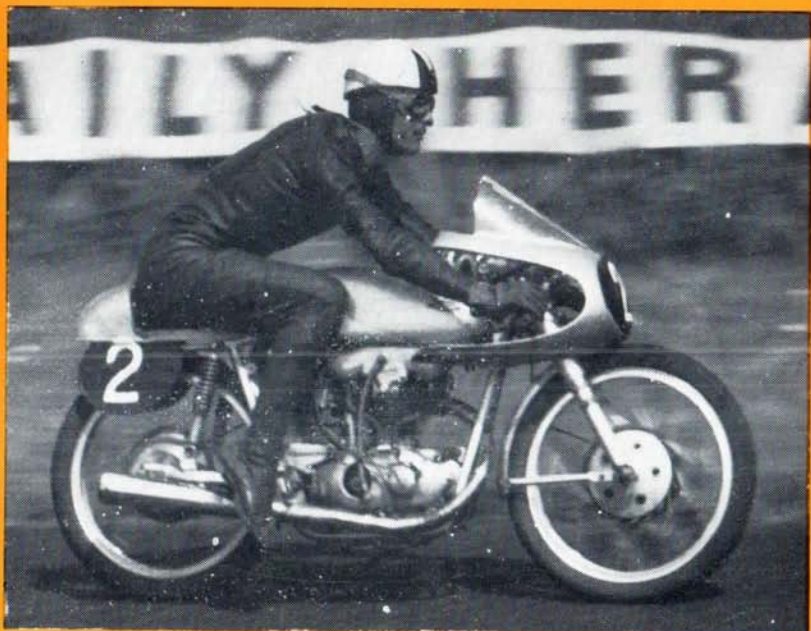




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 11. NOVEMBER, 1956. ONE SHILLING



"Mellano Trophy" winner Cecil Sandford, takes the 125 c.c. Mondial round Oulton Park Circuit at our meeting this year.

(Photo: G. E. Hicken)

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HOUSE, STRAND.

A FEW TICKETS MAY STILL BE AVAILABLE —
SO DO PLEASE HURRY — APPLICATIONS
RECEIVED AFTER NOVEMBER 6th, CANNOT
BE CONSIDERED.

Bemsee

Vol. 9. No. 11. NOVEMBER, 1956

EDITOR :
P. F. WRIGHT.

THE BRITISH MOTOR CYCLE RACING CLUB

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CONGRATULATIONS!

ELSEWHERE in this issue of our magazine, are given the names of, and individual points scored by, various riders who have competed in races this past season; including those who, by virtue of the number of points they have accumulated, have gained fine trophies and/or championship honours.

We look forward to seeing the winners having their trophies presented to them at the Annual Dinner, but in the meantime, we most heartily congratulate them on their performances; Cecil Sandford, Pip Harris and Bob McIntyre.

To the runners-up and to those who appear well up in the lists, especially the private-entry riders who receive no factory or agent support, we extend our salute. We also say a very big "Thank you!" to all riders for giving us an interesting and pleasurable year's racing and we wish to them all, this same thought for next season.

Closing-date for contributions—16th of each month.

THE BATTLE CONTINUES!

ERWIN TRAGATSCH replies to his critics.

WHEN I wrote "Racing Twostrokes—I hate them!" (June "Bemsee") I expected critical replies. I was therefore not surprised at all when A. E. Rose tried so hard to prove that I am wrong in my attitude towards these kind of engines. In fact, I was very pleased to hear his opinion; which is about the same as all other enthusiastic twostroke fans. After reading his article in the July number of "Bemsee", I well understand his point of view, although he overlooks the difference between my, and his, outlook on racing twostrokes.

He regards playing with, and the tuning of twostrokes, as a hobby and is always pleased when, after much hard work and some disappointments, he can get a bit more out of his engine than before. His ambition is to improve a twostroke to the utmost, without the intention to prove that the twostroke is in racing, superior to a good fourstroke of the same size. My outlook on twostroke racing engines is far different, as I cannot and do not want to play with them after my day's work. For me, work on engines is not only a hobby, it is a matter of "do or die" a commercial affair; and because I don't want to "die" as a result of wasting time and other's money on twostroke racing engines, I came to the conclusion that work on this type of engine is not worthwhile. This opinion is shared by many competent men in the trade, of whom I would like to mention Messrs. D. S. Heather (Managing Director, Associated Motor Cycles); Edward Turner (Managing Director, Triumphs); Joe Craig (ex-Technical Director and Racing Manager, Norton Motors Ltd.); and others.

A. E. Rose agrees with me that the four-stroke engine is pre-eminent, so why are some very clever men wasting their time with tuning twostrokes instead of fourstrokes? Some among them have been working for years and own thousands of diagrams, drawings, high r.p.m. and h.p. figures; often spending their last penny on their beloved twostroke racing engines; and the result? I am interested in facts and not dreams! When I refer to older designs of racing twostrokes, it is done not because I am so old and dream only of the "good old days," or because I don't know or do not want to see, what is the present trend. The reason is, that

nothing is new in this sphere. While others are working hard on lines which are well known (unfortunately not to them!), I can afford to skip such unnecessary work. The patent offices are full of twostroke patents of which only very few have any commercial or practical value. Only a few days ago a man who works on "hot" twostrokes, came into my office and told me about a great "secret" a double-piston engine with four carburettors! He wanted to ask for a patent on this design, which so far, is on paper only, and was directly shocked when I told him that Garelli, on their double-piston twostroke racing engines in 1922, used four carburettors!

The man who is responsible for the "new" 350 c.c. three cylinder D.K.W. racing engine is about 20 years older than me. I last met him in 1926 when he rode in races on a 1000 c.c. Matchless S.V. V-twin solo. His name is Prof. Robert Eberan von Eberhorst and I have nothing but admiration for his work on this design; which is in fact not so new as it looks, because the first machine appeared in races six years ago! During these six years I have very closely followed the development work on this machine and thanks to some inside information, I can still say that this racer gives the men who are responsible, a lot of headaches. The D.K.W. is backed by the best brains available, by a well equipped firm, by a large amount of money and by many, many years of experience with twostroke racers; and the result? The machine won in races at home where, with one exception, there was no foreign factory support of fourstroke racers; but couldn't win a single International Grand Prix or T.T. race after all these years of costly development. The fact is, that fourstroke racing machines produced by Moto-Guzzi, M.V.-Agusta, Gilera, Norton and A.J.S., have won these events; not the twostroke D.K.W. If the organisation behind this machine had put its brains and other possibilities behind a fourstroke racing machine, they surely could have produced a world-beater. Never in their existence since 1919 have D.K.W. produced a fourstroke machine; it is for prestige reasons impossible for them to leave the twostroke racing field. We have nearly the same case with B.M.W., al-

though this doesn't concern twostroke racers, it concerns the prestige of the transverse flat-twin, which is surely not the ideal thing for a modern racing machine; however, they simply don't want to leave this kind of engine for racing purposes only.

Other firms have not bothered so much with prestige matters and the C.Z. factory in Czechoslovakia, one of the biggest producers of twostrokes, reverted to four-strokes for racing purposes. In Italy, M.V.-Agusta started with racing twostrokes, but when they found that there is a limit to them, they switched to—as you know — very successful four-strokes. Morini the same; Bianchi too; and Mival, another twostroke producer, with four-strokes for racing. KTM in Austria, race officially four-strokes only, although they normally produce twostrokes. These and other firms have very clever men with much twostroke experience, but they want to win races and not to be among the “also rans.” No serious manufacturer of motorcycles is going to invest money in a design which doesn't pay. The D.K.W. works are very big and have sufficient money, so don't feel much, the quite heavy expenses of the racing department and besides that, they are still getting some compensation from the advertising effect of some successes at home. Other firms simply can't do what D.K.W. is doing or don't want to do it. One of them is Adler in Germany, who about five years ago appeared with a new twostroke 250 c.c. twin racer with an official factory team in races. After one or two seasons they had enough; their best man — technician and rider — Hallmaier, preferred to ride another (four-stroke) racing machine. Today, we still have in Germany, air and watercooled versions of the fast Adler in races, but never among the first at the finish!

