



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 12. DEC., 1957

ONE SHILLING



Stanley Woods at Signpost Corner on a 350 c.c. Guzzi,
during early morning practice of 1957 T.T.

(Photo: Bill Salmond)

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DATES FOR 1958

The following dates have been provisionally allocated to the Club for its 1958 fixtures. Alterations and possible additions will be made to this list in the near future, so that a more comprehensive final announcement will be made shortly.

- | | |
|-----------------------|---|
| April 19th | “ Motor Cycling’s ” Saturday |
| June 14th | Club Day or Metropolitan Meeting |
| July 5th | Trophy Day |
| August 4th | Metropolitan Meeting or Club Day |
| September 13th | Hutchinson 100 |
-

Bemsee

Vol. 10. No. 12. DEC., 1957

EDITOR:
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT: The Marquis Camden, J.P.

VICE-PRESIDENTS: E. C. E. Baragwanath, H. L. Daniell, C. A. Lewis

CHAIRMAN: N. B. Pope VICE-CHAIRMAN: A. H. Taylor

SECRETARY: W. G. Tremlett, 34 Paradise Road, Richmond, Surrey

ALL THE VERY BEST!

THE Christmas Season is here again—how quickly it comes around! We do, as usual, send our very best wishes to all of our many members in this country and especially to those overseas, hoping that the coming break will bring you all the happy pleasant things that go to make up Christmas.

What of the coming year? Well, there will be a most interesting season to come, we feel sure—virtually no streamlining which, it now seems, most riders disliked, although maybe a fifty/fifty proportion for and against, would be nearer the mark. What else have we in store? Seven laps for the "Senior", a slight lowering of the price of petrol but of little else, and the certainty of more satellites doing some very fast and consistent global lappery. Reminds one of the two Russians who knocked on the gates of heaven and asked if they could have their ball back!

Joking apart, we would like to close by reiterating an earlier wish expressed by our Chairman, Noel Pope: In the coming year "May you all see that chequered flag."

Closing-date for contributions — 14th of each month

SUCCESS *proves* *they build durability at* **DUNLOP**

—Successes during 1957 include:—

BEMROSE TROPHY TRIAL

Solo 1st
Sidecar 1st

SPANISH GRAND PRIX

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

EXPERTS' GRAND NATIONAL

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

DUTCH MOTO CROSS

Winner

A.C.U. INTERNATIONAL RACES

Sidecar 1st 2nd
Ultra Lightweight 1st 2nd
Lightweight 1st 3rd
Junior 2nd 3rd
Senior 2nd

SHRUBLAND PARK SCRAMBLE

Winner

ULSTER GRAND PRIX

250 c.c. 1st 3rd

RED ROSE TRIAL

Winner

DENMARK MOTO CROSS GRAND PRIX

Winner

GRAND PRIX DES NATIONS—MONZA

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

MOTO CROSS DES NATIONS

Won by Great Britain

HUTCHINSON '100' MEETING

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

SUNBEAM POINT TO POINT

Senior 1st
Junior 1st

AINTREE INTERNATIONAL

Sidecar 1st 2nd 3rd
Lightweight 2nd 3rd
Junior 2nd

COTSWOLD CUPS TRIAL

Both Trophies

IRISH INTERNATIONAL MOTO CROSS

Winner

WEST OF ENGLAND TRIAL

Both Premier Awards

A HELL OF A NOTE

By

BILL SALMOND

THE RACER snaked rapidly round Guthrie's, shot round the bends, over the bridge, and by the beginning of the Mountain Mile the rider had only had time to breathe three times. Settling even lower over the tank, he fed more fuel to the turbine and at the edge of his vision watched the rev-counter needle move round the dial.

The Ghost watched his phenomenal progress along the Mountain Mile from a seat on the Mountain Box roof.

The rider was not sure he had intended to use the disc brakes at the second bridge; he rather felt he had meant to use the normal type on that run, but when he pulled up slap outside the Mountain Box itself, it was no surprise that the braking run had been so short.

"It was my idea actually," the Ghost spoke just louder than the whisper of the turbine, "I hope you don't mind?"

The rider stared at the Mountain Box and saw that the folding doors were firmly closed against the winter. He looked rapidly all round, a startled expression on his chilled face. "Anyone there?" he called, shifting his goggles up to his helmet.

"If you'll stop the motor," the Ghost replied, "I'll come down and explain."

For a moment the rider sat quite still except for a worried glance up at the roof of the Box, then he shook his head quickly and touched the cut-out button.

The Ghost slid off the roof and pushed the doors open. "Come in out of the wind, John, I want to talk to you about the Sonnon."

