



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 6. JUNE, 1957 ONE SHILLING



'Pip' Harris and partner Campbell—Clypse Course '56 T.T.
A strong British favourite for '57 honours.

(Photo—G. E. Hicken)

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Saturday, July 6th



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AT

SILVERSTONE CIRCUIT

“TROPHY DAY”

Bemsee

Vol. 10. No. 6. JUNE, 1957

EDITOR :
P. F. WRIGHT

THE BRITISH MOTOR CYCLE RACING CLUB

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LAPS OF HONOUR

WHEN this issue of our magazine reaches you, the time will have come for the start of the "Golden Jubilee T.T." series of races; and indeed, the Junior may well have already been run.

To all of Bemsee's many members riding over the roads of the Island courses this year, we wish every success. You all may not cover the full distance, although we hope that you do; but whatever distance you manage, remember that each lap is a 'Lap of Honour', inasmuch as it is an honour to you and the Club, to ride in the Island, especially so in this Jubilee Year.

Best of good fortune!

Closing-date for contributions—14th of each month

"CLUB DAY"

WITH the unfortunate cancellation of our "Silverstone Saturday" Meeting this year, owing to the fuel situation prevailing at the time, Bemsee's "Club Day" Meeting at the Crystal Palace Circuit was the season's opener, and showed that our team of Officials and Marshals were right on top of their usual good form, in getting the Meeting along at a cracking pace. The weather looked not so good during the morning practice sessions, but fears were dispersed when the afternoon turned out to be bright and breezy, leading to some fine racing.

The first races of the programme were three eliminating Heats of five laps each, for solos from 251 to 350 c.c., the fastest twenty-four riders to finish, going forward into the final. Heat 1 produced a fine lead for O. P. Williams, for his first three laps, but L. S. Rutherford moved up fast to challenge the leader, and finally won at 60.73 m.p.h. Williams (Norton) was second and D. S. Skennerton (A.J.S.) third. It was nice to see back on the track A. F. J. D. Martin, who rode well in this Heat. The second Heat was a triumph for Frank Perris and his streamlined A.J.S., for he led throughout the race, hotly pursued by F. A. Rutherford (Duke-B.S.A.) Perris won at a speed of 64.05 m.p.h., Rutherford was second, and R. S. Mayhew (Norton) and R. A. Avery (B.S.A.) scrapped well for third and fourth places respectively. The last Heat of this series, put Peter Ferbrache (Norton) right at the front, to win at 66.40 m.p.h., G. C. A. Murphy (A.J.S.) homed second, and a grand fight between T. Thorp (A.J.S.) and R. Lawrence (B.S.A.) concluded with them crossing the line in that order.

The first chairs' race of the day, a six-lap affair, had jolly Bill Boddice (Pass.: Canning; Norton) pulling away all through, to come home winner at 65.33 m.p.h. and turn in the fastest lap at 68.36. With T. Folwell (Pass.: Knocker; Matchless) second; Len Taylor (Pass.: Glover; Norton), and M. G. Youell (Pass.: Cook; Norton), diced throughout to finish third and fourth respectively.

The three eliminating Heats for solo motor-cycles in the 351 to 1,000 c.c. class were all of five laps. Heat 1 showed J. D. Hay (B.S.A.) leading for the first three laps, but R. S. Mayhew (Norton) challenged, and finally won at 65.81 m.p.h.

Hay was second man in, and put up the fastest lap, while I. Clarke (Norton) finished third. Heat 2 brought Perris, this time Norton-mounted, into the lead for the whole five laps and home as winner at 69.00 m.p.h. Second place man was Ferbrache (Norton), followed by Ernie Washer (Norton) third and J. L. Payne (Norton) fourth. We must send our best wishes for a speedy recovery to unfortunate G. C. A. Murphy, who suffered a broken collar-bone in a spill at the start of the race. The final Heat for the "Bigga-Bangers" showed F. A. Rutherford on the larger Duke-B.S.A. as winner at 67.04 m.p.h., J. R. Vincent (Norton) second, and P. E. Richardson (Norton) third. Vincent put up the fastest lap at 69.12 m.p.h.

Here came the little-uns, the 50 c.c. class, in a three-lap tussle; purring and buzzing their respective ways round the circuit. The mortality rate was rather high, but the Itoms held out, C. V. Dawson winning at 45.11 m.p.h., and fastest-lapping at 47.93. Launchbury homed second and Dendy with his Dendy Ducati was third, Bill Peden on a minute streamlined NSU, seemed to have a rough time with the prevailing wind. Following the babies, the Ultra-Lightweight boys had a five-lap skirmish which turned out to be a fine outing for Edlin (M.V.) who led by a long margin throughout, to win at 60.40 m.p.h., and lap fastest at 62.24. A close fight for second and third respective places was fought between D. C. Moore (M.V.) and W. Peden (NSU), these riders taking the places as listed. Fourth home was an E.M.C., in the hands of J. W. Dakin, and the little Rumi Twin two-stroke ridden by F. E. Andre was an interesting fifth-finisher.

D. H. Edlin came out again in the eight-lap solos of 176 to 250 c.c., to ride his E.M.C. to victory, despite a somewhat rough-running motor during the latter stages of the race. His winning speed was 63.36 m.p.h., his fastest lap was 65.16, and following him home were J. L. Payne (J.A.H.-Triumph), J. A. Lane (Velo) and R. H. Hasler (Rudge), who had scrapped and diced through the race in grand style.

