
Blazer Badge ...	£2/5/0
Club Tie ...	£1
Tie Clip ...	17/6d.

Total £

Signature of Applicant

*Note : As to future financial liability, Clause 6 of the Company's Memorandum of Association is as follows:—

Every member of the Company undertakes to contribute to the assets of the Company in the event of its being wound up while he is a member, or within one year afterwards, for payment of the debts and liabilities of the Company contracted before he ceases to be a member, and the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributors among themselves, such amount as may be required, not exceeding one pound.

The applicant is requested to give a few brief details of his motor cycling history and intentions. This is not compulsory, but is of general assistance.

SILVERSTONE ONE LAP SPEED TABLE

1	35	110.92	1	53	93.25	2	12	79.83
1	36	109.76	1	54	92.43	2	13	79.23
1	37	108.63	1	55	91.63	2	14	78.64
1	38	107.52	1	56	90.84	2	15	78.05
1	39	106.44	1	57	90.06	2	16	77.48
1	40	105.37	1	58	89.30	2	17	76.91
1	41	104.33	1	59	88.55	2	18	76.36
1	42	103.31	2	00	87.81	2	19	75.81
1	42	102.30	2	01	87.08	2	20	75.27
1	44	101.32	2	02	86.37	2	21	74.73
1	44.6	100.51	2	03	85.67	2	22	74.21
1	45	100.35	2	04	84.98	2	23	73.69
1	46	99.41	2	05	84.30	2	24	73.17
1	47	98.48	2	06	83.63	2	25	72.67
1	48	97.57	2	07	82.92	2	26	72.17
1	49	96.67	2	08	82.32	2	27	71.68
1	50	95.79	2	09	81.68	2	28	71.20
1	51	94.93	2	10	81.06	2	29	70.72
1	52	94.08	2	11	80.44	2	30	70.25

One lap of Silverstone Circuit equals 2 miles, 1,631½ yards (2.927 miles).

BEMSEE PRESENTS

FOR YOUR ENTERTAINMENT DURING 1962

17th June NORWICH TROPHY MEETING
at Snetterton—the first of the Club's "racing for sport" meetings of the season.

24th June LONG MARSTON SPRINT
at Evesham, Worcs.—a 1,000 yard sprint at the invitation of the Evesham Automobile Club.

6th August "METROPOLITAN MEETING"
at Crystal Palace—a Bank Holiday Outing for the family.

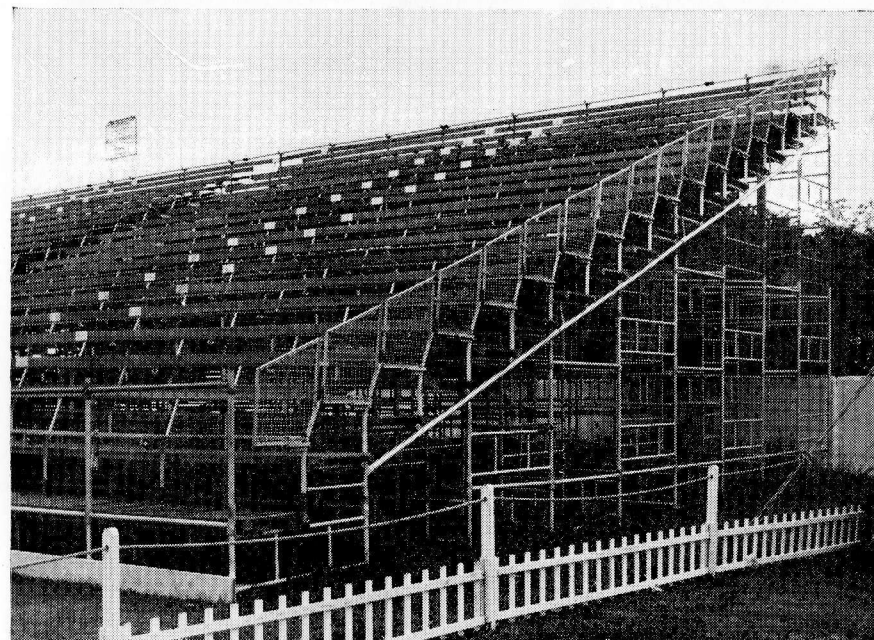
18th August "TROPHY DAY"
at Silverstone—a "day out for the boys" on the Club Circuit.

26th August SHELSEY WALSH HILL CLIMB
at Martley—the famous Worcestershire hill climb at the invitation of the Midland Automobile Club.

15th September BRIGHTON SPEED TRIAL
at Madeira Drive, Brighton—the classic of the sprinter's year, at the invitation of the Brighton & Hove Motor Club.

22nd September BARAGWANATH TROPHY MEETING
at Silverstone—a meeting for the novices on the Club Circuit in memory of E. C. E. "Barry" Baragwanath.

7th October "GUINNESS TROPHY MEETING"
at Snetterton—a "day out for the men" to wind up the Club's Season.



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