



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 5. MAY, 1956.

ONE SHILLING



Geoff. Duke (Gileña) on the Railway Straight, Aintree

(Photo: Salmond)

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**BRIGHTON MAY 12**

Madeira Drive

PRACTICE 10 a.m. — 12.30 p.m.

RACING 2 p.m. — 5 p.m.

The entry includes

- Francis Williams
- George Brown
- Roy Charlton  
(Course Record Holder)

The **FIRST** Motorcycles only  
meeting since pre-war days

*A*

*Bemsee Event*



# Bemsee

Vol. 9. No. 5. MAY, 1956.

EDITOR :

L. R. HIGGINS

## THE BRITISH MOTOR CYCLE RACING CLUB

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

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## It's up to You

FOR the first time since it was inaugurated several years ago, *Motor Cyclings* "Silverstone Saturday" did not enjoy good weather and the attendant advantages. Both the practising and the racing were held in the most miserable conditions of almost continuous rain and low temperatures.

No one meeting can expect to enjoy perfect weather on every occasion, and however good the organisation and racing is, it is the weather that makes or mars the day's success.

As a consequence of the inclement conditions the attendance at Silverstone on April 14th, although surprisingly good for such a day, was small when compared with the attendance of past years. The gate receipts are therefore down.

"Silverstone Saturday" was doubly hit this year. The prolonged dispute in the printing industry temporarily stopped publication of *Motor Cycling*, the journal which sponsors the meeting, and consequently a great deal of valuable editorial publicity was lost. This was reflected in the reduced number of pre-race-day bookings.

At the moment we do not know what the outcome will be; whether we shall suffer a heavy loss, or a small loss or gain. We shall not however, benefit as in past years. If bad weather mars this year's Hutchinson Hundred meeting, then the balance sheet to be presented at next year's A.G.M. may well reveal that the Club is in a serious financial position.

It was to guard against these eventualities that the proposal was made at the A.G.M. last February that the amount of the annual subscription should be increased.

A very large increase in membership would help to offset our losses; or a voluntary offering as suggested by a member in last month's *Bemsee*. What ever is done, it must be done by members. It is your club. You must save it.

# SILVERSTONE SATURDAY

## OFFICIAL RESULTS

### SPECIAL AWARDS:

#### *The Glover Trophy:*

D. Ennett (350 A.J.S.) Minus 55½ seconds on Handicap.

#### *Motor Cycling Cup:*

C. T. Smith (500 B.S.A.)

#### *The Bob Winter Trophy:*

P. V. Harris (500 Norton Sidecar)

#### *The Colin Whorwood Trophy:*

J. Drysdale (500 Norton) 2 min. 15½ secs. 77.76 m.p.h.

#### *The Vintage Challenge Trophy:*

J. T. Terry (760 Martinsyde, 1922)

#### *The Anonymous Award:*

R. Anderson (500 Matchless)

#### *Motor Cycling's Award:*

D. Jervis (350 B.S.A.)

### 5 Lap (15 Miles) Solos 175 to 250 c.c.

			m.	s.	m.p.h.	
1.	J. Surtees	-	M.V. Agusta	-	12.15 2/5	71.48
2.	S. Miller	-	NSU	-	12.17 1/5	71.31
3.	C. C. Sandford	-	Norton	-	12.34	69.72

Other finishers: G. Monty (G.M.S.); P. H. Tait (Beasley Velocette); T. Thorp (B.S.A.); C. N. Ewer (NSU); R. S. Mayhew (Velocette); A. W. Jones (D.K.W.); R. M. Harding (G.M.V.); T. E. Fenwick (Moto Guzzi); D. Chisholm (Velocette); F. Fuller (Rudge).  
Fastest Lap: J. Surtees, 2m. 21 3/5 sec., 74.35 m.p.h.

### 8 Lap (24 Miles) Solo (Production machines) 251 to 350 c.c.

1.	D. Jervis	-	B.S.A.	-	20.54 3/5	67.05
2.	E. Unwin	-	B.S.A.	-	21.06 2/5	66.42
3.	J. A. Sugden	-	B.S.A.	-	21.34	65.00

Other finishers: L. G. Dunn (Velocette); R. Binnard (B.S.A.); P. J. Walsh (B.S.A.); W. Giles (B.S.A.); R. Roberts (B.S.A.); G. Lowe (B.S.A.); R. A. Holland (B.S.A.); G. C. Link (B.S.A.); J. Hill (B.S.A.); M. D. Brown (B.S.A.); G. E. Briggs (B.S.A.); J. P. Griffith (Velocette); T. P. Folwell (B.S.A.).  
Fastest Lap: D. Jervis, 2 m. 32 sec., 69.17 m.p.h.

### 5 Lap (15 Miles) Solos 251 to 350 c.c.

#### Heat 1

1.	R. D. Keeler	-	Norton	-	11.43 1/5	74.75
2.	D. Ennett	-	A.J.S.	-	11.45 2/5	74.52
3.	A. King	-	Norton	-	12.01 4/5	72.83

Other finishers: F. A. Rutherford (B.S.A.); J. Storr (Norton); K. Bryen (Norton); B. L. Turner (Norton); J. Eckart (B.S.A.); 'J. Alexander' (A.J.S.); E. J. Washer (A.J.S.); N. J. Price (Velocette); A. V. Heggbourne (Norton); T. Thorp (A.J.S.); J. J. Wood (Velocette); G. R. Dunlop (A.J.S.); G. C. Murphy (A.J.S.); K. K. James (B.S.A.); V. W. Cottle (A.J.S.); P. Eden (Norton); B. Kershaw (A.J.S.); A. H. Frost (A.J.S.); C. O. Watson (A.J.S.); S. Palmer (Norton); J. T. Griffiths (B.S.A.).  
Fastest Lap: R. D. Keeler, 2m. 15 3/5 sec., 77.53 m.p.h.