The 350 c.c. Final of ten laps was a run-away affair for Peter Ferbrache (who was riding, incidentally, as a replace-

ment for Derek Minter). Peter's winning speed was 70.04, and his fastest lap 71.90 m.p.h., and he was followed over the line by F. G. Perris and then by R. S. Mayhew. Others in their finishing order were F. A. Rutherford, R. Lawrence, L. S. Rutherford, T. Thorp, and J. P. Fordham.

Last but one race of the day was the eight-lap Sidecars event, in which Bill Boddice and his ballast-buddy—Canning—showed their respective heels to the others, by leading the whole race and winning it at 67.24 m.p.h. Len Taylor/Peter Glover second, and T. Folwell/P. M. Knocker third.

To close the day's racing, Peter Fer-

brache showed once again his "at-homeness" on the Palace Circuit, by winning the 1,000 c.c. Final of ten good laps, at 67.62 m.p.h. He did not have to hang about, as F. A. Rutherford was in hot pursuit for seven laps and finished second. J. L. Payne put in the fastest lap at 70.68, in chasing the other two and he crossed the line in third position. Fourth was E. J. Washer; fifth came P. J. Dunphy; sixth came K. E. Tully; seventh J. R. Vincent; and eighth R. S. Snell on his Matchless. The weather had held out, and a good day's racing was over, and thoughts turned to Silverstone and our "Trophy Day" Meeting on July 6th.

P.F.W.

MUTUAL AID

Wanted, a 350 c.c. machine to ride in this year's Manx G.P. Would like to hire, or have on loan, such a bike. Any help or suggestions about this, would be welcomed by racing member C. A. Thurston, "Le Mayals," St. Annes Road, Mountnessing, Essex.

Accommodation in the Louth area can be arranged for any member of the Club should he wish to have same, as would no doubt be required if he was riding at Cadwell Park. Reg Cross of motorcycle clothing fame, will be pleased to assist any riders (Club members or not), if they wish to secure accommodation in the Louth district. Contact Reg Cross directly at: Reg Cross, Motor Cycle Clothing, Louth, Lincs.

Continental assistance offered. Should any member or rider require help in any way, such as an extra mechanic, or any other sort of assistance, while at the forthcoming Dutch and Belgian Grands Prix, then Mr. J. S. Norris, who will be

visiting these events as usual, will be pleased to help. Mr. Norris is staying, and can be contacted, at: Caston Hotel, Norg, Holland.

A KIND OFFER

A SPECIAL invitation is extended to Bemsee Club members, to visit the "Rallyhouse", the Club House of the De Lacy Motor Club of Pontefract, Yorks. The Club House is in Foundry Lane, Ferrybridge, which is smack-on the A.1 Road. The Club is open to all Club motorists and motor-cyclists, between 7.30 and 10.30 p.m. on Wednesdays, Fridays, Saturdays and Sundays. Also between 12 noon and 2.0 p.m. on Sundays. Any member wishing to call in will be made very welcome, and we feel that this invitation is an excellent example of co-operation between Motor and Motor-cycling Clubs. A Bemsee Club badge is among the collection of badges at the "Rallyhouse."

"TROPHY DAY" — JULY 6th

DISPLAY A POSTER!

Any member who can help with this form of publicity, please contact the Secretary immediately.

THE TOURIST TROPHY RACES

BILL SALMOND

TUESDAY the 28th day of May, 1907, was in fact, one of those dull, cloudy ones, with a nasty cold East wind blowing—especially in the St. Johns, Isle of Man, area. But what a glorious day it was for British motor-cycle sport! For that was the date of the very first motor-cycle T.T. race meeting.

Manxmen, in those days, knew those magic letters 'T.T.', as September 1905 saw the first car race in the Island to be called the T.T.; an annual event, to which the motor-cycle races in 1907 were to act as a curtain-raiser and which was described by a local newspaper thus: "This is a somewhat minor event in the eyes of the inhabitants, compared to what is to follow"! Almost sounds like the description of a modern Clypse Course Clubman's meeting.

This historical meeting came about through a series of circumstances. Firstly, the International Cup Race, the only really worthwhile event, had fizzled out through international bickering; and as the twenty-mile-an-hour speed limit was the maximum everywhere else in Britain, coupled with the fact that roads could not be closed for racing (or anything else like it), the Island's separate Government (that could close the roads whenever it liked, with no speed limit existing anyway), was only too pleased to add a motor-cycle event to the existing car races.

The organisers, the Auto-Cycle Club, were agreed with others that the event should further the development of the touring machine, and as a result, the machines could be of any weight, any capacity and almost in any form. Firmly rigid rules applied, however, to fuel consumption and machine equipment; singles were expected to average 90 m.p.g., and multis 75 m.p.g. All had to have proper saddles, mudguards and silencers—the latter being tested especially, together with the brakes—and fixed-size tyres were to be fitted. Pedals were allowed and toolkits had to be carried, together with any spares likely to be required!

The existing car course, our Mountain Course, could not be used by single-gear, belt-driven machines, for the simple reason that they could not climb the mountain, even assisted by pedals or by the rider running alongside, without

losing most of the semblance of being a race. Thus it was, that the 'Short Course' starting at St. Johns, was used in those far-off days.

