



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 10. OCTOBER, 1956.

ONE SHILLING



Watch those revs! "Trophy Day" riders await their call for practising in the 350 c.c. session.

(Photo: P. F. Wright)

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Saturday October 6th

at the

CRYSTAL PALACE CIRCUIT



THE

METROPOLITAN

MEETING



RACING COMMENCES AT 11.30 a.m.

Bemsee

Vol. 9. No. 10. October, 1956.

EDITOR :

P. F. WRIGHT.

THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT : The Marquis Camden, J.P.

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H. L. Daniell, C. A. Lewis.

CHAIRMAN : N. B. Pope.

VICE-CHAIRMAN : A. H. Taylor.

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

WINDCHEATERS !

DO YOU race with a fairing on your bike? Have you ridden a bike fitted with streamlining? What major differences have you found in racing with fairing fitted? What do you think of this wind-cheating idea?

Goodness! There are dozens of such questions that can be asked about this somewhat controversial subject which is occupying the minds of designers and riders of today. We have seen many examples of fairing in use on the bikes of Bemsee members; some of first-class construction and finish, and others perhaps a little crude, but nevertheless, all with the one idea of adding to the m.p.h.

How about some letters and comments on the subject? From those who have already experienced a ride with fairing it would be of much interest to have their views, while for those who have yet to use this type of aid, the comments of our knowledgeable types could prove of great value and the whole subject could form a background to Bill Jarman's search for a formula covering drag problems, countered by the adoption of various forms of streamlining. It must now be evident that fairings are here to stay, not only on our racing mounts but also on the normal road and touring machines. We would very much like to hear from readers just what they have discovered and any conclusions they have reached. So what about it?

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

A SUNNY "HUTCH"

THEY say, "Third time lucky!" and it was our third meeting at the Silverstone Circuit this season that brought the sunshine along to cheer us all, adding measureably to a most enjoyable day's racing in this well-known and popular series, "The Hutchinson 100." Sure enough, as the riders pushed-out their mounts for the first event at 10.15 a.m., the morning mist was lifting quickly and the 175 to 250 c.c. were off to open the day. From the list of riders and machines there were some alterations; Phil Tait's Beasley Velo being ridden by Fron Purslow, as Phil unfortunately had a tangle with E. J. Washer during practising on the Friday and like Washer, was a casualty. (We wish them both a speedy recovery). Other changes included Terry Shepherd riding, and looking at home, on Ian Telfer's 247 Norton; John Hogan in place of Derek Minter on one of the M.V. Distributors' 203 Agusta and I. Clarke in place of J. Hyde on one of the G.M.V's. The new Reg Geeson 249 R.E.G. Twin was having its first outing and looked a most interesting piece of well-streamlined machinery, finished in British Racing Green and ridden by Jim Baughn. Cecil Sandford carried-off the first place in Event 1, riding the Arthur Taylor-entered Mondial to win at a speed of 85.89 m.p.h., and achieve also the fastest lap at 87.76 m.p.h., although still down on John Surtees' record lap by over a minute.

The two preliminary 350 c.c. races which made up Event 2 were Norton works' benefits due to the stylish riding of their men; Jack Brett taking the first Heat at a speed of 87.64 m.p.h. and John Hartle the second at 87.99 m.p.h. Respective second place men were John Clark on the Arter A.J., and Bob McIntyre on the Potts Norton, while in third berth came John Storr (Norton) and Alistair King (Norton). Brett and Hartle also established the fastest lap in each of their races, but neither improved on the standing lap records. A disappointment to us was the non-appearance of the famous "Deek"; but technically, the (works?) B.S.A. ridden by Peter Davey had some interesting points and also John Righton's (Arthur Taylor breathed-on) "Viper."

Coming to the Heats for the 500 c.c. class, the first went to Jack Brett on a works bike, but Hartle could not pull-off the second Heat and McIntyre won it, with Terry Shepherd second and Bob

Brown (riding a works Matchless in place of Gavin Dunlop) in third spot. Alan Trow put up the fastest-lap in Heat 1, at 94.89 m.p.h., and McIntyre the fastest in Heat 2 at 92.38 m.p.h.

The final event before lunch, saw Pip Harris and passenger literally waltz away (especially at Woodcote) with the race. Of the foreign entries for the "chairs," Hillebrand failed to materialize, much the pity; while Jacques Drion brought his B.M.W. into fifth position, passengered by Miss Inge Stoll.

After lunch, the riders really got down to the Championship racing and Cecil Sandford set about the 125 c.c. class with gusto! He won at 78.46 m.p.h. and "bust-open" the lap-record by well over three minutes to return 80.38 m.p.h. on his Mondial. He followed this up by dismounting from the 125, removing his laurel wreath, getting on his 250 and winning the second Championship of the day, having lead throughout the race from Dave Chadwick (Agusta). Bob McIntyre rode a steady race on his small Norton to gain third position.

The "bigga-bangers" for the 500 c.c. Championship set off with their accustomed roar and it was not long before the leaders came round with the remainder streamed-out behind; what a grand sight the opening laps make! John Hartle took the lead at the entry to Woodcote Corner and kept it right through the event of twenty laps, winning at 92.08 m.p.h. Shepherd, in the leading-bunch jostle, contrived to make the fastest-lap as well as finishing fourth. I wonder if Nortons may offer him a works ride next season?

For the Sidecar Championship of twelve laps, we had again, the newly instituted clutch-start which still seems unpopular with the riders. In the front row were Len Taylor, Frank Taylor, Bill Boddice and Cyril Smith; Frank Taylor having evidently bumped somebody in the start "sort-out," because his front fairing was buckled when he came round. Difazio (650 B.S.A.) and Freeman (Norton) pulled into the Pits after one lap, the former not to be seen round again but the latter to thereafter complete eleven laps. Pip Harris led all the way to win, with Smith second and Jackie Beeton third; Bill Boddice disappeared after four laps and it was left to Drion and Frank Taylor to provide a grand mid-field dice and swap.

