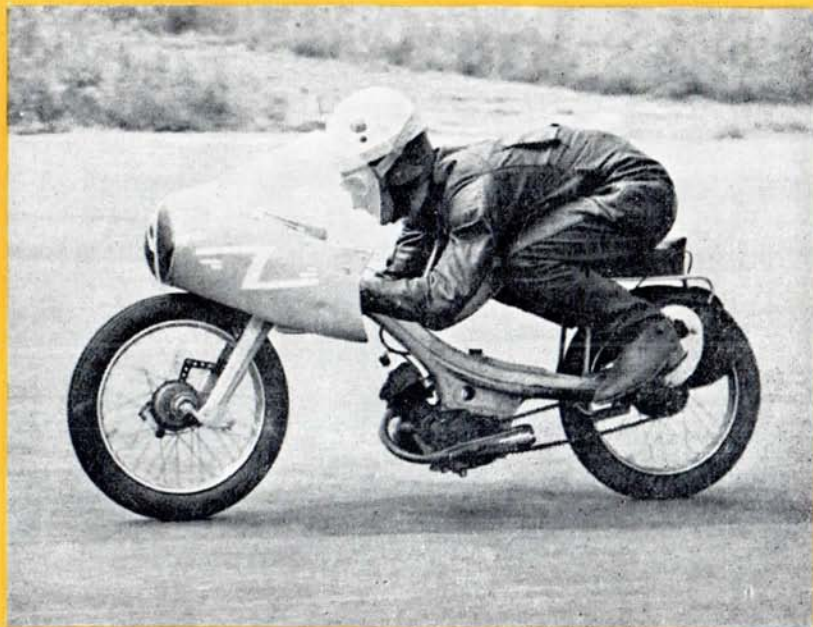




# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 8. AUGUST, 1957 ONE SHILLING



Diminutive Dicer! Quickly goes the NSU on Trophy Day, Bill Peden aboard

(Photo: G. E. Hicken)

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# Bemsee

Vol. 10. No. 8. AUGUST, 1957

EDITOR:  
P. F. WRIGHT

## THE BRITISH MOTOR CYCLE RACING CLUB

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## AUGUST OCCASIONS

THIS MONTH will see held three of the Club's fixtures, and to all accounts it is going to be an extremely busy time for those at Head Office. In the North, we have the Oulton Park Meeting on the 3rd; in the South, the Crystal Palace Meeting on the 17th; and to close the month, the Shelsley Walsh Hill Climb is due in the Midlands, for the 31st.

Well! What more could we want in one month? Did somebody say "What about an endurance race?" Still, that is another line altogether. The point of this little piece is, that anything you can do to help our Club and its Staff and Marshals, will be most welcomed. Do please carefully read notices, rules and regs., and listen-out for Tannoy announcements and instructions. All this is done for your benefit, and it does help to make a good meeting run even better. Don't forget to display your posters and stickers—they do help, you know.

May the month's weather be fine, and good luck to you all!

Closing-date for contributions—14th of each month



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## "TROPHY DAY"

**D**ID SOMEONE say it was hot? Never before have there been so many recumbent forms in the Paddock, as there were on "Trophy Day" at Silverstone on July 6th; for it was a "stinker". One did not have to wait for the eliminating heats of the races, for the heat just about eliminated us all. Still, it was a grand day after all, with some good riding and racing.

Highlights of the day were: the breaking by Dudley Edlin, of the existing 125 c.c. class lap record for this Meeting, by over four miles per hour, (63.61 to 67.93); also, the raising, by Fred Hanks and his passenger, of the Sidecar lap record from 72.72, to 72.91 m.p.h.

Despite a quite sizeable list of non-starters and others, who for various reasons, could not compete, all races were well subscribed, including the "Wee Babes" 50 c.c. three laps race, which Fred Launchbury won on an Itom at 48.89 m.p.h., also putting-in the fastest lap at 50.16 m.p.h. *Wonderful!* Buzzing followed buzzing, for the 125's came out in grand array, and for eight laps kept us entertained in no small measure. Edlin (M.V.) led for seven laps and finally won, although challenged by J. Baughn (M.V.), who took the lead on the fifth lap, only to fall back again to second place and finish thus. An M.V. was third, ridden by R. J. Ford.

The 250 c.c. races were dominated by riders in the aforegoing paragraph. The "firm" of Baughn and Edlin (Moto Guzzi—the same machine for each?), cornered the winning market in both races of this capacity class; Baughn taking the 2.25 p.m. race, and Edlin the 4.15 p.m. effort. S. M. B. Hailwood on an over - the - counter - if - you've - the - money, 201 c.c. M.V. "Super Sport", rode well to second place in each race, the respective thirds being D. F. Shorey (Norvel) and R. M. Harding (Velocette).

The 350 c.c. Final of twelve laps, provided a winning ride for J. P. Fordham (Norton) at 74.23 m.p.h., with P. R. Hodgson (A.J.S.) second and B. P. Setchell (Norton) third. These three lads kept close company the race through, swapping the lead and dicing in a fine way. F. A. Rutherford (Duke-B.S.A.) lapped and kept a well balanced fourth spot throughout. Heat winners were Setchell and Fordham.

For the 351 to 1,000 c.c. class Final, we watched the race at Maggotts full-

bore left-hander, and my-oh-my! Don't you lot move through that territory! J. L. Payne (Norton) with a marked lead, rode a fine race to win at 77.41 m.p.h., Ernie Washer (Norton) challenged for eight laps then unfortunately disappeared from the race, leaving R. S. Mayhew (Norton) to collect second place honours, followed by F. A. Rutherford (Duke-B.S.A.) and D. G. Chapman (Norton). Fastest lap? Mayhew at 78.65 m.p.h., thus giving him the "Bemsee Trophy". Heat winners: Washer and M. A. Bowdery (Norton).

Bill Boddice with Bill Canning, "cleaned-up" in both the "Barrow Boys" outings; first a six-laps affair which was notable (as is usual), for exciting racing. Fred Hanks with passenger Dorman, challenged early and kept the lead until, sadly, a valve touched on the fifth circuit, putting them out; although not before they had improved on the lap record as mentioned earlier. Second across the line came Len Taylor with Peter Glover, followed by T. P. Folwell/P. M. Knocker (Matchless). Good to see that C. J. Emmens (Gross' passenger), was O.K., on parting company with the outfit, after rounding Woodcote, on the third lap. The ten laps three-wheelers' event, showed L. W. Taylor/P. Glover handling their white, faired mount in better-than-ever form, and the first four placings were in identical order to the earlier event, fourth in each case being the P. E. W. Russell/B. Silk combination.