## Heat 2

1.	J. Hartle	-	Norton	-	11.52	73.83
2.	F. G. Perris	-	A.J.S.	-	12.22 2/5	70.94
3.	A. Trow	-	Norton	-	12.24 1/5	70.65

Other finishers: J. R. Clark (A.J.S.); S. Murray (Norton); R. G. Cook (A.J.S.); F. Wallis (B.S.A.); W. H. James (Velocette); C. C. Sandford (D.K.W.); C. P. Williams (A.J.S.); L. S. Rutherford (A.J.S.); F. W. Launchbury (A.J.S.); A. W. Walczak (B.S.A.); D. Jarman (A.J.S.); M. Wassell (B.S.A.); R. Thompson (B.S.A.); G. Howeth (A.J.S.); S. R. Hill (B.S.A.); M. E. Busher (Norton); T. M. Chrish (B.S.A.).

Fastest Lap: J. Hartle, 2 m. 17 3/5 sec., 76.41 m.p.h.

## 5 Laps (15 Miles) Sidecars 490 to 500 c.c. and Threewheelers to 1,200 c.c.

1.	P. V. Harris	-	Norton	-	11.21 2/5	77.15
2.	C. Smith	-	Norton Watsonian	-	11.34 4/5	75.66
3.	W. Boddice	-	Norton Watsonian	-	11.36 1/5	75.51

Other finishers: L. W. Taylor (Norton); F. Hanks (Matchless); A. H. Skein (Norton/Watsonian).

Fastest Lap: P. V. Harris, 2 m. 12 1/5 sec., 79.53 m.p.h.

## 5 Lap (15 Miles) Solos 351 to 1,000 c.c.

### Heat 1

1.	J. Surtees	-	M.V. Agusta	-	11.30	76.19
2.	A. King	-	Norton	-	11.36 4/5	75.44
3.	D. Ennett	-	Matchless	-	11.41	74.99

Other finishers: J. A. Storr (Norton); R. Anderson (Matchless); G. T. Salt (Norton); G. J. Turner (Pike-B.S.A.); M. G. Chalkley (Vincent); E. M. Grant (Norton); R. Jervis (Norton); E. F. Boyce (Norton); M. W. Saluz (Norton); J. Eckart (Norton); J. L. Payne (Norton); R. H. King (Norton); T. H. Saunderson (Matchless); J. H. Lewis (B.S.A.); W. H. Wisshere (Norton); R. Preece (B.S.A.); L. G. Kempster (Norton); A. E. Willerton (B.S.A.); J. P. Wright (Matchless); J. P. Cingiglio (B.S.A.).

Fastest Lap: D. Ennett, 2 m. 12 3/5 sec., 79.29 m.p.h.

### Heat 2

1.	R. McG. McIntyre	-	Norton	-	11.24 3/5	76.79
2.	J. Hartle	-	Norton	-	11.26 4/5	76.54
3.	D. G. A. Clarke	-	Norton	-	11.31 1/5	76.05

T. S. Shepherd (Norton); J. R. Clark (Matchless); I. I. Lloyd (Norton); T. A. Owens (Norton); J. Drysdale (Norton); A. Trow (Norton); W. Ryan (Norton); F. A. Rutherford (B.S.A.); F. Wallis (Matchless); H. Plews (Norton); R. Dowty (Norton); H. Madsen-Mygdal (J. V. Special); J. D. Brindley (Norton); G. A. Catlin (Norton); I. Clark (Norton); B. J. Morle (Norton); E. Minihan (Norton); F. G. Perris (Matchless); M. J. Jones (Norton); V. W. Cottle (Vincent).

Fastest Lap: J. R. Clark, 2 m. 12 2/5 sec., 79.41 m.p.h.

## 5 Laps (15 Miles) Vintage Solos, Sidecars and Threewheelers. (Including a sealed Handicap)

1.	R. D. German	-	350 Velocette 1927	-	12.26 4/5	70.39
2.	F. R. Cramp	-	498 A.J.S. 1927	-	13.42 2/5	63.92
3.	J. T. Terry	-	760 Martinsyde 1922	-	13.57 1/5	62.79

Other finishers: F. Coles (490 Norton 1928); P. J. Shivers (348 Velocette 1928); I. F. Telfer (350 Velocette 1928); E. P. Evans (349 Sunbeam 1928); R. J. Lemm (498 A.J.S. 1928); T. B. Seymour-Smith (493 Sunbeam 1928); E. Watson (348 Velocette 1928).

Fastest Lap: H. D. German, 2 m. 26 4/5 sec., 71.62 m.p.h.

## 125 c.c. B.M.C.R.C. CHAMPIONSHIP Race. 8 Lap (24 Miles)

1.	C. C. Sandford	-	Mondial	-	21.11	66.18
2.	M. P. O'Rourke	-	M.V. Agusta	-	21.24 3/5	65.48
3.	E. Pantlin	-	L.E.F.	-	22.01 2/5	63.65

Other finishers: D. W. Minter (M.V. Agusta); J. Baughn (M.V. Agusta); R. W. Porter (M.V. Agusta); D. H. Edlin (M.V. Agusta).

Fastest Lap: M. P. O'Rourke, 2 m. 32 2/5 sec., 68.99 m.p.h.

**350 c.c. B.M.C.R.C. CHAMPIONSHIP Final. 15 Laps (45 Miles)**

1.	J. Hartle	-	Norton	-	33.33 2/5	78.33
2.	R. D. Keeler	-	Norton	-	34.21 2/5	76.50
3.	D. Ennett	-	A.J.S.	-	34.23	76.44

Other finishers: A. Trow (Norton); A. King (Norton); J. Storr (Norton); J. R. Clark (A.J.S.); F. A. Rutherford (B.S.A.).

Fastest Lap: J. Hartle, 2 m. 12 2/5 sec., 79.41 m.p.h.

