



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 5. MAY, 1957 ONE SHILLING



1907—1957. In this Golden Jubilee year, who will they be ?

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Vol. 10. No. 5. MAY, 1957

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THE BRITISH MOTOR CYCLE RACING CLUB

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FIFTY GLORIOUS YEARS

WHAT a job it is to try and sum up the great and wonderful story of fifty years of motor-cycle racing in the Isle of Man; the "Tourist Trophy Races" and all that they mean to us enthusiasts, to the people who are connected with their organisation and to the good folk of the 'Island,' as we know it so well.

We have had, as you will see in this month's issue, messages of praise for the races and many kind things said about them and about our Club, so that this side of the story has been well covered. It is a fact, that Bemsee can really take a great pride in the achievement of this Jubilee occasion, for the Club has been intimately connected with the race series from the earliest days and the two histories could well be bound into one volume—a volume that would record all that is best in the world of racing motor-cycles.

It only remains for us to send now, our best and sincerest wishes to this year's organisers, officials, and the lads who make the T.T. what it is, the riders. May they have a happy, safe and fruitful fortnight in June and may we all bring back from that jewel set in the Irish Sea, many, many happy and memorable reminders of this fiftieth T.T. year—the Golden Jubilee Year.

Closing-date for contributions—14th of each month

THE CONTINENT

AND THE T.T. RACES (Part 1)

By Erwin Tragatsch

WHEN Les Higgins wrote his Guide to T.T. races in the Isle of Man, he gave us Continentals a lot of credit for this unique event. He mentioned that in the early years of this century the only motor-cycle race of major importance, was the International Cup Race. It was open to all countries and was organised by the country of which the winner was a national. Higgins mentioned that differences of opinion brought the race into disrepute, and finally it was abandoned. If common sense had prevailed and the organisation had been above reproach, it is possible that the I.o.M. T.T. races might never have been created.

The late Charles Collier wrote in the "T.T. Special" of June 3rd, 1954, about this International Cup Race—which was, by the way, held in 1906 in Austria: ". . . due to glaring breaches of the rules on the part of the Austrian riders and officials alike, the results of the 1906 race were declared void." What were the glaring breaches of the rules which—a year afterwards—resulted in the first T.T. race to be held in the Isle of Man? Charlie Collier in his letter dated 22nd June, 1954, wrote me his story of that far-off Austrian race:

"The course for the 1906 Austrian International race passed through two villages, at the entrance to each of which, the riders were stopped and given a time card, which had to be handed-in at the other end of the village, and after the stipulated time had elapsed, riders again started off. During the course of the race the English riders—of whom I was one—observed to their consternation that Austrian riders entering the controls after they were re-started at the other end in front of them. Language difficulties made protests impossible. Furthermore, notwithstanding the fact that a French rider had been disqualified during the 1905 race for changing a wheel in the course of the event, contrary to regulations, it was noticed that Puch (*Austrian E.T.*) sidecar outfits were patrolling the course laden with spare-parts, wheels, etc., together with mechanics to assist in fitting, should the necessity arise!

"At the conclusion of the race, in which the Austrian rider Obruba (Puch) finished first, all the circumstances were explained to the Marquis of St. Mars who was acting as interpreter and official representative of the English competitors on behalf of the 'Auto-Cycle Club' (predecessor of the A.C.U.). He at once demanded an official inquiry, as a result of which the race was declared null and void."

It was the same Marquis of St. Mars who eventually, in 1907, presented the original "Tourist Trophy" . . . probably with the great desire to have a big international race on British soil, which would give not only the Continental but also British riders an equal and fair chance for success.

You thus see, dear friends in "Bemsee", that the Continental influence started, even before the first T.T. race was run, in the wonderful Isle of Man. Unfortunately, the real reason was not a very happy one, but the outcome resulted in what we have now—"The Golden Jubilee T.T.!"

With an interruption between 1914 and 1924, the Continent was represented nearly every year—partly by riders and partly by machines. Even the very first T.T. race, the single-cylinder class of 1907 saw a Continental rider and a Continental product at the start . . . and finish too! Max Geiger, the German—who now lives in London—rode an N.S.U. into fifth place in his class, and the Vindec on which Billy Wells gained second place in the twin-cylinder class, was in fact a German product too. These Vindec's had been built by the Allright Works at Cologne in Germany and imported by Billy Wells (who was an American!) into England, where they had been sold under the trade name of Vindec. Later this name was bought by the Brown Bros., while Billy Wells transferred his activities to Indians. These early Vindec's had an interesting front fork designed by Georges Truffault of Belgium, which was—in my opinion—nothing else but the forerunner of the "Earles" forks, which appeared nearly forty-five years afterwards!

Even more international with Continental flavour, was the T.T. in 1908. There were two N.S.U.'s, of whom J. Lang was fifth in the twin-cylinder class, while M. Geiger—this time also on a "Twin", retired. There were two Belgian four-cylinder F.N.'s in the . . . twin-cylinder class too! R. O. Clark, the British rider of one, was eventually third, while W. Gurr of Belgium, fell out. In the fourth position finished Billy Wells on the German-built Vindec (Allright) and that gave a 3-4-5 for the Continent so far as machines were concerned! 1908 saw also the first Italian rider in the T.T., when Ernesto Gnesa rode a British "Rex", on which he retired, with a broken cylinder.

The two N.S.U.'s entered for the 1909 T.T. both retired, as well as the one F.N. in the race, and only the Frenchman J. Guippone, despite a broken carburettor support-bracket, was able to bring his French-made Peugeot "Twin" into 12th place at the finish. N.S.U.'s entered a complete team for the 1910 T.T. races, but all they could gain was a 12th place. The same firm entered four machines for the 1911 Junior and three machines for the 1911 Senior T.T., with one British and three German riders—A. Boldt, K. Gassert and R. Drechsler. Gassert was 6th in the Junior and Boldt 19th, while the same rider gained also a 23rd place in the Senior T.T. event. Another Continental firm—for the first time in the T.T.—was Alcyon of France, with three riders: F. Slatter, M. Canale and F. Sain, of whom Slatter finished 17th in the Junior T.T.

Alcyons returned in 1912 with a brand new and quite unconventional design for the Junior race. Their 350 c.c. engines now had four-valve radial heads and two exhaust ports, and proved very fast but . . . not too reliable! M. Stoeffel's model caught fire when getting away, while the second Alcyon, again ridden by F. Slatter, retired too.

An Englishman was in charge of the German N.S.U. machines which competed in the 1913 T.T. races, and this famous "Wizard of Oz" was none other than a well-known "Bemsec" member too. His name: D. R. O'Donovan, who before, with Singer and later with Norton, Velocette, Sunbeam and Raleigh, was a famous tuner and designer who eventually built his own "Carlton" motor-cycles in the late thirties. Riding an N.S.U., he gained fourth place in the 1913 Junior T.T., while another N.S.U.

was seventh. Among the competitors in 1913 was also an Austrian Puch team with the riders G. Herman and Ing. R. Medinger (both later retired) and two riders from Italy again, both on British machines. Originally the Italians had entered Carlo Maffei on a Swiss "Moto-Reve" Twin and Mario Sassi on a "Siamt" Twin, but eventually Count Gino Revelli on a British Premier, and Ernesto Vailati—the father of the late Gilera rider Silvio Vailati—on a Rudge, arrived in Douglas for the T.T., in which both retired.

The last pre-first war T.T. in 1914 was not a very lucky one for the Continent. Of the N.S.U. team, only T. Erkelenz could finish in 27th place in the Junior, while the one Belgian F.N. and the Puch from Austria got an "R" during the race. There were, for the first time also, three riders from sunny Spain—L. de Arrana and B. Badino, both on Douglas machines (retired) while S. Sorrigueta was 11th in the Junior on a Newcastle made N.U.T., and fell out on the same make in the Senior T.T. One of the unlucky N.S.U. riders in the Junior was F. Roberts, who rode the Puch in the Senior race.