The rider sat up with a jerk, his eyes narrowed. With a very determined air he got off the bike and wheeled it up to the side of the Box where he propped it up. His eyes had never left the doorway; he stepped up to the entrance. "What did you say about the Sonnon?" he demanded with a tight mouth. He saw the empty Box; his mouth dropped foolishly open. "Stone the crows," he muttered, "it must be the altitude or something." He sank down on to the wallbench, pulled off his right glove and pressed his fingers against tight-shut eyes.

The Ghost said quietly, "I am sitting at this end of the bench, John, and you

won't be able to see me because I'm a Ghost." The rider whipped his hand from his face, shot to his feet and stared wide-eyed across the little room. There was nothing to be seen except the patch of sunlight on the floor slowly inching towards him. "D-did you say ghost?" He swallowed noisily. "That's right," the Ghost sounded quite friendly. "I was Ted Masterson until I bought it near the end of the 1960 Senior."

The quick breathing of the rider stopped dead for a moment, his face showed great mental conflict as again he sank down on to the bench. "Stone the blinking crows," he said breathily, as he released the air in his pent-up lungs, "Ted Masterson!" The Ghost smiled to himself and said nothing; he knew what was coming. The rider sat up straighter and took his helmet off, interest pushing less pleasant expressions from his face; he pulled off the other glove and found cigarettes and a lighter. "Would you—er—can you . . .?" He tailed off and offered the case. "No thanks, John, I'll have one of my own; we use rather different ones, you know." The rider went a little pink. "Er, yes . . . I suppose . . . sorry." He hid his confusion in firing his cigarette. The Ghost chuckled. "Oh, don't treat me like a Bishop or something, John, I'm just the same bloke in most ways, you know." The rider was putting his case and lighter away; he looked intently at the glowing end of his cigarette. "How on earth did you find out about the Sonnon, we thought it was the best kept secret in years?"

The Ghost chuckled again, "*On earth*, of course, is the operative phrase, John. I now have one or two rather unique advantages when it comes to trade secrets; the important thing is that you must not use it." The rider nearly squealed in indignation, "Not use it, after all that time, effort and money down the drain before we found the answers? You're crackers!"

The rider's rapid breathing had slowed to nearly normal by the time the Ghost's voice, intently serious now, said, "Sound waves are just too dodgy for this sport; you would not know it perhaps, but that was how I copped it. We found that the alpha frequency superimposed on that

particular note formed a force-barrier in front of the bike, a nice invisible streamlined shell in fact, that you could turn on whenever you wanted it. Ideal for the straights and not breaking the 'No Shells' rule that was brought in a couple of years earlier. We used the same control methods your people have worked out—the only difference being that we discovered it by a fluke in the first place. We also had a lot of trouble preventing engine vibrations effecting the oscillator at first, and solved it in much the same way—by breaking one or two bikes and scaring one or two blokes as well." The Ghost flipped his cigarette end through the door. "We also reckoned the safe permissible voltage on the oscillator grid, and if a British bike had been in the lead at the start of that last lap, I certainly wouldn't have tried that little bit extra. As it was, I did, hence the sudden blue haze and—poof! . . . the mystery of the century."

The rider suddenly dropped his cigarette end on the floor, trying to curse and blow on scorched fingers at the same time. He licked his fingers and looked up again. "You certainly know all about the gadgets, Ted, but we found out one or two things after you vanished, you know, and suspected eventually that you had overloaded the oscillator in a similar device to ours. That is something that could never happen with ours though, we have a damping type of safety valve at the limit of the estimated safety margin." The Ghost was quick to reply, "Don't trust it, John, take it from me, you get no warning at all."

The rider's smile was slightly inclined to be a trifle superior. "Don't forget that your people never had a gen-man like our Ambrose; if he says it's bug-proof, then it's good enough for me. Anyway, the boys are waiting at the Gooseneck for me so I must push off; nice to have—er—met you, Ted, even though you nearly scared the pants off me at first. Can I let anyone know we have met?" He pulled his helmet on and buckled the strap. The Ghost opened the door, answered a little wistfully, "Thanks but no, John. As a matter of fact, very soon you will have forgotten all about this little chat except the warning; a sort of safeguard for both of us, you see." The rider stepped on to the road and pulled his goggles down over his eyes. He wheeled the bike round and muttered to himself as he saw the fuel still dripping. He turned for the last time to the Box,

"Well, so long, Ted, all the best." He raised a hand to his helmet in a half salute, dropped it slowly and pulled his gloves on. Then turning quickly, he settled himself in the seat, switched on and fired the cartridge starter with swift, practised movements. Just as he lifted the clutch and engaged bottom gear, he puzzled for a moment as to why he had stopped. With a slight shrug, his mind already turning to the superb and exciting machine under him, he opened the throttle, fed in the clutch and dropped on to the tank as his feet found the rests. The distinctive crouch and meteoric get-away had brought him world-wide fame for four years. At full throttle and dwindling fast, he started easing the voltage control further round.

