



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 11. NOV., 1957 ONE SHILLING



Will the M.V.-Agusta be without effective opposition next season?

(Photo: G. E. Hicken)

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Bemsee

Vol. 10. No. 11. NOV., 1957

EDITOR :
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

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NATTERS AND NOGGINS !

NOW that the season's racing programme has virtually come to an end, our thoughts turn to the probably much-needed routine of dismantling, cleaning, replacing and rebuilding our machinery and it is a good job that we do have the winter months to get our breath back, as one might say.

Many friendships will have been formed during the "active" summer (?) season and now that the circuits and paddocks are quiet and deserted, it behoves us to look for other venues to renew acquaintances and meet our friends and colleagues. Where better then, than at the various Club monthly get-togethers arranged by our Area Organisers? (See "Area News".)

Most of our Areas have social programmes arranged, usually held in hostelrys of local repute, where the landlord is generally "one of us", and we do therefore ask you to fully support these meetings, for they are great fun. You know that you *can* afford to leave the bike work for one evening a month and meet the lads, so go to it!

A good start for everyone will be to attend the Annual Dinner, Dance and Prizes Presentation in London, for this is a jolly fine evening; a nice ending to the racing year and an even better start to the social season. See you there?

Closing-date for contributions — 14th of each month

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

ITALIAN MOTO CROSS

Winner

EXPERTS' GRAND NATIONAL

Winner

OULTON PARK RACES (June 10th)

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

COTSWOLD SCRAMBLE

Senior 1st
Junior 1st
Lightweight 1st

INTERNATIONAL MOTO CROSS OF GT. BRITAIN

1st and 3rd

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Winner

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

SUNBEAM POINT TO POINT

Senior 1st
Junior 1st

AINTREE INTERNATIONAL

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

COTSWOLD CUPS TRIAL

Both Trophies

IRISH INTERNATIONAL MOTO CROSS

Winner

WEST OF ENGLAND TRIAL

Both Premier Awards

ROTARY CLUB

By A. E. ROSE

THE simplicity of a two-stroke engine endows it with a fundamental disadvantage, namely, the equal opening and closing angle of the ports. In a standard engine this does not matter too much, but for racing purposes, very serious consideration has to be given to the limitations imposed by this feature.

Many and varied are the inventions and ideas which have been put forward and tested, but few have survived, as my friend Erwin Tragatsch has pointed out in his recent castigation of the two-stroke engine.

Those which continue with us may therefore be taken to be sound and workable and among these may be mentioned the "split-single" principle and also the various arrangements of rotary valves. It is proposed to discuss the latter briefly, because I am often approached by enthusiasts who have the germ of an idea for a rotary valve. Usually they are very guarded in giving me information as, naturally, anyone with a good idea does not want to spread it around too much. Up to the present, however, nothing has emerged which I have not already thought of myself and which was not thought of by dozens of people years before me!

In the very book in which I am writing these notes, three sketches of rotary valves appear; two being inlet valves and one, exhaust. They are original to the best of my knowledge but my faith in them can be judged from the fact that I haven't bothered to make them.

It is a fact that, at the present time, the fastest two-stroke engines are simple ones. That is, they have no mechanical means of giving an unequal port timing. The possible exception, of course, being the "split-single" engine.

Nevertheless, I shall be surprised if a racing engine bearing a rotary valve, does not crop up again at some time or another. As I have endeavoured to point out in earlier contributions, the fact that an idea doesn't succeed, doesn't necessarily mean that it is a failure. The circumstances in which it is tried may not be favourable or its effect may be cancelled out by a condition obtaining

in another part of the engine. For example, one might try a larger carburettor with no success at all, but by varying the exhaust system, an appreciable increase in power may be obtained with the larger instrument.

Many forms of rotary valves have been tried and these may be grouped as follows: (a) Inlet, (b) Transfer, (c) Exhaust.

The former may be sub-divided into (i) those acting over a conventional inlet port at the rear of the cylinder; (ii) ported mainshafts; and (iii) crankcase diaphragms or discs.

Valves across the inlet port are driven by auxiliary chain as a rule and take the form of revolving discs at right angles to the port, with a cutaway section which passes across the inlet tract, or ported sleeves across the tract, having the axis in line with the crankshaft.

Their object is to secure a longer inlet period without the attendant disadvantages arising from blow-back which occur when extra long timing is employed by having a deep inlet port or a greatly shortened piston skirt. To open the port very early in the conventional way, means that the closure is very late and induction, especially at low and moderate revolutions, is very erratic and usually chaotic.

By employing an inlet rotary valve, the inlet tract may be opened early both by piston and valve, but the valve will shut off in advance of the descending piston. There is no point in having a rotary valve operating at equal opening and closing angles.

