

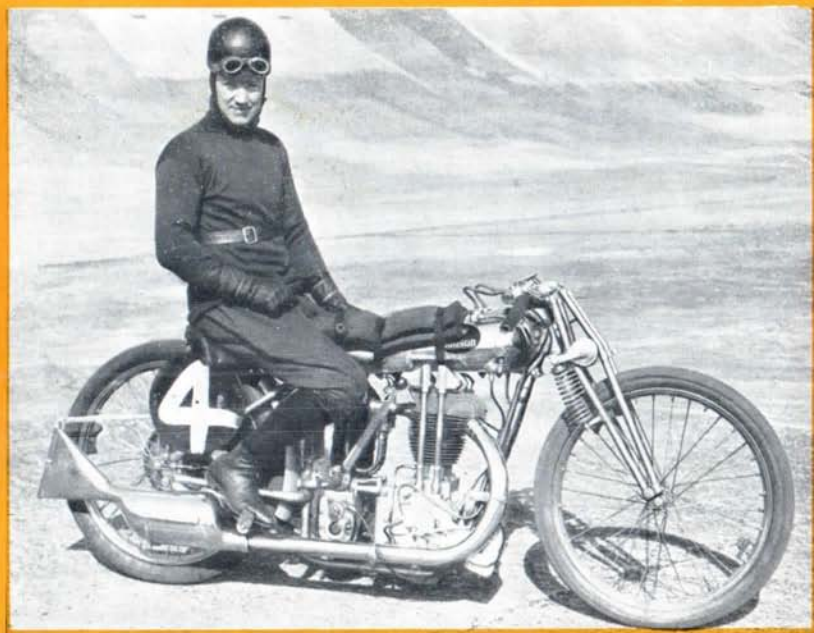


# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 7. JULY, 1956.

ONE SHILLING



The Wizard of Brooklands, the late Bert le Vack. He is seated on one of his New Hudsons of the 1928 period.

(Photo: Motor Cycling)

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# SHELSLEY WALSH HILL CLIMB



REGULATIONS for the Motor Cycle Section of this event are now available on request from the Richmond Office. As in former years entries will be limited and accepted by selection. Classes for 350, 500 and 1,000 c.c. Solo, and Sidecars and Cyclecars.



Note the date has now been changed to

**SATURDAY 25th AUGUST**



# Bemsee

EDITOR :  
L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT : The Marquis Camden, J.P.

VICE-PRESIDENTS : Professor A. M. Low, D.Sc., A.C.G.I., E. C. E. Baragwanath  
H. L. Daniell, C. A. Lewis.

CHAIRMAN : N. B. Pope.

VICE-CHAIRMAN : A. H. Taylor.

SECRETARY : R. C. Walker, 34 Paradise Road, Richmond, Surrey.

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## Take up your pen

A month or two ago we published a letter from a member who appealed for a better correspondence feature in *Bemsee*. So far we have not been able to satisfy him, simply and solely because members have not responded to the appeal.

Why? Is it because they cannot write? Or is it because they will not write? The first reason is an unlikely one, so it must be the second. And why won't they write? Put them together in a club room and there will not be a four-legged donkey around in a twenty-mile radius.

Curiously enough the *Vintage Motor Cycle*, magazine of the Vintage Motor Cycle Club contains many letters on a variety of subjects and in a variety of moods. Now why should this enthusiastic body be more versatile than racing motorcyclists?

Perhaps nobody reads *Bemsee*. What a sad thought for the new Editor who takes over next month.

# HAVE ANOTHER PORT

A. E. ROSE

ERWIN TRAGATSCH'S interesting and provocative article "Racing Two-strokes—I hate them!" in the June *Bemsee* reminds me of the story of the man standing at the bar with five pints lined up in front of him. "This beer," he says, is ruddy awful. I'll be glad when I've had enough of it."

I'm obliged to Erwin for his kind reference to my own puny efforts in the two-stroke field and can assure him that there are times when I also hate two-strokes, but, I always come back for more when I've had a couple of days lay-off. I imagine that other people feel the same way at times.

However, I never blame the two-stroke for my own shortcomings and I suggest that this is the proper frame of mind to view the problems which this type of engine poses.

He's a cunning bird this Tragatsch. Tells you all the troubles which have been associated with the two-stroke engine for donkey's years. The shortcomings of two-stroke engines thirty years ago and even in the nineteen-thirties are as nothing compared with the small O.H.V's. of that period, with one or two exceptions.

I hesitate to cross swords with anyone who has a long association and expert knowledge of design and development work, but surely it should be made clear that most of the troubles encountered earlier on, such as overheating and piston burning, disappeared when the cross-scavenge engine gave way to the reverse or loop scavenged type in the late 1930's.

Regarding the large sums of money expended on developing the two-stroke I should imagine that this is a drop in the ocean compared with that spent by hundreds of firms all over the world on bringing the 4-stroke to its present stage.

Not that I wish to knock the 4-stroke engine. Of course, it's good. It's so easy to understand, that what with engineers pinching each other's ideas for fifty years and praying to the metallurgists to help them out from time to time, it just can't help being good.

The two-stroke has had a certain amount of lip-service, but would have been further advanced had people not become discouraged (or broke, if you like)

so easily. Plenty of four-stroke people went broke. Want any names? Let's get off the general discussion for a while.

The reason why so many firms had a crack at producing racing two-strokes lies in the fact that they thought it simple to design and develop. What could be easier than make a cylinder with the required number of holes and bung it full of gas, then take advantage of the extra bang. If it didn't go, well, it wasn't their fault, it was the temperamental two-stroke engine. Never mind, let's get some more gas in. What shall it be? Forced induction, twin pistons, rotary valves, membrane motors? Sometimes they worked; often they blew up or cooked. The firms went bust, made four-strokes and still went bust, or at any rate carried on saying, like good old Erwin, "Two-strokes, I hate them."

*Except D.K.W.*

I'll agree that they must have spent a ton of money and as they are still pretty active it looks as though they have made some too.

Just have look at this D.K.W. racing engine. Awfully disappointing to Herr T.

No blower, no rotary valves, no membranes. No valve gear either and on last year's figures it churned out about 42 b.h.p. for the 350. The significant fact is that it is simple. It's a three but that's not unnatural. The fact that a two-stroke cylinder is best in small sizes is generally accepted and each individual cylinder is uncomplicated. This is the point. There is nothing sensational about the engine. Metallurgical considerations apart, it could have been built 20 years ago. Why wasn't it? That's not the fault of the two stroke engine. Let's say that the designers hadn't got round to it!

It would be foolish to suggest that the 4-stroke engine is not pre-eminent in the racing field today. It is probably best that it should be for the private owner, for it appears that comparatively few are interested in the actual tuning of their machines and fast, ready-made, two-stroke racers are expensive, mainly because no British manufacturer is interested in producing one.

Don't sell the racing two-stroke short, however. There may well be a sudden turn of the wheel such as that which pro-

duced the loop-scavenge system, so simple, it was there all the time waiting to be discovered.

That's in the lap of the Gods.

Temperamental? Most displays of two-stroke temperament can be traced to the man who assembled or tuned the engine—don't I know! In the meantime it won't do any harm to ponder over the performance of the Montesas in the Ultra-Light-weight T.T. and the run of the solitary D.K.W. in the Junior, when only the winning machine did a faster lap.

