



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 9. SEPTEMBER, 1956. ONE SHILLING



Sidecar International exponent W. Noll with passenger F. Cron and the fuel-injected B.M.W. A Clypse Course shot from the Island this year.

(Photo: G. E. Hicken)

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HUTCHINSON '100'

Silverstone -- September 22nd

Bemsee

EDITOR :
P. F. WRIGHT.

THE BRITISH MOTOR CYCLE RACING CLUB

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

Here today and here tomorrow?

DURING the past two racing seasons, and indeed perhaps more so during the present one, some organizers of motor-cycle race meetings have included an event for the 50 c.c. 'tiddlers'; beloved by some, but referred to by others as "underpowered, overloaded buzzers!"

Now, for quite a number of years, people were inclined to say such similar things about the 125 c.c. class of racer and yet today, these light-weight bikes can put up fantastic speeds; albeit it must be said, that the Continental factories have probably contributed more research to this field than we have ourselves; nevertheless, it cannot be denied that the Light-weight class has firmly established itself in the field of road-racing sport. Only recently at a meeting held in the north of England, was witnessed the unusual sight of a 203 c.c. M.V. lying between a 498 c.c. and a 348 c.c. and keeping there lap after lap in a twenty-lap handicap race—truly a remarkable performance! The M.V. incidentally won the race.

It has taken a number of years for the 125s to come up to their present position; therefore perhaps we ought to give more thought to the 50 c.c. class and encouragement to the riders and tuners so that they too may some day make a contribution to the sport in the same manner as their fellow Lightweights. It would seem that the best policy to develop the "little 'uns" is to give them every opportunity to race but not to put them on vast aerodrome-type circuits where they are out of their element. Put them on the smaller intimate type of circuit, give them a chance and perhaps we shall see a similar rise in performance as we saw with the 125s. and thereby provide a new interest for all those who follow our sport.

BEMSEE AND THE T.T.

AS THIS year's T.T. series started to fade from our memory, we felt that the performances of some of our club members should be recalled, and in doing this bit of research, much pleasure was found in reading about the races again; much nostalgia being felt and next year's anniversary series being looked forward to with even more enjoyment. Our review cannot hope to mention all those of the club who took part this year, but we certainly accounted for a great slice of the honours as you will see below.

The first person we must mention is undoubtedly John Surtees who rode the M.V. Four to a brilliant victory in the Senior, leading right through the race and winning at a speed of 96.57 m.p.h. As you recall, John unluckily ran out of fuel in the Junior. Cecil Sandford had rides in three of the races, gaining fourth place in the Junior on the three-cylinder two-stroke fully-streamlined D.K.W. but retiring in both the Lightweight events. Bad luck dogged Bob McIntyre throughout the whole week for he suffered trouble with his Nortons on the second lap of both the Senior and Junior races and had to pack in without giving his pannier-tanked mounts a full distance trial. The whole A.J.S./Matchless works team had a good week, Derek Ennett finishing second in the Junior at 87.02 m.p.h.; sixth in the Senior at 92.86 m.p.h.; while his team-mates had places in the Junior of eighth (Frank Perris) and twelfth (Gavin Dunlop); these riders being Senior finishers at fourteenth and eighth positions respectively. The Junior manufacturers team-prize went to the A.J.S. trio.

A fine effort was put up by Alan Trow of the Norton works team, who gained sixth place in the Junior race along with seventh spot in the Friday race thus helping Nortons to take the manufacturers team-prize for the Senior. Member Mickey O'Rourke had rides in both major races, getting a twelfth place in the Senior; stalwart Arthur Wheeler, Guzzi mounted throughout, had positions of sixth in the 250 c.c. Lightweight and eighteenth in the Junior on his 1954 ex-

works racer. Harry Plews might be said to have started the whole race week off, as he was No. 1 away in the Junior on the Monday morning on his Norton. He finished twenty-first in this race and seventeenth in the Senior, which, incidentally, readers will remember was run-off in an almost gale-force wind. Regular rider Terry Shepherd had the unfortunate luck to lose a foot-rest during the Friday race and retired, but he did gain tenth place in the Junior on his streamlined Norton at 82.98 m.p.h. Star performer D. G. Chapman had a tenth spot in the Senior and George Salt put up a wonderful show in this race when he lay seventh on the first three laps, up with works riders, and finally finished in ninth position at a speed of 90.92 m.p.h.

