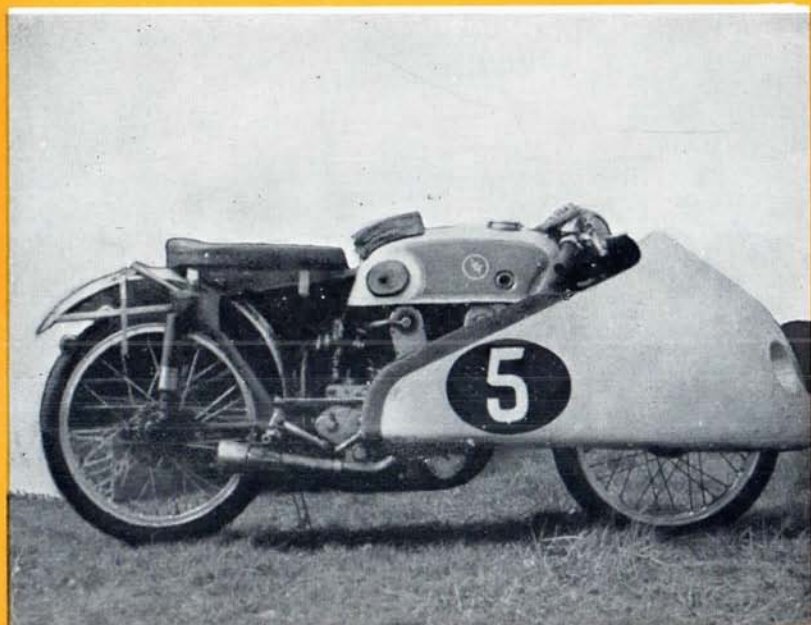




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 8. AUGUST, 1956. ONE SHILLING



The remarkable little 125 c.c. L.E.F. A Bemsee Oulton Park shot, prior to its Island achievement of fifth place in the Lightweight T.T.
(Photo: P. F. Wright)...

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Bemsee

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Sunday is not the Sabbath!

WITH the publication in last month's issue, of a review covering the law regarding events held on Sundays; members will no doubt, find much to talk about concerning the points made and judgement given. They will find that although they may not be concerned with organizing or entering Sunday events at present, they will doubtless come across the possibility in the future and it surely is their right to be free to partake in these events should they wish to, without the fear of prosecution hanging over them.

Our club at present, does not organize events on Sundays; and while there is no likelihood of this arising in the near future, there is the point that some day we might wish to do so and we **must** be free to do so!

There is now arising a great tide of discontent over the law as it stands; and the various governing bodies of motor-cycle sport will turn to their members for support in the fight that undoubtedly lies ahead. We sincerely hope that everyone will back-up with the utmost vigour, proposals and measures put forward to help get rid of the anomalous situation that now stands. Only by a great concerted effort can we hope to gain this freedom to take part in Sunday sport and to provide pleasure and interest for the man-in-the-street, who has the right to please himself just how he will spend his Sunday and not be governed by the present 'hanging for sheep-stealing' concept of this out-dated law.

"TROPHY DAY" HIGHLIGHTS

HERE is 'our day' again and the Silverstone paddock is quickly filling-up with the vehicles of 220 and more competitors for the day's sport. Low scudding clouds and a rain mist early in the morning portend what would appear to be a day of mixed and doubtful weather; but along with a stiffish wind, there is a better afternoon on the way, and sure enough, it brightens. Talking of the wind, it is officially denied that a competitor seen offering for sale, his fairing, was doing so because of the cross-wind gusts on the runway straight. Something to do with 'L.S.D. plus M.G.P.' we understand!

Enough of the weather report !let's take a look round the paddock and see what is doing. Immediately there is a difference; why yes! here are the 50 c.c. 'tiddlers' and what a variety too! Here we have a fuel-injected "Gold Star" and there is the new Earles cyclecar with Bill Nicholson looking pleased with things. The beautifully turned-out 125 c.c. Fruin Special is noted, but seems to have trouble and is being worked upon with alacrity.

Practising goes through with the morning and so to the racing. Event 1, (up to 125 c.c.) and it's those M.V. Agustas again; Baughn versus Edlin through the eight laps to the finish, with the former the winner at 62.67 m.p.h., this race speed exceeding the standing fastest lap time by over 1 m.p.h. The lap record went as well and now stands at 63.61 m.p.h., to the credit of J. Baughn. Dudley Edlin is second, while our cover picture L.E.F., ridden by E. Pantlin, comes home a worthy third place man. The 170 to 250 c.c. event, gives us R. S. Mayhew (Velocette) as winner, with G. H. Brooks riding a potent N.S.U. second and R. M. Harding third on his G.M. Velocette.

Comes event 3: heats for the 251 to 350 c.c. class, and R. J. Ford (Norton) having been reinstated after being given as a non-starter, goes forward to the final as heat 2 winner in 8m. 11.6 secs. (70.65 m.p.h.), along with R. M. Harding similarly mounted, the winner of heat 1; his time being 8m. 13.8 secs., to give a speed of 70.35 m.p.h.

The chairs' first racing of the day sees well out in front, that happy lad Bill Boddice (Norton/Watsonian), with passenger Canning replacing the more familiar partner, Bill Storr. Hello! where's the new Earles/Norton three-wheeler? A stir amongst the small crowd at Copse Corner

signifies something, and news arrives soon that the cyclecar has turned over there.—most unfortunate! Passenger Wood is not so lucky as the driver and leaves the meeting for Northampton hospital. Winner of the race is Boddice at 68.89 m.p.h., with second A. Ellis (Norton) and following him, Chris Warner with the Vincent Special.

The 351 to 1,000 c.c. heats produce some fine racing; W. J. Sawford riding his Matchless in a convincing style to take heat 1 at a speed of 73.43 m.p.h., heat 2 winner being a very speedy D. G. Chapman (Norton) a little faster at 74.60 m.p.h. The next event brings along to the starting grid a large selection of makes and specials which give us some fine racing, with Mayhew once again taking the honours in first place; Harding (Velocette) second; and Edlin in third spot on his 250 c.c. E.M.C.

A 'ding-dong' scrap between Ford and Harding in the 350 c.c. final goes through the entire race, Ford leading on laps one to three, Harding on laps four to ten, Ford on the eleventh and Harding on the last lap to win at 73.12 m.p.h. Third man is K. Tully (Norton) and fourth, J. Fordham (Norton). The final appearance of the chairmen today shows the masterful riding of Bill Boddice again as winner with second and third being A. Ellis and A. H. Skein respectively, while Len Taylor is fourth. The lap record is pushed up to 72.72 m.p.h. by Boddice.

To finish a grand day's racing, the 1,000 c.c. final gives us some brilliant riding by Tully (Norton) to lead throughout the race and come home winner at 75.49 m.p.h. Second we have D. G. Chapman; third W. J. Sawford and fourth man R. S. Snell (A.J.S.) Congratulations must go to Chapman for putting-in the fastest lap of the day at 77.81 m.p.h. during the last race, and thus gaining him the "Bemsee Trophy".

Word must be mentioned regarding the 50 c.c. class; the winner of this section being J. C. Hemmett (Itom Astor) who takes the special award and establishes a speed of 44.47 m.p.h. It seemed a little unfair to measure the midgets against a large open track like Silverstone (apart from the wind). Possibly, the ideal place for the little 'uns is the smaller short-circuit type of venue like Alton Towers or Aberdare, but it was good to see them at our meeting anyway!

P.F.W.

Bemsee's next date!



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CLOSED MEETING

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SPECIAL AWARD

The "Bemsee Trophy" for the Fastest Lap of the Day:

D. G. Chapman (499 Norton) in 1 min. 14.4 secs. at 77.81 m.p.h.

Event 1. 8 Lap Race—Solos up to 125 c.c.