Fuel consumption? The D.K.W. does 30 to the gallon. This is the same as claimed for Rod Coleman's T.T. winning A.J.S. 350. I have read that the 350 Moto Guzzi does about 60 m.p.g. What do they carry in the spare tanks—orange juice?

Fuel consumption *can* be heavy in a racing two-stroke. On my former 125 Bantam I pushed the consumption up from 70 m.p.g. to 40 m.p.g. by playing about with the exhaust port and no doubt many people have done this in the past and blamed the engine. My present engine, which is not going very well, yet, gives 90 m.p.g. running around the roads and 70 m.p.g. under racing conditions—with a 1 1/16th inch carburettor.

Dealing with Erwin Tragatsch's list of two-stroke limitations I would make these general comments.

The combustion in a 4-stroke engine is more complete, but recent cylinder head designs and better scavenging and filling have greatly improved the racing two-stroke in this connection. It may be that further improvements will be achieved.

The 4-stroke has a lower working temperature, well, as far as the combustion chamber, cylinder and piston crown goes I'll give him this. Therefore, he says, we can use a higher compression ratio.

How many racing 4-strokes are using compression ratios of 11—12—13:1 on pump fuel as is common with two-strokes which give not the slightest trouble at these compressions (although I'll concede that the C.R.'s. are physical and depend on volumetric efficiency for true comparison).

The present large bore 4-strokes are limited by lack of space for valve operation and all racing 4-strokes are limited by the heat of the exhaust valve, no matter how cool the rest of the components run.

The question of scavenging, thermal efficiency and mean effective pressures are inter-related. I think we can give the 4-

stroke a clear lead on this, together with volumetric efficiency. All the above, however, are being greatly improved by reason of clever exhaust system design and attention to porting and even allowing that the resultant mean effective pressures are still much below the 4-stroke, well, there are two bangs against one.

The criticism of two-stroke ignition systems can be dismissed. I have never known this to present any great problem. My own engines have performed quite well at around 8,000 in the gears and never missed a beat on the standard Wico-Pacy magneto complete with lighting coils. I run on the coolest racing type plug and have never yet cooked or oiled a plug on a single cylinder two-stroke. That's sticking my chin out—perhaps I don't go quickly enough! The racing firms seem fairly clear of this trouble. I cannot see why a racing two-stroke has to be water-cooled.

The simplest way of considering why heat has to be conducted away in an engine when it is understood that heat loss is loss of efficiency is to bear in mind that heat is useful up to the point where it penetrates a component to a degree whereby it makes a nuisance of itself. The weak points in a two-stroke are the front of the piston crown and the cylinder around the exhaust port region where overheating and unequal expansion can take place. Proper finning design can obviate the latter, reasonable mixture control reduces the risk arising from the former weakness.

Water-cooling, to be effective, must prevent boiling at any point and for this reason one has to tend to overcool throughout with resultant loss of useful heat. This, quite apart from the disadvantage of carrying bulky and heavy equipment around.

Now, as to the reason why I write a little about two-strokes. There are plenty of people more qualified to do so and quite a few who ride machines which can beat mine. I don't think any of us are particularly trying to prove the two-stroke to be better than the 4-stroke. I can only give my own reasons for persevering with the type. Firstly, I can honestly say that, in spite of the problems, I have never been so deeply interested in any mechanical contrivance. My time has always been limited and will become more so but the financial sacrifice I have had to make has been well worth while. Sometimes my ideas do not work out; when they do the

*(continued on page 128)*

## RESIGNATION OF EDITOR.

EVERYONE will be sorry indeed to hear the news that Les Higgins has tendered his resignation to the Committee as Editor of this magazine, a post which he has filled for the past four years. For some time past business commitments have been placing a great premium on his time, and making it increasingly difficult for him to carry out editorial duties as he would wish, and to maintain the high standard of *Bemsee*.

Every Member will, I am sure, wish to join me in thanking Les Higgins for the enormous amount of work he has put in on behalf of our Club to keep its maga-

zine up to the high standard which they have become used to, and which is very necessary to keep it in its present leading position among the magazines of other Clubs. In wishing him every success in his appointment in the advertising department of a well-known firm of car manufacturers, let us not forget the task he set himself last year in the compiling and production of the Club's first Handbook, "Introducing you to Bemsee." There are few who realise the incredible number of hours of work that went into its production and for which Les was 90 per cent responsible.

## NEW EDITOR

AT the time of writing arrangements for the changeover have yet to be completed, but it gives me great pleasure to announce that Mr. P. Wright has agreed to fill the Editorial Chair and generally take over the reins from Les Higgins, and he will, in fact, be responsible for the August issue of *Bemsee*. It is hoped that all members will do their utmost to assist him in his tasks and perhaps make extra efforts to keep him supplied with articles for publication in the magazine each month.

Peter Wright, in addition to having had a little experience in this line in the past, has also been responsible for assisting the Club in no small degree at main race meetings over the past two years, carrying out in the most expeditious and enthusiastic manner the job so few are interested

in doing: that of a Security Marshal with patrol duties in the "back areas" of the Silverstone Circuit, and on Whit-Monday he stood in for the more amenable job of a Lap Scorer at our Britannia Vase Meeting at Oulton Park.

It should be noted that if members' contributions are written free-hand, they should firstly be directed to the Richmond office for typing, after which I shall be only too pleased to forward these on to the Editor for his attention. All matter for typing must be received by not later than the 12th of the month or, if already typed, send so as to reach Mr. P. Wright, The Flat, Cavendish House, Waterloo Street, Birmingham, 2, by the 16th of the month at the latest.

R. C. Walker.

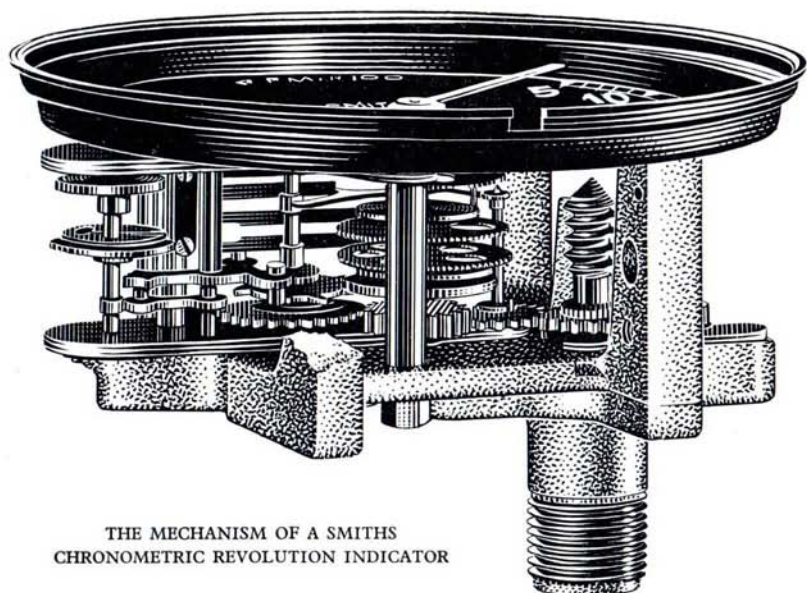
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### Have another Port (continued)

pleasure is stimulating. The actual cost of constructing and running a 125 two-stroke is very low and the cost of replacement of components against that of over the counter racing O.H.C.'s, is worth considering. The little O.H.C.'s, are lovely machines—who can deny it—but few can afford them and not many would be bold enough to start hacking the engines about as a hobby! The two-stroke pro-

vides an opportunity for the man who is not easily discouraged and who likes to use his hands and his loaf. I am quite certain that designers, development engineers and riders could all profit from a spell on two-strokes.

