



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 4. APRIL, 1958 ONE SHILLING



"I'm sure that was a half-dollar I saw on the second lap!"

## COMERFORDS LTD.

The Motor Cycle Distributors and Buyers

EXPERIENCED AND PRACTICAL  
SUPPORTERS OF ALL PHASES OF THE SPORT

COMERFORDS LTD. PORTSMOUTH ROAD  
THAMES DITTON, SURREY

Telephones: Emberbrook 5531 (6 lines)

---

---

# *Silverstone Saturday*

---

---

only 19 days to go

ENTRIES INCLUDE . . .

Geoff Duke, Bob McIntyre, Carlo Ubbiali, Terry Shepherd, Bob Brown, Eric and Harry Hinton, Jack Ahern, Florion Camathias, Arthur Wheeler, Geoff Tanner, Jack Brett, Alan Trow, "Pip" Harris, Cyril Smith, Bill Boddice, etc., and etc.

IF YOU HAVE NOT ENTERED . . .

. . . OR ARE NOT HELPING THE ORGANISATION

Then come along and watch  
AND BRING YOUR FRIENDS !!

== SEE YOU THERE ==

# Bemsee

Vol. 11. No. 4. APRIL, 1958

EDITOR:  
P. F. WRIGHT

**BRITISH MOTOR CYCLE RACING CLUB**

PRESIDENT: The Marquis Camden, J.P.

VICE-PRESIDENTS: E. C. E. Baragwanath, H. L. Daniell, C. A. Lewis

CHAIRMAN: H. L. Daniell VICE-CHAIRMAN: A. Squillario

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

---

## NOW THAT APRIL IS HERE

WE are told that the place to be at this time of the year is England, or as it should be more correctly expressed, Britain. Wherever we are in these isles of ours, thoughts will be turning to the opening of another season of road-racing sport, with, to start the year, the Easter group of meetings and to follow up, our own big "Silverstone Saturday" get-together. The year will certainly get off to a good start and we will take this present opportunity to wish all the very best to the competitors and "May those bikes fire first time!"

As far as the Club's Officers, Officials and Marshals go, they are all looking forward to getting under way, and at this point we should like to welcome the two new members of the Committee, Dennis Bates, our new Chief Marshal, and "Cabby" Cooper, and wish them an easy and calm passage. The Editor is looking forward to meeting again all the many friends and faces from previous years and also our many new members. If you have any ideas or constructive suggestions that will help to make our little monthly magazine the better, then do please get in touch with the Editor at Silverstone or write in. On April 19th, I will make an announcement over the "Antone" system during the lunch-break and we can then have a natter.

Well, "Good racing and fine weather" is the toast for our big day and we hope that you are all present and that you will have a grand day out.

**Closing-date for contributions — 14th of each month**

# "Esso for Extra"



**FINEST PETROL IN THE WORLD**

---

## COMMITTEE NEWS

### Meeting held on March 10th, 1958.

**Present:** D. Bates, L. S. Cheeseright, E. Cooper, H. L. Daniell, D. J. H. Glover, A. L. Huxley, W. G. Jarman, N. B. Pope, A. Squillario, I. F. Telfer, G. E. Tottey, and R. C. Walker.

**In attendance:** The Secretary.

**Election of Chairman and Vice-President:** Mr. H. L. Daniell was unanimously elected Chairman of the Club for the next twelve months and Mr. A. Squillario the Vice-Chairman.

**Apologies:** Apologies for absence were received from Messrs. Baragwanath and Cobboid.

The Minutes of the last meeting of the General Committee were approved.

**Affiliation Fees:** The Secretary reported that our delegates to the last General Council Meeting of the A.C.U. had been instructed to oppose the full increase of 2/- which was proposed in this matter and to substitute a counter proposal, insofar as Non-Territorial Clubs were concerned, that an increase of 1/6d. be made. They had no chance to put this forward because a counter proposal had been put forward by a group of northern centres which, they felt, had to be resisted even more.

**Club Delegates to the General Council:** The appointment of Messrs. L. J. Archer and H. R. Taylor as Delegates was confirmed. It was agreed that the agenda of all Committee meetings should be sent to them and that they should be invited to any Committee meetings which might be desirable.

**Clubman's Trophy Races, 1958:** The Secretary reported on this event. The requests for consideration for entry by the Club were examined. It was decided that no final decision could be made until the regulations were available and the Competitions Sub-Committee was authorised to make the final selection as soon as practicable.

**Annual General Meeting:** The Minutes of the 1958 Annual General Meeting were approved.

**Les Graham Trophy:** Arising out of the complaint made by Mr. P. Ferbrache about this award it was decided, after

considerable discussion, that Mr. Ferbrache had ample opportunity to lodge a formal protest as laid down in the regulations for the event and G.C.Rs. It was pointed out that the decision of the Judges was, in any case, final. The Secretary was asked to ensure that this Minute appeared in the Magazine in line with the undertaking given to Mr. Ferbrache at the A.G.M.

**"Silverstone Saturday", 1958:** The Secretary gave a progress report on the arrangements for this event. The decision to hold two Club Handicap events was approved, though Mr. Cheeseright drew attention to the safety factor in such races. The appointment of Mr. D. Bates as Chief Marshal was confirmed, as was that of Mr. E. Atchelor as Deputy Clerk of the Course.

