



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 9. SEPT., 1957

ONE SHILLING



Out in the country! The Folwell/Knocker Matchless outfit at Silverstone

(Photo: G. E. Hicken)

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COME AND ENJOY YOURSELF

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VENUE : Lyons Strand Corner House

DATE : Friday, 8th November, 1957

TIME : 6.45 p.m. for 7.30, until 1.00 a.m.

★ LICENSED BAR ★

Tickets will be available from the Secretary
mid-October

(price to be announced later)

Bemsee

Vol. 10. No. 9. SEPT., 1957

EDITOR :
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT : The Marquis Camden, J.P.

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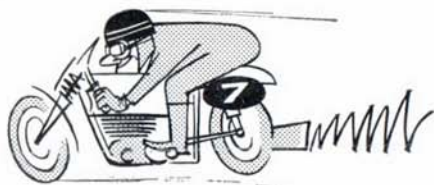
SECRETARY : W. C. Tremlett, 34 Paradise Road, Richmond, Surrey

SEPTEMBER ANNIVERSARY

THIS MONTH sees the completion of a very worthy feat by your Club. The "Hutch" is twenty-five and has attained its Silver Jubilee. This in itself is something of an achievement. Even more so is the fact that it is the oldest road race currently held on the mainland of Great Britain. Naturally the pattern of the event has changed from the first one held in 1925 at Brooklands and won by Frank Longman on a Harley-Davidson. The post-war events have been held at Silverstone, except those of 1947/8 which were at Dunholme Lodge. While not by any means ideal circuits, the post-war "Hutch's" have carried on some of the traditions of the pre-war Brooklands events. One really continuous link has been, and still is, the Mellano Trophy itself which, besides being the biggest, is the most valuable Trophy the Club possesses. What the next 25 years will bring is anyone's guess. By the time of the Golden Jubilee, machines may be jet propelled and be unrecognisable from those we know today. In any event it can safely be said that the "Hutchinson 100" is as integral a part of the Club as wheels are of racing motor cycles. Long may both continue to flourish.

With this issue of "Bemsee" you will find enclosed a window sticker and the poster. Do please display it. You can obtain more of these if you drop a line to the Secretary. Tell your friends about the meeting. This is being written before entries have closed, but it is safe to say that a finer entry has never been obtained by the Club. The International permit has been more than justified with World Champions, ex-World Champions, the leading riders of several European countries, as well as all our own stars, already entered. Do not forget to let us know if you can help. A great many people are needed to run a meeting of this size.

See you at Silverstone on the 21st!



Manx Grand Prix men, super-fast T.T. men,

Clubmen, marshals and folk who throng to see,

Record lap men and never in a 'flap' men,

Pit men, Clypse-men, all and one agree —

"Esso for Extra"



try it and you'll see!

FINEST PETROL IN THE WORLD!

BROOKLANDS GOLDEN JUBILEE

By L. R. HIGGINS

IT was twenty years since I last visited dear old Brooklands. Eye witness accounts, photographs and a brief glimpse on a passing train had prepared me for the devastation that had been wrought, and the shock of viewing the mutilated corpse of what had once been the most famous and unique racing track in the world.

Except for the crumbling remains of part of the banking and the test hill, there was little left to identify it with that mecca of speed which had attracted several generations of racing men on four, three and two wheels, for more than thirty years.

On May 6th, 1957, just fifty years after the first race meeting had been held at Brooklands, the Golden Jubilee was celebrated. It was a hollow celebration, for it centred on the unveiling of a memorial to the past greatness of Brooklands.

It is history now that the Track was sold to Vickers-Armstrong after the 1939-45 war, and lost to us for ever. But to mark the occasion of the Golden Jubilee, Vickers-Armstrong had erected a simple memorial along by the Railway Straight, and persuaded Lord Brabazon to unveil it. To the ceremony were invited as many as possible of all those who were associated with Brooklands in the past. Hundreds of its habitués assembled there, but it was a rather sad occasion, and Lord Brabazon in his speech, struck the note that it was not an occasion of rejoicing but one of sadness; this was but an interment. In a forthright manner he questioned Vickers-Armstrong's actions of depriving us and the world, of something that was dear to the hearts of speed enthusiasts. Could they not have gone to a golf course, there were so many of them?

Our President, the Marquis Camden, represented Bemsee, and in a brief speech outlined the Club's associations and achievements at the Track.

The car-folk predominated at the function, but there were a fair sprinkling of motor-cyclists present, many of them members of Bemsee at some time or other during their riding careers. Unfortunately "Trophy Day" clashed, and that prevented several members from attending.

