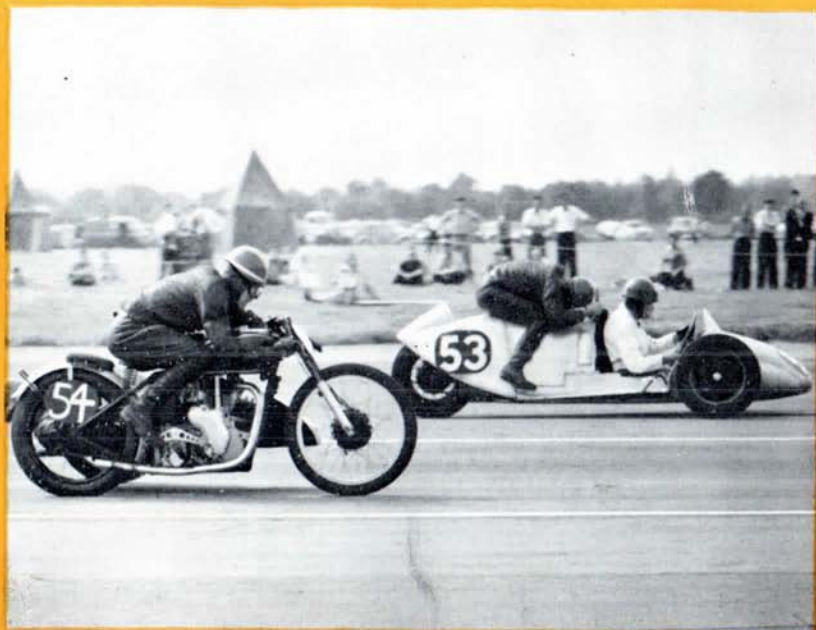




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 8. AUGUST, 1958 ONE SHILLING



Chairmen of the Meeting! Two ways of
sprinting 1,000 yards

(Photo: G. E. Hicken)

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SHELSLEY - 30 August
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. . . . to enter these events

CLOSING DATES — 6 AUGUST & 11 AUGUST

Note: This will probably be the last Shelsley meeting. So it is your last chance to ride at this famous hill. Enter now and do not miss it! We want more entries.

STILL ON SPRINTS

The Vintage M.C.C. have kindly invited the Club to their new 440 yard sprint at Witchford, near Ely, on Sunday, 31st August. Regulations are now available from the Office or Mr. E. E. Thompson, 28 Glover Road, Pinner, Middx. Don't delay if you want to ride.



**DON'T FORGET TO ENTER THE "HUTCH" NOW
OR YOU MAY BE TOO LATE!**

And now turn to the Back Cover

Bemsee

Vol. 11. No. 8. AUGUST, 1958

EDITOR :
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT : The Marquis Camden, J.P.

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

SMALL TALK!

WE have just read about the new British 250 c.c. two-stroke twin light-weight motor-cycle that has been placed on the market and it can safely be said that by Show time in November, another design, and perhaps two, will have been released.

Now all these new bikes are following the lower cubic-capacity trend but their performances are such that would have been unheard of a few years back. Not only in the road-going sense but in scrambling and trials, our British lightweights are proving themselves thoroughly reliable, event-winning machines. Dare we hope that soon, a manufacturer will produce a good basic lightweight sports/racer design, either an out-and-out racer, or more likely a machine that the boys can 'soup-up' fairly easily and one that does not come too hard on the pocket. The car people now have even further opportunity to do this with the new B.M.C. small-capacity cars. Please let us also have the opportunity to do so, 'bikewise'. It is a much-needed requirement.

Closing date for contributions — 14th of each month

LONG MARSTON SPRINT

by W. G. TREMLETT

WE broke fresh ground on Sunday, June 29th, by accepting the invitation of the Evesham Auto Club to provide fifty entries of a two and three-wheeled nature for their annual sprint. As far as our side of things was concerned, the meeting was open to Bemsee members and the clubs of our good friends the Midland Centre. The course was 1,000 yards long and possessed a generally very good surface. A shallow depression just beyond the finish did not worry our Ford, but when it came to the fast runners, well . . . ! There were forty-two entries in the motor-cycle categories.

"Barry", Pat and Dennis Bates and the writer arrived on Saturday afternoon to find the Evesham A.C. officials busy putting the finishing touches to the course, the principal worry appearing even then to be the timing gear. With that sorted out, practice then began. At least it would have done so had there been any customers. Only three of the 'bike brigade were there until Harry Voice arrived at about 5.45 p.m. with the Excelsior-J.A.P. and hastily got in one run in 25.21 secs.—best of those there. A. W. G. Walczak was unhappy about his Beesa's gearing, but Cyril Hale had the Halec cracking quite nicely. Peter Smith, with a very neat 350 Hartley-Ariel, was learning—it was his first sprint.

Fortunately the fine weather of the previous afternoon was repeated the following day and the event was run off in excellent conditions; and most exciting it was too! There was more practice in the morning and the actual runs began at 2.00 p.m., by which time a surprisingly large crowd was assembled, a large majority of them motor-cyclists. George Brown and Frank Williams had both beaten the existing record by large margins in the morning and they much looked forward to their further runs.

