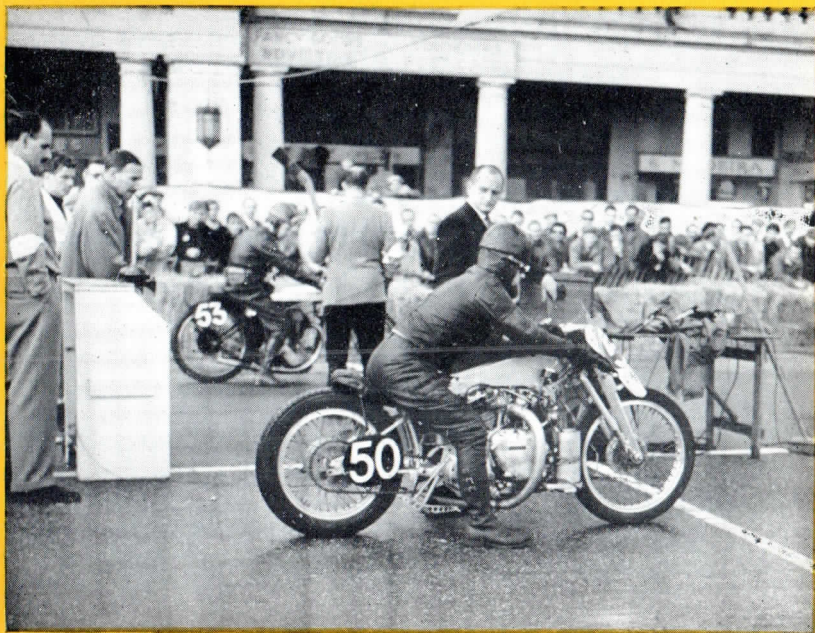




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 7. JULY, 1958 ONE SHILLING



Roy Charlton waits to take "Rumblegutzz" off the line
at Brighton

(Photo: A. Squillario)

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PLEASE SUPPORT THIS UNIQUE EVENT — THANK YOU!

* * *

**IMPORTANT—PLEASE TURN TO INSIDE OF
REAR COVER**

Bemsee

Vol. 11. No. 7. JULY, 1958

EDITOR :
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

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OUR DAY!

THE T.T. over, thoughts turn to the next event in which members of the Club will be taking part and this will be our "Trophy Day" Meeting at Silverstone. How very different are these two events in character, one a World's Championship promotion for the leading riders and machines of today and the other a meeting at which you and I could compete along with other members, in a happy club-like atmosphere with not too many super-fast men on hand to take the leading places.

We would like to say particularly, "Do read the article by our Chief Marshal, Dennis Bates, which is featured in this issue." If we all pay good attention to the points mentioned therein then the day will surely be the better for us all. Given some good weather, for we truly have been lucky with this item over the past couple of years, we should see a fine day's sport and we sincerely hope that once again the day will be bright and dry.

Good luck and good riding to all our lads and lassies, for although the prizes are small, the reward of racing experience is large and worthwhile. See you all on the 5th!

Closing date for contributions — 14th of each month

MARSHALS AND MARSHALLING

by DENNIS BATES

IT seems to me that many members of the Club know little about the organisation of race meetings in which they ride, and many helpers have only the haziest knowledge of the part they play. Dennis Glover wrote a very enlightening article on scrutineering earlier this year and I want now to talk in general terms about marshalling and tell you the plans for the future.

Silverstone is virtually our racing home; therefore I am concerned in this article with that circuit, for it is there that the full Marshal Organisation is in action. To man it we need something like 250 volunteers, and the list includes flag men, phone, fire, breakdown, first-aid, paddock, grid area, track and spectator control marshals; not to mention those people who never see a race—the admission control, runway intersection and footbridge people. On top of that, there are programme sellers, and the executives in the shape of the Clerk of the Course, stewards, judges, timekeepers and lap-scorers and the Starter and his assistants, the results and commentators' teams. The story doesn't end there, either. At most meetings we have Army signals, police (from two counties, since the boundary of Northants and Bucks runs slap through the circuit), car park attendants, and the fire brigade as well as the St. John Ambulance Brigade. Quite a headache organising that lot, I can tell you, even though much of the control is decentralized to the various key members appointed by the Committee.