I think that A. E. Rose is not correct when he says people become discouraged when playing with racing twostrokes. The fact is that, sooner or later, they find out that it is not worthwhile to continue their work as there are not many chances to get equal positions with a fourstroke. I knew a German motorcycle designer-manufacturer whose machines gained more Championships when equipped with British fourstroke “Python” engines and who was very sound on the financial side; but this was in the mid-thirties. He later devoted all his time and knowledge and eventually money, to the design of a 350 c.c. twostroke (supercharged vertical

double-piston twin) racing engine, which two or three times appeared in practice, but which was never really raced. The experiments with it and others eventually forced him to close down his factory, and of such examples I know more!

Thanks to the good work of metallurgists and technicians we can produce today, a more reliable and also partly faster twostroke racing engine than some years ago, but the fact remains that nobody, not even the D.K.W., as the best present racing twostroke, can match a good four-stroke racer. Besides, I think that the production of a *single* 3-cyl. D.K.W. costs more than Nortons or A.J.S./Matchless have spent during the whole season on running a full team! While almost every good rider can ride such a British production racer, only a very selected few are capable of doing any good with such a D.K.W. The best proof is that the British firms are selling their racing machines, but the 3-cyl. D.K.W. will never be outside the firm's eyes.

A. E. Rose talks around the experiences with his own machine, which is surely a good example of a tuned production twostroke; but he probably forgets that a racing twostroke has to work under entirely different and much harder conditions, if it is to beat a good four-stroke racing machine; and here lies the main difference! In this class we must put all the fast little twostrokes such as the Montesa, the M.Z. (the East-German former Ifa and ex-D.K.W.), or the new little 125 c.c. D.K.W., which to some degree are fast and also reliable but which, under normal conditions, are no match for the fast factory M.V.-Agustas, Mondials, Gilera-Twins, Ducatis, C.Z.s and others. Despite their “simplicity as twostrokes” they are not cheaper in production and if it is also possible to make them faster then they will lose all their reliability.

New discoveries in the twostroke field? Possible, why not; but the lap of the Gods turns equally fast for the four-strokes, and because they have so many initial advantages, it will be very difficult for a racing twostroke ever to reach them. Britain's prestige in the motorcycle field was built by men who have been prepared to sacrifice their knowledge, time, money and often health; like the late Bert Le Vack, Douglass Marchant, Cyril Pullin, Joe Craig, Harold Willis, George Brough, George Dance and many others, including such enthusiasts as A. E. Rose, who inside his possibilities tries to show

a way, which—in his opinion—is useful. I have the greatest admiration for such men, but can't do else than inform them that their way is very "rough" and the finish is very far away. On the other hand, if one likes tuning a twostroke, as others like fishing, dancing, walking, singing or playing records for fun; I can only wish him every enjoyment with this really interesting hobby. Personally, I would transfer such a hobby to four-strokes and it wouldn't cost a fortune. Only recently in a race at Kirkby Mallory I saw wonderful performances by little British fourstrokes compared with two-strokes, and please don't forget that the fastest man on earth on two wheels used a basically standard engine of British manufacture which was tuned on the right lines. Could it ever have been done by a production or even non-production twostroke?

In the August number of "*Bemsee*" I got two more replies to my article, and I am only sorry that L. W. E. Hartley hasn't expressed in full all his opinions. Is he still under the "influence" in a technical respect, of his former associate Mr. Carter, who was an ardent twostroke enthusiast; or does he more or less agree with me? I wish I could often agree with his "battle for alcohol" as I am really no opponent of alcohol (in motorcycles, of course!) and I too don't very much like technical restrictions; but . . . would Geoff Duke like to ride a modern supercharged four-cylinder 500 c.c. Gilera on alcohol fuel over the T.T. course? In

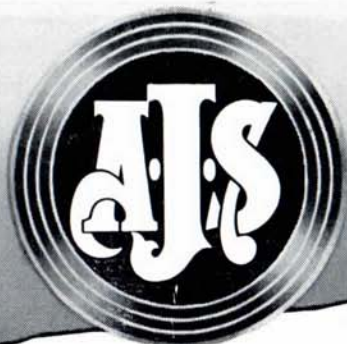
the second letter, John F. Manning says that he was amused by my "hymn of hate" against racing twostrokes and I can only say that I am glad that I was able to amuse him. Now I ask him only to take all reports from the big international races this year and to look at the "successes" achieved by his favourite twostroke racing machines. I am sure that his good mood would change to a bad one. He is dead right when he says that we are in opposite camps, because for him, "finishing well" means the same as "finishing high up" for me, and I prefer the "high up" because racing is a matter of high-speed *and* reliability and not only one or the other. He mentions also that mopeds and scooters have gained much from racing successes achieved by two-strokes; a statement which is very, very weak. On the other side, I would advise him to compare a 250 c.c. production motorcycle fitted with an 18 h.p. twostroke engine, with exactly such a motorcycle fitted with a fourstroke engine. If he is still in favour of such a "hot" twostroke, I am only sorry for him . . . especially for his pocket! Mr. Manning accuses me of not specifying facts, in a way which I don't like very much, and he would have done better in questioning concrete matters and by using more friendly words. I am not paid by the fourstroke brigade and I don't take up my rifle when I see a racing twostroke; but I see facts and these confirm again and again that the fourstroke racer is superior to the two-stroke.

THE WATSONIAN ANNUAL TROPHY, 1956

Final placings after *Motor Cycling's* "Silverstone Saturday" April 14th, Oulton Park "Britannia Vase" Meeting, May 21st, "Trophy Day," July 7th, Shelsley Walsh, August 26th, International "Hutchinson 100" Meeting, September 22nd and Crystal Palace "Metropolitan" Meeting, October 6th.

Points are awarded as follows: 16 for a win, 12 for a second, 8 for a third, 5 for a fourth, 3 for a fifth and 1 for a sixth place.

96 Points	22 Points	6 Points
P. V. Harris	L. W. Taylor	J. Drion
84 Points	17 Points	5 Points
W. Boddice	A. Young	M. Corston O. E. Greenwood
36 Points	14 Points	4 Points
J. Beeton C. Smith	A. H. Skein	N. E. Hicks
30 Points	12 Points	3 Points
C. H. R. Warner	F. Hanks R. Mitchell L. Wells E. T. Young	R. Dowty L. J. B. Webster
24 Points	10 Points	1 Point
A. Ellis E. Walker	F. Taylor	J. Difazio B. G. Gross N. E. Staple



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RACES**
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"METROPOLITAN MEETING"

OFFICIAL RESULTS

SPECIAL AWARDS:

The "Metropolitan Trophy"

T. S. Shepherd (499 c.c. Norton)—77.94 m.p.h.

The "Les Graham" Trophy

J. Beeton (499 c.c. Norton/Watsonian)

The "125 Trophy"

C. C. Sandford (125 c.c. Mondial)—67.26 m.p.h.

The "Sidecar Trophy"

P. V. Harris (499 c.c. Norton)—72.73 m.p.h.

EVENT I. (Heat 1). Solos from 251 c.c. to 350 c.c.

				<i>m. s.</i>	<i>m.p.h.</i>
1.	R. McIntyre	-	Norton	5 59.6	69.58
2.	R. Anderson	-	A.J.S.	6 02.2	69.08
3.	A. Trow	-	Norton	6 03.8	68.77
4.	T. S. Shepherd	-	Norton	6 04.2	68.70
5.	G. Monty	-	Norton	6 05.2	68.51
6.	A. V. Hegbourne	-	Norton	6 11.2	67.40

Order of other finishers—K. W. James (B.S.A.); A. Wheeler (Moto-Guzzi); E. F. Wooder (Norton); P. J. Marsh (D.W. Spec.); R. A. Avery (B.S.A.); R. Blanning (B.S.A.); A. R. Hammond (B.S.A.); P. R. Hodgson (B.S.A.); A. W. Walczak (B.S.A.); V. W. Cottle (A.J.S.); B. D. Gissane (Velocette); G. A. Dormer (B.S.A.); L. G. Pinzani (B.S.A.); J. C. Holloway (A.J.S.); M. Chambers Challis (A.J.S.); P. J. Ashby (A.J.S.).