Amongst the great crowd of what was probably the largest gathering of racing men ever to come together, were Cyril Pullin, Jimmy Simpson, "Barry" and George Tottey who were both racing before many of us were born; Tyrell Smith, "Ginger" Wood who was the first to average over the 100 m.p.h. at Brooklands on a British multi; I. B. Wicksteed who holds the 500 c.c. solo lap record on a blown Triumph; Noel Pope, our chairman and holder of the solo and sidecar lap record, Cliff Lewis, Francis Bart, Steve Lancefield, Jock West, Geoff Murdoch of Esso, "Tich" Allen, L. C. Williams and F. J. Williams. The Press were there too, Arthur Bourne of *Iliffe*; "**Motor Cycling**" in force—Graham Walker, Bob Holliday, C. P. Read and John Griffith, and no doubt many others whom I didn't recognise, or failed to see.

Despite the sadness of the occasion it was a glorious day. Hot sunshine, old thrills to live over again, trying to pick out once familiar landmarks, talking over old times, a wonderful procession of racing cars and motor cycles that made history yesterday and many years before, and was re-lived again for a few brief moments.

Perhaps the gods on far-away Mount Olympus felt some regret about the way they had handled the Brooklands affair, for as we made our way home, lightning flashed and thunder rolled, and rain teemed down.

WELL DONE, TONY!

A RECENT edict from the A.C.U., to the effect that Sidecar passengers' names should be mentioned in all race results, fits in nicely just now, but not as a race result. We spied a bit in an evening newspaper recently that one, Anthony Partridge of Waddon, more given to bashing round race circuits in company with a Mr. Alan Young, on a not-so-slow Norton outfit, had of late been presented with the Carnegie Hero Fund Certificate for climbing a 40ft. crumbling cliff to reach an injured boy, and calming him until firemen effected a rescue, thirty minutes later. Good work, Tony! You've a Certificate there that is a most worthy one, to go with your other mementoes.



GIRLING
SUSPENSION
UNITS
for motor cycles

at  all events



GIRLING

'way out ahead

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THE BACKBONE of this great Club is the racing member and "old timers" like myself and dozens of others. We maintain membership because we believe our sport to be the most useful thing in this mechanised world. If you are a new racing member, never forget that you are in very good company. A 'Limited Company' in fact, in more ways than one. That is why we are approaching our Jubilee Year, and no Club can last for nearly fifty years without several good reasons.

* * *

How many of you chaps in your twenties will stick at it, into your thirties? These are the men who get their names on the Leader Boards. These are the men who "get faster slowly", if one can use such an expression. Several of the marshals get much pleasure from talent spotting and the new boy can pick up quite a lot of useful information from the flag and 'phone men, who are often ex-racing types themselves. Yes, sir, it is the young man who keeps on keeping on (two meanings here), who gets there in time.

* * *

In case you are feeling low-spirited, cast your mind back to July. One of our aeroplanes cracked the air speed record, and one of our cars won a Classic G.P. (a real one), and a Yorkshire lad broke the world record for a mile on his own two feet. We hold air, land and water speed records, so the old firm is far from becoming an "also ran". We members of Bemsee will do justice to any good racing motor-cycle, even if it may be termed a Continental Fire Engine.

* * *

A letter from Italy tells me that the 125 c.c. "basic baby" may soon be reduced to 50 or 62 c.c. pots, because they are already thinking in terms of 125 twins and 250 fours. Personally I'm not so happy about too many cylinders for such small capacities. Not enough metal! Besides, a metallurgist tells me there is a limit for all the known alloys which are now available *at a price*.

* * *

These notes are written before the meetings at Oulton Park and the Palace, so we must turn to the one and only

"Hutch" of 1957, which is fixed for September 20th/21st. What about helping your Club? The "Hutch" carries an International label, so quite a few younger members can help with the administration, which will be my last meeting with your Chief Marshal. No, I'm not retiring altogether. You will see me on the Panel of Judges, doing a job which is not quite so boisterous as heretofore.

* * *

It will not be out of place if I put on record a sincere appreciation to all those good people who have helped with the "Marshal Plan" during the years 1947-1957, from Cliff Lewis to Bob Walker, and to our present Secretary, Guy Tremlett, Dunholme, Haddenham, Silverstone, Goodwood, Oulton Park, Crystal Palace, plus Hill Climbs and Sprints, to say nothing of all the other sporting and social occasions. It hasn't always been easy, but on reflection, "Thank you all for ten whole years of spare time pleasure."

