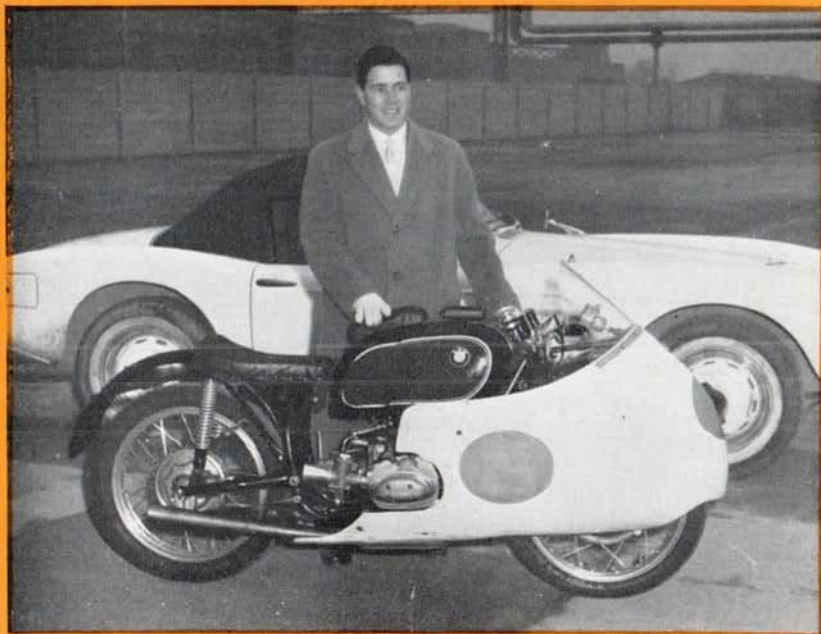




# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 2. FEB., 1958 ONE SHILLING



Geoff. Duke with B.M.W. in 1958, in 500 c.c. Solo-class  
World Championships

*(Photo: C. T. Hoepner)*

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## **“Silverstone Saturday”**

**APRIL 19th** *is nearly here*

Please turn to the inside of the back cover and see how you can help to make this the biggest and best event Bemsee has ever staged. Remember your help is of vital importance.



### **IMPORTANT**

The date of the Annual General Meeting of the Company and the Club has been altered. It will now be held on Friday, February 28th, at the R.A.C. (West Entrance), Pall Mall, S.W.1, at 7.30 p.m. sharp.

***Do not forget to attend***



# Bemsee

Vol. 11. No. 2. FEB., 1958

EDITOR:

P. F. WRIGHT

**BRITISH MOTOR CYCLE RACING CLUB**

PRESIDENT: The Marquis Camden, J.P.

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## WELCOME NEWS

**T**HE GOOD news recently released, that B.M.W. of Munich have decided to re-enter the fray of road-racing in the 500 c.c. solo class in all the 1958 World Championship Meetings, including our T.T., will be received by all enthusiasts with much pleasure, especially so as we read that Geoff. Duke will be piloting their potent machinery. Our cover picture was taken at the Munich works by member C. T. Hoepner, who sends his kind regards to all other members.

Peeling away the backing-paper, as one may say in a manner of speaking, the pattern of the 1958 road-racing year is quite quickly becoming evident. Despite the withdrawal of some major Italian firms from the racing field, we shall see at least some matched competition in the Senior class, while the other capacities will undoubtedly have a more "open" aspect to their results. With the promise of further circuits gaining G.P. status and a very full calendar here at home, we have a most interesting year approaching.

Bemsee once again is catering for all racing tastes, the vintage and sports-class motorcycle sections each having events in store. Yes, we feel that we are in for a good and interesting time and it will be upon us before we fully realise, but most welcome.

