



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 12. DECEMBER, 1958 ONE SHILLING



On top of old Smokey!
J. Evans and his Rudge at Oulton Park

(Photo: G. E. Hicken)

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)

Golden Jubilee Year

— DATES

April 17th and 18th	SILVERSTONE SATURDAY
May 30th	TROPHY DAY
June	LONG MARSTON SPRINT
July 4th	CLUBMAN'S TROPHY
August 3rd	METROPOLITAN MEETING
August 22nd	SIR ALGERNON GUINNESS TROPHY
September 5th	BRIGHTON SPEED TRIALS
October 3rd	HUTCHINSON 100



Negotiations with regard to certain of these dates have yet to be finally completed. A confirmed list of 1959 Race Meetings will be given in the January issue.

Bemsee

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

OLD AND NEW

COMES the near close of the present year, with the Yuletide Festival to mark the occasion and, of course, we hope and wish that it will be a most happy time for all members.

The year ahead will be one of great importance to our Club in that it is our Jubilee Year, and some special events have been planned to mark this noble milestone. As far as the magazine is concerned, we hope to have a rather special issue for March with plenty of pictures and other interesting items therein.

Road-racing in this country in the coming year will be a case of "the mixture as before," covering machine capacity classes, and despite decisions taken elsewhere, the Senior class will continue in full strength; and so it should! By all means develop the lightweight racer, but to ban the joy of riding and watching the 500's (and later the 350's) is unthinkable. We must continue to make our voice heard, good and strong, in the councils of the sport, in support of the continuance of the capacities as they are at present.

Closing date for contributions — 14th of each month

ALCOHOL

By ERWIN TRAGATSCH

TALKING about alcohol doesn't mean that you have to immediately drop this journal and visit your pub for a drink; neither does it mean that I am, personally, against the use of alcohol for a bad stomach or for running a "hot-blooded and temperamental" combustion engine in a racing frame. I like freedom and, therefore, I prefer freedom also for fuels in racing engines—but, I am against the misuse of this freedom and also against a fanatical campaign for a universal freedom of choice of fuels for all kinds of races. That means the moderate use of certain non-petrols for a certain group of sporting events, including, of course, Speedway and Sprints.

It is not my intention to write a highly technical, chemical and physical article which would be understandable only by a few selected No. 8 size hats. I prefer in this case to concentrate on practical facts which are connected with the use of alcoholic fuels for racing machines, and I want to stress immediately that "racing on a shoestring" by using alcohol fuel is just a dream, if we go seriously into this matter and run new machines, tuned production competition models or real racers. The only initial money saving we can get is from buying and using older, even Vintage, machines, because, like modern "petrol" racing machinery, when once a vehicle is prepared and tuned for high-speed events, especially on alcohol, it never becomes a "normal" road-going, "go to work" hack again, except if we spend a lot of work, time and money in re-building it after using it in each race. But even this is practically difficult, because all the specialised motor-cycle sports such as Speedway, Grass-track, or even Sprints, require modifications to frames and engines, which in the majority of cases are entirely different from the "everyman's" road motor-cycle. In short, all these races where we can use alcohol fuel, practically, are only for special machines which are devoted entirely to their single purpose, and therefore one has to write-off the amount of money one pays for such a machine from a normal "everyday" budget.

For a good rider, Speedway (as a profession) still pays and therefore we can put this item away from our problems. Grass-track races are more of an "amateur's" sport and don't need too many "specialised" engines; also production model frames of sports machines can be rebuilt without much outlay. Sprint machines, of course, are mostly real racing machines, and because they are run only on short straights, certain problems connected with modern road-racing machines don't count with them. They can be more freakish, lighter, and don't need a high output over a long duration. Acceleration plus high-speed for a short period are the main essentials, as there is no "cornering" nor "hedge-cutting", and also, for the rider, only a short period in the saddle. These things make good old machinery very popular for these events, and there is surely no harm involved in using non-cheap alcohols as fuel, because alcohols can make a normally quite harmless engine into a hot and lively one. When I was still an apprentice in motor-cycling, I always considered that by welding a big piece of iron on top of the piston, by drilling a half-inch hole into the main carburettor jet and by using an alcohol pipe-line direct from an alcohol factory to the fuel-tank, one could be very happy!

I am not half so sarcastic as you may think, but I am extremely glad that road-races are not run on alcoholic fuels. Here, dear friends, are my reasons, with all due apologies and in deference to certain people who advocate alcohol fuels, especially from a purely technical point of view, and who are not, I am sorry to say, in possession of certain facts, which give me the chance to look at the whole problem from a different angle.

1. Modern big road-racing machines would become too fast and therefore too difficult to ride, except for a very few super riders.
2. Tuned production sports models run on alcohol fuel would soon become over-stressed, because they are simply not built for high output over a long duration. This doesn't only concern

greatly the engine parts, as such, but the whole lubricating system and especially the cycle parts. Many modifications, which would be necessary, would bring them into the class of 'specials' or real road-racing machines.