Here endeth the record for "Trophy Day". The Paddock cleared before the rains came, leaving the Secretary, a colleague and yours truly, collecting up notices and lamp-shade markers from around the circuit. What a busy month August is going to be!

P.F.W.

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### MARSHAL'S MUSINGS (continued)

"amateur", but the lads who competed in this event at Silverstone, are true sportsmen of the highest calibre. Thank you, Gentlemen!

\* \* \*

Are you coming to Crystal Palace? Make a note too, of the "Hutch" date September 20th/21st, and resolve to do a job of work for "Bemsee". Whilst you've got your diary out, make an entry for the Annual Dinner on November 8th.

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS month's notes are written with a heavy heart due to the loss of Peter Walsh, one of our regular Travelling Marshals who was known to you all. Peter lost his life in a road accident at Colden Common on the Portsmouth - Winchester road. He will be missed for many years to come and our sincere condolences have been conveyed to his people. Requiescat in pace, Peter!

\* \* \*

When I asked the racing members to bring back at least one Team Prize from the Isle of Man, little did I expect them to win *both* of these coveted awards. Messrs. McIntyre, Surtees and Wheeler was the team nominated in each case by Harold Daniell, so give them all a big hand when you see them at Oulton Park or Silverstone. Lady Guinness wrote a letter to me in the Island saying how proud she felt about "my boys" as our late President used to call the racing members.

\* \* \*

I was surprised at the number of people who expressed great pleasure at Eric Oliver's lap of honour after the Senior Race. For many years, in my small way, I have agitated for a real Sidecar T.T. on the *Proper Circuit*. It would do the A.-C.U. and the people in Douglas, quite a lot of good to hear what the residents in the rest of the Isle of Man think about the "Calypso Circuit", I spoke to hundreds, repeat hundreds, of people about this subject and only once did I hear anything favourable about the Clype affair.

\* \* \*

Another big eye-opener came from racing members who said they would enter the Sidecar T.T., when it is run on the Mountain Course. Looking back to 1923/4/5, quite a few of the solo men had a go at the sidecar race as well, and that rings a bell. The entry list could be twice as large, on the real T.T. Course. At half minute intervals, it would prove a great success. If the A.-C.U. don't do it, there is a chance that it might be done in September. It is now up to the Union to provide what is required. Here is the proposition:—

Monday. Junior T.T. 11 a.m. No change.

Wednesday Morning. Sidecar T.T. 10 a.m. Four laps.

Wednesday Afternoon. 125 and 250 T.T. 2 p.m. Four laps.

\* \* \*

By the time these musings appear in print, we are due at Oulton Park for the meeting on Saturday, August 3rd. This is followed by another commitment at the Crystal Palace on August 17th. Then comes the greatest event held in England —i.e. the "Hutch" on September 21st. If you are not racing, you owe it to your club to give a hand. Drop me a card, but do keep each event *separate*. My simple system works on the principle of one file per event. Don't forget your name and address like one member did, last July.

\* \* \*

I've had several letters about multi-cylinders again. One member actually suggested that I should use my powers of persuasion to get A.J.S., Norton and Matchless together, with a view to making engine/gear units to beat the world. He finished his letter by saying that the 500 would still be wanted for sidecar racing, even if the half-litre class is to be dropped for solo racing. All fine and dandy, but what about the cost? There may be a faint chance of a good "basic baby" from the J.A.P. and Villiers agreement; and who knows, some of the other concerns in the motor-cycle firmament must be interested in the multiplication principle for production as well as racing. It boils down to "Polly and Lolly". Policy and money!

\* \* \*

Members who would like to lend (or give) action photos for display in a Licensed House, are invited to get in touch with W. R. "Bob" Lunn at the *Holly Bush* at Redbourn, Herts. Bob is setting out to paper the walls with pictures of our chaps, and all contributions will be most welcome. Any other members who are connected with the hotel and catering trades, might like to copy this idea. Alan Wynes at Claygate has a few pictures. What about Benwell, Goodall and Wheeler at Epsom?

\* \* \*

In case you have any cynical friends who think that motor-cycle sport is on the wane, just remind them of our "Trophy Day" effort last month. Over 250 entries, for the fun of it, and that's why we call it "Trophy Day". We certainly do not use, or misuse, the word

(Continued on page 127)



# Success

## IN MOTOR CYCLE EVENTS DURING 1957

### BEMROSE TROPHY TRIAL

Solo 1st  
Sidecar 1st

### SPANISH GRAND PRIX

500 c.c. 1st 2nd 3rd  
125 c.c. 1st 2nd 3rd  
Sidecar 3rd

### OULTON PARK RACES (April 22nd)

250 c.c. 1st 2nd 3rd  
125 c.c. 1st  
350 c.c. 2nd  
Sidecar, Scr. (1) 1st 2nd 3rd  
Sidecar, Scr. (2) 1st 2nd 3rd

### SWISS MOTO CROSS GRAND PRIX

Winner

### SCOTTISH 6 DAYS' TRIAL

Best Performance  
Manufacturer's Team Prize  
Every special first-class award

### NORTH-WEST '200'

250 c.c. 1st 3rd  
350 c.c. 2nd  
500 c.c. 2nd

### GERMAN GRAND PRIX

250 c.c. 1st 2nd 3rd  
125 c.c. 1st 3rd

### SWEDISH MOTO CROSS

Winner

### T.T. RACES

250 c.c. 1st 2nd 3rd  
125 c.c. 2nd 3rd  
500 c.c. 2nd  
Sidecar 3rd

### ITALIAN MOTO CROSS

Winner

### OULTON PARK RACES (June 10th)

350 c.c. 1st 2nd 3rd  
250 c.c. 1st 3rd  
125 c.c. 1st 2nd  
500 c.c. 2nd 3rd  
Sidecar, Scr. 1st 2nd 3rd

### COTSWOLD SCRAMBLE

Senior 1st  
Junior 1st  
Lightweight 1st

### INTERNATIONAL MOTO CROSS OF GT. BRITAIN

1st and 3rd

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# THE CONTINENT AND THE T.T. RACES (Part 2)

By Erwin Tragatsch

(Part One was published in our May issue—Ed.)

