



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 7. JULY, 1957 ONE SHILLING



Rider of the Year! Bob McIntyre swings the Senior Gilera Four round Hillberry, during his wonderful ride

(Photo: Bill Salmond)

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August 3rd

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Please send in your
names, to help run
this meeting

Bemsee

Vol. 10. No. 7. JULY, 1957

EDITOR:
P. F. WRIGHT

THE BRITISH MOTOR CYCLE RACING CLUB

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

JUBILATION

WELL, it has come and gone—the “Golden Jubilee T.T.”, and what a wonderful time it was! Both weeks were excellent.

Bemsee can be very proud of the fact that it took both the Junior and Senior Team Prize; both trophies being secured by the great efforts of our team members, Bob McIntyre, Arthur Wheeler and John Surtees. Thank you all for the grand riding. Incidentally, Club Members comprised over a quarter of the Senior starters and the old “Crossed Jacks” was well to the fore.

During his stay in the Island, Secretary Guy Tremlett, with the assistance of other Committee Members, managed to contact quite a good number of riders and entrants, and this will help greatly with the status and entry for our International “Silver Jubilee” Hutchinson “100” Meeting at Silverstone in September.

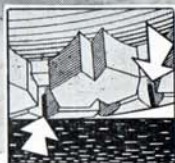
Yes, the 1957 T.T. series will be remembered for a long time to come, and so they should!

Closing-date for contributions—14th of each month

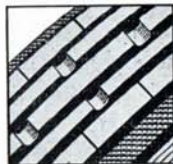


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The studded S.M.—SAFETY MILEAGE on your rear wheel—diagonally grooved for skid resistance and maximum braking, round contoured for full power at any cornering angle.



SHELSLEY WALSH

W. G. TREMLETT

AUGUST 31st, 1957 . . . How many of you racing members of the Club have made a note, mental or in that diary, of this date as another Bemsee meeting, at which to have another couple of rides? From the entry lists of the past few years, very, very few I should imagine. And yet there is no reason why all you members, with Manx Nortons, 7R "Ajays", G45 Matchlesses and the like, should not try your hand at a hill-climb, and what better hill climb than Shelsley Walsh under Bemsee's banner. Let me endeavour then to tell you a little about this famous hill and the meetings there.

To begin with, I should make it quite clear that Bemsee is invited to take part by the Midland Automobile Club who lease the hill and organise the meetings upon it. The M.A.C. are very keen to see the 'bike boys at Shelsley and having a real "go" with the four-wheel types. Their organisation is very good and their officials are most willing to do all they can to ensure competitors enjoy their day's hill-storming. Lest you fear you are going to be left to do your racing entirely amongst car types, let me tell you that "Bemsee" provides a Steward and the motor cycle Scrutineer and the Midland Centre of the A-C.U., another Steward. For the past few years the Secretary has been our Club Steward, "Barry" has looked after the machine examining, and George Rowley has represented the A-C.U. While on the subject of officials, I ought to mention the M.A.C.'s indefatigable Secretary, Leslie Wilson, who has been connected with Shelsley for goodness knows how long and who has got the organisation of the meetings there down to a fine art.

The first Shelsley Walsh hill climb was held on August 12th, 1905. The fastest time put up on that day was 77.6 seconds, this honour falling to E. M. C. Instone in a 35 h.p. Daimler. Except during the two wars there has been at least one meeting a year ever since. Until October 5th, 1946, the hill had been the undisputed province of the four-wheeled fraternity. When motor-cycles came on the scene, the record stood at 37.37 seconds, to the credit of Raymond Mays in a 2 litre supercharged ERA. Even when two-wheelers did get a chance on the hill

at this 1946 meeting, the four-wheeled types were not unduly worried. They said a "single tracker" would lose precious time on the take-off and again through the "Esses", a tricky "S" bend, which a good car driver can slide through very smartly. But they were wrong . . .!