The 350s started the ball rolling. Best was Walczak, who was really going and did 27.3 secs. on his second run. The change of engine sprocket effected overnight had obviously done the trick. A similar Beesa ridden by Donald Williams was runner-up with 28.5 secs., narrowly beating Ernie Woods and John Terry who tied for 3rd spot in 28.6. Ernie

had had trouble earlier with bent valves and had managed to get the offending component sufficiently straight to have at least the one run. Peter Tucker and Harry Voice started the ball rolling in the 500 class with two excellent runs in 25.2 and 25.7 respectively, which the latter improved on his second, to 25.2 as well, thus leaving the pair equal second-best in the class. Incidentally, this time represents a speed of about 80.5 m.p.h. Bob Harrison with his 1957 Manx Norton was unbeatable, though, in 24.6, a very fine run indeed. Naturally he was not quite as quick off the mark as some of the J.A.P. powered devices, but once under way the Norton accelerated most impressively. Not even Barry Briggs, the Australian speedway star, could beat that. Riding Dr. Joseph Bayley's famous flat-twin Douglas with a speedily built 500 motor installed, he did a 25.4 on his first run, but then did so spectacular a start on his second that the hockey stick was not touched by his front wheel! This necessitated a re-run and on that a plug went and he failed to get to the finish. Also in this class Brian Cuff did a very fine 25.5, so that all in all there was some close competition.

We then came to the big solos. If the car types had been shaken up so far (Bob Harrison's time was only beaten by three four-wheelers and then not by any very large margin), they now received a thorough drubbing. First to appear was John Macdonald with his almost elderly Vincent H.R.D. A very fine start, but a little hesitation thereafter meant 22.7 secs. Best so far! Then Charlie Rous came to the line. His run visibly the best yet: the start was really beautiful, only took 20.4 secs., a new course record by three clear seconds! Two more Vincents came next, Peter Darvill in 24.3 and Basil Taylor in 26.2, and then George Brown. "Nero" was obviously going extremely well and George made what can only be described as a shattering start. He crossed the finish line only 20.3 secs. later, point one of a second faster than Charlie and a new record yet again. George's speed was well over 100 m.p.h. for the standing 1,000 yards. Only John Macdonald and Bill Ottewell improved substantially

on their first runs. The former did a superb 21.6 and Bill, with "Rumblegutz" now performing properly, did 23.3. Frank Williams did not have an altogether happy day as he found the Cotton difficult to hold and was not timed on the only run he had on it. He did one run only on the Norton-J.A.P. in 21.4, a wonderful piece of sprinting and third fastest of the day.

Lastly came the chairs, all of which had at least one good run. Doing his now familiar quick-change act, Charlie Rous recorded 24.6 on run one despite a distinctly hair-raising start. Maurice Brierley, plagued by plug trouble at first, got cracking well on his second attempt and did 26.2, again with quite considerable slides. Bill Ottewell is another who believes in getting his money's worth and hastened to put a chair on "Rumblegutz" to record a fastest time in three-wheeled guise, of 27.3, being narrowly surpassed by Cyril Hale in 27.0 dead.

After the 'bikes had finished there began a largely dreary succession of cars, punctuated now and then by really fast types like Rupert Instone, Boshier-Jones and Tyrer, who was eventually credited with car best in his sports XK120C Jaguar. Unfortunately the timing gear went haywire during the first car runs, and so some doubt seemed to exist about their times. Nevertheless, it was a highly enjoyable day and it seemed to me that all our chaps thoroughly enjoyed themselves. The bump beyond the finish excepted, the course was a very good one and the surface excellent. It is indeed to be hoped that we get an invitation again next year. We must not forget all those members and friends who turned up to do some marshalling. To them a very big thank you, for, in addition to providing over forty of the entries, we provided forty of the marshals.

ROAD SAFETY COMPETITION

ONE of the things which falls to my lot as Secretary of the Club is to sit on the local accident prevention council as one of the two motor-cycle club representatives thereon. You may wonder why on earth a club such as ours should have anything to do with road safety. There is every reason, for surely it is something which affects everyone of us very closely. At least it ought to do.

The Richmond and Barnes Joint Accident Prevention Council were asked, along with other similar bodies in the London area, if they would organise a preliminary competition in the "Metropolitan Motor Cyclist of the Year". With two clubs on their strength they agreed to do so. Now the three bodies concerned have got together and thrashed the whole thing out. The date we have fixed is Saturday, August 23rd. The venue will be first and foremost at Mortlake Green, Sheen Lane, S.W.14. The road section of the competition will take place in the Richmond area. The two clubs involved supply the officials between them.

Very briefly, the idea is to give the competitor a number of tests in which he can gain a maximum number of marks if he fulfils all the conditions of a particular test. These tests embrace good handling of machine, control there-over, observance of the Highway Code and a knowledge of it, maintenance of machine and road craft. The winner of the competition goes forward to the final competition, which will be held at the Metropolitan Police Driving School at Hendon in September. The event is open to scooters as well as ordinary motor-cycles. Regulations and entry forms are now available from me should there be any of you who fancy something a little different from your usual Saturday dicing. I hope, too, that some of you will give the event the support it does undoubtedly deserve. For my part, I am proud to feel that Bemsee can think of something like this as well as the racing side of motor-cycling.