A fine ride by Phil Carter in the 250 Lightweight race put him as seventh on the Reg Dearden Special; Arnold Jones followed in eighth place in this race on the small capacity Norton but did not do so well in the Senior as he lost a foot-rest on lap three. Midland rider Frank Cope was there again, mounted on a 248 Norton and a 124 M.V. for the Lightweight races. He gained a ninth position in each race with a second-class replica for the 250.

Turning to the Sidecar T.T., we record with pleasure, the note of Pip Harris and passenger R. Campbell and their second placing at a speed of 68.71 m.p.h. over the Clyde Course; Bill Boddice and Bill Storr being third and Jackie Beeton and aide a worthy fifth position. For the Junior Clubman's race we had John Eckart riding to a fine finish on his "Gold Star" with second-place honours, while Bristolian Tony Jenkins on a larger capacity model gained third place in the Clubman's Senior event; Bemsee-entered J. R. Hurlstone finishing seventh in this race.

As we write these notes, the very sad news comes through on the radio of the fatal accident to Derek Ennett while competing in the Ulster G.P. at Dundrod. We have truly lost a fine rider and wish to convey our deepest sorrow to his relatives and friends. **P.F.W.**

STILL AT THE MENDERS

EVERYONE will be sorry to learn that John Surtees will not be racing at our "Hutchinson 100" meeting.

The latest news about his broken arm is that it is healing satisfactorily but slowly. The break occurred at a point above the

elbow and these bones take a considerable time to knit together. He will not, therefore, be taking part in any further racing this season.

We offer our condolences and trust that his complete recovery will not be long delayed.



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"REV COUNTER" REPORTS

Dennis Bates congratulations and best wishes to our Deputy Clerk of the Course Dennis Bates, on his marriage to Patricia Glenny. The event took place at St. Mary's Church, Shortlands, Kent, on July 28th. It is understood that the whole function went according to plan and that the 'attendance' was good.

R. L. Miller writes that he will be departing from this country to the U.S.A. at the end of August but hopes to return within the next twelve months and continue with the sport. He recalls the happy times spent with the Club competing in races and assisting the organisation as a marshal.

N. J. Lake is another well-known marshal at most of our race meetings who will shortly be leaving us for a while to take up a business appointment in

Canada. All being well he will however, be with us at Silverstone for the "Hutch".

Peter Agg quite a ceremony surrounded the opening of the new Service Dept., and introduction of the 48 c.c. Lambretta 'moped' by Lambretta Concessionaires at the end of July. After the official opening by Donald Campbell had been performed, 'our' Peter Agg spoke on technical matters concerning the new model, which they had refrained from putting on the market until such time as the spares situation was sufficient to cover all likely needs; a most sensible policy as all will agree. The Service Dept. certainly makes one think, as it closely resembles that provided by many car dealers, being well-equipped for all types of work from a plug-test to a complete re-build.

A.C.U. NOTES

Non-appearance of Riders

The Competitions Committee has reviewed reports of the non-appearance of riders at events for which entry has been made and where no explanation of their absence has been given to the promoters either prior to or following the meeting.

The attention of all riders is again drawn to the provisions of General Competition Rule No. 141, which is as follows:—

Irregular Entries and Absentees. Any rider who has entered for a competition and does not ride therein, but rides in another competition at another meeting on the same day shall be suspended from the commencement of that day for such a period as the A.C.U. may think fit.

Any rider who has entered for a competition and does not present himself at the start shall be suspended unless he can justify his absence. In the case of International

Competitions see the International Sporting Code, Art. No. 87.

Riders who are unable to be present at an event for which they have entered must advise the promoters without delay and give the reason for their absence.

Stewards of The R.A.C.

The Stewards of the R.A.C. have been issued by the R.A.C. with red leather armbands inscribed in gold lettering "Steward of the R.A.C." The Stewards as the final Appeal Court have the right to attend any event held under A.C.U. Permit and Centres. Clubs and promoters are requested to grant them every facility when they may be attending motor-cycle events.

Pools Betting and G.C.R. No. 159

With regard to Pools Betting on motor-cycle racing, the Management Committee has decided that the subject shall be up for discussion by the General Council at its meeting on August 17th, 1956.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS issue is due to reach you at the beginning of September, just in time to enable you to get pen and paper, in order to volunteer to do a job of work at the "Hutch" on September 21/22nd, 1956. We need more of the "Two Day Types", especially those with experience, but even if you are a new boy, we can always pair you with one of the old hands. If you cannot manage the "Hutch", can you help at the Crystal Palace on October 5/6th? If so, drop me a note right away because there will not be time for another announcement. Do keep letters about Silverstone and the Palace quite separate please.