3. The price of alcohol fuel, which is much more expensive than petrol or benzol.
4. The even dearer price and the varying quality of ingredients of additional to the pure alcohol fuel.
5. The great danger of some of these ingredients to the health, and the handicap for the rider who doesn't know very much about these additions. I even have proof that a rider was poisoned, some three years ago, when a certain ingredient came in contact with his skin.
6. The difficulty of transporting huge quantities of alcoholic fuel from country to country, not only because of storage and transport, but also because of difficulties on the frontiers with Customs officials; and if we don't carry with us the brand we need, nobody will guarantee us that we will get alcohol at all, and especially the quality or brand we need at the next race in another country. In many cases, machines have been destroyed or races lost because a

wrong quality of alcohol was used.

7. Engines running on alcoholic fuels are sensitive and a carburetter setting can be very influenced by varying weather conditions or by the differences in the road altitude.
8. Running an engine on alcohol is much more expensive than running it on petrol. Not only is the alcohol more expensive, the consumption is also around 3 to 1 compared with petrol, and when we cut down the consumption by different carburetter settings the efficiency, of course, goes rapidly down. Because of the inferior calorific value of alcohol, this must be used in startling quantities to produce comparable power.

Personally, I like the smell of alcoholic fuel at races and I, too, have many nice memories of the days when alcoholic fuel was used in road-races. But, as far as this kind of fuel is concerned, I am glad these times are no longer with us, because the problems connected with transport, quality, etc., was an additional burden for every rider concerned, particularly the team-managers. Of course, we still sometimes get different petrol qualities at road-races, but in this instance the situation isn't quite the same as if we never know what kind of spirit or "dirty water" awaits us the following week-end.

**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

DOUBLE KNOCKER SAYS . . .

SINCE last month's issue was completed, we have had yet another example of the ineptitude of the governing bodies of motor sport on this universe. I refer, of course, to the decision of the F.I.A. (the four-wheeled equivalent of the F.I.M.) to reduce the current Grand Prix formula for cars to 1½ litres from 1960 onwards. Quite understandably, and rightly so in my opinion, this has caused a furore in car circles. The reason is, ostensibly, that of promoting greater safety. What, you may wonder, has this to do with motor-cycle racing? A considerable amount, believe me! For one thing, several of the senior officers of the F.I.A. and the F.I.M. are the same people. It is reasonable, therefore, to suppose that they will hold similar views as far as motor-cycle racing is concerned. Secondly, there is already the professed aim of the F.I.M. to abolish the 500 class in World Championship events after next year and the 350's later on.

It is all too easy to put pen to paper on a subject like this about which there is almost always considerable diversity of opinion. Nevertheless, insofar as the particular matter of the abandonment of the big solo categories is concerned, there does seem to be a great measure of agreement, in this country at any rate. I am sure that John Surtees will not mind my recalling a remark of his, made at a luncheon we recently attended. He said that he had had a ride (his first, I believe) on a 125 M.V. while he was at Monza for the Italian G.P., but that it left him with no doubt at all which M.V. he preferred—the big ones. It is true that we are a nation of big machine riders. There are very few Britishers who have mastered the art of riding really fast 125's, really fast. Nevertheless, it seems to be the considered opinion of the majority of those who should know, that the present-day 500 is no more dangerous, in the right hands of course, than, say, a 125 or 250. I think I would be right in saying that there has been no increase in the number of fatal accidents since the "fours" have been going properly. It might, too, be as well to remember, that before the war, there were supercharged 500s little slower than the current models, which did not possess their handling or brakes and which were ridden on circuits in many cases not as smooth as they are today. It seems to me that this safety

business is merely a "red herring" put out to cover up less pleasant reasons. The air of intrigue and the all apparent power of a few people at the F.I.M., leave a very nasty taste in the mouth. Excellent though 125 and 250 racing can be, it is not a good substitute for the sheer spectacle of a "four" or even a really fast "single".

Personally I am not at all sure that I would not like to see things remain basically as they are, so that any manufacturer can, if he so wishes, build a vee-8. After all, the main purpose of racing these days, is as a publicity measure from which technical 'know-how' can and ought to be learned. Limiting it all to production racing machines is all very well, but it is almost impossible to prevent manufacturers of such machines "improving" their official entries. Indeed this is no bad thing if the "improvements" are scheduled for next year's over-the-counter models. A reduction in the number of meetings counting for the World Championship might be a good thing and longer races too, for those that remain, is another point worth considering. Anyway, whatever the F.I.M. may have decreed as a result of their deliberations in London at the end of last month, I don't imagine that the racing scene over here will change much for a year or two. There are, thank goodness, far too many Manx Nortons, '7R' Ajays and Gold Star Beesas about.

So far we have only heard of one startling change of machine(s) for 1959. **Arthur Wheeler** has recently acquired two NSUs, one a 305 job. I wonder just how many types and makes of machine Arthur has raced since the war. I think it would be an excellent idea if he could be persuaded to take a little time off from his winter tuning activities and write an article for "Bemsee" on those 'bikes. It ought to be extremely interesting. In fact, taking the idea one step further, why not a series similar to that started in "Motor Sport", entitled 'Cars I have owned', from some of our older (in racing years) members? We hear, too, of several members getting new or additional machinery for 1959. **Noel Wright** has bought the 350 Norton raced this

(continued on page 190)

BILL JARMAN'S COLUMN

THIS is our last issue for 1958 and our only chance to wish you all you want at Christmas, in readiness for our "Jubilee" year which starts next month.