The job with which, as Chief Marshal, I am mainly concerned is to see that the marshals get the riders on to the course, let them race in absolute safety, and clear the course again for the next event. Over the years the Club has evolved a system that is almost perfect. The Club never allows itself to be swayed by what others are doing. We are the premier racing club in the world with a reputation second-to-none and what we do today the rest do tomorrow. This has, of course, brought us many critics but it has also produced a state of affairs where no one queries whether it is safe to race at one of our meetings—surely the greatest tribute to our marshals, who are willing

to endure the variegations of our summer weather for eight or nine hours a day to see that the riders get their fun.

I make this point because there have been comments about the marshals. Let me say here and now that it takes many sides to make a race meeting—a paying public, a good office staff, volunteer marshals and competitors. I will not be brave and state that there is an order of importance. I doubt if there is, and in any case one party cannot possibly exist without the other.

Now I come to two sets of problems. The first I want to deal with is rider/marshal relations, and the second is the future of the marshal organisation.

Relations generally are very good. But we do get some unfortunate experiences which cause people, already excited by the prospect of a race, to get steamed-up and say things they normally would not say. We also get marshals, short of time, being abrupt with riders. These things can stem from many causes. It is always a source of constant amazement to me that so many riders cannot make the marshalling area until it is time for practice or a race. Five minutes before their time would cause hard-working marshals a chance to handle the genuine case of misfortune that frequently occurs. From this comes the grid area arguments when a rider wants to get on to the line just as the starter has got the riders under his orders. The marshal refuses, and rightly so, for is one rider more important than thirty or more who, if delayed, are being subjected to cooling engines and the possibility of wet plugs? The return route to the paddock is another problem. When riders insist on pulling in we must move waiting men and machines to one side for them—easily done no doubt, but about as convenient and as unnecessary as going through a roundabout in the wrong direction. Spectating from prohibited areas is another worry. The areas are closed for a very good reason and the Club cannot permit anyone to enter them. The farm land at Silverstone is often trespassed upon—and there is a law of trespass. But a competitor will tell a marshal that he has the farmers' permission, showing just how willing some people are to land the Club as the lessee

of the circuit in serious trouble, for the circuit is leased on terms which are binding and legal to all parties *including* the farmer. In other words, he cannot give permission verbally for individuals associated with the meeting to use his land for short cuts, spectating or camping. The long term answer to that one is no more Silverstone racing! Let there be no threats or recriminations, just please refrain from doing it any more.

The afore-mentioned points are frequent occurrences calling for extra work from the marshals. We can be as efficient as we are allowed to be, so I hope that in future you will see things a little more differently and realise that when a marshal asks you to comply with a regulation he is not doing it to suit his mood of the moment.

Marshals can play their part by realizing the very heavy responsibility they carry. Without 100 per cent concentration on the job, difficult and sometimes dangerous circumstances can arise. Therefore such things as lap scoring and photography whilst on duty must cease forthwith for they are a grave dis-service to the competitors who rely utterly on your ability to act quickly at all times. Some of you have no doubt seen the photograph recently published in the national Press of a car meeting where a car had spun off the track—two Press men are running for their lives, whilst the marshal (?) is standing there quite unperturbed; he hasn't seen a thing. Fortunately he is still alive, but I hope no longer a marshal!

To be able to continue racing we must have a paying public. In the past I have been most embarrassed having to ask marshals to stand up and split up as they are blocking the view of the cash customers. A friend of mine once took back to London a damaged marshal who was sitting on a banking and couldn't get clear of a crashing machine, with the result that he suffered a badly damaged arm. I have seen a flag marshal ten

yards from his flag, and a course marshal pushing a machine back across the course during a race. Needless to say, these are isolated examples, but the important point is that they do occur.

For some time it has seemed apparent that the system of control of marshals has tended to split into different sections, each section growing remote from the others. Each may work perfectly within itself but the essential qualification of co-operation has been missing. With "Trophy Day" approaching, the Marshal Organisation will adopt a differing plan, in that all sections will come under myself and the Deputy Chief Marshal. Responsible to us will be Corner Marshals—one for each corner or curve—who will be the supreme commander on the spot—controlling flags, phones, fire, track and spectator marshals and any movements of ambulances, breakdown, Press or film people. The marshals between corners will be placed under the Corner Commanders, thus the circuit will be divided into sections with the H.Q. of each section at a corner. By this method it is hoped that a better control of a meeting will be assured. I want all marshals to co-operate with me in the operation of this new plan which I am sure will prove workable and allow for the establishment of teams of marshals who can return for each meeting to the job and the position to which they are accustomed. Moreover, with the constant need for training new marshals, the posting of trainees to teams will ensure that training, which up to now has never been on an organised basis, will be much more of a positive factor with all the benefits that such training will bring.