* * *

ONE of our most reliable Paddock Marshals, Louis Lake, leaves us soon after the "Hutch" for Canada. Most of the racing members know him for his quick methods with the loud-hailer van at Silverstone, but he must be well-known to most of you by sight, so wish him well on the 21st and 22nd instant.

* * *

IF you are camping at Silverstone, please read the regulation which forbids this kind of thing inside the estate. The campsite is opposite the main gate, still known to a lot of us as the "Guard Room Gate". Up the Pathfinders! If you are not camping, make sure of your bed-&-breakfast, as bookings in the Towcester, Stony Stratford, Brackley and Buckingham area are already pretty heavy. The usual points of rendezvous for the Friday evening will apply.

* * *

A SPECIAL request to the sidecars and three-wheeler drivers. Do read the paragraph carefully about the clutch start, which we propose to ask you to do in practice on Friday; exactly the same as is required on race day. If the "barrow-boys" will come and see me after visiting the Scrutineers, every effort will be made to ensure that they understand the F.I.M. rule. Those who rode in the Sidecar's T.T. last June will understand. Thank you gentlemen!

THIS is one of the very few clubs with a subscription which is actually less than it was before the war. To keep it pegged-down at two guineas means a larger membership so make a point of introducing a new boy as soon as you can. After the "Hutch", the sub. will take you right through the following year, i.e. the rest of 1956 and all 1957. Tell your pals that the price of a couple of Paddock Passes is almost the same as the annual subscription. Trade Representatives should be most interested in this aspect of our membership. Come on in!

* * *

FOR many years we have been saying some hard things about most of our own manufacturers for neglecting the 125 and 250 c.c. classes. This applies to both racing and sporting production machines which means that our members have had to reluctantly go to the Continent for bikes in these two capacity classes (forget the fours for the moment). The time has come for all the British manufacturers to do something about it if only on a modest scale for a start. Why not develop the "basic baby" and apply the duplication principle just to get back in the running. Some of our members have already displayed their talents with small capacity machines produced at home with very limited resources. Whilst we are on the subject of small capacity classes from Continental factories, may I point out the high cost of these bikes to the purchaser. If the British buyer is prepared to lay out all this money, there is something seriously wrong somewhere at home. As one chap said to me recently, "There is a lot of room for better value, for less money". Better value for less money! It makes you think doesn't it? Let's have some "British Babies".

* * *

A LETTER from Italy tells me that my remarks about the Vee-8 half-litre engine are not accurate. I can only reply by pointing out the fact that there are twenty-four holes; i.e., 8 bores and 16 valves; all held together by very, very little metal. No sir, the straight-four is

AREA NEWS

SURREY & MIDDLESEX

W. G. Jarman

153, Reigate Avenue,
Sutton, Surrey.

BILL ROSE reports that he has some good racing films laid-on for October 10th and Allan Ransome has fixed the room at the inn. Make a note of it and bring your lady to the "South Western Hotel," Whitton Road, Whitton Dene, Hounslow, Middlesex. Any time after 7 p.m.

You will be surprised to know that some of the Essex and Kent members want to join in the social events during the forthcoming winter. The suggestion is a rendezvous in November or December right in the centre of London. Very well then Ladies and Gentlemen, if we arrange something in November, rally round because we must break-even with the cost.

Bill Mold has given me the dates of the Saturday Motor Club Socials at Chigwell. Here they are, September 15th, October 20th, November 17th and December 15th.

Wear your badge or carry your card and bring your girl friend. I will give you the Hayes dates next month.

NOTTINGHAMSHIRE AND LEICESTERSHIRE

W. B. Martin

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

APPROXIMATELY twenty of our Members and friends, by kind invitation, visited the Derby Cell on July 19th where we enjoyed a lengthy film show. We hope to reciprocate by entertaining the Derby members in the near future.

During the past month we have been fortunate enough to be allowed to use Mallory Park Circuit for testing; on a payment basis. Future sessions are already organised and details are available upon application.

Our own cell meeting was held on Monday, August 13th, at the "Dolphin Inn," North Church Street, Nottingham; at which a dozen members turned up. We had a general discussion together with numerous anecdotes. The collection actually made a profit, which will be placed aside for future entertainment and/or the Benevolent Fund.