* * *

Have you decided to become an ex-racer? You have? Then why not maintain continuity of membership and help with the administration? There is a great deal of mental satisfaction to be obtained from putting something back into the game which has given you a lot of pleasure in the past. It's too easy to leave it to someone else, so have a go!

* * *

Twigs from the branches! Music from the cells! Activity from the areas! Call it what you like, but if you have a bunch of good chaps in your part of the country, why not plant an acorn and watch it grow into an oak tree? A Club like ours can easily carry ten or twenty representatives to cover the extra membership. Think it over!

* * *

What do you think about Geoff. Duke's suggestion that the Sidecar T.T. should be run over the Castletown Circuit? I like the idea, and at least it is worth a try-out. The other three races can then be held on the proper course. Best of all, run *all* the T.T. races on the Mountain Course. The Manx Government and the A.C.U. should hold a ballot to find out what we all think.

* * *

Wishful thinking about a 250 Norton on my part to coincide with their Jubilee year, coupled with a note by our Editor, must have caused quite a commotion in Birmingham. As far as I was concerned, it was an accident, because I was thinking in terms of a production racing machine. However, some of the "Bemsee boys" may be tempted to take the nice new product and convert it. The solid basis is there already, according to people who really know their stuff.

* * *

Tony Wilson-Jones attracted a lot of people to his Chairman's Address at the Institution of Mechanical Engineers. Some of his prophecies are already taking shape, whilst others are under serious consideration. What peeves me is the fact that the racing men did so much for enclosed or faired machines, only to get their efforts banned almost overnight. Strange, is it not?

* * *

The past year has been one of the wettest that most of us can remember. Clubs like ours, who depend on public support (in the form of spectators), have had a most difficult time. Make a resolution for 1959 to double our membership, i.e. each member brings in a new boy. Then we can be certain of getting more than our share of "sunshine".

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

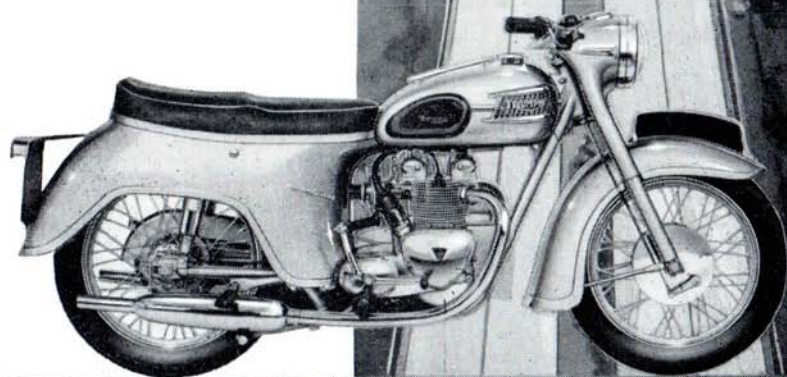
VICTORIA ROAD, ALDERSHOT Phone 323

IN THE TRADE SINCE 1902

*..With a
Wheel in
TOMORROW*

A supreme achievement
in motor-cycle design!
With its host of
new design features,
smooth-power
performance,
slick air-flow styling, the
Triumph Twenty-one
belongs to the future—
can belong to you—
today!

350 c.c. or OHV TWIN



TRIUMPH
Twenty one

TRIUMPH ENGINEERING CO. LTD., COVENTRY

COMMITTEE MEMBERS

Brief Biographies of your present Committee



H. L. DANIELL

HAROLD Lewis Daniell, now your Chairman and with a prosperous motor-cycle business in South London, was, until 1950, a Norton factory rider and one of the finest road-racers of all time.

His racing career began way back in 1927 on the grass in the South Eastern Centre, with some hill-climbs and path racing at the Crystal Palace thrown in. He soon "spread his wings" to Syston and then Donington, where he often won. Indeed, at the latter circuit, he put up the absolute two-wheeler lap record at 77.48 m.p.h. in 1938, which was never beaten.

It is with the Isle of Man that his name is more particularly associated. Beginning with the 1930 Manx on a Norton, in which he retired on the first lap, he rode every year in the T.T. or Manx until 1950. The Manx phase covered the years until 1934, when he became a factory rider for A.J.S. Winning the 1933 Senior Manx at record speed had a lot to do with that, following a 2nd in the previous year's Senior. While on A.J.S. he won three replicas in the T.T. series of 1934/5/6 and also won the 350 class of the Leinster 200 in 1936.

The first "works" Norton ride came later in 1936, in the 350 Ulster, in which

(continued on page 193)



A. L. HUXLEY

BILL is the nickname which has stuck to Alan Livingston Huxley ever since his last year at school, when he had his first motor-cycle, a 172 c.c. Francis-Barnett, and this, with one or two other varieties, such as one of the first saddle-tank Triumphs and a T.T. Replica Triumph, lasted up to 1939, when he bought his first competition 'bike, a Tiger 80. This lasted through the war years until 1946, when he started Trials, Scrambles and eventually Grass Track Racing. His first Club was the Norbury Motor Cycle Club, which held its weekly meetings at the Croydon Aerodrome Hotel in the middle-thirties, and in post-war years he graduated to the Carshalton Motor Cycle Club and was Trials Secretary and Committee member for several years.