			<i>m.</i>	<i>s.</i>	<i>m.p.h.</i>
1.	J. Baughn	M.V. Agusta	-	12 19	62.67
2.	D. H. Edlin	M.V. Agusta	-	12 21	62.00
3.	E. Pantlin	L.E.F.	-	12 36.4	61.22
4.	J. W. Dakin	Puch	-	12 55.2	55.45
5.	G. Jarvis	Puch	-	12 55.4	7 laps only
6.	W. Marley	Ghost	-	12 56.8	" "
7.	R. W. Doggett	B.S.A.	-	13 08.2	" "
8.	A. E. Rose	B.S.A.	-	13 10	" "
9.	S. A. Fairchild	E.M.C.-Puch	-	13 11.8	" "
10.	D. Wilkinson	B.S.A.	-	13 18.8	" "
11.	R. H. Bacon	B.S.A.	-	14 01.4	" "
12.	R. Baxter	E.M.C.	-	14 06.4	" "
13.	L. J. French	Sulby	-	14 06.6	" "

Fastest Lap—J. Baughn—1 min. 31 secs. 63.61 m.p.h.

50 c.c. Award—J. C. Hemmett—14 min. 41 secs. 44.47 m.p.h. (6 Laps)

Event 2. 8 Lap Race—Solos from 170-250 c.c.

1.	R. S. Mayhew	-	Velocette	-	11 24.6	67.64
2.	G. H. Brooks	-	NSU	-	11 50.6	65.17
3.	R. M. Harding	-	G.M.V.	-	11 57.6	64.54
4.	R. Pike	-	G.M.S.	-	12 05.4	63.84
5.	T. Thorpe	-	B.S.A.	-	12 06.8	63.72
6.	B. Hunter	-	Excelsior	-	12 09.6	63.47
7.	M. Henderson	-	Norvel	-	12 14.2	63.08
8.	J. A. Lanc	-	Velocette	-	12 30.6	61.70
9.	J. Vaughan	-	Melcm Spl.	-	12 32.8	61.52
10.	A. E. Partridge	-	Triumph	-	12 37.2	61.16
11.	E. Pantlin	-	Velocette	-	12 38.6	61.05
12.	F. E. Heath	-	Benelli	-	12 39	61.02
13.	A. G. Day	-	Ariel	-	12 55.6	59.17

Fastest Lap—R. S. Mayhew—1 min. 23.2 secs. 69.57 m.p.h.

Event 3. First Heat—Solo Machines from 251-350 c.c. (6 Laps).

1.	R. M. Harding	-	Norton	8 13.8	70.35
2.	T. Thorpe	-	A.J.S.	8 18.4	69.69
3.	J. Fordham	-	Norton	8 20.2	69.44
4.	N. J. Pricc	-	Velocette	8 26	68.64
5.	B. Rimes	-	Norton	8 27.4	68.45
6.	J. L. Payne	-	B.S.A.	8 28.2	68.35
7.	D. Pratt	-	B.S.A.	8 31.8	67.86
8.	"J. Alexander"	-	A.J.S.	8 34.6	67.49
9.	P. J. Marsh	-	D.W. Special	8 36.2	67.29
10.	T. Phillipson	-	A.J.S.	8 36.4	67.26
11.	P. R. Hodgson	-	B.S.A.	8 40.8	66.69
12.	D. G. Chapman	-	B.S.A.	8 47.8	65.81
13.	D. Cook-Margett	-	B.S.A.	8 53.4	65.12
14.	P. J. Tucker	-	Velocette	9 02.8	63.99
15.	D. Jarman	-	A.J.S.	9 05.2	63.71
16.	B. D. Gissanc	-	Velocette	9 06.4	63.57
17.	R. A. Avery	-	B.S.A.	9 09.2	63.24
18.	P. Mullin	-	B.S.A.	9 10.8	63.06
19.	W. J. Almond	-	B.S.A.	9 12.6	62.85
20.	M. J. Taylor	-	A.J.S.	9 13	62.81
21.	T. Jones	-	B.S.A.	9 14	62.70
22.	G. E. Briggs	-	B.S.A.	9 16	62.47
23.	G. Howarth	-	A.J.S.	9 19	62.13
24.	B. W. R. Hart	-	A.J.S.	9 24.6	61.52
25.	J. C. Holloway	-	A.J.S.	9 29.4	61.00
26.	J. Breaks	-	A.J.S.	9 31.6	60.76
27.	B. Ormond	-	Norton	9 45.4	59.33

Fastest Lap—R. M. Harding—1 min. 19.2 secs. 73.07 m.p.h.

Second Heat—Solo Machines from 251-350 c.c. (6 Laps).

				<i>m.</i>	<i>s.</i>	<i>m.p.h.</i>
1.	R. J. Ford	-	Norton	-	8 11.6	70.65
2.	G. Monty	-	G.M.S.	-	8 13.4	70.40
3.	K. Tully	-	Norton	-	8 16.4	69.97
4.	A. V. Hegbourne	-	Norton	-	8 17.6	69.80
5.	D. G. A. Clarke	-	Norton	-	8 18.6	69.66
6.	G. B. Rudd	-	Norton	-	8 24.8	68.81
7.	P. A. Dyke	-	Norton	-	8 28.4	68.32
8.	O. P. Williams	-	A.J.S.	-	8 34	67.57
9.	E. F. Wooder	-	Norton	-	8 39.4	66.87
10.	V. W. Cottle	-	A.J.S.	-	8 40.2	66.77
11.	P. Tyack	-	A.J.S.	-	8 40.4	66.74
12.	L. G. Povey	-	B.S.A.	-	8 47.2	65.88
13.	A. W. Walczak	-	B.S.A.	-	8 48	65.78
14.	G. K. Penson	-	Velocette	-	8 52.6	65.21
15.	D. S. Skennerton	-	A.J.S.	-	8 54.2	65.02
16.	T. Folwell	-	B.S.A.	-	8 57	64.68
17.	C. A. Chivers	-	A.J.S.	-	8 57.2	64.66
18.	R. Boughey	-	Velocette	-	8 58	64.56
19.	F. G. Webber	-	B.S.A.	-	9 02.4	64.04
20.	R. R. Stoward	-	A.J.S.	-	9 03.2	63.94
21.	A. W. Edgson	-	B.S.A.	-	9 04.2	63.82
22.	P. Evans	-	A.J.S.	-	9 04.4	63.80
23.	G. V. Harris	-	B.S.A.	-	9 05	63.73
24.	D. Fletcher	-	B.S.A.	-	9 06.8	63.52
25.	L. G. Pinzani	-	B.S.A.	-	9 08.6	63.31
26.	D. Howe	-	Norton	-	9 11.2	63.01
27.	B. Hunter	-	Velocette	-	9 13.6	62.74
28.	G. A. Dormer	-	B.S.A.	-	9 14.2	62.45
29.	D. A. Hogg	-	B.S.A.	-	9 17	62.36
30.	J. Smits	-	A.J.S.	-	9 20.8	61.93
31.	N. H. Vivian	-	B.S.A.	-	9 21.4	61.87
32.	A. A. Knowles	-	A.J.S.	-	9 24.2	61.56
33.	A. Higginson	-	B.S.A.	-	9 25.4	61.43
34.	M. R. Oram	-	B.S.A.	-	9 26.4	61.32
35.	L. H. Wardle	-	A.J.S.	-	9 29.2	61.02
36.	F. Chivers	-	B.S.A.	-	9 30	60.93

Fastest Lap—R. J. Ford—1 min. 18.4 secs. 73.84 m.p.h.

Event 4. 6 Lap Race—Sidecars from 490-1,000 c.c., and Three-Wheeled Cyclecars to 1,200 c.c.

1.	W. Boddice	-	Norton-Watsonian	-	8 24.2	68.89
	Pass: W. Canning					
2.	A. Ellis	-	Norton	-	8 29	68.23
	Pass: I. Paskin					
3.	C. H. R. Warner	-	Vincent Spl.	-	8 54	65.04
	Pass: C. Bulcock					
4.	A. H. Skein	-	Norton-Watsonian	}	8 58	64.56
	F. H. Westaway	-	Norton			
	L. W. Taylor	-	Norton			
	Pass: P. Glover					
5.	N. E. Hicks	-	Norton	-	9 05.4	63.68
	Pass: A. Willerton					
6.	B. G. Gross	-	Norton	-	9 13.6	62.74
	Pass: C. J. Emmens					

Fastest Lap—W. Boddice and A. Ellis—1 min. 20.8 secs. 71.64 m.p.h.