**T**HE WAR was over and the interest of Continental riders for the T.T. stronger than ever before. But the post-war difficulties and the shortage of suitable racing machinery prevented many Continentals from competing in the first post-war race, which saw only three non-British competitors at the start: Franta Juhán on a new Velocette from Czechoslovakia in the Junior T.T.; J. de Ortueta from Spain on a similar model in the Junior T.T., and our old friend Sven Aage Sorensen from Denmark, who rode his not too new Excelsiors in the Junior and Lightweight class. In the last mentioned race he was seventh and in the Junior 15th while the only other Continental to finish was Juhán, who came into 17th position, while Ortueta had to retire.

While Continental riders didn't gain many successes in the 1947 events, Continental machines showed their supremacy to the full in the Lightweight T.T., when two Moto-Guzzi's, ridden by Irishman Manliff Barrington and by Leicester rider Maurice Cann, gained first and second place against the British opposition, which consisted of pre-war machinery. There was some chance of a Continental success in the Senior T.T. too, as the great Freddy Frith was due to ride a wide-angle 500 c.c. V-Twin Moto-Guzzi for the Stanley Woods stable, but a practice crash prevented the famous Grimby rider from appearing at the starting grid.

I personally will always have in my memory the T.T. races of 1948 . . . they decided my fate! I had entered for the Lightweight T.T. a 250 c.c. O.H.C. Czech-made "Walter" machine, due to be ridden by my friend and member of my racing stable, Vaclav Stanislav. Everything was prepared and ready to leave Prague by plane for the Isle of Man, when the Czech Ministry of Interior (Home Office), refused to give me an exit permit. Having served during the war in the British army, I was suddenly under the new Czech rulers, a "risk" when again entering Western territory and . . . that was that! We had to cancel the T.T. entry—much to my regret of course—but I decided as a result of that to leave this unlucky country . . . for ever. The chance came a few months afterwards.

The Walter engines had been very fast and very reliable, and it was a great pity that this entry had to be withdrawn. The designer of these engines, my great friend Jaroslav Walter, is now responsible for all the famous present 125 c.c. and 250 c.c. C.Z. "Double-Knockers", which appeared last year in the Isle of Man in the hands of Franta Bartos and Vaclav Parus, and this year, with Bartos again and Jiri Kostir. The other Czech rider entered in the 1948 T.T., Franta Juhán (Velocette and Moto-Guzzi "Dondolino") was also unable to compete in the races. The same happened to the Austrians Helmut Krackowizer (250 c.c. Rudge) and Franz Binder (350 c.c. Velocette). The Junior T.T. saw the retirement of Ortueta's Velocette in the first lap, and two Continental finishers after seven laps:

Sorensen (Excelsior) was 23rd and N. V. Jensen (Velocette) from Denmark 47th.

A Moto-Guzzi, ridden by Maurice Cann again won the Lightweight T.T., after Barrington on the same make, had retired, while the late Ben Drinkwater on yet another Guzzi, was fourth. Two other Guzzi's, ridden by my Belgian friend Leon Martin and by Tommy Wood respectively, also retired.

The sensation of the 1948 Senior T.T. race was the riding of the great Italian Champion, the late Omobono Tenni, who was leading this event on his 500 c.c., 120-degree V-Twin Moto-Guzzi until the fifth lap . . . then his overstressed engine started misfiring! Eventually he finished ninth with one cylinder working. He was a great rider, who met his untimely death soon afterwards in a practice crash in Switzerland. Another Guzzi, a production machine of the "Condor" type, built in 1939, and ridden by Bemsee member G. H. Hayden who finished 22nd. A Gilera factory team which included the riders Nello Paganini and Carlo Bandirola, didn't appear in the I.o.M.

There was a very strong Continental flavour in the 1949 Lightweight T.T., Enrico Lorenzetti, Dickie Dale, Manliff Barrington and Tommy Wood rode the then new Moto-Guzzi "Gambalungino's" while Ernie Thomas and Paul Collignon of France, were mounted on "Albatross" models from Mandello. There was the famous Dario Ambrosini on the fast factory Benelli too. Unfortunately a crash robbed him of all chances, while this fast man Dickie Dale, had some "misunderstanding" with his engine and retired. Manliff Barrington won again, Tommy Wood was second and good old Ernie Thomas sixth on the much slower "Albatross". In front of him in fifth position was once again Sven Aage Sorensen on the Excelsior, who riding a Norton later—finished 24th in the Junior T.T. Collignon's Guzzi was 12th in the Lightweight T.T., where Lorenzetti retired. The same happened to Spain's J. de Ortueta on a Velo in the Junior, and a Norton in the Senior.

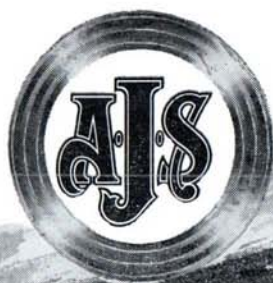
Again a Moto-Guzzi "Twin" proved the sensation of the Senior event, this time in the hands of none other than "Fearless" . . . Bob Foster! Like Tenni the year before, so this time, this wonderful Englishman rode like a demon; but unfortunately the machine from Mandello (originally designed in 1933 and only improved during the years) couldn't stand the strain of this hard race and after putting up the fastest lap, "Fearless" had to retire.

A "bored-out" 250 c.c. Moto-Guzzi "Gambalungino" to 320 c.c., was the only thing the Continent had to "offer" in the 1950 Junior T.T. The rider was Maurice Cann, who took the machine over from Enrico Lorenzetti, who didn't arrive. Cann retired on the fifth lap with a broken valve. The only Continental was Sorensen again, in 26th position on the Norton.

The situation was different again in the Lightweight T.T. where, after a dramatic last-lap sprint, the late Dario Ambrosini on the extremely fast Benelli was able to beat Maurice Cann's "Gambalungino" at the finish by about six yards! There was a massed start in this race, which saw another Guzzi, ridden by Arnold Jones, in sixth place, Tommy Wood, who in the early laps was in second position behind Cann, retired later. Sorensen was seventh on the Excelsior.

For the last time Moto-Guzzi tried their luck in





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the Senior T.T. with the old V-Twin. Again Bob Foster was the rider, but in 1950 the Nortons and A.J.S. machines had improved too, and poor Bob, who was for five laps in sixth position behind Duke, Bell, Lockett, Graham and Daniell, was eventually again forced to abandon the struggle.