(continued on page 195)

"HUTCHINSON 100"

OFFICIAL RESULTS

SPECIAL AWARDS:

"The Mellano (Hutchinson) Trophy:"

C. C. Sandford, (125 c.c. Mondial)—1.83 m.p.h. improvement over existing lap record.

"The A.M.C. Trophy:"

J. Hartle (500 c.c. Norton)

"The Avon Trophy:"

J. Brett (350 c.c. Norton)

"The Dunlop Trophy:"

C. C. Sandford (250 c.c. Mondial)

"The George Reynolds Memorial Trophy:"

A. Trow (500 c.c. Norton)—1m. 50.8 secs. 94.89 m.p.h.

"The Dennis Lashmar Challenge Trophy:"

P. V. Harris (500 c.c. Norton/Sidecar)—2 m. 00.2 secs. 87.47 m.p.h.

"The Carburol Cup:"

R. McIntyre (250 c.c. Norton)

"The Comerford Cup:"

T. E. Fenwick (248 c.c. Guzzi)

"The Rickard Trophy:"

T. S. Shepherd (499 c.c. Norton)

Event 1. Solo motor cycles from 175 to 250 c.c.

				<i>m.s.</i>	<i>m.p.h.</i>
1	C. C. Sandford	-	Mondial	20.24	85.89
2	R. McIntyre	-	Norton	20.09.2	82.84
3	M. P. O'Rourke	-	M.V. Agusta	21.24.2	81.87
4	D. V. Chadwick	-	M.V. Agusta	21.36.2	81.11
5	T. E. Fenwick	-	Moto Guzzi	21.53.6	80.04
6	T. S. Shepherd	-	I.F.T. Norton	21.56.6	79.85

Order of other finishers: R. M. Harding (G.M.V.); F. Purslow (Bcasley Velocette); J. Baughn (R.E.G.); T. Thorp (B.S.A.); D. H. Edlin (E.M.C.).

Fastest lap: C. C. Sandford 1m. 59.8 secs. 87.76 m.p.h.

Event 2. (Heat One). Solo motor cycles from 251 to 350 c.c.

1	J. Brett	-	Norton	9.59.8	87.64
2	J. R. Clark	-	Arter A.J.S.	10.10.2	86.15
3	J. A. Storr	-	Norton	10.10.6	86.09
4	A. Trow	-	Norton	10.11.2	86.00
5	F. G. Perris	-	A.J.S.	10.11.4	85.98
6	B. D. Codd	-	Norton	10.11.6	85.95

Order of other finishers: E. A. Rutherford (B.S.A.); R. Anderson (A.J.S.); P. Ferbrache (Norton); D. V. Chadwick (Norton); D. G. A. Clarke (Norton); B. L. Turner (Norton); B. P. Setchell (A.J.S.); E. Pantlin (A.J.S.); R. B. Rensen (Norton); R. Fay (A.J.S.); J. A. Sugden (B.S.A.); W. H. Hocking (Norton); E. McG. Haldane (B.S.A.); R. J. Ford (Norton); T. Phillipson (A.J.S.); R. S. Mayhew (Velocette); R. H. Lilley (B.S.A.); B. Rimes (Norton); F. W. J. Launchbury (A.J.S.); P. J. Marsh (D.W. Special); S. R. Cameron (A.J.S.); H. B. Lowe (B.S.A.).

Fastest lap: J. Brett—1m. 57.6 secs. 89.40 m.p.h.

Event 2. (Heat Two).

				<i>m. s.</i>	<i>m.p.h.</i>
1	J. Hartle	-	Norton	9.57.4	87.99
2	R. McIntyre	-	Norton	9.58	87.91
3	A. King	-	Norton	9.58.2	87.88
4	R. N. Brown	-	A.J.S.	10.10.4	86.12
5	T. S. Shepherd	-	Norton	10.19.2	84.90
6	A. Wheeler	-	Moto Guzzi	10.26.8	83.87

Order of other finishers: G. A. Catlin (Norton); H. Plews (Norton); K. H. Tostevin (Norton); P. A. Davey (B.S.A.); D. G. Chapman (A.J.S. or B.S.A.); L. S. Rutherford (A.J.S.); K. W. James (B.S.A.); W. J. Sawford (A.J.S.); N. J. Price (Velocette); R. Blanning (B.S.A.); K. Tulley (Norton); J. F. Righton (Velocette); E. M. Kempson (B.S.A.); J. F. Patrick (Norton-B.S.A.); D. Jarman (A.J.S.); K. Kay (B.S.A.); R. Madsen-Mygdal (Norton); R. Dean (Norton); F. Wallis (B.S.A.); L. B. Ranson (A.J.S.); S. Palmer (Norton).

Fastest lap: J. Hartle—1 m. 56.6 secs. 90.17 m.p.h.

Event 3. (Heat One). Solo motor cycles from 351 to 500 c.c.

1	J. Brett	-	Norton	9.35.6	91.33
2	R. Anderson	-	Norton	9.36.4	91.20
3	F. Ferris	-	Matchless	9.48.4	89.34
4	J. A. Storr	-	Norton	9.48.6	89.31
5	A. Trow	-	Norton	9.48.8	89.28
6	J. R. Clark	-	Arter Matchless	9.51	88.95

Order of other finishers: P. Ferbrache (Norton); F. A. Rutherford (B.S.A.); R. E. Rowc (B.S.A.); D. Minter (B.S.A.); B. D. Codd (Norton); R. Fay (Norton); E. McG. Haldane (Norton); J. Eckart (Norton); A. V. Hegbourne (Norton); E. Minihan (Norton); E. Boyce (Norton); J. H. L. Lewis (Norton); D. G. A. Clarke (Norton); G. B. Tanner (Norton); R. H. King (Norton); P. E. S. Webb (Norton); B. L. Turner (Dudley Ward Special); R. A. Ingram (B.S.A.); R. H. Lilley (Norton); R. Whitehouse (Norton).