The second type of inlet rotary valve makes use of a hollow mainshaft in which a circumferential port is cut. The carburettor is bolted on to a ported crankcase boss surrounding the shaft end, breathing is effected via the shaft. The valve acts independently of the piston but again, it is usual to cut the mainshaft port to give an early opening angle and a closure soon enough to prevent blow-back.

An advantage of the crankshaft rotary valve lies in discharge of vapour over the area swept by the big-end, with consequent improvement of lubrication for

this component. Conversely, the piston does not benefit from the cooling effect of inlet gas over the rear of the skirt and the piston tends to run hotter at this point.

The crankcase disc and diaphragm valves are used in a number of standard engines but in the racing field only the East German I.F.A. seems to employ this principle.

The rotating disc operates from one mainshaft either inside the crankcase or in a chamber adjoining and is ported to open and close the inlet tract direct to the crankcase at the chosen timing. There is some difficulty in housing the carburettor, as the inlet gas must either turn through 90° or the carburettor must protrude transversely to give a straight gas path. In conventional engine positions this is an obvious drawback as damage can easily occur from a slight blow.

The crankcase diaphragm is a non-rotating member fitted into the side of the crankcase and it covers a series of orifices connecting the inlet tract to the crankcase. Its function is to move in and out by virtue of the alternating crankcase depression and pressure. Even a slight opening movement of about $\frac{1}{4}$ " can give a considerable opening area at the periphery and proper attention to the orifices at the junction with the inlet tract can obviate restriction there. For this reason it is best to seat the diaphragm in the region of its periphery.

The diaphragm must be very light or its inertia would make it sluggish in operation. Here again, carburettor mounting is awkward.

It is very difficult to make a diaphragm arrangement function at high engine revolutions, as a fluttering equivalent to valve bounce can set in, but the scheme is one which has possibilities and a combination of rotating disc and diaphragm might engage my attention had I more time at my disposal.

Now enters the first problem. I suppose most enthusiasts, whether two-stroke people or not, are aware that the degree of crankcase pressure has a profound effect on two-stroke performance. I have made many experiments in varying the pressure and will discuss this later.

What many people forget is that when breathing is improved, the crankcase pressure automatically increases and with a given transfer port arrangement, the gas will be transferred to the cylinder more rapidly to a degree dependent upon

the increased quantity induced into the crankcase. I had an experience of this some time ago when trying a larger carburettor. In the first instance speed did not improve much but fuel consumption went up appreciably, showing that more mixture was passing through the engine. A little attention to the exhaust system produced a useful gain in speed, justifying the retention of the larger carburettor. A slightly shorter transfer period might well have helped.

Therefore, in trying an inlet rotary valve arrangement it is as well to try a few experiments with transfer and exhaust timing together with exhaust pipe variations, not forgetting that it is easier and cheaper to take a little off the piston than to alter the cylinder. It is more than likely that quite a few rotary valves have been thrown away because no increase in power was apparent when, in fact, they were improving breathing, only to have the gain dissipated by failure to adjust the porting or exhaust system to suit.

I am not advocating rotary valves necessarily, but enthusiasts will try them from time to time if only to endeavour to add a little "attractive complication" to the engine and it is as well to consider a plan of campaign to develop an engine so equipped.

Regarding the reference to crankcase pressures mentioned previously, I have been anticipated by H. E. Meier and B. Hooper in their recent, most interesting and valuable article in "*The Motor Cycle*", which explains the phenomena involved, with the benefit of experience which I do not possess.

There has been a great deal of talk about ultra-high crankcase compressions and on the face of it the arrangement looks to be a most desirable course to pursue.

Both the Montesa and the D.K.W. concerns are known to use high crankcase compressions and it is rather natural that we should consider the scheme well worth trying. It will be noted that these engines are very high-revving ones, the former developing its power at 8,000-odd r.p.m., and the latter up to 10,000 (at least as far as the three-cylinder is concerned). They are built purely as racing engines with every device possible to reduce friction and prevent distortion under load and in the case of the Montesa it has been found advisable to fit a six-speed gear-box which is necessary to prevent too large a rev-drop on changing up.

It is wise not to follow designs such as these slavishly if the sets of conditions which give these machines their fine performance cannot be reproduced in their entirety.

Most of the standard engines we develop here for racing are beginning to contort a bit at the 7,000 r.p.m. which we ring from them (if we are lucky), and it is very difficult indeed to persuade them to go a lot higher. So to use enormous choke sizes and very high crankcase compressions is putting the cart before the horse.

Conversely, if you are clever enough to add a few hundred r.p.m. by reducing friction, etc., and by various tuning adjustments, slight increases can be made in chokes and crankcase compression which may give yet more power.

At the beginning of the 1956 season I had built up an engine for which I had high hopes. The crankcase volume had been reduced by 90 c.c. and the ports and exhaust system arranged to suit. A 1½" carburettor was tried. At one-third throttle the machine did 50 m.p.h. but

any attempt to open the throttle further caused violent deceleration. No amount of variation in the exhaust system and attention to porting made any difference to the awful flat spot and the crankcase compression was reduced in stages until the original maker's figure was approached, whereupon the engine commenced to perform again!