It was in the autumn of 1946 when Bill joined Bemsee, having been proposed by Johnny Lockett, that he took a keen interest in road-racing and was one of that small band of members who

(continued on page 193)

H. L. DANIELL

he had carburettor trouble and retired. The following year he rode his own Nortons in the T.T., finishing 5th in both Junior and Senior, but thereafter was mounted on factory machines and won the 350 class of the German G.P. 1938 was the year in which he won the Senior T.T. at record speed with the famous lap record of 91 m.p.h., which remained unbeaten for twelve years. He scored a double win in the same year's Swiss G.P. and was 2nd in the 1939 Junior T.T. After the war, the association with Nortons continued and resulted in two more Senior T.T. wins (in 1947/9), the '47 (500) Belgian, the '48 (500) Swiss, and the '49 (350) North West 200. He retired from racing in 1950, his last race being the (500) Italian G.P., in which he was 5th.

He joined B.M.C.R.C. in 1933 and was long a successful competitor at Brooklands where, amongst other things,

he carried off the 350 c.c. Mountain Championship in 1934 and scored "doubles" in the Road Race and Grand Prix Championships, both in 1937. He was one of the founder members of the resuscitated Bemsee in 1947 and one of the original Directors of the Limited Company when that was formed in 1949. For several years he was Chairman of the Board of Directors, as well as that of the Club; a position to which he was again elected this year. He is, in addition, a member of the Finance and Competitions Sub-Committees of the Club. He also acts as a Steward at the Club's race meetings.

Harold now has a motor-cycle business in South London which, not surprisingly, specialises in the marque Norton. He is married and has two children. For a while he did race on four wheels—a f.w.d. 500 c.c. Emeryson with, of course, a Norton engine.

A. L. HUXLEY

started the Marshal Plan at our first post-war meeting at Dunholme. Unfortunately, family troubles and business prevented Bill from entering the field of road-racing in 1952, and he has since sustained his interest in the sport by helping in some way or the other at our meetings; rising through the years from Paddock Marshal to Senior Marshal, and over the past couple of seasons has

filled the post of Deputy Chief Marshal.

It was in 1954 that he was elected to serve on the Committee of the Club, being re-elected at the A.G.M. in 1957.

During the past few months he has taken over the organisation of the Metropolitan Area Cell and has already started the winter evening 'get-togethers' for members and friends, at the usual rendezvous in Drury Lane.

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

FIRST, SECOND, THIRD

A summary of members' recent successes

WITH the end of the racing season, this feature will, perforce, have to become somewhat less lengthy. Unless, of course, a lot of members take up the "noble" art of trialling. Several do anyhow, and it is not a bad way to keep the "eye in" over the winter months.

We begin this month with a sprint meeting, that was organised by the M.C.C. at Wellesbourne on the same day as the "Hutch," and which was inadvertently left out last month. Here **George Brown** again did his stuff and was fastest present, cars included. Others who won classes were **Arthur Taylor**, **Tony Winfield**, **Howard German**, **Len Collins** and **Maurice Brierley**.

The last race meeting in these Islands in 1958 was at Brand's Hatch on Sunday, October 12th. Here was the long-awaited duel between **Derek Minter** and **John Surtees**, which the weather spoilt to some degree. Even though, spoils were divided, as Derek won the two 1,000 races and John the 350. In these, the fast events for the capacities concerned, **Bruce Daniels** had a 2nd and a 3rd and **John Holder**, riding brilliantly, two 3rds. **Bill Boddice** won the exceedingly wet three-wheeler scratch race easily, from **Cyril Smith** and **Fred Hanks**. **Mike Hailwood** won the 250 race without much trouble, on his newly-acquired Mondial and was also runner-up in the 200 event on his 125 Ducati. In the former, **Dan Shorey** was an excellent third and in the latter **Tom Thorp** was also 3rd. **Des Craig** won the "less expert" 350 race from **Harry Rayner**, while **Les Kempster** was runner-up in the similar 1,000 event. **Howard German** beat **C. V. Dawson** by a wheel in the 50 c.c. event. The following day the Continental season also finished, with

the International meeting at Zaragoza in Spain, where **George Salt** was second in the 500 event.

Already, however, the trials and scrambles follow thick and fast on each other, up and down the country, and on the same day as the Spanish meeting we had **Norman Storer** winning the 350 final and gaining 2nd in the 250 race at the Banovallum M.C.'s scramble near Lincoln, while **Jimmy Lees-Baker** over in Jersey, was runner-up in the first trial of the season there. Norman rode a 201 Greeves and Jimmy a 350 B.S.A. In the National Southern Trial based on Brand's Hatch, **Bill Stocombe** got a first-class award with his Beesa outfit. The next day saw **Norman Storer** again in very effective action with the Greeves at the Television scramble near Ashbourne, where he had three 2nds in a row. **Arthur Wheeler**, too, must have felt well satisfied that day, as he won the Leatherhead Club's closed trial on his little Triumph—his first "premier" in a trial.