**250 c.c. B.M.C.R.C. CHAMPIONSHIP Race. 13 Laps (39 Miles)**

1.	J. Surtees	-	M.V. Agusta	-	30.51 2/5	73.83
2.	S. Miller	-	NSU	-	32.05 3/5	70.98
3.	C. C. Sandford	-	Norton	-	32.21 3/5	70.39

Fastest Lap: J. Surtees, 2 m. 18 2/5 sec., 75.97 m.p.h.

**B. M. C. R. C. SIDECAR CHAMPIONSHIP Race. 13 Lap (39 Miles)**

1.	P. V. Harris	-	Norton	-	29.34 2/5	77.03
2.	R. Mitchell	-	Norton	-	29.48 3/5	76.42
3.	W. Boddice	-	Norton Watsonian	-	29.54 4/5	76.28

Fastest Lap: P. V. Harris, 2 m. 13 4/5 sec., 78.58 m.p.h.

**1,000 c.c. B.M.C.R.C. CHAMPIONSHIP FINAL. 15 Laps (45 miles)**

1.	J. Surtees	-	M.V. Agusta	-	32.10 4/5	81.68
2.	R. McG. McIntyre	-	Norton	-	32.48	80.13
3.	T. S. Shepherd	-	Norton	-	32.56 2/5	79.79

Other finishers: J. Storr (Norton); J. R. Clark (Matchless); A. King (Norton); D. G. A. Clarke (Norton); A. Trow (Norton); F. A. Rutherford (B.S.A.); I. Lloyd (Norton); T. A. Ovens (Norton).

Fastest Lap: J. Surtees, 2 m. 5 sec., 84.11 m.p.h.

Handicap: 1st—100 T. A. Ovens; 2nd—79 D. G. A. Clarke; 3rd—85 T. S. Shepherd; 4th—F. A. Rutherford.

**8 Lap (24 Miles) Solos (Production Machines) 351 to 500 c.c. and 501 to 1,000 c.c.**

1.	C. T. Smith	-	B.S.A.	-	21.32	65.10
2.	J. Payne	-	B.S.A.	-	21.45	64.45
3.	C. R. James	-	B.S.A.	-	21.45 1/5	64.44

Other finishers: A. Walker (B.S.A.); M. T. Brooks (Triumph); J. W. Dickenson (Triumph); G. R. Sharpe (Triumph); F. W. Barton (A.J.S.); M. Redford (Norton); B. T. Osborne (Matchless); G. Boas (B.S.A.); R. F. Keen (B.S.A.); J. P. Griffith (Volocette); M. A. Raby (Triumph); E. C. Little (B.S.A.); P. A. Cooper (Triumph); D. G. Spence (B.S.A.); P. Stacey (Matchless); K. Latham (Norton); H. Argent (B.S.A.); P. M. Bashford (Norton); E. W. Bell (Norton); C. F. Ford (Norton); G. H. Dewar (B.S.A.).

Fastest Lap: D. Jervis, 2m. 2/5 sec., 71.04 m.p.h.

**1,000 c.c.**

1.	D. Spink	-	Triumph	-	24.11 1/5	57.96
2.	J. E. Francis	-	Triumph	-	21.32	7 laps.
3.	J. A. Winfield	-	Triumph	-	22.31	..

Fastest Lap: D. Spink, 2 m. 50 2/5 sec., 61.70 m.p.h.

**AN APPRECIATION**

TO all those who assisted in the organisation of our Motor Cycling's Silverstone Saturday meeting last month, no matter if you acted as a Controller or ordinary Marshal, I wish to thank and convey to you the appreciation of the Committee and myself in particular for the manner in which you bore the appalling weather conditions which prevailed throughout the whole of both the Practice and Race Days.

Your reward was our Reward—a well organised meeting despite the most trying and testing conditions we have ever experienced—Thank you again everyone.

**R. C. Walker,**

*Secretary of Meeting and  
Clerk of the Course.*

# ***HIGH SPEED ENDURANCE TEST***

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The New Esso Extra Motor Oil used to lubricate the machine and the Esso Extra petrol which fuelled it are exactly the same unbeatable petroleum products you can obtain at your Esso Dealer.

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During this test an average speed of over 100 m.p.h. was maintained over the whole 1,000 kilometres. The Norton machine used is owned and was supplied by Messrs. G. K. Rae, Limited, Great West Road, Chiswick.



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# ANNOUNCEMENTS

## T.T. REPRESENTATIVE

THE CLUB will again be represented in the I.o.M. by Dennis Glover, who will be responsible for entering teams in each of the International races, and assisting members riding in the Clubman's

Any Clubman competitors who are B.M.C.R.C. members and would like tuition on the Mountain Circuit are asked to write to Dennis at, 75 West Way, Edgware, Middx.

His address in the Island will be "Ballacain," Mill Road, Onchan, (telephone Douglas 1387). This is on the back road between Onchan village and Hillberry corner.

☆ ☆ ☆

## NEW MEMBERS

THE following New Members have been elected:

M. C. Adams, R. Birkett, P. T. Bolton, F. Brigginsshaw, E. S. Gregory, G. V. Harris, F. J. Hobbs, H. Morrogh, D. W. Needham, J. Newall, D. J. Parsons, T. W. Pearson, D. W. Polley, D. Pratt, W. H. A. Sefton, J. E. Simpkin, R. Stretch, S. G. Ward, C. H. Hubbard, A. H. Lovesay, C. P. Hawke.

## BENEVOLENT FUND

THE following members have subscribed to the Benevolent Fund.

C. E. Belcher, J. A. Ure, G. E. Tottey, D. Moneypenny, M. H. Eagle, C. G. Griffiths, E. Cooper, K. J. Elvy.

☆ ☆ ☆

## BROOKLANDS REUNION

THE Brooklands reunion will again be held at the "Hand & Spear" Hotel, Weybridge, Surrey on Saturday, 5th May at 7 p.m. Tickets including Buffet at 7/6 available from B. Lunn, Esq., 38, Walton Road, Wealdstone, Harrow, Middlesex.