The Ghost drifted up to the roof again, sat down and took out his cigarettes. He kept his eyes on the fast-moving bike as he tossed away the match and slipped the case back into his pocket.

The beginning of that slight shimmer round the bike meant only one thing to him. With a sigh he pulled the cigarette case out again. "I suppose they will never learn any other way," he murmured sadly. He found his match box, opened the cigarette case hospitably, and waited . . .

SUNBEAM SPRINT 1957

WE have received a letter from Tommy Hubbuck, Secretary of the Sunbeam M.C.C., thanking the Club for their tremendous assistance in this event. This covers just about every feature of the event; competitors, officials, stewards, even the flags! We were glad to help and hope we may be able to do so on future occasions.

GOOD WORK!

A LITERAL bouquet was received from a non-member motor-cyclist, Mr. E. Benson, of Leyton. It appears that a "good fairy" in the shape of member W. E. Mosedale helped him out when he was stranded with a split rear inner tube. He asks that his appreciation and thanks be made known.

A SMALL POINT

IN the November issue, there were given on page 186, the results of the annual "Watsonian Trophy" and a small error should be righted by deleting the five points credited to E. T. Young for "Trophy Day", thus making his total correct.



*The Race-bred
Motor Cycle*



Ride AJS and Ensure Success

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(Although the meeting took place in early October, we feel that as there were many Club members riding, this report ought to go on record.—Ed.)

SUCCESSFUL SPRINT AT RAMSGATE

By DENNIS BATES

IF anyone thought that the art of sprinting had died in 1939, they would have been rudely awakened on October 6th, on the Western Undercliff, Ramsgate, where the Sunbeam Motorcycle Club held its Sprint Meeting for the second year in succession.

All but a handful of the 120 entries turned up to practice over the measured quarter-mile course in temperatures more reminiscent of mid-summer and under a cloudless sky, with the sea as flat of the proverbial mill pond.

The method of timing was by cotton strip at both Start and Finish, and in order to leave the line at the fastest possible speed, commensurate with ability to control the machine, riders had to 'stoke up' the motor until the required revs were reached and then let the clutch in quickly. Luckily the course is wide, for most needed it, but the result saw some very good times although only one record was broken.

A win in the 250 c.c. class was almost a foregone conclusion for J. T. Terry (248 Ariel) and he rode brilliantly to justify the thought. Even in the 350 class—where Gloucester man Mike Tomkinson (1927 348 Velocette) took home a record, beating his 1956 time by 0.04 secs.—Terry was still a considerable force and actually had third place by the end of the first run. Ramsgate man S. D. Wolsgrove on a borrowed 348 Velocette, did a 'local-boy-makes-good' and pipped him well and truly for third position, but could not catch the twenty-one years old 348 Norton, owned since new by Ernie Woods.

The 650 class showed what talent there was among the riders of the larger machines, and also what to expect when the real stalwarts of the sport met each other in the 1,000 class. Favourite in the 650 was Howard German on Dr. Joseph Bailey's thirty years old 602 c.c. Douglas twin, but veteran Francis Williams had streamlined his 498 Cotton-J.A.P. since 1956 and this was its first outing. Also to be watched was Brian Cuff (498 J.A.P. Special). Williams' first run was a good one in 13.85 secs. and Cuff countered with a run of 13.98. So far they were the only ones below 14 secs., but P. J. Norkett (649 Triumph) (riding out of choice No. 13) gave good value for money by leaving the start with the front wheel airborne although

he could do no better than 15.95. Came the turn of Howard German and he rocketed away to beat Brian by 1/5th sec. Between runs, some hard calculations were made and Harry Voice (498 Excel-sior) who had done only moderately well on the first run, found enough power to put the placings in jeopardy. Indeed, so close were the results, and with Williams making a poor run on the second leg, that it was literally a toss-up until the times were made known. Result was Williams 13.85; German 13.96; Voice 13.97 and Cuff 13.98. The 1,000 class included all these names, plus Charlie Rous (998 Vincent) and P. J. Darvill (998 P.J.D. Vincent). The battle was fought with vigour, with Williams returning 12.68 on his first run only to have Rous, riding a sidecar-gear machine, return 12.32. Voice took third place but German was slower and Cuff could not get anywhere near. Darvill's Vincent took 13.58 despite a very gallant effort. When it came to the second run, Williams was smoking rather badly and everyone thought that he was slower than Rous who made a wonderfully judged run. But no! The home constructed machine went along in a handsome 12.16 secs. to record the Fastest Time of the Day, with Rous second and G. J. Hughes third.