**Other Road Races:** The Secretary reported briefly on the progress of arrangements for "Trophy Day", Crystal Palace and the "Hutchinson 100". Approval was given to extending to these meetings the two long race method in the 350 and 500 classes. The position in regard to Mallory Park was noted.

**Sprint Meetings:** The Secretary reported that he had not, so far, found a suitable course. Mr. Squillario confirmed that Shelsley Walsh would be held and the motor-cycle entry invited as in the past.

**Annual Dinner, 1958:** The Secretary said that he was making arrangements for this function to be held at the Coventry Street Corner House of J. Lyons & Co. Ltd. in the middle of Show week.

**Benevolent Fund:** On behalf of the Trustees, the Secretary gave their Report for 1957 to the General Committee, on the conduct of the Fund. This noted, a recommendation of the Trustees that a cheque for £10 10s. 0d. be sent to the Governor of the Isle of Man's Fund to aid the dependants of those who lost their lives in the air crash in March, was unanimously approved.

**Membership:** Resignations were accepted with regret. The Secretary was authorised to remove from the Register of Members all those who had not paid their subscriptions by March 31st. New members were elected.

## ANNUAL GENERAL MEETING

THE Annual General Meeting of the Company followed by that of the Club was held at the R.A.C. on Friday, February 28th. The Chair was taken at the former by the Chairman, Noel Pope, and at the latter we were greatly honoured by our President, who was unanimously elected to his office once again, the Most Hon. The Marquis Camden assuming the Chairmanship of the Meeting. The attendance was regrettably small, there being but 43 members present in addition to the Board and Committee.

At the A.G.M. of the Company, Mr. J. D. Ferguson representing the Company's Accountants, Messrs. Andrew W. Barr & Co., went through the Accounts for the year ending December 31st, 1957. He commented on the pains to which the Directors and in particular the Finance Sub-Committee had gone, to reduce expenditure. He then dealt with any points raised by those present in connection with the Accounts. These were approved. Messrs. G. C. Cobbold, A. Squillario and R. C. Walker having offered themselves for re-election as Directors, were duly re-elected.

The A.G.M. of the Club followed immediately. Messrs. E. C. E. Baragwanath, H. L. Daniell and C. A. Lewis were re-elected as Vice-Presidents. The Accounts of the Benevolent Fund and the "Leslie Graham Memorial Fund" were dealt with by Mr. Ferguson and approved. As there were six nominations to fill the three vacancies on the Committee, a ballot was necessary. This resulted in Messrs. D. Bates, E. Cooper and I. F. Telfer being elected to serve on the General Committee. The meeting was then thrown open to "any other business". Mr. Ferbrache had a point to raise about the "Les Graham Trophy" which the Chairman undertook to have the Committee look into at their next meeting. Mr. Fifield asked a question about the duties of the Board and Committee, which led to a lengthy interchange of views and arguments; some scarcely appropriate to the A.G.M., one might have thought. Mr. Woods raised a point about streamlining and wanted the Club to take the lead in the matter and adopt the F.I.M.'s new ruling for solos. A motion to this effect was put to the meeting and carried by a large majority. Mr. Ferbrache moved a motion to the effect that alcohol fuel should be permitted at all the Club's meetings except the International one. This was put to the meeting and lost by a large majority.

Mr. Walker proposed that a telegram of good wishes be sent to Mr. Baragwanath—this was adopted with great approval. Mr. Pope proposed a vote of thanks to Mr. Jarman for his ten years' work as Chief Marshal, which was also greeted with enthusiasm.

## A-C.U. NOTES

THE Competitions Committee at a recent meeting considered the position regarding practising and testing which are permitted at certain tracks and the apparent lack of first-aid facilities. Whilst the Committee considers that it is most desirable that such facilities should be available at the tracks, it recognises that there are certain practical difficulties. Drivers are strongly advised that when availing themselves of special practice facilities, they should not attend the track unaccompanied and should ensure that medical and ambulance services are readily available.

The Post Office Engineering Department has informed the A-C.U. of complaints received regarding television interference from motor-cycles used in competitions on private circuits. Promoters and drivers are reminded that all motor-cycles must be fitted with suppressors and steps should be taken to ensure compliance with this requirement.

It is regretted that the A-C.U. has been unsuccessful in approaches made to the Isle of Man Steam Packet Co. Ltd., for certain concessions and special facilities which is was hoped would have been granted to drivers in the 1958 T.T. Races.

## A Message from "BARRY"

I HAVE been asked by Mr. E. C. E. Baragwanath, or "Barry" as I expect he would prefer to be called, to thank, on his behalf, all those members at the A.G.M. who were so kind as to send him good wishes. He is most grateful to you all for this and is pleased to say that he is much better and hopes to be fit again in time for the season. He would like you to know that he is deeply honoured to have the privilege of being elected a Vice-President again and thanks you all very much for this mark of esteem.

Secretary.