* * *

One of my regular correspondents is worried about my remarks concerning the 350/500 racing capabilities. He says that the figures I quoted are somewhat unusual, but since he wrote, a similar thing has happened again. Take the Belgian G.P. speeds in m.p.h.: 125 c.c. (102), 250 c.c. (106), 350 c.c. (114), and the 500 c.c. (113). Even if we allow for the Liberati disqualification (114), we are approaching the time when there is not much difference between the 350 and 500 classes. Ask yourself the question as to how long this can go on? I will stick my neck out and suggest that two or three years will be enough.

* * *

Another member writes to say that motor-cycle racing cannot be classed as a commodity. Agreed, and that is why B.M.C.R.C. do not see everything in terms of £ s. d. If we did, the outlook would be too grim altogether and all the big-hearted chaps who belong to the Club for what they can put into it, would soon find some other outlet for their enthusiasm. We cannot overlook the importance of careful finance, but there's a world of difference between economy and cheese-



*The Race-bred
Motor Cycle*



Ride AJS and Ensure Success

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paring. That's why the prize-money for the "Hutch" approaches the thousand pounds mark. Goodness only knows what the Trophies are worth today!

* * *

Members who live in the South are particularly invited to read the Surrey and Middlesex News elsewhere in this issue. Like "Tot" and his Merseysiders, we welcome members and guests from anywhere. It does not seem to be known

that our Area Reps. are always on tap if you happen to be in their part of the world. Most of the areas work on a basis of one member and one guest, in the hope that the latter will join the "Bemsee Band" with a view to proposing another member, etc., etc., etc.

* * *

Let's hear from you about the "Hutch", and do your best to come for both days. The address is 153, Reigate Avenue, Sutton, Surrey. Thanks a lot!

THE EDITOR'S CORRESPONDENCE

I THINK it is amazing the length to which some people go (Racing Men in particular) to disguise any alterations and improvements to their machinery, to make it go, or stop, or both, faster! One such merchant actually tried to tell me he was "Building a coal bunker, old boy" when surprised by my unannounced arrival, after I heard he had bought two hundredweights of plaster of paris, half a yard of sand, and a bag of cement!! Well, well. I have never seen a coal bunker look so much like a mould for the manufacture of stream-linings in my life! Perhaps his coal comes in pieces, of aero-foil section, which would fit nicely in this bunker?

Another character, when the subjects of pre-season practice and testing, were spoken of, said "Too early yet, old chap. I have still got miles to do to the bike. Little odd things, you know—I am not making any major alterations this year, short of cash you know," and so on. But—I saw him myself (with the aid of binoculars) not a fortnight later, with his old machine, sporting a motor of much shorter stroke than of yore, motoring with a great amount of quickness round a disused airfield, whilst engaged myself on a little harmless bird-watching! (among other things).

I tactfully mentioned the subject to him sometime later. "Wasn't me, old boy, you must have been mistaken. I was there, but the old motor was not going very well at all. Trouble with the magneto - striction - transducer - circlip - retaining - lock - washer - on - the - helical - drive - to - the - rear - complete - swash - pump - drive - nut", or something equally highly technical (and unlikely).

I suggested that I thought it was a case of "A - minute - inclination - of - the

cranium - being - equally - invisible - as - mediocre - ocillation - of - the - optical - membrane - to an equine - quadruped - devoid - of - all - visual - capabilities"—or "A nod is as good as a wink to a blind horse!!" Yet this gent and others (many of them) seem to spend odd Saturdays and Sundays going to and from various airfields (not all disused) and they will all tell you that "It's not going, or stopping, or pulling or something"; yet when the first meetings come round, quicker machinery is not seen *anywhere* except for professionally tuned irons. Yes, I think quite a lot of looking through windows and peering under garage doors goes on early each year. Of course, I would not do anything like that. (Note to Garage Proprietor) Get doors repaired, those large gaps must let in an awful lot of draught. There must be more racing men, sidecar and solo, around this area, per square mile, than anywhere else in London. Why don't they pick up their pens a little more often, and their spanners a little less often, and let's hear from them in "Bemsee"? Perhaps this letter will provoke them or perhaps sting them into replying, so that we can work closer together in our fine sport.

Fred Keeling.

WHILST Mr. Tragatsch's history of the

T.T. makes interesting reading, his enthusiasm for the Continentals seems to have blinded him to the facts. In the 1956 125 c.c. Lightweight, he gives fifth place to Parus on the C.Z. whereas Dave Chadwick on the L.E.F. finished in that position, with Parus sixth.