Lastly I want to say two things. Let us all try to be more helpful and friendly to each other, and if anyone has a suggestion that he thinks will improve our meetings I shall be most pleased to hear it. Contact me at Silverstone, or write to me at 55 Chatham Avenue, Hayes, Bromley, Kent.

THE CLUBMEN AT OULTON PARK (continued)

It was a meeting with a difference. It also showed that we obviously have no lack of talent as far as riders go. If I may mention just one or two of our other members who were riding for their local clubs I would like to single out J. T. Shakespeare, Bill Sawford, P. E. Richardson, W. D. Craig, Dan Shorey, Denis

Pratt, Ron Good, Ray Stretch and N. C. Buxton. All these and more besides went very well indeed, I thought. By and large, I would like to see it continued though with some modifications. If it does go on, let's hope the A-C.U. pass it round to several circuits and several organisers.

A DAY IN THE ISLAND

TWO short blasts on the "Tynwald" siren and the Excursion boat announces its arrival at Douglas Quay, bringing a heavy load of day visitors to the Island for the Senior. Not a great deal of sleep has been had overnight but the excitement of landing once again in Man is a good tonic to clear the head and put a sparkle back into the eyes and although the hour is yet an early one, the crowds are soon making their way up to the Grandstand and to the coaches for lifts to outer points of the Mountain course.

As the morning wears on, more and more personalities are spotted about the Grandstand and the enclosures; riders, mechanics, entrants, officials, guests . . . Graham Walker, Harold Daniell, Rem Fowler, Reg Dearden, Walter Zeller, Vic Willoughby, Bob Geeson, Jack Surtees, Lord Montague, Rev. Stenning, and many, many others.

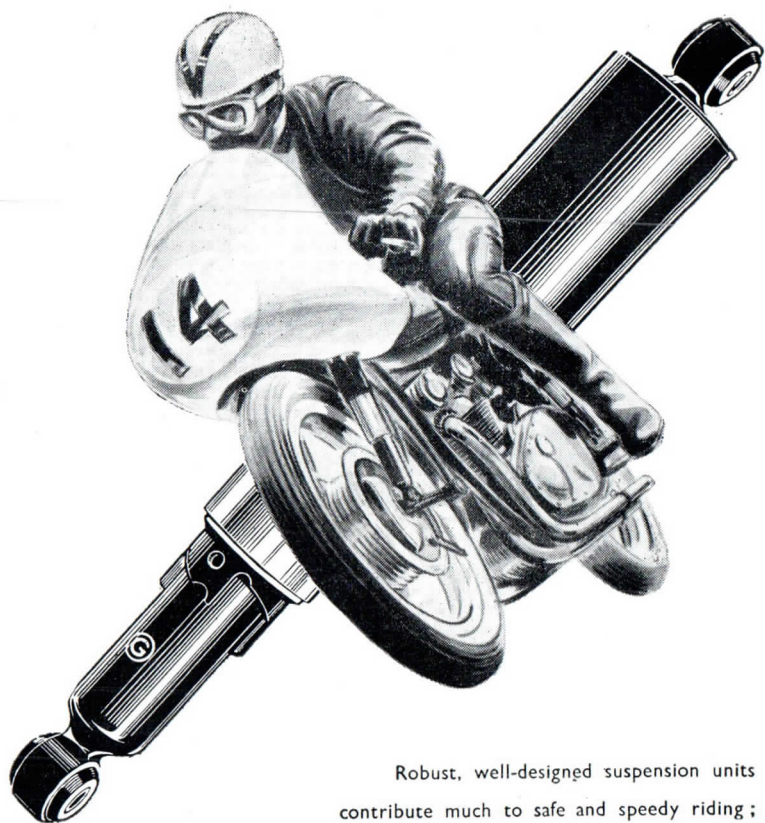
Looking back now, we feel that we can truthfully say "Well done!" to the lads riding and especially to those who are members of the Club. Great congratulations must go to the winner John Surtees for his effort and also for his Junior ride. So also must we congratulate Bob Anderson on his second placing, Derek Minter on his fourth place and John Anderson from New Zealand for his fine gain of sixth position. All in all, members of the Club gained twelve Silver Replicas and five Bronze out of the thirty-two of our members who rode that day. The one sad note concerns Desmond Wolff from Southern Rhodesia who lost his life on the first lap and we sincerely wish to express our utmost and heartfelt sympathy to his wife who was in the Island at the time and to his relatives and friends back home. Our thoughts go also to Alastair King who had the great misfortune to have a tumble on the last lap while lying in second place and we trust and wish that he will soon recover to return to his usual fine form.