Fastest lap: R. Anderson—1 m. 09 sec.—72.52 m.p.h.

EVENT I. (Heat 2)

1.	A. King	-	Norton	5 58	69.88
2.	F. G. Ferris	-	A.J.S.	6 00.2	69.45
3.	G. Murphy	-	A.J.S.	6 10.2	67.58
4.	R. Castle	-	B.S.A.	6 14.4	66.82
5.	J. P. Fordham	-	Norton	6 15.2	66.68
6.	K. R. Tully	-	Norton	6 27.2	64.61

Order of other finishers: O. P. Williams (A.J.S.); B. Rimes (Norton); J. R. Clark (A.J.S.); J. C. Young (B.S.A.); E. A. Lavingdon (Velocette); P. H. Tyack (A.J.S.); S. F. Plewis (Velocette); D. S. Skennerton (A.J.S.); W. Goltz-Mehn (A.J.S.); P. J. Tucker (Velocette); A. Aitken (Velocette); P. T. Mullen (B.S.A.); M. R. Oram (B.S.A.); E. Ellis (Norton); F. D. Bodman (B.S.A.).

Fastest lap: A. King—1 m. 09.2 sec.—72.31 m.p.h.

EVENT 2. (Heat 1). Solos between 351 c.c. and 1,000 c.c.

				<i>m. s.</i>	<i>m.p.h.</i>
1.	R. McIntyre	-	Norton	-	5 40 73.59
2.	A. Trow	-	Norton	-	5 40.6 73.46
3.	R. Anderson	-	Norton	-	5 40.8 73.41
4.	A. V. Hegbourne	-	Norton	-	5 52 71.08
5.	W. J. Sawford	-	Matchless	-	5 52.2 71.04
6.	E. Boyce	-	Norton	-	5 56.4 70.20

Order of other finishers: G. Tanner (Norton); G. A. Catlin (Norton); G. J. Turner (Pike B.S.A.); I. Clarke (Norton); P. E. S. Webb (Norton); J. R. Vincent (Norton); L. Kempster (Norton); W. H. Wiltshire (Norton); N. P. Lethbridge (Triumph); J. S. Stracy (B.S.A.); J. N. Tollet (B.S.A.); G. D. H. Burt (B.S.A.)

Fastest lap: R. McIntyre—1 m. 05.4 sec.—76.51 m.p.h.

EVENT 2. (Heat 2).

1.	J. R. Clark	-	Matchless	-	5 45.4 72.43
2.	A. King	-	Norton	-	5 45.6 72.39
3.	P. Ferbrache	-	Norton	-	5 49.4 71.61
4.	F. G. Perris	-	Matchless	-	5 50.2 71.44
5.	R. Fay	-	Norton	-	5 50.6 71.36
6.	T. S. Shepherd	-	Norton	-	6 01.2 69.27

Order of other finishers: F. A. Rutherford (B.S.A.); B. L. Turner (Dudley Ward Special); J. N. P. Wright (Matchless); R. Castle (Matchless); K. E. Tully (Norton); R. H. Carman (Norton); M. J. Gittins (Matchless); L. A. James (Vincent); R. L. Dawson (Vincent); C. H. Hubbard (B.S.A.); P. J. Tucker (Rudge).

Fastest lap: J. R. Clark—1 m. 06.4 sec.—75.36 m.p.h.

EVENT 3. (Heat 1). Sidecars from 490 to 1,000 c.c. and Cyclecars up to 1,200 c.c.

1.	P. V. Harris	-	Norton	-	5 58.2 69.84
	Pass.: R. Campbell				
2.	W. G. Boddice	-	Norton/Watsonian	-	6 08.0 67.99
	Pass.: E. Bliss				
3.	J. Beeton	-	Norton/Watsonian	-	6 12.6 67.14
	Pass.: L. Nutt				
4.	F. Hanks	-	Norton	-	6 13.4 67.00
	Pass.: E. Dorman				
5.	E. Walker	-	Norton	-	6 20.6 65.73
	Pass.: D. G. Roberts				
6.	L. W. Taylor	-	Norton	-	6 27.6 64.54
	Pass.: P. Glover				

D. H. Saywood (Norton); Pass.: L. T. White.

Fastest lap: P. V. Harris—1 m. 09.4 sec.—72.10 m.p.h.

EVENT 3. (Heat 2).

1.	A. Young	-	Norton/Watsonian	-	6 18.4 66.11
	Pass.: A. Partridge				
2.	E. T. Young	-	E.T.Y. Triumph	-	6 25.2 64.94
	Pass.: C. D. Young				
3.	C. H. R. Warner	-	Vincent Special	-	6 26.8 64.68
	Pass.: C Bulcock				
4.	M. Corston	-	Vincent	-	6 42.8 62.11
	Pass.: L. Watts				
5.	L. J. B. Webster	-	Norton	-	6 48.0 61.32
	Pass.: E. Barnes				
6.	N. E. Staple	-	Norton/Watsonian	-	7 01.2 59.40
	Pass.: G. Deering				

G. D. Payne (B.S.A.); Pass.: G. Mayne.

Fastest lap: A. Young—1 m. 13.2 sec.—68.36 m.p.h.



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two jobs . . .

one pair of tyres

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 paired tyres

increase the **safety** of solo motorcycling

EVENT 4. B.M.C.R.C. 125 c.c. CHAMPIONSHIP.

			<i>m.</i>	<i>s.</i>	<i>m.p.h.</i>
1.	C. C. Sandford	- Mondial	-	10 15.0	65.09
2.	D. H. Edlin	- M.V. Agusta	-	10 30.2	63.52
3.	J. Baughn	- M.V. Agusta	-	10 34.6	63.08
4.	A. F. Wheeler	- M.V. Agusta	-	10 42.0	62.36
5.	J. W. Dakin	- E.M.C.	-	11 24.2	58.50
6.	S. Rees	- New Imperial	-	11 34.4	57.64

Fastest lap: C. C. Sandford—1 m. 14.4 sec.—67.26 m.p.h.

50 c.c.

1.	F. Sheene	- Astor Special	-	11 09.0	44.88 (6 Laps)
2.	W. Peden	- NSU	-	11 09.6	44.84 (6 Laps)

Fastest lap: W. Peden—1 m. 41.0 sec.—49.54 m.p.h.

EVENT 5. B.M.C.R.C. 250 c.c. CHAMPIONSHIP.

1.	R. McIntyre	- Norton	-	17 49.2	70.20
2.	G. Monty	- G.M.S. Mk. II	-	18 18.6	68.32
3.	R. M. Harding	- G.M.V.	-	18 50.2	66.41

Fastest lap: R. McIntyre—1 m. 09.4 sec.—72.10 m.p.h.

B.M.C.R.C. 350 c.c. CHAMPIONSHIP.

1.	R. McIntyre	- Norton	-	16 53.2	74.08
2.	T. S. Shepherd	- Norton	-	16 54.4	73.99
3.	A. J. Trow	- Norton	-	16 57.8	73.75
4.	A. King	- Norton	-	16 59.4	73.63
5.	F. G. Perris	- A.J.S.	-	17 03.8	73.22
6.	R. Anderson	- A.J.S.	-	17 05.4	73.20

Order of other finishers: G. Monty (Norton); G. C. A. Murphy (A.J.S.); K. W. James (B.S.A.); J. P. Fordham (Norton).

Fastest lap: T. S. Shepherd—1 m. 05.6 sec.—76.20 m.p.h.

FINAL B.M.C.R.C. SIDECAR CHAMPIONSHIP

1.	P. V. Harris	- Norton	-	14 12	70.48
2.	J. Beeton	- Norton/Watsonian	-	14 27.4	69.23
3.	W. Boddice	- Norton/Watsonian	-	14 28.8	69.12
4.	E. Walker	- Norton	-	14 33.6	68.74
5.	F. Hanks	- Norton	-	14 33.8	68.72
6.	A. Young	- Norton/Watsonian	-	14 34.2	68.69
7.	E. T. Young	- E.T.Y. Triumph	-	15 03	66.50

Fastest lap: P. V. Harris—1 m. 08.8 sec.—72.73 m.p.h.

