



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 10. OCT., 1957

ONE SHILLING



Up she rises! George Salt takes his Junior Norton up Sacksley Hill
in fine style

(Photo: J. H. Cuff)

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Bemsee

Vol. 10. No. 10. OCT., 1957

EDITOR:
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

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A GRAND EFFORT!

AS the racing season draws to its close, we can already look back this year on some wonderful races and riders. The Island always brings out the very best in motor-cycle racing; the June series showed us this; but the recent Manx Grand Prix together with the Newcomers' Race, proved once again that this old country of ours can produce some fine up-and-coming riders, and that the ranks of today's 'stars' will be amply and well-filled, when the M.G.P. types move up to their position. The Newcomers put up an extra special show, and certainly deserve all the praise that they have had showered on them. The standard of riding over the Mountain Circuit—a true rider's circuit—was of an exceptionally high quality.

Of the placemen in the whole Manx series—four firsts, two seconds, four thirds and three fourths—are members of our Club, and we extend our admiration and congratulations to these and all the other riders, whether Club members or not.

A grand effort!

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DESIGNING RACING MOTOR-CYCLES

By ERWIN TRAGATSCH

THERE are no fixed rules for the design of road-racing machines, but we have a basic principle which says that success for an acceptable price can be achieved only by keeping and further developing an already proved design. In fact, we have many different types and models, but nearly all are further developments of a machine which already has shown the way.

Take as example the Gilera-Four, which is not a brand new unconventional post-war design at all! Ing Remor, who created this machine, had already over twenty years' experience with "fours". Way back, in 1928, he produced the O.P.R.A., which had an air-cooled transversely mounted 500 c.c. four-cylinder engine, and five years afterwards he was connected with the famous "Rondine", whose basic design was by Ing. Giannini, while Piero Taruffi (Ing. Piero Taruffi now) who, together with Amilcare Rosetti, raced this design, was responsible for the development work. The "Rondine" was partly based on the O.P.R.A., but had a 500 c.c. double-knocker water-cooled engine with supercharger. The most interesting point of this machine was that it immediately became a great success in races, as it was not only very fast, but also very reliable. Later, Taruffi took this design, the finished machines as well as all drawings, castings, etc., to Gilera's, where his development work on them continued, and between 1937 and 1939 the ex-Rondine Gilera-Four was the leading 500 c.c. racer; not only in Italy, but in Europe, and even in 1939, the German supercharged B.M.W.'s failed to beat them in many events. The only trouble with the Gilera-Four in that year was that with the exception of Dorino Serafini, they had no real top rider; but in fairness to B.M.W., we must admit that they too had been handicapped by a great shortage of top drivers in that year because of injuries to Georg Meier and "Wiggerl" Kraus. But still, the Gilera had the advantage of easier handling on twisty circuits.

After the war, the supercharger ban forced Gilera to abandon this design and the new, unsupercharged, air-cooled Gilera-Four was created by Ing. Remor, who now had all the experience with the

O.P.R.A., as well as with the "Rondine", and the partly redesigned ex-Rondine Gilera. A few years afterwards he moved to M.V.-Agusta, where the M.V.-Agusta-Four, more-or-less on the lines of the Gilera-Four, came into being. While I agree that all these machines have cost a lot of money, the outlay was reduced by the previous experience with machines of the same basic design.

The sum which is needed for building a good road-racing machine can vary to a very high degree, and while there have been designed and built, good racing machines (Nortons, A.J.S., Matchless, B.S.A.) for a comparatively low amount because of previous similar designs of the factories concerned, other firms spent very high sums (D.K.W., Moto-Guzzi, etc.), on unconventional designs which never gave much value for the money. It is interesting to note that further-developed "old" racing machine designs proved much more successful than very expensive and revolutionary new creations. We now have 1957, and we find that the single-cylinder Moto-Guzzi, more or less based on the original Moto-Guzzi design of 1921, is much more successful than all the two, three, four and eight-cylinder special racing machines designed and built during the years by this famous firm.