At the present stage a crankcase compression considerably lower than standard has been reached and this together with a long inlet timing (140°), transfer timing 68° and exhaust 76°, with 1" carburettor, short pipe and megaphone, gives a first-class performance between 3,000 and 6,000 r.p.m., with excellent acceleration but not enough top-end power. Quite a nice arrangement for a short, twisty circuit or grass tracks.

The next stage of development will be back towards standard crankcase compression again, not to mention another lot of exhaust systems, timings, carburettors, etc.

Anyone want to buy a decent bed, almost unused?

LES LUMBY

IT is with very deepest regret that I have to record the passing of Les Lumby, the International Timekeeper, at the end of September. A chill contracted at Snetterton led to pneumonia, though he had been in indifferent health for some time.

I had only known Les personally for a year. During that time, however, I had formed a great liking for him and had benefited enormously from his friendly and worth while advice on many aspects of the racing game. His prowess as a timekeeper, not only in the motor-cycling sphere, but also in motor racing, aeronautical and nautical circles, was practically legendary. "Bemsee" owes a very great debt to him for the sterling

work he has done for the Club, both at our race meetings in an official capacity and behind the scenes between those race meetings. That he will be greatly missed for many a year to come is beyond doubt. It will be saddening indeed not to see his well-known figure holding court in the 'bus at Silverstone and elsewhere. The office staff particularly, will miss those trips to see him after a meeting had finished, to collect the results, and the interesting and often amusing conversations which went with them. Our world is most surely the worse off from his passing.

To Mrs. Lumby and his son I would like to extend, on behalf of the Club, our deepest sympathies in their tragic loss.

—W. G. Tremlett.

THE EDITOR'S CORRESPONDENCE

MR. W. G. Tremlett's repeated reminder (October "Bemsee") of petrol-fueled Manx Norton's success at Shelsley Walsh and Brighton is interesting.

It does not however alter the fact that no petrol-fueled bike holds any sprint course record.

Neither does it alter the fact that *on any machine* a change from petrol to alcohol (without change of compression ratio) at *one and the same time* increases power output and reduces engine temperature. Even with a Manx Norton! London, S.E.18. L. W. E. Hartley.



TESTING GROUND

Man and machine streaking to the chequered flag, the acclamation of the crowd for the winner, the laurels of victory . . . and something more. For it is from the lessons of sport, the toughest testing ground possible, that manufacturers gain much of their technical knowledge. Girling Suspension Units are a case in point; from years of racing experience today's equipment, unsurpassed in design and efficiency, has emerged:

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THE "HUTCH" IN RETROSPECT

THE last meeting of the Club's 1957 calendar, the Silver Jubilee International "Hutchinson 100" at Silverstone Circuit, was a fitting end and tribute to this season's series of races, and one must admit that the year finished on a far more cheerful note than it began. Our "Silverstone Saturday" Meeting was lost owing to the fuel rationing problem, but the "Hutch" certainly made up for this earlier setback. It was good to see so many of the "Continental Circus" boys with us; a nicer lot you just could not meet! Our congratulations must go to the trophy winners, to John Surtees for his wins in the Senior, Junior and 250 c.c. Championships; to Cecil Sandford for his 125 c.c. win, and incidentally, to his retaining of the Mellano Trophy; to Peter Harris for his sidecar win and to Geoff Monty especially, for his fine riding in the 250 c.c. class on the G.M.S. Mark 111, the first British bike home (in fifth place).

The start of the day's sport, the first seventeen-laps Junior Championship Race was won by T. Thorp (Norton) at 78.86 m.p.h., with J. H. L. Lewis second and fastest-lapping, and R. H. King (Norton) third, he having done the majority of the race without goggles, after losing them. The eight-laps three-wheelers' handicap which followed, saw our Continental friends out in strength, four B.M.W. outfits, all with the right-hand chairs except Camathias' who had the more usual British left-hand set-up—an advantage at Silverstone! Florian however, retired just past Maggotts Curve and was then joined there by Persson, a lap later. Jim Swindells (Norton) was the winner, passengered by B. Bliss.

For the Senior Championship, the first of its races provided a win for J. H. L. Lewis (Norton) at 84.38 m.p.h., with Mayhew doing the fastest lap. Lewis built up a terrific lead over the field, gaining a second per lap over the second man, J. R. Holder (Norton), who was also well out in front. During the lunch interval we wandered round the Paddock, noting how much improved were the manufacture and finish of fairings on the bikes. This fairing question looks like coming to a head at the next F.I.M. Congress, and it may be that the wind-cheaters will be banned in the major international events next year. Surely this is a retrograde step? Riders should

be entirely free to choose whether they will fit fairings or not, according to the type of circuit in use and the wind conditions prevailing at the time. How can anyone say that streamlining must go, when not one thing of our present day and age is not styled for speed and sleekness, from cars to ball-point pens? Please don't stop our lads in Britain from cleaning up their bikes, even if the Continentals do!