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

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## PRIVATE ENTERPRISE

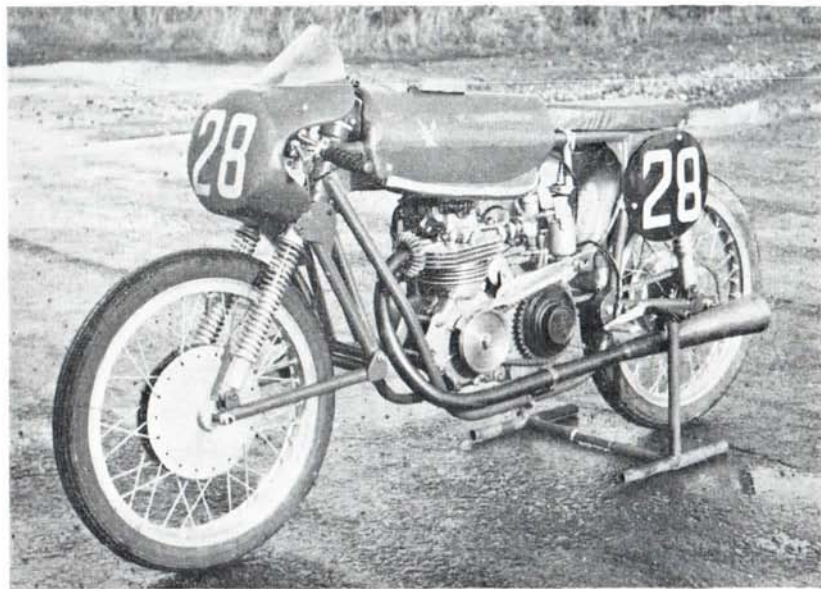
**N**ORTHERN member Kenneth Brett is, as you no doubt know, the designer, builder and rider of interesting lightweight racing bikes, and we have recently had the details of his latest job, the 1958 125 c.c. "K.C.B." Ken recently was kind enough to give the members of the Cheshire and Merseyside Cell an insight into the designing and building of these beautifully prepared specials and we have now prevailed upon him to let "Bemsee" have some details of the latest of the line. Our picture gives some idea of the amount of design and work involved in such a programme and is a tribute to this young engineer.

This machine is the third produced by Ken, who, in 1954, won our "Christopher William Trophy" for the best performance on a machine of his own design. A fourth effort is now just getting under way, based on the racer detailed below; number four being again of 125 c.c., generally in design as the current model; but to have enclosed overhead valve gear.

Of the current bike, Ken writes: "The engine is a 125 c.c. single, with a bore of 52.5mm. and a stroke of 55mm., with overhead camshaft valve gear driven by pinions and chain, with an outside fly-wheel. The frame is of 'double loop' construction with swinging-arm rear suspension, the front forks are similar to the Earles pattern with single front tube for handlebar attachment. Fairings are employed to cover the petrol tank and to form the front number-plate, and for the coming season, dolphin-type streamlining is to be fitted in accordance with the new regulations."

The designer goes on to say: "The machine was tried out on an airfield and the results obtained were very encouraging. The machine's first competitive outing was at the Cheshire Centre Championship event at Oulton Park, held last October, when the 'K.C.B.' was placed thirteenth in its class, in a field of forty. I was very pleased with its performance, steering, etc., although very much over-

*(Continued on page 30)*



*Ken Brett's 125 c.c. "K.C.B." racer.  
Picture taken during its period of construction.*

*(Photo: D. Thompson)*



## 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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# THE CONTINENT AND THE T.T. RACES (Part 3)

By ERWIN TRAGATSCH

(Part 1, May 1957. Part 2, August 1957.—Ed.)

THE "Golden Jubilee T.T."—the Tourist Trophy of 1957—has gone, and while the Continent reached great success by winning all five classes so far as machines were concerned—Tarquinio Provini, F.B.-Mondial; Cecil Sandford, F.B.-Mondial; Bob McIntyre, Gilera (twice); and Fritz Hillebrand, B.M.W.—three of these wins fell to British riders, one to an Italian, and one to a German. Twenty, thirty or forty years ago, such Continental supremacy was just a dream, but today it is a sad fact, for the once-dominating British motorcycle industry. The only excuse lies in the fact that British manufacturers are not interested and therefore not too keen to spend money on proper racing machine development. This situation is of course leading to a shortage of capable technicians too, because nobody without the backing of a factory can go into the design of new machines for racing purposes, and therefore many capable men have left the trade for better-paid jobs. Others are more or less vegetating in other factory departments and as a result of the lack of interest by the firms (not so much by Chairmen and Managing Directors than by the Board of Directors and the Shareholders!) there nearly is no "new blood" among creators of British racing motorcycles, while recently, many good older men left us for ever. The advantage of Continental, i.e., Italian firms, is that in most cases the Chairman or Managing Director is also the main Shareholder, who does not have to bother with other inexperienced and disinterested owners of shares, and if he is in favour of a racing programme based on his own interest and sportsmanship, his knowledge of the technical and commercial value of road-racing and his patriotic feelings, nobody can hold him back, so far as the financial situation permits, from building and racing first-class machines even in three or four capacity classes.