A point of interest at the time, was the method of describing the machines as 3½ and 5 horsepower, instead of 350 and 500 c.c. capacity.

It is also interesting to note that one rule stated that machines must have twenty ounces of petrol left after the race (1 pint), and that, in fact, Single-class winner C. R. Collier (Matchless) finished with thirty ounces in the tank and one ounce in the carburetter; a reporter of the day being so impressed as to remark in his column, "Two shillings' worth of petrol for 150-odd miles", the race being ten laps of the 15.8 miles circuit. Collier's J.A.P. engine gave the remarkable figure of 94½ m.p.g. for the race. Even more astonishing was the second place-man Jack Marshall's Triumph, returning the figure of 114 m.p.g.

Whilst on the figures of this first T.T., the race distance of 158 miles 220 yards was covered by Single-class winner Charlie Collier in 4 hours 8 minutes 8 and 1/5 secs. at a speed of 38.23 m.p.h., with Twin-cylinder class winner Rem Fowler (Norton) taking 4 hours 21 mins. 52 and 4/5 secs. at 36.22 m.p.h., and who also made fastest lap in 22 mins. 6 and 2/5 secs. at 42.91 m.p.h.

The 1908 meeting saw an even further reduction in the fuel allowance to qualify, and the first four-cylinder machines to appear in a T.T., the marque being the F.N. Singles and multis were started together for the first time, and the September date proved more popular both in entries and spectators.

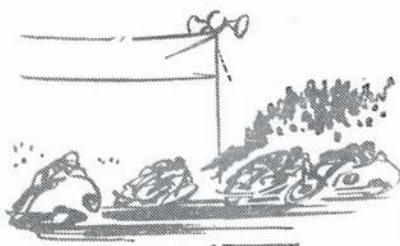
The meeting then gradually gained in both interest and momentum, with advances in design of engines and bicycles; the introduction of gears and clutches; the abandoning of pedals and fuel restrictions—a worrying factor—until in 1911, the move was made to the Mountain Course, and the T.T. as we know it today had really begun.

The delightfully carefree atmosphere of the early races is shown by the incident in the 1913 Junior race when Aubrey Bashall clouted the bank at the Bungalow. After he had recovered, he proceeded to try and straighten out his

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front forks by stamping on them. A knowledgeable bystander, who made pulleys for a living (and was thus experienced in things mechanical), suggested that a good solid hammer might be more effective as metal benders than the Bashall boots. Agreeing with this well-thought-out assumption, Aubrey promptly took out the toolkit and removed the front forks. By dint of much belting, the forks were finally persuaded to point in roughly the right direction, in more-or-less amicable agreement. The Douglas was put together again and, with thanks to the pulley expert, Aubrey set off with the firm intention of regaining his erstwhile second place. That he finished 11th not only shows great determination, but underlines the intriguing possibilities that were always open to the courageous in those happy times.

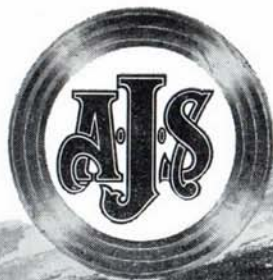
After the World War I interval, the races were re-started in 1920 and began to take on the pattern that we know today. The start was moved from the top of Bray Hill to the present site, and scoreboards were introduced for the benefit of spectators on the opposite side of the road. The course was also lengthened to include the present Governors' Bridge section from Cronk-ny-Mona, so that riders passed the new grandstand. Previously the course had run along the Clyde section from Cronk-ny-Mona to the top of Bray Hill. New innovations of a beneficial nature, were the introduction of a Lightweight (250 c.c.) Class and telephonic contact with points round the course, to improve the scoreboard information. The following year saw very much bigger entries and famous racing names were the order of the day, with men like Freddie Dixon, Alec Bennett, Bert Le Vack, Eric Williams, Jim Whalley, Geoff Davison and George Dance amongst many others, not forgetting the outstanding one of Howard Davies, who made T.T. history by being the only man ever to have won the Senior T.T. on a Junior (A.J.S.) machine. The 1922 meeting saw the Lightweight as a five-lap race with its own trophy, and though run concurrently with the Junior, no longer counted as any part of the 350 c.c. event. This was bad luck on Geoff Davison, who had so cut the weight of himself and machine (Levis two-stroke) that his win was over thirteen minutes faster than the second man, and would have given him third place in the Junior by over half a minute. That meeting was

particularly notable, as being the first T.T. for no less a person than Jimmie Simpson, Wal Handley and Stanley Woods, all of whom went on to make the 'tween war T.T. races of the calibre that won them the title of 'The Blue Riband', as the finest motor-cycle road races in the world. Stanley Woods, indeed, went straight into his phenomenal career the next year, by winning the Junior on a Cotton; while Jimmy Simpson set the fastest lap on his Ajay. The Sidecar Class was introduced that year, and yet another now-famous name was in the first three for the first time—Graham Walker finishing second in the Sidecar Class—quite a remarkable achievement, as he not only went on to finish fourth in the Senior, but had made fifth Senior place the year before!

The Sidecar race continued for a further two years, being joined by the Ultra-Lightweight (175 c.c.) which made double history by being the first race to start 'en masse'. However, neither the Sidecar nor Ultra Lightweight races were supported well enough for them to remain long, and 1925 saw the last race of both classes and the last of massed starts until a 125 c.c. race was born in 1951. The year 1923 is also to be noted as the first meeting for the famous Jimmy Guthrie and the first Senior win for a Manxman, when Tom Sheard won on a Douglas, setting the seal on his Junior win the previous year, on an A.J.S.