Included in the entry that day was Ernie Lyons, who had just earned fame by winning the Senior M.G.P. on a special Triumph Twin. Despite a few damp patches under the trees, he recorded 39.44 seconds on his first run and beat the fastest car by 0.13 seconds. Trying even harder on his second run, he fell off, but the good deed had been done and the 'bike boys won the day. Among other well-known riders competing on that occasion were: Noel Pope ("blown Brough), Bob Berry ("unblown" Brough), Harold Daniell, Bob Foster, Johnny Lockett and Freddie Frith (all on Nortons), Peter Goodman and Les Dear (Velocettes) and Jack Booker (Royal Enfield). All told, there were twenty-seven entries in the motor cycle classes. 1948 saw 'bikes invited again. This time the cars got the better of the situation despite the presence of the late Les Graham, Frith, Daniell, Berry, Syd Barnett and the late Jack Daniels, to name but a few of the two-wheeler entry. Incidentally, Graham did 39.45 secs., on an early 7R A.J.S. in the 350 class and 38.97 secs in the 500, on the special "Cadwell" Matchless single. This latter time tied with Freddie Frith's on a G.P. Triumph, as best motor-cycle time of the day. The late C. J. Smith with his big J.A.P. outfit, was best sidecar.

1949 was the year IT happened. I remember the occasion well. Being at boarding school I could not go in person. Fortunately the B.B.C. were doing a "live" broadcast and it so happened they went on the air at exactly the right moment. The late Joe Fry had got nearer to Mays' record than anyone since the war, by doing 37.40 secs., in his Freikaiserwagen. Every one was waiting to see what Mays himself would do in the ERA and also Dennis Poore with the 3.8 litre Grand Prix Alfa Romeo. None of the car people gave much thought to the 'bikes. But then Les Graham on the Matchless went up in 37.61 secs., whereas Mays only did 38.05 secs. Then came the 1,000 c.c. bikes—three of them—all Vin-

cents—of whom George Brown was the last to ascend. What a climb he made! The B.B.C. commentator had never seen such a start, he said. Neither had Shelsley seen so fast a climb. George broke the record, his actual time being 37.13 secs. No one beat it that day, not even the big Alfa Romeo.

It would be best to draw a politic veil over 1950. B.M.C.R.C. who had been responsible for the motor-cycle entries in 1948-9, ran into difficulties which prevented motor-cycles running in 1950. All was well again by 1951 when the present arrangement of sharing the entry list with the Midland Centre of the A.C.U. was inaugurated. Each year since, entries have tended to fall off, and the famous names to disappear from the entry list. George Brown has never repeated his stupendous 1949 run, though he has put up several fine performances since, both on "Gunga Din" and his later "Nero." Particular mention too should be made of the late Dave Benett's excellent time in 1951 on a 500 c.c. Manx Norton (38.65 secs); "Pip" Harris's effort in the sidecar class the same year, also Norton-mounted (42.65 secs.—he still holds this record today); and Peter Ferbrache's 37.61 on a "featherbed" Manx Norton in 1955. A motor-cycle no longer holds the record, for the late Ken Wharton beat Brown's time on four occasions; twice in his 1,000 c.c. Cooper and twice in that self-same E.R.A., with which Mays used to hold the record. He held it (35.80 secs.) at the time of his death.

I suppose there are few places in this country where motor racing takes place that are more beautifully situated. It certainly makes a more than welcome change from the usual bleak aerodrome aspect. The road which forms the climb, ascends the steep western side of the Teme Valley two or three miles north-west of Martley and eight miles from Worcester. It is a fast climb (Wharton's record represents a speed of 58.6 m.p.h.). The steepest part of the gradient is 1 in 6.26, between the Crossing bend and the "Esses". The length is 1,000 yards.