Italian and other Continental firms do know only too well the worth of success in the T.T., and there were this year nearly thirty riders on Continental factory-owned machines at the starts, while British riders on British factory machines had to "hide", for to me, completely unknown reasons, behind an outside entrant. Despite being a man from the

Continent, I found it directly heartbreaking to see no British machine in any of the classes, among the first three at the finish.

Four Continental machines headed the Junior T.T.: Bob McIntyre's Gilera, Keith Campbell's Moto-Guzzi, Bob Brown's Gilera, and the M.V.-Agusta ridden by John Surtees. John Clark, on a Guzzi, was eighth, Arthur Wheeler, on his 1953 ex-factory Guzzi, 19th, while Dickie Dale, after a superb ride on the Guzzi, crashed in the fourth lap and retired when nearly in the lead. All first 14 men in the 250 c.c. Lightweight T.T. used machines produced on the Continent: Mondial, M.V., Guzzi, N.S.U., Jawa. Among them were six Continental riders: Taveri, who was second; Colombo, third; Bartos, fourth; Kostir, seventh; Camathias, ninth; and Stastny, twelfth. And the two fastest men in this class (both retired), Provini and Ubbiali, came from Italy as well as the machines they rode, Mondial and M.V.-Agusta.

There were twelve finishers in the 125 c.c. Lightweight T.T. and all rode Continental machines, produced by Mondial and M.V.-Agusta in Italy and C.Z. in Czechoslovakia. Two Italians, Provini and Ubbiali, and a Swiss rider, Taveri, headed this class, while the sidecar race in this year's T.T. week became a 1-2-3 success for the German B.M.W.'s, ridden by two Germans, Hillebrand and Schneider, and by Camathias of Switzerland.

Six Continental machines finished in the Senior T.T. of which five were in the first five positions, with Bob McIntyre (Gilera) in the lead, followed by John Surtees (M.V.-Agusta), Bob Brown (Gilera), Dickie Dale (Guzzi), and Keith Campbell (Guzzi), while the sixth machine, Arthur Wheeler's "undersized" and old 350 c.c. Guzzi, finished 23rd. Among the retired men was Walter Zeller of Germany on a very potent B.M.W., who was holding third position in the early stages of the race, John Clark on a Guzzi, and Ulf Gate of Sweden on a Norton.

The Jubilee T.T. is over . . . Let's hope that the T.T. races in the future will again bring British machines into the forefront so that they can compete on equal terms with the Continental products.

## DOUBLE KNOCKER SAYS . . .

IT SEEMS no time since we were at Silverstone for the "Hutch", and now we are in full swing preparing for the first of the 1958 events, "Silverstone Saturday." The current version of our biggest fixture will differ from previous ones in that it will be an International meeting. The regs. are enclosed with this issue of the magazine and, as you will notice if you read them, they have been altered quite a bit. It will repay you, therefore, to study them, otherwise you may find there is something you have missed when you come to the circuit. I would say at this stage that I think the new streamlining rules are rather pointless (it seems to me to be far more sensible to either allow streamlining as in the past, or ban it altogether—I may be wrong), and as for the "weight of riders" stipulation, well, I don't think even the F.I.M. have ever perpetrated a more unfair and fatuous rule. One cannot help thinking that these rules are bound to increase the difficulties already besetting organisers and riders alike. To revert briefly to "Silverstone Saturday" I would also ask members to take due note of the matters referred to on the inside covers of the magazine and urge you to fill in and return to the office, the post-card dealing with posters. Publicity is vital these days.