Next meeting as usual—second Monday of the month—that is September 10th.

WE RELY ON YOU!

AS MENTIONED on the inside of this month's front cover, we sincerely request all members to display their Hutchinson '100' posters and windscreen stickers in the best places they know. We do rely to a great deal on the adequate advertising of our meetings by members, and should further copies of our advertisement matter be required, then the Secretary will have much pleasure in forwarding these items for display, upon request. This really is an urgent appeal and we know that all members will co-operate wholeheartedly to make the Silverstone promotion the success that it deserves.

THE 'MANX'

WE DO sincerely wish all our members taking part in this epic, the very best of luck and a safe and happy ride. Even though we may not be present, we shall keep you all in our thoughts and hope that your day will be trouble-free.

BENEVOLENT FUND

DONATIONS have been received from the following Members:— P. D. Hackett, F. Garland, G. Clarkson, W. Martin, R. Penney, P. Ferbrache, G. Mayne, E. Boyce, L. Webster.

NEW MEMBERS

THE following New Members have been elected:— E. F. H. Boyce, L. Bradford, D. P. B. Brennan, J. M. Bromley, G. C. Clarkson, V. F. G. Croucher, Miss P. M. Dale, C. V. Dawson, J. Farrar, E. R. Farrer, G. Fincham, E. R. Fitton, A. Fraser, C. F. Brown, J. Gardner, J. F. Gardner, J. E. Glendinning, E. L. Griffiths, J. O. Griffiths, J. P. Langley, N. P. Lethbridge, D. C. Ludwig, M. J. Medforth, E. Owen, J. F. Patrick, T. C. W. Peacock, J. L. Pickering, K. E. Pitt, R. Potton, J. L. Sellars, M. W. Smith, J. J. R. Vaughan, J. P. Vereker, Miss M. W. Ward, S. A. Ward, K. A. Williams.

"GEMS" FROM THE R.A.C.'s CORRESPONDENCE

SCHOOLBOYS are not the only ones who make "howlers". Motorists do it too—especially when protesting their innocence in writing. The Royal Automobile Club's "postbag" contains some gems of unconscious humour almost every day.

One member began his letter to the R.A.C.'s legal department with the apology: "Excuse bad writing. I have left my reading glasses at home and am writing from memory".

Another wrote "on behalf of my motorcycle who is still in a garage . . ."

An apt commentary on the parking problem was contributed by a member who wrote: "I left my car opposite the gateway to a Government building. On coming out approximately twenty minutes later, I was amazed to see my car in the same place".

A member who suffered leg and ankle injuries in an accident averred with some truth: "By the way, I believe if I had lost my head the accident could have been worse".

A helpful husband returned an unsigned questionnaire form sent to his wife with the explanation: "She is incapable of filling in forms owing to an impediment in her speech".

Another husband complained, with remarkable frankness: "My wife, for twenty odd years of our married life, through no fault of her own has had a raw deal".

An optimist wrote: "In these days the possibility of a man dying is very remote".

And a pessimist: "My wife has given birth to twins. Can I blame London Transport?"

Was it literally injured innocence that prompted another member to write: "I thank you for your letter with regard to my leg which I received to-day".

A somewhat "ticklish" situation arose when a motor-cyclist advised the R.A.C.: "As a result of the accident my doctor has advised me to give up combinations and go solo".

Another member reflected: "Looking through my driving mirror was a Renault car".

A lady member lamented: "I am not the woman I was before the accident". No other details are available!

An innocent commentary on the state of the country's youth was given by a lady who wrote: "I was a children's nurse but I am now recuperating from a slipped disc".

The medical profession was unconsciously libelled by a correspondent who told the R.A.C.: "I was knocked out as a result of the collision and was taken to — Hospital where I sustained serious injuries".

There was something obviously "phony" about the letter in which another member declared: "I am still away from business but can be seen by arrangement through my telephone".

Unsuspected hazards of wearing a crash helmet were revealed by a motor-cycling member who wrote: "I was wearing a crash helmet. I landed on my head and hurt my leg".

But the most highly treasured "gem" is the answer R.A.C. officials received to a question on one of their travel documents: "State c.c. or h.p. of your car".

Back came the answer: "My car was h.p. but it is paid for now!"