"One-off" makers get very little encouragement, so please give them credit for any success they may have.

H. H. Lewis.

On bends like this . . .



Laying over into a corner at speed—the acid test for tyres! That's when you feel a thrill of confidence in your Avon pair. For Avon's round contoured design provides a continuous running path for each tyre at every angle, ensuring the same even rate of lean, front and rear. At every speed every solo machine is safer for AVON PAIRED TYRES, made and matched as a pair to give you better performance, longer tyre life, and a greater degree of control, braking and safety than ever before experienced.

Is this your line?

Is this your kind of cornering track — neat, tight, and safe? Placing your machine where you want it and keeping it there calls for unvarying grip from both your tyres, whatever your cornering angle . . .

SPEEDMASTER S.M. Safety Mileage



. . . that is why you need Avon paired tyres. Note how, although leaning well over each tyre retains a full tread contact with the road.

you need the safety of

AVON paired tyres

The ribbed SPEEDMASTER for your front wheel—everything a front tyre should have for positive braking, perfect steering and long, even wear free from 'centre peak'.

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



SIR ALGERNON GUINNESS TROPHY MEETING

Oulton Park — Saturday, 3rd August, 1957

At the end of this paragraph you will see the brief results of the meeting at Oulton Park. Your usual chronicler is taking a well earned holiday and I have agreed to look after this job while he is away. At least you will find some results. Due to the nature of my own job at our meetings I see very little of the actual racing; certainly insufficient to make well-informed comment on the day's sport. I hope then the following results will bridge the gap to some extent.

SPECIAL AWARDS

The "Sir Algernon Guinness Memorial Trophy"

C. C. Sandford. Improvement of 7.70 m.p.h. in the B.M.C.R.C. 250 c.c. Championship Race.

The "Hector Dugdale Trophy"

J. Surtees. 1min. 55.2secs. at 86.28 m.p.h. (B.M.C.R.C. Senior Championship Race.

The "Slazenger" Trophy

J. Surtees. 348 c.c. Norton.

The "Lambretta Trophy"

C. C. Sandford. 125 c.c. Mondial.

The "M. C. Tomkinson Trophy"

P. V. Harris. 499 c.c. Norton.

EVENT 3. B.M.C.R.C. 125 c.c. Championship Race for Solo Racing Motor Cycles from 101 c.c. to 125 c.c. (8 laps)

Place	Driver	Machines	Time	Speed
1.	C. C. Sandford	Mondial	17.54.0	73.89
2.	D. H. Edlin	M.V. Agusta	18.56.6	69.82
3.	S. M. B. Hailwood	M.V. Agusta	18.58.2	69.72
4.	W. M. Webster	M.V. Agusta	19.43.4	67.06
5.	R. J. G. Dickinson	M.V. Agusta	20.10.8	65.54
6.	A. F. Wheeler	M.V. Agusta	20.14.6	65.33

Fastest Lap: C. C. Sandford—2min. 11.6secs at 75.53 m.p.h.

EVENT 4. B.M.C.R.C. Three-Wheeler Championship Race for Racing Three-Wheelers up to 1,200 c.c. (8 laps)

1.	P. V. Harris	Norton	17.15.6	76.63
	Pass.: R. Campbell			
2.	C. J. H. Smith	Norton	17.22.6	76.11
	Pass.: E. Bliss			
3.	W. G. Boddice	Norton	17.42.0	74.72
	Pass.: W. Canning			
4.	R. A. Robinson	Vincent Special	18.02.8	73.29
	Pass.: L. P. Young			
5.	A. Young	Norton	18.09.4	72.84
	Pass.: A. C. Partridge			
6.	F. C. Pusey	Norton	18.28.0	71.62
	Pass.: P. Corris			

Fastest Lap: P. V. Harris—2min. 7.2secs. at 78.14 m.p.h.

EVENT 5. 3 Lap Race for Solo Racing Motor Cycles up to 50 c.c.

1.	F. W. J. Launchbury	Itom	9.20.2	52.94
2.	S. M. B. Hailwood	Itom	9.31.4	51.90
3.	C. V. Dawson	Itom	9.41.4	51.01
4.	F. Sheene	Astor Special	10.59.0	45.00
5.	G. S. Knox-Gore	Fruin Special	11.26.4	43.21
6.	S. A. Fairchild	Ducati	11.35.2	42.53

Fastest Lap: F. W. J. Launchbury—3min. 05.4secs. at 53.61 m.p.h.