Event 5. First Heat—Solo Machines from 351-1,000 c.c. (6 Laps).

1.	W. J. Sawford	-	Matchless	-	7 53	73.43
2.	B. Morle	-	Norton	-	7 57.2	72.78
3.	W. J. Deacon	-	B.S.A.	-	7 57.4	72.75
4.	K. Tully	-	Norton	-	8 04.2	71.73
5.	A. A. Knowles	-	A.J.S.	-	8 05.6	71.53
6.	B. L. Turner	-	Dudley Ward Spl.	-	8 10.8	70.77
7.	M. J. Jones	-	Norton	-	8 26.2	68.61
8.	K. Willis	-	Norton	-	8 26.6	68.56
9.	A. V. Hegbourne	-	Norton	-	8 33.2	67.68
10.	R. L. Miller	-	Triumph	-	8 38	67.05
11.	L. G. Kempster	-	Norton	-	8 42.6	66.46
12.	K. G. Buckmaster	-	Triumph	-	8 49	65.66
13.	L. A. James	-	Vincent	-	8 49.2	65.63
14.	C. E. Packer	-	Matchless	-	8 49.4	65.61
15.	W. L. Hordley	-	Triumph	-	8 50.8	65.43
16.	M. J. Gittins	-	Matchless	-	8 52	65.29
17.	P. G. Harris	-	B.S.A.	-	9 00	64.32
18.	A. W. Miles	-	Norton	-	9 05.8	64.64
19.	D. G. H. Burt	-	B.S.A.	-	9 09	63.27
20.	W. Lancaster	-	B.S.A.	-	9 09.4	63.22

Fastest Lap—W. J. Sawford and B. Morle—1 min. 16 secs. 76.16 m.p.h.

Second Heat—Solo Machines from 351-1,000 c.c. (6 Laps).

			<i>m. s.</i>	<i>m.p.h.</i>
1.	D. G. Chapman	- Norton	7 45.6	74.60
2.	B. H. King	- Norton	7 52.6	73.49
3.	J. L. Payne	- Norton	7 54.4	73.21
4.	I. Clarke	- Norton	7 55.2	73.09
5.	R. S. Snell	- A.J.S.	8 03.6	71.82
6.	R. H. King	- Norton	8 04.8	71.64
7.	M. W. Saluz	- Norton	8 05.6	71.53
8.	W. Ryan	- Norton	8 08	70.77
9.	C. H. Hubbard	- B.S.A.	8 16.4	69.97
10.	J. Bullock	- Triumph	8 17	69.88
11.	R. Madsen-Mygdal	- J.V. Special	8 18.2	69.72
12.	R. Carman	- Norton	8 20	69.47
13.	B. J. Daniels	- B.S.A.	8 30.2	68.08
14.	J. E. Thomas	- B.S.A.	8 32	67.84
15.	J. Hay	- B.S.A.	8 36	67.31
16.	C. T. Smith	- B.S.A.	8 37.4	67.13
17.	J. N. P. Wright	- Matchless	8 41.8	66.56
18.	R. L. Dawson	- Vincent	8 42.6	66.46
19.	M. McStay	- B.S.A.	8 43	66.41
20.	P. J. Tucker	- Rudge	8 53	65.16
21.	A. S. Pavay	- Norton	8 54.4	64.99
22.	N. J. Dicks	- Matchless	9 00	64.32

Fastest Lap—D. G. Chapman—1 min. 15.4 secs. 76.77 m.p.h.

Event 6 8 Lap Race—Solo Machines from 170-250 c.c.

1.	R. S. Mayhew	- Velocette	11 31.2	67.00
2.	R. M. Harding	- G.M.V.	11 47.8	65.43
3.	D. H. Edlin	- E.M.C.	11 50.2	65.20
4.	T. Thorpe	- B.S.A.	12 00.4	64.28
5.	B. Hunter	- Excelsior	12 00.6	64.27
6.	J. A. Lanc	- Velocette	12 29	61.83
7.	A. E. Partridge	- Triumph	12 36	61.26
8.	J. Vaughan	- Melem Spl.	12 42.4	60.74
9.	M. Henderson	- Norvel	12 46.4	60.43
10.	A. J. Day	- Ariel	13 08.6	58.72

Fastest Lap—R. S. Mayhew—1 min. 25.8 secs. 69.07 m.p.h.

350 c.c. FINAL—12 Lap Race—Solo Machines from 251-350 c.c.

1.	R. M. Harding	- Norton	15 50	73.12
2.	R. J. Ford	- Norton	16 03	72.13
3.	K. Tully	- Norton	16 10	71.61
4.	J. Fordham	- Norton	16 15.4	71.22
5.	G. Monty	- G.M.S.	16 16.4	71.14
6.	A. V. Hegbourne	- Norton	16 26.8	70.39
7.	"J. Alexander"	- A.J.S.	16 30.4	70.14
8.	P. R. Hodgson	- B.S.A.	16 40.8	69.41
9.	G. B. Rudd	- Norton	16 43.4	69.23
10.	V. W. Cottle	- A.J.S.	16 48.2	68.90
11.	P. J. Marsh	- D.W. Special	16 50	68.78
12.	E. F. Wooder	- Norton	16 53.4	68.55
13.	D. Pratt	- B.S.A.	16 57	68.30
14.	P. Tyack	- A.J.S.	16 58	68.24
15.	N. J. Price	- Velocette	16 59.4	68.14
16.	G. K. Penson	- Velocette	17 05	67.77
17.	A. W. Walczak	- B.S.A.	17 05.2	67.76
18.	D. S. Skennerton	- A.J.S.	17 16	67.05

Fastest Lap—R. M. Harding—1 min. 17 secs. 75.18 m.p.h.

Event 7. 10 Lap Race—Sidecars from 490-1,000 c.c. and Three-Wheeled Cyclecars up to 1,200 c.c.

1.	W. Boddice	- Norton-Watsonian	13 49.4	69.80
	Pass: W. Canning			
2.	A. Ellis	- Norton	14 01.4	68.80
	Pass: I. Paskin			
3.	A. H. Skein	- Norton-Watsonian	14 17.6	67.49
	Pass: F. H. Westaway			
4.	L. W. Taylor	- Norton	14 34.6	66.19
	Pass: P. Glover			
5.	C. H. R. Warner	- Vincent Spl.	14 53.2	64.79
	Pass: C. Bulcock			
6.	N. E. Hicks	- Norton	15 13.4	63.37
	Pass: A. Willerton			

Fastest Lap—W. Boddice—1 min. 19.6 secs. 72.72 m.p.h.

1,000 c.c. FINAL—12 Lap Race—Solo Machines from 351-1,000 c.c.

			<i>m. s.</i>	<i>m.p.h.</i>
1.	K. Tully	- Norton	15 20.2	75.49
2.	D. G. Chapman	- Norton	15 21	75.42
3.	W. J. Sawford	- Matchless	15 24.4	75.15
4.	R. S. Snell	- A.J.S.	15 28.2	74.84
5.	J. L. Payne	- Norton	15 28.4	74.82
6.	B. L. Turner	- Dudley Ward Spl.	15 29.4	74.74
7.	M. W. Saluz	- Norton	15 29.8	74.71
8.	B. H. King	- Norton	15 30	74.69
9.	W. J. Deacon	- B.S.A.	15 38.6	74.01
10.	A. V. Hegbourne	- Norton	15 43.8	73.60
11.	B. Monie	- Norton	15 4	73.35
12.	C. E. Packer	- Matchless	15 48	73.28
13.	I. Clarke	- Norton	15 49.2	73.18
14.	A. A. Knowles	- A.K.S.	15 52.8	72.91
15.	R. H. King	- Norton	15 53.4	72.86
16.	R. Madsen-Mygdal	- J.V. Special	15 55.4	72.71
17.	R. Carman	- Norton	16 25.2	70.52
18.	C. H. Hubbard	- B.S.A.	16 28.2	70.30
19.	B. J. Daniels	- B.S.A.	16 35.4	69.79

Fastest Lap—D. G. Chapman—1 min. 14.4 secs. 77.81 m.p.h.