FINAL B.M.C.R.C. SENIOR CHAMPIONSHIP.

1.	R. McIntyre	- Norton	-	16 25.0	76.20
2.	A. J. Trow	- Norton	-	16 27.4	76.02
3.	R. Anderson	- Norton	-	16 31.4	75.01
4.	J. R. Clark	- Matchless	-	16 47.0	74.54
5.	A. King	- Norton	-	16 51.6	74.20
6.	E. F. H. Boyce	- Norton	-	16 58.4	73.69

Order of other finishers: G. B. Tanner (Norton); F. G. Perris (Matchless); P. Ferbrache (Norton); R. Fay (Norton); T. S. Shepherd (Norton); F. A. Rutherford (B.S.A.)

Fastest lap: T. S. Shepherd—1 m. 04.2 sec.—77.94 m.p.h.

COMMITTEE NEWS

Meeting held on October 1st, 1956.

Present: N. B. Pope (Chairman), L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, D. J. H. Glover, A. L. Huxley, W. G. Jarman, W. A. S. Knox-Gore, A. Squillario, A. H. Taylor and R. C. Walker (Secretary). Ex-Officio Member: E. C. E. Baragwanath. In attendance: W. G. Tremlett. An apology for absence was received from Mr. G. E. Tottey.

"Hutchinson 100" 1957: Confirmation had now been received from the A-C.U. that the date of September 28th had now been agreed for this Club's international meeting, which would be held at Silverstone, in 1957.

Earl's Court Stand: Arrangements were now complete whereby the Club would be represented on each day of the Motor Cycle Show at Earl's Court, on the stand for the display of Historic Motor Cycles. B.M.C.R.C. contribution to the staffing of this stand would be covered by members of the General Committee and supplemented by members of the Staff where necessary.

"Hutchinson 100" 1956: The Secretary's report and general matters connected with the organisation of this meeting were reviewed. Whilst the racing as a whole was of a high standard, the public attendance was disappointing and it was not yet known if the meeting had covered itself financially.

NEW MEMBERS

The following new members have been elected:—W. Goode, S. G. Edwards, D. E. Nichols, J. Mooney, M. A. Sultani, D. W. Stuart, G. Mayne, R. W. Llewellyn, M. D. Morgan, C. A. Pereira, D. L. Richards, P. J. Dunphy.

BENEVOLENT FUND

Donations have been received from the following members:—R. W. Doggett, H. Williams, H. Fielding, E. H. Willis.

"TROPHY DAY"

DUE To a timekeeping error, the 50 c.c. Award in the 125 c.c. race at the "Trophy Day" Meeting on July 7th, 1956 was wrongly credited to J. C. Hemmett with a time of 14 m. 41 secs. The amended result is as follows:—

50 c.c. Award—R. Dendy—13 m. 54.4 secs.

Annual Dinner: Progress and arrangements were reviewed and it was decided that the Dinner Sub-Committee should meet the Banqueting Manager of Lyons Strand Corner House at an early date in order that detail arrangements might be finalised.

Membership: New members were elected.

Annual Awards: It was unanimously decided to award the "Noel Pope Bowl" to Mr. F. J. Williams for his performance in the Brighton Spring Speed Trials last May. The "Christopher William Trophy" was awarded to Mr. H. L. Fruin in respect of his design and work on the 125 c.c. "Fruin Special"; it was hoped that this machine might undergo further development and well-deserved success during 1957.

THE SECRETARY

CONSEQUENT upon the recent meeting of the Board of Directors it was resolved that Mr. R. C. Walker's resignation from the position of Secretary to the Company should become effective from the November 12th, 1956. It was further resolved that Mr. W. G. Tremlett should take over the Secretaryship upon that date. Mr. Walker will remain a Director of the Company for the time being.

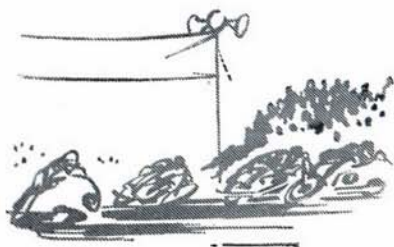
CAN YOU HELP?

IN A letter to the Secretary recently, Roy Charlton mentioned his plans for further attempts on the standing start records which eluded him when he had a "go" in September. He is very anxious to obtain the use of a Heenan and Froude engine-test unit. Naturally this would need to be located in the Midlands. If any member or manufacturer can help him out perhaps they would get in touch with Roy as soon as possible, with details of the equipment. It should be pointed out that a test unit is an essential part of any attempt on World Records. Though he will not require it until January, it may be that he will have to make up special couplings, etc., so the sooner the better. His address is 43 Holliday Road, Erdington, Birmingham 24.

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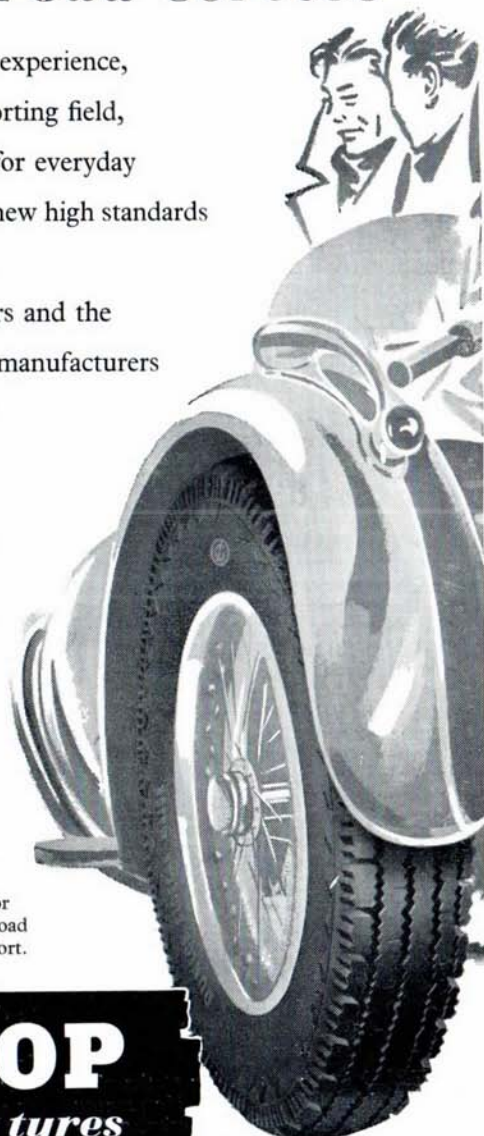
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AREA NEWS

(We wish to apologise to all members of the Surrey, Middlesex and West London Areas and to Bill Jarman in particular, for the non-appearance of their "Area News" notes in the October issue. This unfortunately was brought about by the notes having been mislaid while in the post, between head office and the Editor's address. We sincerely hope that members were not over-inconvenienced by this happening—Ed.)

SURREY & MIDDLESEX

W. G. Jarman
153 Reigate Avenue,
Sutton, Surrey.

THIS month these notes are addressed to all members in the London Area including Kent and Essex. As a result of many requests for a centralised venue, Bill Rose and I have got together again and laid on a special function at the "Prince of Wales Tavern," Drury Lane, W.C.1. Book the date, Tuesday November 27th, 7 p.m. for 7.30 p.m. onwards, for a special T.T. and G.P. quiz. In the Chair, Graham Walker. Panel chosen from Messrs. Daniell, Duke, Oliver, Simpson, Surtees, Tanner, Tyrell Smith and West. Nearest stations Covent Garden or Holborn. No difficulty about parking in Wild Street adjacent. One member, one guest and a silver collection to defray expenses. Any surplus to our own Benevolent Fund. London Area members, please support this fixture.