Success

IN MOTOR CYCLE EVENTS DURING 1957

BEMROSE TROPHY TRIAL

Solo 1st
Sidecar 1st

SPANISH GRAND PRIX

500 c.c. 1st 2nd 3rd
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

SWISS MOTO CROSS GRAND PRIX

Winner

SCOTTISH 6 DAYS' TRIAL

Best Performance
Manufacturer's Team Prize
Every special first-class award

NORTH-WEST '200'

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

GERMAN GRAND PRIX

250 c.c. 1st 2nd 3rd
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

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

EXPERTS' GRAND NATIONAL

Winner

DUTCH MOTO CROSS

Winner

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

DUNLOP

built better to last longer!

EVENT 6. B.M.C.R.C. 250 c.c. Championship Race for Solo Racing Motor Cycles from 176 c.c. to 250 c.c. (10 laps)

Place	Driver	Machines	Time	Speed
1.	C. C. Sandford	Mondial	20.54.4	79.11
2.	J. Surtees	NSU	21.04.0	78.51
3.	R. N. Brown	NSU	22.03.2	75.00
4.	J. D. Hamilton	NSU	23.07.6	71.51
5.	W. A. Smith	Velocette	21.18.8	9 laps
6.	A. F. Wheeler	Moto Guzzi	21.20.2	9 laps

Fastest Lap: C. C. Sandford—2min. 02.6secs. at 81.07 m.p.h.

EVENT 1. Final. B.M.C.R.C. 350 c.c. Championship Race for Solo Racing Motor Cycles from 251 c.c. to 350 c.c. (12 laps).

1.	J. Surtees	Norton	24.17.6	81.71
2.	G. A. Murphy	A.J.S.	24.32.0	80.92
3.	J. Brett	Norton	24.40.0	80.48
4.	A. King	Norton	24.55.0	79.67
5.	D. V. Chadwick	Norton	24.58.4	79.49
6.	R. Fay	Norton	24.59.2	79.45

Fastest Lap: J. Hartle—1min. 58.4secs. at 83.95 m.p.h.

EVENT 7. 8 Lap Individual Handicap Race for Racing Three-Wheelers up to 1,200 c.c.

1.	P. J. Millard	Norton	19.16.6	70.43
	Pass.: S. Feather			
2.	D. H. Saywood	Norton	19.43.8	68.78
	Pass.: L. T. White			
3.	B. G. Gross	Norton	19.45.0	69.97
	Pass.: R. G. Douglas			
4.	E. T. Young	E.T.Y. Triumph	20.05.4	69.89
	Pass.: C. D. Young			
5.	J. H. T. Harris	Norton	20.13.8	66.98
	Pass.: T. Plant			
6.	P. V. Harris	Norton	20.14.0	76.75
	Pass.: R. Campbell			

Fastest Lap: P. V. Harris—2min. 05.6secs. at 79.14 m.p.h.

EVENT 2. Final. B.M.C.R.C. Senior Championship Race for Solo Racing Motor Cycles from 351 c.c. to 1,000 c.c. (12 laps).

1.	J. Surtees	M.V. Augusta	23.17.0	85.26
2.	A. King	Norton	23.43.8	83.66
3.	J. Brett	Norton	23.47.6	83.44
4.	R. Fay	Norton	23.48.8	83.37
5.	B. D. Codd	Norton	24.26.0	81.25
6.	K. H. Patrick	Norton	24.26.2	81.23

Fastest Lap: J. Surtees—1min. 55.2secs. at 86.28 m.p.h.

WITH OUR THANKS!

OUR RECENT Sir Algernon Guinness Trophy Meeting at Oulton Park was blessed with a good days weather, which made possible some very fast and exciting racing. We did have some unfortunate mishaps to riders and machines during the day, and these brought to light in a most efficient and expeditious way, the grand work carried out by the British Red Cross Society on duty at the circuit—and all of it voluntary. To the M.O.s, Mr. T. Tolley and his able and necessary band of medical experts, we say a very big "Thank you!"

FOUND AT OULTON PARK

The following items were handed in to the Clerk of the Course's office during the Sir Algernon Guinness Trophy Meeting on 3rd August.

- 1 chain oiler (complete).
- 1 pair spectacles.
- 1 pair sun-glasses.
- 1 fawn cloth cap.
- 1 right-handed black leather glove.
- 2 plug spanners.
- 1 Sondan "Bell" suit belt.