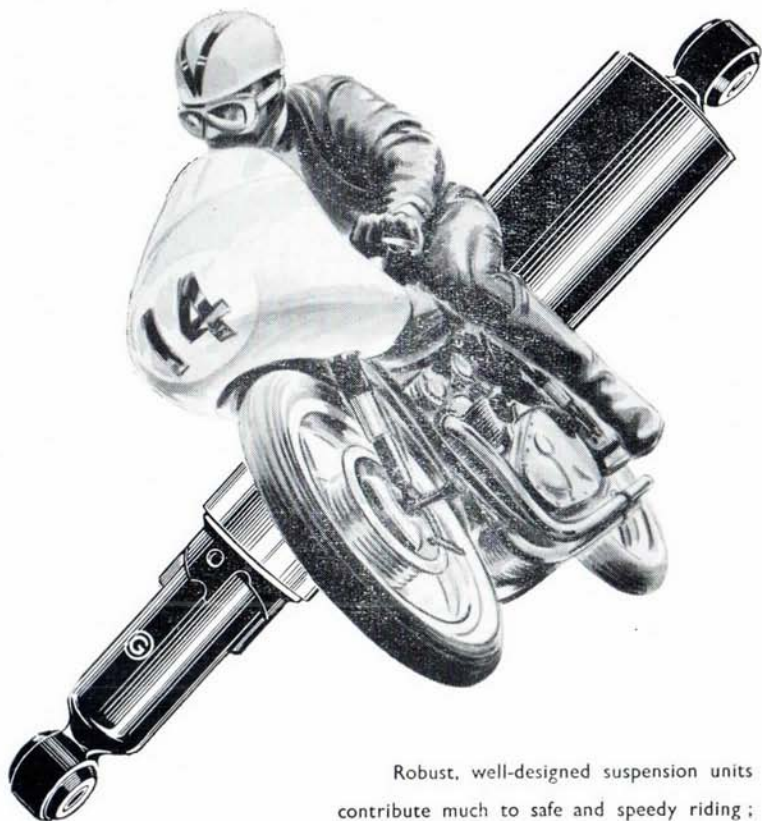
Descending for a short while into the technicalities of this business from the competitor's point of view, I would say this. Two runs are allowed per rider, per machine. It is a definite advantage to run two machines if at all possible, as the more practice obtained, the better. It goes without saying that half a second lost during a hill-climb can make an

awful lot of difference to one's time when split-seconds, let alone whole seconds, are vital. So a first-class start and the correct "line" through the bends are essential. A climb does not last long, but it requires as much concentration as any road race. I mention this because there are some people who think hill climbing is something quite different from road racing, which it is not. What has been said above is perfectly true of both types of motor-cycle sport.

I am not qualified to go into a learned treatise on the preparation of a road racing machine for Shelsley. It should be apparent from what I have said that road racers are a perfectly feasible proposition. It is true that some of the earlier Nortons and G.P. Triumphs, not to mention Graham's special A.M.C. jobs and Brown's big Vincents, ran on fuels other than petrol. But we know how well Manx Nortons and the like perform on ordinary petrol. I would say quite definitely that there is no reason at all why a pukka road racing machine, suitably geared, should not climb in well under 40 seconds. It has been done before and it will be done again.

Now I know that many of you reading this short article will say that it's all very well going on about Shelsley, but how am I going to find two days' time to compete, etc., etc. I have been asked many times why practice cannot be on the morning before the climb. I have asked Leslie Wilson, M.A.C. Secretary, this one myself. The answer is that, as much as he would like to have practice then, he cannot do so. The M.A.C. lease the course from a local landowner and provisions in the lease effectively prevent early practice. I have also heard it said that Shelsley is out of the way, miles from anywhere and all that kind of nonsense. There is nothing to prevent you camping in the public car park opposite the Paddock or slumbering in your vans in the same place. And if you haven't the latter and have no desire for the former, then there are several farms and country "pubs" within very few miles. One more thing—the weather. It's no use complaining about Shelsley Walsh weather to me or anyone else. It might be said, alas, to be unique. I have watched at wet Shelsleys as well as dry ones, I regret to say, but that has not made them any less enjoyable; even when, at the end of the

(Continued on page 120)



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BEMSEE AND THE "SENIOR"

WHAT a wonderful day it was! The weather was perfect and the Island was expectant of great things, in this, the "Senior" Race of the Golden Jubilee T.T. series. Great crowds of enthusiasts had arrived, the Paddock filled almost suddenly, with riders' vans and official cars. Many, many familiar faces were to be seen in and around the Grandstand, and the day's riders in their leathers, with those vivid red panels with white numbers, on their backs, were in and about the Pits area.

Of the seventy-nine starters in Friday's great race, Bemsee had *twenty-eight* members racing—a grand show! The following lines record what happened to our members during the race. We hope that we have not missed out anybody; and if we have, then the Editor's quick and unhesitating apologies are extended. Would you kindly let us know if you have been omitted, as we wish to make the record complete.

Off went the 11.00 hours maroon, and the first man got away in fine style. First Bemsee member to push away was No. 3 Bernard Morle (Norton) who, after a stop at Kirkmichael, finally retired at Cronk-y-Voddy with engine trouble—rider O.K.! K. E. Tully (Norton) was away as rider No. 9, completed all laps and finished in 25th position. New Zealander Noel McCutcheon (Norton), No. 12, had a good start, but was forced to retire eventually at Guthrie with engine trouble, though not before he had established himself in twelfth place at the end of the second lap, kept it at the end of the third, and improved to eleventh place at the end of the next. Hard luck, Noel!