You know, like a two-stroke, a champagne bottle goes "pop," and the contents are most satisfying, they say.



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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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## B.M.C.R.C. CHAMPIONSHIPS, 1956.

Placings after *Motor Cycling's* "Silverstone Saturday," April 14th, and the Oulton Park "Britannia Vase Meeting" on May 21st.

Points are awarded as follows:

National Meeting: 7 for a win, 6 for a second, 5 for a third, 4 for a fourth, 3 for a fifth, 2 for a sixth, and 1 for a seventh, eighth, ninth or tenth place.

International Meetings: 10 for a win, 9 for a second, 8 for a third, 7 for a fourth, 6 for a fifth, 5 for a sixth, 4 for a seventh, 3 for an eighth, 2 for a ninth and 1 for a tenth place.

125 c.c.	250 c.c.	350 c.c.	500 c.c.	Sidecar
<b>14 Points</b>	<b>7 Points</b>	<b>9 Points</b>	<b>12 Points</b>	<b>8 Points</b>
C. C. Sandford	R. McIntyre J. Surtees	A. King	R. McIntyre	C. H. R. Warner
<b>11 Points</b>		<b>7 Points</b>	<b>7 Points</b>	
E. Pantlin	<b>6 Points</b>	R. McIntyre	G. E. Duke J. Surtees	<b>7 Points</b>
	P. H. Carter			P. V. Harris E. Walker
<b>6 Points</b>		<b>6 Points</b>		
M. P. O'Rourke R. W. Porter	<b>5 Points</b>	R. D. Keeler	<b>5 Points</b>	
	T. E. Fenwick C. C. Sandford		P. H. Carter T. S. Shepherd	<b>5 Points</b>
<b>5 Points</b>		<b>5 Points</b>		W. Boddice
W. M. Webster	<b>4 Points</b>	P. H. Carter D. Ennett		
	R. M. Harding E. W. Tinkler	<b>4 Points</b>	<b>4 Points</b>	
<b>4 Points</b>		G. R. Dunlop A. Trow	G. R. Dunlop J. A. Storr	<b>4 Points</b>
D. W. Minter				O.E.Greenwood
	<b>3 Points</b>	<b>3 Points</b>	<b>3 Points</b>	
<b>3 Points</b>	A. W. Jones I. F. Telfer	V. T. Williams	J. R. Clark G. T. Salt	<b>3 Points</b>
J. Baughn A. Jordan				R. Dowty
	<b>2 Points</b>	<b>2 Points</b>	<b>2 Points</b>	
<b>2 Points</b>	P. H. Tait W. M. Webster	R. M. Harding J. Storr	B. Duffy A. King	
K. C. Brett				<b>2 Points</b>
		<b>1 Point</b>	<b>1 Point</b>	J. Difazio
<b>1 Point</b>	<b>1 Point</b>	F. Burgess J. R. Clark R. Fay F. G. Perirs T. Phillipson F. A. Rutherford B. L. Turner	J. D. Brindley D. G. A. Clark R. Fay A. V. Hegbourne F. A. Rutherford A. J. Trow	
F. Bishop E. W. Collins J. W. Dakin D. H. Edlin F. L. Fuller A. J. G. Jarvis W. B. Martin	J. Eckart B. Hunter W. J. Maddrick G. S. Pennington W. A. Smith			<b>1 Point</b>
				N. E. Hicks

## R.A.C.

WEST COUNTRY  
DE-RESTRICTION

FOLLOWING representations made jointly by the Royal Automobile Club and the Automobile Association, the Borough Council of Weston-super-Mare has agreed to de-restrict nearly a mile of the new Bristol Road.

The order releases from the speed limit the length of road (Route A.370) running for approximately 1,526 yards from its junction with Annandale Avenue eastwards to its junction with the Borough boundary.

A 30 m.p.h. speed limit was originally imposed on this stretch of road in 1934, by virtue of the existence of street lighting. In November 1953 the attention of the Weston-super-Mare Borough Council was drawn by the motoring organisations to the fact that the length of road in question had not "the general characteristics of a built-up area".

The Weston-super-Mare Borough Council then proposed to de-restrict approximately one half the length of road but, following further representations from the R.A.C. and the A.A., the council later agreed to de-restrict the entire length of road in accordance with the original proposal of the motoring organisations.

The order removing the 30 m.p.h. speed limit from the road was confirmed by the Minister of Transport and Civil Aviation on March 23rd.

PARKED VEHICLES—  
LIGHTING REGULATIONS

FROM June 5th cars and motor cycles can be parked without lights, or with parking lights only, on certain roads outside the London area, subject to certain conditions. In London, this has been allowed since last September. The main difference between the Regulations for London and those for the provinces is that outside London it is left to the discretion of the Chief Constable in each district to decide on which roads parking without lights can safely be permitted. Roads approved for this purpose will be marked by a special traffic sign in the form of a horizontal black band, without wording, on a white background. This

sign will appear on or near the street lamp standards. Members requiring further information concerning these regulations should apply to the Legal Department of the R.A.C.

## TRIPTYQUE

A NEW customs document for car owners and motor cyclists taking their vehicles abroad can be obtained in Great Britain from the R.A.C., the A.A. and the R.S.A.C. Known as a "Triptyque for a Single Journey," this new temporary importation document has been introduced by the World Touring and Automobile Organisation (O.T.A.) It does not take the place of the comprehensive carnet supplied to members by the three British motoring organisations, which is valid for twelve months for any number of journeys to at least 68 different countries. The R.A.C., the A.A. and the R.S.A.C. will issue the triptyque to members and non-members alike for a fee of 6s. each and the documents are valid, for a single journey only, to any one of the following twelve Continental countries: Austria, Belgium, Czechoslovakia, Denmark, France, Germany, Hungary, Italy, Luxembourg, Netherlands, Norway and Switzerland. The new triptyque is not a car passport and unlike the carnet, will permit the holder to enter, and leave, one country on one occasion only.

## FIRST-AID OUTFIT

IN co-operation with Cuxson, Gerrard & Co., Ltd., the manufacturing chemists, the R.A.C. has produced a handy-sized first-aid outfit for motorists. Especially designed to fit in dashboard or car door pockets, it contains dressings, antiseptic cream, lint, safety pins, adhesive plaster and bandages. In addition, there is an invaluable little instructional booklet "First-Aid in a Few Words," which gives a brief summary of the necessary action in the event of emergency. Modestly priced at 7s. (postage 1s.), this outfit—the first of its kind produced especially for the motorist—is on sale at the R.A.C. Head Office and all County Offices. It is also obtainable from most chemists' shops.