THE WATSONIAN ANNUAL TROPHY

Placings after *Motor Cycling's* "Silverstone Saturday," April 14th; Oulton Park, "Britannia Vase" Meeting, May 21st; and "Trophy Day," July 7th.

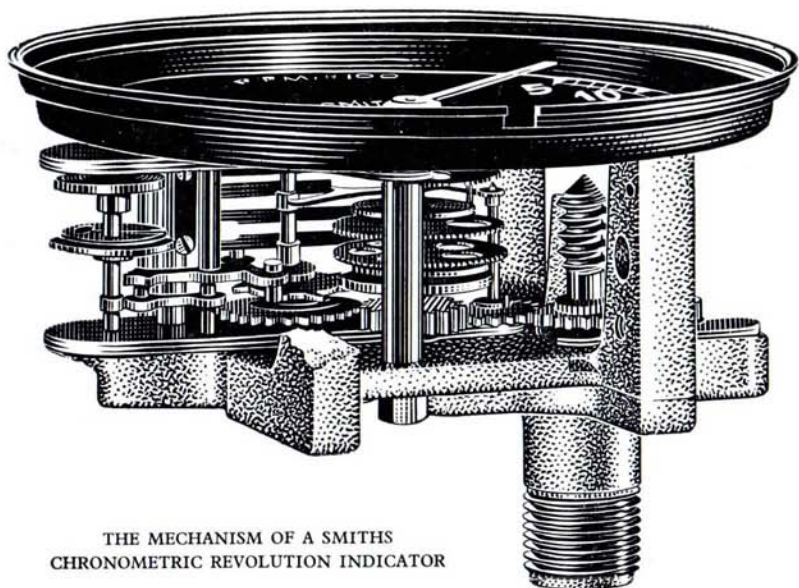
Points are awarded as follows:

16 for a win, 12 for a second, 8 for a third, 5 for a fourth, 3 for a fifth, 1 for a 6th place.

Rider	"Silverstone Saturday"	Oulton Park	"Trophy Day"	Total
W. Boddice	16	—	32	48
P. V. Harris	32	—	—	32
A. Ellis	—	—	24	24
C. H. R. Warner	3	8	11	22
L. W. Taylor	5	5	10	20
E. Walker	—	16	—	16
A. H. Skein	1	—	13	14
R. Mitchell	12	—	—	12
C. Smith	12	—	—	12
L. Wells	—	12	—	12
O. E. Greenwood	5	—	—	5
N. E. Hicks	—	—	4	4
R. Dowty	—	3	—	3
F. Hanks	3	—	—	3
J. Difazio	1	—	—	1
B. G. Gross	—	—	1	1
R. E. Hackman	—	1	—	1

BENEVOLENT FUND

DONATIONS have been received from the following Members this month:
 R. R. Stoward, A. A. Rees, M. Jones, F. E. Heath, P. A. Edwards.



THE MECHANISM OF A SMITHS
CHRONOMETRIC REVOLUTION INDICATOR

A JOB FOR THE MAKERS

The Smiths chronometric revolution indicator is as complex as a clock. Indeed, it contains a clock escapement which measures precisely equal intervals of time. The pointer is locked during each interval, but an ingenious mechanism allows it to move at the end of the interval if the number of engine revolutions has been greater or less than the number during the preceding interval.

Repairing this intricate piece of machinery is very definitely a job for the makers.

Your chronometric revolution indicator is most unlikely to give trouble, but if it should, the safest and simplest course is to replace it with a Smiths Factory Replacement Unit. You can do so very quickly and economically, either through your garage or through any Smiths depot, and the Factory Replacement Unit carries the same guarantee that new Smiths accessories carry. Smiths F.R.U. Scheme applies to all Smiths accessories that are suitable for rebuilding. We shall be glad to send you full details of the scheme on request.

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COMMITTEE NEWS

Meeting held on June 25th, 1956.

Present: A. H. Taylor (Chairman), L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, D. J. H. Glover, A. L. Huxley, W. G. Jarman, W. A. S. Knox-Gore, I. F. Telfer, G. E. Tottey and R. C. Walker (Secretary).

Ex-officio Member: E. C. E. Baragwanath.

Apology. An apology for absence was received from Mr. N. B. Pope.

Report on I.o.M. Visit. Mr. Glover and the Secretary reported on their visit to the I.o.M. during the T.T. period last June. Mr. Glover stated that whilst the Club had been unsuccessful in gaining a Club Team Prize this year from those members he had officially entered in the B.M.C.R.C. teams, it had been possible for him to give personal assistance to a number of members whilst in the Island. The Secretary confirmed that provisional contact had been made with riders who were likely to wish to enter the International 'Hutchinson 100'.

Shelsley Walsh. All arrangements for the organisation of the motor cycle section of the Shelsley Walsh Hill Climb, to which the Midland Automobile Club had again invited limited entries from B.M.C.R.C., were complete. The event would now take place on Saturday, August 25th and not the following Sunday as originally anticipated.

Trophy Day. Car parking and programme sales arrangements on race day would be handled by Messrs. G. C. Cobbold and A. Mills who would arrange for volunteers to assist the operation.

Hutchinson 100. In a general review of the advance arrangements for this Meeting it was understood that a call was to be made for members to act as Security personnel around the "back areas" of the Circuit as well as for Public Control at the track side and elsewhere. Programme production and sales would this year be handled entirely by the Club and Messrs. Cobbold and Mills would be in charge of sales arrangements on the day. The Secretary drew attention to the new arrangements that would have to be made for the starting of the two sidecar races to provide

for the new F.I.M. regulation requiring that all Sidecar races must be clutch-started with engines running, and was at present considering how best this could be operated.

September Speed Trials. It appeared unlikely that the Club would this year be invited to subscribe entries from members to compete in the Brighton and Hove Motor Club's Annual Speed Trials at Brighton. The position was noted with regret and hope expressed that some suitable agreement might soon be reached with the parties concerned.

Benevolent Fund. The Annual Report of the Trustees of the Benevolent Fund was read and this, whilst expressing satisfaction with the general handling of the Fund over the past twelve months, suggested that additional effort might be made to increase the total donations to this Fund during the coming year.

Crystal Palace. The Supplementary Regulations for the Club's Annual "Metropolitan Meeting" to be held on the Crystal Palace Circuit on October 6th next were approved and it was understood that arrangements with the L.C.C. for this event were now all but decided.

Manx G.P. J. R. Hurlstone having secured 7th place in the Senior Clubman's Race in the I.o.M., won for our Club a free-entry into this year's Manx G.P. Races. It was unanimously decided that Mr. Hurlstone be nominated to take-up this special entry.

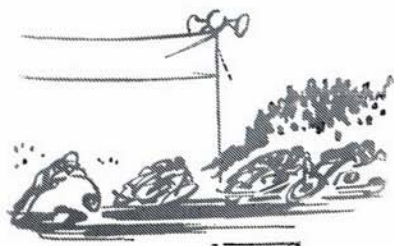
Resignation of Secretary. The Chairman stated that those present would be sorry to hear that the Secretary had submitted his resignation to the Board of Directors and would be leaving the employ of the Club on the expiration of his present contract towards the end of this year. The position was noted with regret.

Bob Burns. On a suggestion made by Mr. Tottey, it was agreed that the good wishes of the Committee and Club Members would be conveyed to Mr. Burns on the eve of his pending attacks on the World Records.

race-proved ***for road service***

From DUNLOP road and track experience, their constant success in the sporting field, comes the finest range of tyres for everyday motor cycling—tyres which set new high standards of safety, comfort and economy.

Line up with winning race riders and the majority of British motor cycle manufacturers ... their choice is Dunlop, too!



THE BEST "COMBINATION" FOR COMBINATION OUTFITS

The Dunlop "SIDE CAR MAJOR" not only effectively meets the additional stresses imposed by combination outfits: it is specially designed for 3-way interchangeability. Choose this car-type tyre for maximum mileage, maximum grip on all road surfaces, greatest possible safety and comfort.