Robust, well-designed suspension units contribute much to safe and speedy riding; and whether you ride for sport, for pleasure or for necessity, you will find a Girling suspension unit—and that means the best of its type —to meet your requirements

# GIRLING



GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM 11

## BILL JARMAN'S COLUMN

**T**HIS issue is due to reach you at the beginning of April. Time enough to volunteer to do a job of work for your Club at the mighty meeting known to the world as "Silverstone Saturday". Do not leave it to the hard core of regular enthusiasts; come along and help, even if you are a brand new boy you can always be paired with a man of experience. Write to the Secretary at 34, Paradise Road, Richmond, Surrey.

I have been asked once again if it is essential for a good Marshal to be qualified in first aid. It is not essential but you can be sure in your own mind that a first-aid ticket is worth having at any time. Many of our chaps have taken the St. John course of instruction during the winter months and some of them have kindly written to me saying how they enjoyed it. If you are still in doubt, have a chat with any Manx Marshal. They know how important the subject is.

Many new faces will be with us at Silverstone in April. It is not necessary for me to tell them that membership of this Club is reason enough for them to feel at home. Any new boy who thinks he is "lost" should talk to some of the older members. They will soon put him at ease, especially if the "tummy" feels like rumbling. It all comes right as soon as the engine fires in your first race. Do not blind up and down the paddock to get warmed up. Watch the experts.

Competitors! Have you realised the value of the prizes and prize-money being awarded for "Silverstone Saturday"? The cash value is nearly £1,300 and at today's prices, the trophies and special awards amount to quite a lot. All this means spectators—and lots of them—so anything you can do to swell the crowd will help. If you belong to a local club, why not ask them to organise a Rally with a sweepstake of their own? From the spectators' point of view, Silverstone is a circuit where you have plenty of room to move about. There are over three miles of track if you feel energetic.

Did you notice the paragraph in the regulations with regard to flags? A yellow flag with red stripes will be flown when oil is spilled on the course, until the marshals can soak it up with sand. The white flag means that the ambulance is on the circuit. These two flags **must**

be memorised for future use. You should know the others, but if you do not, get busy and learn them right away. It's important! The new man who gets the black flag (or black board) with his riding number must know that he has to stop.

Last month's cover picture of Eddie Ventura on a Cotton in 1927, brought back memories. It is a good photograph of Eddie with a mop of curly hair which Gloucester's Bill Cotton and Paddy Johnston used to envy. They need not do so any more! Any other prints of these old time pictures in good condition will be welcomed by Editor Peter Wright.

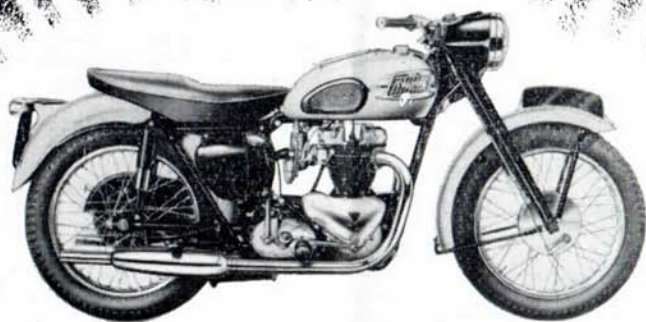
In spite of several announcements, I have had three letters about the 1958 "Marshal Plan". These communications have had to be re-addressed to the office, with wasted time, stamps and envelopes thrown in for good measure. The wit who wrote "Ten per cent of us can read without learning", must have been right.

A letter from Germany tells me that the h.o. "Four" is a Zundapp, or rather was a Zundapp. My informant says that the owner appears to have "married" a B.M.W. with the above named machine and made a first class job of it. If this paragraph should catch the eye of anyone who can tell us any more about this mysterious motor-cycle, will they please drop me a few lines. At least I do know one thing. It is not produced at Munich as Geoff Duke has already confirmed.

I have recently had an interesting chat with a speedman of pre-war days. He holds the sincere opinion that the prizes or prize money should bear some sort of relationship to the performance. In other words, if the Junior event is run at a faster speed than the Senior race, then the better prizes should go to the 350 c.c. winner. So far so good, but suppose the track is wet for one race and dry for the other, what then? Anyway, the idea is worth consideration and I pass the subject to you for discussion.

May I conclude this month's notes by quoting one of the late Joe Craig's famous expressions: "Don't blame Lady Luck or the bicycle, blame yourself." It may seem a bit hard at first, but it pays in the long run!





**TRIUMPH**

*Holder of the World  
Motorcycle Speed Record*

**214**  
m.p.h.

TRIUMPH ENGINEERING CO. LTD., MERIDEN WORKS, ALLESLEY, COVENTRY

## DOUBLE KNOCKER SAYS . . .

WE seem to have had letters from several parts of the globe just recently which have helped to make life very interesting. E. H. C. Baker, whom I mentioned an issue or two back as having gone to Iceland for a spell, has been good enough to send us a letter about his initial experiences. It makes interesting reading. There are some two-wheelers to be seen, mostly mopeds. The youthful riders of these bat along at a tidy pace, quite unconcerned at the ice and frozen snow. There are not many roads, of course, and what there are, do not appear to be all that good. So plenty of big American sedans get about, and Mercedes buses! These would seem to be quite something and Mr. Baker tells us that they are very exciting to travel in, especially when executing four-wheel drifts on snow, etc. Member John Lane, late of Maidenhead, tells us he has met up with John Caniglio (they are both currently living in Ontario). There must be almost enough Bemsee members in that part of Canada to form a local "cell". Ted Graham whom many will remember as one of the stalwarts marshalling at our meetings till the end of 1956, has settled on the other side of the Canadian continent and is in the process of acquiring a business of his own. He also has hopes that some proper road-racing will soon be started out there. Incidentally, a friend of Ted's, Ian McGuffie, is on his way over to this country and is hoping to ride a 500 c.c. Norton. He wants a good 350 too, so if anyone has any offers or suggestions to make perhaps they would get in touch with the office.