The start of the afternoon's sport was the 125 c.c. event, resoundingly won by Sandford on a works Mondial, and not unexpectedly. His fastest lap bettered the existing record by 1.76 m.p.h., and his race-speed re-won for him the Mellano Trophy. Sandford led from the second man by some 25 secs., by the fifth lap; the great little L.E.F. ridden by Avery, had a grand scrap with L. Tinker (M.V.), the Canadian bone-domed like a fighter pilot. The second of the Junior Championships brought to the grid some of the top men in our sport. John Surtees had his Norton fitted with a beautifully Italian-styled fairing and John Hartle had the new lightweight Norton five-cogger with full frontal fairing. Jack Brett's bike sported the Amm-type nose fairing above the front wheel. Surtees led throughout, but Hartle moved up well in the later stages. Alan Trow retired at the Pits after prolonged discussion with the Norton mechanics. This was the most interesting race of the day, with riders more equally matched in machinery than for a long while.

Bill Boddice had a lot of ill luck in the sidecars' Championship of twelve laps, won by "Pip" Harris and Ray Campbell. The clutch-start was one of the best yet seen, yet it is still disliked by all riders including the Continental boys. Boddice noticeably slowed at mid-race with evident trouble and on the last lap had to push-in to ninth position, with the con-rod poking through the crankcase! For the second Senior Championship, the line-up was again of exceptional quality, although the presence of a "Four" made things rather unequal. Both Duke and Hartle were on the back row of the grid, Geoff not looking at all happy with the mount he had to ride. It rather made one feel sorry for him in a way! He retired at the end of the eighth lap. Alan Trow rode well to finish in second place, and during the tenth lap, both Jack Brett and Geoff Tanner were "missing"; Brett

appearing later, having dropped back; with his fairing badly battered and the windscreen missing! Rain at Stowe caused these riders to tumble, and others were also unlucky.

To finish the day, the 250 c.c. bikes came to the start, in a collection of great variety. The works' M.V.s were immaculate, and the other Continental machines, interesting. Moto Guzzis, Adlers, NSU's, and Sandford's nose-and-tail-faired Mondial. The number of British home-builts showed our furthering interest in this capacity, a significant point if the race classes are lowered in

size. The completion of the first lap saw Surtees in the lead on his M.V., Sandford chasing hard on his heels. This positioning went on throughout the race, but the London lad pulled away a little more with each lap and thus came home in first place. With the Mondial second, it was left to the next bunch to provide the scrapping, and scrap they did! Highlight of this group was Geoff Monty's riding of the very fast G.M.S. Mk. III into fifth place. Surtees put the lap record up by 1.53 m.p.h., to 90.63 m.p.h., to complete a day of records.

P.F.W.

OUR COVER PHOTO

JOHN SURTEES riding the 500 c.c. works M.V.-Agusta Four at our "Hutch" meeting, takes this extremely fast machine round Copse Corner during his winning ride in the Senior Championship. This particular model has various modifications incorporated, including a restyled tank and an altered frame which gives a lower riding position. New wheels and hubs add to the better handling of the bike and, of course, the M.V. engines were becoming more reliable as the year progressed.

ERRATA

TO put the Shelsley Walsh report on page 163 of the October issue, in absolute correct order, will you kindly alter Howard German's 350 class time (given in the third paragraph) to read 39.60 secs., and not 31.60.

BENEVOLENT FUND

Donations have been gratefully received from the following:—Mrs. F. M. Tremlett, R. W. Doggett, G. R. Hogg, S. W. B. Hailwood, J. T. Griffiths, and A. F. Mills.

ATTENTION, ALL MEMBERS!

THE result of this appeal may help you one day. Would any member who can give a prize, liquid or otherwise, for our annual dinner raffle, please contact Don McBain through the office, or bring it to the Dinner. Please remember to put your name on the gift. The proceeds of the raffle go to the B.M.C.R.C. Benevolent Fund. Thank you!

CLUB FOR 50 c.c. ENTHUSIASTS

A CLUB has been formed for the owners, entrants and riders of 50 c.c. racing motor-cycles, known as the "Chiltern 50 Racing Club." One of the conditions of entry into the Club is that applicants must be members of B.M.C.R.C., so that in effect it is also a special section of Bemsec.

Among the facilities offered to members are:—

Spare parts at 10% off list prices.

Spares, carburettors, jets, etc., on loan to members for testing purposes.

Practising facilities at reduced charges on certain circuits.

Services of workshop personnel.

So far the club's membership is in the region of thirty, all of whom are potential competitors. Six are building their own specials, some with Italian power units, and two all-British models.