The M.P. Motor Socials at Chigwell, Essex, are fixed for November 17th and December 15th and those at Hayes, Kent are due to be held on November 24th and December 29th. Wear your badge or carry your card. Music, dancing, fun and games plus an extension in both cases. Come and enjoy a good night out with people who understand our language and customs. Although Chigwell and Hayes are in Essex and Kent respectively, members from Surrey and Middlesex are always welcome.

DERBYSHIRE & NORTH STAFFORDSHIRE

J. G. Shaw.
487 Uttoxeter Road,
Derby.

WE HELD our last meeting at the club headquarters, "The Normanton Hotel," Normanton Road, Derby, a few weeks ago on September 13th. The meeting again took the form of a film-show and was supported by an attendance of approximately fifty members and friends.

Mr. and Mrs. Harold Harris, our host and hostess respectively, had put the Club Room bar in operational order and this added convenience was particularly appreciated by the older members, who thus avoided the necessity of descending and ascending the stairs to the bar below with consequent loss of drinking time.

We again took a collection during the evening, but unfortunately, the proceeds did not quite cover the expenses. Fortunately, I had a small surplus from the previous social evening and consequently I was able to meet the bills without dipping into the "housekeeping."

Interest amongst the members of the group appears to be brightening a little lately, and I am hoping that there will be an even more gratifying attendance at the next club meeting. This has been fixed provisionally for Thursday, November 22nd, but confirmation will be sent to members a little nearer the day.

CHESHIRE & MERSEYSIDE

G. E. Tottey
2 Rocky Lane South,
Heswall, Wirral,
Cheshire.

WE HAD a very well-attended meeting on October 10th and a very cheery one too, with some good-natured leg-pulling of our latest newly-wed, also of "J. Alexander," who arrived on a motor cycle, with a foot in plaster, having ridden sixty miles to attend. After the leg pull he has promised to prove to me the efficiency of the repair by administering a kick in the pants! That pleasure will be delayed for a week or two.

Percy Eden, who was injured in practice in the I. of Man in September, has now been transferred to Ward M.2, Broadgreen Hospital, Liverpool, 14, where he is progressing as well as can be expected. His leg is going on well, but I am sorry to say that he has lost his right hand completely. His spirit is irrepressible, for the first thing he asked when I

went to see him was: "Is there any regulation against riding with an artificial hand?" If anyone can drop him a few lines he would be very pleased, naturally he will be unable to reply.

We have made up a very good provisional programme for the winter. We hope to have a famous visitor for our next meeting on November 7th, and the annual "Hot Pot" and Film Show early in December.

I hope we have a good Cheshire contingent at the Dinner. I have already sold four times as many tickets this year as last, four this year, one last year, including myself.

So cheerio till November 7th.

NOTTINGHAMSHIRE & LEICESTERSHIRE

W. B. Martin

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

THE writer would apologise for having omitted to submit "Area News" for the last issue; I was, however, away at Scarborough, but my place at the meeting

was very dutifully fulfilled by J. Starbuck, who has incidentally managed to, unlike myself, make a further profit for the funds.

We held another meeting at the usual time and place, "Dolphin Inn," North Church Street, Nottingham on October 8th last, and there was roughly the same attendance as usual. I was able to announce that we would shortly be attending a social function at the Club House, Kirkby Mallory, and we hope also to have a festive evening before Christmas at our own headquarters, at which we anticipate seeing a large number from the Derby cell.

I am happy to announce that the racing season for the Notts and Leicester crowd closed on a very healthy note, to my knowledge there are no casualties. Two members have expressed their great disappointment at being unable to compete at the "Metropolitan Meeting," due to unserviceable transport.

Our next meeting will be held, as usual, the second Monday of the month at the "Dolphin Inn," to which all road-racing enthusiasts are welcomed.



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

Final placings after *Motor Cycling's* "Silverstone Saturday" April 14th, Oulton Park "Britannia Vase" Meeting, May 21st, International "Hutchinson 100" Meeting, September 22nd and Crystal Palace "Metropolitan" Meeting, October 6th.

Points are awarded as follows: National—7 for a win, 6 for a second, 5 for a third, 4 for a fourth, 3 for a fifth, 2 for a sixth, 1 for a seventh, eighth, ninth or tenth place. International—10 for a first, 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
31 Points	22 Points	23 Points	28 Points	24 Points
C. C. Sandford	R. McIntyre	R. McIntyre	R. McIntyre	P. V. Harris
14 Points	15 Points	17 Points	12 Points	14 Points
D. H. Edlin	C. C. Sandford	A. King	T. S. Shepherd A. Trow	J. Becton
12 Points	10 Points	14 Points	10 Points	12 Points
J. Baughn M. P. O'Rourke A. Wheeler	T. E. Fenwick	A. Trow	J. A. Storr	C. H. R. Warner
11 Points	9 Points	13 Points	8 Points	11 Points
E. Pantlin	R. M. Harding	T. S. Shepherd	A. King	E. Walker
7 Points	7 Points	7 Points	7 Points	10 Points
W. M. Webster	J. Surtees T. S. Shepherd	J. R. Clark	J. R. Clark G. E. Duke J. Surtees	W. G. Boddice
6 Points	6 Points	6 Points	5 Points	9 Points
R. W. Porter	P. H. Carter D. H. Edlin G. Monty	R. D. Keeler	P. H. Carter	C. Smith
5 Points	5 Points	5 Points	4 Points	8 Points
J. A. Hogan	A. W. Jones	P. H. Carter	G. R. Dunlop	F. Hanks
4 Points	4 Points	4 Points	3 Points	7 Points
J. W. Dakin D. W. Minter	J. Baughn E. W. Tinkler A. Wheeler	G. R. Dunlop F. G. Perris	F. A. Rutherford G. T. Salt	F. Taylor
3 Points	3 Points	3 Points	2 Points	6 Points
A. Jordan	J. A. Hogan I. F. Telfer G. J. Turner	J. A. Storr V. T. Williams	E. F. H. Boyce B. Duff R. Fay	L. W. Taylor
2 Points	2 Points	2 Points	1 Point	4 Points
K. C. Brett E. J. G. Jarvis	P. H. Tait T. Thorp W. M. Webster	R. M. Harding	F. Burgess R. Fay J. P. Fordham A. V. Hegbourne K. W. James G. Monty T. Phillipson F. A. Rutherford B. L. Turner	O. E. Greenwood
1 Point	1 Point	1 Point	1 Point	3 Points
F. Bishop R. H. Bacon E. W. Collins R. J. G. Dickinson W. B. Martin J. K. Vaughan	J. Eckart G. N. Ewer M. Gunyon B. Hunter W. Maddrick G. S. Pennington W. A. Smith J. R. Vincent F. L. Fuller		J. D. Brindley D. G. A. Clarke F. G. Perris G. B. Tanner	R. Dowty
				2 Points
				J. Difazio A. Young
				1 Point
				N. E. Hicks

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TRIALS



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MARSHAL'S MUSINGS

W. G. BILL JARMAN

"Power does not consist in striking hard or often, but in striking in the right place."

—Balzac

AS FAR as we are concerned, the *right place* is the point of contact where the rear tyre bites the road. Maybe Balzac would have expressed himself in a different way had he seen the 1956 "Hutch." People still talk about it and several have said that this year's event was probably the best of them all. I therefore have pleasure in reminding Messrs. Taylor and Sandford that the "Mellano Trophy" holds 4½ gallons and the Annual Dinner is on November 9th which is the eve of Show Week.

☆ ☆ ☆

Look us up at Earls Court, where we share a small stand with other famous Clubs. Introduce a new member if you can, even if he is not a racing type he can help with the "Marshal Plan" and assist a great little bunch of real enthusiasts who get much pleasure from doing a good job of work for their speedy fellow members on their "dicycles." Remind your pals that our sub. is near enough equal to the price of a couple of Paddock Passes.