☆ ☆ ☆

## IN THE ISLAND

MR Squillario will be at the 'Queens Hotel' Douglas, I.o.M. From Thursday, May 31st to Saturday, June 9th. All B.M.C.R.C. members welcome.

☆ ☆ ☆

## MUTUAL AID

£50—Ex Ronny Mead 250 c.c. Grand Prix New Imperial, Fitton, 72 Newhey Road, Milnrow, Rochdale, Lancs.



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# MARSHAL'S MUSINGS

W. G. BILL JARMAN

THESE notes are written prior to *Silverstone Saturday* so it is not possible to make any comments except to thank the members who volunteered to help on both days. The response from the "Two Day Types" was really creditable and I can only hope they enjoyed the mental satisfaction to be had from a good job well done.

☆ ☆ ☆

WE are on view twice during the merry month of May. Brighton Speed Trials on the 12th where the Marshals are few in number and there is little or no worry about spectators getting on the course. Then on Whit Monday we have a very full day at Oulton Park. This is where we really do require men with the right experience, so if you can help with the Flags, Phones, Pits and Paddock, etc. write in at once please. Those who have not been to Oulton should make an effort this forthcoming Whitsun. We are cramming practice and racing into one day which means a really early start. The Scrutineers will be even earlier than the Marshals who will all have to be in place before 7.30 a.m. Why not make a weekend around Cheshire away from the main roads, of course? It's a nice county. Ask "Tot"!

☆ ☆ ☆

AFTER Oulton, quite a lot of the racing members will make their way to the Isle of Man boats *en route* for the T.T. I sincerely hope the appeal to the F.I.M. by the Manufacturers Bureau will have been successful before this appears in print. The suspended riders have suffered quite enough without any continuation of the severe penalties. Lenient action by the F.I.M. would do much to reflect a lot of credit on this august body.

☆ ☆ ☆

I'M told that "Pip" Harris has inspired Brother John to take up sidecar racing and judging by recent correspondence there are two more young members who have taken notice of what I wrote recently about this branch of the sport. What surprised me was the fact that both

of these lads were in their early twenties which pleases me immensely. The young man who takes up sidecar racing and sticks to it will find himself in jolly good exclusive company. A few minutes with the "Barrow Boys" is a tonic. Try it!

☆ ☆ ☆

A long letter from Jack Cridland gave some useful information about the Aspin Engine. Jack has actually been associated with this unit since the war but left it to work on motors with no valves at all. He suggests that some of our northern members must know quite a bit about Aspins because he suspects there are coaches and buses up there which use this valve gear. No further news has come to hand about any other kind of rotary valve so if you hear anything, scribble a note to me at 153 Reigate Avenue, Sutton, Surrey.

☆ ☆ ☆

IT was good to see Geoff, Duke at our first Committee Meeting. "Tot" was also well and truly there and I have been wondering who holds the record for distance. "Squirrel" held it for a time with nearly a hundred miles. Geoff and "Tot" must be nearly two hundred miles away. There's not much wrong with a club which elects committee men who are willing to do things like this. New members will be interested to know that Geoff Duke rode for "Bemsee" when he won the 1949 Senior Clubman's T.T. Then the Manx same year, and in 1950 a win in "The Senior" and a second in "The Junior"; followed by both Senior and Junior races in 1951 and the Junior in 1952. Second in the "Short Senior" in 1954 and first in the 1955 Senior at nearly 98 m.p.h. with a record lap at 99.97 m.p.h. By now he knows all the bumps by their christian names.

☆ ☆ ☆

HAVE you introduced a new member this year? If not, why not because that's the best way to increase our working capital and keep the annual subscription down. I make no apology for reminding you that paid up membership of the Club denotes a share in the Limited Company.

The new boy can be a Marshal Member before he starts racing and the ex-racer can help in the same way. If you know of any pre-war members who have not rejoined, let's hear from you. We can use their experience as well as the sub. Whilst we are on the subject of finance, don't forget the Club has its own badges for bikes, buttonholes or bumpers. There are also good transfers for helmets and rear mudguards not forgetting the miniature lady's badge for the girl friend. The beautiful blazer badge is also available and the new ties should be on sale very soon from the office.

☆ ☆ ☆

**T**HE next item is publicity for the Club. A very effective way of helping yourself and your fellow members is by means of the sticker for fixing to all kinds of windows, mobile or otherwise. You cannot fix it to your solo but if you have a sidecar, fix it on the screen, or get one of your pals with a car to put it on display. Mobile publicity is so very useful to all of us. Area representatives can do a good job in this respect and they can also help with posters. I have never experienced a refusal yet and our coloured posters have been fixed in all sorts of places in Surrey.

## THE EDITOR'S CORRESPONDENCE

**M**Y idea in raising the two-stroke with fuel injection business is that it appears that one snag with normal carburation is loss of charge through the exhaust port. This seems to happen with otherwise promising methods of tuning at a certain stage of the job. Now if you were pumping air only, this would be real clever and you could call it scavenging. Fuel could be injected any time after the exhaust port was closed and the actual timing need not be critical.

It has been argued that the injection equipment in small sizes would be a tricky job, but Mercedes Benz are not doing so bad and managing to run the thing up to almost five figure r.p.m. We are talking about racing engines.

Furthermore, the Bosch equipment looks very similar to normal Diesel equipment with some complication of the control arrangements. Then there was Mr. Saunders' Norton ES2 Diesel, which

**O**VERSEAS members keep arriving in ones and twos mainly with the Isle of Man in view. Do all you can to help them whilst they are here and never overlook the fact that these men are embryo ambassadors for "Bemsee" which is as British as it can be. Never mind about what you read in the papers, the "Crossed Jacks" mean something wherever motorcycle racing takes places. The chaps from Australia and Canada, plus lots of other places, will tell you quite frankly and proudly where they come from. They will also add the fact about being as British as they can be. In case any of them are not members, you can tell them about Rule 3(c) which lets them in at half rate, i.e. Overseas Members.