Those interested in receiving further details of the club and its activities are asked to contact Mr. D. K. Mitchell, 7 King Street, Houghton Regis, Beds.

STOLEN!

CLUB-MEMBER David Womack, of 57 Higgins Lane, Quinton, Birmingham 32, had his 500 c.c. Velocette "Venom" machine stolen from outside "Lombard House", Great Charles Street, Birmingham 3, on Saturday, September 28th, 1957. This motor-cycle was in Clubman's trim and in show-room condition. The engine number is **VM1184**; the frame number **RS 3791**; and the registration number **TOC 500**.

If any of our readers come across this machine or any major part of it, will they immediately contact their local police, who have been notified of the stealing.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS issue is due to reach you just before our Annual Dinner which is fixed for Friday, November 8th. There may be a few tickets left when you are reading these notes, but remember previous years and make sure of your places. Anyone will tell you what a great occasion this is, and even if the moths have eaten your dinner jacket, no one seems to mind so long as you leave your leathers at home.

* * *

For the information of all those interested people, the mighty Mellano Trophy holds four and a half gallons. As the Sir Algernon Guinness Trophy holds nothing at all and the same man is due to collect both at the Annual Dinner, maybe we can celebrate several things in one, viz., his marriage; World Champion, 250 c.c.; T.T. 250 c.c.; Ulster 250 c.c.; the "A.G." and the "Hutch" 1957. Arthur Taylor must be a proud father-in-law.

* * *

'Barry' once said, "The age of miracles has passed. The impossible takes a bit longer." I don't know what he had in mind at the time, but I have just noted the fact that a 50 c.c. job has actually covered 88 miles in one hour. It makes you wonder how long it will take to get this figure up to 100 miles in 60 minutes. The moral is plain to see and that's why we do not scoff at the "tiddlers" any more.

* * *

A member has said that my remarks about average speeds and fastest laps will not stand analysis for races in England. Right then, here are the figures for the 1957 "Hutch":

125 c.c. ...	80.0 and 82.1 m.p.h.
250 c.c. ...	88.6 and 90.6 ..
350 c.c. ...	90.9 and 92.8 ..
500 c.c. ...	89.6 and 95.93 ..

It is interesting to observe that the fastest lap for solos at Silverstone is 96.2 m.p.h., made in October 1955. What also stands out is the fact that it is the 125 and 250 classes which show the greatest improvement on almost every circuit in Europe. How we would like to see them back on the proper course in the Isle of Man. The case will then be 100% proved.

Older members will be pleased to hear about George Tucker, who lives at Babacombe in Devon. George recently married Nurse Mary Smith of Laxey, I.O.M., who is not unknown to our chaps who fall off on the Mountain road. Mr. and Mrs. Tucker hope to move to Laxey next year. Perhaps George will let us have his impressions on modern sidecar racing. He was third in the 1923 Sidecar T.T. and won the 1924 event. He also won innumerable races at Brooklands and other venues in the "nineteen-twenties".

* * *

Can anyone tell me the whole truth about the 500 c.c. "four" which is supposed to be running about the mountains in Germany and Austria. Is it a B.M.W. or not? Twice during the past month I have been told about this nameless, mysterious beast which is driven away at high velocity when anyone gets interested. Any news will be most welcome.

* * *

Another project which interests everyone in this Club is what Joe Potts is going to do with the "Plumstead Porcupine". Like the Vee-four which preceded the twin, our friends at A.M.C. seem to call a halt just when success is within their grasp. The late Joe Craig used to take a vast interest in that A.J.S. Vee-four before the war. So did my little stop-watch gang at Sulby in those days. Joe used to say, "If Plumstead get that four going properly, they'll beat the world."

* * *

Talking of stop-watches and signal stations, I wish we had a picture of Bob McIntyre's face when he recovered his lead in this year's Junior T.T. Due to stops early in the race, he had his usual grim expression until he picked up "1+25" at Ramsey, about half way through. That was the only occasion he smiled. One could almost call it a laugh. The Technical Press photographers waited in vain and they tried again in the Senior. No joy!

* * *

As I write, the sad news of the loss of Les Lumby has come in. I first met him in the middle twenties when we were both active members of Clubs in the

North Western and Cheshire Centres. Even in those days he was a "clock-watcher" and it was Les who really initiated me into the mysteries of time-keeping and time auditing. Sprints, hill climbs, sand, road and cinder racing were all "figures" to this amazing character who carried on despite ill-health. We have lost one of the old school who gave nearly forty years of his spare time to motor sport.

* * *

A member has asked me what I think about next year's racing without the "fire engines"; the very special racers from Italy. Personally I venture to suggest the time is ripe for *all* manufacturers to catalogue their production racing motor cycles. Just to show good faith, the first three machines to finish in a classic race should be sold by auction, immediately after the event, and the reserve price should be as per catalogue. To sum up, the actual racing will be much better without the "specials" because riding ability will really count if "two races in one" are eliminated.