Exactly ten years elapsed before Continental influence was again felt in the Isle of Man, when the French Peugeot factory entered a team of French riders—R. Gillard, P. Pean and J. Richard—on their very potent 500 c.c. o.h.c. vertical-twins, for the Senior T.T. These machines had been very fast and very successful on the Continent, but their frames proved not suitable for the twisty Mountain course and also the forks couldn't cope with the requirements of this difficult circuit. Eventually Gillard finished 11th, Pean 14th, while Richard retired. Among the competitors in 1924, was—for the first time—the great Achille Varzi of Italy, who rode an "oil-boiler". What's an oil-boiler? The 350 c.c. oil-cooled Bradshaw engine was honoured with this name. Big end trouble was a common thing on these engines during the 1924 T.T., and Varzi, whose engine was mounted in a D.O.T. frame, was a victim of this nasty thing.

Varzi rode a Sunbeam in the 1925 Junior T.T. with the same unhappy result, and there was another challenge from Spain in the form of five riders: Ignaco Macaya, who was 15th on a Norton in the Senior; Z. Mateos and B. Santos, who retired on Douglas 500 c.c. machines, while the same thing befell V.

Naure on a Douglas with sidecar in the Sidecar T.T. However, Varzi got his "money back" in the Senior T.T., on the bigger Sunbeam, when he finished 8th. The fifth Spaniard was J. Vidal on a Norton.

The real Italian challenge started in 1926! A Bianchi equipe on 350 c.c. "Double-knocker" models, with Mario Ghersi, Luigi Archangeli and Miro Maffei in the saddles, and a solitary double-piston, four-carburettor Garelli two-stroke ridden by Erminio Visioli, represented Benito Mussolini's country; while in the Senior T.T., we had as well as Varzi on the Sunbeam again, also the o.h.c. Moto-Guzzi "Single" ridden by the great Pietro Ghersi (Mario's older brother!). Pietro also rode in the Lightweight T.T., the most fascinating 250 c.c. machine which so far had appeared in the I.O.M., the little and new o.h.c. 250 c.c. Moto-Guzzi on which he dominated nearly the whole practice and . . . race! But he didn't win. A change of plug in the last lap when in the lead, cost him not only his first position, but also the second; because after the event he was disqualified for using a different brand of plug as he previously had stated. Pietro didn't win the 1926 Lightweight, but he showed that Continental factories can produce good racing machines. In the Senior, where Varzi was 7th, Pietro Ghersi retired, while in the Junior T.T., all three Bianchi's finished; Mario Ghersi was 13th, Archangeli 14th and Maffei 20th, while a broken throttle cable prevented the Garelli, ridden by Visioli, from finishing.

Bad luck for Mandello! The "Maestro" Pietro Ghersi, as a result of an accident in the Italian T.T., was unable to ride in 1927 in the Moto-Guzzi I.O.M. team, which now comprised Mario Ghersi, Achille Varzi and Luigi Archangeli; and it was the last one mentioned who eventually gained second place behind Wal Handley's Rex-Acme in the Lightweight T.T., while Varzi was fifth and Ghersi retired in the fifth lap. In the Senior T.T., the bigger Moto-Guzzis were proved not fast enough, and only Luigi Archangeli finished in 14th place. J. Vidal rode a Norton and Ignaco Faura a production B.S.A. "Sloper", both retiring in the Senior.

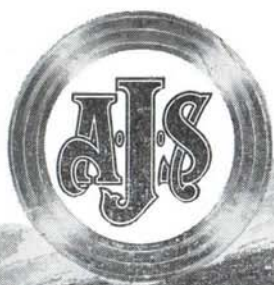
No single Continental machine was in the 1928 T.T. races, but a British factory had two Continentals in their team. (How times have since then

changed!) The firm was Sunbeam and the riders concerned, the Swiss Champion Francesco Franconi and once again Luigi Archangeli of Italy. Both retired in the Junior T.T., while ex-Motosacoche rider Franconi was 7th in the Senior and Archangeli 15th in the same race—despite that he had been 6th in the 6th lap! Two J.A.P.-engined Royal-Enfields of 250 c.c. and 350 c.c., ridden by E. Magner of Sweden, failed to finish.

Pietro Ghersi eventually returned on his fantastic 250 c.c. Moto-Guzzi in 1929, and was for five of the Lightweight T.T. laps in front of all others, but afterwards he got an "R" and that was that! Riding Cotton machines with Blackburne engines, Pietro retired in the Junior and Senior T.T. too, as well as poor Francesco Franconi, on Sunbeams in both classes. Personally, I regret very much the non-appearance of the Swiss Motosacoche machines in the 1929 T.T. races. They had the fastest machines then on the Continent, in all classes—250 c.c., 350 c.c. and 500 c.c.—designed by Englishman Dougal Marchant and the man most capable to win every class in the I.O.M. T.T., Walter Handley! But unfortunately they confined their activities to Continental races although their 250 c.c. engine (which won the Dutch G.P., with Handley in the saddle) was developing in 1929, full 28 h.p. on alcohol.

1930 was a Velocette year so far as Continental riders were concerned. In the Junior, V. Naure of Spain, T. Oscarsson of Sweden and O. Sabrnak of Hungary rode them, and if you permit me counting Japan as a Continental country, there was Kenneth Tada of Japan too! The Hungarian Sabrnak was, by the way, no Sabrnak at all, because his real name was Oscar Sebessy, and he retired like Naure; while Oscarsson was 13th and Tada 15th. I am not perfectly sure, but I think M. Sabet, the Sunbeam rider in the Senior T.T. was from Spain while G. Meade, who rode a B.S.A. was definitely from—Persia! Both didn't finish. Achille Varzi rode his last T.T. race in 1930 when finishing 12th in the Junior on a factory Sunbeam; he left the I.O.M. before the Senior T.T. because he didn't like the—British food! (I have no personal opinion in this sphere.)

Franconi, the ex-Sunbeam factory representative, this time rode a Swiss Universal-J.A.P. in the Lightweight T.T., without being able to finish again, while from Belgium came Georges Fondou on a Belgian "La Mondiale"; in fact, with



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a couple of J.A.P.-engined machines which had pressed steel frames. He retired in the Lightweight and Senior T.T., and finished 20th in the Junior.

A strong Continental force came in 1931 to the Isle of Man—on paper! N.S.U. entered their factory equipe on new 500 c.c. o.h.c. singles, designed by Wally Moore and ridden by Tom Bullus, J. Baker and R. Runtsch who came from Austria. Dougal Marchant, who was now with F.N., had a very speedy, but still too new, 500 c.c. o.h.c. single for Wal Handley and Husqvarna from Sweden entered V. Ericsson and G. Kalen. But, Bullus and Baker were unable to ride and Ted Mellors and Ron Parkinson, the famous sand racer, rode instead in the N.S.U. team. Handley's F.N. was soon out of the race while Kalen's Husqvarna was taken over by the local man R. D. Gelling. The only finisher of them was the late Ted Mellors, who was sixth in the Senior T.T., after a very gallant ride. There was also a Swiss Motosacoche in the Senior T.T., but this was not a factory o.h.c. job, only a "production" o.h.v. racing machine, entered by Seymour-Cochran, and eventually ridden in the race by the famous Speedway star—Bill Kitchen! He retired.

Once again Francesco Franconi was among the competitors. This time he rode—and retired—on factory-entered 250 c.c. and 500 c.c. J.A.P.-engined Montgomery's. S. ("Ginger") Wood was his team-mate in the Senior T.T., and Georges Fondu rode again in both these classes with the same result as in the previous year, on the La Mondials. Another foreigner was Otto Steinfellner of Austria on 350 c.c. and 500 c.c. Ridges who got in both cases, an "R" and—the Ghersi brothers from Italy! Mario rode for the New Imperial factory and finished 6th in the Lightweight and 13th in the Junior while his even-more-famous brother Pietro was this time out of luck on the 250 c.c. Moto-Guzzi, and fell out. The second Lightweight Moto-Guzzi was ridden by C. W. "Paddy" Johnston into 8th position while a 16th place in the Junior T.T. fell to forty-six years old "Pa" Renier of Belgium on a Velocette who, later, riding a Rudge, retired in the Senior T.T.