W. G. Tremlett.

DOUBLE KNOCKER SAYS . . .

ONE or two members seem to be going pretty far afield these days. We hear that **W. S. Dally** has set out for a far country—this time it's Persia. He has to start a two and a half year tour of duty in Teheran. He bemoans the fact that there will be no racing out there and had already asked Dennis Bates to put his name down for the marshal list for "Silverstone Saturday" in 1961! Two members have recently gone out to Australia. **A. J. Barham** will not be there very long from what he tells us, but **Michael Blackburn** is there with the R.A.F. and is currently stationed at Edinburgh not far from Adelaide. Conversely, we had two most welcome visitors to the Office in recent months, **Bill Cooper**, an Australian who is over here for a spell and a little racing too, and **Ron Webster** from Toronto, who represented Canada in the T.T. Bill joined the Club there and then, and Ron called to see us and if my memory serves me aright, paid his sub. as well!

Wedding bells, too, have been ringing for member **Jon Tollit** who was married on June 28th. We wish him all the best of future health and happiness. We were delighted to hear that **Vincent McFarlane** who had the ill-luck to have a bad smash at Oulton early this year, is now out of hospital and home again, though still getting around with the aid of crutches. He is getting well again very quickly and tells us he will be back in the saddle next year for certain. We were very sorry to hear that **Ken Tostevin** and **George Salt** were hurt at the tragic Moulins meeting in France last month, and do hope that they will be fully recovered very soon.

Last month you may remember I had something to say on the subject of the Thruxton 500 miles race. This year's event was in many respects the best yet by a long way. The twins dominated the race, but three different makes of twin. In fact, the hitherto all-conquering Gold Star B.S.A. would not have had even a class win had it not been for a very unfortunate protest. I was particularly glad of the class win by the "International" Norton, the more especially as the entry of another of these machines with which I was associated was a pretty dismal failure. The winning Triumph went very well, while Bob McIntyre's efforts with

the big Enfield well and truly merit the adjective "fantastic". It was a pity the organisation of the pit area got so out of hand, for it tended to take a little of the gilt off the gingerbread of a very good meeting. There can be little doubt that this race is here to stay and one or two more like it might not be amiss. The M.C.C.'s Silverstone meeting the following week is another event which serves a most useful purpose. Some surprising things can be seen on that occasion and some odd machines being used for a little speed work, for which, in some cases, they were most decidedly not intended, as one or two found out on this occasion. For anyone just starting to race or thinking of doing so, this meeting is the answer, I think.

With no Mallory meeting after all, this year, the Club will only be able to give the 50 c.c. boys (and girls) two outings which is a pity as they do deserve every encouragement. It is particularly good to hear of two more races for the "tiddlers". One is on Sunday, September 14th, at Cadwell Park, and the other a week later at Snetterton. Regs. will be available pretty soon, if not now. Next year I know it is the intention to put on as many of these races as can be reasonably arranged. One does have to remember that the public and especially the motor-cycling public are very conservative and, therefore, one has to tread warily in some new venture such as this. One thing is not in dispute, I fancy, and that is that this form of racing has arrived. We had thirty entries for "Trophy Day" and there is a full house on August Monday at the Palace.

Elsewhere in this issue you will find a note about various aspects of the "Hutch" which is National this year and, even more important to many members, a one-day meeting for the first time since the war. The "Hutch", oddly enough, is a bit of a problem child for the Club and every bit of support it is given by members will help to ensure that it is a success and pays its way. Particularly can you help by displaying posters and windscreen stickers everywhere possible. These will be sent to all those who have filled in the postcard sent out early in the year. It is to be hoped that the "wing clipping" which the Committee have done will aid the meeting. And you too can help!



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FIRST, SECOND, THIRD . . .

A summary of members' recent successes

THE first event to be reported this month is somewhat out of the normal run of Bemsee activities—the International Scooter Rally in the I.O.M. during the week after the T.T. Among the award winners in the 24-hours Regularity Test were **Freddie Frith** (170 Lambretta) 2nd class, and **Bill Peden** (150 NSU) and **Colin Smith** (250 Phoenix), 3rd class. **Dennis Parkinson** gained a 1st class award in the 12-hours Regularity Test with his 175 NSU.

At the end of the two-day Scarborough "Cock o' the North" meeting. The 250 Final was a terrific dice between **Mike Hailwood** (NSU), **Jack Murgatroyd** (Velocette) and **Dan Shorey** (Norvel), the first three placemen, and Dave Chadwick and Fron Purslow. **Dan Shorey** scored another 3rd in the ultra-lightweight class on his Triumph Special. **Bob Anderson** had a fairly comfortable win in the 350 final and **Ken Patrick** filled 3rd berth. In the 500 final **George Catlin** was 2nd and **Peter Middleton** 3rd. The enigmatic "J. Alexander" took 2nd place in the 350 consolation event, **Peter Tomes** following, and winner of the 500 consolation race was **Fred Wallis**.