Back to road-racing for a brief while and all the way to New Zealand for it; the New Zealand Airfield Championship meeting at Ardmore near Auckland. Only two days off the boat that had brought him and his Nortons back from a most successful European season **John Hempleman** won the 350 and 500 Championship events. On Sunday, November 2nd, **Norman Storer** won the 250 race at the Sheffield and Hallamshire scramble and followed that by running 2nd in the 500 final too. On that same day in teeming rain, **Norman Manby** was coping with the 53 miles of road which separate London and Brighton, the thoughtlessness of the modern car driver and the whimsies of his 1900 Degauville, in the Veteran Car Run.

CHILTERN 50 RACING M.C.C.

THE above Club, which devotes its activities to the furtherance of 50 c.c. racing, is holding a "Tramps' Supper" and Christmas Party at the "Holly Bush", Church End, Redbourn, Herts., on Wednesday, December 17th. Tickets, each priced 4/-. are now available from the Secretary at 7, King Street, Houghton Regis, Beds.

BENEVOLENT FUND

The Trustees to the Fund wish to record their grateful thanks to the following for donations received since the last issue:—

R. H. Pike.

F. D. Pool, Annual Dinner Raffle.



Fitted as
standard
equipment
to most
motorcycles
of today

GIRLING
SUSPENSION UNITS

The smoothest answer to the
world's road surfaces

IMPORTANT—*Please read on . . .*

With this issue of the Magazine you will find enclosed a reply paid postcard. It is in your interest as a Club member to read it, fill it in and return it to me as quickly as you can. In fact if you wish to receive regulations for next year's race meetings organised by the Club you will have to do this.

I would like to point out two things in connection with it. The cost of printing is a heavy burden today and, hitherto, a great many more copies of regulations have been printed than is strictly necessary. With the new system recently introduced for the mailing list generally it is now possible for us to send regulations to only those members who want them. This we are going to do. We need your help in letting us know as soon as possible if you want them. If we don't hear from you then we shall assume you do not and you will not be sent any. The Club is your Club. In order to assist the Committee in running meetings which satisfy you we have taken this opportunity to put to you two leading questions to which we should like to have your answer. We cannot guarantee to carry out every single particular request, but we will do our best. We have at least one "extra" date in 1959, our Golden Jubilee year, and we have the chance to put on something unique.

So please complete this postcard and return it to me. It is up to you now. Thank you!

W. G. TREMLETT,
Secretary.

BRITISH MOTOR CYCLE RACING CLUB, LTD

APPLICATION FOR ASSOCIATE MEMBERSHIP TO THE

ROYAL AUTOMOBILE CLUB

To the Secretary,

B.M.C.R.C. Ltd., 34 Paradise Road, Richmond, Surrey.

I hereby make application for enrolment as an Associate Member of the Royal Automobile Club, and I undertake to abide by such Rules and Regulations governing Associate Membership as may be issued from time to time.

I agree to accept the R.A.C. Associate Badge and Telephone Key on the following conditions:—

- (a) The badge and key are issued on loan and remain the property of the R.A.C. and must be returned without refund immediately the holder ceases to be an Associate Member of the R.A.C.;
- (b) The R.A.C. reserves the right to require the return of the badge and/or key at any time;
- (c) The Associate Member to whom the badge and key is issued undertakes not to part with it to any other person.

In pursuit of my application above, I enclose herewith my additional annual subscription to the Club (the amount of which is detailed hereunder) and also the joining fee to the R.A.C.

	£	s.	d.
Subscription (Car)	£1	11	6
Subscription (M/Cycle)	£1	5	0
R.A.C. Joining Fee (Car)	10	0	
R.A.C. Joining Fee (M/Cycle)	5	0	
R.A.C. Guide and Handbook	5	0	

Total Remittance ... £ _____

All Cheques and Postal Orders should be made payable to British Motor Cycle Racing Club Limited.

Surname

Full Christian Names

Address

Profession or Occupation

Nationality

Particulars of Vehicle (Make, H.P. or C.C., Regn. No., Type of Body)