NEW R.A.C. 'HEALTH SERVICE' FOR TOURISTS ABROAD

ONE of the tourist's biggest dreads—the possibility of being taken ill abroad and incurring heavy medical expenses has been removed by a novel insurance policy announced by the R.A.C. last month. The new "Touring Insurance" policy is a valuable supplement to the National Health Service for the motorist abroad. It is designed to offer complete cover against the cost of medical treatment required by a member of the R.A.C. his family or friends travelling with him on the Continent. Under a special agreement with the Bank of England, the payment of any claim can be made in the currency of the country concerned. The benefits offered by the policy range from a minimum of £50 increasing by £50 stages to a maximum of £250. Premiums vary according to the duration of cover, from 10s. for a £50 policy running for sixteen days to £4 for the highest benefit of £250 extending over two months.

quite capable of holding its own with the Vee-8 and what is much more important, doing it for a lot longer. Furthermore, the 'eight' is in a special class by itself: it does not lend itself to adaptation into other capacity classes such as a 125 twin or a 250 four. Much too complicated and very expensive.

* * *

[I]N response to several requests for more information on the subject of fairings for racing, I regret to report very little progress due to variable and unknown factors. The biggest worry in evolving a decent formula is the drag co-efficient. I am in touch with one of the aircraft boys who is trying to apply some of their known facts with our unknown items *at sea level*. Maybe there are one or two members who can help with this drag difficulty? If so, we can evolve a fairly accurate formula which the members can use in order to eliminate this trial-and-error business.

TO those who have already written-in with offers of help with the "Hutch", very many thanks! To others, there is just time for you to write to me at 153, Reigate Avenue, Sutton, Surrey, if you can do your stuff on September 21/22nd. As Louis Lake put it in his recent letter, "The mental satisfaction obtained by helping such a wonderful crowd of racing men cannot be properly described, but I have enjoyed every moment of it." Quite a neat sentence, is it not?

* * *

[I]N conclusion, a very special request to competitors and mechanics at Silverstone. The runways are out-of-bounds so please do not attempt to go along them. Most of you know that the runways may only be used by such as Medical people and Ambulances, Communications (Flags, Phones, and Radios) plus the big-hearted chaps who tow you back if the motor blows-up. Use the Woodcote Enclosure or the Promenade over the Pits if you want to see the other fellows.



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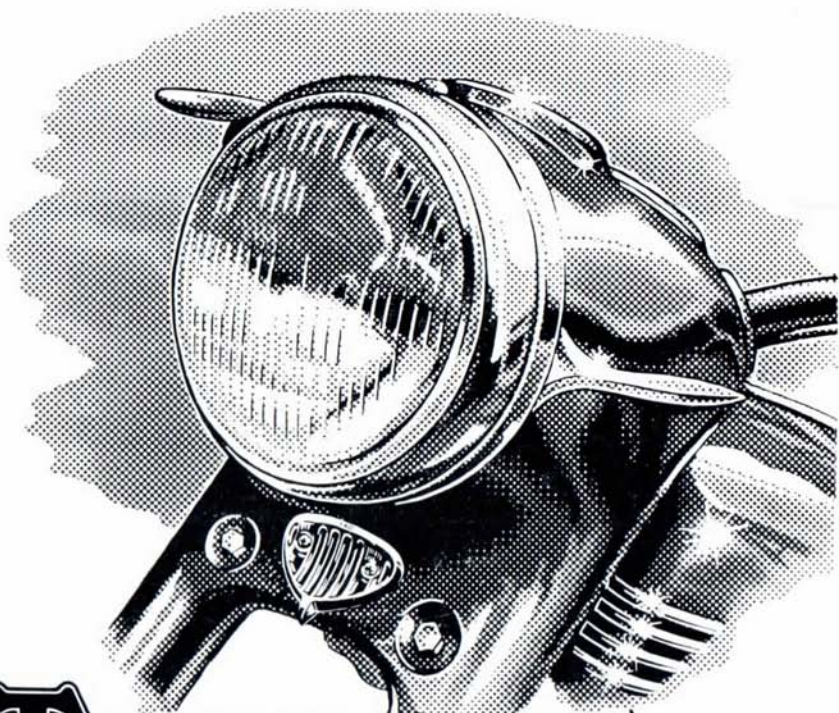
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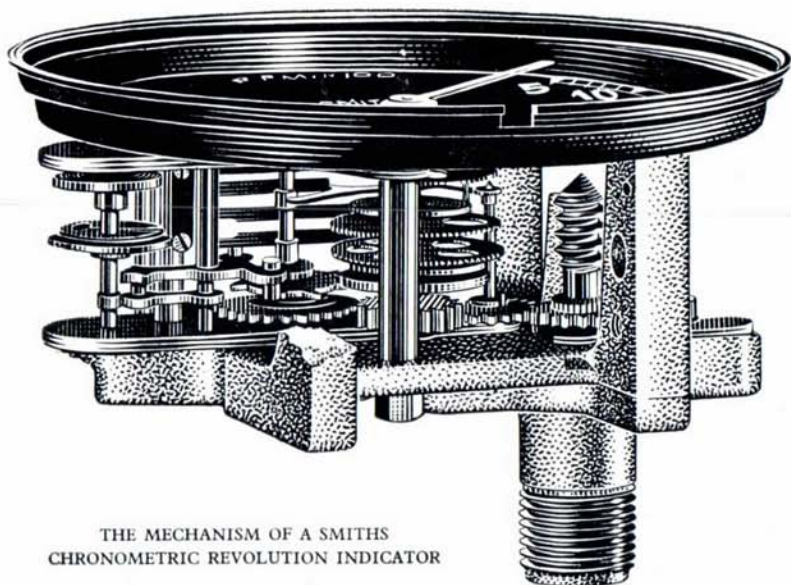