Arthur Wheeler (349c.c. Guzzi single) No. 21; one-third of the triumphant Bemsee Club Team, completed the whole eight laps, but unfortunately did not make "Silver" time. He was 23rd, a well-tried effort; thank you, Arthur! Ray Fay (Norton) No. 22, had a good day's outing and completed the distance, finishing 24th, while Ernie Barrett (Norton) No. 23, finished at 32nd position. George Salt (Norton) No. 25, after three laps, retired at the Pits at 12.40 hours. Ken Willis (Norton), riding as No. 35, managed the full race distance and finished 26th, while Derek Minter (Norton) No. 40, did the same and came home in 16th spot with

a "Silver" awaiting at the Villa Marina. Arnold Jones (349c.c. A.J.S.) followed Minter's start, and he lapped eight times to finish 34th, just inside "Bronze" time.

Riding a works' Moto Guzzi single, No. 43 John Clark, a member of the Guzzi Manufacturers' team, had mixed luck, for at the end of his second lap he came into the Pits for a long, long stay; only getting away for two further laps before retirement with carburettor trouble, at the Pits. John Anderson (Norton) No. 44, another rider from the Kiwi country (N.Z.), covered the full distance and was nineteenth and last of the "Silver" boys. Our American friend and member, Andy Aharonian (B.S.A.) No. 45, was the only unfortunate with a bad start—two lengths of the Pits with "no dice"! A plug change (touring-type went in), one lap, another plug, and he called it a day at Sulby Bridge. On a Norton, No. 47, K. H. Tostevin, lapped twice, then pulled into the Pits, proceeded and finished 18th. Good show!

Bemsee's Kings went away, Robert (Norton) No. 50, and Alastair (Norton) No. 52. The former was a finisher as 33rd, while Alastair rode extremely well, moving up the field all the while, to finish 7th at 92.27 m.p.h. Joe Brindley (Norton) No. 55, lapped seven times, but then went out, while John Hempleman (Norton) No. 59, another New Zealander, unluckily had to stop at Ballaugh to adjust his machinery and later retired at the Mountain Box on his first lap. A Bemsee casualty was Ronald Lilley (Norton), who came off at the Nook on lap one, and went off to hospital for a check-up.

John Surtees (M.V.Four) No. 64, and Bob McIntyre on the works' Gilera Four, No. 78, provided the terrific excitement that lasted the race through; against each other for honours, but together in the Bemsee Team sense. What a day for McIntyre! Three consecutive laps at over 100 m.p.h., his initial race speed at over 100 m.p.h., the record lap at 101.12 m.p.h., and then the winner at 98.99 m.p.h. The "Fours" both refuelled at the end of their fourth laps—Surtees took 50 secs. and McIntyre 45 secs. Surtees finished the race as second man, at 97.86 m.p.h.

Member D. Walker (Norton) No. 69 was another seven-lapper, with a luckless

retirement; Brian Setchell (Norton) No. 70, eventually had to retire at Ramsey on his second lap, with engine trouble, while George Catlin (Norton) No. 74, completed the race and was 15th. Midlander Fred Wallis (B.S.A.) No. 77, did five laps, but had to retire, and No. 85, Robert Rowbottom (348c.c. Norton) did all the lappery to finish at 37th position. Don Chapman (Norton) No. 88 was right out of luck, for he had to retire at the Pits at the end of his sixth lap—so near and yet so far! If Bemsee wasn't first man away, we were last man away in the guise of Geoff Tanner, who rode a fine race, mostly in a steady seventh place.

Geoff came on to the Leader Board on his fourth, and then seventh lap, the latter time being when Jack Brett had the misfortune to part company with his bike at Sulby Bridge and went out of the fray. Despite his early promise, Geoff had a load of trouble on the last lap, but continued bravely, and finally finished—a sad 28th.

Yes, it was a wonderful day; a fitting end to a wonderful week, and Bemsee certainly did its share to celebrate the historic occasion that was with us at the time. Thank you, all!

P.F.W.