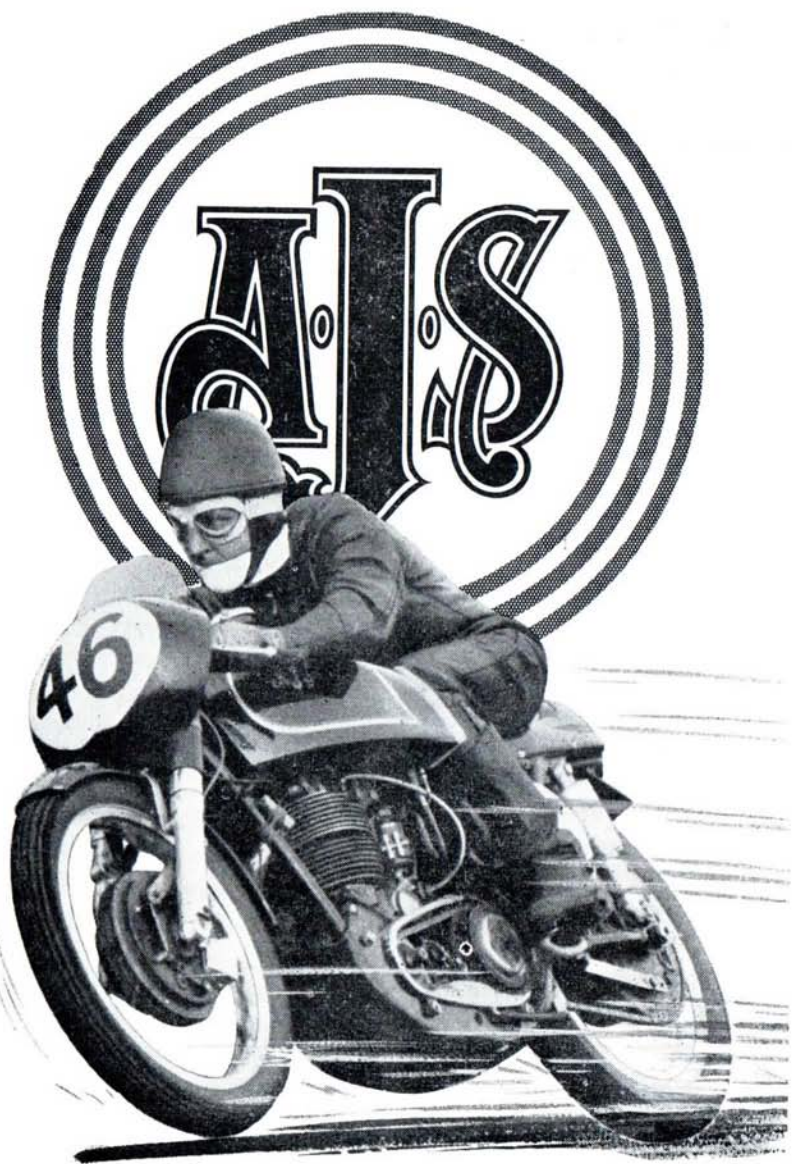
Is the Vehicle used solely for your own private purposes?

(If not, please state for what purpose used)

State here fitting required for badge.....

Signature.....

Date.....



Ride AJS and Ensure Success

AJS MOTOR CYCLES · PLUMSTEAD ROAD · LONDON S.E.18

COMMITTEE NEWS

Meeting held on October 20th, 1958.

Present: M. L. Daniell (Chairman), D. Bates, L. S. Cheeseright, E. Cooper, G. C. Cobbold, A. L. Huxley, N. B. Pope, I. F. Telfer, G. E. Tottey, and R. C. Walker. In attendance—the Secretary.

Apologies for absence were received from D. J. H. Glover, W. G. Jarman, and A. Squillario.

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

The Secretary reported that as two Clubs had nominated Mr. S. M. B. Hailwood for the Pinhard Prize 1957/8, the Club's own nomination had been withdrawn.

A letter from Mr. A. F. Mills in connection with the "Hutchinson 100", 1958, was read and discussed. Certain points in connection with marshalling at this meeting, raised by Mr. Huxley, were

settled satisfactorily after detailed explanations by Mr. Bates.

The Secretary's report as Clerk of the Course on "Club Day" was given, discussed and accepted.

The fixture list for 1959 was discussed and agreed in principle following a recommendation from the Competitions Sub-Committee. This provided for at least eight meetings. The Secretary was authorised to conclude negotiations with the circuit owners concerned and to apply to the A-C.U. for the dates agreed.

Certain suggestions of the Secretary for celebrating our "Golden Jubilee" were discussed and agreed.

Mr. Cooper gave a report on the last meeting of the Dinner Sub-Committee.

The destination of certain of the annual awards of the Club was discussed and agreed.

New members were elected.

The date of the next meeting was fixed for Monday, December 8th, 1958.

UNPRESENTED CHEQUES

I AM calling all those riders who have 'started' at our meetings this year. Have you cashed your entry refund cheque? The answer is very likely 'no'. Would you please do so as soon as you can. Every month the list of unpresented cheques is enormous. It makes a lot more work all round, both for the Bank and ourselves. You will make even more work if you delay over the statutory period of a year, when, in any case, the cheque will not be paid! Your co-operation in this matter will be greatly appreciated. Thank you!

THE SECRETARY.

MUTUAL AID

For Sale. Fordson 10 cwt. van; in good mechanical condition; sound tyres; interior recently re-painted. 1949 model. £75. Williams, "Nethyholme," Digswell, Herts. (phone Welwyn 521).

Sale. Manx Norton "featherbed" frame minus engine and gearbox—£130; also 1940 350 Manx complete; engine plates available for fitting engine into above—£80; pair of Norton teles.—£14; K.D.I. racing magneto—£4-10-0. W. Hall, 38, Torbay Road, South Harrow, Middx.