In the Vintage event Tomkinson recorded a run in 14.32 secs. to equal his earlier 350 class time, whilst R. A. Beecroft, although slower, was never seriously challenged by any rider. During this event Rous, and also veteran Ossie Neal and his wife, were busily fixing their sidecars to their respective mounts for the sidecar class. With L. S. Bolton (996 L.S.B. Special) having ironed out the snags from his futuristic-looking tri-car; Ernie Woods on his 499 Mogrudge tri-car and Howard Woodrow (998 Vincent s/c) aiming to take the record from Rous, quite a battle was fought out. Rous' engine began to play tricks which necessitated his starting the engine only when the start signal was given, but even so Woodrow won the first run easily. However, Rous made a supreme effort in the final run and the motor stuck it out to give him the class time by 0.62 secs., but not before Maurice Brierley (998 Methamon s/c) had seized up solid just as he crossed the finishing line, and Bolton and L. W. H. Collins (495 Velocette s/c) had tied for final third place.

SUNBEAM SPRINT RESULTS

250 c.c.—					
1st	J. T. Terry		250 Ariel		15.77 secs.
2nd	G. Newman		249 Rudge		16.01
125 c.c. award	C. J. Percival		125 E.M.C. Puch		18.88
350 c.c.—					
1st	M. C. Tomkinson	1927	349 Velocette		14.32
2nd	E. A. Woods		348 Norton		15.04
3rd	S. D. Wolsgrove		350 Velocette		15.12
650 c.c.—					
1st	F. J. Williams		498 Cotton-J.A.P.		13.85
2nd	H. D. German		602 Douglas		13.96
500 c.c. award	H. A. Voice		498 Excelsior		13.97
1,000 c.c.—					
1st	F. J. Williams		996 Norton-J.A.P.		12.16
2nd	C. W. Rous		998 Vincent		12.26
3rd	G. J. Hughes		649 Triumph		13.22
Vintage—					
1st	M. C. Tomkinson	1927	349 Velocette		14.32
2nd	R. A. Beecroft		490 Norton		14.97
3rd	A. A. Morgan		499 Rudge		15.30
Sidecar and Tri-Car—					
1st	C. W. Rous		998 Vincent s/c		13.99
2nd	H. Woodrow		998 Vincent s/c		14.61
3rd	L. S. Bolton		996 L.S.B. Special t/c		15.30
	L. W. H. Collins		495 Velocette s/c		15.30

Fastest Time of Day: F. J. Williams (996 Norton-J.A.P.), 12.16 secs.

Record Cup (greatest decrease in class time):

M. C. Tomkinson 350 c.c. class (349 Velocette) decrease of 0.04 secs.

AREA NEWS

METROPOLITAN AREA

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

WE have a special date on Wednesday, December 11th. A team quiz with Jimmy Simpson as the Chairman Quizmaster and Messrs. Holliday and Louis as Judges. The two teams will consist of Racers and ex-Racers, with Harold Daiell and John Surtees as captains of the opposing sides. Losers pay for the ale or ginger beer. Time 7 for 7.30 p.m. "*Prince of Wales Tavern*," Drury Lane, W.C. This event may also be regarded as a Christmas Party, so bring the ladies. The usual rule applies—one member, one guest, and we hope he joins the Club.

Here are the 1958 dates for your diary. "*Prince of Wales Tavern*," January 14th, February 18th, and March 11th. The M.P.M.C. dates at their Club at Chigwell are the third Saturday in each of the winter months. The Hayes, Kent, dates are January 25th, February 22nd, March 29th, and April 26th. All these motor club social occasions are "au pair", but you must wear your badge or carry your card. Bill Rose and I will be "on tap"

in case you need any introductions, but ask for Bill Mold at Chigwell and "Timber" Wood at Hayes, Kent.

NOTTS & LEICESTER

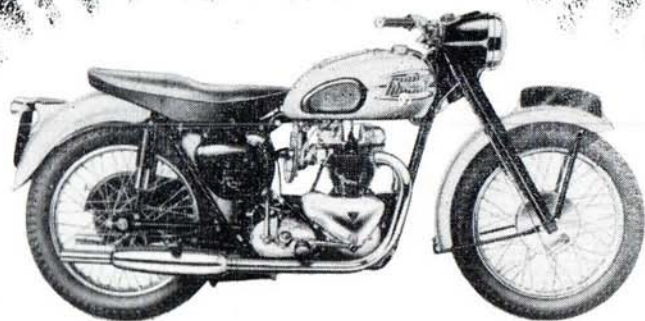
W. B. Martin
"Ivy Cottage," 55, Kneeton Road,
East Bridgford, Notts.