☆ ☆ ☆

The Duke of Edinburgh once said that the right place for your club badge is on the front of your helmet. To those who prefer shamrocks, leeks, roses or thistles in front, may I suggest the crossed Union Jacks on the other side of the battle bonnet. There is a suggestion of subtlety in having the transfer at the rear because if you are good, our famous badge will be seen by a lot of people behind you. Get the idea?

☆ ☆ ☆

I have just heard the good news that the Marquis Camden will preside over us at the Annual Dinner. Lady Guinness will also be in attendance, plus many famous names in our sphere of motor sport, that I just have no space to mention them all. Make sure of your tickets immediately, if they are not all sold by the time this issue reaches you.

☆ ☆ ☆

Have you, dear reader, a red Track Armlet with a number? If so, please post it back, either to me or to the office. These Track Armlets are numbered and the actual missing numbers are known to the Committee, who will be continually

looking out for them. If you know of anyone who is keeping one as a souvenir, please remind him that the Armlet is the property of our Club. In other words, he is stealing our property and should send it back. No letter is required!

☆ ☆ ☆

We have lost two of our older members in recent months. Professor Low and Jack Emerson. Both of these men in their various ways contributed a great deal to the world of mechanized sport, and their passing will be felt for a long time to come. Some of our younger members will be interested to know that Jack Emerson was No. 1 "Back Room Boy" behind the Jaguar cars which have put up such a good show since the war. Professor Low was a vice-president of this Club, and A.C.U. Chairman for something like a quarter of a century. R.I.P.

☆ ☆ ☆

In a farewell letter to me just before he left for Canada, Paddock Marshal Louis Lake (loud hailer) wrote to say how proud he was to have finished up at the 1956 "Hutch" as a "Senior" man. He thanks the entrants and competitors for responding to the calls, thus keeping to a split-second time schedule tied to "G.W. and M.W." for B.B.C. broadcasts (four times). Mr. Lake has gone to Windsor, Ontario, and looks forward to meeting any of our members in that part of the world. He concludes by saying: "It has been a great pleasure to Marshal for the racing men of Bemsee."

☆ ☆ ☆

Another first-class Paddock Marshal has gone over to the "Inner Admin." In other words, Guy Tremlett is to take over when Bob Walker leaves off. There will thus be a couple of vacancies in 1957 for two members who can come very early and stick it all day long for practice and racing. The Paddock men have the hardest job of all right from about 7 a.m. until the last event of the day. P.M.'s may be tired and sore-footed at the end of a meeting, but the mental satisfaction has to be experienced to be appreciated. No wonder the racing men praise the job done by these members. Good show, chaps!

A recent letter from the Midlands asks me when I got bitten by the 125 "Basic Baby Bug." It actually started in the early thirties when I got friendly with some of the New Imperial personnel, Norman Downs, Len Horton, Matt Wright and Ginger Wood were burning up the night oil on the 250 singles and 500 twins, keeping one eye on the 125 baby with a view to multiplication. Unfortunately, a chap called Hitler upset all their ideas and when Munich loomed up, that was the end of what might have been a British "Four" which would have been as good as, if not better than anything on the Continent.

* * *

As in racing so in trials. Recent events have made it clear that our manufacturers must seriously re-enter the 125/250 fields for touring, sports and racing. We cannot afford to neglect these two capacities especially in view of the fact that the modern 500 might one day find itself in a similar position to the 1000. Further-

more, there isn't a colossal difference between the 350 and the 500 of today which makes the 125/250 categories more important than ever. Who knows, the 250 might one day become the Senior Classification, with the 350/500 sizes reserved for the sidecars.

* * *

London Area members are particularly invited to read the special notes under Surrey and Middlesex, elsewhere in this issue. Bill Rose, P.R.O. and I have gone to a great deal of trouble to put on a special treat right in the heart of London. All we ask is that we break even on the expenses and that means you, you and you. Please come along and bring a guest, masculine or feminine and if you would like another racing film show in December or January, just let us know.

* * *

See you at the Annual Dinner or Earl's Court the morning after the night before. Parrots' cages! Fur coats!

STAND OF HISTORIC MOTOR CYCLES EARLS COURT

REPRESENTATIVES of the Club will be on duty at this stand during the seven days of the Show as hereunder:—

Saturday, November 10th—Afternoon
Mr. W. A. S. Knox-Gore.

Monday, November 12th—All day.
Messrs. A. H. Taylor & W. G. Jarman.

Tuesday, November 13th—All day.
Messrs. G. C. Cobbold & D. J. H. Glover.

Wednesday, November 14th—Afternoon.
Messrs. A. L. Huxley & L. S. Cheese-right.

Thursday, November 15th—Morning & early afternoon.
Staff.

Friday, November 16th—Afternoon.
Messrs. E. C. E. Baragwanath & W. A. S. Knox-Gore.

Saturday, November 17th—Afternoon.
Mr. A. L. Huxley.

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For Sale.

Megaphone, suitable Norton or A.J.S. Avon Tyres 300 x 21. Douglas "Plus 90" rear wheel sprocket 49-tooth. Surface plate 12" x 12". Cabin trunks, Leather suitcases. (Open to negotiations). Also Austin gearbox, gears and bearings. All enquiries to: J. Hedley, 54 Highfield Road, Winchmore Hill, London, N.21.

For Sale.

Late 1953 "Featherbed" 500 c.c. 5,000 miles only; perfect condition; complete with carrier-float to fit sidecar chassis. First £220 o.n.o. secures. All enquiries to: E. H. Willis, 31 Broadway, Didscot, Berks.

For Sale.

June, 1956 500 c.c. B.S.A. "Gold Star," Clubman's T.T. specification including full road equipment. Raced twice. Total mileage 1,430. £255. W. G. Tremlett, 25 Angel Hill, Sutton, Surrey, or at Richmond — 6326.



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MINNIE GRENFELL MEMORIAL TROPHY, 1956

Final placings after *Motor Cycling's* "Silverstone Saturday" April 14th, Oulton Park "Britannia Vase" Meeting, May 21st, T.T. Races, June, "Trophy Day," July 7th. M.G.P. Races, September, International "Hutchinson 100" Meeting, September 22nd and Crystal Palace "Metropolitan" Meeting October 6th.

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

23 Points
C. C. Sandford

21 Points
R. McIntyre

19 Points
P. V. Harris

17 Points
A. King

15 Points
W. Boddice

14 Points
R. M. Harding

13 Points
R. Anderson
J. R. Clark

12 Points
D. H. Edlin
G. Monty
F. G. Perris
T. S. Shepherd
L. W. Taylor

11 Points
E. Pantlin
A. Trow
C. H. R. Warner

10 Points
A. V. Hesbourne
J. Surtees

9 Points
J. Beeton
J. Baughn
M. P. O'Rourke
C. J. H. Smith
K. E. Tully

8 Points
W. J. Sawford
A. Wheeler
E. Walker

7 Points
I. Clarke
D. G. Chapman
G. R. Dunlop
J. Eckart
G. N. Ewer
R. J. Ford
R. Fay
B. H. King
R. S. Mayhew
C. T. Smith
T. Thorp

6 Points
F. Hanks
A. H. Jenkins
N. J. Price
F. A. Rutherford
J. A. Storr
A. H. Skein
G. T. Salt
R. S. Snell
F. Taylor
W. M. Webster

5 Points
E. F. H. Boyce
J. D. Brindley
G. H. Brooks
D. G. A. Clarke
P. H. Carter
R. Dowty
J. W. Dakin
G. E. Duke
B. Duffy
A. Ellis
T. E. Fenwick
J. P. Fordham
J. Hay
R. D. Keeler
B. Kershaw
D. W. Minter
B. J. Morle
L. G. Pinzani

T. Phillipson
J. L. Payne
R. W. Porter
B. L. Turner
F. Wallis
A. W. Walczak
A. Young

4 Points
"J. Alexander"
K. G. Buckmaster
R. H. Carman
G. A. Catlin
R. Castle
R. L. Dawson
O. E. Greenwood
P. R. Hodgson
G. Howarth
M. Henderson
K. W. James
D. Jarman
R. H. King
L. G. Kempster
A. A. Knowles
L. S. Rutherford
J. A. Sugden
G. J. Turner
E. W. Tinkler
J. A. Winfield
O. P. Williams
V. T. Williams