IMPORTANT NOTICE

THE LESLIE GRAHAM MEMORIAL FUND

AS you will know, £62-7-9 was paid last year out of this fund for the fittings and furnishings of the Leslie Graham Memorial Hut on the T.T. course. There remains, therefore, a balance of £112-12-3. Your committee have recently been discussing the matter, and have sought the views of Mrs. Edna Graham in addition. As a result of these deliberations I have been instructed, through the medium of

"Bemsee", to ask any member who may have any ideas on the disposal of this balance to write to me as soon as possible, and at any rate no later than August 31st, 1957. It has been suggested that the balance should be transferred to the B.M.C.R.C. Benevolent Fund, which move, the committee feel, would probably have appealed to the late Leslie Graham. No move will be made to dispose of this balance until after August 31st, so please do write to me if you have any good ideas. Thank you!

Secretary.

NEW MEMBERS

The following new members have been elected:—

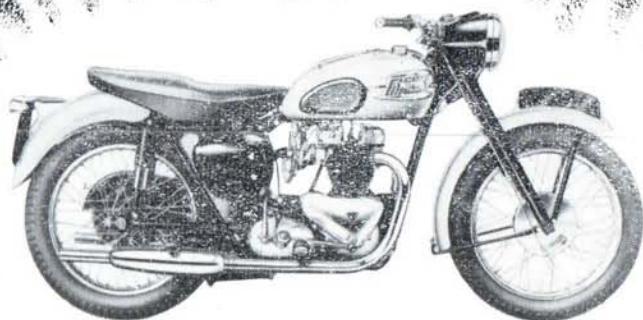
J. D. Anderson.
K. J. Beere.
R. F. Brown.
R. S. Dixon.
W. Gardener.
S. M. B. Hailwood.
S. H. Hoskison.
N. C. McCutcheon.
M. L. Nash.
C. J. Rickards.
F. Young.
B. J. Fitt.
A. E. Atkins.
D. H. Brookes.
P. J. Darvill.
D. R. Evans.
B. Griffiths.
G. H. Heaven.
S. A. Kay.
R. Millins.
T. J. Nightingale.

N. W. Stokes.
G. C. Young.
B. W. Barsby.
V. F. Broome.
D. M. Dibble.
R. W. French.
S. W. B. Hailwood.
G. E. Hicken.
D. J. L. MacDonald.
M. W. Munday.
R. H. Peake.
B. J. Whiting.
R. D. L. Denny.

BENEVOLENT FUND

Donations have been received from the following:—

J. L. Wallis.	A. H. Wynes.
R. V. Wallis.	C. O. Watson.
K. J. Elvy.	W. R. Lunn.
W. G. Tremlett.	T. E. Chapman.



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MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS issue should reach you on the first of July, which is only three or four days before our sporting fixture at Silverstone on July 6th.

The usual places of rendezvous will apply if you feel as thirsty as the regular marshals, after their day in the sun!

* * *

Now for a special appeal to all members who can help at Oulton Park on Saturday, August 3rd, or the Crystal Palace on August 17th. We need every experienced man we can get at Oulton, so why not make a holiday week-end in Cheshire and Wales, starting with your own Club Event on the Saturday? Drop me a note to: 153, Reigate Avenue, Sutton, Surrey, and do kindly keep each event separate. I simply cannot spare the time to make a cross-referenced filing system. If you are new to the game, just say so, and you will be paired with someone who knows the ropes.

* * *

We are not responsible for the marshalling at Shelsley Walsh and Brighton, where our racing members compete by special invitation of the Clubs concerned. Our next big commitment is in September, the one and only "Hutch", which involves a night out for most of us. Try to keep the 20th/21st of September clear for the biggest racing event in the "Bemsee Book". The Annual Dinner is a social function in case you feel like an argument. "The feast of the Fleet."

* * *

My recent paragraph about merely knowing the rules and regs, has brought me quite a spate of letters. I repeat the fact that it is no use glancing through these things. The men who get their names on the Leaders' Boards; read, mark, learn and know the rules and regs. As the R.A.F. express it: "What you don't know, won't hurt you—it will put you out of business".

* * *

Did you notice the 125/250 c.c. speeds in the recent German G.P.? They were 99.29 m.p.h. and 109.80 respectively—in the rain. Stale news you may say, but the point I want to make is simple. If these 125/250 "Basic Babies" continue to develop at this rate, how long will it

take before the 350/500's go out like the 1,000? Take all the solo classes in the German G.P.:

125 c.c.—speed 99.29,
record lap 101.28 m.p.h.,
250 c.c.—speed 109.8,
record lap 113 m.p.h.,
350 c.c.—speed 106.81,
record lap 115.94 m.p.h.,
500 c.c.—speed 124.27,
record lap 129.55 m.p.h.