I have recently received two very cheery letters from member A. E. Willerton, who was unlucky enough to have a nasty fall in the Manx last September. He tells me he is now fit and at work again. What is more, he is already well advanced with his plans for the new season. As last year, he will be riding a 7R A.J.S. belonging to Leicester Motorcycle Auto Sales, while his 500 will be a hybrid—a very interesting one, too. It consists of a "Featherbed" Norton frame and tanks, Vincent "Black Lightning" forks and front wheel, a special rear hub made by C. H. Rhodes, and a '57 B.S.A. "Gold Star" engine and gearbox. It sounds most interesting to me and I for one will be watching to see how it goes.

Still on the subject of new models, though of a human rather than a mechanical nature, I was delighted to hear from George Brown that he had become a father. To judge by his exuberant letter I would say he is definitely a very proud one. George suggested that, as his son already had "bowed" legs he was destined to ride a Sputnik Special,

but I hope that it will be something of a more Vincent-like nature. Anyway, our heartiest congratulations.

Do you know that there is a new motorcycle paper. It is called "*Motor Cyclist*", and is to be published monthly. The Editor is Douglas Armstrong, and to judge by the first issue it is quite a colourful production. Incidentally, there is one feature of particular interest to road-racers, on those well-known racing men, Geoff. Monty and Allan Dudley-Ward.

I continue to get news of members' activities the world over. Just before Christmas I had a long letter from Theresa Wallach, and shortly after that I heard from John Raymond, who hails from California (lucky man!). He wants to come over and race in Europe. I sincerely hope he does, as a few more U.S. competitors would be a welcome sight over here. More recently I had a letter from Chinks Bharucha, who lives in India and who has just about the fastest thing on two wheels around Bombay. The machine is called the "Tri-Star Special K.C.1" and is, in effect, a 350 Gold Star with a Tiger 100 motor. I understand that there is now a Mark 2 version, but I do know that the first machine was timed to do 121 m.p.h. He hopes to be back in this country in the Spring and may have the Special with him.

For my final paragraph there is a subject which seems to puzzle a number of members. The request, "where can I go to test my bike?" is often made to the office. Many people are not lucky enough to have a disused aerodrome on their doorstep where they can try out the Winter mods., etc. To the best of my knowledge Silverstone, Snetterton, Brand's Hatch, Mallory Park and Oulton Park, are all available for testing. In all cases application should be made to the owners and/or leasees of the circuits in question. I strongly advise prior application, because the circuit may have been booked by someone else and you may find you cannot use it if you arrive on "spec". I know that this applies to Silverstone, as it is used a great deal by the car folk. The fees are in most cases very reasonable, and within certain fairly broad limits you can put in as much practice as you wish. Blandford and the Crystal Palace are not available for this purpose and I have no definite information on Castle

(Continued on page 28)





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## BILL JARMAN'S COLUMN

A LETTER from our old friend Louis Lake arrived recently from Canada. He has moved to 42, Dundonald Street, Toronto, and sends his good wishes to all. He has located Reg. McDonald, who is at Valebrook Motors, 3100, Walker Road, Windsor, Ontario. Any members will be welcome at either of the above addresses. If we can rustle up a few more members and ex-members in Ontario we have the makings of a Bemsee Cell.

\* \* \*

Sir Alliott Verdon Roc has died. He was a pioneer airman as well as a motorist and motorcyclist, who started at Brooklands with a lock-up shed in 1908, a year before the B.M.C.R.C. was created. Sir Alliott was still riding his own scooter-cum-runabout until quite recently and when we recall his age, eighty years, it makes one appreciate what an amazing character he was. Had he not been so tied up with aeroplanes. I am sure he would have produced first-rate cars or bikes instead.

\* \* \*

So far, I have not collected any more information about the h.o. 500 Four, which is known to be in prototype form somewhere in central Europe. Any news will be most welcome. I have been told verbally that it started off as a 250 twin, which was duplicated. It is the latter version which intrigues some of us. Is it Russian or German? At least I do know it is not Italian and it certainly was not made here and taken over to the Continent.

---

### MUTUAL AID

**Wanted:** Marelli Type 5B1 Magneto, anti-clockwise, either new or reconditioned. Any similar type may do; news of replacement unit welcomed. For Editor's Moto-Guzzi.—P. F. Wright, The Flat, Cavendish House, Waterloo St., Birmingham 2.

**Wanted:** Cylinder head for 1938 500 c.c. International Norton. Must be in good condition. Iron or alloy. State price.—R. D. Llewellyn, "Roxana", 23, Champion Hill, London, S.E.5.