☆ ☆ ☆

**M**AY I conclude by repeating a special appeal to our northern membership. We shall need your help at Oulton Park on Whit Monday if you're not racing. As far as possible we like to pair up new and old boys, so that we can spread the knowledge and raise the standard of every branch in the administration. I spent seven happy years with the helpful Lancashire folk and I know that the adjacent countries are similar types, so give a hand on May 21st. Write in at once, especially if this journal is a bit late in reaching you. Thanks!

seemed to be simple indeed and performed well.

I visualise some high-torque, low-speed affair more or less able to turn a Silverstone lap on one gear. Low engine speed, that is. If I understand Granville Bradshaw correctly, high r.p.m. in an orthodox engine are necessary in order to tap off as much as possible of the tremendous forces which are generated but largely wasted. Admittedly, a fuel-injection two-stroke would not cure this, but at least you have twice as many pokes to play with.

How nicely the Foden two-stroke Diesel runs, compared with normal "oilers." I believe heavy haulage drivers speak well of them, not least because of the liveliness and nippy gear-changing which can be done. Of course my remarks apply to a petrol job, and I think the same characteristics would emerge.

**Donald Thompson.**

# T.T. HOROSCOPE.

BILL SALMOND

(Gipsy-2nd class)

Do you start climbing walls about mid-March? You do! Then you too, must be a starving race enthusiast without a winter machine preparation programme to keep you down on the floor. Mark you, I once heard a wisper that even Doug Beasley had very suspicious looking fingernails a year or two back, but elusive horses tearing out of his grasp might have been the answer there. On second thoughts, maybe the whispers were right at that! Well this year, when I found myself eyeing one of my walls and sort of flexing my toes at the same time, I firmly decided that something had to be done. I mean, after all, it is so mortifying to see the expressions on peoples' faces when one has to use the teeth to extract a burn from it's packet. Don't you agree?

As usual, I turned for comfort to the ever-faithful lists of past results which can always be relied on to turn the thoughts into more pleasant channels, and soon after I had reached a suitable state of soothe this year, I began to note down one or two results that had given me the idea of trying to forecast some approximate 1956 times and speeds. Before long, I got quite excited at the mere thought of peering into the "What might come to pass," so after clearing everything off the table carefully with a firm sweep of the right arm, I laid out the lists, slide-rule, log tables, pencil and paper, and solemnly crossed my left palm with a rather lean looking tanner.

Starting with the first post-war T.T. in 1947, and picking on the Junior class, Bob Foster (Velocette) won in 3 hrs. 17 mins. 20 secs. (80.31) with the late David Whitworth (Velocette) turning fastest lap in 27 mins. 45 secs. (81.61 m.p.h.). Comparing with Bill Lomas's 1955 time of 2 hrs. 51 mins. 38.2 secs. for the race and pushing the Guzzi round one lap in 24 mins. 3.2 secs.—speeds of 92.33 and 94.13 m.p.h.—the 8-year difference showed an average annual gain for the race of 3 mins. 12.7 secs. Applying this figure to the 1955 result gave the theoretical 1956 time by simple deduction. By the same principle, the fastest lap time for 1956 was deduced by subtracting the annual average of 27.7

secs. from the 1955 result. As figures written in the general nattering like this tend to confuse all but the most Einsteinish of us, I have lumped them all together at the end in the form of a table. It is a bit easier to compare that way.

Calculations had to be pretty arbitrary as such matters as course alterations, Pool to 80-octane fuel, not to mention machine improvements etc, would be practically impossible to assess with regard to their influence on the times involved, at least by me. The best and most accurate thing to do was to ignore them. Of course, you are at perfect liberty to calculate the effect of anything you like, and the best of luck.

It was pleasing to note that when it came to calculating how many replica winners last year were in line for those awards this year, the percentages hovered between 60% and 80% using their 1955 results! Naturally, with new machines, faster machines, more experience of the course, better leathers, streamlining, and various other items that are normally added to a rider's chances each year, the figure will far more likely be nearer the 100% again, if not more. Look at it this way, the winning time gets harder to improve upon each year, especially now that the three-figure mark is a moral certainty for the whole of the Senior race, whereas the lower case replica boys in the 70s and 80s can improve by a greater amount by their added experience and the faster models available. In other words it is easier to quicken by say 5 m.p.h. from 79 m.p.h. than it is from 99 m.p.h., from a pure machine angle alone.

Although there are many vagaries that can upset an average of most sporting events, with fine weather, it will be fun for me at least to see just how near some of these forecasts might strike to the actual let's hope all this suspension nonsense is lifted, and all the boys are there having themselves a whale of a time on a perfect line to give us bug-eyed sandwich munchers those tremendous thrills that help us through the long winters on anticipation alone. Don't trip over the guy rope as you go out, pretty Gentlemen.

T.T. Time and speed Table.

Year	Race	Item	Time	Speed in m.p.h.
1956	Senior	Fastest lap	22 m 6.8 s	102.39
		Race time	2 h 38 m 8.3 s	100.20
		9/8 Silver Rep.	2 h 57 m 54.3 s	89.04
		6/5 Bronze Rep.	3 h 9 m 45.9 s	83.51
1956	Junior	Fastest lap	22 m 35.5 s	95.94
		Race time	2 h 48 m 25.5 s	94.08
		9/8 Silver Rep.	3 h 9 m 28.7 s	83.50
		6/5 Bronze Rep.	3 h 22 m 6.6 s	78.30
1955	Senior	Fastest lap	22 m 39 s	99.97
		Race time	2 h 41 m 49.8 s	97.93
		9/8 Silver Rep.	3 h 2 m 3.5 s	97.06
		6/5 Bronze Rep.	3 h 14 m 11.8 s	81.60
1955	Junior	Fastest lap	24 m 3.2 s	94.13
		Race time	2 h 51 m 38.2 s	92.33
		9/8 Silver Rep.	3 h 13 m 5.4 s	82.10
		6/5 Bronze Rep.	3 h 25 m 57.8 s	76.95
1947	Senior	Fastest lap	26 m 56 s	84.07
		Race time	3 h 11 m 22.2 s	82.81
		11/10 Silver Rep.	3 h 30 m 30.4 s	75.28
		6/5 Bronze Rep.	3 h 49 m 38.6 s	69.01
1947	Junior	Fastest lap	27 m 45 s	81.61
		Race time	3 h 17 m 20 s	80.31
		11/10 Silver Rep.	3 h 37 m 4 s	73.02
		6/5 Bronze Rep.	3 h 56 m 48 s	66.91