Fastest lap: A. Trow—1 m. 50.8 secs. 94.89 m.p.h.

Event 3. (Heat Two).

1	R. McIntyre	-	Norton	9.45.2	89.83
2	T. S. Shepherd	-	Norton	9.46.6	89.31
3	R. N. Brown	-	Matchless	9.49.2	89.22
4	J. Hartle	-	Norton	9.49.4	89.19
5	A. King	-	Norton	9.51.6	88.86
6	D. G. Chapman	-	Norton	10.10.4	86.12

Order of other finishers: W. J. Sawford (Matchless); G. T. Salt (Norton); J. L. Payne (Norton); B. Purslow (Norton); B. Duffy (Norton); G. A. Catlin (Norton); H. Plews (Norton); K. E. Tulley (Norton); M. A. Bowdery (Norton); R. Madsen-Mygdal (Norton); B. H. King (Norton); B. J. Daniels (B.S.A.); A. H. Jenkins (Norton); I. Clark (Norton); G. J. Turner (Pike-B.S.A.); N. J. Price (B.S.A.); F. Wallis (B.S.A.); R. Watson (Norton); J. D. Brindley (Norton); B. E. Keys (Norton); K. H. Tostevin (Matchless); K. Willis (Norton); L. B. Ranson (Norton); T. E. Fenwick (T.J.S.); R. Watson (Norton).

Fastest lap: R. McIntyre—1 m. 53.8 secs. 92.38 m.p.h.

Event 4. Sidecars from 490-500 c.c., and Cyclecars up to 1,200 c.c.

1	P. V. Harris	-	Norton	20.33	85.27
	Passenger R. Campbell	-			
2	C. Smith	-	Norton-Watsonian	20.52	83.97
	Passenger S. Dibben	-			
3	J. Beeton	-	Norton-Watsonian	20.53.4	83.87
	Passenger C. Billingham	-			
4	F. Taylor	-	Norton-Watsonian	21.37.4	81.03
	Passenger D. R. Smith	-			
5	J. Drion	-	B.M.W.	21.39.6	80.90
	Passenger Miss I. Stoll	-			
6	L. W. Taylor	-	Norton	21.51.2	80.18
	Passenger P. Glover	-			

Order of other finishers: C. Freeman, Pass: T. Leck (Norton); F. Hanks, Pass: E. Dorman (Norton); E. T. Young, Pass: D. Jarman (E.T.Y. Triumph); A. H. Skein, Pass: F. H. Westaway (Norton-Watsonian).

Fastest lap: P. V. Harris—2 m. 00.2 secs. 87.47 m.p.h.

Event 5. 125 c.c. B.M.C.R.C. Championship.

				<i>m. s.</i>	<i>m.p.h.</i>
1	C. C. Sandford	-	Mondial	22.20	78.46
2	D. V. Chadwick	-	M.V. Agusta	23.15.4	75.34
3	A. Wheeler	-	M.V. Agusta	23.33.4	74.38
4	D. H. Edlin	-	M.V. Agusta	23.33.8	74.34
5	M. P. O'Rourke	-	M.V. Agusta	23.55.4	73.24
6	J. A. Hogan	-	M.V. Agusta	24.03.6	72.83

Order of other finishers: J. Baughn (M.V. Agusta).

Fastest lap: C. C. Sandford—2m. 10.8 secs. 80.38 m.p.h.

Event 6. 250 c.c. B.M.C.R.C. Championship.

1	C. C. Sandford	-	Mondial	41.18.4	84.84
2	D. V. Chadwick	-	M.V. Agusta	42.18.8	82.82
3	R. McIntyre	-	Norton	42.36.2	82.26

Fastest lap: C. C. Sandford—2m. 01.4 secs. 86.60 m.p.h.

Final. 500 c.c. B.M.C.R.C. Championship.

1	J. Hartle	-	Norton	38.03.4	92.08
2	R. McIntyre	-	Norton	38.14.6	91.64
3	J. Brett	-	Norton	38.19.6	91.44
4	T. S. Shepherd	-	Norton	38.24.4	91.25
5	J. A. Storr	-	Norton	38.29	91.06
6	A. Trow	-	Norton	38.29.4	91.05

Order of other finishers: R. Anderson (Norton); A. King (Norton); F. A. Rutherford (B.S.A.); R. N. Brown (Matchless); J. R. Clark (Arter Matchless); E. Minihan (Norton); F. Perris (Matchless); J. Eckart (Norton); E. Boyce (Norton); P. Ferbrache (Norton); B. D. Codd (Norton); E. McG.Haldane (Norton).

Fastest lap: T. S. Shepherd—1m. 51.0 secs. 94.82 m.p.h.

Event 7. Sidecar B.M.C.R.C. Championship.

1	P. V. Harris	-	Norton	24.39.2	85.29
	Passenger R. Campbell	-			
2	C. Smith	-	Norton/Watsonian	25.12.8	83.39
	Passenger S. Dibben	-			
3	J. Beeton	-	Norton/Watsonian	25.17	83.23
	Passenger C. Billingham	-			
4	F. Taylor	-	Norton/Watsonian	25.49	81.45
	Passenger D. R. Smith	-			
5	J. Drion	-	B.M.W.	25.49.2	81.44
	Passenger Miss I. Stoll	-			
6	F. Hanks	-	Norton	26.03.8	80.68
	Passenger E. Dorman	-			

Order of other finishers: C. H. R. Warner, Pass: C. Bulcock (Vincent Special); E. T. Young, Pass: D. Jarman (E.T.Y. Triumph); L. W. Taylor, Pass: P. Glover (Norton).