We have the same situation with A.J.S., where the single-cylinder "Boy Racer" is still a good machine, and with not too much complicated development work, could bring it even more to the forefront; while the bigger "Porcupines" of the post-war period with their unorthodox twin-cylinder engines, never combined much speed with reliability . . . and this for a very high price! It's true, the "Porcupine" was the victim of the F.I.M. regulations which banned superchargers. Originally designed for the use of a supercharger, the late Freddy Clark had to switch over suddenly to an unsupercharged design, when the "Porc" was already in a well-advanced stage, and all the efforts by him and other capable men during the following period to make a perfect unsupercharged "Porcupine" failed. Personally I think that the basic design of this creation was not bad; and with the experiences gained and the advanced knowledge of materials

by metallurgists, a more developed "Pore" could do quite well in these days of the "multies". (*Maybe Joe Potts will show us how in 1958.—Ed.*) Of course, the price would not be low, and that's the factor which counts with their sponsors—A.M.C.!

Talking about A.M.C., I am forced to stress the problem of England's finest racing machines—the Nortons. Twenty, ten and five years ago, "knowledgeable No. 8 size hats" regarded them as dead because the successes gained by multi-cylinder machines "proved" the impossibility of the "single" to compete on equal terms. It's true that the much more developed Continental multies are faster, but the main reason that the single can't cope with them sometimes is that many road-races are not run over normal roads, but on specially built circuits, which are nothing less than high speed tracks! Organisers should have produced safer circuits, but with straightening and widening, and with flat surfaces, circuits become not safer . . . in fact they become only faster and more dangerous! When Ing. Carcano of Moto-Guzzi put on the "scale" the pros and cons of his four and eight-cylinder creations and compared the results with the much cheaper singles, he started to devote his interests more and more to the old-fashioned and simpler one-cylinder machine, and the results achieved this year by them proved that the time of the single is not over! All we have to do is to take things seriously, and if Nortons would spend only half the sum that Moto-Guzzis put into development work, British machines would not lose so much of their supremacy, as was known to us for so many years in the past.

A racing machine is successful when it wins and it is still completely impossible to "produce" a good racing machine on paper only. Theoretically, more cylinders are of advantage, but the car people have already found that in road-racing the number of cylinders is not the deciding factor.

A couple of years ago we had 8, 12 and 16-cylinder racing cars only, while today the finest racing car has four cylinders! I refer to the British Vanwall, whose cylinder-heads, by the way, are made in a British motor-cycle factory which has a unique racing experience—Nortons! Also, the present Maserati racing cars have six cylinders only; and what was the result year ago of the most "advanced" racing car in the world, the

16-cylinder B.R.M.? I am not against multi-cylinder racing machines, but I prefer the designs which give the best result, and it is interesting to note that at the moment the M.V.-Agusta riders of the 250 c.c. class, who have both singles and twins at their disposal, still prefer the single.

My friend, the late Joe Craig, for whom I had the greatest admiration, always put reliability over top speed, and because the efficiency of his engines was very high, he could sacrifice part of the acceleration and speed of his machines for increased reliability. We had therefore, fast and reliable Nortons. The increase of efficiency by machines belonging to the opposition, of course, became for him a big problem, because to counteract this challenge he had only two ways—to increase the efficiency of the Nortons, or to reduce drastically the weight of them, that could have resulted in less reliability. He therefore decided on stronger and faster engines to overcome this handicap and when, in 1955, he left Nortons, he still had the pleasure of seeing a Norton beating an Italian-four in quite a fast race.

His "opponent" in Italy, Moto-Guzzi's Ing. Giulio Carcano, went exactly the opposite way, by reducing weight wherever possible, and found very fast but very unreliable machines. Fortunately, metallurgists came to his rescue, and now after three years of hard development work he has his green shell singles not only faster than ever, but also more reliable than in any previous year. Why could this not be done here in England? Since Joe Craig's departure and the announcement that the firm is officially retiring from competition in races, there is a great mystery around Bracebridge Street. The thing is, that it is impossible to improve racing machines (those for sale, of course!) without racing them. They have surely found this so? Now it happens that while the factory is not officially competing, enthusiasts are "pushed in" and enter (as you buy?) machines, which never belong to them and which are factory machines (which you can't buy!). At least not at the moment. So why all these complications when a well-managed and no more expensive factory team, as we have known so well for many years, could achieve many more successes for the same outlay. This outlay has not to be very high. I am unable to accept what Alan Wilson, Norton's present racing manager, said

earlier this year about the costs of running the Norton team in a year—the sum stated by him was £50,000!