Coming nearer home it is my great pleasure to mention that George Ewer was married last month to Miss Rita Clarke. George tells us he is going to do some racing this summer on a Beasley-Velo, while continuing to look after Geoff Tanner's Nortons.

I expect several members will be travelling across to the Emerald Isle for one or more of those admirable handicap races they run over there. Two that are doing so, I know, are John T. Griffiths of Birkenhead and Chris Williams of Welwyn, their machines being a 350 Manx Norton (1956 vintage) and J.A.B.S. (Phil Webb's Norton-engined special) respectively. It occurs to me a Bemsee team might be entered in these races. What does any other member making the trip

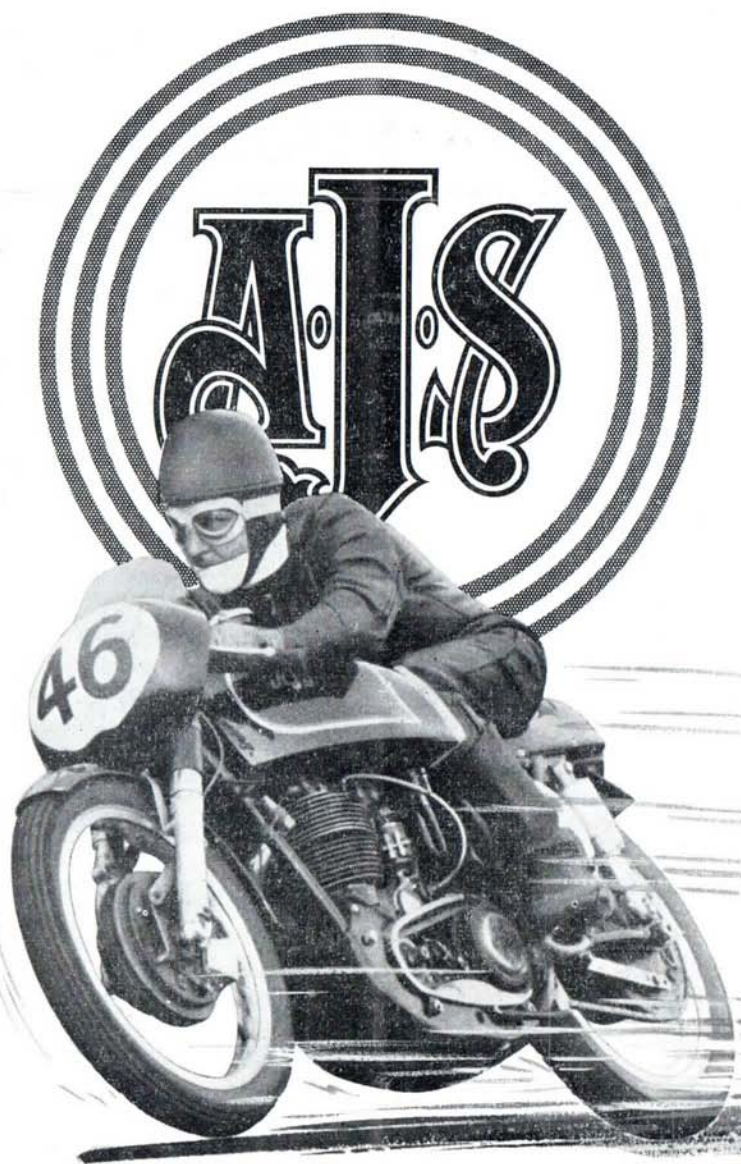
think? If anyone is interested, perhaps they would contact the office.

Just too late for inclusion in the last issue was a most interesting matter mentioned by member S. Grant of Preston. He wrote to tell us about the various types of Blackwell speed calculators. Any of you who are at all familiar with four-wheel type rallies will have heard of these. Now they have produced several varieties of calculator, some of which would be eminently suitable for use by amateur time-keepers and team chiefs. The cost seems to me to be very reasonable and they appear easy to operate. Anyone interested might care to drop me a line, c/o the Office and I can then put them in touch with the manufacturers.

I saw a rather meaningful cutting from a local London paper the other day, which afforded one more indication of how careful you have to be over this matter of insurance. A worthy gentleman was pushing his recalcitrant racer along the road when he was stopped by the police and "booked" for using a machine on the road which was uninsured. I am sorry to say a fine resulted. Incidentally, this rider who is a member of the Club, has my congratulations on his reason for pushing his "bike up the road. He said he was merely circulating the oil and not trying to start it! Seriously though, it does show you cannot be too careful. It is all very well having a crafty run up the road just to see if it works, but the consequences can be hard if the law appears before you disappear. Gone are the days, it seems, when the police turned their backs on this sort of thing. A pity!