We already had on the Continent in these years the machinery to do well in the Senior T.T., but . . . no riders! The leading Italians proved too temperamental and inexperienced for this difficult circuit and it was left to British riders to gain, in later years, success for Continental producers. Thirty years ago the situation was different, but only in the smallest classes could a full Continental combination now ask for success. There were exceptions like the case of Georg Meier's B.M.W. in 1939 . . . but that was an exception. In fact, riders from Australia and New Zealand now came more and more to the fore and one of these fine men in 1951 was Harry Hinton, the proud father of Eric and Harry, Jun, who are here now, in 1957.

All I can say about the Continental "influence" in the 1951 Junior T.T. is, that the best rider from the Continent was . . . 53rd! His name: S. A. Sorensen; his homeland: Denmark; his machine: Norton. The situation was better in the Senior T.T., where the "Maestro" R. L. Graham was riding the "M.V.-Agusta" Four; F. Benasedo of Italy a privately-entered Moto-Guzzi "Dondolino" single; Ken McAlpine a Giera "Single" while the faithful T.T. "Continental" Sorensen and Ortueta, each rode Nortons.

Les Graham was of course, by far the best among them, but after two laps when in sixth position, the M.V.-Agusta developed valve gear trouble an "R" opposite the Grandstands told the last part of this story. McAlpine's Giera disappeared from the race after the first lap and Ortueta's Norton after three laps. Again Sorensen was a finisher in 20th position and Benasedo's not-too-fast Guzzi "single" was 31st.

For years I said to the late Fergus Anderson: "If you don't ride in the T.T., I will never regard you as a top rider!" In fact, he rode in 1939, but hated the T.T. course. Eventually in 1951 he arrived in the Island with Enrico Lorenzetti, Carcano and a couple of factory Moto-Guzzis . . . and retired after two laps in the Lightweight event. Enrico was third and the race was won by yet another Moto-Guzzi "Gambalunghino" in the hands of that fine rider Tommy Wood, who this time was able to beat Dario Ambrosini's Benelli after another exciting Lightweight T.T. finish. A comparatively new man who had the loan of a factory Guzzi, W. G. Hutt, was fourth; and seventh was Sorensen's Excelsior once again. The fastest lap fell to the man who retired after two laps, Fergus Anderson!

1951 also saw the birth of a new T.T. child, the 125 c.c. Lightweight T.T. which brought us Continentals the first six places: Crommie McCandless (Ireland) on an F.B.-Mondial won, in front of team-mates Carlo Ubbiali, Gianni Leoni and Nello Pagani. Fifth and sixth, were the Spanish Montesa riders J. S. Bulto and J. M. Llobet. Today, Crommie has retired from racing. Ubbiali rides for M.V.-Agusta and Nello Pagani is now their team manager. Gianni Leoni is dead. Among the retired in this race was J. de Ortueta (Montesa) and Les Graham (M.V.-Agusta) both on the first—Mountain—lap. There wasn't then the thing called "Clype Circuit" in existence.

1952! Flores, the Spanish Velocette rider, isn't among the competitors in the "Junior" and, what a shame! . . . no Continental machine among the first twelve. Only John Grace from Gibraltar finishes on his Norton 15th, S. A. Sorensen on his Norton 27th and Ulf Gate from Sweden is 46th on the Velocette.

Two days afterwards in the 125 c.c. Lightweight T.T., one had to be proud of the Continental challenge, when all six finishers proved to be in one or other way connected with products made outside of this country. Taking over Les Graham's M.V.-

Agusta entry, Cecil Sandford won the race in front of the three Italian F.B.-Mondials, ridden by Carlo Ubbiali, Len Parry and Crommie McCandless, while in sixth place was Joe Ehrlich's E.M.C. twostroke, ridden by F. H. Burman and equipped with a tuned Austrian Puch engine. I always wished there would be a stronger opposition by British machines in this class, but while Continental firms concentrated more and more on Lightweight racers, British motorcycle manufacturers—with very few exceptions—didn't even try to stop these foreigners from winning this big and important event.

The 250 c.c. Lightweight T.T. of 1952 was further proof of this statement, when only Velocette made an attempt to beat these flying silver and red Moto-Guzzis from Italy. My admiration also goes here to Roland Pike and Roy Petty for their efforts with "home made" 250 c.c. racers, but nobody could stop the Moto-Guzzis from gaining five of the first six places. Fergus Anderson, who once so much hated the I.O.M. circuit, won his first T.T. in front of Enrico Lorenzetti and Syd Lawton, while Les Graham's Velocette in fourth position, was able to beat Maurice Cann's and Bruno Ruffo's Guzzis. Two more Guzzis, ridden by Arthur Wheeler and Ernie Barrett were 9th and 11th respectively. The Velo proved a quite strong opponent and it's a great pity that this was their last official competition in a T.T. race. Worth mentioning is that Bruno Ruffo was leading the race until the last lap when as a result of a misunderstood pit signal, he slowed down and finished only sixth, while poor Arthur Wheeler broke a con-rod in the last lap and pushed in from Cronk-ny-Mona.

Twenty-seven seconds separated Les Graham on the big "fire engine" M.V.-Agusta in second place in the 1952 Senior T.T., from the winner Reg. Armstrong on the Norton. Les was a fantastic rider who was very, very unlucky in the T.T. races, which eventually cost him his life. In the first three laps he was much faster than Armstrong but later, he had to "nurse" his not-too-reliable monster, which he eventually brought into a very good second position. The fastest Continental rider was again Gibraltar's John Grace on a Norton in 16th place while Sorensen's Norton was this time 25th. Again the M.V.-Agusta factory had entered a complete team which included besides Les Graham, also Tito Forconi and Carlo Bardirola, but the two Italians never reached Mona's Island. The same also concerns the Spanish Montesa team in the 125 c.c. class, with the riders Elizalde, Llobet, Flores and Soler-Bulto as well as Ortueta, who this time was due to ride another Spanish machine, a "Lube".

With the exception of Stanley Woods who rode Moto-Guzzi, Husqvarna and D.K.W. machines, we Continentals who have been connected with the racing game, until that time never admired a man so much as Les Graham during his heart-breaking rides on the then not too reliable, not too fast, and not too safe (as a result of the imperfect road-holding) big four-cylinder M.V.-Agusta. It was for us all a terrible shock, when, in the second lap of the 1953 Senior T.T., this great and fine British sportsman lost his life. All I can say now is that Les was one of the most successful ambassadors England ever had in the sphere of motorcycle racing.