From the foregoing paragraph you will assume that I do not think much of "Sports" or "Clubman's" type of racing. You're right! The best way to keep racing going is tied up with the sporting agents and private owners, who are the true backbone of the game. These are the men who really race. They do not take part in a high-speed procession because they are so evenly matched in speed and skill. By the way, would any of my readers care to define a "Private Owner"?

* * *

Save me from my friends! I am still trying to catch up with all the letters which have arrived since the 1957 "Hutch", when I announced my retirement from the "Marshal Plan". Neither Linda nor I have any intention of transferring our allegiance to some other sport. How could we, after all these years? You will still find us doing a job of work all over the place but it will be something of a quieter nature, if this is possible at a race meeting!

Thanks again. See you at the Dinner!

MUTUAL AID

For Sale. 21in. Rudge front wheel, complete with brake, cover and inner tube. Offers, Miss M. W. Ward, The Lodge, A.E.L.T.C., Somerset Road, S.W.19.

For Sale. 1956 Norton 30M. Perfect condition throughout; spares include Lyta tank, and sprockets. £375. K. Willis, 55 Oakroyd Close, Dunmow, Essex.

Remember . . .

The Annual Dinner

SEE INSIDE FRONT COVER

B.M.C.R.C. CHAMPIONSHIPS, 1957

Final placings after the "Sir Algermon Guinness Trophy Meeting," Oulton Park, August 3rd, "Metropolitan Meeting," Crystal Palace, August 17th, and the 25th International "Hutchinson 100," Silverstone, September 21st.

National—7 for a win, 6 for a second, 5 for a third, 4 for a fourth, 3 for a fifth, 2 for a sixth, 1 for a seventh, eighth, ninth or tenth place.

International Meetings—10 for a first, 9 for a second, 8 for a third, 7 for a fourth, 6 for a fifth, 5 for a sixth, 4 for a seventh, 3 for an eighth, 2 for a ninth, and 1 for a tenth place.

125 c.c.

17 points :
C. C. Sandford
10 points :
W. M. Webster
9 points :
A. F. Wheeler
6 points :
R. A. Avery
D. H. Edlin
D. Moore
5 points :
J. Baughn
R. J. G. Dickinson
S. M. B. Hailwood
4 points :
F. E. André
R. W. Porter
3 points :
R. J. Ford
F. W. J. Launbury
1 point :
J. G. Bound
J. W. Dakin
W. G. Maddrick
R. Sinclair

250 c.c.

23 points :
J. Surtees
16 points :
C. C. Sandford
7 points :
T. Thorp
6 points :
R. M. Harding
G. Monty
5 points :
A. F. Wheeler
4 points :
A. S. Pavey
W. Peden
3 points :
D. C. Moore
1 point :
J. Baughn
D. Hamer

350 c.c.

24 points :
J. Surtees
16 points :
A. King
11 points :
T. Thorp
10 points :
D. W. Minter
8 points :
R. H. King
R. Lawrence
6 points :
L. S. Rutherford
5 points :
J. R. Clark
R. A. Rowbottom
3 points :
T. S. Shepherd
G. B. Tanner
2 points :
R. H. F. Anderson
R. A. Avery
R. Fay
P. Ferbrache
1 point :
F. A. Perris
J. F. Righton
G. T. Salt
J. A. Sugden

Senior

24 points :
J. Surtees
18 points :
A. King
11 points :
J. R. Clark
10 points :
D. W. Minter
9 points :
R. Fay
A. J. Trow
8 points :
B. H. King
R. S. Mayhew
6 points :
F. G. Perris
N. J. Price
5 points :
V. W. Cottle
4 points :
P. Ferbrache
E. Mimihan
3 points :
J. R. Hurlstone
2 points :
K. E. Tully

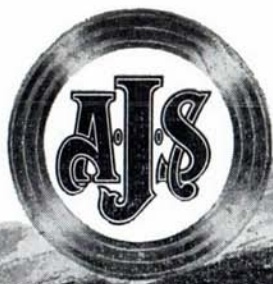
Three-wheelers

24 points :
P. V. Harris
13 points :
J. Beeton
11 points :
W. G. Boddice
9 points :
C. J. H. Smith
8 points :
A. Young
3 points :
F. Hanks
E. Walker
1 point :
M. G. Youell.

Seniors (continued)

1 point :
B. Duffy
K. W. J. Douglass
J. D. Hay
G. C. A. Murphy
W. J. Sawford
G. B. Tanner

(continued next col.)



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AREA NEWS

SURREY, KENT & MIDDX.

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

DURING the past month we had our Motor Socials and a trip to Beaulieu. No comments, because my notes are written prior to these fixtures. Our commitments in November are as follows:—8th, Annual Dinner; 12th, "Prince of Wales Tavern", Drury Lane, W.C.2; 16th, M.P. (Bow Garage) Motor Club, Chigwell, Essex; 30th, M.P. Motor Club, The Warren, Hayes, Kent.