Terry Shepherd and **Ray Fay** made their first trip over the border to the meeting at Errol on June 15th, and a worthwhile excursion it proved to be. **Terry** won the 350 race by a wheel after a race-long duel, with **Bob McIntyre**, 2nd, and **Ray**, 3rd, but was beaten into 1st place by **Bob** in the 500 event, with **Ray** once more following them home. **Bob** had his second win of the day in the Handicap race with **Gordon Bell** taking 3rd place. **Jack Murgatroyd** scored a win in the 250 race on his Velocette.

Meanwhile the Sassenachs were performing at Snetterton, where it was definitely **Mike Hailwood's** day. While winning the 125, 250 and 350 races and coming 2nd in the 500 race, he broke all the solo lap records for the course, even the one that **Geoff Monty** had just set up in his 350 heat. **Geoff's** G.M.S. was going well too, and took him into 2nd place in the 250 race, 3rd berth being filled by **John Hamilton** on the NSU. **Derek Minter** who came 2nd in the 350 race was the one who displaced **Mike** for the honours in the Senior race. **Dudley Edlin** had a 2nd in the 125 race on his M.V. **Pip**

Harris and **Len Taylor** were 1st and 2nd in both sidecar races, 3rd place in one going to **Ben Gross** and in the other to **Bob Robinson** with his big Vincent.

Taking things in a more leisurely fashion on the same day, **Les Newman**, riding a 1909 400 c.c. Minerva, won the award for the Best Sunbeam Member in the Sunbeam Rally at Beaulieu.

Mike Hailwood and **Dan Shorey** were again on winning form at the 500 miles production machine race at Thruxton on the 21st. Their 650 Triumph gave no trouble and didn't miss a beat for the whole race. 2nd in the general classification was **Bob McIntyre** (co-driver D. T. Powell) on an Enfield "Super Meteor", and 3rd was **Ken James** (co-driver B. Newman) on an Enfield "Constellation". At Crimond on the same day there was a close finish in the 250 class which resolved itself in a win for C. Bruce, with **J. Furneaux** (NSU) 2nd, and **Dennis Pratt** (G.M.V.) 3rd. **Gordon Bell** had a 2nd in the 350 race. Meanwhile, our sprinters were showing the flag at the Chester M.C.'s meeting at Queensferry. **Jim Terry's** 250 Ariel was, as always, going very rapidly to bring him home 1st in the 250 class and 3rd in the 350 class. **Ernie Woods** was another who wasn't content to stay in his own class, winning the 350 and coming 2nd in the 650 class on his very fast old 350 Norton. **George Brown** had a highly successful outing on **Dr. Bayley's** fore-and-aft "Duggie" to win the 650 class and then went on to win the Unlimited with "Nero". **Les Bolton** made F.T.D. in the three-wheeler class with the L.S.B. Special. Nearby at Rhydymwyn **Peter Bettison** rode his Matchless into 1st place in the 1,000 c.c. race.

Several members rode in the Dutch T.T. at Assen on June 28th. **Mike Hailwood** (NSU) and **Arthur Wheeler** (Mondial) were 4th and 5th in the Lightweight class. **John Surtees** took the honours in both 350 and 500 events, with **Derek Minter** 4th and 3rd. **Mike** had a 5th and **Bob Anderson** a 7th in the 350 class. The "chair" brigade were represented by **Cyril Smith** (4th) and **Bill Boddice** (5th). For those who stayed at home there was Aintree. **Ken Patrick** was going very

Continued on page 124

FIRST, SECOND, THIRD (continued)

well to win both the larger capacity classes. He was followed home in the 350 race by **Alan Holmes** and **Ray Fay**, these two turning the tables on one another in the 500 race. Another great battle was fought out in the 250 event, the eventual winner being **Jack Murgatroyd** with **Dan Shorey** 2nd and **Les James** (NSU) 3rd. **Dan** had a win in the 150 race, **Chris Percival** being the runner-up. In the three-wheeler races **Frank Taylor** was 2nd in the scratch and **Ben Gross** 3rd in the handicap.

On the following day at Charterhall **Jack Murgatroyd** was again successful, both in the 250 and in the handicap. **Dennis Pratt** won the first 350 race and **Bob McIntyre** the second one. 3rd in the latter event was **Gordon Bell**, and these two repeated the performance in the Senior race. **Ken Beere** travelled all the way from London to take 2nd place in the sidecar scratch and handicap races. **Frank Naylor** was 3rd in each. At Cadwell **Les James** scored a win in the 250 race with **Dan Shorey** 2nd and **Terry Fenwick** (Moto Guzzi) 3rd. The 350 race provided a comfortable and unchallenged victory for **Peter Middleton**, who was followed home by **Ken Patrick** and **Tony Sugden**. **Ken Patrick** went one better in the 1,000 event, while **Bob Lawrence** was 3rd. The first prize in the Reg Cross race—a suit of racing leathers—went to **Dan Shorey** (350 Norton) with **Fred Stevens** (350 B.S.A.) 2nd.