Fastest lap: P. V. Harris—2m. 00.4 secs. 87.32 m.p.h.

Final. 350 c.c. B.M.C.R.C. Championship.

1	J. Brett	-	Norton	38.59.4	89.88
2	R. McIntyre	-	Norton	39.04.2	89.70
3	J. Hartle	-	Norton	39.04.4	89.78
4	T. S. Shepherd	-	Norton	39.42.2	88.27
5	J. R. Clark	-	Arter A.J.S.	39.42.4	88.26
6	A. Trow	-	Norton	39.43	88.24

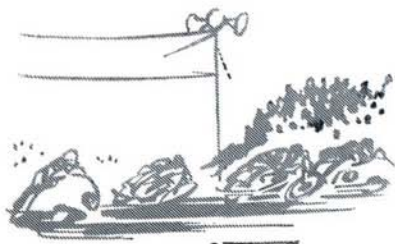
Order of other finishers: A. King (Norton); B. D. Codd (Norton); R. N. Brown (A.J.S.); J. A. Storr (Norton); R. Anderson (A.J.S.); F. A. Rutherford (B.S.A.); D. V. Chadwick (Norton); B. P. Setchell (A.J.S.).

Fastest lap: R. McIntyre—1m. 55.0 secs. 91.42 m.p.h.

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COMMITTEE NEWS

Meeting held on August 27th, 1956.

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

Ex-officio Member: E. C. E. Baragwanath. Apologies for absence were received from Mr. D. J. H. Glover and Mr. A. Squillario.

Unauthorised change of Driver. As a result of a fatal accident at Brands Hatch earlier this season, when an entrant/driver had permitted another driver to take his place in a race without the consent of the organisers of the meeting, the A-C.U. have drawn particular attention to the need for organisers to ensure that the Supplementary Regulations and final Competition rules concerned, are strictly adhered to and that drivers must always sign the appropriate declarations. It is understood that action would be taken by the A-C.U. against any driver allowing another to take his place in a practice or race without first obtaining permission from the Clerk of the Course.

Earl's Court Stand. The Secretary reported that arrangements had now been finalised for the Club to be represented, along with four others, on the stand for Exhibits of Historic Motor Cycles. A poster would shortly be planned and it was anticipated that a Bemsee representative would be in attendance during a few hours of every day the Show is open.

Oulton Park. It was understood that negotiations for a national date at Oulton Park again, in 1957, were still pending; but that it had not been possible to fix a meeting with the Cheshire Centre A-C.U. with the object of agreeing on a date, up to the present time. It was agreed that this matter should be settled at the earliest moment in order that the Club might be able to finalise its next year's race programme.

Crystal Palace. All classes for the Club's annual "Metropolitan Meeting" at the Crystal Palace were now fully subscribed, which fact constitutes a record. The list contains the names of many leading riders.

International Date 1957. It was resolved to make application for September 28th as the date on which the Club would wish to organise their International meeting during 1957.

Membership. New members were elected.

Appointment of Secretary. At a meeting of the Board of Directors held on September 3rd., 1956, a number of applicants for the post of Secretary of the Club and Company, were interviewed. It was resolved that Mr. W. G. Tremlett be appointed Secretary in succession to Mr. Walker who would be resigning from this post early in November. It was further agreed that Mr. Tremlett should come into the offices before Mr. Walker's departure, in order that he be able to gain a working knowledge of current matters that would be requiring attention in the near future.

A Sunny "Hutch" (continued)

To close the day, the 350 c.c. Championship riders came to the start, and my oh my! What a scrap! This was the sort of racing that we all long to see, and here it was with the works Nortons ridden by Brett and Hartle, continually changing places with McIntyre on Joe Potts Norton. At the Pits, Brett led for a total of six of the laps, Hartle for nine and McIntyre for five, but it was Jack Brett in 'at the kill' to come home first. Truly a wonderful effort! Incidentally, lap eighteen was more like lap two, for a bunch of about twelve riders passed at the same time. Could have been a handicap race!

P.F.W.

NEW MEMBERS

The following New Members have been elected:— G. Carlisle, F. P. Glover, J. Glover, E. F. La Belle, F. J. Larden, J. D. Lawley, M. J. McCutcheon, I. G. Matheson, B. F. Neish, M. C. Peeirce, J. C. Pettit, D. H. Saywood, P. J. Whelehan, J. Morris.

MUTUAL AID

For Sale. 250c.c., Velocette, O.H.C., alloy head, rims, large A1-Fin brake drums, special high-tensile steel frame. Offers to H. S. Hall 198, Cheshire Street, London, E 2.

AREA NEWS

CHESHIRE AND MERSEYSIDE

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

SINCE the last news we have had two fairly well-attended meetings in July and August. There was no item of special importance which came up, and any few snags or complaints were dealt with in a friendly and satisfactory manner.

At present all the lads are getting busy with thoughts of the "Hutchinson 100". Some of the bikes are getting a bit worn as the season progresses.

I am getting on with preparations for our winter programme and if we have as good a result as we had last winter, I shall be very happy.

One more of our confirmed bachelors of mature years has wilted. Congratulations and best wishes to Arthur Griffiths on the occasion of his marriage to Miss Allen, which took place on Saturday, September 1st, at Barnston Parish Church.