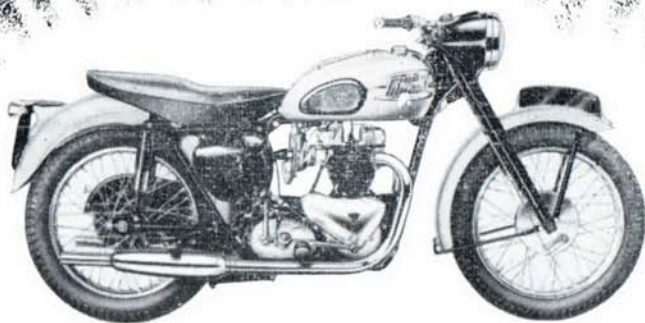
Joe Craig's way, of keeping the comparatively high weight of his machines, was of course much less expensive than the way used by Moto-Guzzi, where the abnormally low weight of the racing machines resulted in many breakdowns and expensive noises as a result of partly inadequate reserves of material, or of overstressed and therefore "tired" parts.

To overcome these troubles, the firm had to spend quite a good sum of money and very much brainwork by their own men and by the suppliers of important parts; but the result is, as we all know, excellent. I personally prefer the "Joe Craig Way" where reliability comes first, as in my opinion, it is much easier to make a fast, than to make a reliable, racing machine. But there is yet another snag. The horses of the engine have to be transmitted in the best possible way to the road surface. What's the use of 70 or 80 B.H.P. in a 500 c.c. racing engine, when this superiority over the opposition can't be used to the full because of insufficient frame and cycle parts development? I go so far as to say that it is easier to produce speed and reliability than a good frame for such a "fire" engine. I could name a lot of racing machine designs which failed in this sphere, and among them even now are the M.V. Agusta-Fours, which have a "hotter" engine than the similar Gilera but less reliability, and not so good a frame, while among older racing machine designs with fast engines and not "up-to-date" frames, I remember the Parillas, the pre-war Husqvarnas, F.N.'s, B.M.W.'s, New-Imperial-Twins and partly Moto-Guzzis. Light weight is essential for a modern road-racing machine, but it has to be correctly distributed as in the case of the present Moto-Guzzis, and besides that, the designer can't take any chances with unproved components, which despite their light weight must have sufficient reserves of strength. Of course it would be a difficult task to reduce the weight of a Norton down to 250 or 260 lbs., but, gentlemen, it would be worthwhile in the interest of all concerned! There is nothing wrong with the engine or the frame, as both are well-proved and very suitable; in fact, a lower overall weight would probably result in less stress on the engine and naturally even better acceleration and higher top speed. The whole of "operation weight saving" would

still be less expensive than producing a brand new unconventional, and never too reliable, multi.

As a technician I like unconventional designs, but from the practical and commercial point of view, I am always for intensive development work on well-proved machines. The limit? How often people say that the single is at its limit. I heard this 20 and 25 years ago, and I hear it still. But what's the use of 5 to 10 m.p.h. higher top speed when only three or four men in the world can use these bikes to the full, and when this little difference costs thousands of pounds to the manufacturer, and indirectly to the customer of a normal roadster machine? I don't believe that reduction in cubic capacity will result in safer racing; I much prefer more safer circuits where the top speed is limited to a certain degree and where there is always a chance to use a slip road. I am often directly shocked by clubs and even governing bodies, who permit racing on quite unsuitable circuits; or is there a way for a rider not to crash when he overshoots a bend, like the one at Kirkby-Mallory before the entrance to the pits?

Not only the Gilera, as mentioned earlier, has a "mother" and even "grand and great-grandmother"; most of the other good present racing machines are all more-or-less based on a proved design, and while there are no fixed rules for a type of racing machine design, nearly everywhere we find some kind of "predecessor". Many foreign straight-forward "double-knocker" singles are inspired by the Norton; and when I remember the Parilla, or the pre-war single-cylinder Bianchi, we had Norton copies, so far as the engines were concerned. The present 250 c.c. Jawa is based on the five-year-old NSU "Twin" design, which again, was the very expensive result of an NSU failure, the post-war NSU -Four. The C.Z. 125 c.c. and 250 c.c. racing machines are further-developed Walter machines, which were based on the old, but too heavy, 250 c.c. Excelsior "Manxman". The "Boy Racer" is also the result of the experience gained with the "cammy" A.J.S. models in 250 c.c., 350 c.c. and 500 c.c. form since 1927. In Germany, the typical B.M.W. design was introduced in 1923 and they have never tried to do anything else than develop this early creation—they have paid a very high price for it too! They keep this design despite the well-known difficulty of riding it at very high speeds



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on certain circuits. The main reason is prestige, because I am sure that Munich could, if they wanted to, leave the opposed twin and produce a real world-beater. The same also concerns D.K.W., where they had to keep to two-strokes for prestige reasons and had to pay a very high sum for their successes. One can walk into the endless when looking for "ancestors" of modern racing machines and Plumstead will surely forgive me when I say that without a modern vertical twin created by another firm, there wouldn't be a normal Matchless "Twin", and as a result of that, no racing G45 at all.