## SUCCESSFUL OPPOSITION TO SPEED LIMIT

REPRESENTATIONS by the R.A.C. and the A.A. have been successful in preventing the introduction of a 15 m.p.h. speed limit on the two-and-a-half-mile-long sea front at Southsea, Hants. This special speed limit was proposed by the Portsmouth City Council, but was opposed by the motoring organisations at a public enquiry, held locally, on the grounds that traffic conditions at Southsea were no different from those at other seaside resorts,

and that from the safety point of view the road in question was free from dangerous intersections almost throughout its entire length. The R.A.C. and the A.A. considered that the provision of pedestrian crossings at carefully selected points would make for greater road safety than the imposition of an arbitrary speed limit, which would be difficult to enforce and would inevitably tend to bring the whole system of speed limits into disrepute. This view has now been upheld by the Minister of Transport and Civil Aviation, who has accordingly refused to confirm this special speed limit.

## R.A.C.

## NEW REAR LIGHTING LAWS

FROM October 1st, all private cars, trailers, caravans, goods vehicles and motor-cycle combinations must be fitted with two red rear lights.

The R.A.C. gives this preliminary reminder of the new regulations because many drivers whose machines have been laid up for the Winter, may wish to make any necessary additional fittings when their vehicles are overhauled before putting them back on the road again for the Spring and Summer months.

Rear reflectors, obligatory since October 1st, 1954, will still be required, but may be incorporated in the rear lights.

In the case of cars, trailers and light lorries, the two rear lights must be at least 2 inches in diameter, not more than 30 inches from the extreme rear of the vehicle; not less than 21 inches apart, and within 24 or 16 inches of the outer edges of the vehicle, depending on whether it was first registered before or after October 1st, 1954 respectively.

Solo motor-cycles must be fitted with a rear light at least 1½ inches in diameter, between 15 inches and 3 feet 6 inches from the ground, and not more than 20 inches from the extreme rear. In the case of combinations the same regulations apply to the motorcycle, and an additional light must be fitted on the centre or near side of the side-car.

## R.A.C.'s NEW HANDBOOK

COMPLETELY revised and remodelled, the Royal Automobile Club's Guide and handbook for 1956 provides an indispensable reference book for all motorists and motor-cyclists.

A special feature is the entirely new coloured atlas of the British Isles on a larger scale of ten miles to the inch. Its sixty-four pages show all main and secondary roads with numbers and mileages. The position of R.A.C. and A.A. telephone boxes, R.A.C. Port Offices, Car Ferry Air Terminals and County Offices are all marked by the R.A.C. monogram.

The comprehensive Directory contains references to 3,000 towns and villages in Great Britain and Ireland, giving parking places, golf clubs, market days, time and place of Rotary Club meetings, etc. About

eighty street plans are included, as well as a large route map of London and detailed plans of the central Metropolitan area showing parking places and one-way streets.

Hotel tariffs, giving the new rates for 1956 have been completely revised. In addition to the "five star" rating for de luxe hotels of the "highest international class," the Handbook carries a new mark of excellence introduced for the first time this year. This is a small rosette which, set beside the name of an R.A.C. appointed hotel, indicates that the restaurant facilities are considered to be of a higher standard than is implied by the general classification.

Another special feature, made possible by the new facilities that are now offered by British Railways, is "Take Your Car by Train." This covers all aspects for conveying a vehicle by rail to both destination in Britain and the Continent with an extensive timetable and list of charges. For intending tourists, at home or abroad, other details of particular interest include the comprehensive information about the R.A.C.'s nation-wide Get-you-Home service and its justly renowned Continental Assistance Service both of which offer a unique—and free—safeguard against the embarrassing consequences of a breakdown far from home.

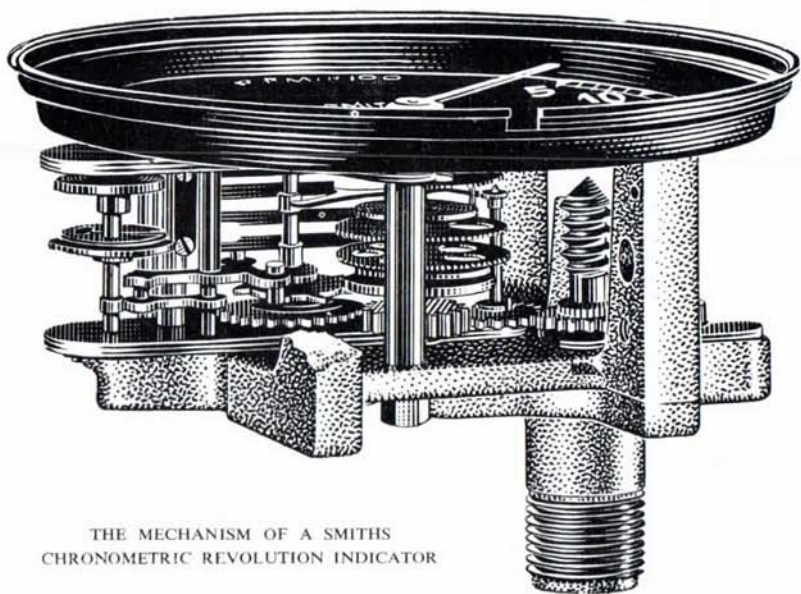
The new Guide and Handbook, a complete "enquire-within" for all British motorists, is now available to R.A.C. members for 7s. 6d. and 10s. 0d. to non-members.