HERTS., BUCKS., & SOUTH BEDS.

C. E. Lucas
14, Oundle Avenue,
Bushey, Herts.

AUGUST 15th. rendezvous was the *Holly Bush*, Redbown, and in members we were down on our last meeting; but what was lacking in this direction was fully made up by the quality of the subjects discussed. For various reasons some of our invited guests were unable to attend, but what a jovial entertainer Rex Judd is; stacks of photos, and yarns. Some of the old Brooklands shots gave the younger members an idea of the hand Rex had in making motor cycling history. The old Douglas, even today, looks the very part it played in his capable hands. I am firmly convinced that a gathering of these older and stalwart motor cyclists would produce some very good ideas for the betterment of racing. Rex had a good hearing when he brought up the subject of handicap racing and increased start; I for one think that the movement today to improve and progress through its present uncertain state, must have the same initiative and drive as displayed by the history-making brigade. We shall have missed out September as this is quite a busy time, so the next round-up will be in October. To member S. Palmer, our best wishes for his Manx ride; no doubt we shall duly have his remarks. Landlord Bob Lunn certainly has a congenial

country pub and everyone had an enjoyable evening. Thanks Rex, for your support, I will do all I can to make the next date more enjoyable and I trust that we shall welcome many more new faces. Make a note of the date, October 17th. at the *Holly Bush*, Redbown.

P.S.—I would like to see some of the Edgware and District members around.

DERBYSHIRE AND NORTH STAFFORDSHIRE

Geoffrey Shaw
487, Uttoxeter Road, Derby

OUR first film show held in July at the clubhouse (*The Normanton Hotel*) was a great success and between fifty and sixty members and friends had a very enjoyable evening. In fact many of us wished that we could have had longer together, but our worthy host Harold Hollis, sympathetically, but quite firmly, turned us out at closing time. Among our visitors were Mr. and Mrs. Bill Martin, the Nottinghamshire area representative, accompanied and supported by a goodly number of the Notts. members. I am hoping that we shall be able to take advantage of a kind offer that the Notts. people made to us, to join them at one of their social evenings soon. Apart from the film show already mentioned, members have been bumping into one another, metaphorically speaking, quite a lot lately at race meetings held around these parts. Their efforts have met with mixed fortune and I am pleased to say, that as far as I know, none of our lads have suffered serious damage to wind or limb. The cell has been well represented in the Isle of Man at both the June and September races, although I have not yet had the opportunity of catching-up on the local details from the chaps who competed in the Manx.

Facilities have been offered to club members for the use of the Mallory Park Circuit, Nr. Leicester, for testing purposes, at a charge of 10/- per rider for a $\frac{1}{2}$ hour period. It is necessary of course to organise and book official visits, and I shall be happy to hear from anyone who wishes to take advantage of the opportunity. It is probably too late in the season for most of us to want to go dashing over to Mallory Park this side of Christmas, but please do let me know whether the idea appeals to you, in order that I can advise the Mallory Park promoters accordingly.

Thursday, September 13th, was the date of our second film show at club

(continued on page 200)



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DE-RESTRICTION IN NOTTINGHAMSHIRE

FOLLOWING representations by the R.A.C. and the A.A. at a Public Inquiry held in April, the Ministry of Transport has announced that a section of the Worksop-Doncaster road (A.60) between North Carlton and Langold, Nottinghamshire, is no longer subject to a 30 m.p.h. speed limit.

This length of road extends from approximately 300 yards north of Long Lane, North Carlton, to a point 25 yards south of the railway bridge at Hodsock Grange, a distance of 2,077 yards or 1.18 miles.

It was pointed out at the inquiry that development between the two villages was only intermittent although street-lighting is installed. The volume of traffic using the road is moderate (about 2,000 vehicles a day), road alignment is good and gradients very slight.

It was also pointed out that in the four years from 1952 to 1955 inclusive, there were only 5 accidents on this stretch of road in which speed may have been a contributory factor.

The Ministry of Transport's de-restriction proposal was strongly supported by the R.A.C. and A.A., but opposed by the Notts County Police, Notts County Council and Worksop Rural District Council.

The motoring organisations have now been advised by the Minister of Transport that he has made the necessary order which came into force on September 6th.

DIAMOND JUBILEE VETERAN CAR RUN

BRITAIN'S biggest annual motoring spectacle, the Royal Automobile Club's "Commemoration Run" for Veteran Cars from London to Brighton, takes place this year on Sunday, November 4th, starting at 7.30 a.m.

It will be the Diamond Jubilee commemorating both the Act of 1896, which gave "Horseless Carriages" the freedom of the roads, and the "Emancipation Day" Run from London to Brighton, which jubilant motorists first held on November 14th of that year. Although controversy surrounds the question of whether, in fact, the pioneer "autocarists" had to be preceded by a red flag after the Highways Act of 1878, contemporary reports indicate that until 1896 they deemed it wise to comply with this condition, originally laid down in 1865. Before the commencement of the original 1896 "Emancipation Day" Run, the Earl of Winchelsea destroyed a red flag "to the great delight of 150 guests", at a celebration breakfast in the old "Hotel Metropole," Northumberland Avenue, London.

This year the Run will again start at 7.30 a.m., and entrants must complete the course by 4 p.m., to qualify for an R.A.C. plaque which is a replica of the medal awarded to those taking part in the original Run of 1896. Entries close on October 1st, and are limited to cars manufactured before the end of 1904. It will be the 26th Run that the R.A.C. has organised since 1930.