For me, the 1932 T.T. was of great importance, because for the first time in history, a Czech-made machine and Czech riders appeared in the Isle of Man. I refer to the George William Patchett designed "Jawa's", with the very nice

500 c.c. o.h.v. unit design engine and pressed-steel frame. Ridden by Franta Brand and Robert Uvira of Czechoslovakia and Patchett himself, the best Jawa gained a good 14th place by Brand in the Senior event, F. A. Renier, this time in the Junior and Senior on Velocettes, retired in both, while Steinfellner finished 13th in the Junior T.T., again on a Coventry-made Rudge. Like Renier, Franconi also rode Velocettes in both classes and after retirement in the Junior, he gained 11th position in the Senior—his last T.T. race in the I.O.M. The sole representative from Italy this time was Edoardo Self on yet another Velocette, who was 11th in the Junior.

Luck was not with him in the following year, because the results of the 1933 Junior and Senior T.T. races inform us that—riding Italian Ganna machines with J.A.P. engines—he retired in both. 1933 also saw the Jawa team again in the I.O.M., with one brand new machine in the Junior and three in the Senior. The Junior mount failed to appear at the starting grid, but the Senior Jawa's gained a fine success, when S. "Ginger" Wood finished 8th and Tommy Spann 12th, while Franta Brand retired. Spain's new and very worthy representative was Fernando Aranda, finishing 12th in the Junior on a Rudge, while of the two Italian Moto-Guzzi riders in the Lightweight T.T., only Mario Ghersi was able to finish in 6th place. Terzo Bandini, the second man from Mandello, retired. The same happened to the little Rudge, ridden by A. Moxo from Spain. Luckier was Roger Loyer the Frenchman, with a 16th place in the Junior and an "R" in the Senior, on Velocette machines.

The Moto-Guzzi's didn't show too well in the past years of the T.T., and so the Mandello factory decided in 1934 to put a top rider on them. This rider was the great Irish champion, the "Maestro" himself—Stanley Woods! Gearbox trouble prevented him from doing better than fourth in the Lightweight, but—wait until next year! Oh, there was again the temperamental Aranda from Spain, riding better than ever, with his Velocette in 8th place in the Junior, and two V-Twins from Sweden, the Husqvarna's, ridden by Gunnar Kalen and the Dutch rider A. P. van Hammersfeld. Both retired, as well as R. Brook on his Belgian 500 c.c. o.h.v. Sarolea "single".

Black was the year 1935 for the Jawa's. Three machines in the Senior T.T., ridden by the Czechs, Franta Juhan and

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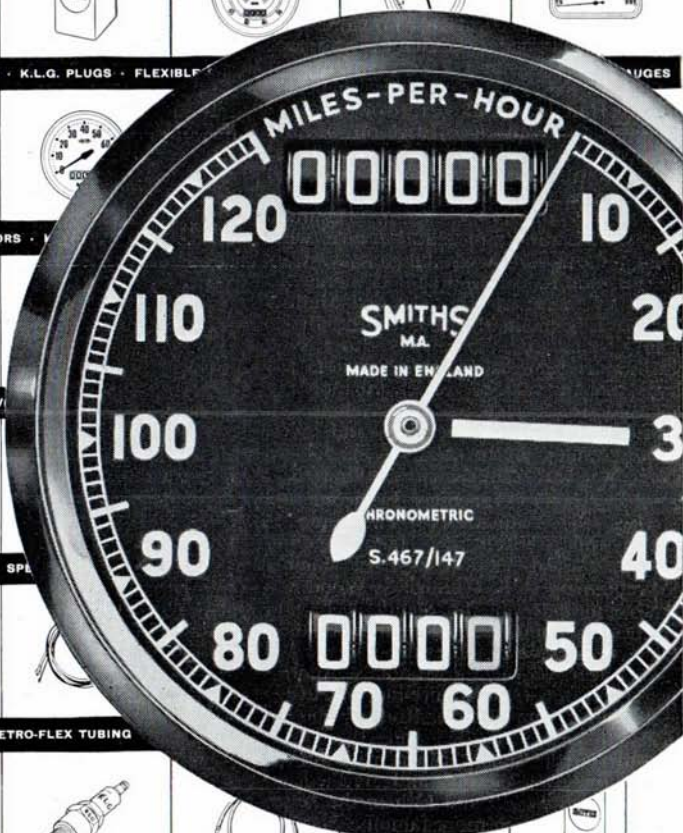
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Franta Brand and by my friend from Cheltenham, Jack Williams, retired, as well as the two (ridden again by Brand and Williams) in the Junior T.T.

For the Italian colours, the 1935 T.T. was a "Golden Year"! This man Stanley Woods romped home not only with the Lightweight T.T., but also with the Senior T.T.—in both cases on Moto-Guzzis. This was the first great success of Continental machines in the Isle of Man—many others, as we show later, followed! The 250 c.c. Guzzi was an o.h.c. single, while the victorious 500 c.c. machine was a wide-angle (120°) V-Twin. Bravo, Mandello! They had tried since 1926 to win here, in the "Cave of the Lioness", and in 1935 they had done it. Not so lucky were the Germans with their D.K.W.'s and N.S.U.'s. Arthur Geiss, the little D.K.W. rider, was only 7th in the Lightweight, his team-mate Winkler (Walfried) retired. The same happened also to the third machine, ridden by Oscar Steinbach, who retired too in the Senior T.T., where he rode the bigger (two cylinder) D.K.W. in place of Kurt Mansfield. The first race in the T.T. week he rode for N.S.U., but again the Junior T.T. of 1935 wasn't a success for this unlucky man. An "R" also belonged to Aranda's Velocette in the Senior T.T., and to his compatriot Juan de Ortueta, who didn't finish in the Lightweight on an Excelsior. Another—bigger—Excelsior, ridden in his first T.T. race by the well-known Sven Aage Sorensen of Denmark, was 19th in the Junior, while Stanley Woods' team-mate on the Guzzi in the Lightweight, Omobono Tenni, was also, not among the finishers. Two years afterwards the situation for the great Italian was different!

D.K.W. secured a 3rd place by Arthur Geiss in the 1936 Lightweight T.T., after Stanley Woods, who also rode these noisy two-strokes, retired in the last lap after a fantastic battle with the winner, Bob Foster, on an o.h.v. New Imperial. Two single-cylinder N.S.U.'s ridden by Oscar Steinbach and Heiner Fleischmann finished 6th and 7th respectively in the Junior T.T., Ragnar Sunnquist on the smaller Husqvarna "V-Twin" was 17th in the same race, Loyer's Velocette retired here, and two Continentals—Sorensen (Excelsior) of Denmark and little bearded Minguete Simo from Spain (who rode a French Terrot machine) finished 8th and 12th in the Lightweight T.T. of 1936. In the Senior T.T., Fleischmann's N.S.U., Steinbach's D.K.W. and Sunn-

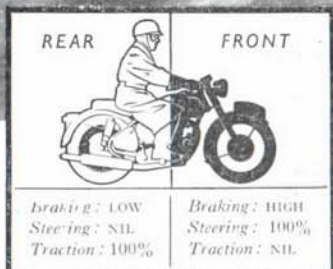
quist's Husqvarna retired, and there was not a single Italian machine in the 1936 T.T. races!