Our old pal Erwin Tragatsch did not mention "Desdemona" in his article last month. Maybe he has saved it up for a special contribution sometime soon. Come on, Erwin, I think you know quite a lot about the positive or desmodromic principle of valve operation and your views might start a really delightful argument. Remember the, two-strokes and how you love to hate them. Come on, Tony Rose—join in again. It makes good reading!

\* \* \*

A word on the subject of regulations will not be out of place. Do not merely skim through them. Read, mark and learn them, like the Leader Board types. I have never met a top-notch racing man who does not know the "Rules and Regs.". This applies to the entrants as well as the riders. Do not expect the Marshals to know *all* the answers to queries which crop up at every event. Normally the Clerk of the Course can deal with most items but the Stewards of the Meeting are always "on tap" to deal with controversial matters.

\* \* \*

I hear that Ken Kavanagh has joined the "Carboys". He will probably be at the wheel of a Maserati during the 1958 season.

\* \* \*

February is usually a dull month as far as our climate is concerned, but there is nothing dull about the A.G.M.—make it a record attendance this year.

**Wanted:** Leathers, preferably one-piece; 5 ft. 8 in.-9 in.; 38-40 in. chest.—L. P. Sole, 3, Shaw's Cottages, Pitchplace, Nr. Guildford.

**For Sale:** 1938 Inter, Norton, less engine, gearbox and lighting; tanks have no dents and enamel good; Manx girders. Back "triangle" off "Featherbed" Manx with Girling legs, suitable to convert above to swinging-arm with some mods. £15 o.n.o. Sidecar top; bottom fork yokes for "Featherbed" Manx, £2 o.n.o.—For above apply to D. L. Richards, 43, Tregellis Road, Longford, Neath, Glam.

## NEW BOOKS

### "MOTOR CYCLING" DIARY

*Published by Temple Press, Ltd., London, E.C.1.*

If you have not bought yourself a pocket diary for 1958, or received one as a gift, the "Motor Cycling" Diary for 1958 is to be recommended. It is available in two forms: Rexine-covered at 4/-, or in leather, with a pencil, at 6/-. Both have the usual day-to-day diary spaces plus a wealth of information and motor-cycling lore which will be appreciated by enthusiastic riders. There's a complete record of the T.T. winners since 1907, and the Manx and Amateur T.T. winners since the inception of the races. A list of world's records are also included, a directory of manufacturers, maps of London's Underground railway system, and sixteen coloured maps of the British Isles. There is also the usual spaces for personal records and those of your machine, mileage charts and maintenance records.

### MOTORING AFLOAT—12s. 6d.

*By Charles Mortimer. Published by G. T. Foulis & Co., Ltd.*

To venture to sea, out of sight of land, in a small craft, without a great deal of practical experience of boats and the ways of the sea, requires a degree of courage that does not fall far short of that required to nip round a racing circuit at speeds over the "ton". You are very much on your own, and your safety is entirely dependent on your skill. Mess-

ing about in boats of the small motor-yacht variety may lack the thrill of speed but it can provide many others and certainly calls for skill of no mean order. As an introduction to this fascinating subject you are recommended to read "Motoring Afloat".

The author, Charles Mortimer—you may remember him better as C. K. Mortimer—is an ex-racing man, well-known for his exploits at Brooklands on two and four wheels, and in post-war years in sports car racing. When he found that racing had to be curtailed, he looked around for other pursuits and subsequently was attracted to the small motor-yacht. His adventures with these craft on the river and the open sea forms the subject-matter of his latest book. However, it is more than the story of his experiences, it serves as an introduction to the pastime. It has been written partly to help other beginners, for, as he explains, there is a lack of books which provide the answers to the tyro's many questions.

The adventures of Mortimer, with the several boats he has owned, on the river and along the coast-line of Southern England and France, make an interesting story; one that ends too soon, for the reader will soon find that he is completely absorbed in even the common-place events of life aboard "Kelvinia" during its four weeks' holiday cruise in the open sea.

L.R.H.

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## THE EDITOR'S CORRESPONDENCE

I HAVE for some time now, known the answer to a question which must still puzzle a lot of riders.