(continued on page 133)

for a very, very long time. He did not say when a single held the absolute record over a flying start kilometre. Do you know the answers? No prizes! My other pen friend has reminded me about a certain Pietro Taruffi who covered the Kilo on a "Gilly" in 1937, repeat 1937, at just over 170 m.p.h. He asks if anyone knows whether it was done on alcohol or petrol benzole or a mixture of all three plus lead, and was it normally aspirated or not? Can anyone give the accurate answers in a letter to the Editor? (It was blown and streamlined; originated as the Rondine—Editor).

☆ ☆ ☆

I HEAR with regret that our Editor, Les Higgins, will soon be giving up the Editor's chair due to increasing pressure of business. This will be a blow to the Club who regard this magazine with affection. It is our best link with membership scattered all over the globe, through which we can

pass things to one another. During his period of office, Les has seen the Club grow from a sapling to a strong oak. The original acorn was planted in 1909 and our Jubilee is not so far away. The "Bemsee Tree," forty seven years young with a history that is absolutely unique in the world of motor sport on two or three wheels. We must, however, increase our membership or face the fact that we need working capital from the existing shareholders.

☆ ☆ ☆

OUR members are due to perform at Shelsley Walsh on August 25th. Dare we hope for the absolute course record at the Hill Climb? After the "Hutch" in September, we have an appointment on October 6th at the Crystal Palace. I sincerely hope that Geoff can bring the "Gilly" along to this particular venue just to prove that lots of pots are no handicap on a tricky short-circuit.

## AVON TYRE GUIDE

The new edition of the Avon Tyre Size Guide published annually, has been changed and provides a speedier reference with improved readability.

These Guides are available to bona fide traders on application to the local Avon Depot or from the Publicity Division, The Avon India Rubber Co. Ltd., Melksham, Wilts.

### "BEMSEE" and "THE SHOW"

MEMBERS will be pleased to know that negotiations are under way which, if successful, will enable the Club to be represented on a stand at the Motor Cycle Show at Earls Court next November, and it may well be that we shall share a stand with two other well known organisations. Watch for further announcements.

## MUTUAL AID

FOR SALE: Ex Les Harris KTT Velocette. All enquiries to: W. D. Reid, Manor Gardens, Killinghall, Harrogate, Yorks.

FOR SALE 1940 350 c.c. o.h.c. Manx Norton. Springer. Square head. Motor all alloy. Large tanks, dual seat, with road gearbox and kick start. Cone front hub, good tyres. £85. o.n.o.

ALSO: 1951 K.T.T. swinging arm Veloframe complete with 4½ petrol tank and 1 gall. oil tank. Log book also available for this. Reg. No. MKC.967. W. Hall, 38, Torbay Road, South Harrow, Middx.

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Silverstone  
September  
22nd

## COMMITTEE NEWS

Meeting held on May 28th, 1956.

Present: N. B. Pope (Chairman), L. S. Cheeseright, G. C. Cobbold, A. L. Huxley, W. G. Jarman, W. A. S. Knox-Gore, A. Squillario, A. H. Taylor, I. F. Telfer, G. E. Tottey and R. C. Walker (Sec.)

Ex-officio Member: E. C. E. Baragwanath. Apologies for absence were received from Messrs. H. L. Daniell and D. J. H. Glover.

**Starting Grid Positions.** A letter received from the A.-C.U. expressed appreciation for the assistance rendered and proposals that had been put forward by the Committee regarding Starting Grid positions at Road Race Meetings and stated that the A.-C.U. would adopt one of these suggestions for general recommendation to all Clubs concerned in the organisation of Road Race Meetings.

**Brighton Spring Speed Trials.** Reviewing this Meeting it was agreed that it had undoubtedly been a great success from a sporting point of view and Members had written to the Secretary expressing their pleasure and hoping that the event would be the first of a series to be run annually. It was noted with regret that provisional figures indicated that there would be a financial loss on the event. It was agreed to investigate the possibilities of again staging the meeting during 1957.

**Oulton Park.** A full discussion took place on the Britannia Vase Meeting held at Oulton Park on Whit-Monday. This Meeting, which was organised in conjunction with the Cheshire Centre A.-C.U. was considered very successful. It was resolved, however, that a number of alterations to the general arrangements would be desirable when planning next year's event at this circuit. It was understood that a special meeting between Cheshire Car Circuit Ltd., The *Daily Herald*, The Cheshire Centre A.-C.U. and

B.M.C.R.C. was likely to take place in the near future to generally review the event and make such suggestions as might be deemed desirable for the future.

**Shelsley Walsh.** Due to difficulties that were likely to be encountered if this Annual Hill Climb was run on a Sunday, Mr. Squillario stated that the Midland Automobile Club would now organise the event in conjunction with B.M.C.R.C. on Saturday, August 25th, 1956.

**Hutchinson 100.** It was agreed that Mr. Squillario would again be in charge of Admission Control arrangements and that a special request be made for Members to volunteer for duties as Security personnel to patrol the "back areas" of the Silverstone Circuit.

**Membership.** Thirty four applications for membership were dealt with and applicants were elected as members of the Club.

**Resignation of Editor.** It was with deep regret that the resignation that had been tendered by L.R. Higgins from his post as Editor of *Bemsee* was accepted. The Secretary was instructed to convey to Mr. Higgins the thanks and appreciation of the Committee for his work on the magazine over the past four years.

**Crystal Palace.** The Secretary reported that he had had a provisional meeting with the appropriate department of the London County Council to discuss matters with the Club's Metropolitan Meeting to be held on the Crystal Palace circuit on October 6th. Discussions were proceeding favourably.

**Trophy Day.** General arrangements that had been made for the Club Meeting to be held at Silverstone on July 7th were reviewed. It was agreed that all admission and control arrangements should be similar to those which worked satisfactorily during 1955.

### R.A.C. News (continued)

#### STRAY DOGS

COMMENTING on the clause which it is proposed to insert in the Road Traffic Bill, making dog owners liable to a fine of up to £5 for allowing their dogs on "designated roads" without a lead, a spokesman of the Standing Joint Committee of the R.A.C., the A.A. and the

R.S.A.C., said: "Stray dogs on the highway are a serious menace. They caused 2,626 accidents involving death or personal injury in 1954. They constitute a special hazard for motor cyclists. If means can be found to control them we shall be delighted, but how are dog owners to know the 'designated roads'?"

## AREA NEWS

### DERBYSHIRE AND NORTH STAFFORDSHIRE

Geoffrey Shaw,

487 Uttoxeter Road,  
Derby.

AS reported in last month's journal, our meeting for April was scheduled to take place on Thursday, 26th of that month at the *Normanton Hotel*.

Unfortunately, I was prevented from attending by business, but Reg Thornhill very kindly stood in for me. As it happened, we need not have worried as only Reg, Harold Hollis and one other gentleman took the trouble to attend. No, doubt, however, several of our more active members were busy polishing up the models for the season and we shall have to hope that support will be forthcoming to a better degree next time. Certain among us have had the opportunity of getting together upon other occasions during the past few weeks out in the open air at racing events in the district and, believe me, there has been quite a lot to chat about. Several of the lads have been going great guns at Alton Towers, Osmaston Manor and Mallory Park, and I am sure that Roy Jervis has hardly been able to stagger away from meetings lately for the weight of gold in his pockets. Peter Tomes of Belper has also been making his 250 JAP go to some purpose; but he overdid it at Mallory and ended up in a cloud of dust. Hard luck Peter, and congratulations on your place in the 250 final at the same circuit last Sunday. Others I have been chatting to, out and about, are Peter Minion and Tony and John Allen. John Kalinins created a stir at Mallory last week, when he motored on the grass into Gerrards Corner and to complete the tale of those who do their racing the hard way, I have to hang my head in shame and confess to a toss at the Hairpin at Mallory during the 350 heat at the opening meeting.