A day before his untimely death, he won his first T.T. race . . . the 125 c.c. Lightweight event on the little M.V.-Agusta. He was in front of seven other Continental "Tiddlers", these ridden by Werner Haas of Germany (NSU), Cecil Sandford (M.V.-Agusta), Alfredo Copeta of Italy (M.V.-Agusta), A. Jones and Bill Webster's M.V.-Agustas, A. A. Fenn's F.B.-Mondial and Norman Webb's M.V.-Agusta. Les also put up the record lap . . . the last record of his life.

A practice injury prevented the Italian Champion Bruno Ruffo (Moto-Guzzi) from competing in the 250 c.c. Lightweight race, which saw yet another

fine victory for the man who gave me so much gen and advice (on the practical side of racing matters) during the years. His name: Fergus Anderson! He was leading from start to finish after four—Mountain—laps, followed by the late Werner Haas of Germany on the German N.S.U. and by the aircooled D.K.W. two-stroke, ridden by another German, Siegfried Wuensche. Arthur Wheeler's Guzzi was fourth and Tommy Wood's similar machine sixth.

The unlucky Senior T.T. of 1953 saw, in the first lap, five Continental machines among the first twelve. Geoff Duke (Gileras) was first; Les Graham (M.V.-Agusta) second; Reg. Armstrong (Giera) fifth; Dickie Dale (Gileras) eighth and Walter Zeller of Germany (B.M.W.) ninth. After three laps only, the two Gileras, ridden by Duke and Armstrong, were left—Reg. was third behind Geoff and Ray Amm. A split tank after a crash excluded Geoff after four laps and Reg. lost his second position in the last lap to Jack Brett's Norton. Alfredo Miani the Italian Gileras rider also fell out in the fifth lap and Carlo Bandiroia (M.V.-Agusta) gave up after he got the sad news about Les Graham. Zeller and Dickie Dale collided, and all we Continentals gained, was Armstrong's third position and John Grace's 10th place on a Norton. Poor Sorensen; this time he retired after two laps.

The week started of course, with the Junior event on Monday, where we saw for the first time, three new Continental racing machines: The 320 c.c. Moto-Guzzi ridden by Fergus Anderson, the then new "little" M.V.-Agusta "four" ridden by Les Graham and then 350 c.c. D.K.W. "three", ridden by Siegfried Wuensche. Carlo (hot-blooded!) Bandiroia, wasn't among the starters despite his entry. Les wasn't too lucky because after he finished his first lap in eighth position, the new engine had enough in the second lap. To cut a long story short . . . Fergus Anderson's Moto-Guzzi, despite the "missing" 30 c.c. to the class limit, was the most successful of all and eventually finished third, giving the Moto-Guzzi factory a boost to produce new full 350 c.c. racing machines, which later proved so successful. Other Continentals? John Grace (Norton) 18th and K. Johansson (Sweden-A.J.S.) 39th. A semi-Continental machine should have also been ridden by a 19-years-old gentleman from London, whose name was John Surtees. The machine was a 125 c.c. E.M.C.-Puch in the Lightweight T.T., but an injured finger prevented him from competing in the actual race. There was also a second D.K.W. entry in the name of Ewald Kluge of Germany, the man who won the 1938 Lightweight T.T.! Unfortunately a race accident at the Nurburgring prior to the T.T. practice, put him into hospital, and his spare T.T. rider, Rudi Feigenheier (Germany) was even less lucky, when during unofficial I.O.M. practice, he collided with a lorry.

1954 and immediately some Continental non-starters for the "Junior": The complete D.K.W. team with Len Parry, K. Hoffman and S. Wuensche and the two Spanish Norton riders F. Gonzalez and A. Creus. There are two factory 350 c.c. Moto-Guzzi's ridden by Fergus Anderson again and by Ken Kavanagh, the little dark haired Australian, and there are also two little M.V.-Agusta "fours", in the hands of Bill Lomas and Dickie Dale. It is a 1-2 lead for the Guzzis after the first lap, but in the second lap Anderson's engine cried: "enough!" The race is over five laps and Kavanagh keeps second position behind Ray Amm in the second and third lap, but retires later. The M.V.'s are not fast enough. Bill eventually finishes seventh, while Dickie—who was in front of him—fell back to 25th position in the last lap. John Grace finishes again . . . this time he is 20th on the reliable Norton. The Guzzi's didn't finish, but they already showed great promise and won . . . in 1955 and 1956!

1954 saw the introduction of the Clype T.T.

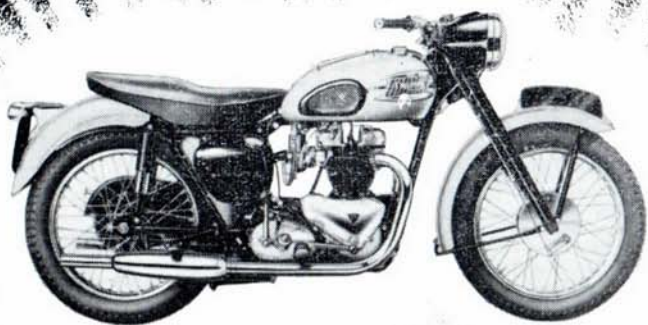
course for the two Lightweight and the Sidecar classes . . . a thing which never got and never will get my personal approval! The T.T. for me and for most other Continentals, is deeply connected with the longer Mountain course, and what is not run over the 37½ miles circuit, is not, and will never be, a real T.T. race. It's just another "Round the Houses" event. But the fact is, that the first race here in 1954 was won by a really famous Continental rider, the late Rupert Hollaus of Austria on a German factory-entered N.S.U., in front of Carlo Ubbiali of Italy on the M.V.-Agusta and Cecil Sandford on a similar machine. Fourth was Hans Baltberger's N.S.U. and fifth Ivor Lloyd's M.V.-Agusta followed by Brian Purslow's (two-stroke) M.V.-Agusta and John Grace's Spanish Montesa two-stroke.