It makes you think, doesn't it?

* * *

The time has come for our manufacturers to seriously get back into the 125/250 classes before the warning red glow becomes a flame. There is no good reason for holding back and thus letting other people take the plum cake, eat it and keep the plate as well. Remember the days when our Lightweights were developed at Brooklands, prior to successful appearances all over Europe? We may not possess the "Weybridge Bowl", but we still have the "Bemsee Brigade" who do not like the idea of importing 125/250 jobs, but what else can they do at the moment?

* * *

Members in the London Area are invited to turn to the Surrey and Middlesex area news elsewhere in this issue. The proposal by Graham Walker is first-rate, and as there is quite a lot of "admin." work involved, it will be a case of first come, first served. One member and one guest is the rule, and if the guest happens to be a lady, be sure she understands our language. We might have another unparliamentary debate (after the bread and water, of course).

* * *

Let's hear from you about Oulton Park, the Crystal Palace and the "Hutch". Put them in one envelope if you like, but, may I repeat, please keep each one on a *separate* sheet of paper, then you will not be overlooked. Thanks!

MUTUAL AID

Wanted urgently. 1948 or 1949 Manx Norton Petrol Tank.—J. H. Norton, 47, Alder Moor Lane, Stoke, Coventry, Warwick.



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THE EDITOR'S CORRESPONDENCE

(Views expressed in letters are those of their writers, and are not necessarily endorsed by the Club or the Editor.)

T.T.T.T.

THIS stands not for two T.T. races, but for "Tragatsch's Tourist Trophy Troubles", and concerns Part 1 of my article "The Continent and the T.T. Races", published in the May issue. On page 70, in connection with the races in 1934, I forgot to also mention that two famous British riders rode the very fast Swedish "Husqvarna" V-Twins. The late Ernie Nott rode the smaller 350 c.c. model into a well-deserved third place in the Junior T.T. and retired on the 500 c.c. Husqvarna in the Senior event; like his even more famous team-mate, Stanley Woods. These o.h.v. "Huskies" were very fast and very light—in fact the frame was a bit too light and that resulted in difficulties when riding. In later years, these frames were strengthened and improved. Designer of these fine racers was Ing. Folke Mannerstaedt, of Sweden. Not my fault was the wrong spelling of the name Archangeli in the years 1926-1928—in fact, the rider concerned was Luigi Arcangeli, of Italy. In 1928, too, I see that, according to my article, E. Magner, of Sweden, on the Jap engined Royal Enfields, retired in the 250 c.c. and 350 c.c. class; but a check-up revealed that he was 16th in the Junior.

Erwin Tragatsch.

(We plan to feature the second part of this interesting article in the next issue of the Magazine.—ED.)

IS the petrol versus alcohol controversy limited to the correspondence columns of "Bemsee"? No! Not on your Nelly! Listen to this:—

Time: 4.30 p.m., April 18th. Place: A desert area 450 miles N.E. of Aden. Present: Self, Arabs and Bedouins. Scene: Bedouin labourers unloading drums of fuel and oil, etc., near our drilling outfit.

Two of the Bedouins, brothers Ahmed and Abdul, had just finished stacking a few leaking cans to one side when Ahmed ran over to a group of camels, waited for one of them to urinate, and then washed his hands—a common

practise in these waterless desert areas. (Thinks: Must try it; never could get my hands white with "Frotho"!)

When asked why the rush he replied, "Petrol bad stuff", and yet his brother Abdul was all smiles. Why? Because he had got only methylated spirits on his hands from a leaking can, and his carefully considered opinion was "Very good stuff"!

Well, there you have it; and if that isn't conclusive evidence of the comparative merits of each fuel, I'm a deck-hand on a Swiss submarine.

P. K. Cruse.

Aden.

REFERENCE to my letter published in the June issue of the Magazine, I would like to make additional comments regarding the latter part.