3 Points
R. A. Avery
G. E. Briggs
F. Burgess
F. T. E. Bodman
J. Bullock
V. W. Cottle
A. J. Day
R. J. G. Dickinson
G. A. Dormer
W. J. Deacon
W. Fitzsimons
T. P. Folwell
A. H. Frost
H. L. Fruin
B. D. Gissane
M. Gittins

S. R. Hill
J. A. Hogan
N. E. Hicks
J. R. Hurlstone
D. A. Hogg
E. McG. Haldane
C. H. Hubbard
B. Hunter
D. Howe
J. C. Holloway
W. A. Holmes
R. A. Ingram
A. W. Jones
T. Jones
R. E. Jerrard
E. J. G. Jarvis
R. H. Lilley
A. T. Morgan
A. Minihan
R. Madsen-Mygdal
W. B. Martin
W. Maddrick
P. J. Marsh
V. Naintre
B. Ormond
M. R. Oram
S. Palmer
R. Preece
H. Plews
G. S. Pennington
C. E. Packer
R. Pike
B. Rimes
D. S. Skennerton
B. P. Setchell
J. C. Smits
S. R. Stephenson
F. Sheene
J. T. Terry
R. Thompson
K. H. Tostevin
P. J. Tucker
G. B. Tanner
P. J. Walsh
E. F. Wooder
J. N. P. Wright
A. E. Willerton
R. Whitehouse
G. W. Walker
K. Willis

Due to the very large number of riders with scores of one or two points, the following lists have been limited to those whose score has altered since the last "Minnie Grenfell Trophy" table was published in the July issue:—

2 Points — G. Arnold, P. J. Ashby, W. R. Anderson, D. Andrews, M. E. Busher, R. H. Bacon, D. G. H. Burt, R. Blanning, M. Chambers-Challis, R. B. Cortvried, J. B. Denton, J. Drysdale, W. H. Dixon, B. G. Gross, M. Gunyon, R. Jervis, W. Kalinins, F. W. J. Launchbury, J. H. L. Lewis, S. F. Lewis, D. P. Legge, G. Lattimer, T. Morris, J. Newall, W. Peden, J. F. Righton, R. B. Rensen, R. Stretch, P. H. Tyack, B. Thompson, J. K. Vaughan, J. R. Vincent, E. J. Washer, C. O. Watson, R. Watson, W. H. Wilshire.

1 Point — M. D. Arnold, M. A. Bowdery, C. Broughton, R. Castle, P. L. Dakin, B. A. Denniss, E. Ellis, A. Evans, L. Flury, E. M. Kempson, B. E. Keys, N. P. Lethbridge, J. F. Patrick, E. Peacock, K. H. Patrick, L. B. Ranson, D. H. Saywood, J. R. Thurston, J. N. Tollit, L. J. B. Webster.

THE EDITOR'S CORRESPONDENCE

(Through member James Hedley of London, we have received a most interesting and very long letter from his friend in South Australia. L. T. "Horse" Weinert. We reproduce below, extracts from the letter, and hope that some of our members here can find time to write to Mr. Weinert, who says that he would like to hear from them.

His address is Olive Street, Magill, South Australia—Ed.)

I WAS flat-out for a number of weeks, helping Port Pirie Club organize and run their Easter Speed Carnival. I will endeavour to give you a description of this meeting, as it has now become one of our classics, for it involves Australian as well as State titles. The meeting is conducted on a 1 mile circular track of shell grit surface, and is mighty fast. This year's unlimited Australian Solo Championship over five laps, was done in a record time of 3m. 51.4 secs.; an average approximately of 77.8 miles per hour and incidentally, won by one of our countrymen, Gerry Hussey, who was doing a tour of Australian Speedway; going really well under the tuition of our own Speedway Champ, Jackie Young.

All events at this meeting, which was conducted last Easter Saturday, were all over five laps of the circuit, making five miles; and the title events consisted of 350 c.c. Sth. Aust. Solo Championship; up to 750 c.c. Sth. Aust. Sidecar Championship; unlimited Australian Solo Championship; unlimited Australian Sidecar Championship, as well as scratch and handicap events for all classes, 350 c.c. being the smallest. Some very fine racing with exceptionally close finishes was witnessed at this year's meeting. In the final of the Sidecar Championship, four outfits did three laps of the circuit abreast, the race being eventually won by C. Burke from Broken Hill, N.S.W., on a 650 c.c. Triumph. Second was A. Thain (500 c.c. J.A.P.) and A. Thompson (500 c.c. Ariel) third. In the unlimited Aust. Sidecar Championship, Bill Sullivan and Johnnie Walker, both from Victoria, were abreast for 3½ laps, both riding Vincents. Sullivan finished first, followed by Walker with Morrie Hoy third and all were Vincent mounted. As mentioned before, Gerry Hussey won the unlimited Solo Championship, and second was L. Jamieson, followed by M. Niedorfer, all J.A.P. mounted. This event was the most sensational of the day, for in it, Gerry took 5.8 seconds off the previous record time; not only that, but it was always regarded that countershaft-driven speedway machines were useless for road-racing, and chaps fitting gear-boxes to J.A.P.

engines, always got out of the gate much quicker and were winning everything; so consequently, everybody turned up with cog-boxes, as they have done for the past six or seven years. Gerry, however, disproved the theory this year, riding his speedway mount, countershaft only with a couple of changes in the gearing, and away he went and defeated Dick Sheard from Victoria, who has had this event in the bag and who held the track record for the past two years. It was a magnificent ride by Hussey, who got away in fifth place, but was lying second to Dick Sheard before the end of lap one. For three laps, Gerry's front wheel was alongside the rear wheel of Sheard's machine, one minute on the left side, the next on the right side; this tactic demoralized Sheard, who said after the event that he didn't know where Hussey was, or on which side Hussey was going to take him. However, in lap three, Hussey passed him on the outside and got away about two to three bike lengths, and there he remained. Coming into the straight for the last time, Sheard made one last desperate bid to head off Hussey, but seized his motor and came down, thus putting him out of the placings altogether.

To give you a rough idea of this Easter Speed Carnival; Good Friday morning and afternoon is for practice on the mile circuit, while Friday evening is a welcoming of riders, mechanics, visitors, etc., to the track, with a few "kegs of amber." Saturday morning is practice again and in the afternoon is the meeting, while on Saturday night comes the big dance, presentation of trophies, etc., in the Port Pirie Town Hall; also many "kegs of amber" at the club rooms for those not interested in dancing. Sunday brings a tour of the town and surrounding districts with members of the club, and Sunday night the giant barbecue, where there is a five-ton truck loaded with kegs, and a 15 cwt. utility loaded with sausages, chops, etc. The barbecue is a sight worth seeing, held in the shell-grit pits lying some seven miles on the Port Germein side of Port Pirie. There are dozens of small fires with the different groups around them, with the aroma of sizzling

chops and sausages and with runners from each group trekking back and forth to the makeshift bar, some with jugs and some with plastic buckets, which is no exaggeration. All fair dinkum!

We are still carrying on the battle to have the law banning the closing of public highways for road racing, rescinded. The 1955 Australian T.T. was allocated to Sth. Australia, and we did everything in our power to obtain either Woodside, Nuriootpa, or Lobethal circuits; Port Wakefield was out of the question, being under the 2.2 mile regulation for this class. Woodside and Nuriootpa are both circuits of over 3 miles and Lobethal is in the vicinity of 9 miles. The local councils and townspeople in each of these localities are wholeheartedly in favour, as we had petitions drawn up and signed by them, the result being a 95 per cent. majority in favour, but the powers-that-be refused permission. We then made negotiations with the Mildura Club to use their circuit, just over the border in Victoria; they were in full agreement but the A.C.U. of both Victoria and N.S.W. refused to issue us with a permit to run

and so we had no other alternative but to hand the classic back to A.C.C.A. for re-allocation and Queensland being next in line for the event, received it and ran it on their Southport circuit. This will give you some idea as to what we are up against, for we are really way out on a limb as far as road-racing is concerned; even so, we have not given up hope. The "we" mentioned above means the A.C.U. of S.A. of which Rex Tilbrook is the Secretary and myself his assistant, both of us having poured hours of work into trying to have road-racing reintroduced.