A stiff shoulder, and no cricket for two weeks has taught me prudence.

To revert to matters in hand, however, I have to report that it has not been possible to arrange the film show this month (June) but it will be shown on Thursday, July 19th, at the *Normanton Hotel*, 8.00 p.m. The programme will last about two hours, excluding intervals for mending films and sustaining the operator, and

it is hoped that members will make a really big effort to get along this time. Incidentally, please bring all the friends and wives (only one of the latter per head, of course) that you can, as we have a fair sized room to fill. Two small items with which to conclude; we are still looking for a suitable stretch of private road upon which members can do tuning checks. The Allen brothers think they may have something but all the scouts are out anyway. The other point is that Bob Evans of Stone, Staffs, would like to obtain a rev. counter head for a Model 30 Norton. Any offers at "Bemsee" prices will be welcomed.

### SURREY AND MIDDLESEX

W. G. Jarman,

153 Reigate Avenue,  
Sutton, Surrey.

JUST because the racing season is in full swing, don't think we have forgotten next winter. Put this date and venue in your diary, *October 10th, 1956, South Western Hotel, Whitton, Hounslow*, where we have a room booked for a Film Show and a Brains Trust (if time permits). Messrs. Ransome and Rose are helping with this booking so back them up. London, Essex and Kent Members are welcome. It is not a stag-party so I suggest you work on the basis of one member and one guest. A silver collection will be made and any profit will go to our Benevolent Fund.

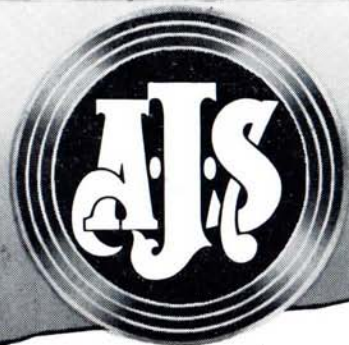
### NOTTINGHAMSHIRE AND LEICESTERSHIRE

W. B. Martin,

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

THE Local Cell is progressing quite soundly. At our last meeting some sixteen members were in attendance, a marked improvement over previous gatherings. We had more racing films, but unfortunately the Shell Company mixed up the Container lids, and instead of Motor Cycle Racing at Cadwell Park,

(continued on page 137)



**1955  
JUNIOR T.T.**

*A.J.S. riders won  
16 of the 33 silver  
replicas awarded*



**WINNERS OF 7 I.O.M. T.T. RACES  
AND INNUMERABLE GRANDS PRIX**

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**Finest Petrol in the World**

## **T.T. RACES ISLE OF MAN**

### **CLUBMAN'S SENIOR RACE**

- |                       |                      |               |                     |
|-----------------------|----------------------|---------------|---------------------|
| <b>1<sup>st</sup></b> | <b>B. D. CODD</b>    | <i>B.S.A.</i> | <i>86.33 m.p.h.</i> |
| <b>2<sup>nd</sup></b> | <b>R. E. JERRARD</b> | <i>B.S.A.</i> | <i>85.13 m.p.h.</i> |
| <b>3<sup>rd</sup></b> | <b>A. H. JENKINS</b> | <i>B.S.A.</i> | <i>84.37 m.p.h.</i> |

### **CLUBMAN'S JUNIOR RACE**

- |                       |                   |               |                     |
|-----------------------|-------------------|---------------|---------------------|
| <b>1<sup>st</sup></b> | <b>B. D. CODD</b> | <i>B.S.A.</i> | <i>82.02 m.p.h.</i> |
| <b>2<sup>nd</sup></b> | <b>J. ECKART</b>  | <i>B.S.A.</i> | <i>81.34 m.p.h.</i> |

*(Subject to official confirmation)*

**Using ESSO EXTRA exactly the same superb petrol you can buy from your local Esso Dealer.**

## 'REV COUNTER' REPORTS

**Bob Keeler**, after his spill at Blandford on Whit-Monday says, "The one thing I am lacking is a writing hand, the original being encased in one of the biggest pieces of plaster in Salisbury! The hand in use at the moment being my other and very tedious it is too, although it helps to make one ambidextrous. I feel quite well in myself and to my knowledge there are no complications, the one thing that keeps me occupied is replying to all the letters". His address is The Hampshire Ward, Odstock Hospital, Odstock, Salisbury.

**Ron Beecroft** writes, "In the round about way one hears things, it appears the Brighton effort last Saturday went over well with the public, the half crown enclosure being full. I am sorry that you did not get a bigger entry, as this event is a real speed feast worthwhile from the competing angle more than any  $\frac{1}{4}$  mile sprint, in fact a little piece of Brooklands. Mr. Rex Judd said that he could detect a revival of the old atmosphere, and I hope some of the members get to know of this, too, by the time of next year's "do"."

**Maurice Laverick**. Most members will remember Maurice who was unfortunate enough to have a nasty spill during the Racing Season of 1952. Having taken part in very little

racing since then he now tells me that he has now given up the idea of racing again and that he is to be married at Plymouth on July 21st. I know everyone will wish him the best of luck and every happiness.

**Eddie Dow**, now demobilised from the Army and having set up business in partnership with Arthur Taylor under the Name of Taylor-Dow Ltd., at Southam Road, Banbury, Oxon, writes to say, "that as we are now one of the nearest establishments to Silverstone, I am always prepared to help any Club Member. We have a fully equipped workshop for any mechanical bothers, and would help as far as possible with any other problem."

**G. D. Needham** writes to say that he has removed from Perak to Singapore and his letter includes the following very kind offer of hospitality—"If any Bemsee Members are proposing to visit Australia or New Zealand and find that their itinerary calls for an overnight stop in Singapore I shall only be too pleased to show them the City and whatever else we can take in in the time available". George Needham is a keen enthusiast and a great supporter of "Bemsee" in the East, and I am sure that any Member who finds it possible to meet him in Singapore will be more than welcome.

---

### Area News (continued)

we were confronted with Car Racing at Oulton Park. However, the Cadwell Film, Hepolites "Hot Work" and another racing film is for our next meeting on June 11th, to be held at our usual place, *The Dolphin Inn*, North Church Street, Nottingham at 7.30 p.m.

**A**NOTHER of our regular meetings was held at the *Dolphin Inn*, North Church Street, Nottingham, on June 11th.

The attendance was somewhat depleted in view of a number of our members being active participants in the Clubman's Races, Freddy Wallis, M. Redford, and H. D. Briggs. At this meeting in view of the Film Show (and not because we needed a restraining influence) the ladies were invited. The films "Hot Work," "Racing at Cadwell Park" and "Rally de Paris" were really delightful.

I am very pleased to report that T. H. Saunderson is now well on the mend, after his unfortunate prang at Alton Towers, caused by a broken spring unit.

Eighth litre members may be interested to note that they may now have opposition in the form of our A. S. Williamson, who is in the process of building what he hopes to be a very potent 125 c.c. "Omega."