The speeds of the races at this time rather belied the actual advances of the machinery, when looked at purely in terms of figures. The 1907 races were won at speeds in the region of the late 30's (m.p.h.) with fastest laps in the early 40's. The short course saw the 50's reached in 1909 by H. A. Collier's fastest lap (Matchless) at 52.27 m.p.h.; and the following year by C. R. Collier's win (Matchless) at 50.63 m.p.h.

The 1911 move to the Mountain course saw a not-unexpected drop in speeds, as well as the first 'foreign' win by G. C. Godfrey's Indian (47.63 m.p.h.), while the fastest lap at 50.11 m.p.h. was achieved by F. Philipp (Scott). Mile-a-minute speeds took until 1924 to be recorded, when quite uniquely, both fastest lap and race speed reached this magic figure in the same race. The 1924 Senior saw a fastest lap by Freddie Dixon (Douglas) at 63.75 m.p.h. and a win by Alec Bennett at 61.64 m.p.h. on his Norton.



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70 m.p.h. was achieved by Jimmie Simpson in the 1926 Senior, by lapping his A.J.S. at 70.43, but it was not until 1929 that the race speed—Charlie Dodson's 72.05 m.p.h. Sunbeam ride—reached this figure.

The first 80's were clocked with a fastest lap by Norton-mounted Jimmie Simpson in 1932, being the best Senior with 81.50 m.p.h. Stanley Woods in 1933 won the Senior on a Norton at 81.04 m.p.h.

Jim Guthrie was the next man to show on the record list, when he achieved the first Junior lap at 80.11 m.p.h. on a Norton in 1934.

Freddie Frith in 1936 achieved what must have been regarded as the impossible, by winning the Junior at 80.14—the first Junior win at over 80—on his *first ride in the Island!* Not only that, but he also finished third in the Senior, being beaten by such redoubtable maestros as Guthrie and runner-up Stanley Woods! This must surely be one of the outstanding achievements; only equalled by the man who won a World Championship, winning every race in the capacity—yes, Freddie Frith again, when he swept the board in 1948 with his Velocette in the Junior class.

From the mid-twenties to the mid-thirties was the period that I always think of as the really romantic decade of the history of the T.T. races in this first half century. The names that appeared and blossomed in that period are now legendary, and brought the racing motorcycle out of the novelty stage, and into the category of the really high-powered precision racing machine that is taken for granted today. The organisation of the races became moulded into the standard that set the hallmark to the whole world; the British factories went into the racing game with confidence, skill and enthusiasm and the names of Norton, Rudge, Sunbeam, Velocette, Cotton, A.J.S. and one or two more became synonymous with speed, strength, road-holding, steering and thorough reliability. Replicas of the T.T. machines were available to the man in the street, and British motor-cycling and motor-cycles set a standard that even Britain will never better.

The outstanding names of the period were Stanley Woods as a rider, and

Norton as a machine. The combination was near-invincible, as shown by half of Stanley's ten T.T. wins, being on a Norton.

Naturally enough, this tremendous race meeting was looked upon covetously by many foreign factories over the years, and apart from Indians' one victory in 1911 (if America is to be counted as foreign), it was to be 1929 before a real foreign machine made its mark on the record, when a Moto-Guzzi achieved fastest Lightweight lap in the hands of P. Gherzi. It took them six years to beat the locals again, and this with no less a rider than Stanley Woods himself, who won both Lightweight and Senior races in 1935 on Guzzis, setting both fastest laps, to boot. Stanley had already 'gone foreign' the previous year when he set fastest Senior lap on a Husqvarna. He was obviously enjoying this variety, and was doubtless much sought after by foreign factories eager to climb on the T.T. bandwagon; for 1936 saw D.K.W. gain their first 'hit' when Stanley registered fastest Lightweight lap on one of their machines. Their own man, A. Geiss, finished third behind Bob Foster and H. G. Tyrell-Smith; two more famous names to show in the thirties, amongst the Walter Rusks, Graham Walkers, Ernie Notts, Tim Hunts, "Crasher" Whites and Ted Mellors—to name but a few.

Year 1934 not only saw Jim Guthrie achieve the coveted Junior and Senior 'double', but the first appearance in the T.T. of a dark curly-haired lad by the name of Daniell. Harold was not able to bring his A.J.S. home in the Junior, but his ninth place in the Senior, in this, his first year in the T.T., competing against such a formidable list of ranking stars, showed he was well able to put his English circuit and previous Manx Grand Prix experience to the very best of use. He had, of course, already registered an Island win in the 1933 Senior M.G.P. The promise shown, was maintained in the following couple of years, when Daniell managed a Junior 8th and 9th for A.J.S., but could not get the "bigger-bangers" to finish. The 1936 Senior model being the vee-four-cylinder blown, air-cooled, A.J.S. After annexing 5th place as his personal T.T. property

in 1937 Junior and Senior races, followed by the same spot in the 1938 Junior. Harold Daniell then rode the most famous race of his life, the Senior T.T. 1938, in which he not only won his first T.T., but was also the first man to lap in under 25 minutes and achieve the 91 m.p.h.—a record that stood for 12 years until one, G. E. Duke, got his eager hands on a Senior 'Works' Norton for the first time.