AT this month's meeting the usual "bods" put in an appearance, amongst them Arthur Willerton who was very happy to report that he had discarded his plaster jacket after becoming quite attached to it. Proceedings were somewhat quieter than usual, probably due to the fact that the meeting was not entirely "Stag".

The writer has applied for a number of the more recent films, which will be shown in the near future.

Since our previous meeting we are very sad to record the death of Geoff Lowe. Geoff was a very keen member and he will be sadly missed. On behalf of the Club, the Area Representative was in attendance at his funeral at Swanwick Church. We all offer our deepest sympathy to Geoff's widow in her great loss.

I would be very happy to see more of the locals at the next meeting.



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MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS is virtually our Christmas issue, so all the seasonable salutations for the 25th and don't get oiled up. As usual, at twelve noon on Christmas Day the toast will be "The Club" wherever you may be with any kind of liquid in the cup, glass or tankard. We will also drink a silent toast to "Absent Friends". Thank you!

* * *

Members in the Metropolitan Area may like to know that the booking on Wednesday, December 11th, can be regarded as a Christmas Party as well as a Racing Quiz. Full details are given in the Area News, so come along and join in the fun. One member, one guest as usual.

* * *

We shall soon be thinking about our A.G.M., and you have a duty to your Club to attend to vote, etc. For the information of new members, the British Motor Cycle Racing Club is embodied in a Limited Company and each one of us holds a share in the latter. As the late Sir Algy Guinness said at the time we registered the Company, "This is the finest and fairest thing we can possibly arrange for our members!"

* * *

When we were at Beaulieu last October, Graham Walker pointed out the fact that our sub. in 1909 was £2 2s. 0d. and is the same today. Less than the cost of a gallon of petrol per month. The only way we can keep this figure down is by increasing the membership, so resolve to bring in at least one new boy per head. Better still, try to treble our number and we might be able to reduce the cost. It is not impossible, is it?

* * *

A long letter from overseas suggests I might like to draw attention to the fact that "firms who make 500 c.c. twins have most of the bits and pieces for a 250 single." I could add that a 500 single is nearly halfway to a one-litre twin, but I still prefer the 125 single, 250 twin and 500 four principle. It was Joe Craig who said to me, "It's relative, Bill, and it all adds up according to Einstein!" But it all costs good hard cash and that's why I admire products like the L.E.F., the R.E.G., Brett and others.

* * *

Before I forget it. Bill Rose and I are

in the market for a veteran bike apiece, 1914 or earlier. In conjunction with another member, we want to form a No. 2 Bemsee team to show the "crossed-jacks" in this enjoyable field of motorcycle sport. Who knows, we might even add to our membership by getting three old T.T. type machines in the one team. If they are all the same make, so much the better. It's all jolly good publicity.

* * *

Another recent letter asks me why I regard speed as a matter of paramount importance. The answer is that I certainly do not. Sheer speed is not essential for good racing as any of our active members can prove. It is the even matching of men and machines which ensures a real race and the outlook for 1958 is therefore pretty good. We would all like to see a few more makes involved (as in days of yore), but we are dealing with today and tomorrow, not yesterday.

* * *

So the A.C.U. and the I.O.M. authorities are going to use the "Calypso" circuit again next June. I venture to suggest they hold a ballot or a poll just to find out what others think. The M.P.G. lesson last September proved the point, but evidently it wasn't sufficient for the "June men" as the Manx people call them. Will someone please tell us why the 125/250 and sidecar races cannot be run on the proper course on the Wednesday? Don't tell me it is the time factor, otherwise they will get a rollicking reply about the nineteen-twenties when we watched one race *all day long* and enjoyed it.

* * *

Don't forget your Club when you are thinking about Christmas presents. Ties, badges, and transfers for bikes, blazers and "bonnets". All these small items help the Club in more ways than one. The "crossed-jacks" look jolly good on sidecars and shells. The ladies also appreciate the brooches for sporting occasions.

* * *

You will all be sorry to learn of the sad loss of Dick Bryant who left us so suddenly on October 29th last. As you know, he has been a very active supporter since the war and always helped with communications at our race meetings. He will be missed by all of us for a long time to come.