All our members seem very pleased with the excellent circuit at Mallory Park, an ideal place for future "Trophy Days" (Secretary please note). Our next meeting will be held as usual, second Monday of the month, same place and time. How about reciprocal visits from you Derby people? At this meeting I hope to form a Committee in order that we may really get organised.



# MOTOR AND MOTOR CYCLE COMPETITIONS.

## *The Law regarding Events held on Sundays.*

1. THIS memorandum has been prepared to explain the effect of the decision in the case of *Culley & Ors.-v-Harrison*, which was heard by the Divisional Court (Goddard, L.C.J., J. and Donovan, J.) on 25th April, 1956.
2. THE case of *Culley & Ors.-v-Harrison* dealt with the correct interpretation of Section 1 of the Sunday Observance Act 1780 which reads as follows:-

"1 *House, etc., opened for public amusement on a Sunday, to be deemed disorderly house.* From any house, room, or other place which shall be opened or used for public entertainment or amusement, or for publicly debating on any subject whatsoever, upon any part of the Lord's Day, called Sunday, and to which persons shall be admitted by the payment of money or by tickets sold for money, shall be deemed a disorderly house or place; and the keeper of such house, room or place shall forfeit the sum of two hundred pounds for every day that such house, room or place shall be opened or used as aforesaid on the Lord's Day, to such person as will sue for the same, and be otherwise punishable as the law directs in cases of disorderly houses; and the person managing or conducting such entertainment or amusement on the Lord's Day, or acting as master of the ceremonies there, or as moderator, president or chairman of any such meeting for public debate on the Lord's Day, shall likewise for every such offence forfeit the sum of one hundred pounds to such person as will sue for the same; and every door-keeper, servant or other person who shall collect or receive money or tickets from persons assembling at such house, room or place on the Lord's Day, or who shall deliver out tickets for admitting persons to such house, room or place on the Lord's Day, shall also forfeit the sum of fifty pounds to such person as will sue for the same".

As originally enacted the 1780 Statute gave certain rights to common informers. The Common Informers Act 1951 abolished the right of a common informer to sue under the Sunday Observance Act 1780 and substituted a fine not exceeding

£100. The scope of Section 1 of the 1780 Act has also been modified by the Sunday Entertainments Act 1932 which permits, under certain conditions, the holding of cinematograph and musical and certain other entertainments on Sundays. It is also clear from the decision in *Houghton Le Touzel-v-Mecca Ltd.* 1952 K.B. 264 1 A.E.R. 638 that a company may be liable under Section 1 of the 1780 Act. The crux of the decision in *Culley & Ors.-v-Harrison* was the meaning to be given to the words "other place", in italics in the quotation above. The argument of the Appellants was that the words "other place" should be construed *ejusdem generis*, that is to say that the Act would cover a house or room or anyplace similar to a house or room, for instance a barn or a hall but not any place whatsoever because, if Parliament had intended to mean in any place whatsoever, then the words "house, room" would be superfluous. The relevant part of the Judgment of the Lord Chief Justice reads as follows:-

"The Justices convicted and, in my opinion rightly, and it is contended on appeal to us that they were wrong because it is said "place" must be construed *ejusdem generis* with the words which have gone before, "house" or "room". Of course, the principles upon which the construction generally known as that of *ejusdem generis* are applied are well known. They are to be found in books such as Maxwell on the Interpretation of Statutes, and I think it is unnecessary in this case to go exhaustively into them. I do not think "house or room" can really be said to establish a genus. I think what Parliament is saying is: "You must not do it in a building and you must not do it in a place". "House" or "Place" shows it will offend against an Act to deal with the profanation of the Lord's Day if these meetings are held in a house or room or place. What I think is significant in this matter is that the general expression that is used in Acts of Parliament which make illegal matters of this kind is that they are generally called disorderly houses, and I think this Act and the other Act, the Disorderly Houses Act, 1751, shows quite plainly that you can not only

have disorderly houses but disorderly places. If you have a disorderly house, that would indicate something within four walls and a roof, and if you have a disorderly place, that would be a place set aside for public entertainment or music or dancing or whatsoever it may be the particular Act prohibits, and that is called a disorderly place. It seems to me that if we were to decide that what was done here was no breach of the Act, it would follow that every racecourse could be opened on Sunday and races could take place. It is well known that races do not take place on Sunday, and I think they do not take place because of these Acts. It would be perfectly possible if we gave a decision the other way for racecourses to be opened and dog racing and motor racing to take place provided they closed the buildings, the grand stands and refreshment rooms, and hold their meetings on Sunday. I do not think it was intended that that sort of recreation should take place on Sunday. To my mind, it is perfectly clear that the word "place" is meant deliberately to be wider than the words "house or room", and therefore the justices were justified in finding that this was a "place" within the meaning of the Act, and I think this appeal fails".

3. FROM the above it can be clearly said that the holding of a motor sport event on a Sunday within a defined area, admission to which can only be obtained by a payment of money or by tickets sold for money, would be a breach of the law under the Sunday Observance Act 1780, and all persons taking part in the conduct or organisation of such event would lay themselves open to prosecution.

4. THE question will be asked "Is it possible to hold Sunday events but to levy any charges upon those attending the event in such a way as not to infringe the 1780 Act"? It is held in the case of *Williams-v-Wright* 1879 13 T.L.R. 551 that where admission was free but a charge was made for reserved seats, the Statute had not been infringed. If a car and motor cycle park is separate from the place where the event is held and a charge is made for parking, but no charge is made

for admission, it might well be argued successfully that the Statute was not infringed provided that the parking of a car was not made a pre-requisite to free entry to the event.

5. THE question may also arise whether the admission of members of a Club to an event would infringe the Statute if such admission were merely a benefit of membership, and the right of admission was not secured by a payment in respect of such admission or by tickets which had been purchased. If no tickets of admission are issued and the right of admission is not directly related to the amount of money paid for membership of the Club, then it would be the case that the Statute is not infringed. If, however, tickets or vouchers of any kind are issued, it might well be held that the consideration for them was part of the subscription. An arrangement by which admission can only be secured by the purchase of a programme will almost certainly result in the programme being held to be a ticket. If, however, programmes were sold even at an advanced price but those attending the event were under no obligation to buy a programme, then it seems that the Statute would not be infringed.

6. QUITE apart from the Sunday Observance Act 1780 there are other old Statutes providing penalties for certain activities on Sundays. The law in regard to these matters has not been changed by the decision in *Culley & Ors.-v-Harrison*, and this memorandum does not deal with them. It should, however, be borne in mind that under the Sunday Observance Act 1625, it is an offence to hold any "Meetings, assemblies or concourse of people out of their owne parishes on the Lord's Day . . . for any sports or pastimes whatsoever". Thus numerous meetings and assemblies regularly held on Sundays are illegal under the 1625 Act, but in practice proceedings are not normally taken under the Act, probably for the reason that the maximum penalty is only 3/4d—not such a large sum as it used to be in 1625!

7. THIS memorandum deals only with the law of England, the position in Scotland or Northern Ireland may be different.

# A.-C.U. NOTES

## STAMPING of APPROVED PATTERN CRASH HELMETS

THE attention of all riders is again drawn to the decision of the Competitions Committee that as and from January 1st, 1956, all crash helmets worn by drivers and passengers in speed events must bear the A.C.U. stamp.