I always feel rather sorry for those immediate pre-war riders who had so many good racing years stolen from them by such a nasty little man and his dream of world conquest. One such eager first-timer in 1938 brought his O.K. into 12th place in the Lightweight race, with much gusto; by name Robert Leslie Graham. Together with Fred Frith, Harold Daniell, Bob Foster and others, Les Graham was only one of many who, after the war, left it at 'over 21' when asked to fill in their age on entry forms and programme details.

Several of these great names of course, picked up the threads again after the war, and the removal of a helmet after the 1947 races, revealed more grey hairs among the entry than the onlooker would have credited by the performances.

The tempo then changed into even more serious methods of getting round the course in the shortest possible time.

The advent of the Clubman's races in 1947 started many a current star on the

right lines on the course that really matters, and on looking through the programme of those races, one finds the names of Arthur Wheeler, John Simister, Denis Parkinson, Alan Jefferies, Phil Carter, Phil Heath, Eric Briggs, Syd Lawton, and Fron Purslow, who were soon to become contenders to be reckoned with.

The Post-War T.T. races are mainly notable for the one-piece suit, telescopic forks, sprung rear suspension, the introduction of the 125 c.c. class, the Geoff Duke riding style and ever-rising speeds. Also, introduction of the controversial Clype course and revival of the spectator-thrilling sidecar race. About the only really new thing being Geoff Duke, when you consider it. And what a new aspect to the T.T. he was!

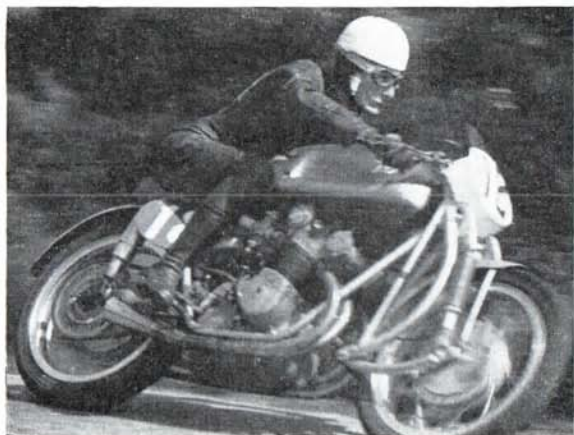
History is still being made, so it is better to leave it to describe itself and look forward to the Jubilee Meeting with three-figure lap speeds in the offing, and battles royal between eight, four, two and single cylinder projectiles in the hands of such men as Dale, Clark, Surtees, McIntyre, Campbell, Hartle, Brett, Trow, Sandford, Harris, Boddice, and many other British riders in addition to the foreign stars.

The Jubilee Meeting itself looks like being one that will live in the memory for a long, long time, for not only will there be so many good riders fighting it out, but many of the past stars will be around.



Stanley Woods (right front), with his protégé, Reg Armstrong (in leathers) and friends, at the 1949 Meeting

(Photo—Bill Salmond)



Les Graham and the M.V. A first lap shot at Kate's Cottage in the 1953 Senior

P O S T - W A R

Rod Coleman tucks in his knees snugly behind the pannier tanks of his 1954 Junior A.J.S., three-valve racer



(Photos by

Ray Amm with a pre-cautionary foot down at Braddan Bridge during the wet and shortened Senior of 1954



PANORAMA



Tension and relaxation are contrasted by 'Pip' Harris and passenger Campbell, with spectators, 1956 Sidecar T.T.



World Champion John Surtees wafts the big M.V. Four round Kate's Cottage in his winning Senior ride of 1956

(Photo—Bill Salmond)

AREA NEWS

CHESHIRE & MERSEYSIDE

G. E. Tottey,

2 Rocky Lane South,
Heswall,
Wirral.

WE had a meeting on May 1st, which was not very well attended, although the proportion of members who came long distances was very high, as usual. If only our local lads would turn up pro-rata, we should have some bumper attendances.

Our new secretary, W. G. Tremlett, went to a great deal of trouble to come to this meeting and we were very pleased to welcome him, and were indeed grateful to him for coming along to meet as many members as possible, personally. For that reason alone, it is most regrettable that more did not turn up.

We had, originally, thought of having an impromptu T.T. quiz, but so much was asked of, and discussed with, our worthy secretary, that time ran out before anything else could be done. However, quizzes can wait, as it is not likely we shall be able to enjoy W.G.T.'s company very often.

This visit did a deal of good, and I am sure that those members who were present will realise how much he is in touch with all matters appertaining to our welfare and efficiency, and I know that they went away feeling satisfied that we have a live Headquarters.

The next meeting will be soon after the T.T. Usual individual notices will be sent out.

NEW MEMBERS

The following new members have been elected:—

H. Argent	R. Sinclair
E. W. Barnes	G. E. Smeaton
P. Bettison	E. Whiteside
R. Chambers	P. F. Wood
P. W. Daft	J. Wright
E. Gray	A. Aharonian
P. W. Green	I. Eveleigh
A. B. Horton	L. D. Fiddament
R. J. Ireland	D. M. Field
C. L. Jones	D. E. George
J. E. Marchant	W. H. Kelton
R. A. Minster	D. K. Mitchell
E. Pegg	E. C. Schonbeck
H. Price	E. E. Tomblin
D. B. Russell	R. S. W. Field

NEW BOOKS

"MOTOR CYCLING" YEAR BOOK 1957—10s. 6d.