DOUBLE KNOCKER SAYS . . . (continued from page 188)

year by **Les James** and was down at Brand's the other day, trying it out. **Fred Neville** who has had a not unsuccessful first season on a 500 Gold Star has a new '7R' on order, while another to buy a Norton, a 500 this time, is **Chris Williams**. **Howard German** had a new '7R' on order too, but switched to a Norton when it seemed the latter would be very hard to get. So it looks as though the

beginning of next season will see quite a few changes as usual.

May I conclude my article this month by wishing all a very happy Christmas. We're lucky! We don't have race meetings on Boxing Day like these car types! In any case, Christmas meetings are unrestricted as far as fuel is concerned and alcohol can be used.

SUCCESS proves they build durability at **DUNLOP**

— Successes to date during 1958 include —

SCOTTISH 6-DAYS TRIAL

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize
38 out of 41 Special First-Class Awards

ST. DAVID'S TRIAL

Both Premier Awards

VICTORY TRIAL

Victory Cup (Solo)

HURST CUP TRIAL

Winner

COTSWOLD CUPS TRIAL

Both Premier Trophies

BEMROSE TROPHY TRIAL

Both Premier Awards

SILVERSTONE — April 19th

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

SUNBEAM POINT-TO-POINT

Senior 1st
Junior 1st
Lightweight 1st

INTERNATIONAL SIDECAR RACE

OULTON PARK (May 26)
2nd, 3rd

DENMARK MOTO-CROSS

Winner

AINTREE 'RED ROSE' TROPHY

Senior 1st
Junior 1st, 3rd
Ultra Lightweight 3rd

SWISS MOTO-CROSS GRAND PRIX

Winner

GRAND PRIX DES NATIONS

250 c.c. 1st, 2nd

LANCASHIRE GRAND NATIONAL

Trophy Race 1st
Senior 1st
Junior 1st
Lightweight 1st

FRENCH MOTO-CROSS GRAND PRIX

Winner

INTERNATIONAL SIDECAR RACE

AINTREE (Sept. 27th)
2nd, 3rd

ITALIAN MOTO-CROSS GRAND PRIX

Winner

NORTH WEST '200'

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

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

COTSWOLD SCRAMBLE

Senior 1st
Junior 1st
Lightweight 1st
Ultra Lightweight 1st

LEINSTER TWO HUNDRED

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

EXPERTS' GRAND NATIONAL SCRAMBLE

Winner
Senior 1st
Junior 1st
Lightweight 1st
Ultra Lightweight 1st

DUTCH MOTO-CROSS

Winner

NATIONAL SHRUBLAND PARK SCRAMBLE

Winner
Senior 1st
Junior 1st
Lightweight 1st

BELGIAN MOTO-CROSS GRAND PRIX

Winner

A.G.U. INTERNATIONAL CHAMPIONSHIPS

British Ultra Lightweight Champ. 1st
British Sidecar Championship 2nd, 3rd

LUXEMBOURG MOTO-CROSS GRAND PRIX

Winner

SWEDISH MOTO-CROSS GRAND PRIX

Winner

HUTCHINSON '100'

Sidecar Championship 1st, 2nd, 3rd
125 c.c. Championship 2nd
250 c.c. Championship 2nd, 3rd

IRISH MOTO-CROSS

500 c.c. 1st
350 c.c. 1st
250 c.c. 1st

SOUTHERN TRIAL

Best Solo Performance

WEST OF ENGLAND TRIAL

Best Solo performance

SCOTT TRIAL

Premier Trophy

INTERNATIONAL 6-DAYS TRIAL

Three Manufacturers Team Awards
Twenty-seven Gold Medals

1958 MOTO-CROSS WORLD CHAMPIONSHIP

AREA NEWS

METROPOLITAN

Alan L. Huxley

"Court End," Courthill Road,
Chipstead, Surrey.

ON Wednesday the 12th November we had the second meeting of the Area members and friends at the usual venue, 'Prince of Wales Tavern,' with a General Quiz on Motor-cycle Racing, etc. Harold Daniell was in the Chair, supported by Barry, Ian Telfer, Gordon Cobbold and Herbert Addie. An enjoyable evening with many assorted questions and some rather amusing moments. Unfortunately the attendance was rather low, but with the very foggy weather that evening it was understandable.

The Sunday Afternoon-Out is proving to be popular. So far to date, we have 18 entries and some 28 members and friends gathering together for tea at the 'Sugar Bowl.' If you have not sent in your entry, please do so as soon as ever possible in order to assist the organisers. The date—December 14th, 'Sugar Bowl,' Burgh Heath. **Most important**—The starting time has had to be brought forward to **2.00 p.m.** instead of 2.30 p.m.

Our next evening meeting of the Area will be on December 10th at the 'Prince of Wales Tavern', in Drury Lane, time 7.30 for 8.00 p.m., when we hope to be showing the new Shell Film, "N.W. 200,

MIDLAND AREA

A. Squillario

Shrewley Fields, Hatton, Nr. Warwick.