To make things clear, I don't say designers are copying the designs of others! All I say is that careful men keep to proved designs and develop them their own way, and in fact, nothing is wrong with this practice, because the risk in-

involved with unorthodox designs of racing machines has broken more than one firm. Besides, only very few capable men can produce a good "copy" of a racing machine, as the problem is not only the design as such, but also the matter of finding out the most suitable material for the components and parts. I remember a well-known producer of very successful single-knocker racing machines, who tried to switch over to double-knockers. In fact he was theoretically successful so far as the top speed was concerned, but the top speed is not always the deciding factor in races, and in this particular case the designer and development engineer never got over the abnormally high mechanical losses at lower r.p.m. on this otherwise good design. The opposition which indirectly "delivered" the idea for the then new Double-Knocker—yes, dear friends in Bemsee, that's another long story of great success.

SHELSLEY WALSH

A BRIEF REPORT

COMPARED with other Club meetings I could mention, the two days I spent at Shelsley were like a rest cure! Banned as we were—the motor-cycle lads, I mean—to the public car park, nevertheless all seemed to enjoy the two days well enough, except possibly Maurice Brierley whose "Methamon" had clutch afflictions and Robin Gavin who had one hell of a week-end with his ex-Draper model 40 Norton.

Practice day was fine. George Salt made good use of the nice weather and clocked 37.90 secs. on one run with the 500 Manx. This climb shook several of the car types as it was actually second best of all practice runs. It is also worth mentioning that there was much admiring comment on George's passage of the "Esses". For the rest, most were taking it steadily, many being new to the Hill and finding it was not all that easy, and very bumpy too!

C. A. N. Wilmott (Velocette) opened the 'bike climbs with a steady 47.73. It was left to the last runners in the 350 class—George Salt, Ernie Woods and Howard German—to battle for class honours, the latter finally taking them in 31.60 secs., Michael Tomkinson's old Velocette fairly rocketing to the top. In the 500's, Salt missed a gear twice on his first run and his second was spoilt by a suspicion of damp (it actually tried to

rain at this stage). Nonetheless, 38.09 secs. was the time and best of the 'bikes, though, alas! bettered by several four-wheelers. Howard German was runner-up on a 'bored-out' Mk. VIII K.T.T., nearly taking to the hedge, leaving the Kenne's on his first run. Best time—39.84. The 1,000's were a little out of it this time with no George Brown and "Nero". Salt rode Peter Ferbrache's 526 Hartley Ariel but found it rather odd after his own Nortons and was bettered by Howard once again, on Len Coles' wonderful old 600 Douglas Twin which ascended in 39.97 secs. Quite a feat this latter climb, because solid frames and long wheel-bases are not the best bet for Shelsley. With two chairs not running, the three-wheelers were but a trio. Bill Boddice won in 42.92 secs., a little outside Pip Harris' record, with Cyril Hale in his new Halec-J.A.P., runner-up. Ernie Woods' Mog-Rudge wasn't going very well.

That was Shelsley 1957. The friendly rivalry between George Salt and Howard German was the highlight. It was a pleasant meeting as I said before. I hope we can go again, so, I suspect, do the riders. And it was worth noting that Salt's Nortons were on petrol and in full road-racing trim. You see—it can be done!