A 125 c.c. machine recently covered 121 miles in the hour; why won't my 30 b.h.p. Junior machine go that fast when the 125 c.c. bike only turns out 20 b.h.p.? This is the answer to why a high-revving engine of equal power will always be faster than one running slower, on the straight.

If, for example, a 500 c.c. single runs at 5,000 r.p.m. and turns out the same power as a 500 c.c. four at 10,000 r.p.m., then the four could have a 9 to 1 top gear, while the single has but a 5 to 1.

The high-revving engine has a bigger mechanical advantage, like a little engine lifting a big weight by driving a winch.

I have never seen this theory in print as yet, but if I am correct it would stop a lot of men with 500 c.c. bikes wondering why they can't catch a little M.V. Maybe one of our technical members could explain better.

Northampton.

A. Virco.

BILL Jarman's query, "Define a Private Owner" (November "Bemsee"), well I think that I fill this role quite suitably. With a '57 Gold Star, I tune it myself, buy all the spares, enter myself and provide own transport, also keep a home going and my wife at home, all on an aircraft-fitter's wages. Will that do?

What about putting some of the "slower boys" on the covers of our magazine? It would be appreciated by many, and the same applies to the weekly journals and T.V. Can you do anything about it?

Burnley.

W. H. Dixon.

*(I can help with our cover picture suggestion, provided I have the prints. Any-way, we'll try!—Ed.)*

THE January "Bemsee" showed on its cover a very good picture of a 1927/9 T.T. Rep. Royal Enfield, and inside the magazine it stated that this machine was the winner of the 1953 Vintage race at Silverstone, fitted with its 350 c.c. engine.

According to records of Vintage races I keep, A. J. Wiffen won the 1953 B.M.C.R.C. Silverstone race, riding a 499 Rudge of 1930. This was the scratch race, of course; who won the sealed handicap I don't know.

In the 1953 programme two Royal Enfields are listed for the Vintage race:

H. D. German, R.E. (Blackburne) 1927, 249 c.c.; G. Davies, R.E. 1924, 346 c.c.

Are either of these the machines pictured on the cover?

H. D. German won the 1952 race, a handicap, riding the same 1927 machine.

I might add that I am a "Vintage" bod, though not in age, owning a 1930 350 c.c. Velo.

J. W. Leam.

Gerrards Cross.

*(Would Derek Rumble care to clear-up this matter? Was it an M.C.C. Vintage Race?—Ed.)*

WHY not a "125" handicap? For some time now I have been turning over the question of such an event for this capacity class and with a view to throwing the matter open for discussion, pen this letter.

Briefly, the entrants for this class appear to me to be quite cleanly split between the lads now using the well-known Italian product together with the one or two "specials" which can get very near them, and the others mounted on anything from home-brewed "specials" such as Bantams, New Imperials, etc., and the usual galaxy of Puch.

The division between the two groups is fairly clean and is, I think, more obvious in this class than any other used widely today.

There is an obvious speed-range difference of, say, twenty miles-per-hour in absolute maximum, and it may be more, particularly if works' machines are included.

I know many of the snags to these types of races, including that of spectators trying to keep tabs on the progress, but there is rarely a more thrilling finish to a well-judged handicap than when the limit or near-limit men just pip, or just lose, to the earlier starters.

Such an event would give the "specials" boys a little more interest in the race, give them a chance of picking up a little in the way of cash now and

again, and perhaps a few points towards an International Licence?

There is a very great deal more to be said for-and-against the matter, but if these few lines do no more than stimulate a little healthy controversy, my

purpose has been achieved.

However, I do hope some organisers will consider the suggestion when preparing their 1958 Regulations.

E. L. Griffiths.

Bristol, 5.

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## AREA NEWS

### NOTTS & LEICESTER

W. B. Martin

55, Kneeton Road,  
East Bridgford, Notts.

THE January meeting at the "Dolphin" was indeed a numerical success. Some seventy members and friends were in attendance. Amongst those present were Phil Heath, Peter Tomes, Fred Wallis, Tony Chrich, Arthur Willerton, Maurice Redford, Ralph Potton, and the usual local riders. The unusually large gathering was probably due to the fact that Guy Tremlett had promised to be with us; this unfortunately, due to other pressing commitments, was not to be. We were unfortunately badly let down by the Castrol Film Department, but other films were obtained allowing us to "spend" a very successful evening, to which the landlord agreed.