However, they were felt in 1937, when—for the first time in the T.T. history—a Continental rider on a Continental machine won a race in the Isle of Man. I refer to the Italian Omobono Tenni, who showed the great supremacy of the Moto-Guzzi in the 250 c.c. class and also his great riding capacity! It was a sensational win for the capable men from Mandello and a great triumph for the Italian motor-cycle industry. In the Senior T.T. after a fine race, Tenni's wide-angle Moto-Guzzi retired, while among the Germans Siegfried Wünsche was 5th in the Lightweight on the D.K.W., while his team-mate Ewald Kluge retired. But there was still my good old friend Ernie Thomas from Coventry (now Stroud!) in the D.K.W. team, and that resulted in a good third Lightweight T.T. place for the German factory. Sorensen's Excelsiors retired in the Lightweight and finished 19th in the Junior while Simo's Terrot fell out in this race. Here we also saw three Austrians competing, one among them—Franz Binder—on a Dutch Licence! On his Velocette he retired in the Junior T.T., while Josef Illjchmann (who was Otto Steinfellner's mechanic in the 1931 and 1932 T.T. races) on his 350 c.c. N.S.U. was "black-flagged" after he "bought" some fuel in the—Mountains! The third rider from Vienna, Franz Falner on a Junior Sorela, finished 23rd. A sole factory-entered B.M.W. with blower, ridden by Jock West, was in the Senior class, where the unlucky rider ran out of fuel as a result of a split tank, but still—Jock West was sixth in the 1937 Senior T.T. after he pushed his twin into the finish.

1938 saw the second full Continental success in a T.T. race when Ewald Kluge of Germany won the Lightweight T.T. on the very potent, very noisy and very thirsty supercharged D.K.W. two-stroke. His team-mates Wünsche and Thomas retired and—there were no Moto-Guzzi's or other Italian racers again in the T.T. But there was now a complete B.M.W. factory team entered for the Senior T.T. with the German riders Karl Gall and Georg Meier and the Englishman Jock West. Unfortunately, Gall fell out after a practice crash and Meier broke a plug-lead at the start of the race in which Jock West finished fifth. Among the other Continentals, Roger Loyer's Velo-



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cette was ninth in the Junior, the Terrot machines ridden by Simo in the Lightweight and Junior retired, and also Franz Binder's Velocette got another "R" opposite the Grandstands. And little Sorensen? He retired in the Lightweight and finished 15th in the Junior on his Excelsiors from Birmingham.

The last T.T. races before the war were run in 1939 with unusually strong support by Continental factories. From Germany the D.K.W., N.S.U. and B.M.W. factories entered full teams, from Italy Moto-Guzzi entered brand new supercharged 250 c.c. models and again a lot of private riders from outside England tried their luck in the I.O.M. There was yet another sensational entry from Italy in the form of a 250 c.c. Benelli in the Lightweight T.T., and it was this sole Benelli, ridden by the late, much missed Ted Mellors, who showed the supremacy of the fourstrokes on this circuit, against the two-strokes. Ted Mellors won in front of the D.K.W. ridden again by Ewald Kluge, while Wünsche was 5th and Thomas 8th in the Lightweight T.T. Here the new Moto-Guzzi's ridden by Stanley Woods and Omobono Tenni set the pace, but retired later with supercharger trouble—the design was still untried; but later in 1939 they proved unbeatable. Not too happy were the N.S.U. riders on the then new, supercharged N.S.U. "Twins", and all retired in the Junior and Senior T.T. Much better proved were the then also new, 350 c.c. D.K.W. "Twins" ridden by Heiner Fleischmann into third and by Siegfried Wünsche into fifth place in the Junior T.T. A third 350 c.c. D.K.W. was in the hands of Fergus Anderson, who rode his first T.T. race in 1939, and retired in the Junior; while in the Senior on the same 350 c.c. D.K.W. (a semi-factory machine and entry) he finished

28th. His friend, Franz Binder, on the Velo, finished too, after much hard trying and came 22nd in the Junior. Sorensen retired in both the smaller classes again while poor Simo was out already after practice, as result of a tumble. An "R" belongs also to Yves Cauchy's 350 c.c. Velocette, G. V. Dickwell's (Belgium) 250 c.c. Benelli and also H. Fleischmann's 250 c.c. D.K.W., as well as to Reine Lampinen's and Franz Vaasen's Nortons. And Roger Loyer's Velocette once again did not finish in the Junior T.T.

Four supercharged B.M.W.'s were entered for the 1939 Senior T.T., with Karl Gall, George Meier, Jock West and Tim Reid in the saddles. The first three were factory o.h.c. machines; Reid's B.M.W. was a production RS o.h.v. racing model with a Zoller supercharger fitted by Michael McEvoy in England. Gall, the Austrian, as in 1938, crashed in practice (unfortunately he died later), and Reid broke his arm at Kate's Cottage during the race. However, Meier and West showed to the full the superior speed of the racers from Munich which were about 10 to 15 per cent faster than the British "singles" (without supercharger, of course!), and so it happened that the first two places in the last T.T. before the war, the Senior T.T. of 1939, fell to George Meier and Jock West, on B.M.W.s. There were no official Guzzi's in this event but Maurice Cann's ex-factory wide-angle twin was 9th, and that, dear friends, finishes my story of the "Continental in the T.T." before the war.

What happened after the war, in connection with Continental riders and machines, I will tell you later.

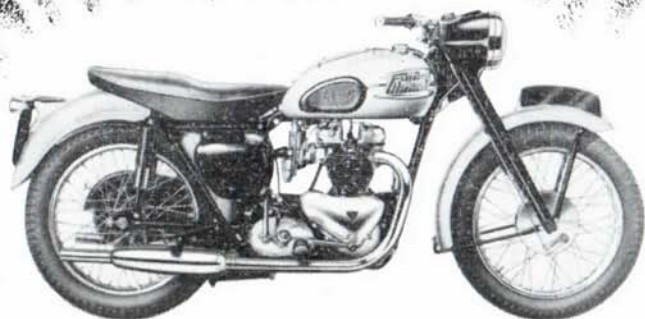
(To be continued)

SPRINT MEETING AT RAMSGATE

THE Sunbeam M.C.C. have extended an invitation to the Club to compete at their Sprint Meeting to be held at Ramsgate, some time in September. Regulations for this meeting will be sent to all those competitors who rode last year. Anyone else who would like to have the Regulations and Entry Form should write directly to D. Bates, Esq., 55, Chatham Avenue, Hayes, Kent. Full details later.

A FRIEND INDEED!

IN a recent letter to the Magazine, the Reverend Canon E. H. Stenning, well-known and well-liked friend of all riders and officials at each year's T.T., mentions that he will be most pleased to help in any way, any member of "Bemsee" who will be over in the Island this coming June. Should a member wish to get in touch with Canon Stenning, then he can be reached through this address: Hosey, Castletown, Isle of Man.



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WORDS OF WISDOM!

FROM many spheres of our sport and from famous personalities, we have received messages of greetings and words of wisdom, on the occasion of the "Golden Jubilee T.T."

"As I look back to that rather dreary and damp morning of May 28th, 1907, little did I realise what we were starting! There were our numbered pegs in the grass verge, under the back wall of the 'Tynwald Arms', with the starting line chalked across the road; complete with two tables borrowed from the above, at which presided the Secretary and other A.C.U. officials, with their clocks, etc.

We did not realise that from these very humble beginnings would grow the T.T. as known today. This, in my opinion, is the finest and best organised event of its kind in the world, and has done more than anything else to put us in the forefront in everything pertaining to motor-bikes, not forgetting accessories.

There has been some talk about altering the T.T., mostly on account of the high speeds attained. I am sure that if any drastic alteration is made, the T.T., its tradition, and all it stands for today, would be finished. The only alteration I should like to see would be to run nine or ten laps. This would serve the double purpose of automatically slowing down the opening laps and give our machines a fair chance of wins, owing to their wonderful reliability. After all, the original idea of the T.T. was to try out new ideas of engine efficiency, carburation, road-holding, suspension, etc., and not spend thousands of pounds on sprint machines. It gives a wrong impression when the lay Press announce wins on foreign machines ridden by our ace riders!

Well, I know we shall put up a good show and only hope that the odds will not be too heavy against us."

H. Rem Fowler.

"As this year marks the 'Golden Jubilee T.T.', I should like to take the opportunity of sending personal greetings and all best wishes to past winners and contestants. Let me also extend to all those taking part in this year's races a hearty wish for good luck, happy riding, and may the best men win."

C. G. Pullin.

"As the Golden Jubilee T.T. Week draws near, scores of goodwill messages are reaching the A.C.U. offices. They have been sent from many parts of the world by people of many nationalities, and rightly so, for these great international races not only saved the British motor-cycle industry at a critical time in its existence, but through the years have exerted a profound influence upon foreign designers and manufacturers.