DUNLOP
motor cycle tyres

A large, detailed illustration of a Dunlop motor cycle tyre, showing the tread pattern and the Dunlop logo on the sidewall. The tyre is mounted on a wheel with a multi-spoke hubcap. The background shows a partial view of a motorcycle and a rider in a jacket.

First choice of the first-class rider!

AREA NEWS

CHESHIRE & MERSEYSIDE

G. E. Tottey

2, Rocky Lane South,
Heswall, Wirral, Cheshire.

SORRY there was no Area News last month but unfortunately it arrived too late to be included. However here it is along with a fresh bit. I have now broken my series of writing something each month since our "cell" started, so will have to make amends and try to get it in a bit earlier to suit editorial demands. (Yes please George—Ed.)

I was very interested to read the June Editorial headed "Subject for Discussion," in connection with spring-frames at Brooklands. I think their absence for so long was because the earlier sprung frames were not rigid enough. Sounds paradoxical I know, but of course I mean in the fore and aft line.

I tried that excellent machine the Edmund, produced in Chester; and a Coulson B; but the whip seemed worse than with a rigid frame job and the rigid frames were bad enough with 'D' section fork blades and a not too stable steering head. Actually one hardly used the saddle at all, generally having the knees sunk in "George Dance" knee grips on the tank side (and could they chafe); a cushion on top; elbows on the knees and hard against the sides of the tank, and the body more or less braced up solid and poised on the footrests. With a modern spring-frame I should think this would be a great improvement in comfort and speed; if only we had dear old Brooklands at our disposal!

We have some cheery bods in our area; no one more so than Wally Hancock. In one T.T. Race this year he lost a footrest; he proceeded to put it back again, having stopped just by a wayside cottage. The occupant asked him if he would care for a cup of tea, which he promptly accepted and then carried-on with his racing. He was not last by quite a bit! I envy his imperturbable outlook on life!

I need hardly mention that we are happy to have Gerald Robarts from Toronto, back with us for the racing season. We hope to see him at our next meeting.

The farm in which I am interested near West Kirby is getting quite a popular spot with some famous boxers. They do their

roadwork a.m. and come out to us for general light muscular work and relaxation during the day, before the gym at night. Among them we have Pat McAteer, Wally Thom and Joe Bygraves; and what a charming, quiet lot of boys they are outside the ring.

Incidentally, Joe can already milk quite well.

I met Colin Edge at Oulton Park and had a long chat about past events. Many of us remember his feats in the 1920's on a Sunbeam, and in later years of course, with his wife as co-driver, in several Monte Carlo rallies. He now runs a very successful driving school, and I asked him how on earth he can sit alongside a learner like he does and seem quite calm about it all. He seemed to think it was reasonably safe as his car has dual-control in case of emergency. One amusing experience is worth telling. On his route for learners in Birkenhead, there is quite a steep hill commencing with a left, right, then a sharp left and right turn. One learner was quite a good driver after about ten lessons, but would do nothing unless told to do each thing necessary; "change gear," "slow down," "accelerate" etc. On this particular day, Colin told him it was time he did all these things off his own bat and not wait to be told and that this lesson was to be a silent one. Anyway, they are going down this hill on wet granite setts, gradually increasing speed till it was really getting a bit too hectic. At last Colin said "don't you think we are going a bit quick?" to which the learner replied "I know damn well we are but you haven't said 'owt yet!'".

These was a very good muster for the June 20th meeting. John Wallis turned up once again after more sea-going journeys. We were pleased to see J. E. Griffiths who is going on very nicely after his unfortunate crash at Oulton Park when another rider caught his wheel and brought him down.

Michael McGeagh has forsaken the motor trade and returned to his old love of farming. By the time these notes appear he will have left us for a place near Kendal. We are very sorry to lose him from our area and wish him every good fortune in his new venture.

Our local lads have been doing very well in the racing sphere lately. Congratulations to such as Phil Carter, R. Rensen,

R. Fay, Terry Shepherd, Brian Duffy and others. We had a very welcome, long and informative letter from Bob Burns which arrived the morning of our last meeting. All the latest 'gen' made us realise the work and organisation, to say nothing of the frustration, involved in an attempt on the World's Records; e.g., pistons cannot be delivered to New Zealand in time, so he hopes that a dozen (yes 12!) spares will be awaiting him when he arrives at the venue in the U.S.A.

With further reference to the boxing boys, we are now being visited at the farm by the South African champion and his trainer. When I met them, they were loading and discharging bales of hay.

Cheerio till next month!

HERTS, BUCKS AND SOUTH BEDS.

C. E. Lucas,

14 Oundle Avenue,
Bushey, Herts.

JUNE 27th. Our best meeting to date, a real good show! In fact, it was almost a full house. We were all very pleased to welcome A. E. Rose who related his last venture with the new Bantam. I feel sure any newcomer who is thinking of taking up two-stroke racing would benefit from a chat with A. E. Rose, who has several new ideas and suggestions connected with racing and I feel these could be taken a step further. Stalwart M. Brierley arrived complete with trailer and his new outfit—this surely looks a potent job and should soon be making its first run. M.B. has his outfit with the sidecar on the right, stating that this suits the positioning of his new leg. Of course, all the boys had to give it the once over.

I put forward the idea that I would go along and see our old club member Bob Lunn, who recently became Landlord of the "Holly Bush," Redbourne. This I have done and by the time this is in print our first meeting will have taken place there. For the benefit of any members who may be in the Redbourne district I would like to say that Bob will be very pleased to see them for a chat. It's a nice country place and he will be happy to see you, Bob, it will be remembered, used to 'cut the grass' in the old Brooklands days. He also has a very nice little hall at his place and I think this should prove to be in our interest. Making this our next meeting-place will benefit those members living

in the outlying parts, and I am hoping that many more new faces will turn up. This area carries a membership of over sixty so we should be in a position to turn up in force.

Sorry to hear M. Saluz had a tumble up at Cadwell, but knowing him I expect he will soon be out again, as I am given to understand his injuries are not of the serious kind. I see the Editor wants some written articles—Well for a start I would like to see Silverstone reversed—it could be interesting. What do you think? In these days I am all for anything that has spectator value. Before ending, I would like to express all our good wishes to Geoff Duke in his first championship ride and that it will be under ideal conditions.

It is with deep regret, that we lost one of our younger members, D. Meridan, in the I.O.M. this year. Fate strikes many unkindly blows.

NOTTINGHAMSHIRE

W. B. Martin,

"Ivy Cottage," 55 Kneeton Road,
East Bridgford, Notts.

ANOTHER of our regular meetings was held at the "Dolphin Inn," North Church Street, Nottingham on July 9th, 1956. We had previously decided that a Committee would be formed, and about a dozen of the die-hards turned up as usual. Messrs. Starbuck and Needham agreed to act as 'money extractors' (for room rent and/or Benevolent Fund, etc.) It was decided to continue our regular meetings throughout the summer and tentative suggestions were made for the winter, about which we are most optimistic. We have decided to obtain, if possible, our own sound film projector. Later this month we are to visit the Derby Cell (by their kind invitation).

Mallory Park race authorities have been approached regarding test facilities on a payment basis, similar to another circuit in the South—charges and final details will be issued as soon as available, and may be of interest to all *Bemsee* racing members.

We are happy to announce that one of our keenest members, D. Needham, has recently become a father; we offer him our congratulations. All our members expressed disappointment in Bob Walker's decision to relinquish his post as Secretary.

Our next meeting is as usual; the second Monday evening of the month (Aug. 13th).

(Continued on page 161)

MARSHAL'S MUSINGS

W. G. BILL JARMAN

DO you, dear reader, ever study the regulations before sending in your entry? I said *study*, not merely read them. You would be amazed at the questions some fellows ask, when most of the answers are already there in print. This point is taken seriously by the member Marshals (who are expected to know everything) but the young racing member should not overlook this important subject. As an example, may I quote something about changing men or machines without reference to the Clerk of the Course and the Stewards. The A-C.U. and the Club rightly have a regulation which does not permit substitution without prior approval. The penalties are quite heavy and it is so easy to avoid trouble by appealing to the Clerk of the Course and Stewards. If you are turned down, take it like a good sportsman. As the French say: "*La fin couronne l'oeuvre*," which can be liberally translated in several different ways, but my favourite is, "*After the Lord Mayor's Show !*"

* * *

AS you all know, the "Hutch" is fixed for September 21st and 22nd at Silverstone. At the moment it looks like being the most varied in the long series, so any member who is not racing should come into the "Marshal Plan" right away. We particularly require the two-day types and a note to me at 153 Reigate Avenue, Sutton, Surrey, will be appreciated. Do it *now* please! When writing, slip in another piece of paper about the Crystal Palace on October 5th and 6th. Do keep these things separate please, because I have a file for each event.