To avoid difficulty at future events, drivers of passengers whose helmets do not bear the A.C.U. stamp are advised to submit their helmets, without delay, to the A.C.U., 83 Pall Mall, London, S.W.1, together with the appropriate fee of 2/6d. per helmet when, if approved, the helmet will be stamped and returned without delay.

It should be remembered that the A.C.U. has adopted the specification of the British Standards Institute which required that the *minimum* depth of the helmet shall not be less than 5½ inches and this measurement should be checked before a helmet is sent to the A.C.U. Helmets which are below this minimum depth cannot be approved, although it is understood that the helmet manufacturers will supply and fit an approved pattern shell at a reasonable charge.

## NEW MEMBERS.

THE following New Members have been elected:—D. Ball, R. E. Bash, G. N. Begg, R. W. Boughey, C. E. Bowman, J. Breaks, R. G. Cook, S. J. Cordell, B. J. Daniels, S. A. Ellis, F. C. Gray, A. Herdman, J. R. Hurlstone, E. Kayll, A. Lappin, R. L. Miller, A. McManus, M. A. McStay, K. O. Payne, A. Rigley, J. Somers, S. R. Stephenson, B. A. J. Thompson, F. Thompson, W. W. Tuman, J. G. Tweddell, R. J. G. Watson, F. G. Webber, E. R. Willetts, E. D. Williams.

The above were elected on April 30th, 1956: P. J. Ashby, D. Bates, R. Bevan, M. D. Brown, R. H. Bennett, R. Burgess, R. H. Camp, C. R. Clark, J. A. Doyaston, A. H. Dyde, A. W. Edgson, R. D. Harrison, J. D. Hay, D. C. Heath, B. W.

## GRID POSITIONS

### ALLOCATION of STARTING

THE Competitions Committee has recently considered the position regarding the allocation of starting grid positions where these are not determined by practice times and has decided to recommend to promoters of road racing events that the following proposals submitted by the B.M.C.R.C. should be adopted.

"The most successful way of determining grid positions is undoubtedly by practice times as this ensures that the faster riders do, in fact, take the foremost positions on the grid. It was realised that it would not always be possible to time riders during the practice period and it was therefore suggested that in such cases and particularly where a meeting included heats and finals, riders would be required to ballot for grid positions in the heat, but in the finals it would constitute little difficulty to the organisers to arrange the grid positions according to the riders' times in the preceding heats, and although not a complete answer to the problem, it would give the faster riders an advantageous position on the grid for the finals of a particular event."

J. Hindes, D. Humphries, H. Irlam, C. F. Margetson, W. H. Mason, T. Morris, G. Parry, A. S. Pavey, E. Peacock, D. T. Plant, H. S. Ryder, A. A. Teagles, W. S. Wilson, J. R. Vincent, W. Milne, R. Oates, H. Lockwood, P. L. Hancocks, R. Sutton, L. Cooper.

The above were elected on May 28th 1956.

## BENEVOLENT FUND

DONATIONS have been received from the following Members:—C. G. Griffiths, E. Cooper, K. J. Elvy, R. Thornton-Rigby, A. Higginson, D. Howe, A. E. Stockton, D. L. Jones, A. Longbottom, R. E. Lucas.



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two jobs . . .

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**NO NEED TO WAIT!** Don't wait until both your tyres are worn. Change to Avon safety when next you need a new tyre, front or rear. It will add much to your road-worthiness, and you will be one step nearer the full benefits which Avon Paired Tyres bring.



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## THE EDITOR'S CORRESPONDENCE

OUR old Club has ever been one to hand out some mark of merit for a worthy deed. Can I suggest that the present time is singularly apposite to re-introduce one of our oldest honours?

For a lap at or over a ton at the place down near Weybridge where we used to race the trains, the Club gave us a Gold Star, and many of us are still proud to wear it. Today our top men are rubbing shoulders with the standing ton. Ignoring for a moment, the question of alcohol fuel, how would we feel about the re-introduction of the Star for standing-tonners?

Aberdeen.

Jim Sheldon.

THROUGH the medium of *Bemsee I* would like to express my appreciation of the help readily given by our fellow member G. F. Thomson to me during the Brighton Speed Trials.

During my first practice run I had the misfortune to overrev which allowed the collets to jump out of position and with the result the inlet valve dropped in, luck-

ily without breaking the piston. Both inlet and exhaust valves and seats were damaged and thoughts of further runs that day were almost given up, when it was suggested that I should contact Mr. Thomson. He immediately took me and the cylinder head to his works and sorted out the necessary spares. The head needed both seats recutting and this he proceeded to do, making a perfect job, the only inlet valve for my type 1937 Manx was found in a box but was very slightly off square. However, jumping into his car we went to his brother's garage where the valve was refaced with great care, and it only remained for me to assemble the machine.

This sportsman refused any offer to cover his time and only accepted that which he said covered the parts replaced.

I could not thank him enough and feel this letter expresses it more clearly.

No doubt he was as satisfied as myself when the machine gained for me third place later that day, only a fraction of a second behind the first two.

London, N.W.9.

Ernie Woods.



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# MARSHAL'S MUSINGS

W. G. BILL JARMAN

OUR next commitment is that jolly Club occasion known to us as 'Trophy Day' at Silverstone on July 7th. Tell your local club to come along in force because this is one of the few occasions when there is no charge for admission. Practice in the morning and racing in the afternoon with really keen, close competition in every event.

☆ ☆ ☆

EVERY racing member of this Club hopes to get his name inscribed on the Mellano Cup, or "Hutch" as we all call it. Since the boys have seen the new Guinness Trophy, many of them have decided they will be almost as pleased to win the latter. Both of these awards are equally as difficult to win and any member who succeeds can be proud of his achievement. Let us therefore pat Cecil Sandford on the back for being the first name on the Guinness Trophy, which I hope you will all see and admire at the Annual Dinner on November 9th. Book the date now and go to Earls Court the next day.

☆ ☆ ☆

THESE notes have to be rushed this month due to the T.T. which also coincides with our Twenty-seventh wedding anniversary. I often wonder how many similar occasions happen to fit in with the blue riband of motor cycle sport. (My birthday!—Editor.) Although this issue will not reach you until the beginning of July, I am hoping for a fine T.T. week for everyone regardless of what happens afterwards in Holland just when we go to press. Like thousands of others I am still angry with the F.I.M.

☆ ☆ ☆

IN case you have not yet made a note in your diary, the "Hutch" is fixed for September 22nd with practice on the previous day. I shall be glad to hear from the "Two day types" as usual and in case you don't know my address, it's 153 Reigate Avenue, Sutton, Surrey. Don't forget Surrey, because there are quite a lot of "South Towns" (corrupted to Sutton) in this country. If you cannot come for both days, write in just the same for it may be possible to pair you with someone else. Inside jobs are only given to members, so if you know a keen type of man, rope him in and

tell him it's cheaper to join the Club than pay for paddock passes.

☆ ☆ ☆

TWO members actually asked me recently about the Club ties and transfers. I thought every member knew that these were on sale at the office together with ladies brooches and badges for cars, bikes and buttonholes. Best of all is the blazer badge which is a work of art. When you get one, you'll probably want a new blazer to go with the badge plus gilt buttons to complete the picture. All of these items help Club funds and what is more, assist in keeping the annual sub. down. Buy them now.