Members and ex-members of 'Bemsee', wherever they may be, have an especial reason to congratulate the governing body of our sport and the people of the Isle of Man on this memorable occasion, for the Club's history is inextricably interwoven with that of the world's greatest road-races. Although the B.M.C.R.C. was not formed until 1909, two years after the introduction of the T.T. series and the opening of Brooklands, it is fair to say it was the combination of the famous track and the members of the Club, whose headquarters it was, which confirmed the success of the bold T.T. experiment.

By developing stamina and speed in the machines, and more often than not enjoying the privilege of providing the winning riders during the first three decades of the Tourist Trophy Races saga, 'Bemsee' may well be satisfied with its T.T. record, and members everywhere may join in the Golden Jubilee rejoicing with a feeling of quiet pride in the 'crossed flags' badge they wear."

Graham Walker.

"It is a pity that the founders of the B.M.C.R.C. didn't get cracking just a couple of years earlier—then we could have celebrated the Golden Jubilee of the T.T. and of 'Bemsee' at the same time! Still, there it is; 'Bemsee' is 48 years old this year and the T.T. is 50—good luck to both! It is too much to hope that all 'Bemsee's' vast number of members will ride in this year's T.T., but may all this year's T.T. riders become members of 'Bemsee'!"

Geoff Davison.

"Although I can only remember as far back as the 1914 T.T. race, and first riding in the Isle of Man in 1922, I still think that the greatest thrill I can ever get, is to see the start of a T.T. race and watch it's progress.

There is no doubt that the T.T. is still the finest and most exacting road-race in the world of motor-cycling.

This significant year of the Jubilee of the T.T. race is no doubt a most remarkable milestone in the history of motor-cycling, both from the racing point of view and from the benefits which have occurred to ordinary every-day machines through the developments that have taken place through the T.T. itself.

Many people do not realise how much 'Bemsee' has been behind the development of machines for the T.T. race, and I am sure that if it had not been for 'Bemsee' and Brooklands in the first years, the present-day state of efficiency could not have become possible, or at least not to anything like the extent it has, had the developing to be done without the background of Brooklands for testing and research.

How well I remember the all-year-round activities at Brooklands (except for the short period when repairs to the track were in progress), which were devoted to the testing and improving of the machines and engines at sustained high speeds, in order to enable them to give a good account of themselves in the Isle of Man and other European racing circuits.

In my opinion, these facilities had a great deal to do with the supremacy so gained in the 20's and 30's, and 'Bemsee' can well be proud of the contribution they made to this progress.

Finally, may all our members who will be riding in the Isle of Man have the best of luck and good fortune, and carry the 'crossed flags' to further successes."

G. E. Tooley.

"The British Motor Cycle Racing Club are to be congratulated on their initiative in producing a special issue of 'Bemsee' in connection with the 'Golden Jubilee T.T.' As a regular competitor in the Isle of Man and at Brooklands for many years, it is unnecessary for me to indicate my great interest, and I am quite certain that the 1957 T.T. Races will be followed with equal interest by enthusiasts throughout the world.

With the co-operation of all concerned, I am quite convinced that the prestige of the T.T. Races as the World's Premier Road Race will be maintained indefinitely."

J. M. West.

"I wish every competitor the best of luck and hope that they all see the chequered flag!"

Noel B. Pope.

"On the great occasion of the 'Golden Jubilee T.T.', an event to which we are all looking forward with much interest, I would like to send my very best wishes to all concerned with these historic races, especially this year's riders. May they have a safe, happy and interesting ride, and may we see that 100 m.p.h. lap settled once and for all!"

H. L. Daniell.

"I am looking forward to seeing all my friends in the Isle of Man, especially this year, during the most interesting and biggest T.T. Races in the world; the fifty years 'Golden Jubilee'. I will be visiting the Isle for some of the practice days and the racing week, to watch everything.

With all my congratulations and looking forward to seeing everybody once more. Ever sincerely."

S. A. Sorensen.

"The Tourist Trophy Races have been a wonderful thing for motor-cycling all over the world. Congratulations to the A.-C.U. and all officials—the Manx Government and the Islanders—motor-cycle manufacturers, designers, engineers and mechanics, not forgetting the riders, who have helped to make fifty years of terrific racing. Here's to the next fifty."

F. L. Frith.

"As a motor-cycle Dealer, I now find myself just as keen to go to the T.T. as during my active racing days. This year has also two rather special attractions for me: I am entering Pip Harris again in the Sidecar class, and I feel confident that I have a winner here, as, on equal machines, Harris is, in my opinion, the world's best.

Secondly, I look forward to my Lap of Honour in the T.T. very much indeed, even though I am getting old in years. To all of my B.M.C.R.C. friends, new and old, I look forward with pleasure to seeing you all over there again. For those not able to go, I should be pleased to see them in my Staines shop some time."

Eric Oliver.

"I remember first being interested in the T.T. in 1931, when I listened over the radio to the bikes accelerating away from Ramsey Hairpin; the then commentator giving us the full benefit of this wonderful noise. I was then a New Imperial fan and was suitably pleased at their getting third place in the Lightweight T.T., although it wasn't until years later that I was able to fully appreciate the heartbreaking bad luck of Ernie Nott, who had led throughout and who finished fourth holding a push rod into a slackened tappet.

In those days, I never had the temerity to think I might ever be a T.T. rider. This ambition came after a couple of rides in the Manx Grand Prix, and this experience of the famous T.T. course came as a challenge; a determination to try and master the intricacies of this wonderful course. In meeting some of the famous riders and learning eagerly every possible hint or tip, I was lucky to meet some of the scientific riders and able to learn a great deal about the I.O.M. course. Here it is possible by concentration and care to lap at a respectable speed in spite of not being anything special as a rider."

Roland H. Pike.

"First let me say how sorry I am that Silverstone Saturday had to be cancelled. I always considered this race fine training for the T.T.

Naturally, I am proud to be racing in the Golden Jubilee T.T. and would like to wish the organisers 'good luck' for the next fifty. However, I do feel that the past Lightweight success will wain unless the organisers revert to the 'real' T.T. course."

C. C. Sandford.

"Fifty years is a long time in anybody's life. Fifty years of motor-cycling is a tremendous event. In 1907, the Auto-Cycle Union, answering a challenge suggested at its Annual Dinner by the representative of the 'Motor Cycle', proposed and carried through the first T.T. race. The venue chosen, as all motor-cyclists know (and the reason for the choice is equally well known), was the Isle of Man, and ever since that year, in spite of threats to move away from the Island, these races have been held in the Island; at first on the short course based upon St. John's, and since 1911 on the Mountain course of which the map, surmounted by the 'Three Legs of Man', has become the world-famed trade mark of the race.

This has naturally enough been of enormous significance and importance to the Island, and the inter-relationship between the Island and the visitors who make these great races has been of equal importance. Of those visitors, no words can be too highly expressed in favour of the British Motor-Cycle Racing Club, and no visitors are more welcome than its members; for do not its membership rolls contain the names of the vast majority of riders who have made its history? If the history of the Club does not go right back to the beginning of the race, it

at least goes back to the days when the races began to assume their greatest importance and popularity. The aim of the A.-C.U. was to foster the reliability of the motor-cycle, and the method of accomplishing this was by means of fast speeds over a good selection of roads. That the Mountain course is an ideal one for such a purpose nobody will deny, and that the Isle of Man Highway Board has produced wonderful surfaces and reduced avoidable hazards to a minimum, is equally agreed. That the Island does a gigantic amount in the matter of organisation is a fact that the Union is ever ready to acknowledge.

This article is not meant to praise the work of Union or Island, but to express the appreciation of the writer (who has been closely connected with the races ever since 1911) about the wonderful young men who come over year after year to make these races the success they have been, are, and will be. One organisation that represents the riders is the B.M.C.R.C. Year after year its members come in vast numbers, and claim wins and replicas; and equally welcome are those who fail to do so. Their sporting spirit, their skill, their courage, their happy-go-lucky nature all go to make the ethos of the race, and to maintain its highest traditions. They can claim a very high place in its history.