OBITUARY

I WAS very grieved on Friday, September 31st, when news reached me of the fatal accident in the I.O.M. involving Maurice Saluz. In several ways I had taken a great interest in him from the start of his racing career, just two years ago. I had formed the opinion that he was on the right lines for success in our great sport; this however was not to be, and just what happened will I suppose remain a mystery. Maurice was a very likeable boy, his cheerful personality brought him friends both at his work and among his fellow-riders, and he was building up many admirers of his riding ability; all will miss him and the Club has lost a very promising rider.

When floral tributes reached the funeral, among them, those from his home club Edgware & District, the I.O.M., Bemsee Committee and members. I attended to pay the Club's respects in the passing of a grand young rider. Our heartfelt sympathies go to his young widow and parents.

C. E. Lucas

BENEVOLENT FUND

Donations have been received from the following members:— L. Webster, R. Standivan, F. Williams.

OBITUARY

Professor A. M. Low, D.Sc., A.C.G.I., F.C.S. It is with very great regret that we record the death of Professor A. M. Low. He died at his home on September 13th at the age of 68. For some time he had been in ill health and had recently been in hospital for several weeks.

The "Prof" was a remarkable man. He could be witty and caustic; gentle and stern; he was an ingenious scientist and engineer, and possessed an extremely agile brain. During the 1914-18 war he was in charge of the R.F.C. Experimental Works, and while there, invented the first guided-missile. In 1917 he designed a flying bomb, and the next year a radio-steered rocket with an explosive head, an improvement on an earlier type. Parts of it are now in the Imperial War Museum.

A pre-1914 invention was a form of television. He also devised a system of radio signalling in the early days of radio; an engine to run on coal fuel, and his well-known audiometer.

Professor Low was a prolific writer and is the author of fifty books; some technical and some popular works on science and engineering. In addition he was a gifted speaker.

The motor cycling world knew him best as the very popular chairman of the A-C.U., an office he held until his death, 25 years; and as a chairman, he had no equal.

Many of us in "Bemsee" knew him very well indeed, for he was always a popular and welcome figure at the Annual Dinner, and as an after-dinner speaker had few equals (his store of tales

was incredibly large); and at the A.G.M. where he filled the onerous position of chairman, kept the meeting to order and in a happy and friendly mood.

He was, as you will all know, a vice-president of the Club; but what many of you will not know is that he was a founder-member of the club when it was originally formed in 1909, and that from then until 1939, the demise of Brooklands, he had attended every "Bemsee" meeting at the famous track. With his death, the motorcycle world has lost a good friend and counsellor, one of the few who cannot be replaced: We of "Bemsee" particularly mourn his death, for he was, without doubt, one of us.

L.R.H.

THE funeral of Professor Low took place on Monday, September 17th at Brompton Cemetery. A measure of the Professor's popularity was the large number of mourners present, there being about 150 from all walks of life in which he was interested. "Bemsee" was represented at the funeral by our Secretary, R. C. Walker and also E. C. E. Baragwanath, Harold Daniell, Cliff Lewis, A. Squillario, Graham Walker and Ernie Wood along with many others from the Club. The F.I.M. was represented by its Secretary-General, Mr. T. W. Loughborough, while the headquarters of the A-C.U. and most of its Centres had representatives present. There were many floral tributes and the whole service went off very much we feel, as the Professor would have wished.

Area News (continued)

headquarters, the *Normanton Hotel*, Normanton Road, Derby. The two hour programme of sound was a very interesting one, and included the "Ulster Grand Prix," the "Belgian Grand Prix," the "Victory Trial" and the "Le Mans 24 Hours Car Race." The collection at the July film show incidentally, left us with a profit of 14s. 1½d. after the expenses of hiring the equipment had been paid.

MIDLANDS

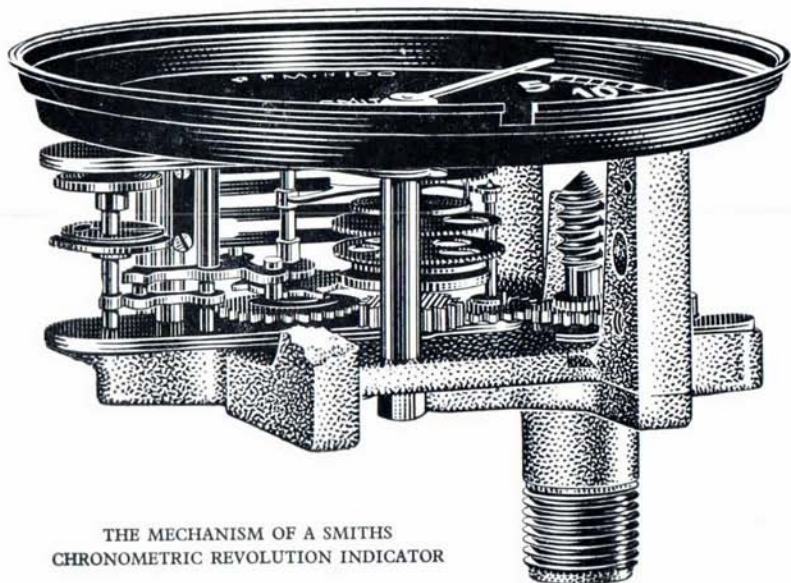
A. C. Squillario

*Shrewley Fields, Hatton,
Nr. Warwick.*

LIFE at the moment is full of preparations for the "Hutch" but we must also look ahead towards the coming Autumn months and think of indoor en-

tertainment. With this in mind we are happy to announce that we have two area meetings for October and we do hope that members and their friends will be able to get along and make the evenings in question, lively and talkative. There must be lots to say about the season's results and the prospects for next year and what nicer places to "natter," than at the two venues mentioned below.

For the Coventry area boys we are having an evening at the *Red Lion* at Claverdon near Warwick on Wednesday, October 10th., while for the lads from Brum, we are getting together on the evening of Tuesday, October 16th., at the *Bull's Head* at Shenstone; get there for about 7.30 p.m. Of course, don't just go to your particular area evening, go to both of 'em!