## R.A.C. CONTINENTAL HANDBOOK

TO assist its growing number of members, the R.A.C. has extensively revised its Continental Handbook which appears this year in its biggest and most comprehensive form.

Every page is packed with vital information. The Handbook covers sixteen countries in detail. Some 4,000 hotels are listed together with full information concerning the latest tariffs, number of rooms, whether English is spoken and car parking facilities.

General information on Austria, Holland and all the Scandinavian countries has been completely brought up-to-date and all the town plans showing the layout



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of the foremost European and Scandinavian cities have been revised.

Among the invaluable and diverse items of advice and information are diagrams of the many road signs used in European countries as well as speed limit restrictions, rainfall and temperature averages, exchange rates, advice on tipping, customs formalities, availability of English newspapers, hints on first-aid and a twelve page glossary of useful words translated into ten languages.

Due to the increase in size and the rise in printing costs price is now at 7/6d.

## **SPEED TRAP ON REIGATE HILL**

**I**N a speed trap case heard at Reigate Magistrates' Court recently, a summons against a lady member represented by a solicitor instructed by the R.A.C. was dismissed and twelve guineas costs were awarded against the Police. The member and her passenger denied that they had exceeded 30 m.p.h., and it was shown by photographs and the evidence of an R.A.C. highways inspector that the Police could not have measured the trap accurately. The Bench decided to inspect the road concerned themselves. Members and associate members of the R.A.C. who have been convicted as a result of being timed in the same trap, which was being operated at Reigate Hill in October 1955, are invited to send particulars to the R.A.C. Legal Department so that the possibility of an application for a free pardon can be considered.

## **NEW CHAIRMAN OF STANDING JOINT COMMITTEE**

**M**R. Walter Semple was elected Chairman of the Standing Joint Committee of the R.A.C., the A.A. and the R.S.A.C. at a meeting held recently in London in succession to Mr. Wilfred Andrews, Chairman of R.A.C. Mr. Semple is Chairman of the R.S.A.C. The Committee considered more than 40 Private Parliamentary Bills and Orders promoted by Corporations and Local Authorities which affected motoring interests, and agreed to oppose numerous clauses which were felt to be prejudicial to the reasonable use of motor vehicles.

## **MOTOR SPORT IN 1956**

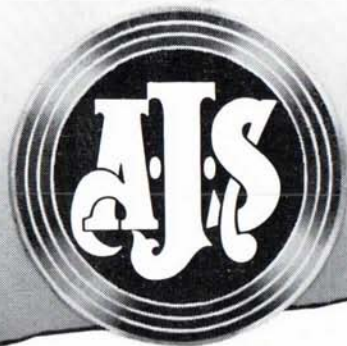
**T**HE R.A.C.'s Motor Year Book and Fixture List for 1956 is now available. For the first time it has been found necessary to make a nominal charge of

one shilling for the book to meet the extra cost incurred in printing the double-size edition. Postage is 4d. extra. The comprehensive information now available includes a complete 1956 calendar of more than 1,500 international, national or local motor sport contests of every description. The venues of all competitive events in the British Isles are listed and there is a fully descriptive inventory of the ten major British racing circuits. It is available from the Competitions Department, from any R.A.C. County Office. R.A.C., Pall Mall, London S.W.1. or

## **R.A.C. EXPANDS MOBILE FLEET**

**A** major drive to "bring service to the member" is being launched this year. A fleet of mobile R.A.C. offices has been fitted out ready for dispatch to strategic points throughout the country from Easter onwards. Popular seaside resorts, tourist centres, agricultural shows, race meetings, horse trials and air displays are among the hundreds of places where the distinctive R.A.C.-blue offices will be located. This summer, too, the R.A.C. "brings service to the member" travelling by air. A permanent caravan-office is to be established at London Airport where it will meet the needs of both air-travellers and airport visitors. It will be the task of the specially-trained crews manning the mobile offices to find answers to problems of every sort posed by R.A.C. members and other road users, ranging from "Where should I park my car?" to "How do I get my car to South America?" R.A.C. members will be able to obtain handbooks, maps, keys, badges and other useful items from the fully stocked mobile offices. Enquirers will also be able to get the fullest information—and often in an emergency—a practical demonstration of the benefits of Club membership. It is estimated from previous experience that more than 100,000 motorists and motor cyclists are likely to receive help or advice from this greatly expanded fleet. During the summer all of the Mobile Offices attending major events such as the British Grand Prix at Silverstone, Royal Ascot, the Royal Show and the Farnborough Air display, will be linked directly by telephone to the County Offices. In this way they will be able to extend even further the Club's round-the-clock "Get You Home" Service for stranded drivers and their passengers.





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# AREA NEWS

## LANCASHIRE

C. P. Hawke,

1 Auburn Road, Old Trafford,  
Manchester, 16.

THE last Meeting was held at the *Bridgwater Arms* as usual. It was to be the last evening at which we would have Alistair Ingham Clark who has been a very hard working and helpful Area Secretary. Due to business reasons Alistair has now to leave us and return to his native south. We will be very sorry to lose him indeed and wish him all the best in his new post. On this occasion we were very pleased to have with us George Tottey and two of his contingent from the Cheshire and Merseyside Area. Atrocious weather conditions apparently kept our attendance down to just less than 20, only one stalwart arriving on a motor cycle. We had a very pleasant evening indeed, yours truly trying hard to remember everyone's name.

As I have taken over the Secretaryship from Alistair, will anyone who does not hear from me before May 8th (which is the date of our next Meeting at *Bridgwater*) please let me know their address.