We of the Island, and particularly those of us who have for so many years watched over and fostered these races, can but speak with the deepest appreciation of all that 'Bemsee' has done alike for its riders (who are our guests), for the Auto-Cycle Union (whose races they have so loyally and brilliantly supported), and for the Island generally, for attracting to our shores the thousands of visitors to be thrilled by their performances. So welcome, 'Bemsee', to the Golden Jubilee Year! Come in your hundreds to enjoy what we hope and mean to be the most wonderful motor-cycle race up to this time; and for the next fifty years, may you go on supporting and thrilling us. Your list of names so far, for so many years past, contains the names of a very high proportion of those who have made the race what it is, and the Island is grateful to you."

Rev. Canon E. H. Stenning.



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"DOUBLE KNOCKER SAYS . . ."

The T.T. I am writing this month in august company. It behoves me, therefore, to cut my cackle and not take up too much of the valuable space in this special issue. So the T.T. has reached its Golden Jubilee. This is a wonderful achievement in itself. I feel sure the T.T. is the greatest motor-cycle event in the world, though one does have doubts occasionally. I hope, as we all do, that it will be the success it deserves to be. I shall be there to see it, I expect, as many other members, while a goodly proportion of the riders will be "in the fold" too. Good fortune to them all! And now, who do you think is going to win the Senior?

More Happy Events. More and more members are getting married or producing heirs. A. J. Barham writes to tell me of his recent marriage. He now lives in the Isle of Wight and says he hopes to be riding again soon "when finances permit". Sounds a bit ominous to me! Ron Watson, of sidecar fame, now has a daughter—our congratulations! F. A. Smith of Sutton Coldfield also has a recent addition to his family. Sending in his sub. the other day, he requested a

couple of transfers—to adorn the pram! Believes in starting them off early it appears. While on the subject of young persons, may I draw your attention to the A-C.U.'s note (see page 83) about children in paddocks. Looks as if we shall have to get tough about that one.

50 c.c. Racing. You may think this subject small fry especially in an issue devoted to the Golden Jubilee T.T., but who knows, in twenty years' time (possibly less) you may be going over to the Island to see a lightweight race for 50 c.c. machines. So it is pertinent. Bemsee, as you know, was one of the first Clubs to put on a race for these machines. This year there are three races organised by the Club. I feel a lot of people do not quite appreciate all the factors involved; machines, their performance, expense, and all that sort of thing. Member Fred Launchbury, better known until this season as a 7R rider, is an authority on these small racers. He will be seen this year on an Itom. He tells me he would be delighted to help any prospective 50 c.c. "dicer" who is not quite sure what he wants. Any enquiries will be forwarded, sent c/o the office. Believe me, 50 c.c.s have a future!

THE BROOKLANDS REUNION

THIS get-together has been fixed for Friday, May 3rd, 1957, at 7 p.m., at the "Hand and Spear", Weybridge. Tickets will cost 7s. 6d., and are now available from W. R. Lunn, "The Holly Bush", Church End, Redbourn, Herts.

BIKES ON PARADE!

ON JULY 6th, 1957, there is to be held, the Brooklands Memorial unveiling ceremony, and to bring back some of the old happy atmosphere of that place, the Club have been asked to supply if possible, some examples of genuine ex-Brooklands machines. If any of our members have such a machine, or machines, of outstanding interest, and if they would be agreeable to loaning them for the great day in question, then they are kindly requested to contact the Secretary immediately, with details. We do hope that some of our members will be able to help with this interesting scheme.

SHELSLEY WALSH HILL CLIMB

FROM Committee member A. Squillario, "Squirrel" to us all, we have had a message to the effect that the Midland Automobile Club (of which he too is a Committee Member), have cancelled their proposed June meeting in favour of the cars and bikes meeting to be held on August 31st, 1957, and to which the Club has received an invitation to send **thirty** entries for motor-cycles. The classes will all be as they were last year, with Practice on the Friday, followed by the meeting on the Saturday. Our members are now asked to support this meeting to its full extent, and we do sincerely hope that they will take advantage of this most interesting invitation to "Climb" this most interesting Midland hill.

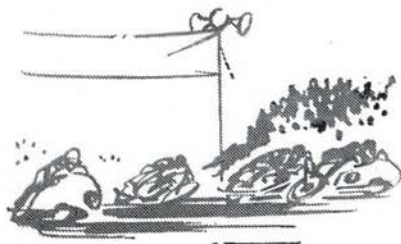
Benevolent Fund

Donations have been received from the following members:—R. Morris, A. E. Willerton, H. Ryder, C. G. Griffiths, M. H. Eagle, C. F. Brown.

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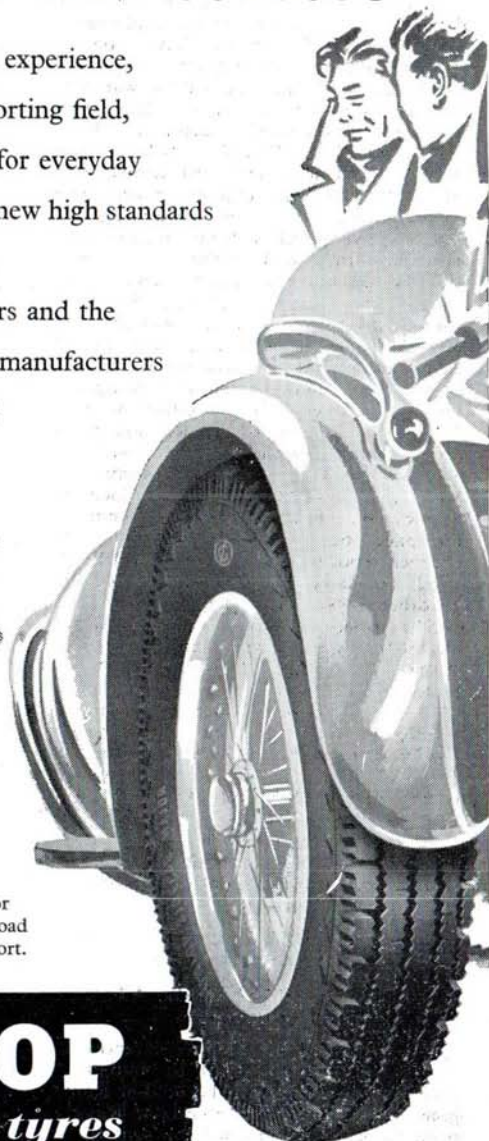
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AREA NEWS

SURREY & MIDDLESEX

W. G. Jarman,

153, Reigate Avenue, Sutton, Surrey.

THE big quiz was very successful and our thanks are due to Messrs. "Barry", Daniell, Duke, Simpson, Wheeler and West, with Graham Walker as Chairman. The members from Kent and Essex, who joined us for the six winter social occasions, were most welcome. We will resume next October, so watch this page for details, etc.

As this issue is due to reach you before the T.T., may I mention the fact that we all use the "Queen's Hotel" on Douglas Promenade, as our L.O.M. rendezvous. Any member of the Club who is in difficulty can leave messages with Mr. or Mrs. Forrester for transmission to the Committee, etc., etc. "Squirrel" will be in residence and he knows where he can find almost everyone. The T.T. Riders Association also use this Hostelry.

CHESHIRE & MERSEYSIDE

G. E. Tottey,

2, Rocky Lane South, Heswall,
Wirral, Cheshire.

AT long last, we have resumed our normal meetings and the April meeting was well attended. Topics of a general nature were discussed and most members seemed in agreement with the decision to suspend meetings while petrol rationing was so severe.

We were glad to have Percy Eden back with us and he has now had his new hand fitted and is about to be trained in its use.

Bill Quinn paid a very fine tribute to the late Joe Craig, and no one could do it better than Bill, who had known him so well for so long.