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THE EDITOR'S CORRESPONDENCE

OF interest maybe, are some details of the latest 125 c.c. motor that was used with reasonable results, at Oulton Park for our "Bemsee" meeting and also in the 150 c.c. race at the "Les Graham" meeting organised by the Wirral Hundred and Nantwich Motor Clubs.

The main feature regarding the new motor is "overpowering" of the engine, which is now 55mm x 52.5mm bore and stroke respectively, against the 54mm x 54mm measurements of the first motor. Hair-pin valve springs are now used; coil-springs were found to surge at high r.p.m., and also required a longer stem to the valves. Experiments were carried out to get the hair-pin spring pressure correct in the region of 120 lbs., but not before two sets of burnt valves, and some very dejected looking pistons had been collected. Valve operation is by very short $3\frac{1}{4}$ " push rods, which seem perfectly satisfactory at fairly high r.p.m.

So far the engine has been used in conjunction with a fairly high gear-ratio of $1\frac{1}{2}$ to 1 using 8,500 r.p.m. in top for long periods as a maximum and going to 9,000 r.p.m. in the intermediate gears. With this gear-ratio the motor seems quite reliable for a long race, but in the 125 c.c. class, reliability seems to be 50% of the battle, so now a lower ratio is to be tried to test reliability and top-end performance at higher r.p.m. An Amal F.T. carburettor of 1.1/16" bore has been fitted, and with the usual jetting adjustments etc., an excellent result has been obtained, together with clean carburation. Compression-ratio which was found most suitable, is $9\frac{1}{4}$ to 1. Higher ratios have been tried and produced audible pinking; one particular piston was also complete with "mouse hole". The cylinder has been turned from solid, as also has the cylinder-head, which is straight-ported.

At present another machine is under construction (the frame and cycle parts are completed) having swinging-arm front suspension with of course the usual rear swinging-arm assembly. The motor is complete except for the cylinder head, which is at present being machined to receive its single o.h.c. Incidentally this will have a different type drive and should lend itself to quite high r.p.m. and higher performance, with the valve timing intended for use. The finished machine promises to be really low, with its 18" wheels, and should lend itself to

streamlining very nicely. A trial run is anticipated in about two months time.

Since I have taken an interest in 125 racing I must say that I have, and do get, a lot of pleasure from it, and it is a great pity that we have not a British 125 to compete with the Italian models on equal terms, but perhaps someone will produce such a machine during the winter months. The very creditable and fast 125 c.c. machine of Messrs. Lewis, Ellis & Foster should do the trick next season. I have often wondered, how many more 125 c.c. machines we would get on the starting line if someone organised a race or two for the British 125 c.c. only, or perhaps something for the first British 125 over the finishing line; quite a few I bet! Wardle, Nr. Nantwich. **Ken Brett.**

AS THE member who suggested a better effort in the way of contributions to the magazine, I have been pleased to see a faint response. It is obvious that we have a sprinkling of budding journalists and writers in the Club, so what about some of these chaps going afield for material from the inarticulate types? Nothing new in that of course, but I'm afraid we shall have to wait a long time for the home-tuners to scrub their hands and put pen to paper.

I know you've 'had it' once the presses start to roll and our deadline is rather early in the month. It might be an idea to have this date written in every issue, because I imagine there must be quite a few half-completed efforts at this time which lose topicality and so never come forward. (Good idea!—Ed.)

A little food for thought for Mr. Rose and his friends, to worry them a bit more, on top of the fuel-injection caper. With a racing two-stroke, would it be feasible to have a chamber in the crankcase containing a free piston, this to function in a similar manner to the pistons in the gas generators we have been reading about? When crankcase compression took place, the free piston would be forced backwards, to return as crankcase pressure dropped with the opening of the transfer port. The idea is to provide a mild boost and possibly a means of extending the transfer period. Some device to keep the free piston "in step" would have to be incorporated and in fact, this is done in the gas generator.

(continued on page 206)



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NEW BOOKS

JUAN MANUEL FANGIO—21/-

by Gunther Molter
translated by Charles Meisl

Published by: G. T. Foulis & Co. Ltd.
London

WORLD CHAMPION racing motorist of 1956 is Juan Manuel Fangio. It is his third successive Championship win and his fourth in all. In common with other racing men he does not match-up to a popular conception of what a speedman is. What he is and how he rose to fame in the world of higher-speed is graphically told by Gunther Molter in this racing biography. Nor does the tale suffer from translation, for Charles Meisl has done an excellent job and retained all the dynamic forcefulness in re-telling a charming and thrilling story of the man who is 'Number One' racing motorist today.

Fangio comes from South America, the small town of Balcarce in Argentina. His parents are of Italian stock, for Fangio senior emigrated to Argentina when a child, and his mother was also born there of Italian parents. Now, at the age of 45, Juan Fangio has reached the peak of his success. His rise to fame was romantic enough, a brought-to-life story of the poor mechanic who through his own endeavour, hard work and skill, forced his way to front rank of Europe's best.

Cars and racing were his childhood passion, but it was not until 1936, when he was 25, that he took part in his first race. His car was an old Ford, worked on with all the loving care that is bestowed upon a world-beating car designed solely for racing.

For two years he laboured in his spare time building a special from an assortment of parts, and with this he finished third in competition with the best of South America's racing drivers. Then he took part in the long-distance point-to-point races across the South American continent, and his skill and determination brought him minor successes and triumphs over more experienced drivers equipped with better cars.

The due reward was a new Chevrolet, provided in 1940 for the 6000 mile race from Buenos Aires to Peru and back. Fangio was driving single-handed for 13 days.