At the time of writing, we do not know exactly what the regs. for the Clubman's Trophy races will entail. It is rumoured that proper racing machines will be allowed which I personally consider a wise move, especially in view of the circuit to be used. I have no doubt that Bemsee will be entering some of its members. It could be a very interesting meeting, though whether it is wise to have it so very near to the T.T. is perhaps open to question. But it is Whit-Monday of course, a most important consideration.

That's all for this month except for one thing. The Editor is still woefully short of material to put in the magazine. So what about it? Bemsee is the best club in the country—it ought to have the best club magazine. You can help to make it that.



**Ride AJS and Ensure Success**

A · J · S · M O T O R · C Y C L E S · P L U M S T E A D · R O A D · L O N D O N · S · E · 1 3

# They build durability at Fort Dunlop



## **DUNLOP UNIVERSAL**

Sets new standards of safety, comfort and economy. Chosen by the majority of British motor cycle manufacturers as standard equipment.

*with Science  
Accuracy and  
Experience*

Even though thousands of tyres are made at Fort Dunlop every day, they are not mass produced. Every Dunlop tyre is individually built. It is the work of experts—working as a team and supported by the most modern machinery, materials and methods. Every Dunlop tyre is built to give you a high standard of performance in terms of mileage, safety and comfort, in fact, complete confidence to meet every riding condition.



### *100,000 times larger than life*

*This electron microscope gets to the heart of things. A specimen of carbon black for instance, can be magnified a hundred thousand times, so that its part in making tyres wear-resisting can be studied more closely.*

# **DUNLOP**

*built better  
to last longer!*

2H/214

## MUTUAL AID

**Wanted:** racing kit—leathers or p.v.c. to fit 6' 1", 38" chest; boots with zip back, size 10.—D. E. Watkin, 6 Hazelwood Road, Neath, Glam.

**Wanted:** three sets of leathers, preferably one-piece, for 5' 7-8", also boots size 8. These are wanted by member E. Graham who is now in British Columbia. All enquiries and/or offers to the Office please.

**Wanted:** Set of leathers or 'A.C.U. approved' p.v.c. type; 5' 7" tall, 38" chest. Must be reasonably priced!—R. A. Nicholson, 32 Eastgate, Nork, Bantstead, Surrey.

**For Sale:** My racing Itom—probably the fastest 50 c.c. machine in the country. Ready to race, but offered with road equipment as well, £95.—F. W. J. Launchbury, 5 Parkwood Road, Wimbledon, S.W.19.

**Thanks:** I would like to thank the several members who inquired after my Tiger Cub. The response was most alarming. Thank you!

**Errata:** Ref. member Bill Dixon's advert. (March "Bemsee") about the B.S.A. "Gold Star" oil tank and chain-oiler. This should have read **For SALE** and not **Wanted**. Our apologies for this mistake.

## OBITUARY

We very much regret to announce the death of Reg Phillips, a well known Brooklands rider and for many years a member of the Club. We offer our sincere sympathies. At his special request Noel Pope will scatter his ashes on Brooklands on Easter Sunday.

## BROOKLANDS REUNION

This annual function will take place on Friday, 2nd May, 1958, at the "Hand and Spear", Weybridge. The time is 7.00 p.m. Tickets, which cost 7/6 each and include buffet, are now available from Bob Lunn, The Holly Bush, Church End, Redbourn, Herts. Applications for these should reach him not later than 26th April.

## THE EDITOR

It is my very great pleasure to also tell you that your Editor, Peter Wright, was married on Friday, March the 28th, to Miss Jackie Court. I feel sure you will all join the Committee and I in sending your very best wishes for their future happiness and success. May all their days be both prosperous and glad ones! You will be pleased to know that Peter is continuing to be your Editor and that he is quite sure he can combine this with his new activities. Congratulations once more, Secretary.

**BRYANTS** OF BIGGLESWADE  
"THE RIDER AGENTS"

FOR EVERYTHING CONNECTED WITH MOTOR-CYCLES

**100% SERVICE from a 100% DEALER**

PART EXCHANGES on RACING, SCRAMBLES  
and TRIALS MACHINES OUR SPECIALITY

25-27 & 72-74 SHORTMEAD ST., BIGGLESWADE, BEDS. Tel.: 3108

## THE EDITOR'S CORRESPONDENCE

Wed., 12th March.

To the Secretary.

Dear Sir,

I hasten to wish you every success in your "Silverstone Saturday" meeting and I am really delighted to hear you are having a "Clubman's" Handicap. Since the last war there have been too few handicap events in English racing and I was beginning to think that "Bemsee" hated handicaps. I know they are difficult for spectators to follow but it is the riding and the variety of talent and machinery that the enthusiast really loves.

The Irish handicap events are, in my opinion, the sportiest races in the world and they have not proved dangerous on the tricky little circuits on which they are run. Take the Cookstown 100 or Temple 100 events of last year, for example. There were about 25 to 30 different makes of machines and some very good riders taking part, yet everyone had a chance of getting an award.

I often think and wonder what kick lads get out of running £300 or £400 double o.h.c. 125's in a scratch race against such super enthusiasts as Bound, Rose and Co. on their tuned-up £100 to £150 Bantams and such. If it is speed these lads are after, could they not get as many m.p.h. on a 350 Gold Star or such for £250 and race on more sporty terms?