In about a month's time we hope to visit Mallory Park Clubhouse, Saturday

evening, for a quiet noggin. If anyone is interested let me know.

Next meeting, usual place, February 10th.

### METROPOLITAN AREA

W. G. Jarman

153, Reigate Avenue,  
Sutton, Surrey.

THESE NOTES are penned prior to Bob Geeson's kind effort with his famous engine, so I am unable to report until next month. We have a racing film show on February 18th, and the infamous debate is fixed for March 11th. All these fixtures take place at the "Prince of Wales Tavern," Drury Lane, W.C. One member, one guest, as usual, and we hope the guest becomes a member. The March date will conclude our Winter Socials, so try to come along and ensure the success of the evening.

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### DOUBLE KNOCKER SAYS . . . (continued)

Combe or Thruxton. Two words of warning, though—please respect the circuit and surroundings if you go to one of those I have mentioned above; and don't just ride on to any old disused aerodrome and think you can tear away to your heart's content. They are all owned

by someone, who will be justifiably incensed if his property is thus trespassed upon. I know of at least two aerodromes lost to the sport for good in this thoughtless way. If you want any further "gen" on the subject, write to the office.



## COMMITTEE NEWS

Meeting held on December 16th, 1957.

**Present.** N. B. Pope (Chairman), L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, D. J. H. Glover, A. L. Huxley, W. G. Jarman, W. A. S. Knox-Gore, A. Squillario, I. F. Telfer, and R. C. Walker. In attendance: The Secretary.

**Apologies** for absence were received from Messrs. G. E. Duke and G. E. Tottey.

The Minutes of the previous meeting were approved.

The A.C.U. Steward's report on the "Hutchinson 100" was read and noted.

The "Alcohol Trophy" was formally accepted on behalf of the Club and the Secretary instructed to write and thank Mr. J. M. West for it.

The Secretary gave a detailed report on the present arrangements for meetings in 1958, dealing first with Silverstone, then with the remaining circuits, and lastly with the sprints. He said that Temple Press, Ltd., would be supporting the "Silverstone Saturday" meeting in a similar manner to previous years. The Secretary's report was noted and approved.

The annual conference of A.C.U. Centres and Clubs was discussed, but decision as to whether the Club should continue to attend it was deferred for the present. The proposed increase in A.C.U. affiliation fees was discussed.

The Committee accepted with regret the resignation of Mr. A. H. Taylor from the Committee and from the post of Vice-Chairman. Mr. Squillario was elected to fill this position for the remainder of the year.

The list of honorary and complimentary members was discussed and revised. Five resignations were accepted and twenty-two new members elected.

The resignation of Mr. C. E. Lucas as Area Representative for Bedfordshire and Hertfordshire was accepted with very great regret. The Secretary was instructed to convey to Mr. Lucas the deep appreciation the Committee felt for all the work he had done for the Club. The Secretary reported he was investigating possible successors for the post.

The offer of a Trophy, to be known as the "Bryant Bowl", by Mrs. M. A. Tunbridge, was accepted by the Committee. It was decided to seek Mrs. Tunbridge's agreement to the proposal that it should be awarded to the winner of the 350 c.c. final at "Trophy Day".

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### BENEVOLENT FUND

From the following, contributions have been received for the Benevolent Fund. We would like to take this opportunity of thanking them for their generosity.

Mrs. E. Whorwood	C. J. Percival
F. J. Williams	D. L. Richards
R. Skipworth	C. R. Instone
W. J. Maddrick	D. W. S. Willis
J. Welch	W. R. Prowting
C. H. Hubbard	D. C. Moore
R. J. Havers	

In addition, an amount of £30 4s. 8d. was placed to the credit of the Fund as a result of the raffle at the Annual Dinner.