☆ ☆ ☆

I HAVE been attending various Committees at Pall Mall for over thirty years and during that time I have also contributed to sundry magazines just for the sheer joy of it. From time-to-time I have mentioned the "Crimson Beast" as a near-by rendezvous. It took the one and only Tottey to show me two of these establishments quite close to one another, i.e. the Golden Lion next door to St. James' Theatre and the Red Lion in an adjacent right of way. For the confusion I may have caused, my humble apologies and a first class pass to "Tot" for his navigational ability. Take a bow Merseyside!

☆ ☆ ☆

WHEN Browning wrote "Progress is the law of life" he lived in a world of fine horses, but he also realised what was going on in the way of electrical and mechanical transport. I wonder what he would write if he could return for just one day, today if you like. Say a visit to London Airport where he would see almost every kind of progress in the way of transport. Maybe the day will come when a new kind of energy will become available to drive these vehicles and aircraft, but in the meantime don't you think it's pretty wonderful what can be done with fuels obtained from the good earth?

☆ ☆ ☆

TWO interesting letters have come to me from abroad. One correspondent has been studying the figures for the "World's Fastest" and observes that the single cylinder machine has not figured in the list

# MINNIE GRENFELL MEMORIAL TROPHY, 1956

Placings after *Motor Cycling's* "Silverstone Saturday," April 14th, Oulton Park "Britannia Vase Meeting," May 21st.

Points are awarded as follows: 5 for a win, 4 for a second, 3 for a third, 3 for a fourth, 1 for a start, with allowance of only one race per Meeting, the best score being taken into account.

<b>10 Points:</b>	<b>4 Points:</b>	D. W. Minter	M. Henderson
R. McIntyre	J. D. Brindley	F. A. Rutherford	N. E. Hicks
C. C. Sandford	P. H. Carter	J. A. Storr	T. Jones
	D. Ennett	T. S. Shepherd	R. H. King
<b>8 Points:</b>	T. E. Fenwick	J. A. Sugden	B. H. King
A. King	R. Fay	A. Trow	L. G. Kempster
	R. M. Harding	J. T. Terry	A. A. Knowles
	J. Hay	J. A. Winfield	A. T. Morgan
<b>7 Points:</b>	B. Kershaw	V. T. Williams	W. B. Martin
E. Pantlin	F. Ferris		V. G. Macfarlane
	R. W. Porter	<b>2 Points:</b>	B. Ormond
<b>6 Points:</b>	C. J. H. Smith	J. Alexander	L. G. Pinzani
G. R. Dunlop	G. T. Salt	F. Burgess	Phillipson
C. T. Smith	E. W. Tinkler	K. G. Buckmaster	R. Preece
L. W. Taylor	W. M. Webster	T. M. Chrich	G. S. Pennington
	C. H. R. Warner	R. J. G. Dickinson	A. Scholefield
		R. Dowty	J. C. Smits
<b>5 Points:</b>	<b>3 Points:</b>	P. Eden	R. S. Snell
G. E. Duke	W. Boddice	W. Fitzsimons	S. R. Stephenson
P. V. Harris	G. R. Clark	A. H. Frost	R. Thompson
R. D. Keeler	D. G. A. Clarke	J. T. Griffiths	I. F. Telfer
M. P. O'Rourke	B. Duffy	J. Hutchinson	F. Taylor
J. Surtees	O. E. Greenwood	A. V. Hegbourne	M. Wassell
E. Walker	G. Monty	S. R. Hill	A. P. Walczak
		G. Howarth	O. P. Williams
			G. W. Walker

**1 Point:** R. F. H. Anderson, B. R. Anderson, R. Avery, P. J. Ashby, W. R. Anderson, D. Baker, A. Bennett, R. Blackwell, M. D. Brown, G. E. Briggs, N. A. Bedford, K. F. Butcher, M. E. Busher, J. Beeton, E. F. H. Boyce, K. Bryen, F. D. Booth, J. G. Bound, R. Burgess, F. T. E. Bodman, H. W. Bowman, J. Bullock, K. C. Brett, F. Bishop, G. H. Brooks, G. P. Barker, B. A. Bennett, G. Coles, D. Chisholm, V. W. Cottle, C. A. Chivers, J. P. Ciniglio, R. H. Carman, I. Clarke, G. A. Catlin, J. R. Clew, R. Cowles, E. F. Cope, P. C. Chapman, D. Cook-Margett, F. G. Chivers, E. W. Collins, O. Chorlton, N. Collier, A. J. Day, R. L. Dawson, J. Drysdale, A. W. Dakin, J. Difazio, C. Dearden, W. H. Dixon, J. M. Dyas, B. A. Dennis, J. Eckart, G. N. Ewer, Fletcher, G. Farrell, R. J. Ford, L. J. French, M. Gunion, R. Grey, B. D. Gissane, V. L. Green, M. Gittins, J. E. Griffiths, G. Gordon, D. R. Hodgson, F. Hanks, W. L. Hordley, J. A. Hogan, C. Hale, J. R. Hurlstone, S. Hollis, D. A. Hogg, E. McG. Haldane, C. H. Hubbard, H. Hall, B. Hunter, S. R. Hawkins, F. E. Heath, R. A. Ingram, R. A. Ingham-Clark, D. Johnson, A. W. Jones, A. H. Jenkins, K. W. James, D. Jarman, W. H. James, R. Jarvis, M. J. Jones, E. J. G. Jarvis, A. Jefferies, N. Jones, A. Jordan, L. R. King, W. Kalinins, J. A. Lane, R. H. Lilley, F. W. J. Launchbury, J. H. Lewis, J. A. Lane, R. E. Lucas, D. P. Legge, G. Lattimer, S. F. Lewis, R. S. Mayhew, G. F. Matthews, E. Minihan, R. Madsen-Mygdal, B. J. Morle, W. R. Marley, D. Merridan, T. Morris, W. Maddrick, D. P. Moneypenny, R. McCrave, M. McStay, V. Naintre, J. Newall, C. W. Organ, T. A. Owens, R. Ogden, A. E. Partridge, L. G. Povey, S. Palmer, N. J. Price, J. L. Payne, H. Plews, A. R. Person, D. Poolton, G. K. Penson, B. Payton, C. E. Packer, R. Roberts, L. S. Rutherford, G. B. Rudd, W. Ryan, D. C. Rowlands, D. S. Skennerton, J. G. Shaw, F. J. Steele, B. P. Setchell, A. A. Stride, A. H. Skein, M. W. Saluz, T. H. Saunderson, K. Smith, J. C. Smith, W. A. Smith, R. Stretch, B. C. Stimson, R. Sleaf, T. Thorp, G. J. Turner, K. E. Tully, B. L. Turner, K. H. Tostevin, P. J. Tucker, E. A. G. Vincent, A. A. Williams, L. H. Wardle, P. J. Walsh, E. J. Washer, C. O. Watson, E. F. Wooder, A. Wheeler, F. Wallis, J. N. P. Wright, A. E. Willerton, R. Whitehouse, W. H. Wilshere, R. Watson, K. Wade, A. S. Williamson, J. J. Ward.



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NORTON

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MANUFACTURERS TEAM PRIZE

A.J.S.

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