Taking the rest of our members who rode in the Senior, in the order in which they departed or should have departed from the start, we give a short detail of how each of them fared; almost too short for the gruelling 264 miles of thrill-packed riding, which over half of them each covered. Most of them were riding Manx Nortons of 499 c.c. but where a

different or modified bike was used, note is made of this fact. The first Bemsee member away from the line was **Philip Palmer** who completed the full distance, finishing in 32nd position at an average speed of 86.52 m.p.h. **Bob Anderson** (Dearden Norton) came 2nd at 95.40, re-fuelled at the end of the third lap and was the first man to get the chequered flag after being on the Leader Board throughout the race. **Derek Minter** came 4th at 94.86, finished second on the road and came on to the Leader Board at the end of his fourth lap. **John Anderson** of the New Zealand team finished 6th at 94.34 average, came home third on the road, and just got himself on to the Leader Board with his ultimate lap. In 34th spot was **Hereward Voice** at an average speed of 85.93 m.p.h. Number twenty off the line was **Geoff Duke** (492 B.M.W.) who had eleventh position at the end of the first lap but who retired at the Pits at the end of his second, with the front brakes u/s. Geoff looked really fed-up with life while the Munich twin was wheeled silently away.

Arthur Wheeler, that old hand at the Mountain "game", rode a 349 A.J.S. into 35th position at 85.53, refuelled at the end of his second lap and got a "Bronze". As **Bob McIntyre** (Potts Norton) left the start, his motor was misfiring and when it then cut-out, a loud chorus of groans went up from the stands. However, he lay second at the end of the first and second laps and his second-lap speed of 99.89 is the fastest that a Norton has been taken round the circuit. Still, misfortune came on the third lap when he retired at Union Mills with engine trouble. Leaving the line as number twenty-eight, **Bob Rowbottom** must have ridden a fine steady race to finish 27th at 89.13. Tall lad **Terry Shepherd** said before the start, "If you've got any money on me, get it back now!"—a joking remark which was to come true when he retired without completing a lap, owing to engine seizures. **Harry Plews** made a call at his Pit at the end of his second lap, then continued the race to finish 30th at 88.05. **Laurence Flury** (Arter A.J.S. 349 c.c.) retired at the Pits at the end of his first lap and we noted that his start was quite "juddery". Could this have been a foretaste of trouble?

(Continued on page 106)



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unit—and that means the best of its type
—to meet your requirements

GIRLING



In 14th place finished **Ken Tostevin**, but his racing number nearly came off his back before he had completed the seven laps at an average speed of 92.14. A really fine show, Ken!

As **Bob Webster** got away with an earlier rider who had been delayed, we saw two machines making off at speed for Parkfield Corner. Bob, entered by the Canadian Motorcycling Association, was most conspicuous in his orange-coloured "space" helmet, but it didn't help him to get beyond Crosby where he retired on his first lap with engine trouble. Finishing 15th at 92.06, New Zealander **John Hempleman** used the end of the third lap to refuel, while **Geoff Tanner** did not have the luck he had in the Junior, for he was forced to retire at Ramsey on his second lap with his motor going flat. Slazenger Team man **Alan Trow** also retired eventually at the Pits at the end of the sixth lap after lying seventh/eighth for the preceding laps. The Slazenger Team was further denuded of strength when **Mike O'Rourke** went out after completing four laps, but the other **Mike, Hailwood**, gained 13th position at 92.24 having refuelled at the end of the fourth lap. With his Junior and Lightweight placings, Mike has done extremely well for a newcomer to the Island. **Ken Draper** had to stop at Quarter Bridge on his third lap and there retired, while **Len Rutherford** (498 Matchless) decided to call it a day at Governor's, at almost the end of his third lap. Similarly mounted, **Barry Cortvriend** contrived to cover the full distance and had 37th placing at 85.29 m.p.h. **Brian Setchell** had a rather slow start but he also covered the 264-odd miles for a "Silver", at an average of 89.47, in 26th place.