W. G. Tremlett.

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

OULTON PARK RACES (April 22nd)

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

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125 c.c. 1st 3rd

SWEDISH MOTO CROSS

Winner

T.T. RACES

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

ITALIAN MOTO CROSS

Winner

EXPERTS' GRAND NATIONAL

Winner

OULTON PARK RACES (June 10th)

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

COTSWOLD SCRAMBLE

Senior 1st
Junior 1st
Lightweight 1st

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1st and 3rd

DUTCH MOTO CROSS

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A.C.U. INTERNATIONAL RACES

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

SHRUBLAND PARK SCRAMBLE

Winner

ULSTER GRAND PRIX

250 c.c. 1st 3rd

RED ROSE TRIAL

Winner

DENMARK MOTO CROSS GRAND PRIX

Winner

GRAND PRIX DES NATIONS—MONZA

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

MOTO CROSS DES NATIONS

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WE WENT TO . . . BRIGHTON

ONE week after Shelsley, for no other purpose I may add, than for the Speed Trials. Whereas at the former we are usually beaten by the cars, here we usually win. This year was a sad reversal of fortune because the rain beat us as well as the cars. It rained from 11.30 a.m. till 4.00 p.m., and ruled out any fast times by racing machinery of any sort. A vast, American-type sports carriage collected F.T.D.

The 'bikes ran after lunch. Previously Barry and I had had quite a time trying to find a place for our chaps to park—those car people seeming to want all the room. (There was one four-wheeled character who arrived with a Rolls-Bentley, the largest possible trailer and a racing car, and he got very "shirty" when he couldn't park just where he wanted.) First 'bike to go was Les Kempster—500 Manx Norton—whose excellent run in 28.85 secs. was B.T.D. for the 'bike brigade. The big 'uns were at a great disadvantage. Roy Charlton had a terrible slide on his first run when he changed into top. What a pity it was wet, as it seemed to me that "Rumble-gutz" was on form. Peter Peters was in no better plight with the "Squarrel", Jim

Terry took both the 250 Ariel and 750 Martinsyde off the line most fearlessly, the slides being aweinspiring to behold. Roy's best time was 29.79 secs., Peter's 32.00 and Jim's 31.05. Noel Wright did an excellent 30.33 with his G.45 Matchless but it was left to Harry Voice (Excelsior-J.A.P.) and Howard German to get closest to Kempster, in 29.23 and 29.50 respectively. After a lurid slide on run 1, Brian Cuff got his 500 J.A.P. in more of a straight line on his second, and recorded 30.08. Best 350 was Bruce Johnstone in 33.02 secs. Hilton Woodrow was best chair, taking his 1,000 Vincent down the course in 32.00 secs. to beat Charlie Rous by nearly a second. On his first run, Charlie literally set his clutch on fire. No one had big blow-ups—unlike two car folk (for further details ask "Squirrel", who was showered by bits of hot metal from one vehicle which 'burst' on the line!).

Once again everyone seemed to enjoy it. I hope we shall be invited again next year. We must win back that team trophy. One thing further—Les Kempster rode his road-racing Norton running on petrol. Who says now, petrol motors have no chance at sprints? Well done indeed, Les!

W. G. Tremlett.

LIGHTWEIGHT NORTONS

SINCE Erwin Tragatsch wrote his article which we feature at the front of this month's issue, we have either seen, or read about, the new lightweight racing Norton machines of both 350 and 500 cubic capacity. In fact, the one frame takes either engine size, and also incorporated is a five-speed gearbox. It is reported that the new 'light' Norton in its 350 guise, is now down to 270lbs. in weight, and its handling by John Hartle

at our "Hutch" meeting last month gave much hope for things to come.

MUTUAL AID

For Sale. 1948 Mk. VIII K.T.T. Velocette. New cams, piston, valves, and guides. Excellent condition. Ready to race. £120, o.n.o.—B. J. Bartlett, 1 Heathwood Gardens, Swanley, Kent. Tel. No.: Swanley 2110.



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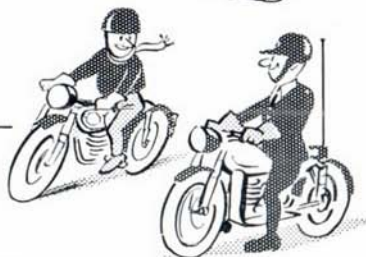
Rugged made-to-last bikes,

Douglas, Matchless, Beeza and Ajay,

Triumphs, Nortons,

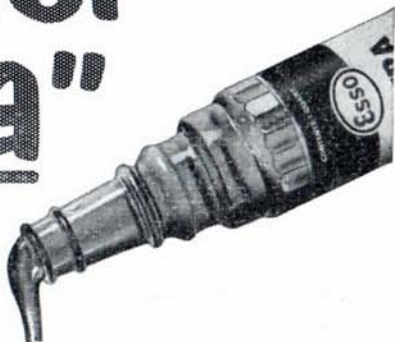
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AREA NEWS

HERTS, BUCKS & SOUTH BEDS

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

DEAR Members.—Try and make our next meeting on Wednesday, October 9th, a real get-together at the "*Holly Bush*," Redbourn. This should be a very good show and calls for full support. We can fill up Bob's Clubroom quite well. For your interests make this a certain date—it will be well worth the effort. By the way, do bring along your women-folk. This time I am relying on your support. Cheerio for now.