NEW BOOKS

WELL known for their books about motor racing, maintenance and tuning, G. T. Foulis has recently introduced a new "Handy Series". These are each published at the attractively low price of 7s. 6d. and are obtainable direct from the publishers or through any bookseller. The first two titles in the series are "Car Body Renovation" and "Full Throttle".

CAR BODY RENOVATION, by J. Dewar McLintock, is a "do-it-yourself" handbook, 98 pages of lore and "know-how" for the owners and would-be owners of neglected and ageing cars. Body repair is not, as the author emphasises, merely a matter of rubbing away the rust and slapping on a coat of paint. There is a great deal more to the job, and if it is to be done properly and to be a lasting repair, it must needs be tackled in a logical manner. The author advises the tyro to resist the urge to get busy with the paint pot, and to carry out all the essential repair work conscientiously and thoroughly in the first instance.

Repairs are dealt with chapter by chapter, covering metal work and body fittings, and embraces wheels, springs, brakes and chassis. Once this essential work is satisfactorily completed, the author gets cracking on what he considers to be the most absorbing part of the work, that of applying the paint. He deals with this comprehensively. There is also some very good advice on the methods to be adopted to obtain silence and a rattle-free body and chassis.

FULL THROTTLE is an old favourite. It was first published in 1932 and has been reprinted ten times—measure of its popularity. The author was that very famous British racing driver, the late Sir Henry (Tim) Birkin. Those racing enthusiasts who have not read the book have a treat in store, for it without doubt a classic. The story is based on Birkin's personal racing experience up until the time of the unfortunate accident that caused his death. He recounts in gripping style his experiences and racing in the Continental classic grands prix, the unique 24-hour race at Le Mans, and the thrill of driving the conquering British Bentleys. The book is dedicated to all schoolboys, and there are few who will not be thrilled by the exploits of a man who was without any doubt whatsoever,

one of the foremost racing drivers of all time.

WORKBENCH WISDOM 4/6d. published by: Temple Press Ltd., London.

A feature of the pages of "*Motor Cycling*" over many years has been a series of hints and tips of diverse nature; useful workshop wrinkles and make-do, ingenious repairs and methods, written not by the experienced journalist, but the riders themselves.

A selection of these, more than 280, have been collected into a single volume, ranging from simple emergency repairs to the devising and manufacturing of elaborate tools for special jobs. You will be hard put to think of a better way of spending four shillings and sixpence.

L.R.H.

THE BOOK OF THE DOUGLAS VESPA, 6/-, by J. Emmott, M.I.F.Mech. Published by Sir Isaac Pitman & Sons Ltd., London.

This small and comprehensive handbook is one of Pitman's Motor Cyclists' Library series, and it is written in an authoritative manner by a member of the Club, Jack Emmott.

As the dust-cover note states, this handbook for the Vespa owner is written by an expert and has been enriched by the interest and help of the manufacturer. Truly it can be said that it fits the pocket in both size and price.

The book deals with the Vespa model 1951 to 1953, and also is a general cover to the 1953/4 Model 'G' machine, which is essentially similar to the earlier models. The 42/L2 and Gran Sport models are dealt with in a special chapter. As a practical guide to general maintenance and running repairs, the book is a most valuable item to the owner; there being seventeen chapters covering each major part of the machine, including the carburettor, lights and wiring circuit, lubrication information; and three Appendices, dealing with fault-finding, technical data and do's and don'ts, respectively. There is also included an Index.

With many hints and tips and much comprehensive technical information, this little pocket-book is surely a "must" for the Vespa owner.

P.F.W.

AREA NEWS

SURREY & MIDDLESEX

W. G. Jarman

153, Reigate Avenue, Sutton, Surrey.

SURREY & MIDDLESEX. Yes, and

Kent or Essex, together with any other members who are within striking distance of the "Prince of Wales Tavern", Drury Lane, Long Acre, London, W.C. (nearest stations Holborn or Covent Garden)—welcome to our Winter Socials, Film Shows, Debates, Technical Talks and Quizzes, etc. Note these dates in your diary—October 15th, November 12th, December 11th, 1957.

Then there is the extra special Social occasion being fixed up, for a Saturday night-out in the New Forest, plus a visit to the Montague Motor Museum with the one and only Graham Walker, as Party

Leader. Let me know your requirements as soon as you can, because we are trying to get everyone in the same hostelry. One member one guest, as usual.