A full German "army" entered by N.S.U. faced their strongest opponents: two factory Moto-Guzzis, ridden by Fergus Anderson and Ken Kavanagh in the 250 c.c. Lightweight T.T. race. The Germans entered their strongest team with Hollaus, Haas, Mueller and Baltberger, with full factory backing on twin cylinder "Doubt-Kneekers" and it was Haas who won in front of Hollaus and . . . oh, there was Reg. Armstrong on yet another factory N.S.U., and he was third, followed by H. P. Mueller and . . . F. K. Anderson on the so-called surviving factory Guzzi. Gosh these N.S.U.'s were fast and reliable, and in Mandello they were not too pleased about it. I was then not too pleased about Mandello, as just prior to the T.T. week I had had a "little misunderstanding" with them. But still, I would have preferred a better show by the Italian machines in this race. Sixth was Hans Baltberger's N.S.U. and that means five N.S.U.'s and one Guzzi among the first six. Seventh was the fastest non-factory rider, our old friend Arthur Wheeler on his "Albatross" Guzzi. Ken Kavanagh was among the early retirements.

The "Clype" saw in 1954, the first sidecar T.T. after 29 years interruption; but of course, the 1923-1925 Sidecar T.T. series had been run over the Mountain Course. Now here on the "little" circuit, three German B.M.W.'s—ridden by Fritz Hillebrand, Willi Noll and Walter Schneider—couldn't catch the winner, Eric Oliver, and finished in 2nd, 3rd and 4th place. Wijs, the Belgian Norton rider was 11th while Hans Haltemann of Switzerland and Marcel Masuy of Belgium didn't arrive.

The 1954 Senior T.T. was "shortened" by bad weather (?) to four laps. I think the official result doesn't give a true picture of the event, as team tactics and the possibility of troubles in the three "unused" laps would surely have changed the situation. We Continentals felt handicapped by the cut, and Piero Taruffi, then Gileras's team manager, wasn't pleased at all. But as fair sportsmen we had to accept the decision, which gave a second place to Geoff Duke's Gileras, a fourth to Reg. Armstrong's Gileras, a seventh to Dickie Dale's M.V.-Agusta, a 25th to Sweden's Ulf Gate on a Norton; and that was all for the Continent, after Bill Lomas (M.V.-Agusta) retired after three laps, John Grace (Norton) and Ken Kavanagh (Moto-Guzzi) after two and Fergus Anderson (Moto-Guzzi) after one lap. Among the "Continental" non-starters were Cecil Sandford on the M.V.-Agusta and the German B.M.W. riders Walter Zeller and Hans Bartl.

When Dickie Dale had a car accident before practice for the 1955 T.T. races, the situation for Moto-Guzzi didn't look too rosy. Fergus Anderson, now Moto-Guzzi team manager and racing man in semi-retirement, took over Dale's entry, but one day during practice he appeared in street clothes . . . "I have finished racing," he said to me "and Bill Lomas will take over the entry". I only wish he really would have finished. Bill took over not only the entry for the 1955 Junior T.T. but also immediately he created a sensation, when he won this event, as the first man ever, on a Continental



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machine! Cecil Sandford on another Guzzi was third and Dulio Agostini from Italy eighth, Ken Kavanagh the fourth Guzzi rider got an "R" after holding third place for three laps.

I was pleased about this great Moto-Guzzi success, but I always wish British manufacturers would show more interest in road-racing. England has superb riders and superb machines, but British firms—with one or two exceptions—have, in the last thirty years, not done much to show the British supremacy in road-racing. They always tried to excuse this lack of interest with shortage of money and with the lost technical value of big races, but in the same time, much smaller, much less experienced and much younger Continental firms proved again and again that the official competition in classic events like the T.T. is worthwhile. Only ten years ago, the name M.V.-Agusta was unknown, Gilera was for non-Italians twenty years ago a "mystery" thing, and Moto-Guzzi was until thirty years ago (the 1926 Lightweight T.T.) a machine which was for an Englishman, the same as a Maxima, Fongri or Garanini . . . an unknown make. And today?

Back to the 1955 T.T. races; back to the 125 c.c. Lightweight race, which again showed mainly Continental machines at the start, and the finish! After a fierce battle amongst the M.V.-Agusta team, World Champion Carlo Ubbiali won in front of his Swiss team-mate Luigi Taveri . . . the man with an Italian name, who still doesn't know much Italian language! Third was Guido Lattanzi on an F.B.-Mondial, followed by the British M.V.-Agusta riders Bill Lomas, Bill Webster and Ross Porter.

The 250 c.c. Lightweight T.T. event gave Bill Lomas his second T.T. success in one week. This time riding in the M.V.-Agusta team, he won in front of Cecil Sandford's Moto-Guzzi and H. P. Mueller's N.S.U., which was no longer a "twin" but a racing "Sportsmax" single-cylinder machine. Arthur Wheeler's Guzzi was fourth and Bill Madrick's, eighth. Among the men who retired was the great Umberto Masetti of Italy on 125 c.c. and 203 c.c. M.V.-Agustas, and in fairness to them, I have to mention that all factory-entered M.V.-Agustas in the 250 c.c. event—including the victorious machine ridden by Lomas—had 203 c.c. only. Also little Taveri retired in the 250 c.c. class as well as the two fast N.S.U.'s, ridden by the Irishmen W. H. Spence and D. H. Wright.

Eric Oliver this time was not too lucky in the Sidecar T.T. and after his retirement and the unnecessary crashes by Faust and Noll on factory (but privately entered) B.M.W.'s, the way was open for Walter Schneider on the third B.M.W. sidecar machine. After a crash in Spain, the fourth B.M.W. rider, Fritz Hillebrand, was a non-starter. The Continent gained here, the first and the last places, with Schneider on the one, and the Swiss sidecar veteran Fritz Muehleman on the other side, 57-years-old Muehleman, who rode before the war at Donnington, was 10th on a B.S.A.

The Senior T.T. of 1955 proved a sensational success for the so-hard-trying Italian Gilera people, who entered two machines with Geoff Duke and Reg. Armstrong in the saddles and who gained the first two places in this gigantic and extremely fast race, in which Geoff Duke as the first rider ever, touched the 100 m.p.h. lap over the Mountain Circuit. A grand day for Gilera and a grand day for the Continent . . . in fact a grand "Continental Week" because all races in 1955 had been won by products made on the Continent. In the Senior T.T. behind Duke and Armstrong was Ken Kavanagh in third place on yet another Italian machine . . . a Moto-Guzzi "Single" and only trouble in the last lap prevented Bill Lomas and his Guzzi from producing a Continental 1-2-3-4 success. He finished seventh, Ulf Gate, this time on a G.45 Matchless retired after four laps and S. Andersson, the other Swedish rider, after one, while H. Karlsson from Finland couldn't finish even one lap.