(continued over page)

MARSHAL'S MUSINGS (continued)

Most of us are fed up with the silly fuss over the Burns and Allen records. The timing was done with the finest apparatus known and consists of an encased quartz crystal, accurate to one part in a million. False readings are impossible because the electronic device stops working if any part of the unit ceases to function. The computer gives accuracy to one-thousandth part of a second. No wonder that Harold Daniell said that we are happy about the figures which should be in the book. Come on, F.I.M. Put it straight!

* * *

From time to time I have written snippets about fossil fuels, atomic energy and other forms of power. Recently, however, a new and better way to obtain energy has been achieved by a couple

of British scientists working on atoms of "heavy" hydrogen which can now be fused together to liberate great heat under usable conditions. Solar energy, if you like, but no more chuckles about water as a fuel, because this is the basic provider of the hydrogen which can now be used to supply a controlled form of thermo-nuclear power.

* * *

Maybe the foregoing achievement has been overshadowed by the Russian satellites (never mind the dog), but of the two epoch-making achievements, the one broadly described above is the more valuable. We must not forget that this Club has a prize for the first member to propel a two- or three-wheeled vehicle by means of any form of atomic energy. It will come in time.

THE ANNUAL DINNER, 1957

Despite the lack of a Motor-Cycle Show which many members combine with the Dinner, there were some 330 members and their guests at the 1957 edition of our Dinner on Friday, 8th November. As has become customary in recent years the venue was Lyons' Strand Corner House and once more Messrs. Lyons did us very well, both with regard to food (not forgetting the liquid side of things) and general arrangements. Our President, the Most Hon. The Marquis Camden, J.P., took the Chair, accompanied by the Marchioness Camden. We were delighted, too, to have with us once again Lady Guinness who came with her daughter. At the conclusion of the Dinner the President proposed the Loyal Toast and that of the Club. In his speech he recalled the highlights of the Club's activities during the year. He said that the membership had reached an all-time record of 1,200. He also mentioned the sad function in July when Brooklands was visited for the unveiling of the Memorial. Mr. Harold Daniell was the other speaker, dealing with the three toasts of the Guests, the Ladies, and the Press. In his customary amusing style he welcomed the Guests, praised the Ladies, and pulled the legs of the Press mildly. Lady Guinness then presented the Trophies. Starting in the reverse order in quantities of silverware won, Frank Williams was the first to receive his award from Lady Guinness.

Last but not one to come up was John Surtees who took away no less than nine awards. Like Pip Harris before him, he was prevailed upon to say a few words. Lastly Cecil Sandford came up to take for one more year the Mellano Trophy and the Guinness Trophy. When asked to say a few words Cecil said he had arranged for the Mellano Cup to be filled, an announcement which was greeted with great applause! Finally Lady Guinness presented the special gilt Bemsee mementoes to John Surtees and Arthur Wheeler for their wonderful rides in the Isle of Man as members of the winning Club team in the Junior and the Senior. A bouquet was presented to Lady Guinness by Miss Janet Morgan. The rest of the evening was given to dancing, nattering and liquid refreshment. Don McBain's orchestra provided the music and Don himself was a tower of strength the entire evening as Master of Ceremonies. The customary raffle was held during the course of the evening, some £35 being collected for the Benevolent Fund from it. Finally, at 1.0 a.m. those that remained, and that was a large part of the gathering, were gently persuaded to leave for home! Next year will see at least a change of venue as the Strand Corner House will no longer be able to accommodate us. So much then for the 1957 Dinner. Now there is 1958 to look forward to.



in weather like this . . .

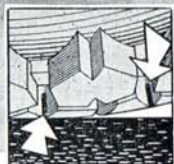
Slippery road . . . cause for caution . . . You need to be sure of safety in weather like this. You need the road-holding team-work of Avon paired tyres. Their interrupted centre ribs (on the 'Speedmaster' front) and deep knife-cut slots (on the 'S.M.' rear) drain the moisture from the contact surfaces of the treads. In all weathers, all solos are safer for AVON PAIRED TYRES. They're made and matched as a pair to give you better grip, improved control and longer tyre life than ever before possible.

you need the safety of

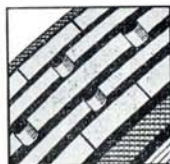
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The ribbed SPEEDMASTER on your front wheel—everything a front tyre should have for positive braking, perfect steering and lots, even wear free from 'centre peak'.

The studded S.M.—SAFETY MILEAGE on your rear wheel—diagonally grooved for skid resistance and maximum braking, round contoured for full power at any cornering angle.



Knife-cut slots in the 'S.M.' rear tyre give drainage in wet weather, protect against 'break-away'.



Interruptions in the centre ribs of the 'SPEEDMASTER' front tyre give good drainage and maximum braking.