While other members of the Club were showing the car people the way at Long Marston, at nearby Honeybourne the Vintage enthusiasts were competing in the Banbury Run. **J. H. Allen's** 1921 550 Triumph won the 1915-24 class in the Concours d'Elegance and the following members all won first class awards: **Derek Pickering**, 1902 498 Dreadnought; **Arthur Taylor**, 1933 298 New Imperial; **Bill Wilshere**, 1914 550 Triumph; **A. E. Breese**, 1914 349 Sunbeam; **W. Fruin**, 1920 490 Norton; and **Jeff Clew**, 1922 499 Sunbeam. **Geoff Monty**, too, was indulging in a change of scenery. Competing on a 200 Triumph in the Home Counties Team Trial, he was a member of the Twickenham M.C.C. team, which won the award for the best novice team. And in France, **George Salt** was enjoying a successful day at the Circuit d'Obernal, where he scored a win in the 500 class and a 2nd and lap record in the Junior class.

The Belgian G.P. on July 6th was a field day for **John Surtees** who won the laurels in both the larger capacities. Some very close racing for 3rd berth went on, but **Derek Minter** and **Geoff Duke** eventually finished 4th and 5th. **Geoff** collected a 4th with his B.M.W. in the Senior class, **Bob Anderson** finishing 6th. The barrow boys were not deterred by the number of B.M.W.s in the line-up, and **Cyril Smith** and **Jackie Beeton** finished 4th and 5th respectively.

OUR COVER PICTURE

THIS month we feature a photo taken at the recently held Long Marston Sprint Meeting, a fuller account of which appears on our other pages. It was a fine day, both with the sunny and warm summer weather and with the remarkable performances put up by the two- and three-wheelers.

Cyril Hale and his 1,000 c.c. Halc, with passenger J. Lowe tucked nicely down astride the rear cowl, recorded runs of 35.2 and 27.0 secs. No. 54, L. W. H. Collins, on his 495 c.c. Velocette, with passenger J. T. Terry aboard feet first, returned timed runs of 30.0 and 29.2 secs. for the 1,000 yards course. Earlier, Terry had used his 250 c.c. Ariel to record 29.85 and 28.6 secs. for his two runs in the first solos' event.

THE EDITOR'S CORRESPONDENCE

MAY I correct the statement that I understand was made over the public-address system during the Vintage race on "Trophy Day".

I gather that it was stated that the Vintagers' performances were enhanced by the use of alcohol—the 'bikes, not the blokes! I would like to assure you that while I occasionally have a small snifter myself, the Rudge has never had anything stronger than pump petrol. I cannot afford for both of us to imbibe, especially as the thirst of the Rudge is much greater than mine.

As a new boy to Bemsee may I thank the Club for the opportunity of riding on "Trophy Day" despite the disappointing entry of Vintage machines.

A. J. Wiffen.

Chelmsford.



TESTING GROUND

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

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VICTORY TRIAL
 Victory Cup

HURST CUP TRIAL
 Winner

COTSWOLD CUPS TRIAL
 Both Premier Trophies

BEMROSE TROPHY TRIAL
 Both Premier Awards

OULTON PARK RACES
(April 7th)
 500 c.c. 1st
 350 c.c. 1st
 250 c.c. 1st
 125 c.c. 2nd, 3rd
 Sidecar Scr. 1 1st, 2nd, 3rd
 Sidecar Scr. 2 1st, 2nd, 3rd

SILVERSTONE—April 19th
 Sidecar 1st, 2nd, 3rd
 125 c.c. 2nd
 250 c.c. 1st
 350 c.c. 2nd, 3rd
 2nd

SUNBEAM POINT-TO-POINT
 Senior 1st
 Junior 1st
 Lightweight 1st

DENMARK MOTO-CROSS
 Winner

SCOTTISH 6 DAYS' TRIAL
 Best Solo Performance
 Best Sidecar Performance
 Manufacturers' Team Prize

AINTREE
'RED ROSE' TROPHY
 Senior 1st
 Junior 1st, 3rd
 Ultra Lightweight 3rd

SWISS MOTO-CROSS
GRAND PRIX
 Winner

FRENCH MOTO-CROSS
GRAND PRIX
 Winner

INTERNATIONAL
SIDECAR RACE
OULTON PARK (May 26)
 2nd, 3rd

NORTH WEST '200'
 250 c.c. 1st, 3rd
 350 c.c. 1st, 2nd, 3rd

LEINSTER TWO HUNDRED
 500 c.c. 1st, 3rd
 350 c.c. 2nd
 250 c.c. 2nd, 3rd

DUNLOP
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MINNIE GRENFELL MEMORIAL TROPHY, 1958

After "Silverstone Saturday", April 19th; T.T. June; "Trophy Day", July 5th. Points are awarded as follows:—5 for a win, 4 second; 3 third; 3 fourth, and 1 for finishers, with an allowance of only one race per meeting, the best score being taken into account.