### NEW MEMBERS

New members recently elected are as follows:—

J. E. Baker	J. Welch
F. Clarke	F. D. Brown
M. B. Fry	T. R. J. Ewens
J. Malik	M. J. Hill
J. D. Osborn	J. B. Milner
R. H. Watts	H. W. Snyder, Jnr.
B. Blake	A. C. M. Clarke
A. J. Doman	E. R. Floyd
G. S. Glenister	T. H. Ingham
R. G. Milgate	Mrs. G. E. Niven
J. N. Smith	W. Thorpe

## NEWS FROM THE R.A.C.

### DOUBLE WHITE LINE

Last March, the Minister of Transport introduced a new pattern of road marking for the guidance of drivers and experiments were carried out on the London—Folkestone—Dover Road (A20 and A259) and the London—Portsmouth Road (A3). The R.A.C. co-operated by erecting signs to draw the attention of motorists to the markings. The Minister of Transport has now announced that this system is to be extended gradually to main roads throughout Britain and that he intends at a later stage to make it an offence to disregard it. The R.A.C. will keep the scheme under close observation so that this proposal may be reviewed in the light of experience. Two lengths of the road where the new system is already operating have been specially marked and sign-posted as the final standard version

of this experiment as it will be nationally applied. Bold illustrative signs have been erected by the Ministry of Transport. Members wishing to obtain further information should apply to the R.A.C. Highways Department.

### 1958 EXHIBITIONS

This year, for the first time, the R.A.C. will be represented at the *Daily Mail* Ideal Home Exhibition at Olympia, London, from 4th-29th March. An R.A.C. Mobile Office will be located near the entrance to the Caravan Section on the second floor of the Empire Hall to give information and service. Another exhibition at which the R.A.C. will have a stand is the *Daily Herald* Holiday and Travel Exhibition at Belle Vue, Manchester, from 14th January to 8th February.

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### TWO NEW TROPHIES

IT GIVES me much pleasure to announce that Mr. J. M. West, on behalf of Associated Motor Cycles, Ltd., has presented to the Club a Trophy, to be called the "Alcohol Trophy". It is rather unusual in that it consists of the "dope" piston of the 7R A.J.S. ridden by the late Les Graham at Shelsley (his 350 record still stands), mounted on a plinth. Your Committee have decided to award this to the Member who puts up the best all-round performance in sprints and hill-climbs organised by B.M.C.R.C. and

other clubs during the year. The Committee will decide upon the winner at the end of the season when the results of all such meetings can be assessed.

I am also very pleased to announce that Mrs. Mary Tunbridge has presented to the Club a Trophy, which will be called the "Bryant Bowl", in memory of the late Dick Bryant, for many years a stalwart member of the marshal team. This Trophy is to be awarded to the winner of the 350 c.c. final at "Trophy Day".

Secretary.

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### PRIVATE ENTERPRISE (continued)

geared—so much in fact, that I rode in third for most of the race! With a few modifications during the winter, I am looking forward to a better performance when the season opens."

Members will undoubtedly be on the look-out for a view of this home-constructed lightweight and we wish its builder/rider all success for the season ahead.

The Regulations for the Easter Monday National Meeting at Oulton Park are now available from H. W. Bowman, 63 Claremount Road, Wallasey, Cheshire.

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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.

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To :—

THE SECRETARY.

Please send me..... **LEPEL BADGE** ..... Badge(s)

I enclose remittance of..... **7/6** .....

Name **T. A. TURNER** .....

Address.....  
.....  
.....

# Silverstone Saturday

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## *TWO VERY IMPORTANT ANNOUNCEMENTS*

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You will find enclosed with this issue of your "Bemsee" a reply-paid post-card. It refers to posters and other publicity material. All it is necessary to do is to fill in the number of posters, window stickers and pre-book forms you require and post it to the Office. You do not have to pay any postage. That has already been done. Do please fill it in and return it as soon as possible. Not only will you receive the publicity material for "Silverstone Saturday" but also similar material for the rest of our meetings in 1958.

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Many marshals and other voluntary officials, assistants and programme sellers will be required for "Silverstone Saturday." You are asked to write to me stating whether you can assist, what type of job you feel you would be best suited to (but please remember I cannot guarantee that I shall be able to give you exactly the job for which you ask) and whether you can come to Silverstone on practice day, Friday, April 18th, in addition to race day. If you are not yourself racing on an actual "racer" you can still help your Club by helping the organisation.

W. G. TREMLETT,  
Secretary.

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**1957 WORLD 350 c.c. CHAMPIONSHIP**

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**1957 WORLD 500 c.c. CHAMPIONSHIP**

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