Published by Temple Press Ltd., London

THE seventh edition of this popular year book is now available from booksellers or the publishers. It is edited by R. A. B. Cook of "Motor Cycling" and the character follows the pattern of previous editions.

The contents include a review of current design, by Bob Holliday; racing design by Graham Walker; international racing by Geoff Duke; and a record of motor-cycling events held at home and abroad during the past year.

Other items of interest are sporting personalities, Continental touring (by Bernal Osborne), Vintage news from John Griffiths, and record-breaking.

As usual the pages are enlivened by a great many illustrations, excellent action shots of sporting events, and drawings of technical interest.

An important part of a year book is the statistical section. The year's sporting events of racing, trials and moto-cross at home and abroad are recorded with detailed results, and include T.T. lap tables, the Moto-cross International Championship, world's racing championships, and the A.C.U. Trials and Scramble Stars. Other tabulated matter includes specifications and prices of current motor-cycles, sidecars, three-wheelers, mopeds, cycle motors and scooters. There is also a summary of "Motor Cycling" road tests carried out during 1956.

The book is handsomely bound in "Motor Cycling Green", and represents a good half guinea's worth of motor-cycling lore.

L.R.H.



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MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS issue is due to reach you on the 1st of June, 1957, which is just prior to the Golden Jubilee T.T. week. Wear your "Bemsee" lapel badges, because we all hope our racing members will put up their usual first-class show in each capacity. Above all, we should like at least one Team Prize on this very special occasion. We are again using the "Queen's Hotel" as our Isle of Man rendezvous and any member of this great Club can be sure of meeting his fellow members at this establishment, which is on the front at Douglas.

* * *

Our next commitment is "Trophy Day" at Silverstone on July 6th. If you are not racing, will you please help with the "Marshal Plan" for this very sporting day out. I know it is a long day, especially for the Paddock Marshals who are on their toes from 7.30 a.m. and, what is more, some of them travel long distances to be on the job at the proper time. A postcard to me at 153 Reigate Avenue, Sutton, Surrey, is all that is wanted. One member regularly sends me a funny card. "Dear Bill, I can come on (date)". Thanks for the laughs, P.M.

* * *

The one and only Graham Walker has gone into a kind of fifty-fifty retirement. What with the Technical Press, B.B.C., and the Montagu Museum, he may find himself even more fully occupied, during the racing season at any rate. G.W.W. first joined "Bemsee" in 1920, and how I have regretted that my box camera of those days often failed to take any decent pictures. Brooklands in 1920 was quite a place to meet the old and the new, both men and machinery. Believe it or not, sixty was quite a good speed for those carefree occasions following the Kaiser War.

* * *

Did you read the letters in last month's issue? That from Canon Stenning was a fine effort and it will pay you to read it again. As the Sporting Padre infers, we need not worry about the future of the T.T., so long as there is an Isle of Man and the British Motor Cycle Racing Club. How right he is! Take forty-eight marks out of fifty. Canon Stenning. A lot of our members will be at the special service on T.T. Sunday. They will

not be 'batting' around the proper course on this particular day. It is not done by people who use their grey matter.

* * *

There has been a lot of talk lately about ladies racing, so in case anyone points a finger at this Club, may I recall some of the great feminine names who put up such a fine show at our events between the two wars. Joan and Thelma Archer, Olga Blenkinson, May Ruffell, Beatrice Shilling, Brenda Stewart, Fay Taylour, Theresa Wallach. There are one or two more, and perhaps someone will be good enough to let the Editor or the Secretary know about them. Nobody can say that the British Motor Cycle Racing Club did not welcome "Ladies in Leathers." Come on, girls, do it again!

* * *

Any member or supporter of this Club who can display our posters, stickers, etc., in a prominent place, should notify the Secretary. Places like Hotels, Clubs, Boarding Houses, Licensed Premises; in fact anywhere amongst sporting crowds is what is required. Never lose a chance to publicise our events, because we just cannot carry on without good spectator support. Our big affairs at Silverstone and Oulton Park require about 20,000 people, to be on the safe side. Do help your Club in this way!

* * *

Here is a special paragraph for the good Marshal Members. Do not merely read the regulations—study them! Some of the racing members just sign the documents and expect us to supply the answers. The top class racing men rarely ask for this kind of information. Experience has taught them to read, study and know the rules and regs., as well as anyone in the game. Always remember that "Bemsee" is run by the members, for the members. The Club is part of the Limited Company in which we all hold equal shares. Never forget it!

* * *

Do you know of anyone with a red B.M.C.R.C. Track Armband? Some of these are missing, believed stolen, and we are anxious to get them back. The numbers are known to the Committee and we shall all be looking out for them this season. It is essential that no unauthorised person attempts to use one of these red armbands, which are only

issued to key men actually on the circuit. They are useless without the appropriate lapel labels, and proper documentation in support of the allocated duty, etc.

* * *

Members in Canada and the U.S.A. please note. Ron Jerrard and John Storr have now taken up residence at 25 Stockbridge Avenue, Toronto, 18; Louis Lake is at 1169 Pelissier Street, Windsor, Ontario, and everyone knows where to find Theresa Wallach in Chicago, U.S.A.