13 points	W. Siddles	R. A. Beecroft	R. H. Carman
S. M. B. Hailwood	J. Surtees	R. J. G. Dickinson	E. S. Carter
8 points	A. J. Wiffen	N. J. Dicks	I. Clarke
L. A. James	4 points	B. Fitt	S. Cooper
T. S. Shepherd	K. J. Beere	E. R. Fitton	R. L. Dawson
7 points	W. G. Boddice	T. P. Folwell	B. L. Denehy
R. H. F. Anderson	F. Booth	H. L. Fruin	J. Dovaston
J. Beeton	V. W. Cottle	M. R. Hancock	L. Flury
D. W. Minter	C. J. Crowe	J. R. Holder	S. A. George
D. C. Moore	C. V. Dawson	J. W. Lemm	M. J. Gittins
6 points	R. Fay	A. D. Mallam	E. L. Griffiths
B. G. Gross	H. J. Fletcher	W. R. Marley	J. G. Hempleman
D. F. Shorey	R. J. Harrison	M. P. O'Rourke	K. W. James
5 points	W. Heslop	K. H. Patrick	L. G. Kempster
R. A. Avery	B. Hunter	A. S. Pavey	A. King
G. Bell	R. McG. McIntyre	C. J. H. Smith	D. King
M. A. Bowdery	J. Malik	J. A. Sugden	B. E. P. McEntee
B. J. Daniels	P. D. Mullin	T. Thorp	R. McKnight
J. A. Deighton	N. J. Price	P. J. Tucker	R. Masson
G. E. Duke	P. W. Read	E. J. Washer	R. S. Mayhew
D. H. Edlin	G. B. Tanner	2 points	R. A. Minster
J. D. Hamilton	P. H. Tyack	D. H. Allen	B. J. B. Morle
P. V. Harris	C. O. Watson	J. D. Anderson	W. Peden
J. A. Horan	W. M. Webster	E. W. Barnes	C. J. Percival
F. A. Rutherford	David Williams	J. R. Blackwell	R. A. Rowbottom
F. Sheene	3 points	E. T. Boarer	A. Virco
	J. W. Adams	T. Brown	A. F. Wheeler
			C. J. Williams

1 point: Space does not, we regret, permit the full list of riders having gained 1 point, to be given.

PETER M. WALSH MEMORIAL TROPHY, 1958

After "Silverstone Saturday", April 19th, and "Trophy Day", July 5th. Points are awarded as follows:—5 for the first eligible driver to finish; 4 second; 3 third; 2 fourth, and all other finishers 1 point.

10 points	4 points	J. C. Simmonds	F. Clarke
D. F. Shorey	J. W. Adams	2 points	C. E. Crookes
9 points	R. S. W. Field	E. S. Carter	R. L. F. Darby
D. Williams	B. Hunter	P. J. Darvill	J. Dovaston
8 points	D. J. L. Macdonald	T. H. Ingham	G. L. Eccles
H. J. Fletcher	P. D. Mullin	B. E. P. McEntee	R. Foster
7 points	W. R. Prowting	A. B. McPherson	R. E. Fox
J. Malik	P. W. Read	P. Munday	S. A. George
5 points	C. J. Williams	J. R. Pearson	R. G. Harris
C. V. Dawson	3 points	G. A. Smith	C. J. Huff
J. A. Deighton	J. R. Blackwell	A. D. Wotton	C. Jones
S. M. B. Hailwood	R. R. Fifield	1 point	M. C. Peirce
J. W. Lemm	W. Heslop	D. C. Alcock	J. A. Scully
C. J. Percival	A. B. Horton	D. J. Beckett	C. Slack
W. Siddles	A. D. Mallam	G. W. Breach	D. S. Vaux
	R. A. Minster	R. M. Chambers	F. D. Walker
			D. E. Watkins

Esso

BULLETIN

Belgian Grand Prix · July 6

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1st W. Schneider B.M.W.

SENIOR RACE

2nd K. Campbell NORTON

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putting in your
tank now!"

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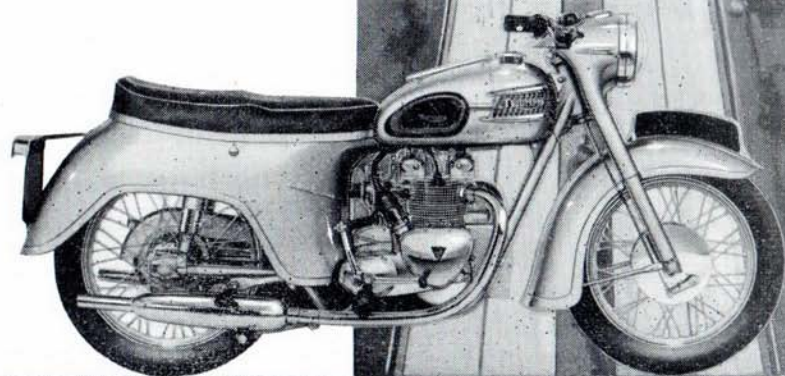


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Twenty one

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B.M.C.R.C. CHAMPIONSHIPS, 1958

After "Silverstone Saturday", April 19th.