* * *

I believe it was Bob Holliday of Temple Press who said that "life is all boxes." We live in boxes, travel in boxes, work in them and finish up in one. I wonder what it is like to race in one on two wheels? Maybe someone who knows will write to the Editor and give us his impressions. By "boxes," I mean complete total enclosure like the N.S.U. or the Triumph.

AS you know, Peter Wright has taken over the Editor's hot seat from Les Higgins who sat there for several years. We shall miss the forthright comments from Les, who sometimes put pussy among the pigeons with surprising results. Just to show how time brings changes, our Secretary, R. C. "Bob" Walker, is giving up at the end of the year. Bob took over from Cliff Lewis quite a long time ago and during that time he has seen us through some very successful years. Our greatest enemy has been the weather and our finances are very much tied-up with Jupiter Pluvius. Mr. Walker always reminds me of the late Sir Henry Royce of Rolls-Royce, who went through life with the principle that there is no such thing as perfection. Anyway, the Secretary kept us up to scratch and everyone knows that the "Bemsee Boys" are never satisfied. The ship is more than the crew!

* * *

NO matter what I write in the journal, different members react in various ways. When I used the phrase, "Lots of pots," I never expected someone asking if the sentence meant two or more cylinders. I am now asked to compare the half-litre flat twin, straight-four and vee-eights. My correspondent did not mention the three-cylinder two-stroke which might give the others a run. At the moment, regardless of what mathematical formulae is used, the straight-four is the best proposition. Someone will now write to tell me there were eight vertical twins inside "silver replica" time in this year's Senior T.T. and my answer will be quite logical. A four won it and a flat twin was in front of the vertical twins (or should I call them parallel twins?) with a couple of *brilliantly ridden* singles in between. The man on the four has plenty in hand, just like the 'blown' twins of pre-war days.

* * *

A grand old-time member of this Club before the Kaiser war, has left us. A. J. "Jack" Stevens, aged 71 is the name and he was one of four brothers who

pioneered many features on A.J.S. machines which are taken for granted today. Only one of these four men, Joe Stevens, is still with us today. I know of six pre-1914 members, but if there are any others please ask them to drop me a note. We might arrange a re-union at Earls Court and ask the Press to take a few pictures. I should also like to hear from any 1914/18 air-crew, ex R.N.A.S., ex R.F.C. types who meet annually at the Show. After this year it will be every other year!

* * *

NOW that Soviet Russia has come into the F.I.M., perhaps it is sad to record the fact that only one big nation is left out in the cold. Three hundred million Russians can't be wrong—or can they? Maybe we can look forward to a T.T. or a G.P. in the Ural Mountains before long and if this comes off we must put up a good show right at the start. There's a nice export market in the U.S.S.R., so our "big three" can get together and make a straight-four, complete with five gear ratios, injectors, coil-ignition and rotary or desmodromic valves. The one unit should be common to all members of the "big three" so that all nine works' riders can monopolize the

Leader Boards all over Europe. (What a glorious thought!—Ed.) Critics welcome!

* * *

DID you notice the difference in prize money for cars in the French G.P. and the pittance offered for bikes in the Dutch T.T.? About £10,000 for the cars, with £125 plus a handshake, for the bikes. All in the same week-end too!

* * *

OVER a long period of years, all that my wife has to show for much hard work behind the scenes, are the following:—A collection of photos and many button-hole badges. She wishes to increase the latter collection, so if some of you have any of the various small pre-war badges you don't want, kindly send them along. When the number is worthwhile they will be displayed on elastic belts, possibly for the benefit of our own *Bemsee* Benevolent Fund. Badges of makes no longer in existence are particularly welcome. Similar remarks apply to machines manufactured abroad.

* * *

LET'S hear from you about the "Hutchinson 100" and/or Crystal Palace.

AREA NEWS—continued.

SURREY & MIDDLESEX

W. G. Jarman.

*153, Reigate Avenue,
Sutton, Surrey.*

AS you know, a film show has been fixed up at the *South Western Hotel*, Whitton, near Hounslow, on October 10th, 1956. Book the date and in case you are without transport the nearest station is Hounslow (S.R.) No. 33 'bus passes the door. The first fifty get seats and after that, it's standing room only! Time, 7 p.m. for 8 p.m. Two members who preside over licensed premises, "Sonny" Benwell, *The George*, Epsom, and Allan

Wynes, *The Winning Horse*, Claygate, plus our genial host at *The Antelope*, Maple Road, Surbiton, will be pleased to see members whenever they are near-by. If there are any other members "called to the bar" in Surrey or Middlesex, please let me know. Middlesex and other "Bemsee Boys" who happen to be anywhere near Redbourn should call on Bill Lunn at the *Holly Bush* at Church End near the A5 road.

During the forthcoming winter, it is hoped to arrange fortnightly meetings; one in Surrey and one in Middlesex. Cheshire have set a hot pace but we must see if we can reach the top as well. Suggestions will be very welcome.

R.A.C.

MIND THE DOORS!

THE R.A.C. appeals to all motorists to—Mind the Doors! Carelessness in opening or fastening doors accounts for an average of ten accidents a day on British roads. According to the police the negligent opening of car doors is among the motorists' most common faults leading to accidents to child-cyclists.

Drivers are the most frequent offenders. The latest available annual figures show that, in 1954, 2,940 accidents were caused by drivers' doors being suddenly flung open. Accidents due to the careless opening of rear passenger doors accounted for another fifty-three. Both figures show a considerable increase on those for the previous year.

The seriousness of most accidents involving car doors is limited only by reason of the car usually being at a standstill. But ten per cent of all such accidents are caused by doors flying open due to faulty or careless fastening. This type of accident most frequently occurs when the car is on the move and can result in serious injury or damage to passing cyclists, pedestrians or vehicles as well as endangering the occupants of the offending car.

The R.A.C. urge all motorists to consult rearview mirrors, both internal and external before opening a door; make allowance for the "blind spot" of the rear pillar of a saloon car and get out on the nearside if possible—having first made sure there is no danger to pedestrians.

HELP FOR LONDON VISITORS

THE latest edition of the R.A.C.'s pocket-size London Information booklet, has been considerably expanded to meet the needs of members visiting the metropolis.

In its latest form the Information booklet lists for the first time 110 selected London Restaurants.

Another sign of the changing times is the enlarged section devoted to parking places in London. The booklet records that the number of "bombed site" parking areas in the centre of London has been cut down from 24 to 17. But the R.A.C.'s parking and traffic experts have come to the rescue of the visiting motorists with a new section indicating 83 streets, squares,

gardens and terraces in Chelsea, Paddington, Kensington, St. Marylebone, St. Pancras and the City, where parking is permitted.

In the past the R.A.C. Information booklet has proved a "best seller" among visitors to London from all over the world as well as Britain.

Although the R.A.C. does not appoint hotels in London, the Information booklet lists 164 hotels conveniently arranged in their various postal districts with full details of establishments, tariffs and garage availability.

Six pages of maps enable the stranger to find his way about easily and simply while the comprehensive catalogue of places of interest caters for all sight-seeing tastes.

For the theatre-goer, the booklet pinpoints 65 theatres and cinemas together with the names and map locations of their nearest garages.

Should the visitor to London find himself in trouble with his car or motor-cycle, the booklet gives him 350 R.A.C. appointed repairers and agents whose expert assistance is readily obtainable.

KEEP BRITAIN TIDY

THE summer sunshine lures thousands of motorists and motor-cyclists on to the roads to enjoy the delights of the countryside.