In each case you are requested to be able to produce proof of membership so that you can bring a lady or pal who is interested in the most useful sport in the world.

Stop Press Date:—December 11th, Team Quiz. "Prince of Wales Tavern". Racers versus Retired Racers. Losers pay for the ale or lemonade. Drop me a note if you feel like joining in the fun as a member of a team. More next month.

NOTTS & LEICESTER

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

A SMALL but pleasant gathering was held at the "Dolphin Inn", North Church Street, Nottingham, on Monday, October 7th.

The 1958 regulations with regard to engine capacities, streamlining and factory teams were decided! Fixtures were arranged, including the five Donington (on our own doorstep) meetings!

We are pleased to announce that our worst-hit casualties, Arthur Willerton and Ralph Potton, are well on the mend, although both are likely to have fairly slow recoveries. As a result of his prang at the Waterworks in the Manx, Arthur will be in plaster for some three months yet, but needless to say is just as cheery as ever. Ralph suffered a broken collarbone and rather severe spleen injuries occasioned at Mallory Park some three months ago.

It is hoped to fix up a venue convenient for Notts, Leicester and Derby members in the very near future. Members will be advised direct. Suggestions on these matters would be appreciated, particularly from members whom we rarely see.

Next Meeting: Monday, November 11th, usual place.

HERTS., BEDS. & SOUTH BUCKS.

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

OUR meeting on October 9th was a very good one and a representative number of members turned up. There is still room for many more to add their support and in view of our next meeting it would be stimulating to have a more comprehensive gathering. It is hoped to further discuss items raised, both of topical and relevant interest to you all. We were pleased to welcome Margaret Ward—you know, the young lady who answers the 'phone when you ring the Secretary!—and I am sure her contribution of enthusiasm and level-headedness is very worthwhile. Margaret hails from Wimbledon and unfortunately had to leave early to attend another Club meeting. Not bad for a girl when some members live on the doorstep.

It was considered a worthwhile idea for me to convey in the first instance to our "Northern rep.", Mr. Tottey, the findings of our meeting for his comments, after he has been able to present same at an area meeting. This would, I feel, bring about a closer relationship in all matters concerning riders, riding and Club affairs. Can we hope that all areas will co-ordinate in this scheme when a working principle is made out?

Now the season is over, don't forget there is still one evening a month when you can have a go and everyone will enjoy it. How do you all feel about a social evening with a running buffet? This can only be arranged with your full co-operation. Maybe you can let me know how you feel about this.

Cheerio now.

CHESHIRE & MERSEYSIDE

G. E. Tottey
2 Rocky Lane South,
Heswall, Wirral.
Telephone: Heswall 300

WE resumed our meetings on September 9th at the "Shrewsbury Arms" as usual, but unfortunately the meeting was marred by the news of the death of Les Lumby who was very well known to all of us. He had actually arranged to come to see us on that evening and give us a talk about the progress of time-keeping in the T.T. and other races, and

certainly there is no one who could have done it better.

Les Lumby was one of us, and the older members in this area have grown up with him and well remember him from the day when he first started as a time-keeper. This was in the very early 'twenties when he timed the Colwyn Bay speed trials for the Liverpool Motor Club, on the committee of which we both served at that time. A silent tribute to his memory was made and our deepest sympathy expressed to his wife and son who survive him.

Naturally the meeting was not very well attended but next month we hope to have a real bumper attendance when one of our local members, who is one of the most eminent young engineers in the

racing fraternity today, will be coming to give us a talk. I refer, of course, to Ken Brett of Crewe.

He has just completed another 125 c.c. machine and built every detail himself, with the exception of the necessary proprietary accessories, and the crankcase of the engine, which I think originally started as a 250 c.c. Rudge. He will be bringing the machine with him and I am sure it will be well worth coming to learn some of the amazing difficulties that a private owner is up against when making a special machine for himself.

The date is November 6th. I will look forward to a good attendance. The usual notices will be sent out on the previous Sunday.