Very best of luck to all and please do not let the impecunious and often more enthusiastic lads get more chances.

Waterloo Place,  
Donegal Town, R. of I.

W. McGowan.

[Many members will undoubtedly know of Mr. McGowan, the well known writer on Irish motor-cycle sport. Many will agree with his remarks about the handicap events like the Cookstown and Temple 100's. The Secretary is hoping to visit the Cookstown 100 and the North West 200 and has promised to let us have his impressions of both events at a later date.—Ed.]

WHILST paying sincere tribute to Mr. J. T. Terry's first class 250 c.c. sprint performances (in spite of his self-imposed handicap), I would mention that my letter (November "Bemsee") to which he refers, read "sprint course record" and not "class record". Consequently I see no reason to amend my contention.

London, S.E.18.

L. W. E. Hartley.

IN the February issue of the "Bemsee" magazine Mr. J. W. Lemm submitted a letter regarding my T.T. Royal Enfield. The "iron" concerned was the machine ridden by G. Davies and it was the sealed handicap that they won. Also the machine is of 1924 vintage and not 1927/28 as quoted by your good selves in error. The year of manufacture has been confirmed by quite a few well known authorities on the subject and I would point out that the machine is a T.T. Royal Enfield *not* a T.T. Replica Royal Enfield—yes, a "work's job"!

Liverpool 4.

Derek Rumble.

---

# Silverstone Saturday

## DON'T FORGET!

---

# BRITISH MOTOR CYCLE RACING CLUB LIMITED

## CLUB BADGES

The following Badges are obtainable from the Secretary,  
W. G. Tremlett, 34, Paradise Road, Richmond, Surrey.

Transfers (each)	...	...	...	...	...	...	...	1s. 9d.
Lady's Brooch	...	...	...	...	...	...	...	5s. 6d.
Lapel Badge (Buttonhole fitting)	...	...	...	...	...	...	...	7s. 6d.
Car Badge (Chrome and Enamel)	...	...	...	...	...	...	...	17s. 6d.
Blazer Badge (Metal and Silk Embroidered)	...	...	...	...	...	£2	...	2s. 0d.
Tie—Type A	...	...	...	...	...	...	from	12s. 6d.
Type B	...	...	...	...	...	...	...	15s. 0d.

---

To :—

THE SECRETARY.

Please send me.....Badge(s).

I enclose remittance of.....

Name .....

Address.....

.....

.....

## NEWS FROM THE R.A.C.

### NATIONAL STANDARD FOR SPEED METERS

Mr. Wilfrid Andrews, Chairman of the R.A.C., announced last month that the Club was to urge the Home Office to lay down legal standards to which Police radar speed meters must conform. He emphasised that it was essential to ensure there should be no risk of unjustified convictions through the use of these meters. Mr. Andrews said that until a legal standard was laid down, the R.A.C. declined to accept as legitimate evidence of excessive speed a reading from these instruments of less than 5 m.p.h. because of possible errors due to their design. The R.A.C.'s main objection to the speed meter was that it incorporated nothing to identify the vehicle being checked. This could cause confusion if there were more than one vehicle in the beam, R.A.C. investigations showed that the readings of the type of radar speed meter being used by the Lancashire and Metropolitan Police might be affected by at least five kinds of extraneous influences. Mr. Andrews added that the R.A.C. hoped that a national standard would be devised for the manufacture, maintenance and method of operation of radar speed meters. Meanwhile, in the interests of its members, the Club will closely watch the use and development of these instruments.

### HANDBOOK AND GUIDE

The most comprehensive information about motoring presented in the most convenient form is the keynote of the 1958 edition of the R.A.C. Guide and Handbook which will shortly be available from all R.A.C. offices, price to members 8/6d. post free. Although most of the popular features which have earned this famous motoring manual its unique reputation have been retained and several new ones added, it has been expressly re-planned to present them in the most accessible manner. Special features for 1958 include contents and index pages at the front of the book printed on pink paper for easy reference, lists of station parking places in the London area, details of car by train services and the time of tide in 154 seaside towns and villages. Particularly valuable are the 64-page atlas of Great Britain and Ireland, now printed in red, blue and black, and the double page map of the London area. The Dir-

ectory contains references to more than 3,000 towns and villages in the British Isles, with particulars of R.A.C. appointed and approved hotels, restaurants, repairers and agents, etc. The book is packed full of valuable touring information and there is a specially revised summary of motor laws.

### OPEN ALL NIGHT

The R.A.C. has just produced an invaluable little booklet giving particulars of all-night petrol stations in England, Scotland and Wales listed by counties and showing those also open until midnight. A separate section lists all-night petrol stations in London under postal districts. This booklet will help members making long journeys or travelling overnight—particularly during the holiday season—to plan their re-fuelling with reasonable certainty. It will also reduce the chances of running out of petrol in areas where there are fewer opportunities of re-filling at will, thus off-setting the possibility of frustration and delay. Copies of the all-night petrol stations booklet are obtainable, free of charge to members, from any R.A.C. Office.