The usual quick-fire start, with a long

side-saddle mounted get-away, saw the eventual winner off from his start. **John Surtees** led throughout the race and did two laps at over 100 m.p.h., his second and third, after which he refuelled (31 secs.) and then continued at a "slower" pace, taking on more juice at the end of his sixth lap (18 secs.). He brought the M.V. Four home at an average speed of 98.63 and put in the fastest lap at 100.58. Manxman **Alan Holmes** had very bad luck with his Dearden Norton, for after being on the Leader Board for four laps, had to stop at his Pit for a protracted stay with carb. trouble and this put him back to finish 25th at 89.50. **George Catlin** certainly had a good week for his Junior fifth place was followed by his gaining 7th in the Senior at 93.91. Not so lucky was Slazenger teamster **Jack Brett** who had to retire at the Pits at the end of one lap, with the rear suspension units gone and a bent sub-frame. One Dearden Norton that did not finish was the machine of **Don Chapman** who went out with engine trouble at the end of four laps; however, **Ray Fay**, after a late refuelling, covered the distance and finished 21st at 90.16. **Vernon Cottle** was 33rd at 86.05, but Scot, **Alastair King**, after riding a brilliant race to put him on the Leader Board for six laps, had a fall at Kirkmichael which ended his day in hospital. Of **Desmond Wolff** we have already made mention.

A good and interesting Senior, one ought to say, but misgivings arise when the position of Grand Prix machinery is raised. If these "Fire Engines" do finally have to go then the 1958 T.T. will make a worthy memorial to them; one richly deserved. "Fire Engines" did we say? Quite appropriate after the flaming affair at Governor's!

P.F.W.

DESMOND WOLFF

IT is with the very deepest regret that I have to record the death during the Senior T.T. of Des Wolff of Salisbury, Southern Rhodesia. He had the misfortune to crash in the first lap of the race in which he was one of his country's representatives.

It was his first season in Europe and already along with his two team mates "Paddy" Driver and Jim Redman he had shown great skill and that he was more than capable of holding his own with the

best private runners of any land. He competed at our "Silverstone Saturday", a meeting he seemed to enjoy very much despite machine troubles. He had retired in Monday's Junior with engine trouble.

It is particularly sad that so fine a rider and such a likeable person should be taken from us and we in Bemsee will mourn his passing greatly. To Mrs. Wolff we offer our deepest sympathies in her tragic loss. Truly will the Sport be a loser, both here and in his home country.

W.G.T.

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ST. DAVID'S TRIAL

Both Premier Awards

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
Senior	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

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MALLORY PARK

It is with great regret that the Committee have to inform you that the national meeting scheduled to be held at the Mallory Park circuit on Sunday, 17th August, will not take place.

The Committee feel that, even at this stage, you should know why this unfortunate state of affairs has materialised. They would like to make it quite clear that the circuit owner has had nothing whatever to do with the cancellation of this meeting. He has been very helpful ever since negotiations were first started and he would still like to see a Bemsee meeting staged on his circuit.

Under A-C.U. rules it is necessary for any club, non-territorial or otherwise, to obtain the permission of the local centre to run any event which falls in the geographical area encompassed by the centre. In this case due approval was sought from the local centre, the East Midland, at the same time as negotiations were started with the circuit owner. Approval was not given. The Committee appealed to the Competitions Committee of the A-C.U. against this decision. Following further discussion the approval was again sought from the centre, for the 17th August, and was again not forthcoming.

At this stage it is not the Committee's wish to aggravate the situation in any way. They feel the whole problem of relations between non-territorial clubs and local centres must be examined by the A-C.U. and that, given a reasonable attitude by all parties, a solution can be found. To this end further talks with the A-C.U. have, and will, take place till a solution is reached.

The Committee emphasise yet again that the Club's primary object is, and always will be, to promote and organise race meetings. The Club is a specialist club in that sphere and has 1,100 members and the Committee feel that they are failing in their duty if they do not provide all members with a reasonable number of opportunities to ride at B.M.C.R.C. organised meetings every year. That was the reason, the sole reason, why it was decided to have a Mallory Park meeting.

The East Midland Centre have stated as their reason for not approving our request that there are too many meetings at Mallory Park. They have offered to alter the permit of one of the closed-to-club fixtures to a regional restricted event. This offer the Committee have accepted and it is hoped that the meeting on Sunday, 7th September, 1958, will enable members to ride, if they so wish.

Regulations should be available from the Office towards the end of July.

The Committee will not fail to make further statements on this particular matter when necessary.