WATSONIAN TROPHY, 1957

	"Club Day"	"Trophy Day"	Oulton Park	Crystal Palace	Shelsley Walsh	"Hutchinson 100"	TOTAL
W. Boddice	32	32	8	21	5	—	98
P. V. Harris	—	—	17	32	—	17	66
L. W. Taylor	20	24	—	5	—	5	54
T. Folwell	20	16	—	—	—	—	36
J. Beeton	—	—	—	24	5	—	29
P. J. Millard	—	—	16	1	—	12	29
C. J. H. Smith	—	—	12	—	—	12	24
A. Young	—	—	3	20	—	—	23
J. F. Swindells	—	—	—	5	—	16	21
D. H. Saywood	—	—	12	—	—	—	12
B. Gross	—	3	8	—	—	—	11
P. E. W. Russell	—	10	—	—	—	—	10
M. G. Youell	10	—	—	—	—	—	10
B. N. Green	—	—	—	9	—	—	9
F. Camathias	—	—	—	—	—	8	8
L. Wells	—	—	—	8	—	—	8
E. T. Young	—	5	5	1	—	1	7
F. Hanks	—	—	—	6	—	—	6
R. A. Robinson	—	—	5	—	—	—	5
C. Hale	—	—	—	—	4	—	4
F. O. H. C. Keeling	4	—	—	—	—	—	4
J. Drion	—	—	—	—	—	3	3
J. H. T. Harris	—	—	3	—	—	—	3
L. Neussner	—	—	—	—	—	3	3
G. Stuart	—	3	—	—	—	—	3
E. A. Woods	—	—	—	—	3	—	3
K. J. Beere	—	2	—	—	—	—	2
J. E. Marchant	1	—	—	—	—	—	1
F. C. Pusey	—	—	1	—	—	—	1

MINNIE GRENFELL MEMORIAL TROPHY, 1957

Final placing after "Club Day" (Crystal Palace, May 18th), T.T. Races (June), "Trophy Day" (Silverstone, July 6th), "Sir Algernon Guinness Trophy Meeting" (Oulton Park, August 3rd), "Metropolitan Meeting" (Crystal Palace, August 17th), M.G.P. (September), and 25th International "Hutchinson 100" (Silverstone, September 21st).

Points are awarded as follows :—5 for a win, 4 for a second, 3 for a third, 3 for a fourth, and 1 for a start, with allowance of only one race per meeting, the best score being taken into account.

20 points :

W. Boddice
F.W.J. Launchbury

19 points :

J. Surtees

16 points :

P. V. Harris

15 points :

D. H. Edlin
C. C. Sandford
L. W. Taylor

14 points :

A. King

13 points :

C. V. Dawson

12 points :

R. S. Mayhew
F. A. Rutherford
T. Thorp
E. J. Washer

10 points :

J. Beeton
J. P. Fordham
P. Ferbrache
D. C. Moore

9 points :

J. Baughn
J. R. Clark
J. L. Payne

8 points :

R. A. Avery
P. R. Hodgson
S. M. B. Hailwood
P. J. R. Millard
F. G. Perris

7 points :

I. Clarke
T. P. Folwell
R. M. Harding
J. Hay
R. H. King
R. Lawrence
L. S. Rutherford
K. E. Tully

6 points :

J. G. Bound
M. A. Bowdery
J. W. Dakin
R. R. Dendy
G. C. A. Murphy
B. P. Setchell
J. R. Vincent
A. Wheeler
A. Young

5 points :

F. E. André
R. Fay
B. G. Gross
J. C. Hemmett
W. A. Holmes
D. W. Minter
R. McIntyre

5 points (contd.)

A. S. Pavey
C. J. H. Smith
D. S. Skennerton
F. Sheene

4 points :

E. F. H. Boyce
D. G. Chapman
D. M. Dibble
R. S. Dixon
H. L. Fruin
R. Field
M. J. Jones
B. H. King
W. Peden
P. W. Read
G. T. Salt
D. F. Shorey
A. J. Trow
G. B. Tanner
W. M. Webster
O. P. Williams
M. G. Youell

3 points :

M. D. Arnold
F. T. E. Bodman
R. E. Bash
L. Cooper
R. L. Dawson
R. Dowty
R. J. G. Dickinson
J. Dovaston
D. H. Davey
R. J. Ford

3 points (contd.)

S. A. Fairchild
R. R. Fifield
F. Hanks
G. V. Harris
J. C. Holloway
M. R. Hancock
F. Keeling
J. A. Lane
G. F. Matthews
R. A. Minster
M. R. Oram
E. Pantlin
L. G. Pinzani
K. H. Patrick
D. B. Russell
P. E. Richardson
P. E. W. Russell
R. A. Rowbottom
W. J. Sawford
J. A. Sugden
R. Sinclair
R. Thompson
F. Taylor
P. Tyack
A. W. Walczak
E. Walker
A. J. West

Space unfortunately does not permit a full list of those members gaining 1 or 2 points, as they number over 300! Nevertheless, to all of them, congratulations.

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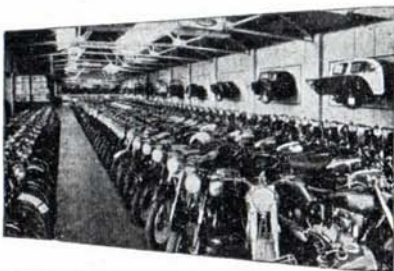
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DATES FOR 1958

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

April 19th **"Motor Cycling's" Saturday**

June 14th **Club Day or Metropolitan Meeting**

July 5th **Trophy Day**

August 4th **Metropolitan Meeting or Club Day**

September 13th **Hutchinson 100**

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