Points are awarded as follows:—

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

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

125 c.c.	250 c.c.	350 c.c.	Senior
10 points	9 points	10 points	10 points
S. M. B. Hailwood	D. W. Minter	G. E. Duke	B. J. Daniels
9 points	7 points	J. D. Hamilton	T. S. Shepherd
D. C. Moore	T. Thorp	9 points	9 points
8 points	5 points	R. McG. McIntyre	R. McG. McIntyre
R. J. G. Dickenson	J. Murgatroyd	8 points	8 points
W. M. Webster	5 points	K. H. Patrick	R. H. F. Anderson
6 points	D. F. Shorey	J. A. Sugden	R. J. Harrison
D. H. Allen	3 points	7 points	7 points
4 points	W. J. Maddrick	E. R. Fitton	V. W. Cottle
A. F. Wheeler	2 points	R. Fay	J. R. Holder
3 points	I. F. Telfer	6 points	6 points
D. H. Edlin	1 point	R. H. F. Anderson	L. Flury
2 points	K. W. James	R. Stretch	D. W. Minter
W. J. Maddrick		5 points	5 points
1 point		D. W. Minter	"R. Hunter"
C. J. Percival		P. W. Read	4 points
		4 points	A. King
Three-wheelers		M. A. Bowdery	2 points
10 points		T. Thorp	R. A. Rowbottom
P. V. Harris		3 points	1 point
9 points		W. D. Craig	J. R. Hurlstone
J. Beeton		E. J. Washer	F. G. Perris
8 points		2 points	
C. J. H. Smith		J. Murgatroyd	
3 points		1 point	
B. G. Gross		R. A. Avery	

JOHN CLARK

IT is with a feeling of great sadness that I write these few words in memory of John Clark, who so tragically lost his life in the 350 race at Moulins in France last month. For not only was John a very popular rider wherever he went, but he always put up a great show of determined riding. It seems unbelievable that we shall never see him again.

He had been racing for eight or nine years and had had a considerable amount of success in those years on a large variety of machines. His first real success was in the 1952 Senior Clubman's T.T. on a Norton, in which he was third.

From then on he never looked back and on A.J.S. and Matchless machines he scored an enviable number of successes. I remember one "Silverstone Saturday" when he really put his G45 Matchless among the leaders and kept it there till the end of the race. Latterly he had changed to Nortons, though last year he did have an ex-works 500 Moto Guzzi for a few races.

That he will be sadly missed there is no doubt. I know I am speaking for every member when I offer to Mrs. Clark and her young son our very deepest sympathy in their tragic loss. His memory will long remain with us.

W.G.T.

MUTUAL AID

Wanted urgently. Set of one- or two-piece leathers. Height 5' 8". Waist 32".—A. E. F. Bickel, 9 Thursley House, Holmewood Gardens, London, S.W.2.

BENEVOLENT FUND

The undermentioned donations have been received towards the above. The Trustees wish to acknowledge these with thanks.

H. R. Aldous. "Vincent."

BILL JARMAN'S COLUMN

I AM enjoying a quiet spot of correspondence with a couple of lads on the subject of *average* speeds. Since writing about the m.p.h. differences in the 125/250 and the 350/500 classes, these two youngsters have been taking notes which make my point even more interesting. We have worked out the mean averages of all the average speeds for the big events of 1957. The difference is small enough to make the National and International bodies do a great deal of hard thinking.

* * *

Bill Salmond, our I.O.M. representative, is, as you know, a professional photographer with a penchant for action shots of men on two or three wheels. Three of us recently put him to the test of producing pictures of lesser-known members of this Club doing their stuff in the Island. We got the photographs the following day, which only goes to show that Bill must have things nicely buttoned up at his place in Douglas. Tell us how it's done, Bill!

* * *

If all goes well, this issue will reach you before the August Bank Holiday weekend. We are due at the Crystal Palace on the 4th, and given good weather we should draw a record crowd. Yes, I know that there are many country attractions, but wise people keep away from the congested main roads on that particular occasion. A fine day in the C.P. grounds is a value-for-money outing to lots of people in the South-East of England.

* * *

Arising out of my recent paragraph about clearances when using Molyspeed (MoS²), I am informed that surface finish can now be measured by means of a Roughness Tester. This unit is worked from A.C. mains and employs a 'pick-up' with a stylus and electric crystal. The 'pick-up' can be moved over the surface by hand, and readings taken on a super-sensitive meter. Measurements are computed with known standards of laboratory precision.

* * *

Whilst writing about developments in

testing equipment, I should also mention the Vibration meter, which can be used to measure both absolute or relative shaking. What a nice piece of equipment for getting perfection with flywheels. The unit is battery-operated with transistors, which have revolutionised the field of electronically-operated apparatus. Amazing, is it not?

* * *

Members of this great Club will join with me in tendering sincere good wishes to our old friend Major T. W. Loughborough — our first Secretary, afterwards A.C.U. Secretary, and until recently F.I.M. Secretary. He has been associated with motor-cycle sport for fifty years and laid the firm foundations on which the present structure is based. I have heard it said that secretaries are born, not made, but in the case of 'T.W.L.' may it be whispered that he qualified in both categories. We all hope the Major and Mrs. Loughborough enjoy many years of healthy and happy retirement. They've really earned it.

* * *

I have recently been shown a neat little cap for screwing onto the valve of an inner tube. The cap is fitted with a device which tells, at a glance, if the pressure has dropped below the predetermined figure. It is said to be accurate within a couple of pounds per square inch, and seems a clever idea. Have any of my readers tried this gadget in practice or racing? It seems so obviously a good and simple fitting that one is tempted to say "Why didn't I think of it?"