KENT, SURREY & MIDDX.

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

LET the social season commence. Here are three dates for the rest of this year. October 15th, November 12th, and December 11th. All these bookings are at the "*Prince of Wales Tavern*," Drury Lane, W.C., 7 p.m. for 7.30 p.m.

On October 19th we have a party at the "*Crown Hotel*," Lyndhurst, where we are staying overnight, with a visit to the Montague Motor Museum on the following day. There are a few vacancies at the time of writing and if you wish to be included, please let me know *right away*. Accommodation is limited. By the way, the 19th of October is Tottey's birthday, so you can't go wrong!

SOUTH WALES

Mrs. M. Pryse
"*Preswylfa*," *Campbell Terrace*,
Mountain Ash, Glam.

ALL members in this area are advised that there will be a gathering on Sunday, October 6th, at 3.00 p.m. at the "Club House", Park Road (Lewis street), Aberaman, Aberdare. Mrs. Marian Pryse, the area organiser, hopes that all members in the South Wales area will make a special effort to attend.

MANCHESTER & S. LANCS.

G. Parry
14, *Norwell Road*,
Wythershawe, Manchester.

A MEETING will be held on Thursday evening, October 24th, 1957, at 8.00 p.m., in the "*Wellington Hotel*," Nicholas Croft, High Street, Manchester. For those who are not Mancunians, High Street is off Market Street, almost in the centre of Manchester. The usual notices will be sent to all who are on the mailing list.

I propose to hold these meetings regularly every month throughout the winter, until April, when I consider we should discontinue for the summer.

Films, quizzes and discussions are envisaged, so come along in October prepared to criticise, but bring your suggestions as well.

COMMITTEE NEWS

Meeting held on September 9th, 1957, at the Royal Automobile Club.

Present: N. B. Pope (Chairman), E. C. E. Baragwanath, L. S. Cheeseright, H. L. Daniell, G. E. Duke, D. J. H. Glover, W. G. Jarman, W. A. S. Knox-Gore, A. Squillario, A. H. Taylor, G. E. Tottey, and R. C. Walker.

In attendance: The Secretary.

Apologies were received from G. C. Cobbold and A. L. Huxley.

"Peter M. Walsh Memorial Trophy". The terms governing this award were discussed, the Secretary having drafted a ruling, and were agreed.

"Metropolitan Meeting" 1957. The Secretary's report as Clerk of the Course was considered and accepted.

Brighton and Shelsley 1957. The Secretary's report on these two sprint events was considered and accepted.

Hutchinson "100" 1957. The Secretary reported on the final entry list and the lack of "Security" Marshals. He also requested extra "devotion to duty" for this, the Club's most important race meeting of the year.

New Members. Eighteen further new members were elected.

Personal Accident Insurance Premiums. A proposal from the A-C.U. about increasing the payment period of weekly benefits from 52 to 104 weeks was discussed. The Secretary was instructed to inform the A-C.U. that such a proposal seemed hardly necessary at present.



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GIRLING



MARSHAL'S MUSINGS

By W. G. BILL JARMAN

WHEN I wrote about giving up the Chief Marshal's job after ten years, little did I expect such a lot of correspondence and several personal calls from various members of this great Club of ours. It is most kind of you gentlemen, and I will reply to you all as soon as possible. Sincere thanks are really due to you, for making the "Bemsee Marshal Plan" what it is today.

* * *
Congratulations to Cecil Sandford on his marriage and 250 c.c. World Championship. Let us also give Bob McIntyre a dainty pat on the back (hope its well again!) for getting third in the 350 c.c. and second in the 500 c.c. World Championships. John Surtees got into third place in the Senior Class. Good show!