We were pleased to have with us a visitor—a New Zealand rider, I. F. Yates—who had just arrived in England and was about to go on to the L.O.M. to learn the circuit. I feel it is wonderful to think that a man will come so far to compete, and put so much time in, at his own expense, to learn the course.

I would like to pay a tribute to Geoff Duke for his work behind the scenes for the benefit of all British racing motorcyclists. I think he puts more back into it in time and expenses than any other man I have ever known, while still an active racing man. He came from the L.O.M. to London for our last Committee Meeting, although he had hardly a moment to settle down after returning from his South African tour. Invariably his comments are wise and to the point, and are a great help to Bemsee and all the rider members.

Our next meeting is on Wednesday, May 1st, at the "Shrewsbury Arms" as usual. Notices will be sent to all members.

DERBYSHIRE & NORTH STAFFS

AS you will read in this issue's "Committee News", the resignation has reluctantly been accepted, of Geoff Shaw, lately Area Representative for the counties mentioned above. From the Editorial chair, we should like to express our thanks to Geoff for his area reports, and we look forward to hearing from his successor. Many thanks, Geoff!

BEMSEE 50c.c. EVENTS

"CLUB DAY" — May 18th — Crystal Palace

"TROPHY DAY" — July 6th — Silverstone

"METROPOLITAN MEETING" — August 17th — Crystal Palace

COMMITTEE NEWS

Meeting held on March 25th, 1957.

Present: L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, G. E. Duke, D. J. H. Glover, A. L. Huxley, W. G. Jarman, W. A. S. Knox-Gore, N. B. Pope, A. Squillario, A. H. Taylor, I. F. Telfer, G. E. Tottey, R. C. Walker.

Ex-Officio: E. C. E. Baragwanath.

In attendance: The Secretary.

Benevolent Fund: A letter from Mr. H. B. Ronson was read, thanking the Trustees of the Fund and the Committee for the further grant made to him at Christmas 1956.

New Club Tie: Samples for a new Club Tie were examined, the most favoured being a dark green tie with the Club's badge thereon in the correct colours. A further, slightly modified, sample was considered necessary before any final decision was taken.

Marshals' Handbook: Mr. Jarman produced the first draft of the Marshals' Handbook. The Secretary was asked to edit this and then submit it to a small sub-committee for fuller consideration.

Annual General Meeting 1957: The minutes of the A.G.M. 1957, were approved and signed by the Chairman.

"Club Day", 1957: The Secretary gave a detailed report on the negotiations and arrangements for this Meeting. Agreement had been reached in principle with the L.C.C. and such minor details as remained outstanding would be settled within two weeks. The Racing Pro-

gramme had been designed to give as many members as possible a ride under the circumstances. After a few small queries had been settled the arrangements were approved.

"Trophy Day" and Oulton Park Meeting, 1957: The Secretary reported on the current positions in regard to these two Meetings.

"Brighton Speed Trials", 1957: An invitation had now been received from the Brighton and Hove Motor Club Ltd. for B.M.C.R.C. participation in their Car Speed Trials on September 7th. It had been accepted. The Secretary said he hoped to be discussing arrangements with them shortly and trusted it would be possible to get the number of motorcycle entries increased this year.

Area Representation: The resignation of Mr. J. G. Shaw, representative for Derbyshire and North Staffordshire, was placed before the Committee and reluctantly accepted. A successor for Mr. Shaw was in mind. The Committee placed on record its sincere appreciation of Mr. Shaw's good work during his tenure of office.

Membership: Resignations were accepted. New Members were elected.

The Secretary was authorised to circularise all members who had not paid their 1957 subscriptions and give them a time-limit for payments, after which, names would be removed from the Register of Members.

NEW MEMBERS

The following New Members have been elected:—

C. Allison
D. J. Beckett
J. Burnett
L. N. Cole
A. J. Cox
S. Elkin
Miss H. D. Farmer
D. Hamer
J. F. Harman
R. B. Harris
R. H. Hasler
M. G. Healy
J. L. J. Horseman
E. Hughes
A. W. Iredale

R. Lawrence
G. Lowe
A. McDonald
G. T. Matti
R. F. J. Mawby
W. E. Mosedale
G. C. A. Murphy
P. A. Nail
G. E. Oldfield
G. D. Payne
W. A. Phillips
M. A. Raby
B. Rainford
D. B. Redding
M. Redford

J. J. Reed
G. R. F. Scotchings
G. F. Stribling
A. A. Stubbs
R. E. G. Suffolk
R. J. Swetman
Cmdr. H. R. Treseder
A. D. T. Wade
J. W. Waller
R. V. Wallis
W. A. Whorton
M. G. Youell
D. H. Davey
L. G. Dunn
L. A. J. Snuggs
C. J. Williams

"GOLDEN JUBILEE T.T. 1957"

MARSHAL'S MUSINGS

W. G. BILL JARMAN

OUR Secretary, Guy Tremlett, has suggested the time is appropriate for me to pen a special contribution in this month's issue, to be dedicated to the men and women who have helped to make the Isle of Man Tourist Trophy Races what they are today, the Blue Riband of the Motor Cycle Sport. This year is a very special "Golden Jubilee" occasion.

* * *

The years 1907-1957 mean something to everyone who takes any interest in the motor-cycling movement. Those years also mean a great deal to the members of the B.M.C.R.C. who have been actively associated with the Tourist Trophy Races for forty-eight of the fifty years, under review. "Bemsee" men have competed in and assisted at every event held in the Isle of Man since 1909, when we actually started at Brooklands. Some of the men who rode before the 1914-18 War are still with us and a few of them continue to turn up year after year. Amazing, but true.

* * *

Statistics can be dusty things, but first consider the 1907 speed of 42.91 m.p.h. (158½ miles, old course), with last year's figures; or better still, the year before, i.e. 97.93 m.p.h. (mountain course, 264½ miles) with a record lap at 99.97 m.p.h. which is about 146 feet per second. Consider the intense concentration required for nearly two and three-quarter hours, for seven laps of the Senior Race. This year it is eight laps, which means a distance of 302 miles and over three hours of great effort by man and machine. Regardless of make, we hope to see our members collect the Trophy and the Team Prize. What a Jubilee that will be!

* * *

I have been privileged to attend every T.T. since 1920 when Tommy de la Hay won the Senior on a Sunbeam at just over 51 m.p.h., with George Dance, also on a Sunbeam, putting in the record lap at 55.6 m.p.h. These were the days when grass grew on the mountain "road", which was unfenced and open to all the livestock for miles around. In the following year, Howard Davies won the

Senior Race on a Junior bike, an A.J.S., and Fred Edmond put in the fastest lap on a Triumph. There were so many different makes of machines in those days that one could be excused for confusing the names of the riders, with the manufacturers' motifs on the tanks.

* * *

I have already mentioned some of the famous names which came into prominence after the Kaiser war, but let us recall a few of the others; the two Browns, the two Williams, Fred Dixon, both Appleby's, Bert le Vack, Tom Sheard, Bill Brandish, Harry Langman, Bert Kershaw, Gus Kuhn, the two Clarks and Wal Handley. I must also mention Graham Walker, the three Alexanders, Oliver Baldwin, Bill Lord, the two Blacks, Harry Brockbank, Jack Emerson, Jack Holroyd, Rex Judd, Jock Porter, Cyril Pullin, Tom Simister, Arthur Taylor, Ossie Wade, Jack Watson-Browne, Jim Whalley and a host of others. These were the men who resumed T.T. racing immediately after the 1914-18 war, and some of them actually raced before World War I.

* * *

What came after the 1920-21 period? So much credit is due to the hard spade-work put in by ex-Bemsee Secretary Tom Loughborough; afterwards a shining light with the A-C.U. and even today, still in harness as Secretary General F.I.M. The year 1923 started Jimmy Simpson's spate of record lappery, but he waited until 1934 for a first place in the Lightweight Race with a couple of second positions in the Junior and Senior events, before 'retiring' into the oil trade. The year 1923 also began Stanley Woods' long run of successes, right up to 1939. From 1922 to 1932 we had a galaxy of talent joining in the fray. This period was enlivened by the old misnamed Amateur T.T., now the Manx Grand Prix. Names like Dodson, the two Twemlows, Ollerhead, Reed, Tinkler, Johnston, "Ginger" Wood, Willis, Longman, Rowley, Craig, Barrow, Tyrell-Smith, Hicks, Nott, Guthrie, Ghersi, and Hunt, etc., came on to the Leader Board during 1922-32.