I AM very pleased to be able to say that, after an unavoidable lapse of inactivity due to pressure of business, I have arranged a meeting of the Midland "cell" at the "Boot", Lapworth, near Solihull, on Friday, 12th December. Lapworth is just off the main Birmingham-Warwick road (A41) and is also on the main railway from Birmingham to Leamington. Refreshments will be laid on and I am at present arranging a film show for the evening. All members of the "cell" have been advised about the meeting, but I shall be glad to see members and their friends from as far afield as they care to come. The success of this evening will largely determine future meetings. I hope it will be possible to arrange a regular meeting here each month.

(The Editor and his wife would appreciate a lift from Birmingham centre to the "Boot" on December 12th.—Ed.)

1958," and if we are lucky as well to have the "British Grand Prix 1958." Don't forget the date—December 10th, time 7.30 for 8.00 p.m. Looking forward to seeing you all there.

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



THE DINNER — 1958 EDITION

Two outward changes marked this year's Dinner/Dance. To begin with it had to be held on a Thursday evening and secondly we had to move to a Lyons Coventry Street Corner House, that at the Strand no longer being available. Two changes which, thanks to the Show, made the evening both successful and popular. Indeed there were a record number of people present and some 425 sat down to dinner.

After a really excellent meal served in the usual efficient Lyons manner by a veritable army of waitresses drilled to almost Guards Brigade standards, our President, the Marquis Camden, proposed the Loyal Toast, after which he made a short speech outlining the highlights of the Club's activities during the past year and its hopes for 1959, Golden Jubilee Year, prior to proposing a second toast, that of the Club. Mr. A. Squillario then proposed the toast of the Press and remarked that we owed a lot to them and said that he hoped to see even greater co-operation twist Club and Press in the future. Mr. Harry Louis, Editor of "Motor Cycle", replied. Finally Mr. L. S.

Cheersright rose to propose the joint toast of the Ladies and the Guests in a witty and wholly appropriate speech. Mr. J. D. Ferguson replied.

During the course of the evening Lady Guinness presented the trophies and awards to the various winners, Mike Hailwood collecting no less than eight of them. Later still the Bohemian M.C.C. put on their well-known amateur cabaret turn which duly had the room in delighted humour. "Cabby" Cooper's raffle was a huge success with some magnificent prizes. All told it raised over £70 for the Benevolent Fund. Grateful thanks are indeed due to the kind persons who so generously gave the various prizes. During the time when there was no prize-giving ceremony or cabaret or raffle draw the gathering either danced enthusiastically to the music of Don Simmons and his Group, propped up the bar or just "nattered". As always, 1.0 a.m. came far too quickly and so ended an evening which everyone seemed to have enjoyed very much. What a pity it was that one or two people came in later in the evening without paying anything at all!

A-C.U. NOTES 1958 Road-Racing Stars

The provisional winners of the A-C.U. Road-Racing Stars, presented by Slazengers Ltd., are as follows:—

125 c.c., 250 c.c. and 350 c.c. Classes:—
S. M. B. Hailwood.

500 c.c. Class:—A. M. Godfrey.

Three-wheeler Class:—P. V. Harris.

Suspension

The Competitions Committee, at its recent meeting, imposed sentences of National suspension until further notice on two riders, under the provisions of General Competition Rule No. 141, for failing to appear at a meeting for which they had entered and not justifying their absence either to the promoters or the A-C.U.

Acceptance of Entries

The attention of all promoters is drawn to the provisions of General Competition Rule No. 174 and the Competitions Committee instructs promoters that they must not accept entries which are submitted as provisional or conditional or qualified in any way, neither must

they reserve entries pending the receipt of a completed entry form, except as specifically provided for in G.C.R. No. 169.

SUBSCRIPTIONS FOR 1959

YOU will find enclosed with this issue of the magazine a subscription renewal form. It will help the Office considerably if you will complete this in full, legibly, and return it with your two guineas. It is particularly important that you give us your correct postal address, as this enables us to keep the mailing-list up to date and ensures that you do not miss your copies of "Bemsee" or any regs. The earlier you send your sub. in, the more it will help. Might I also take this opportunity of requesting all members to notify us of changes of address immediately they take place. Several of you this year have missed magazines and regs. (and, therefore, meetings) because of this.

Thank you!

THE SECRETARY.

BE SURE and fit

MK9E

Expressly designed and made in lightweight materials with high impact polystyrene case. Ideal replacement for most models of popular scooters.

Price (uncharged) 45/-



ML9E

Small, compact and light in weight, this new design of motor cycle and scooter battery has a plastic cover which automatically seals the anti-spill vent plugs in a common venting chamber.

Price (uncharged) 57/6

LUCAS

Britain's Best Motorcycle Battery

PU7E/9

General Purpose Battery with Lucas Patent Porous Rubber and Woven Glass Pack Separation.

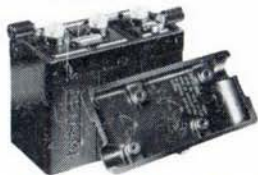
Price (uncharged) 44/-

GU11E

A high capacity battery for sidecar machines and embodying the very latest cell pack construction. Price (uncharged) 71/-



PU7E/9



GU11E

JOSEPH LUCAS LTD BIRMINGHAM 14

Heath Press Ltd., 54-64a High Street, Thornton Heath