* * *

Just lately I have been acting as a kind of liaison man, putting overseas members in touch with one another. I'll have to ask the Secretary and the Editor to find a space to publish the addresses of those in far-away places. It is not generally known that overseas members pay half-rate subs., and this is a good way of keeping in touch, especially when coming to Britain on leave, etc. One of these days I'm hoping to get an Air Letter from an overseas member, offering to help at one of our meetings. It is not impossible if you can afford to fly over.

* * *

I overheard a remark the other day, which is worth passing on to the Marshals as well as the racing members. Here it is! "When acting quickly—act

correctly." May I add that the trained man can always do the right thing. He does not rely on intuition, which is brilliant when it works out, and stupidity when it fails. "Act quickly—act correctly" might be a good motto for "Bemsee". Anyone know the Latin? The nearest I can get is Festina Lente (Be quick but not rash). No prizes, gentlemen!

* * *

May I thank those kind people who have contributed badges to Linda's collection. Some rare specimens have been sent along by "Barry", Eric Headam and Erwin Tragatsch. How I enjoyed the latter's T.T. article. Quite an amazing man is our Erwin. (How can he think in Czech and write in English, on technical topics?). Any more badges for machines no longer made, will be very welcome. If we get enough we might lend them to G.W.W. at the Motor-cycle Museum at Beaulieu Abbey.

* * *

In conclusion, may I point out that my initials are W. G. (William George), not W.C.! I get somewhat 'flushed' over this error, but never mind, so long as you can do a job at Silverstone on July 6th, all in one day! Failing that, we shall need all the experienced marshals we can get at Oulton Park on August 3rd. Do try to help your Club.

THE WORKING POPULATION!

IRRESPECTIVE of the findings of the Market Research experts, the following seem to be stark facts facing you and me:

Population of the United Kingdom	50,000,000
People of 65 years and older	13,000,000
Balance left to do the work	37,000,000
People of 18 years and younger	17,000,000
Balance left to do the work	20,000,000
People working for the Govt.	10,000,000
Balance left to do the work	10,000,000
People in the Armed Services	2,500,000
Balance left to do the work	7,500,000
People in State and Council Offices	7,300,000

Balance left to do the work	200,000
People in Hospitals, Lunatic Asylums, Pools and Greyhound Racing	126,000
Balance left to do the work	74,000
Spivs and others who won't work	62,000
Balance left to do the work	12,000
Persons in jail	11,998
Balance left over to do the work	2

TWO!—you and me!—and you had better pull your ruddy socks up, for I'm getting tired and fed up at running this country alone!

A. F. Mills.

(In which of the above categories does the Racing Motorcyclist come?—Ed.)

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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.)

LES Higgins invites me to reply to his letter published in the May issue of "Bemsee".

This question of the relative power-outputs of works' and private-owner machines, was originally a sidetrack of a discussion on fuel, which took place in the pages of the magazine a few months previously.

I pointed out then that some of the figures quoted by Mr. Higgins were wildly inaccurate, and I am pleased to see that he has the good grace now to admit that I have proven him widely inaccurate*. He has only to refer to back copies of "Bemsee" to see that the person who makes the "cardinal error" of comparing works' 125's with private-owner 350's is non other than himself.

The relative performance figures now quoted are doubtless correct, and of course it is common knowledge that works' machinery develops more B.H.P. per litre than the standard racers.

Letchworth.

John T. Griffiths.

*(*The mixing of the words 'wildly' and 'widely' was an Editorial error—apologies to Mr. Higgins.)*

REFERRING to the "Double Knocker" column in the March "Bemsee".

Firstly, pseudo-sports machines. This can only refer to B.S.A. "Gold Stars", "International" Nortons and Triumph T100c's. I cannot speak about the "Inter" and the Triumph because I have not ridden them, but I have ridden the "Gold Star" and I can assure "Double Knocker" that it is at least as easy to get thro' Birmingham as was a 1,000 c.c. "Shadow." I have done a fair mileage on 500 "Stars" and have yet to have any temperament or intractability. It is true I do not "race" on the roads, which might induce an early demise.

Regarding the Clubman's Races. I think it is entirely wrong to inhibit the development of this type of motor-cycle, which is the only answer to the modern sports car. I am equally averse to any suggestion of banning streamlining.

I expect most Bemsee members have a general idea of the Le Mans regulations, and I feel that something on these

lines would resolve the problem.

My first idea is to divide the makes into Series Production, with an output limit; the manufacturer to supply proof of output. This could include variations on a theme, such as Series 'C' and Series 'D' Vincents; the one being an obvious development of the other. This limit could be set, to separate the untuned product from the "special", super-sports, sports, racing and modified machines.

The second category should include every other machine licensed and insured for road use, with full lights, etc.

So long as tuning in the Series Product Class is severely restricted, it will give the amateur a chance of competing on fairly level terms, whatever he may be able to afford.

In order to give the Series Product machine a chance of competing with the super-sports type (for which streamlining might be allowed), it should be possible to work out a handicap, if only one race is to be run.

Birmingham, 17.

J. N. Tollit.

I WOULD like to draw members' attention to the plight of a particular class of would-be rider. I refer to students and apprentices.