* * *

There must be quite a lot of good gadgets like the one in the foregoing paragraph, which are known only locally. Some of these items never get known nationally, due to lack of capital, etc. If you ever hear of something good, why not tell the Editor about it? Your fellow-members are always interested in anything new, especially if it offers value for money and makes life a bit less complicated in this electro-mechanical age.

COMMITTEE NEWS

Meeting of the Committee held at the R.A.C. on Monday, June 16th, 1958.

Present: Messrs. Baragwanath, Bates, Cheeswright, Cobbold, Cooper, Daniell (Chairman), D. J. H. Glover, A. L. Huxley, N. B. Pope, I. F. Telfer and G. E. Tottey.

Apologies for absence were received from Messrs. Jarman, Squillario and Walker.

The Minutes of the previous meeting were approved and signed by the Chairman.

The Secretary reported on the "Clubman's Trophy Races" at Oulton Park and the Long Marston Sprint event.

The Secretary reported that the East Midland Centre had again refused permission for the Club to hold a meeting at Mallory Park on August 17th. The Chairman and Secretary were asked to seek an immediate meeting with the A.C.U. to discuss the next step in the matter.

The Secretary reported on the progress for "Trophy Day". Mr. Bates explained the revised marshalling arrangement. Certain officials' appointments were confirmed. It was agreed to provide a refreshment tent for the general public.

The Secretary gave a progress report on the "Hutchinson 100".

The recommendations of the Dinner sub-Committee were put to the meeting by Mr. Cooper and accepted.

The Secretary's recommendation that one or more teams be entered in the 1958 Manx Grand Prix was agreed.

New members were elected.

The Secretary reported on arrangements which were being made in conjunction with the Richmond and Barnes Joint Accident Prevention Council and the A.M.C. Owners' Club (South Eastern Section) to promote a qualifying round for the Metropolitan "Motor Cyclist of the Year" Road Safety Competition.

MAURICE BOWDERY

It is very sad to have to record the passing of another member during July, for Maurice Bowdery, of Orpington, was killed when he crashed during the 350 race in the "Southern 100" meeting in the Isle of Man.

Maurice had this year acquired a 350 Manx Norton after having had several seasons on an earlier Norton and, latterly, on a 7R A.J.S. He belonged to that grand bunch of riders who can be seen at all meetings just behind the leaders; fighting hard, riding superbly and demonstrating what racing really is.

He rode regularly on almost every short circuit in the country and was particularly at home on the Southern venues such as Crystal Palace and Brand's Hatch. A few days before his accident Maurice had finished a brilliant second in the 350 race at "Trophy Day" and at the time of the crash was lying fifth in the "Southern".

We offer our very deepest sympathy to his family in their tragic loss. For ourselves we shall mourn an excellent rider and a most valiant member of the Club.

W.G.T.

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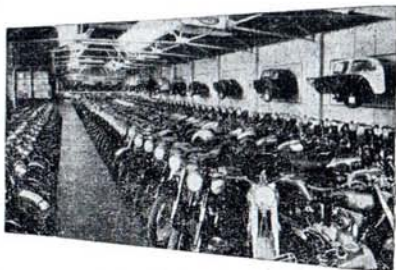
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IN THE TRADE SINCE 1902

1958 MANX GRAND PRIX

We are hoping to enter at least two Club teams in the Manx Grand Prix this year and would be glad if any members riding and willing to be considered for a place in one of them would let me now as soon as possible. It would help if you would let me have details of machine and past M.G.P. experience, if any, and whether or not you have entered the Snaefell Trophy Race (the Newcomers' event). Let me know by 18th August at the latest, please. Thank you!

SECRETARY.

MALLORY PARK — 7th SEPTEMBER

Those members not riding in the Manx will be pleased to know that the Club has definitely been invited to participate in this meeting. I now have regulations available from the Office and immediate application is advisable. Would you please send completed forms to the Secretary of the Meeting and not to me.

SECRETARY.

LATE NEWS

ANOTHER MEETING!

As a result of an unexpected cancellation by a car club, the London County Council have offered the Crystal Palace circuit to the Club for a further meeting this year. All being well, this will be held on Saturday, 4th October, and will be called "CLUB DAY". It will be open to our friends in the Vintage M.C.C. and clubs in the South-Eastern Centre as well as to Bemsee. Regs. will be out with your September magazine.

Flagged to Victory!

1958 SUCCESSES I.O.M. T.T.

500 c.c.
1st J. Surtees **M.V.** **2nd** R. Anderson **NORTON**

350 c.c.
1st J. Surtees **M.V.** **2nd** D. Chadwick **NORTON**

DUTCH T.T.

500 c.c.
1st J. Surtees **M.V.** **3rd** D. Minter **NORTON**

350 c.c.
1st J. Surtees **M.V.** **2nd** J. Hartle **M.V.**

BELGIAN G.P.

500 c.c.
1st J. Surtees **M.V.**

350 c.c.
1st J. Surtees **M.V.** **2nd** J. Hartle **M.V.**

GERMAN G.P.

500 c.c.
1st J. Surtees **M.V.** **2nd** J. Hartle **M.V.**

350 c.c.
1st J. Surtees **M.V.** **2nd** J. Hartle **M.V.**

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