The European war had its effect on far-away South America, supplies dwindled and racing came to a halt until hostilities ceased. When another start was made the Argentinian Automobile Club provided Fangio with a new 1½ litre blown Maserati, and, following his successes with this car, made arrangements for him to go to Europe, an ambition which he had long cherished.

His impact was tremendous. In the six races in which he finished, he finished first. The next year Alfa Romeo, making a return to racing, offered him a car. He accepted and finished second in the world championship. In the following year, 1951, he became Champion.

The formidable German racing marque, Mercedes, made a return to racing in the next year and signed Fangio to drive for them. In this year he also drove the ill-fated B.R.M.

The book is not, however, concerned with Fangio to the exclusion of his confrères, for there are many delightful pen-pictures of other famous men, his countryman Gonzales, Stirling Moss, Kling and Ascari. These portraits, the excitement of grand prix racing so aptly expressed, and many hitherto unrecorded stories combine to make a book about motor racing that has few equals.

L.R.H.

TUNING FOR SPEED—7s. 6d.

by P. E. Irving

Published by: Temple Press Ltd., London

WHEN Veloce Ltd., introduced in 1929, the first of a long line of racing motorcycles with the model KTT, they started a fashion for across-the-counter racing machines which was extensively copied by other manufacturers in the years that followed, and one which still persists today. With a real racing model available from the manufacturer, the necessity of 'hotting-up' his standard products ceased, and with it the art of tuning almost died out. It is still practised today by a small band of enthusiasts; and many of the motions are gone through as the average private-owner maintains his production racer. Both of these coteries have to glean what knowledge they can from the "other fellow," or from experience.

(continued overpage)

New Books (continued)

Little has been published about tuning, but amongst that little is an extremely interesting and informative book, "Tuning for Speed," a new edition of which has recently appeared. It is based on previous editions written by Phil Irving, an Australian who spent many years in Britain but returned to his native land a few years back.

Phil Irving was associated with a number of British factories, notably Velocette and Vincent, and the big twin Vincent owes much of its conception to this very brilliant engineer. Under the *nom-de-plume* of "Slide Rule," he contributed technical articles to *Motor Cycling* for several years, and much of the matter was racing lore. Eventually this was gathered together in one volume and published as "Tuning for Speed." So here you have a book written by an expert expertly, on a subject which is dear to the heart of old and young men all over the world.

The latest edition of the book has been brought completely up-to-date by the

author and staff of *Motor Cycling*, and tells the reader in the simplest of terms how he may increase the performance of a standard motorcycle engine for racing and competition work.

Let it be emphasised that this is not a thesis written around airy-fairy notions, but a practical down-to-earth "how to do it." The new edition has been enlarged as well as revised and brought right up-to-date. There is, for example, information on fuels, carburation theory and the ramming effect obtained by "tuned" exhaust systems. There are two new chapters; one devoted to twin-cylinder, and one to two-stroke engines. The latter includes some mention of the experimental work carried out by two "Bemsee" members, J. Hogan and A. E. Rose. A valuable appendix of formulae and tables complete a book which every racing enthusiast from a first year beginner to an hardened veteran will find of the utmost value.

L.R.H.

Editor's Correspondence (continued)

In an issue of *Popular Science* earlier this year, there was an article which confidently predicted the appearance of fuel-injection on some 1957 American cars, and the American Bosch concern had per-

fectured a system which was ready for installation. My recollection is that there was a snag to adapting this for single-cylinder operation, but it shows which way the wind is blowing.

Oakham, Rutland. Donald Thomson.



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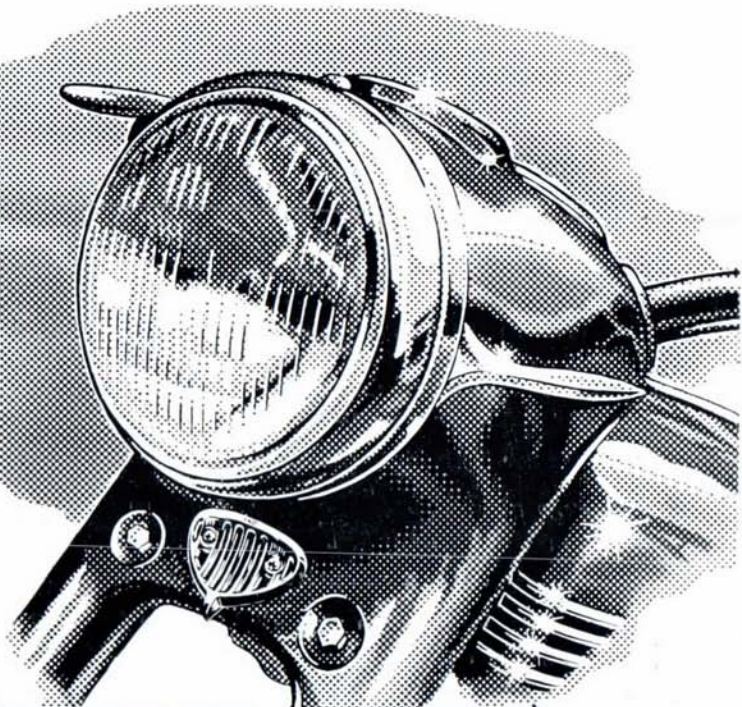
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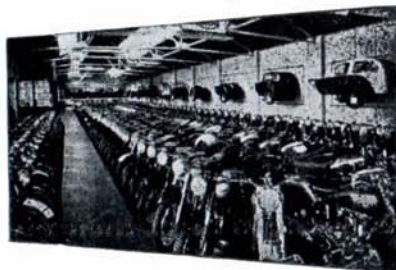
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