W. G. TREMLETT,
Secretary.

NEW MEMBERS

The following new members have been elected recently:—

J. W. Adams, E. F. Andrews, R. D. Baker, E. Bennison, F. Booth, J. E. Brookes, J. Brett, J. C. Brown, I. R. Carter, L. Chapman, D. S. Clarke, J. L. Cox, G. W. E. Craven, W. H. Creer, C. J. Crowe, P. R. Evans, P. J. Foster, R. E. Fox, M. E. Gorton, C. J. Griffin, S. F. Holland, C. W. Hunt, R. Hunter, B. Johnston, J. Kiely, A. D. Malam (Australia), R. Moate, T. R. Muir, C. G. Peck, S. W. Potterton, P. E. Ranford, G. Seward, R. Sheldon, A. F. Stanton,

V. Sturla, F. D. Walker, K. Watson, W. J. Wells, A. J. Wilter, B. W. Winter, Mrs. H. Mitchell, P. Smith.

A-C.U. ROAD RACING STARS

THE following decision was reached by the A-C.U. Competitions Committee at its latest meeting:—"that only those races for which machines of the particular capacity class concerned, would qualify for points in the Road Racing Star competition." (So if you win a 500 c.c. race qualifying for the Star on a 250, you won't get any points.)

FIRST, SECOND, THIRD (continued)

race at Brand's was won by a member. **D. M. Field** brought his M.V. through to win the 200 narrowly from **Donald Hamer** (M.V.) and **John Bacon** (Ducati). **E. F. Wooder** and **Bernard Morle** were first in the two non-expert finals on 350 and 500 Nortons respectively. **Mike Hailwood**, despite the immediate presence of the T.T., won both the 250 and 350 (Expert) events, the former from **Tommy Thorp** and **Eddie Kempson** and the latter from Thorp, once more, and **Bob Anderson**. Bob got his own back, as it were, in the first 1,000 experts' race, with Mike and Tommy next up. He also won the second of these events from "**R. Hunter**" and **Maurice Bowdery**. **Bill Boddice** cleaned up the sidecar scratch event, while **Ben Gross** and **Terry Folwell** were 1st and 2nd in the handicap. **C. R. Denton** won the 50 c.c. event.

At Blandford's only meeting **John Clark** on his Norton and **Frank Sheene** on his special Itom were the only members to actually win. Frank carried off the 50 c.c. event after a scrap with **R. S. W. Field** (he was 2nd). John won the 350 race fairly comfortably, after an initial tussle, and **Ted Washer** was 3rd

with the fastest lap to his credit. The latter was also 2nd in the 500 event, setting up a new lap record on the last lap to finish only split seconds behind the winner, Tony Godfrey. **Alan Rutherford** was 3rd. **John Hamilton** and **Basil Keys** were 2nd and 3rd in the 250 race and **Dudley Edlin** and **E. L. Griffiths** were likewise placed in the 125 event.

The first day of June saw two more Continental meetings separated by many miles, one in Southern France and the other in Sweden. At Pernes **George Salt** won the 500 race on his big Norton, while at the Gellarasloppet **Peter Ferbrache** had a most successful time, leading the 350s for a time until trouble dropped him back, and winning the 500 on his Norton. The T.T. Senior is dealt with in a separate article and so we finish this month with the Mallory meeting on June 8th. There **Mike Hailwood** won the 250 and 350 races but only after tremendous duels in both races. **Bob Anderson** who was 2nd to Mike in the 350, turned the tables on him in the 500 and won. **Bruce Daniels** was 3rd finisher in the 500, a similar placing being gained by **Len Taylor** in the sidecar event.

DOUBLE KNOCKER SAYS . . . (continued)

entries including many Itoms and derivatives therefrom, home-brewed specials, some Ducatis, an o.h.c. Sterzi and a Maserati (don't worry, it is a 50 c.c. job

and not a 250F Grand Prix model); not to mention three lady competitors—Miss Pauline Dale, Mrs. Helen Mitchell and Miss Barbara Bound.

THE CLUBMEN AT OULTON PARK

by W. G. TREMLETT

IN the last issue but one of "Bemsee" there was an article on our six representatives in the Clubman's Trophy races which were held at Oulton Park on Whit-Monday, May 26th. As a sequel to that article this is intended to tell you how they fared. I do not propose, however, to report on the meeting as a whole. You will have been able to read all about that in the technical press. Sufficient here is it to say that it was doubtless a very good meeting for the riders, except for overtaking which seemed to present a real problem to the fast chaps, but whether it was as attractive to the ordinary, as opposed to the enthusiast, spectator may well be another matter. One thing did seem very hectic and that was practice on Saturday afternoon when there seemed to be an awful lot of people on the course all at once.