### TROPHY AWARDS FOR 1957

The Segrave Trophy for 1957 has been awarded to Stirling Moss for his outstanding performances with a Vanwall car in winning the British Grand Prix of Europe, the Italian Grand Prix and the Grand Prix of Pescara, as well as establishing new International Class "F" (1500 c.c.) records at Utah, U.S.A., last August. This trophy, first awarded in 1930, was instituted to preserve the memory of the late Sir Henry Segrave and is awarded to "the British subject who has accomplished the most outstanding demonstration of the possibilities of transport by land, air or water during the year."

The Sir Malcolm Campbell Memorial Trophy for 1957 has also been won by Stirling Moss for his victory in the Grand Prix of Pescara. The trophy is awarded by the R.A.C. to the British driver or drivers who are considered to have made the most outstanding performance during the year, driving a British car in any form of motor competition.

The Dewar Trophy for 1957 has been awarded to the Dunlop Rubber Company for its outstanding work on disc brakes,



which has contributed to the success of British cars in all fields. This trophy may be awarded annually by the R.A.C. for the most outstanding technical performance in the field or automobile engineering accomplished during each year.

#### FOREIGN TOURING IN 1958

The number of British motorists taking their cars or motor cycles to the Continent in 1958 is likely to be greater than ever before. At the end of last month, almost twice as many members had made cross-Channel bookings through the R.A.C. than in the comparable period of

1957—the previous record year. Sea and air services to the Continent on several days in July are already fully booked and the R.A.C. urges members who wish to be certain of securing their first choice of travelling time on the car ferries to make their reservations now. A surprising number of enquiries have reached the R.A.C. from members wishing to know about holidaying in Russia with their cars. When R.A.C. officials were in Russia last summer they were told that in addition to the then existing two routes, two more would be ready for British drivers in the latter part of this year.

#### NEW MEMBERS

The following new Members have been elected:—

D. H. Allen, J. H. Allen, D. Baker, G. Bell, T. Brown, J. W. Buffam, J. C. Buxton, C. W. G. Chandler, T. H. Charnley, C. E. Crookes, J. C. Dewhurst, T. Eccles, F. E. Ellis, R. M. Gallon, F. A. Gillings, J. G. Grantham, J. D. Hamilton, R. P. Holman, J. O. A. Hunt, N. R. Mace, A. J. G. R. Mack, M. Maloney, H. Middleton, P. C. Middleton, J. L. Narraway, K. A. Payne, C. Parsonage, H. Riley, I. A. Ross, M. D. W. Sandison, W. H. A. Sefton, B. A. R. Taylor, J. B. Webster, R. J. White, J. Whitehead, D. Williams.

#### BENEVOLENT FUND

The following Members have generously given donations to the Club Benevolent Fund. They are gratefully thanked for this:—

P. G. Pidgeon, L. D. Ascott, E. R. Winter, A. H. Horton, D. E. Watkins, E. Gray, A. D. T. Wade, B. E. Amphlett.

#### AVON TYRE PRICES

**E**FFECTIVE Saturday, March 1st, 1958, retail prices of the under-mentioned products are reduced by five per cent.

Car Covers and Tubes.

Car Remoulds.

Motor Cycle Covers and Tubes.

#### OUR COVER PICTURE

**A** LITTLE fun with this month's caption and we sincerely hope that Mr. Tully will forgive us. What were you looking at?

The picture is another fine action shot by "Staff" photographer Gordon Hicken, taken during Ken's Senior ride in the T.T. last year. The background is just one small piece of the Mountain road, that provides the almost standard setting to T.T. pictures. I wonder just how many feet of film are exposed during an Island race? It won't be very long now before we are once again back on the Mountain with the sheep, wild heather and free winds and the songs of tuned racing-machines echoing around the hills.

**IMPORTANT—SILVERSTONE SATURDAY.** As usual, the offers of help from members and friends of the Club to help the organisation of Silverstone Saturday have been numerous, with one exception. That is back area marshals. This is a thankless task on the fact of it, I know. Yet do you realise that it is one which can save the Club hundreds of pounds? Silverstone is a large place and, at present anyway, the cost of fencing it in would be prohibitive. Therefore we have to provide security of this sort. Ten or so marshals are needed—urgently. If you are not doing a job or riding, do please think seriously about this (only do it quickly) and write to me. Remember, you really are helping the Club and, eventually, you will be helping yourself.

**SECRETARY.**

THE MOTOR CYCLE SPECIALIST and  
EVERYTHING FOR THE MOTOR CYCLIST

# ANGUS MOTOR CYCLES

A. S. HERBERT, M.I.M.I.

SERVICE  
ACCESSORIES  
REPAIRS  
INSURANCE

**STATION PARADE**  
Phone **SEVENOAKS** 3338  
**KENT**

PART  
EXCHANGED  
H.P. TERMS  
USED MACHINES

**Main Agent and Spares Stockist for all the Leading Makes**

ANGUS HERBERT offers all enthusiasts expert advice based on his 30 years' experience of Racing and Competitions

Fully equipped workshops able to undertake all classes of repairs and to prepare machines for any event

# PINKS

OF HARROW

EST. 1929

New machines — Main Agents for all Leading Makes.

Large stocks of first-class used machines. Three Months Full Guarantee.