The R.A.C., Britain's oldest motoring organisation, appeals to all drivers—and indeed, all travellers afoot or on wheels—to keep Britain tidy by observing the Country Code. Don't leave a litter of empty tin cans, bottles and wrapping paper after a picnic. Don't throw lighted cigarette-ends from car windows. Stub them out! Remember too, that broken bottles left in the sun can act as burning glasses to kindle vast heath or forest fires. Don't forget to shut all gates. Wandering cattle or farmstock may menace other road-users as well as the farmer's livelihood. Don't walk across fields of standing crops. If you must cross a field go round the edges. Don't attract wild ponies or other animals to the roadside by offering food. They can be a considerable hazard to motorists and motor-cyclists—especially at night. Do park well off the highway where possible and **never** on the nearside of a bend.

THE EDITOR'S CORRESPONDENCE

THE July editorial bemoans, and seeks a reason for, the lack of interesting correspondence in *Bemsee*, which is compared unfavourably in this respect, with the Vintage Club's journal.

A. E. Rose (in "Have another port"—July issue *Bemsee*) perhaps unwittingly, supplies the answer when he says, "comparatively few are interested in the actual tuning of their machines." What a humiliating state of affairs!

In contrast, the Vintage owners are much more interested in the maintenance and tuning of their machines (they probably have to be!) and are not merely jockeys of over-expensive (but Internationally-outdated) machines; effective opposition to which, is conveniently provided against by fuel restriction to petrol. Up the makers! Up the petrol companies! Up the A.C.U.! Up the F.I.M.! It will be interesting to see where the break eventually occurs in the vicious "crawl circle."

I have not the time to comment as fully as I would like on Erwin Tragatsch's points ("Racing two-strokes, — I hate them!"—June *Bemsee*), but surely no better case could be made for no fuel restriction than his mention of the Walsh

I WAS at first irritated, and finally amused, by Mr. Tragatsch's hymn of hate against racing two-strokes. The irritation arose partly because you devoted so much space to so much sound and fury signifying nothing, but mainly because the writer (whose experience and knowledge are unquestionably extensive) deals with a highly interesting subject in such an inaccurate, disjointed, prejudiced and petulant manner. I have not the time (nor your space) to deal adequately with the article paragraph by paragraph, but would just like to enlarge on a few points.

This is a technical subject and, therefore, statements should as far as possible be backed-up by comparative facts and figures rather than cloudy generalisations such as — "lots of H.P." — "life is often very short" — "consumption is 100% higher than" — "below the limit of tuning," etc.

Mr. Tragatsch completely ignores the high importance of the great increases during the last 10 years in the power-output and reliability of both touring and racing two-strokes. It is on this overall advance that Mr. Tragatsch's final observations should have been based.

In the past four or five years, D.K.W. and Montesa have been very successful in races, not necessarily finishing high up,

125 c.c. B.S.A. Bantam's 105 m.p.h. on alcohol fuel, and his enumeration of the various overheating difficulties associated with the two-stroke racing engine, whose magnitude obviously increases as the volumetric efficiency approaches that of the racing four-stroke.

There has long existed a deal of prejudice against the two-stroke motor cycle engine, particularly in respect of racing in this country, which it is difficult not to attribute to ignorance, in view of the basic potential advantage over the four-stroke engine.

Other considerations equal, the two-stroke needs only 50% of the volumetric efficiency of the four-stroke to produce equal power output, (and pro rata) — what potentiality! Also what a beautiful opportunity for the F.I.M. and A.C.U. to issue another restrictive regulation, i.e., to compel all racing two-strokes to fire on alternate strokes only!!

It is to be hoped, however, that this grim possibility will not deter Mr. Rose from pursuing his experiments and writing so interestingly about them; or so elate Mr. Tragatsch that *Bemsee* readers are deprived of his no less interesting motor cycle racing lore.

London, S.E.18

L. W. E. Hartley

but nevertheless, finishing well. Their performances in this year's I.O.M. races were outstanding. These models are *air-cooled* and operate on the *normal* 3-port cycle; they are now as reliable as any racing four-stroke. However, it would be unfair to embarrass Mr. Tragatsch by over-stressing this point, since his article was obviously written before these events. Indeed, the position at the moment is such that further research and experiment on racing two-strokes would be very well worthwhile, especially in the smaller 125/250 capacities. What has been done in the field of racing is now bearing good fruit in the touring classes, as witness the swarms of mopeds and scooters giving splendid service all over the world. If one thing is clear in this difficult life, it is that it's quite useless and unprofitable to argue where strong personal preferences are involved. Mr. Tragatsch says he hates racing two-strokes. I say: "I love them!"

We are therefore in opposite camps. But he does his point of view no good by wordy generalizations. Hate is an unhappy term to use where technical matters are involved. Best wishes to your magazine and Mr. Tragatsch.

Ball's Bridge, Dublin. John F. Manning



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CLUBMAN'S JUNIOR RACE

- 1ST B. D. CODD B.S.A. 82.02 m.p.h.**
2ND J. ECKART B.S.A. 81.34 m.p.h.*

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HOW IS YOUR MEMORY ?

Erwin Tragatsch's

QUIZ

1. Thirty years ago, you could see at Brooklands, Vic Horsmann's curly-haired, blue-jerseyed mechanic, who himself was a superb racing man. Can you remember his name and his present occupation? Also the make of machine both rode in that period?
2. Who was the first rider of a 500 c.c. machine to attain 90 m.p.h., and also first to attain 70 m.p.h., on a motorcycle of 250 c.c. Today he is a big motorcycle dealer, and 56 years old. Give names of three makes of motorcycle on which he gained his main successes.
3. Do you remember the name of the American who rode at Brooklands and used on some occasions, an aerodynamic shell on his Norton?
4. The unlimited (experts-barred) sidecar class at the Blackpool Speed Trials in 1924 was won by a Brough-Superior rider who is now one of England's leading car manufacturers. His name please and also the name of the firm which, in 1926, produced in Blackpool, motorcycles between 175 c.c. and 1,000 c.c.?
5. Can you name the Grand Prix race on the Continent which had no finishers in the sidecar class, after all competitors retired?
6. In which year did Sunbeam introduce twin exhaust ports and who first rode a 599 c.c. model thus equipped?
7. I suppose you remember the o.h.c. "Dart" proprietary engine; but do you remember the name of the manufacturer/rider who used this engine in his racing machine?
8. Can you remember the make of machine the late Wal Handley rode in his first and also the make he rode in his last, high-speed event?
9. Can you remember thirty-five different makes of motorcycle produced in Coventry?
10. Can you name a Birmingham-built 175 c.c. o.h.v. motorcycle which, by the way, had not a Blackburne engine?
11. Riding Sunbeam machines, he was one of the fastest men at Brooklands and is still very active in "Bemsee." His name please?
12. Do you remember the names of six leading British racing men who, during the war, lost their lives in aeroplane accidents?
13. The son of a famous ex-racer and editor; rode what make of machine in races and what is his name?
14. In what year did Nortons use a part-streamlining for the first time while doing long-distance records. Who rode this machine and where was the venue?
15. Which British riders rode German B.M.W. machines in the T.T.?

For the answers, kindly turn to page 168.

MUTUAL AID

FOR SALE—1952 Hartley-Ariel, 350 c.c. Engine maintained regardless of cost. New big-end and mains just fitted. Swinging-arm rear end. Teles, T.T. Carb., new Racing Avon Tyres. Winner of numerous awards in 350 and 500 Road Races. £60, H.P. if required, K. Barfoot, 27 Daffodil Road, Woolton Road, Liverpool, 15.

NEW MEMBERS

THE following New Members have been elected:—L. J. Bailey, A. L. Batts, R. E. Baugh, G. L. Bird, E. G. Bishop, M. E. Chiles, D. Ferguson, G. Freeman, P. D. V. Hackett, J. C. Hemmett, W. R. Lunn, R. Masson, W. Nicholson, D. Pearman, W. B. Powell, D. E. Ridgway, D. Rumble, J. N. Tollit, F. Sheene, G. G. E. Stroud, L. W. Trubridge, G. I. Wood.