And that, dear friends in "Bemsee" brings me to last year's (1956) T.T., which produced again, Continental successes in all classes so far as machines were concerned. On the Monday, John Surtees was leading the Junior T.T. on the "little" M.V.-Agusta "Four" for one lap (the sixth), but before that, Bill Lomas on the Moto-Guzzi was in front for five laps. But the winner was not Lomas, and not the unlucky Surtees, who ran out of petrol in his last lap; but Ken Kavanagh of Australia on the second Moto-Guzzi. Dick'e Dale retired on the third machine from Mandello and Dulio Agostini was ninth at the finish. Balisberger's 305 c.c. (enlarged 250 c.c. model) N.S.U. Sportsmax fell out in the first lap, but Cecil Sandford managed to bring his 350 c.c. D.K.W. "Three" into third position . . . dead on time with Hartle's Norton. A 1953 ex-factory Guzzi, ridden by Arthur Wheeler was 18th and Olle Nygren, the Swedish speedway star, 20th on an A.J.S., while Gonzalez on his Norton finished 27th. He comes from Spain.

Bad weather and a lot of non-starters, which included Romolo Ferri (Gilera), Alfredo Milani (Gilera), Tarquinio Provini (F.B.-Mondial), Luigi Taveri (M.V.-Agusta) and Umberto Masetti (M.V.-Agusta) spoiled the 125 c.c. event which was won again by that grand "little" Italian Champion, Carlo Ubbiali on an M.V.-Agusta. Here the Spanish two-stroke Montesas proved very reliable and although not too fast, the Spaniards M. Cama, F. Gonzalez and E. Sirera gained the following three places. Fifth was the first Czech competitor in a post-war T.T., Vaclav Parus on a "Double-Knocker" C.Z. machine, designed by my old friend, J. Waiter. He was followed by D. Allen's F.B.-Mondial and D.H. Edlin's M.V.-Agusta. Among the retired we found Cecil Sandford on the F.B.-Mondial and the M.V.-Agusta riders Roberto Colombo, Arthur Wheeler, John Hogan, Bill Webster, Bill Madrick, F. M. Fox, Ross Porter, Mike O'Rourke, John Grace on the fast Montesa and F. Bartos, the Czech C.Z. rider.

It was this man Bartos who, in practice for the 250 c.c. Lightweight T.T., created with his fast lap times on the larger Czech "Double-Knocker" C.Z. racer, a great surprise, but in the race he couldn't do better than fifth, with a defective clutch. Again, Carlo Ubbiali on the M.V.-Agusta proved the fastest man and winner. He was followed by Colombo, after the third M.V.-Agusta rider Luigi Taveri crashed. Two German N.S.U.'s, ridden by Balisberger and Kasiner finished third and fourth and behind Bartos, Arthur Wheeler on the no longer new Moto-Guzzi, was sixth. Unfortunately some famous Continental riders and machines were non-starters or among the "R" during the race. They included Enrico Lorenzetti (Guzzi), Eric Hinton (N.S.U.), U. Masetti (M.V.-Agusta), L. Taveri (M.V.-Agusta), C. Sandford and T. Provini both F.B.-Mondials.

Again a German won the Sidecar T.T. . . . Fritz Hillebrand on the B.M.W. His team-mates Willi Noll and Walter Schneider retired, as did Jack Wijs from Belgium on the fourth B.M.W. Other Continental competitors were the Swiss riders H. Curchod and Fritz Muehleman. The first one—on a Norton—lacked experience, and the last one—on a B.S.A., with his 58 years takes racing more as fun than seriously. Luigi Marcelli, the Italian Norton rider, was a non-starter.

Poor Geoff Duke! The F.I.M. had prevented him from competing in the 1956 Senior T.T. and so he had to watch his great "opponent" John Surtees on the big 500 c.c. M.V.-Agusta "Four" romping home with a fine victory in this giant race. John, after his unhappy ride on the Monday, fully deserved this great success, he was in the lead from the start to the finish! For six laps, Bill Lomas on the big Guzzi "single" kept second position but with defective valve springs he fell back in the last lap to fifth place behind a full Continental "combination" in the form of Germany's famous Walter Zeller on the B.M.W. Alto-

gether, three British and three Continental machines among the first six: M.V.-Agusta, Norton, Norton, B.M.W., Moto-Guzzi and Matchless.

Continental retirements in this race included John Grace on the Norton after six laps, Dick's Daic on the Moto-Guzzi after four laps, F. Gonzales (Norton) also after four laps, O'le (Speedway) Nygren after two laps on his G.45 Matchless and Australia's Ken Kavanagh (who won on the Monday) after one Senior T.T. lap, on the green Moto-Guzzi. Umberto Masetti on the M.V.-Agusta, whose "love" for the difficult T.T. Circuit is

below zero point, was a non-starter.

We Continentals have put up in the last few years, a very good show in the T.T. races by winning all classes, but I am not happy about this situation, which indicates the lack of interest by British manufacturers in serious road-racing. I would be much more pleased if my British friends could ride top racing machines produced here in this country, against Continental riders on Continental racing machines. Will the next fifty years of I.O.M. T.T. racing change this situation? I do hope to be able to give you the reply in the year 2007!

## COMMITTEE NEWS

Meeting held on June 17th, 1957.

Present: N. B. Pope (Chairman), L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, A. L. Huxley, W. G. Jarman, W. A. S. Knox-Gore, I. F. Telfer, A. H. Taylor, D. J. H. Glover, A. Squillario. Apologies for absence were received from: G. E. Duke, G. E. Tottey and R. C. Walker.

**Area Representation.** The Secretary reported that no one has been found to take Mr. Shaw's place in the Derbyshire and North Staffs Area.

**"Club Day".** The Clerk of the Course's report was received and discussed. His recommendations, and the future of the meeting as a whole, were considered. It was decided that from most points the meeting was a success, though the weather had a disastrous effect on the public attendance.

**"Trophy Day" and "Sir Algernon Guinness Trophy" Meetings.** The Secretary reported on the present position regarding these two meetings. Marshalling arrangements were discussed.

**"Brighton Speed Trials".** The Secretary reported that he had concluded negotiations with the Brighton and Hove M.C. More motor-cycle entries would be taken. General arrangements would be the same as for 1955.