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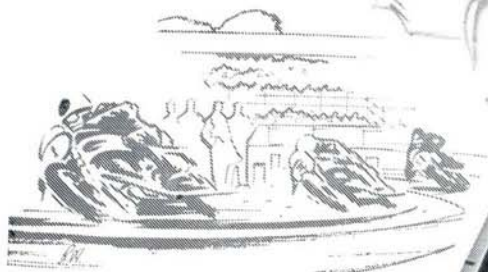


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HOME-BUILT "SPECIALS" AND UTILITY CONVERSIONS

THE Government has recently agreed that the amateur who constructs a car for his own private purpose should not be liable to pay purchase-tax. The Chancellor of the Exchequer had announced in his Budget Speech that it was proposed that purchase-tax should be payable in all cases where vans are converted into utility vehicles or where cars are built up from parts, even when the work is carried out by a private individual for his own private purposes. When the Finance Bill was debated in the House of Commons, strong opposition inspired by the R.A.C.—was expressed to the proposal, and as a result the Government amended the relevant clause and freed the constructors of these vehicles from purchase-tax.

NEW R.A.C. OFFICE

THE new R.A.C. Midland Counties Office in Birmingham, which has been operating since the beginning of May, was officially opened on June 5th by the E. W. Apps, J.P. He was received by Lord Mayor of Birmingham, Alderman the Chairman of the R.A.C., Mr. Wilfrid Andrews; Captain A. W. Phillips, M.C., General Manager of the Associate Section; and Mr. John Howell, Midland Counties Manager. The new premises, which are at 93/95, Hagley Road, Edgbaston, are on three floors and provide accommodation more than double in area that previously occupied. There is considerable space at the rear for future extension and excellent parking facilities for members' vehicles are available in a

very easily approached forecourt. The move to the new premises has been necessitated by the rapid growth in membership which has taken place since the war. They are the third which the Midland Counties Office has occupied since it was opened in 1923.

BETTER DRIVING TUITION

SINCE it was founded nearly sixty years ago, the Royal Automobile Club has consistently campaigned to raise the standard of driving and improve the safety of the roads.

As its latest step to promote efficiency and uniformity in driving tuition, it has distributed to all the 1,400 driving-instructors holding the Club's diploma, a copy of "Roadcraft", the manual of valuable instruction that has been produced by the Metropolitan Police Driving School at Hendon.

In a message, Captain A. W. Phillips, M.C., General Manager of the R.A.C., points out that the book can assist both new and experienced motorists and help to further the club's view that, "Tuition should extend beyond the maximum standard necessary, to enable a pupil to pass the Ministry of Transport driving test".

More than 2,650 instructors have taken the R.A.C.'s stringent examination for its certificate of registration, since the scheme was launched in 1935. The number of passes at the first attempt is below 55%, for the coveted R.A.C. diploma, which is renewed on the basis of annual review.

In addition, the R.A.C. maintains a register of Motor Schools which are accepted only after a thorough investigation. One of the conditions of registration is that the school shall employ only R.A.C. registered driving-instructors for driving tuition. The list of such schools registered in the United Kingdom now numbers eighty.

THOUGHT FOR FOOD!