THE EDITOR'S CORRESPONDENCE

I WAS attracted to the November "Bemsee" magazine by seeing a picture of son John on the cover. I subsequently read inside (page 179) the remarks by "P.F.W." To him I would offer the following information. When he writes about the presence of a "Four" making things unequal I would ask—Has he ever heard of such a person as Geoff Duke who for five years enjoyed the privilege of riding the Gilera Four, a machine that was beyond dispute far and away superior to any other and was without any real opposition in the 500 c.c. class? Perhaps by his acknowledged good sense and restraint it was not always so apparent to everyone, until our friend Bob McIntyre blew the lid off and showed just how much superiority the Gilera Four had over its one competitor in the field, the M.V., which was slowly coming on and which the Gilera people were aware was fast becoming a menace.

Believe me, our late friend Joe Craig, the man who was responsible for British prestige being so high before the advent of Duke and the Gilera, was very much aware of what was required to beat that combination and, but for his untimely death, I am convinced would have succeeded. Do not forget that the lap record at Silverstone is held jointly by Gilera and Norton machines. I personally say without hesitation that when the Gilera was beaten, it was outridden, or the course was unsuitable for it to show its vastly superior speed. Let us remember, a manufacturer who goes racing, produces a machine to win, not down to a price.

I have looked through many past issues but fail to see any reference to a "Four" making things unequal.

London, S.E.6. **John N. Surtees.**

AT the Club's re-formation after the 1939-45 war, it was obvious that the initial work of reorganising an association which had been wound up, would

require the enthusiastic support of older men who, though they might not wish to race personally, remembered and retained the spirit of the genuine Brooklands days. We were very lucky that plenty of this type came forward on the formation day in March 1947.

Afterwards, many enthusiasts came forward whenever they were wanted, to help us on our way. One of these was Bill Jarman, who has been our Chief Marshal since 1949. In his case, we have been doubly fortunate because Linda is equally a lover of "le Sport".

As the season just closed is Bill's last in the capacity of Chief Marshal, we should like to be given the opportunity, Mr. Editor, to record an appreciation which we believe will be echoed by all members, especially those who have enjoyed good racing in the past eight years.

During his term of office, the consortium which Bill terms "Billinda", has put in hundreds of hours of work. They have been backed by a band of members and volunteers who all deserve the gratitude of the Club for having developed to its present recognised high standard the scheme for motor-cycle race marshalling which was evolved when racing was recommenced in 1947.

Bill's successor will take over a prosperous concern, in good running order. We wish him every success in maintaining the high standard which will always mean so much for the well-being of the Club.

It is good to know that Bill will continue to be available in the panel of judges at future meetings and that he will continue to write for "Bemsee" and act as Surrey area organiser. However, at this important stage in their career, one thing needs to be said with all sincerity to Bill and Linda and that is—"Thank you both."

C. Goodall and C. A. Lewis.

NEW MEMBERS

The following new members have been elected: D. J. Boreham, G. E. Brackley, A. E. Breeze, J. M. Collins, R. J. Herring, H. R. King, W. A. G. Marsh, L. A. Monaghan, S. G. Setaro, D. E. Steptoe,

E. C. Thomas, and J. Williams.

BENEVOLENT FUND

A donation has been gratefully received from Mr. F. J. Williams of Saltdean.



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"POWER AND PEDAL" TROPHY, 1957

THE "Power and Pedal Trophy", presented by the proprietors of "Power and Pedal", is a newcomer to our collection of annual awards. It is awarded on a points system, to the Bemsee member putting up the best performance in all 50 c.c. events run during the year by the Club.

Points are awarded as follows:—

6 for a win, 5 for a second, 4 for a third, 3 for a fourth, 2 for a fifth, and 1 for finishing.

		"Club Day"	"Trophy Day"	"Sir A. Guinness Trophy"	"Metropolitan"	TOTAL
F. W. J. Launchbury	...	5	6	6	6	23
C. V. Dawson	...	6	—	4	5	15
R. R. Dendy	...	4	—	—	4	8
J. G. Bound	...	—	5	—	2	7
S. M. B. Hailwood	...	—	1	5	—	6
D. M. Dibble	...	—	4	—	1	5
R. Field	...	—	1	—	3	4
J. C. Hemmett	...	3	—	—	1	4
F. Sheene	...	—	1	3	—	4
D. H. Edlin	...	—	3	—	—	3
H. L. Fruin	...	2	—	—	1	3
W. Peden	...	1	2	—	—	3
S. A. Fairchild	...	—	1	1	—	2
R. R. Fifield	...	1	—	—	1	2
G. S. Knox-Gore	...	—	—	2	—	2
L. Cooper	...	—	1	—	—	1
Miss P. M. Dale	...	—	—	—	1	1
N. J. Dicks	...	1	—	—	—	1
S. Glover	...	1	—	—	—	1
S. Palmer	...	—	1	—	—	1
W. A. Phillips	...	—	1	—	—	1
E. Schonbeck	...	—	1	—	—	1

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COMMITTEE NEWS

Meeting held on October 28th, 1957.