* * *
In case anyone else wants to join in the postal discussion on speeds in the various capacities, let us consider the Italian G.P. figures. Herewith averages and fastest laps:—

125 c.c.—99.20 and 101.12 m.p.h.
250 c.c.—109.43 and 111.55 m.p.h.
350 c.c.—111.88 and 114.54 m.p.h.
500 c.c.—115.75 and 118.11 m.p.h.

One member suggested the Senior class should be 351—1,000 c.c. He might have made it 251—1,000 c.c. because the time is not far distant when the speed differences will be small enough to justify a reduction in the number of capacity classes. Say two solo sizes and the sidecars (up to 1,000 c.c.).

* * *
I've had a long chat with Eric Headlam who asks me to tell you that he is back in circulation again after a couple of long spells is hospital. Both Eric and Mrs. Headlam wish to express their appreciation for all the goodwill messages which were sent during the summer months. Another hospital case, Bernard

Codd, is still in Beckenham Hospital with a damaged bone which he tells me is going to be a three months' job.

* * *
I am informed on good authority that there is no truth in the rumour about a well-known "Bemsee Barrow Boy" who is alleged to be writing a book on how to make racing pay for itself. Judging by the things which the sidecar men manage to break, I think it would be much better if they all wrote a thesis on metal and how it can be massacred. The third wheel seems to introduce quite a number of sharp points which never happen on two wheels.

* * *
Congratulations again to Tony Vandervell (not unknown to Norton Motors and Bemsee), and his British Vanwall. With Stirling Moss, Tony Brooks and Stewart Lewis Evans they have put up a fine show during the past few weeks and proved that we can win G.P.s on four wheels. There was a time when we could do it on two or three wheels, so what about it, Mr. Manufacturer? We have the men. We only need the machines.

* * *
A special pat on the back for the Club Medical Officer, "Mister Doctor" Gordon Hadfield, and his fellow medicos, who have been on parade at all our events during 1957. The racing members are now beginning to appreciate why he wants to see them if they are unfortunate enough to argue with the earth or "solid property" as G.D. calls it. We are delighted to have a physician and surgeon who really enjoys being with us even if he gets calls when excitement runs high.

* * *
Now turn to the Area News. You might be in time to join the party going to the New Forest and the Montague Museum on October 19th and 20th. One member and one guest is the rule.

NEW MEMBERS

The following New Members have been elected:—

F. Allen
M. J. Blackburn
E. N. Bonner
K. G. Canham
K. D. Freeman
G. L. Gardiner

H. D. German
R. H. Hayward
J. W. Lemm
A. G. Moore
J. A. Pearce
D. S. C. Proctor

R. D. Saunders
L. P. Sole
H. A. Voice
D. Walton
H. P. Woodrow
L. W. Young

OIL EVERYWHERE!

TALKING to Club member Alan Rutherford after his Manx G.P. rides, we learned from him that his low placing in the Junior Race was due mainly to oil from his A.J.S. spewing out all over the machine, thus causing him to cover two-thirds of this race with his back tyre in a most dicy condition. His twelfth placing was therefore all the more worthy.

IMPORTANT

MEMBER Bernard Codd who, you may remember, had the misfortune to have a nasty tumble at the 'Palace' in August, has asked me to locate his crash hat and goggles. These were last seen on the table in the Scrutineers' tent shortly after the accident. When his mechanic went to collect them they had disappeared. If any member can give a clue as to where they are, will he please

get in touch with the Secretary. Thank you!

FILM SHOWS

THE British Racing and Sports Car Club are organising a series of film shows (of car films) on November 22nd, beginning at 12.00 midnight. Shows are being held in London, Birmingham, Leeds, Manchester, Glasgow and Belfast. If any member is interested he should get in touch with our Secretary before October 15th.

MUTUAL AID

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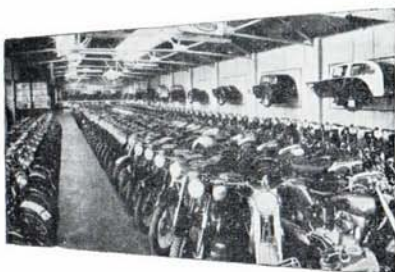
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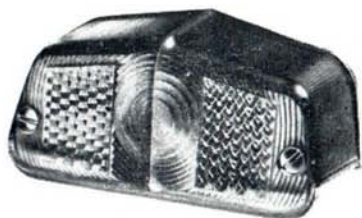
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