It would not be fair to pass over the years 1923-4-5 without mentioning the Sidecar Races won by Messrs. Dixon, Tucker and Parker respectively. Personally I liked these events better than anything else ever held on the mountain course and, like thousands of others, look forward to the time when the "Barrow-Boys" can go back to the proper circuit. The A-C.U. would do well to discuss the matter with the L.O.M. authorities and the riders themselves.

* * *

During the period 1932-39, quite a lot of new names joined the "veterans" who were still carrying on. It was still a battle between singles and twins with all kinds of valve gear in use, spread over many different makes. Walter Rusk, the Gleaves, the Divenports, "Crasher" White, Fred Frith, Ernie Nott, Percy Hunt, Ted Mellors, Bob Foster, Harold Daniell, O. Tenni, E. Kluge, Ernie Thomas, Jock West, Geo. Meier and many others came into the picture. The blown twin B.M.W. and the howling D.K.W. joined in the fray. During this fantastic period Messrs. Woods, Handley, Guthrie, Simpson, Rusk, Frith and Daniell were still putting in fastest laps until George Meier called a halt in 1939, when a shadow fell across everything.

* * *

The year 1947 onwards proved one or two things. The pre-war rider still took a lot of beating and so did his single-cylinder racer. Names like Graham, Wood, McCandless, Brett, Armstrong, Bell, Goodman, Whitworth, Cann, Weddell and Barrington came on the board. These were followed by Pike, Beasley, Doran, Coleman, Anderson, Sandford, Amm, Kavanagh, Lockett, Lyons and lots more, but the biggest bombshell was dropped by "Bemsee" who entered a young man called Geoffrey Duke in the Clubman's Senior Race in 1949. He proceeded to win at 82.9 m.p.h. with the record lap at 83.7 m.p.h., which compared extremely well with Harold Daniell's Senior T.T. win at 86.93 m.p.h. Here was a star in a thousand, because he went on to win the 1949 M.P.G. at 86.06 m.p.h. and then into the Norton team in 1950. His prowess since then with singles and fours is now well known wherever motor-cycles are raced.

* * *

The immediate post-war period provided fantastic development, which has reached the stage of single, twin or four

cylinders and even an eight, in the half-litre class. The multi-cylinder tendency has now reached the 350 c.c. class and looks like going into the quarter-litre category. New names come on the scene, names from Italy, Spain and Germany as well as those from our own doorstep, Lorenzetti, Ubbiali, Leoni, Haas, Wünsche, Ambrosini, Hollaus, Muller, Taveri, Schneider, Colombo, Baltisberger, Cama, Hillebrand, and many more. The top classes, however, i.e. the Senior and Junior Races, have been monopolised during the past two or three seasons by Messrs. Duke, Surtees, Lomas, McIntyre, Hartle, Dale and a select handful of brilliant riders who can do justice to the mechanical marvels which they control. Let us therefore pay tribute to the Leader Board types and the Grand Chorus who are in the Replica Classes. We must not overlook the draughtsmen, technicians and craftsmen behind the scenes together with the gentlemen of the trade plus the pressmen who work so hard for so little. No wonder they're thirsty.

* * *

In a brief survey of this nature I may have missed someone or something but it has only been my intention to try and convey a few of the highlights provided by people who may be regarded as the "Salt of the Earth". This is a fitting way to include the people of Trophy Island who can rejoice in the fact that they have helped to develop the miraculous motors, etc., which have provided the most useful sport in the world. Good fortune to you all!

A-C.U. NOTES

THE A-C.U. have approved this Club's request to transfer our International permit from the cancelled "Silverstone Saturday" to the "Hutch" on September 21st. It now remains for the F.I.M. to ratify the change.

"Keep your children off . . ."

The attention of all promoters is drawn to the danger of allowing children in the paddock area during race meetings and the possible costs involved, should an accident occur. Promoters are advised that the practice of permitting children in the paddock, even the children of competitors or officials, is to be discouraged.

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THE EDITOR'S CORRESPONDENCE

ON reading Bill Jarman's notes in the April "Bemsee" it seems to me that he has got the boot on the wrong foot when he thanks us for supporting the "Prince of Wales" do's; I feel the thanks are due to himself, all the members of the various panels and those who assisted in making such enjoyable evenings during the dull part of the year. I myself, and I know many others, wouldn't have missed any meetings for anything, so thanks to you all!

While I'm getting the rust out of my pen, I would like to say how, as a fairly new member of "Bemsee" I have enjoyed being in the Club; I was always told that "Bemsee" members were all of the snobbish type, but have found this completely untrue; one couldn't meet a more friendly crowd.

London, S.W.2.

Bill Mason.

I LIKE Bill Jarman's reference to "methods being used for induction and exhaust", also "unmechanical marvels" (April issue). I have been burning midnight oil over these matters myself, with some success, and I have here a rotary valve system, capable of taking care of some 7,000 bangs per minute per cylinder, if the big-end can stand it! My system would be no more prone to seize than pistons are now; would have oil-sealed compression, and make use of direct oil-cooling for the valve.

All right, you will say, why doesn't he try it on the circuit? Don't worry, I

am going to, sooner or later! At the moment it looks as though it may be later, rather than sooner, the reason being the usual one—shortage of funds. Trouble is, I have no rich uncle in America. Still, I hope to have a prototype on the circuits by next year. What size will it be? A single or a multi? It could just as easily have been a senior twin, but here is a tip from the horse's mouth; put your money on a lightweight single.

Doncaster.

V. A. Budachs.

JOHN Griffiths (April "Bemsee") is quite correct in describing my statement—that his 350 has a performance equal to an Italian works' 125—as widely inaccurate, and the figures he quotes amply justify the assertion. But he makes the cardinal error of comparing two engines of different capacities by their actual power outputs. This does not give a fair or true comparison of performance; but a comparison on the basis of power per litre does. The 125 Gilera then, which has a power output of 18 b.h.p., has a reference power of $18 \times 8 = 144$ b.h.p. per litre. And J. T. G.'s 350 produces: $31.2 \times 2.86 = 89.23$ b.h.p. per litre.

Obviously the performances of the two engines are not equal. The Italian is superior by nearly 50 per cent.

Over to you, John Griffiths.

Orpington.

L. R. Higgins.

MUTUAL AID

Anyone want an experienced sidecar passenger? Member A. E. Willerton who has "ballasted" for Bob Hicks these last two seasons, is prepared to offer his services to a chair-man who may be without the necessary passenger. Offers to Mr. Willerton, Douglas House, 1, Shady Lane, Evington, Leicester.

Bob Lunn, proprietor of the "Holly Bush" at Redbourne, has written to ask if anyone has any pictures of the racing fraternity, past and present, and Bemsee members, of course; which he would be prepared to pass on so that Bob can decorate his walls with them. "The big-

ger the better," he says, "and if they are autographed as well, better still!" His address is: "The Holly Bush", Church End, Redbourne, Herts.

For Sale: Black P.V.C. and leather one-piece suit. A-C.U. approved. Little used. Height 5ft. 6ins./5ft. 8ins., chest 38ins. No reasonable offer refused to callers only.—J. Wheeler, 211, Burntwood Lane, London, S.W.17.

For Sale. One 500 c.c. Manx Norton engine and gearbox; one 350 c.c. Manx Norton 1955, £320; one 500 c.c. Manx Norton 1955, £300.—P. Eden, 5, Alyn-dale Terrace, Cefn-y-Bedd, Wrexham.

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AUGUST 3rd	—	OULTON PARK
AUGUST 17th	—	CRYSTAL PALACE
AUGUST 31st	—	SHELSLEY WALSH HILL CLIMB
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