Here are the dates for the Motor Club Socials at the M.P. Club Houses, at Chigwell, Essex, on September 14th, October 19th, November 16th, and December 21st. The dates for Hayes, Kent, are September 28th, October 26th, and November 30th. Wear your badge and carry your membership card. These grand places of rendezvous are licensed for music and dancing as well as good ale, in the right company of enthusiastic sportsmen and women.

N.B.—I have been asked to lay on a competition between the Racing members and the Retired Racers. Your views will be appreciated.



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NEW TROPHIES

IT is with very great pleasure that I have to announce the generous donation to the Club of a superb silver bowl by the family of the late Peter Walsh which will be called the Peter M. Walsh Memorial Trophy. As you all know, Peter was an ardent member and a very staunch helper, and his family wished the Club to have something permanent as a memory, both of him and to him. The Trophy will be awarded annually to the rider who, in the opinion of the Committee, puts up the most meritorious performance at one or more B.M.C.R.C. meetings in a year with the proviso that the rider shall be only in his first or second years racing and not in receipt of manufacturer support. The usual declaration form will be included on all future entry forms. Though the Trophy will not be awarded this year, it will be displayed at the Annual Dinner, so that you can have a chance of seeing it.

The timely increase of interest in the 50 c.c. class has had its reward too. The proprietors of the "Pedal and Power" have presented to the Club a fine Trophy to be known as the "Power and Pedal" Trophy. This will be awarded annually on a points basis similar to our other trophies presented in this way to the rider with the greatest aggregate of points from all the B.M.C.R.C. 50 c.c. events during the year. Similarly, Mr. R. D. Llewellyn, a Club member, has generously presented a Cup to be known as the 50 c.c. Cup which will be awarded to the winner of the 50 c.c. race at the Metropolitan Meeting at Crystal Palace.

Mention should also be made of the kind gesture of Messrs. Slazenger Ltd. in presenting the Slazenger Trophy for the winner of the B.M.C.R.C. 350 c.c. Championship Race at Oulton Park. This has

been won by John Surtees, to whom hearty congratulations.

Secretary.

THE INVALIDS

WE feel other members will be pleased to hear that three members who had the misfortune to crash at Oulton are all doing fine. Geoffrey Lowe was found to have severe concussion and is well on the way to complete fitness once again. G. F. Matthews and C. J. Williams have both returned home. Gary Matthews is already thinking of riding again this year if he can, while Chris Williams is at home getting used to crutches as a means of locomotion.

Bernard Codd, as many of you will know, had the bad luck to crash at Crystal Palace and broke his pelvis. He is in Beckenham Hospital and unfortunately will be there for some time. I feel sure that a letter or two and, better still, a visit from one or two local members, would be welcome to him. He is in Trapnel Ward and visiting hours are 7.00-7.30 week-day evenings.

SUNBEAM SPRINT

THE date of this event has now been confirmed as Sunday, 6th October, and the venue will be Ramgate once more. The Regs. will have reached all those who competed last year. If you have not got any, then turn to page 138 of the August issue.

ERRATA

An unfortunate error crept into last month's issue, for which our sincerest apologies:—

Page 136—New Members: B. E. Joakley should read B. E. J. Oakley.

VERY IMPORTANT

A number of really keen types are urgently wanted for one of the most important jobs to be done at Silverstone for the "Hutchinson 100" on September 21st. The task is that of back area marshal. By doing this job you can not only give your Club a helping hand, but also prevent it from losing a considerable amount of money. Offers of assistance should be made to the Admission Controller, Mr. A. Squillario, Earlsdon Engineering Co. Ltd., Coventry, Warwicks. Telephone: 2967.

NEW MEMBERS

The following new members have been elected:

A. F. Anderson	G. P. Marsh	H. Ashwood
L. D. Ascott	B. E. P. McEntee	D. W. Bayliss
J. W. Booth	W. A. Peatman	C. N. Bharucha
R. J. C. Bown	N. H. Radcliff	B. S. Cuff
C. P. Charnock	J. M. Raymond	P. M. Dixon
B. D. Codd	R. J. Robinson	L. J. Eldridge
K. Crabtree	R. J. E. Rowles	R. M. R. Gavin
W. Friend	Mrs. M. Ryerson	R. W. Harding
F. Hewett	A. E. Saunders	R. M. Instone
D. R. Hobbs	J. Sellars	D. Jackson
K. A. Lindsay	J. T. Shakespeare	A. Marr
F. L. Lowther	R. Sutton	E. Rowley
H. C. Williams	D. F. Standing	N. J. W. Widdowson
D. S. C. Procter		

MUTUAL AID

For Sale. Ex-Noel Pope 1,000 c.c. J.A.P. Sprint Special; fitted Dudley-Ward rear suspension; over 100 m.p.h.; photo by request. £80 o.n.o.—C. E. Bowman, Foxhill, West Haddon, Near Rugby.