Present : N. B. Pope (Chairman), E. C. E. Baragwanath, L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, D. J. H. Glover, A. L. Huxley, W. G. Jarman, I. F. Telfer, G. E. Tottey, R. C. Walker.

In attendance : The Secretary.

Three apologies for absence were received.

The Minutes of the previous meeting were approved.

Metropolitan Meeting, 1957 : The A-C.U. Steward's report on this meeting was read and noted.

"Hutchinson 100", 1957 : The Clerk of the Course's report on the "Hutchinson 100" was given and fully discussed. A greater use of the "graded" race system in lieu of heats and finals was approved, as was the future provision of oil warming flags at all Club race meetings.

Meetings for 1958 : The provisional list of dates for 1958 was considered and approved.

Final details of the Annual Dinner were discussed.

New members were elected.

The Secretary gave details of the winners of the various annual awards.

MUTUAL AID

Information, please! Has anyone a manual or any technical information on a 250 c.c. Excelsior model GR11 road-racer?—E. E. Tomblin, Buttermilk Farm Cottage, Leafield, Oxon.

Streamlining banned! Full frontal fairing required, suitable after mods. for fitting to 250 c.c. road bike. Fibreglass or light alloy. Any rider want to dispose of his fairing at a *reasonable* price?—P. F. Wright (Editor), The Flat, Cavendish House, Waterloo St., Birmingham 2.

Sale: 1956 Model 30 Norton with Avon fairing and panniers, £200. Also vintage Matchless Silver Arrow. Over £25 spent on renovation. No reasonable offer refused.—J. Starbuck, 45 Lancaster Rd., Nottingham. Tel.: 247066.

Wanted: Garage space within 10 miles of Kew for solo machine.—Miss M. W.

Ward, 15 Defoe Avenue, Kew, Surrey.

Lost at the Dinner: An autographed menu card, small red autograph book and a black ball point pen. If any member happened to find these would they please return them to their owner: D. Dedden, 64 Canfield Road, Woodford Bridge.

Can anyone help? Member Michael Blackburn, who is at present completing his National Service in the R.A.F., is very keen to start racing. While he would prefer to actually ride (any capacity machine), he is quite willing to do a passengering job if any sidecar member is short of ballast next year. He is just over 19 years old and very keen to get started in the racing game. All offers and suggestions will be forwarded c/o the Office.

BACK NUMBERS

THE Editor has available a limited quantity of back numbers of the Magazine and can supply these free of charge to members who may require odd copies. The following issues are available :

1956

Aug.
Sept.
Oct.
Dec.

1957

March
April
June
Aug.
Oct.
Nov.

When writing for copies, please enclose reply postage stamps as follows: For one or two copies, 2d.; three or four, 4d.; five or six, 5d.

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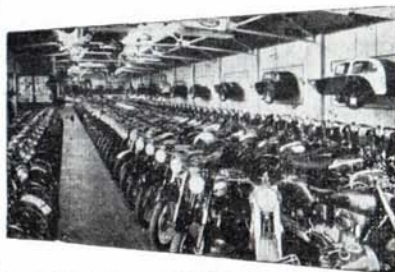
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IMPORTANT NOTICES TO MEMBERS

Consequent upon a recent meeting of the Board of Directors I am authorised to inform you that as from 1st January, 1958, Entry Fees at the Club's race meetings will be returned to those riders who actually start in a race. This arrangement will NOT apply to those meetings where the public do NOT pay for admission. It is emphasised that starting in an actual race is the criterion by which an entry fee will be returned.

Following the recent changes in postage rates the undermentioned changes will be made as from December 1st. Members will appreciate that the Club's postage "bill", already a large one, would become very much bigger if some steps were not taken to reduce the amount of the increase. In the first place, in line with most businesses, receipts will not be issued for cheques, thus taking advantage of the recent Cheques Act. Receipts will not normally be issued in other circumstances as some article is usually sent in return. If members require a receipt they should specifically request one and enclose an s.a.e. or the postage. This will not apply to entry fees, the present system for which will continue and will incorporate acceptance or otherwise of an entry.

W. G. TREMLETT,
Secretary.

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