OUR annual get-together and bean-feast will be held this year on Friday November 9th at Lyon's Corner House in the Strand. A separate Annual Dinner ticket-application form will be enclosed with each copy of the October issue of the magazine, and we look forward to meeting all our friends.

THE EDITOR'S CORRESPONDENCE

JIM SHELDON'S idea is absolutely first-rate ("Bemsee"—July issue). The Bemsee Gold Star is the one thing that has been lacking in the club since the war. The "standing ton" is surely the perfect answer, and the natural follow-on to the "Brooklands Lap"; further, it gives the award an entirely new lease of life.

Had we retained Brooklands, it would probably have been re-surfaced by now and lapped at over the ton by a 100 c.c. 'egg'; the award would no longer have undue merit for anything above 250 c.c.

When the Gold Star was first introduced it was just within reach of the 1,000 c.c. machines; with the standing ton, it would be starting on the same footing again.

Maybe in thirty years time—but who knows? I prophesy air-brakes, parachutes and ejector-seats for the big 'uns as they cross the line.

Hartbury, Glos.

Corse

IN THE July issue of "Bemsee" you ask if anyone reads the magazine each month! Here's one who certainly does, and enjoys it!

As for writing to the "mag"—being a very new member and a not very active racing one, I feel it is up to our type to say little and pin our ears back and listen, or read. However, how about some correspondence from the knowledgeable ones on this question of upper age limits in racing. For instance, in my own case, I used to "have a go" at Syston and

Donington in the early 30's on 'ye olde Scott' and I did collect one solitary replica till old Fred Cramer put the price up! After a nibble at the M.G.P. in 1934, I was forced by other considerations to pack it up for a time. In 1954 I started again on two wheels (Gold Star) to find of course that there's nowt like it! For the 1956 M.G.P. I picked up a 1952 model 40 and a 1954 7R (ex Arnold Jones) to see which I liked best; i.e. £750 "locked up" so to speak. Digs were booked up months back for six of us, with my intention of having another 'go'.

Now out of the blue we have an age ruling "no one over 45"! But why? Consider the following points. Accidents are not all caused by doddering old-timers. We do fall off! (Frank Cope and I) but so does G. E. Duke occasionally. There is no age limit for the fastest races of the lot—the Island T.T.'s. They insist on a doctor's o.k. on paper, and then exclude you on age grounds. Surely they have experienced travelling Marshals to keep an eye on the "customers" in practice.

One starts to prepare on the assumption that one is not to be excluded by age later. Frankly, I don't think we know enough about this age-limit business to be so dogmatic. We don't have age-limits at our small circuits do we? Yet I feel the I.O.M. course is a darned sight safer than some of our small venues with their short length and inevitable bunching.

Ludlow

L. F. Ivin

Lost!

At the Aintree "Red Rose" Meeting, Bill Dixon lent his foot pump to another competitor or his mechanic. Bill asks that the borrower should please return it to him, either at his home address, 14 Abel Street, Burnley, Lancs., or during the M.G.P. period at 79 Bucks Road, Douglas, I.O.M.

COMMITTEE NEWS

Meeting held on July 30th, 1956.

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

Ex-officio Member: E. C. E. Baragwanath
Apologies for absence were received from:— N. B. Pope, G. C. Cobbold, and G. E. Tottey.

Brighton Speed Trials. The Secretary reported that it had not been possible to reach agreement with the Brighton & Hove Motor Club for the inclusion of motor-cycle classes in that club's Speed Trials to be held at Brighton on September 1st this year, but he was hopeful that a satisfactory arrangement might be reached whereby motor-cycles would be included in future years.

Trophy Day. The report of the Clerk of the Course was accepted, and it was resolved that in future events the competitor would be made responsible to report to the Chief M.O., or Scrutineers, any incident in which he had been involved both during the practice period and race. It was considered necessary to take this step in the interests of safety to all competing riders and to ensure that all

machines allowed on the track at any time, would be in a safe and generally raceworthy condition.

Hutchinson 100. Mr. Squillario reported progress made with regard to Admission Control arrangements of which he would be in charge and that he was hopeful of obtaining additional personnel to patrol the "back areas" on security duties. It was understood that the B.B.C. would be broadcasting some of the main races during the afternoon. A considerable number of entries had been received, included in which, were a number of foreign riders.

Membership. New members were elected.