For Sale. June 1956 Racing 500 c.c. Gold Star B.S.A.—a really quick one. £200. H.P. Consider part exchange good car. One piece suit, as new. £15.—J. Powell, 13 Birdwood Road, Liverpool, 11.

For Sale. 1957 International Norton Model 30; 2,620 miles only; in road trim. Cost £290. Accept £250.—Apply The Secretary, 34 Paradise Road, Richmond. Tel.: 6326.

Does any member require the services of a mechanic, relief rider, pit attendant or passenger? Member, 'Bud' Boddington is willing to do one or all of these duties for road or grass racing—anywhere, any time. He will also share expenses if need be. He can be contacted at 19 Manton Road, Rushden, Northants.

Member F. Hewett of Walton on Thames has kindly offered hospitality to any member(s) who may be passing near his home. He says he can almost guarantee some sort of refreshment too (liquid if required!). Also any member who may be stuck for a bed overnight could be fixed up. His address is 2 Golf Wood, Station Avenue, Walton-on-Thames, Surrey. (Phone No. 4882.)

DONATIONS

Donations to the Benevolent Fund were gratefully received from: Lewis, Ellis & Foster Ltd., N. B. Pope, C. O. Watson.

TROPHY DAY 1957

Consequent upon an investigation into the results of the 350 c.c. final at our "Trophy Day" meeting at Silverstone on 6th July, the order of that race has been found incorrect. Competitor No. 58, D. H. Davey, shown as finishing fifth, was in fact one lap behind. Those riders placed from 6th to 21st thereupon move up one place. The 10th finisher was No. 44, K. E. Pitt (348 A.J.S.) and not No. 64, M. Wassell as shown in the published results. The 18th finisher was No. 64, M. Wassell (348 A.J.S.) and not No. 24 E. W. Barnes as shown. Our sincerest apologies to the members concerned for these errors and any inconvenience they may have caused.

NEW CLUB TIE

SOME members may recall reading a paragraph in Committee News which appeared in "Bemsee" for May. I am pleased to say the new Club Tie is now an established fact. It is in a dark green repp weave with a small representation of the Club Emblem woven into it. The cost is 15/- each and supplies are currently available from the office. I feel that the new tie will go well with almost any clothing (of the sort one wears ties with anyway!) and can be worn on all occasions. The black-gold tie is still available at 12/6. Why not have one of each to suit the occasion and the mood?

Secretary.

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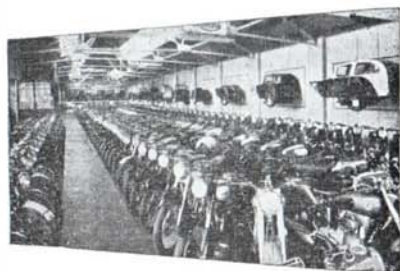
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I.O.M. T.T.

Senior	1st	R. McIntyre	GILERA
	2nd	J. Surtees	M.V. AGUSTA
Junior	1st	R. McIntyre	GILERA
	2nd	K. Campbell	MOTO GUZZI

BELGIAN G.P.

Senior	1st	J. Brett	NORTON
	2nd	K. Bryen	NORTON
Junior	1st	K. Campbell	MOTO GUZZI
	2nd	L. Liberati	GILERA

DUTCH T.T.

Senior	1st	J. Surtees	M.V. AGUSTA
	2nd	L. Liberati	GILERA
Junior	1st	K. Campbell	MOTO GUZZI
	2nd	R. McIntyre	GILERA

GERMAN G.P.

Senior	1st	L. Liberati	GILERA
	2nd	R. McIntyre	GILERA
Junior	1st	L. Liberati	GILERA
	2nd	J. Hartle	NORTON

SWEDISH G.P.

Senior	1st	K. Campbell	MOTO GUZZI
	2nd	J. Hartle	NORTON
Junior	1st	K. Campbell	MOTO GUZZI
	2nd	P. Murphy	A.J.S.

ULSTER G.P.

Senior	1st	L. Liberati	GILERA
	2nd	R. McIntyre	GILERA
Junior	1st	K. Campbell	MOTO GUZZI
	2nd	K. Bryen	MOTO GUZZI

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