## CHESHIRE AND MERSEYSIDE

G. E. Tottey,

2 Rocky Lane South,  
Heswall, Wirral.  
'Phone: Heswall 300

FOR our meeting in March Noel Pope came to see us and we thoroughly enjoyed his talk on his racing experiences, particularly, about his Brookland's lap records which will now stand for all time, and the attempt on the world's solo record in the U.S.A.

I think most of us were a little surprised to hear of all the riding he did in the continentals, the above details of his motorcycling rather overshadow his other experiences.

Unfortunately he had to return to London overnight so he could not stop at the meeting too late. I think the lads would have stopped all night by the attention they gave him. However we are certainly very grateful for the trouble he went to.

We are sorry that Ingham-Clark is leaving Manchester as we get on very well together.

I had the pleasure of attending Ingham-Clark's farewell gathering and meeting the new area representative.

Judging by the enthusiastic meeting I feel sure Manchester will go on to greater heights in the future.

Sorry there is not much news this month but I have been so busy personally that I have not had moment off to gather any.

Four hours from now (3.30 leaving here) we shall be on the way to Silverstone for practise day. Fingers crossed and hoping for the best behaviour on the part of the weather clerk. (You must have uncrossed them George—Ed.)

## HERTFORDSHIRE, BUCKINGHAMSHIRE AND SOUTH BEDFORDSHIRE

C. Lucas,

14 Oundle Avenue, Bushey, Herts.  
'Phone: Bushey Heath 2176

APRIL 11th was the first meeting of a new group. A number of members turned up and over a "noggin" the group idea was expounded, ideas ventilated and recent race meet incidents evaluated. Maurice Brierly who still has all his old enthusiasm in spite of his new leg, was full of vim and looking forward to his first turn-out in the near future with the new "Thunderer" in abbreviated form.

I received several letters and messages from members unable to attend, who, for reasons business and preparing for Silverstone, promised future support. At first hand some confidence in our future meeting is justified.

Animated gossip from several quarters made me think if you cannot attend one of these meetings why not send me along a few lines on your ideas, this should be interesting and call for some discussions.

Maurice Saluz, whose future among our array of young riders is set on promising lines, had his share of bad luck up at Snetterton. In practice a broken rear brake rod under fortunate circumstances. After a good start in his heat and keeping in close formation with the rest of the Scottish company, in the second lap his rear chain gave trouble. Never mind Maurice, better things in store.

As your new representative, thank you, your actual racing hours are short, but,

preparations leave little for ought else.

Our next meeting, 9th May, at the *Windmill Inn*, Bushey Heath, which I hope you can manage to fit in.

## DERBYSHIRE AND NORTH STAFFORDSHIRE

J. G. Shaw,

I am happy to report that a most encouraging response has been received from Club members in this Cell to the recent circular, and the kind offers of support and assistance which have already been made, augur well for the future. Arrangements for the initial get-together have been complicated somewhat by the diversity of preference the selected day of the week, but a slight majority in favour of Thursday night settles the issue for the time being. After considerable bar investigation and the consumption of umpteen introductory pints, a suitable venue for the inaugural meeting has been found at *Normanton Arms Hotel*, Normanton, Derby. The host here is none other than Pathfinder and Derby Motor Club's Chairman, Harold Hollis, who will be well-known to many as the Clerk of the Course for the Trade supported Bemrose Trial each year. Harold has offered us the use of a comfortable lounge-bar, together with a club room with seating capacity for a couple of hundred for film shows and other similar purposes. There is ample parking space in the hotel yard and it is sincerely hoped

that most of the active members in the cell will be turning up at 8 o'clock on Thursday night April 26th. Our future programme will, of course, generally depend upon the proceedings during that evening and I hope to have further good news in time for the next issue.

## NOTTINGHAMSHIRE

W. B. Martin,

*'Ivy Cottage,' 55 Kneeton Road,  
East Bridgford, Nottinghamshire.*

WE held our first meeting at the Dolphin Hotel, North Church Street, Nottingham on the 9th April, 1956. Attendance was, I am sorry to say rather disappointing, but I am sure that lack of attendance was occasioned by many of our racing members being in the throes of preparing their machinery for Silverstone and/or repairing their broken machines from the Snetterton Meeting the previous day, actual attendance of the meeting was about a dozen. I managed to lay on a couple of racing films and a good time was had by all. Members present were given the opportunity of airing their views of 'Bemsee' and other relevant subjects.

I am very optimistic about the future of the group and propose to hold meetings at the Dolphin Hotel on the second Monday of every month at 7.30 p.m. The next meeting will be held on the 14th May.



## BRIGHTON SPRING SPEED TRIALS

MAY 12th, 1956

PROGRAMME sellers are urgently required for this new event to be organised by the club. The only revenue will be that derived from programme sales and the co-operation of members' wives and friends is sought for this purpose.

Time is very short and those able to assist are therefore requested to communicate direct with Mr. Arthur Mills, Express Dry Cleaning Co: St. Crispin Estate, Wellingborough Road, Rushden, Northants, (Tel.: 2876), May 8th (next Tuesday). Your services will be required on the Madeira Drive, Brighton, between approximately 10 a.m. and 4 p.m.

road racing



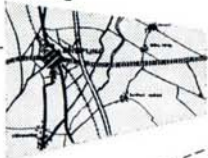
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MAY 21

*Bemsee's*

## SPRING MEETING

*(In conjunction with  
Cheshire Centre of the A.C.U.)*



# MOTOR CYCLING'S SILVERSTONE SATURDAY

(APRIL 14th)

## SENIOR

- 1st J. Surtees (M.V. AGUSTA)  
2nd R. McIntyre (NORTON)  
3rd T. Shepherd (NORTON)



## JUNIOR

- 1st J. Hartle (NORTON)  
3rd D. Ennett (A.J.S.)



## SIDECAR

- 1st P. Harris (NORTON)  
2nd R. Mitchell (NORTON)  
3rd W. Boddice (NORTON)

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