We had runners in all four of the 350 heats. Bill Dixon and Norman Price were in heat one; Rex Avery in heat two; John Tyler and Maurice Atkin in heat three and Stan Lightbown in the last preliminary. Bill set off at a cracking pace (he had been very quick in practice) and lay in the first three for about three laps when he unfortunately took a toss and retired. He was, I am glad to say, not very seriously hurt. Meantime Norman Price was in dire trouble with the Velosette which first of all suffered a jammed gear change and then the engine sprocket worked loose, causing his retirement. Rex had a much better ride in the next heat and qualified quite easily for the final. John Tyler wisely took it easy in his heat, it being his first ride at Oulton, and Maurice Atkin likewise rode steadily, though he was not far off qualifying for the final; not a bad show for one's first season. Stan Lightbown was not at all happy in his heat and unluckily fell off.

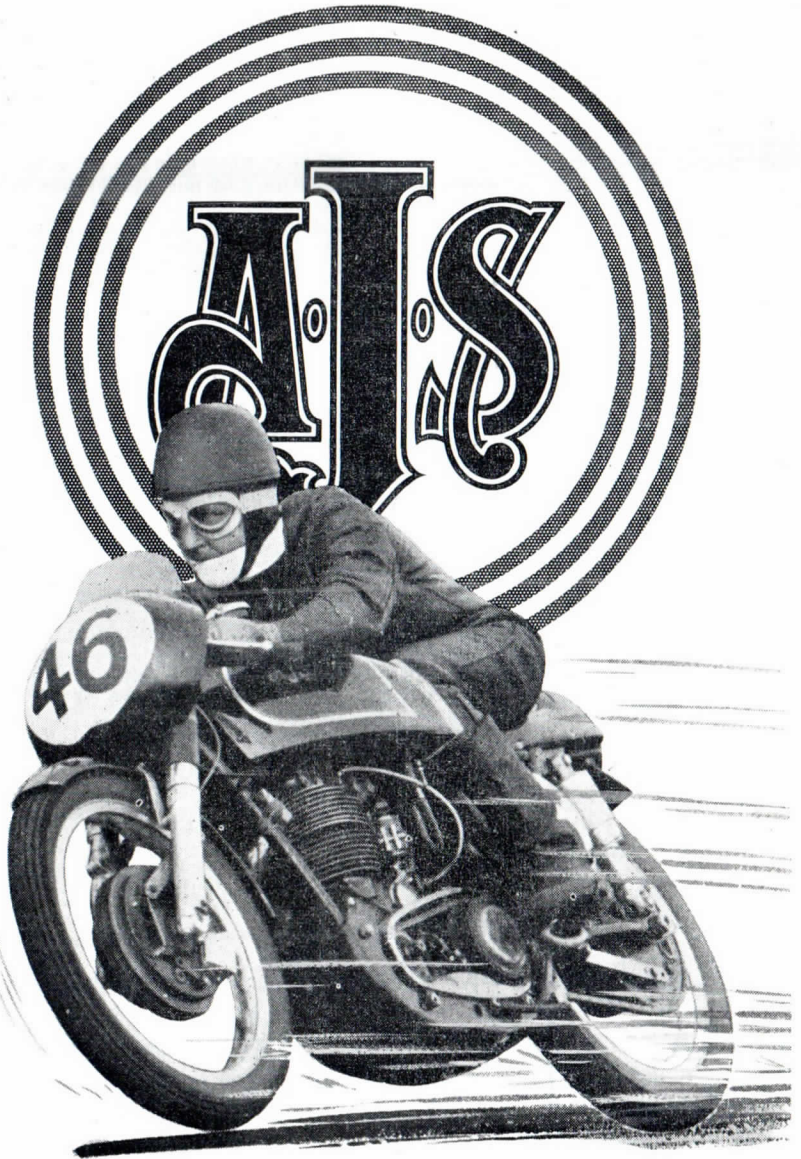
In the 500 preliminaries we fared rather better. Bruce Daniels lay third until the very last lap when he took Bill Sawford and finished second. Chris Williams finished 12th and also became a finalist. In the other heat Ray Dixon was going like a bomb after a troublesome practice period and was in 3rd place when he had a plug "go". By the time he had changed the offending component he was too far back to make the final.