The W. R. Lunn above is, of course, our old friend Bob Lunn rejoined.

THE COVER PHOTO

WITH pleasure, we highlight on our cover this month, the well-known and successful little 125 c.c. racer designed and built by Messrs. Lewis, Ellis & Foster Ltd., of Watford. Readers will no doubt like some further details of the machine and we give these below.

The machine is exactly as ridden by Dave Chadwick in the Island; in fact, except for the fairing, differs little from its first outing in 1954. Since then valve ports have been enlarged and a new inlet cam fitted, giving increased lift. Tested on a Walker Fan Brake, it gives 13 b.h.p. at 8,500 r.p.m., the power falling-off up to 10,000 r.p.m.

The main details of the machine are as follows:—55 mm. bore x 52.5 mm. stroke. The very stiff bottom end has a one-piece crankshaft with plain (split shell) big-end, lubricated at about 100 lbs. sq. in. by a gear pump. The chain-driven o.h. camshafts are fed by jets at about 60 lbs. sq. in., the surplus oil flowing back via the timing chest through a 3 in. filter to the sump. A timed rotary-breather driven by the inlet camshaft ensures a clean exterior to the engine. Ignition is by B.T.H. Mag., to a central spark plug pocketed in the head; which is a bi-metal casting with alloy-bronze skull. The pattern for the head, by the way, was the only one "made out"; the others were made here using much putty, plastic-wood and shellac varnish. The drive to the rear wheel is through an Albion four-speed 'HJ' box. "Oh for a five or six-speed box!" The fairing is made of glass-fibre on a light tubular steel frame, rigidly bolted to the motor-cycle frame at five points. This has given no trouble, doesn't affect the handling and puts 3/4 m.p.h. on the speed.

Mr. H. H. Lewis writes to say that they continue to search for "horses," but their time is very limited. A good mechanic and a stores-assistant if found, could help with the day-to-day business, thereby leaving the development team more time to devote to the L.E.F.

VOLUNTEERS PLEASE!

A NUMBER of volunteer members are urgently required for certain official duties connected with the organisation of the oldest and most famous motor-cycle racing event in England—our own International 'Hutchinson 100,' which takes

place on Friday and Saturday, September 21st and 22nd, 1956.

Volunteers for two main duties are needed, one of these will be connected with the Admission Control Administration, and persons will be required to patrol the "back areas" of the Silverstone Circuit in pairs from approximately 7.00 a.m. to 2.30 p.m. on Race Day only. The object of this operation is, of course, the all-important one of preventing members of the public from gaining access to the Circuit through the numerous gates and gaps in the hedges which surround the area, without having paid the proper admission charge at one of the Official entrances. Offers to assist on this duty, which may well save the Club many hundreds of pounds and turn this great sporting fixture into a financial success at the same time, should be addressed to the Admission Controller—Mr. A. Squillario, Shrewley Fields, Little Shrewley, Hatton, Nr. Warwick.

The other job for which we will require a number of suitable volunteers is for Special Marshal patrol duties, both at the Track side or elsewhere around the Circuit where it is essential to 'police' the course and prevent the public or other unauthorised persons from gaining access to certain prohibited areas in the interests of safety. Applicants for these duties, who may be required for both the Friday and Saturday (Practice and Race days) are requested to write direct, offering their services to Mr. W. A. S. Knox-Gore, 8 Hawthorne Avenue, Eastcote, Middlesex.

Thank you!

R. C. Walker (Secretary).

TRUE STORY

THE other day a chap comes into the shop. "I've bow't a mot bike, it won't go, it wants a plate on it." I nearly asked, "Dinner or soup plate?" I said, "Bring it down, let's look." "It's outside," he says. I look; no cylinder, piston, or conrod! I say to him, "Where do you want this plate fitting?" "There," he says, pointing to the crank-case mouth. "Where is the conrod, piston, etc.?" I ask him. "Don't know now't about them things," he says. "Bloke I bought it off says it only wants a plate there." I ask him: "What makes it go then?" "Oh!" he says, pointing to the oil tank, "That's under 't saddle. "You just pour it in and it goes."

P.S. I didn't plate it!

W. H. Dixon.

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ROYAL AUTOMOBILE CLUB

To the Secretary,

B.M.C.R.C. Ltd., 34 Paradise Road, Richmond, Surrey.

I hereby make application for enrolment as an Associate Member of the Royal Automobile Club, and I undertake to abide by such Rules and Regulations governing Associate Membership as may be issued from time to time.

I agree to accept the R.A.C. Associate Badge and Telephone Key on the following conditions:—

- The badge and key are issued on loan and remain the property of the R.A.C. and must be returned without refund immediately the holder ceases to be an Associate Member of the R.A.C.;
- The R.A.C. reserves the right to require the return of the badge and/or key at any time;
- The Associate Member to whom the badge and key is issued undertakes not to part with it to any other person.

In pursuit of my application above, I enclose herewith my additional annual subscription to the Club (the amount of which is detailed hereunder) and also the joining fee to the R.A.C.

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Subscription (M/Cycle)	£1	5	0
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All Cheques and Postal Orders should be made payable to British Motor Cycle Racing Club Limited.

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(If not, please state for what purpose used)

State here fitting required for badge

Signature

Date

ANSWERS TO THE QUIZ

1. Bill "Curly" Quinn, who is still with Vic Horsmann's firm at Liverpool . . . both rode Triumphs.
 2. Rex Judd Velocette; Norton; Douglas.
 3. Jack Forbes.
 4. William "Bill" Lyons, now the boss of Jaguar's. Charles Chamberlain, Bispham, Blackpool; produced in 1926 the "C.C." motorcycles.
 5. The Swiss Grand Prix of 1924.
 6. In 1924 . . . Geo. Dance rode the first 599 c.c. double-exhaust Sunbeam.
 7. G. Grindlay, in his Grindlay-Peerless.
 8. Handley's first racing machine was an "O.K.," while he had his last official high-speed ride on a B.S.A. (1937 at Brooklands).
 9. Triumph, Francis-Barnett, Rudge-Whitworth, Coventry-Eagle, Montgomery, Grindlay-Peerless, Lea-Francis, Rover, Humber, Spark, Monopole, Invicta, P. & P., Mohawk, Sparkbrook, Singer, Hazlewood, Omega, Coventry-Victor, Hobart, Coventry-B. & D., Rex-Acme, Premier, Mars, Williamson, McKenzie, Weaver, Croft-Cameron, Kenilworth, A.E.L., Saxessories, Wee-McGregor, Stan, Coventry-Mascot, G.S.D.
 10. The "A.K.D." in the late twenties.
 11. Gordon Cobbold !
 12. Wal Handley, Chris Staniland, Syd Gleave, Wal Rusk, H. C. Lamacraft, J. Moss.
 13. A Velocette. The rider was Murray Walker, son of Graham Walker.
 14. In 1934, the late Jimmy Guthrie at Montlhery in France.
 15. Jock West and Tim Reid.
-

BRIGHTON SPEED TRIALS

MEMBERS ARE ADVISED THAT THE MOTOR-CYCLE
SECTION OF THIS MEETING HAS BEEN CANCELLED.

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Bemsee Events

Saturday

October 6th

**METROPOLITAN
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Crystal Palace -- Racing

GERMAN G.P.

SENIOR (500 c.c.)

1st R. Armstrong	GILERA
New race record speed 92 m.p.h.	
2nd U. Masetti	M.V.



SWEDISH G.P.

SENIOR (500 c.c.)

1st G. Duke	GILERA
2nd K. Campbell	NORTON

JUNIOR (350 c.c.)

1st K. Campbell	NORTON
2nd J. Hartle	NORTON



BELGIAN G.P.

SENIOR (500 c.c.)

1st J. Surtees	M.V.
----------------	------

JUNIOR (350 c.c.)

1st J. Surtees	M.V.
----------------	------

SIDECAR

2nd P. Harris	NORTON
---------------	--------



DUTCH T.T.

SENIOR (500 c.c.)

1st J. Surtees	M.V.
----------------	------

JUNIOR (350 c.c.)

2nd J. Surtees	M.V.
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