Stewards' Report. The A.C.U. Stewards' report on the club's Brighton Spring Speed Trials and "Britannia Vase" meeting at Oulton Park were read and found to be complimentary to the organisation.

Earls Court. The Secretary reported that there was every possibility of the Club being represented, along with four others, at the Motor-Cycle Exhibition next November, and that a meeting to discuss arrangements in this connection was shortly to be called by the R.A.C.

ONCE UPON A TIME

THERE was a rider in an early post-Kaiser-war T.T. who competed in the Junior race and at the end of each lap stopped at his pit for nourishment.

THERE was a Manx Grand Prix rider, a mountain of a man, who could never pass the Bungalow on the third lap. By that time he was so thirsty he had to stop and have one before proceeding.

A race was won at Brooklands by a motorcycle without an engine. It was a sidecar race. One by one all but one of the contestants retired, and the survivor coasted the last 100 yards to cross

the finishing line with a dead engine.

CONTINENTAL Grands Prix used to be 200 miles, and the riders rode in the Junior in the morning and the Senior in the afternoon. These engines were singles which vibrated horribly; the frames were rigid, and the saddles small and hard.

A T.T. rider competed in the Lightweight race with a broken saddle frame. Ever since he has had a sore point.

THERE was such a thing as British Prestige. 'Sfact, Our riders and our machines won all the races.

L.R.H.

SHELSLEY WALSH 1956

PPROMPTLY at 1 p.m. the first competitor of the day was dispatched up this famous 1,000 yd. Hill Climb, which was regrettably destined to be one of the wettest on record, for within 40 mins. rain was falling hard and a storm was raging not far distant, nevertheless the Midland Automobile Club are to be congratulated on their efficient organisation which carried the meeting through with remarkably little delay, despite the most depressing conditions.

In the Car v Motor Cycle team event for the "Fray" Challenge Cup, the four wheelers, with Ken Wharton, Tony Marsh and Michael Christie as team members proved too strong for the challenging solos ridden by George Brown, Peter Ferbrache and Ernie Woods, although it is true to say that had it been wet during the first climb to be made by Marsh and Christie the final results might well have been very

different and this is borne out by the fact that maestro Ken Wharton was less than two seconds quicker than Peter Ferbrache, both of whom drove under similar wet conditions. George Brown's potent Vincent was at a considerable disadvantage under the prevailing conditions and the fact he was able to record a time of 45.75, just over one second longer than Peters F.T.D., shows he has lost none of his old touch.

The Sidecar entry, small to start with, was depleted further by a number of non-starters and we had our old friend Bill Boddice accompanied by R. E. Cheney as the sole contestants in this class which is always guaranteed to provide special interest to spectators. Both Ernie Woods and Maurice Brierley were unable to start, the former due to a seized big end, and Maurice with ignition trouble.

The Following are the full provisional results:—

Rider	M/Cycle	1st Run	2nd Run
350 c.c.			
D. Pickering	45 J.A.P.	57.01	53.45
E. A. Woods	46 Norton	48.46	48.56
G. M. Hopkinson	47 B.S.A.	N/S	
P. Ferbrache	48 P.F. J.A.P.	49.28	45.59
H. D. German	49 Velocette	49.33	46.78
500 c.c.			
D. Pickering	50 Norton	55.73	51.69
R. A. Beecroft	51 Norton	58.60	
A. Mustard	52 B.S.A.	56.70	50.74
G. T. Salt	53 Norton	46.64	45.88
B. S. Cuff	54 J.A.P. Special	52.84	48.89
P. Ferbrache	55 Norton	46.91	45.08 F.T.D.
T. M. Brookes	56 Triumph	F	47.55
C. Willmott	57 Triumph	47.39	46.07
J. N. Pollit	58 B.S.A. (B.34)	56.60	53.67
1,000 c.c.			
George Brown	59 Vincent Special	47.00	45.75
P. J. Peters	60 Ariel	55.70	
H. D. German	61 Douglas	56.41	48.26
M. Whitbread	62 Enfield	N/S	
P. Ferbrache	63 Hartley Ariel	44.71	49.20
Sidecars			
W. Evans, R. Jones	64 Norton	N/S	
R. Cheney, J. Gibbons	65 Norton J.A.P.	53.45	49.64
E. Woods, A. Other	66 Morgan-Rudge	N/S	
B. Boddice, B. Starr	67 Norton-Watsonian	50.14	47.78
M. Brierley, B. McVay	68 Canterbury S.	N/S	



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