Endowed with neither private means nor an income sufficient and regular enough to cover hire-purchase instalments, our hardest scrap (or should it be "scrape"), is to get on to the track at all. Admittedly, the 250 c.c. class gives some scope, but having to concede 20 m.p.h. or more to the winner, must get frustrating, if not embarrassing. Vintage racing seems great fun, but the difficulty there, lies in finding a vintage job and sufficient spares. Clubman's events are out of the question as these models cost little less than a used racer.

The 50 c.c. class shows promise, allowing for individuality to be exercised. "Specials" can be built cheaply, and there might even be some prize money to pick up to help things along.

The machinery pool suggested by A. Hayton in the March issue is, I think, a fine idea. However, many are just as interested in the tuning side as riding, and

this would not help them much, because there would have to be quite a few riders to one machine to make the scheme economic. If these chaps all had an "oldster" or a "flyweight" to tune and race between rides on the bigger stuff, things might well work out. However, our dilemma does not last for more than five years and I for one, would be quite happy, learning the ropes on the less-potent stuff, until I can get a deposit down on a "really-really" model.

I hope no one thinks that I am just grinding my own axe. I feel there must be many more in my position, many of them outside the Club. If we can offer them the chance of a competitive ride, I am sure we would find both our bank balance and our membership on the up-and-up.

Might I then suggest that as many 50 c.c. races as possible be run at Bemsee meetings this year and a list be published without delay (*See May issue, page 84.—Ed.*) so that we can start on those "specials" with a fair hope of being able to use them. Also, as D. Thompson suggested in the February issue: raise the Vintage race qualification to 1935 and try to get in a few more events.

I appreciate that it must be difficult enough to get all the normal races into one day, but I think we should be given a chance—there may well be a potential Duke bounding along on an obsolete model at this very moment.

London, S.W.7. **John L. Sellars.**

JIMMY James is a racing motor-cyclist, a typical private owner, without a great deal of money but with high ambitions. He wants to win Grands Prix, have his name mentioned in the papers, receive his shaving cream free, and have his hats given to him.

To gain these ends he bought a racing five-hundred. A real one, with a better-than-average performance. It produced 50 b.h.p. at 6,000 r.p.m. He entered his first race with it, full of high hopes. Alas! his hopes were dashed, for he finished well down. No name in the papers! No free shaving cream! No free hat!

So Jimmy James sat down and thought—and thought. Then he bought and fitted a 1,000 c.c. engine in the frame in place of the five-hundred. It produced 70 b.h.p. at 3,000 r.p.m. The next race in which he rode, he won hands down, but his dreams of high-fame were short-lived; the organisers disqualified him for using an oversize engine and reported him to the Governing Body for cheating.

The Governing Body was very cross, but when Jimmy James pleaded that his 1,000 c.c. engine produced 1,500 power strokes a minute for each pot which was equal to the 3,000 power strokes a minute from the one 500 c.c. pot, they tested his crash hat and instead of suspending him gave him a severe reprimand.

Jimmy James went away in high dudgeon, and returned to his workshop and timed and tuned and tuned his five-hundred until it would do 12,000 r.p.m., and so, of course, produced 6,000 power strokes per minute, twice as many as it did before, and twice as many as the 1,000 c.c. job.

He won his next big race and achieved his ambition. All the papers widely acclaimed his outstanding victory and extolled his merits as a tuner. Crates of free shaving cream were showered at him and hats thrust on him. But the 12,000 r.p.m. racket was too much for the engine and Jimmy James discovered that it would have been cheaper to buy his toilet necessities and accessories.

So he went back to his workshop and designed a new engine. It was a single of 500 c.c. but with a double-acting piston; that is, it compresses on both sides, first at the top and then at the bottom of the stroke, and there is a combustion chamber and valve gear at both ends of the cylinder. The engine has a maximum speed of 8,000 r.p.m. and so produces 8,000 power strokes a minute, far more than his orthodox five-hundred, or the twin thousand.

There is but one piston and the swept volume of the one cylinder is 500 c.c. But, is he cheating?

Orpington.

L. R. Higgins.

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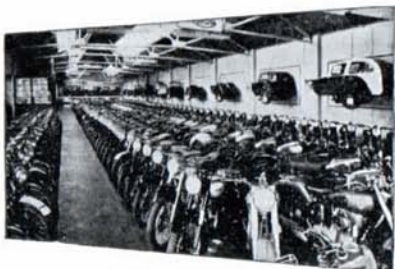
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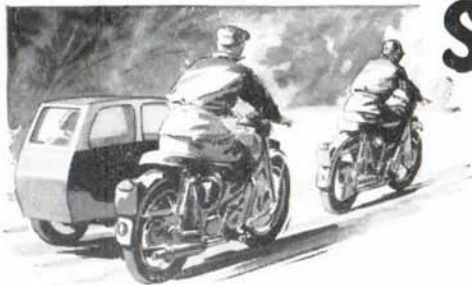
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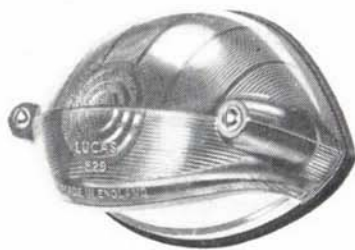
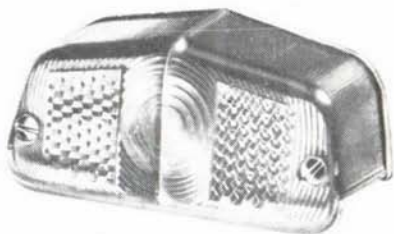
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