A formula could be devised, dividing machinery into Sports and Production types, and sub-dividing these classes into over 500, 351 to 500, 251 to 350 and under 250 c.c.'s. It should be possible to interest various clubs to run short races for the whole mixed bag, and I suggest that these should be of from five to ten laps each, standing start, dead motor, on prop-stand and kick-starter to be used. Then give points for position in class, dependent on the number of starters.

In addition to the above, I suggest that Bemsee, or some other large club, should run a meeting at which there was enough supporting talent to draw spectators, and at which there would be a race of at least three hours' duration for the Clubman machines. (This duration should be sufficient to assure Pit stops for all machines.) If possible, two of these longer races could be run, with higher points allocation than the short ones; say five points for a short race victory in a class and twenty for the longer race winner. Finally all these points should be added up, and the best ten or fifteen in each class, to enter for a long Championship race of either six or nine hours' duration; with a win counting, say, thirty points, and the Championship going to the man in any

(Continued overpage)

The Editor's Correspondence (continued)

class with most points in the whole series. With a little assistance in advertisement, considerable interest could be built up in a yearly series and Championship of this sort.

It will be then seen that a man on a 250 c.c. Royal Enfield or B.S.A. has as good a chance of winning as has the Gold Star 500, or Road Rocket B.S.A., *without any handicapping being required.*

I do not claim any real originality for this scheme. It has been run (with obvious differences) by "Autosport" for sports cars, with great success. There are obviously points in this scheme which need straightening out, but it is the only sensible one which I can think of, and will stimulate much interest in racing, which I feel is now required.

J. N. Tollit.

Birmingham, 17.

Shelsley Walsh (continued)

proceedings, I have descended the bottom of the hill on my behind in the mud! Shelsley is used to its weather by now and thus takes it in its stride. So do the competitors. It is best to forget it. Besides, the August Shelsley has a far better record for dryness than the June meeting, and it was wet last year, so it's sure to be fine this time.

That is about all I can say in the space I am allowed. It is now up to you riders! I hope many of you will think seriously about it this year. I don't think you will

regret it and after two or three practice runs you may well be surprised at the result you are getting. I would like to see a really representative entry this year, and a lot of new faces among the faithful who come year after year. The Regulations will be available from the office during the second week in July. You have to write for them, unless you rode last year, but that is not much effort, is it? Oh, and if you have any queries about the event, I will do my best to deal with them or see they are dealt with. See you at Shelsley then, August 31st.

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PETER M. WALSH

It is with very deep regret that we have to report the death in a road accident of Peter Walsh, for several years a stalwart member of the Club and our Chief Travelling Marshal. Few people have ever served the Club so enthusiastically and well as Peter did. His early death will deprive us all of a very great friend and helper.

To his mother and father we offer our very deepest sympathies in their tragic bereavement.



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AREA NEWS

SURREY AND MIDDLESEX

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

GRAHAM WALKER has made a grand suggestion that we make up a party and go down to the Motor Museum in the Autumn. We propose to travel down on a Saturday afternoon, get together for the evening meal, stay the night, and proceed to the Museum the following morning. The usual basis of one member, one guest, will operate and the number must be limited. Let me know as soon as you like, because we want to get the paper work done before the "Hutch". The date will be somewhere about the middle of October. Members in Kent and Essex are welcome, as usual. Get out the pen and paper now.

HERTS, BUCKS AND S. BEDS.

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

CALLING all members! How do you all feel regarding a muster at the "Holly Bush", Redbourn; Wednesday, July 10th, from 7.30 p.m.? I think you may like to express yourselves and relate any news. It is some time since our last meeting, so let us cheer our host, Bob Lunn, with a good turn-up and see what can be fixed for the future. Shall we make our evening the second Wednesday of each month? There is something to be said for a fixed night.

Cheerio for the present.



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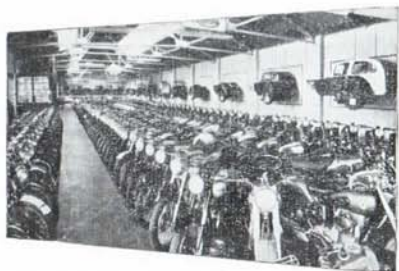
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AUGUST 17th	—	"METROPOLITAN MEETING" CRYSTAL PALACE
AUGUST 31st	—	SHELSLEY WALSH HILL CLIMB (By invitation of M.A.C.)
SEPTEMBER 7th	—	BRIGHTON SPEED TRIALS (By invitation of Brighton and Hove M.C.)
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