I could go on for hours writing about what has been done in trying to get road-racing back; insurance and all sorts of things came into it. At one stage, the local government stated one of the reasons the ban was introduced was that the public had no insurance cover. This we obtained; for all events in Sth. Australia where speed is the deciding factor, must have a public risk insurance cover of not less than £5,000, before the meeting can go on. We shall continue to fight for our cause!

L. T. WEINERT.

News from the R.A.C. (continued).

FOREIGN TOURING—NEW TRENDS

FRANCE is still the favourite Continental playground for British motorists abroad. This is revealed in a recent R.A.C. touring survey which also shows that Spain has jumped from sixth to second place in the popularity table of European countries. Another surprising fact it discloses is, that the number of motorists making Continental caravan tours has considerably increased. Up to the end of June, 645 of these motoring tours were arranged by the R.A.C., more than the total for the whole of last year. After France and Spain, the most popular countries for British motorists touring abroad are Switzerland, Germany, Austria and Italy. In the first six months of 1956, the number of foreign visitors to Britain showed an increase of ten per cent. Nearly a quarter of them came from the U.S.A. and Canada.

OVER THE BORDER

AMONG the more unusual "signing" activities recently undertaken by the R.A.C., is the supply of an outside road-sign indicating the Welsh-English border.

This sign, which was provided at the request of the Salop County Council, has been erected on the Welshpool-Oswestry road at Llanymynech, the last village on the Welsh side of the border. Many members are familiar with similar signs which greet motorists as they approach the Scottish-English border.

AVON NEWS

Mr. A. D. K. Ahlborn has been appointed to the Board of Directors as Assistant Managing Director. Joining the Avon Company in 1941 as Supplies Manager, Mr. Ahlborn was responsible for the maintenance of supplies during the difficult War and post War years. He is Vice Chairman of the Joint Materials Supply Committee of the Tyre Manufacturers' Conference and the Federation of British Rubber Manufacturers' Associations and Vice Chairman of a similar joint committee serving the T.M.C. and the Rubber Trades Association.

Mr. P. B. James became General Line Representative in the West London area with effect from September 17th, 1956.

R.A.C.

SUNDAY MOTOR SPORT
RESTRICTIONS

AS THE controlling body of motor sport throughout Britain, the Royal Automobile Club is actively exploring methods to amend the law relating to Sunday Observance. In recent months an Act which has been on the Statute Book since 1780, has been invoked to prevent motor or motor-cycle rallies, scrambles and kindred competitive events from being held on Sundays.

In a statement on the position, Mr. Wilfrid Andrews, Chairman of the R.A.C. said:

"Whilst the R.A.C. would not be a party to any processes which impaired the traditional character of the Sabbath, the existing legislation with regard to Sunday Observance is archaic and anomalous. Because it is out of accord with present-day habits, it is apt to be frequently disregarded and its enforcement is often haphazard and capricious. Frankly, it seems utterly ludicrous that thousands of people are free to flock to the cinema every Sunday, while others are debarred from foregathering in the open air to enjoy the sport and pastime they favour."

"Competitive motoring and motor-cycling is being drastically curbed and curtailed — quite unnecessarily in my opinion — by the operation of this Act. As the pioneer of British motoring and motor sport, the R.A.C. is seeking ways which will allow a growing number of motor sport enthusiasts to pursue the recreation of their choice unhindered. It is not an easy or a quick matter to alter legislation of this nature. As recently as 1953, a Private Members' Bill to amend drastically the Sunday Observance laws was rejected by Parliament, but the R.A.C. believes that efforts to secure a limited amendment would have the backing of a large section of the public and the Club is working to this end."

INTERNATIONAL CYCLE AND
MOTOR CYCLE SHOW

November 10th—17th, 10 a.m.—9.30 p.m. daily, except Sunday.

Price of Admission: 3s. all day. (Children under 14 years of age half price, except Saturday, November 10th).

R.A.C. Stand No. 9, Ground Floor, Warwick Road entrance.

Stand No. 23A. Exhibition of Historic Motor Cycles and B.M.C.R.C.

There are extensive parking facilities at the above exhibition. Prices for a day or part of a day are as follows:—

Cars	-	-	-	-	3s. 6d.
Three-wheelers & Combinations	-	-	-	-	2s.
Motor Cycles	-	-	-	-	1s.
Bicycles	-	-	-	-	6d.
Coaches	-	-	-	-	5s.

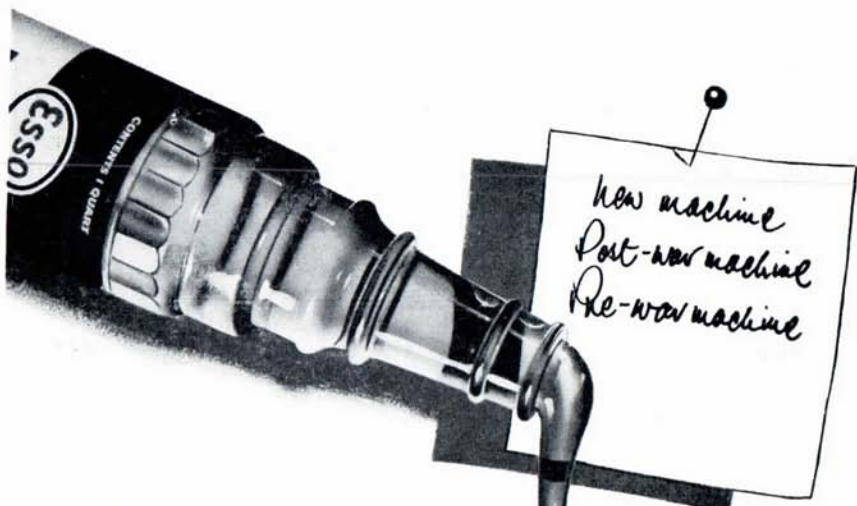
FITTED YOUR SECOND
REAR LIGHT?

TWIN rear lights became compulsory for all cars, motor cycle combinations and trailers used during the hours of darkness as from October 1st. Leaflets setting out full details of the new requirements are available on demand from the Legal Department.

ROAD AND WEATHER
INFORMATION

WHAT road conditions shall I meet on my journey? Which route must I take to avoid the worst of them? To the winter motorist these are vital questions. The R.A.C. weather reporting system, which operates during the winter months, provides the answers. A carefully planned telephonic network, covering the whole of England, Scotland and Wales, ensures that the latest news of road and weather conditions in any part of the country is available at the R.A.C. in London and at every County Office. In addition to providing information for members, reports are circulated regularly to the B.B.C. and the Press. In Northern Ireland, a similar service is available through the R.A.C. County Office in Belfast.

(continued on page 229)



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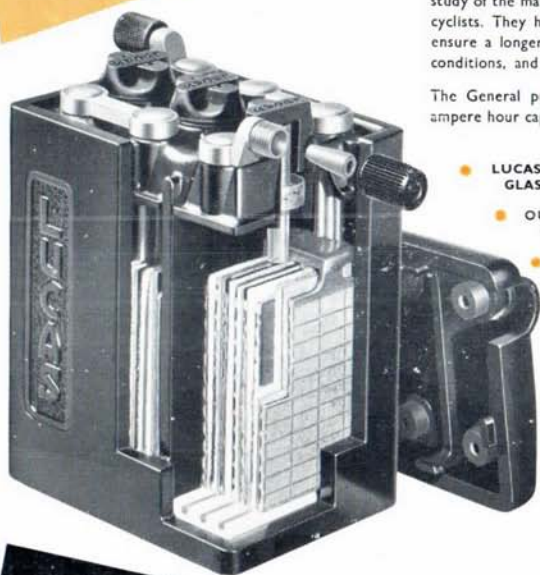
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