Accessories — Spares — Clothing

**MOTORCYCLES WANTED**

REALLY GOOD PRICES PAID FOR MACHINES IN REALLY GOOD CONDITION

**E. T. PINK (HARROW) LTD.**  
**STATION ROAD, HARROW, MIDDX.**  
Tel. HAR 0044/5 HAR 3328 Spares & Accs.

The COMPLETE

Motorcycle Service



# ARCHERS of ALDERSHOT

Offer a complete service for the motor cyclist built on years of real practical experience

*Sales and Service for . . .*

ARIEL - MATCHLESS - TRIUMPH - NORTON - PANTHER  
VELOCETTE - JAMES - NORMAN - AUSTIN - MORRIS - ROVER

CAN WE HELP YOU?

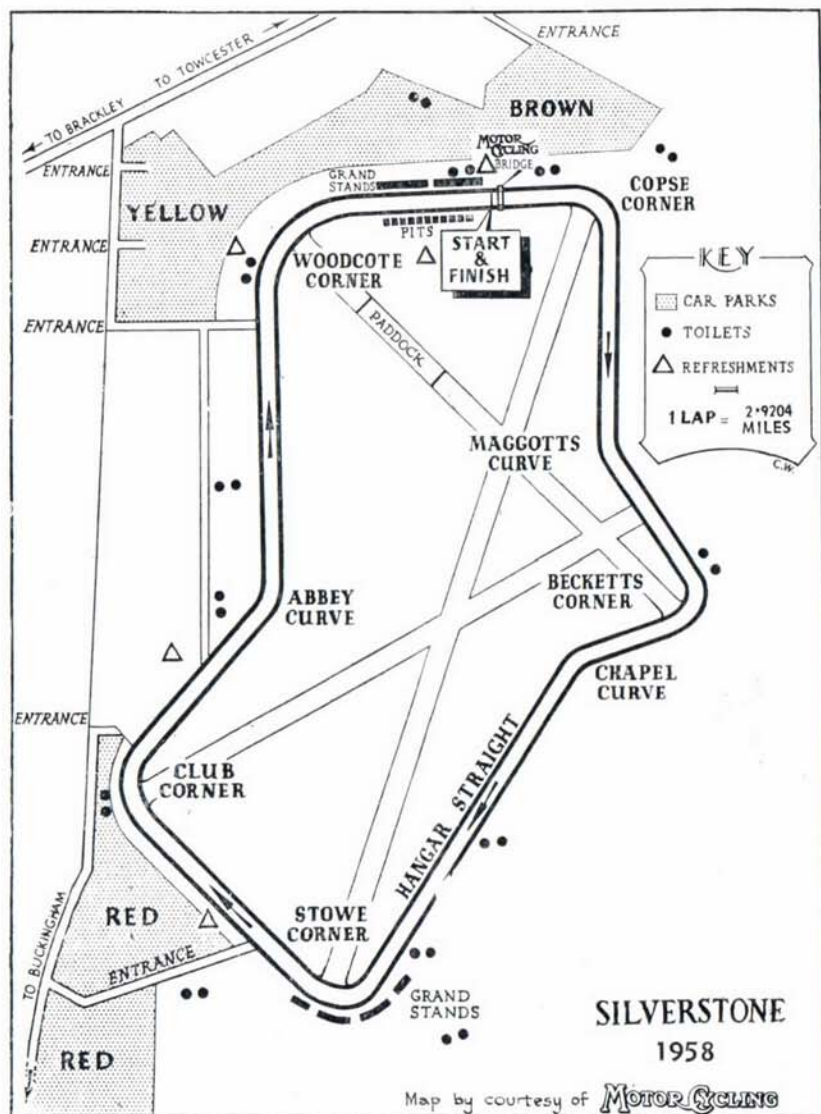
**ARCHERS** THE RIDER AGENTS

VICTORIA ROAD, ALDERSHOT

Phone 323

IN THE TRADE SINCE 1902

# Do you know where to go?





# LUCAS

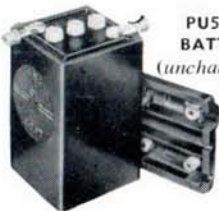
## MOTORCYCLING ESSENTIALS



WFT576  
FOGLAMP  
(back fixing)  
75/-



HF1748  
HORN  
55/-



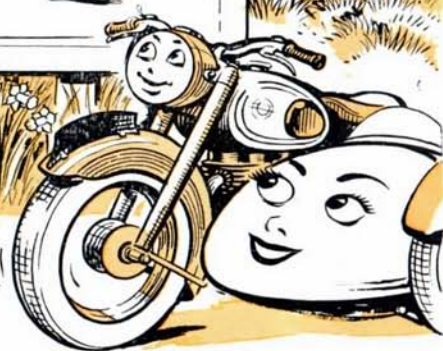
PU5E/10  
BATTERY  
(uncharged)  
38/6



MA6  
COIL  
31/6



SC7E  
BATTERY  
(uncharged)  
78/6



Surprising how you and your motorcycle get that spring feeling when one or two new essential accessories are fitted. They not only enhance the machine's appearance, but increase its efficiency. The Lucas range of equipment is wide and varied; the quality outstanding. See them at your local dealers, or write for illustrated literature.

**GIVE YOUR MOTORCYCLE  
THAT *SPRING* FEELING!**

**JOSEPH LUCAS LTD • BIRMINGHAM 19**