**T.T. Races 1957.** A hearty vote of congratulations was passed to the three B.M.C.R.C. members — Messrs. R.

McIntyre, J. Surtees and A. F. Wheeler, upon their winning for the Club, the Club Team Prize in the Junior and Senior T.T. races. The Secretary was instructed to write and convey the Committee's appreciation to them. It was unanimously resolved to present to each of them, a golden "Bemsee" plaque in recognition of their performance.

**Brooklands Reunion.** The Chairman explained the method of invitation and informed the Committee of final arrangements.

**50 c.c. Trophies.** Offers of trophies for competition in the 50 c.c. class were gratefully accepted from the *Power and Pedal Magazine* and Mr. R. D. Llewellyn.

**Membership.** New members were elected.

**New Members.** The following new members have been elected:— B. J. Fitt, G. A. S. Knox-Gore, A. Allan, A. E. F. Bickel, J. R. Blackwell, J. B. Elkington, C. F. Ford, R. Foster, L. Gillbanks, J. R. Gillings, S. Grant, C. T. Hoepner, J. Horan, M. R. Instone, B. W. Lack, R. W. E. Lilley, J. R. Mitchell, B. E. Joakley, G. E. Perry, F. D. Pool, O. Robinson, P. E. W. Russell, K. Rutland, N. H. Storer, H. R. Stroud, G. Stuart, R. Townsend, Mrs. F. M. Tremlett.

**Donations.** Donations to the Benevolent Fund were gratefully received from D. Poolton and E. Cooper.

## REGULATIONS AVAILABLE

**A**PPPLICATIONS to ride at the Closed Invitation Motor-Cycle Speed Trials at Brighton on Saturday, September 7th, must be received by the Secretary at 34, Paradise Road, Richmond, Surrey, no later than midday, August 17th. Entry-forms are now available. It is stressed that this is an Invitation event for which there are *thirty* places to be filled, of which up to *eight* can be three-wheelers.

You still have some days, i.e. until August 7th, to also enter for Shelsley, always assuming there are still vacant places. If you have not done so, please do not delay.

## LES GRAHAM MEMORIAL FUND

**Y**OUR ATTENTION is drawn to the announcement relating to the above, on page 115 of the July issue.

## AREA NEWS

### SURREY & MIDDLESEX

W. G. Jarman

153, Reigate Avenue, Sutton, Surrey.

**DID YOU** read the special announcement last month, about our proposed trip to the Beaulieu Motor Museum in the autumn? The list is beginning to look healthy, so let's hear from you right away. One member, one guest!

With the help of Bill Rose, we propose to resume the winter socials in October. Films, quizzes, and debates, plus any other ideas which you would like to submit. Members from Kent, Essex and any other areas are always welcome at our cell. Just wear your badge and join in the fun.

### HERTS, BEDS & SOUTH BUCKS

C. E. Lucas

14, Oundle Avenue, Bushey, Herts.

**QUITE** a pleasant evening at the "Holly Bush" on July 10th; the first after several months. A few stalwarts came

along and we found both Bob and Mrs. Lunn in good spirits. Topics of conversation swayed from the I.O.M., to the Brooklands Memorial unveiling ceremony, and I rather think Bob was just a bit sad about it all. What was once a happy hunting ground of many of our older members is now a meaningless mass of concrete and bushes. I am often puzzled by what standard "progress" is measured. By strange coincidence, I received a copy of "The Motor Cycle" and naturally I then forgot everything. Inside was "108 m.p.h. Race at Brooklands" with all the big names of the day. The evening wore on and it was very interesting to see that Bob also caters for the local motor-cycling club, quite a good number of these members being around. At any time we are over at the "Holly Bush", let us keep that friendly spirit going.

Cheerio now, and don't forget next month. There is plenty of room for all, together with your ideas.



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## SUNBEAM M.C.C. SPRINT

**M**ORE NEWS has been received from Dennis Bates of this event. Difficulties over dates have compelled the Sunbeam M.C.C., to further postpone this meeting until early October. It is still hoped to run it however. Regulations will go automatically to all last year's entrants. If anyone else is interested they should write to Dennis Bates at 55, Chatham Avenue, Hayes, Kent, or to the Club office.

## MUTUAL AID

**M**EMBER J. H. Sheltler of Laxey, I.O.M., informs us that he will be pleased to meet other members who may be in the Island for the Manx G.P. He can be found at the Glen Gardens Café, Laxey. He is a racing man himself and at present owns an International Norton, 1952 vintage.

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## *Bemsee's 1957 dates*

- AUGUST 3rd — "GUINNESS TROPHY"  
OULTON PARK
- AUGUST 17th — "METROPOLITAN  
MEETING"  
CRYSTAL PALACE
- AUGUST 31st — SHELSLEY WALSH  
HILL CLIMB  
(By invitation of M.A.C.)
- SEPTEMBER 7th — BRIGHTON SPEED  
TRIALS  
(By invitation of Brighton and Hove M.C.)
- SEPTEMBER 21st — INTERNATIONAL  
"HUTCHINSON 100"  
SILVERSTONE
- NOVEMBER 8th — ANNUAL DINNER  
LONDON

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# 1957 SUCCESSES

## I.O.M. T.T.

Senior	1st	R. McIntyre	GILERA
	2nd	J. Surtees	M.V. AGUSTA
	3rd	R. Brown	GILERA
Junior	1st	R. McIntyre	GILERA
	2nd	K. Campbell	MOTO GUZZI
	3rd	R. Brown	GILERA

## BELGIAN G.P.

Senior	1st	J. Brett	NORTON
	2nd	K. Bryen	NORTON
	3rd	D. Minter	NORTON
Junior	1st	K. Campbell	MOTO GUZZI
	2nd	L. Liberati	GILERA
	3rd	K. Bryen	MOTO GUZZI

## DUTCH G.P.

Senior	1st	J. Surtees	M.V. AGUSTA
	2nd	L. Liberati	GILERA
	4th	J. Brett	NORTON
Junior	1st	K. Campbell	MOTO GUZZI
	2nd	R. McIntyre	GILERA
	4th	J. Brett	NORTON

## GERMAN G.P.

Senior	1st	L. Liberati	GILERA
	2nd	R. McIntyre	GILERA
Junior	1st	L. Liberati	GILERA
	2nd	J. Hartle	NORTON

*All relied on*



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