In the interval which occurred between

these heats and the actual races themselves I had perforce to frantically organise some Bemsee teams as the originals were rather decimated. Eventually we finished up with two trios in each event, but alas none finished complete. Mechanical bothers and minor spills claiming at least one member from each. The 'A' team in the 350 was Ned Minihan, Phil Read and Les James, and the 'B', Rex Avery, Peter Tyack and Peter Evans. In the 500 event, Ned Minihan, Peter Darvill and Bruce Daniels were the 'A' men, and Ken Douglass, Noel Wright and Chris Williams the 'B'. The team entry business was a bit of a "free-for-all", but a definite part of the event nonetheless.

The 350 final, or Clubman's Trophy race, was won by Gordon Bell as you will no doubt recall. Rex Avery spent all the race in about 12th place and having a grand scrap with several others. His lap times were most consistently in the 2min. 11sec. bracket. He finished 12th after a very nice steady ride. The teams fell by the wayside because Ned Minihan crashed when leading, due to a seizure. Peter Tyack and Peter Evans both had mechanical bothers. Michael Brookes led the 500 race from start to finish, but after the first few laps spent in a close tussle with M. R. Hancock and Gordon Bell, Bruce Daniels got well away in second place and four laps or so from the end began to close the gap between himself and Brookes very rapidly so that with little more than two laps to go the gap separating them was about four seconds as opposed to twelve a couple of rounds previously. Try as he did Bruce was not able to catch Brookes and so had to be content with second spot after a very fine ride. Our other runner Chris Williams rode quite steadily on the ex-Phil Webb special J.A.B.S., which despite its long stroke motor of '48 vintage saw off at least one double-knocker short stroke Manx, but lost quite a lot of time when his gear change linkage began to give trouble. A hurried pit-stop saw sufficient repairs made to enable him to finish the race in 20th place. The teams once again came unstuck, as Ned Minihan did not start, Peter Darvill had a very big "blow-up" and Noel Wright came off through no fault of his own.

(Continued on page103)



Ride AJS and Ensure Success

A · J · S · M O T O R · C Y C L E S · P L U M S T E A D · R O A D · L O N D O N · S . E . 1 8

DOUBLE KNOCKER SAYS . . .

FOLLOWING on the Clubman's Trophy races we have the Thrupton 500 Miles event. By the time these words appear the race will have been run and won. I feel that this is one event which could be really useful. That manufacturers of some of our production machines have quite a bit to learn from a race of this nature seems obvious. Quite a large proportion of the entry either falls by the wayside completely, with some trouble or other, or is at least delayed in the course of the race. This year's event promises to be the best yet because for the first time there are several makes capable of winning. Fine machine as the "Gold Star" B.S.A. undoubtedly is, the overwhelming preponderance of these machines in the past has tended to lessen the interest in what ought to be a sort of miniature motor-cycle Le Mans. Last year, however, the very fine performance put up by the Enfield Meteor ridden by D. T. Powell and B. Newman was in the nature of "writing on the wall". This year, in addition to more than one of the new Enfield "Constellations", we have examples of 600 Matchless, Norton and 650 Triumph twins to do battle with the "Gold Stars" and the odd Inter. Norton or two. It should be very interesting. The one thing about it that disappoints me is the reduction in length. Nine hours was a good time, though I personally would like to see it even longer, and as the event is an endurance race as much as anything else, why alter it? That apart, I think the whole event is admirable. Stock machine events of this sort are worth while. More's the pity there are not more of them. Unfortunately they are not cheap to run and the public just do not seem interested.

With the T.T. over for another year, one is tempted to ruminate on its future in its present form, for this year's event, with the exception of the Clypse races, was mainly notable for the remarkably fine performances put up by some of the Norton privateers. John Surtees rode beautifully, of course, but, as far as opposition went there was none. All the more credit to him that he lapped at over the "ton" and averaged so high a speed in the Senior. Perhaps the finest individual showing of all was Bob Anderson's second in the Senior, a superb ride. Yet surely in some ways Mike Hailwood's four good placings in his very

first Island venture were equally good. Nonetheless, there is no escaping the fact that there were very many fewer people in the Island for the races this year. I was amazed at the lack of machines on the front and the comparative emptiness of the 1.00 a.m. boat from Liverpool on Senior day. To an enthusiast the Senior was a good race (I did not see the others so I cannot comment on them), but to the average spectator there was not much in it. I for one do not envy the I.O.M. people having to decide on next year's events or the A-C.U. for that matter. If the other Italian racing stables come back in, and I feel they will next year if not sooner, then there is not so much of a problem, but if they stay away then the prospect will not be too bright, I think. I hope I may be proved wrong.

Next year is the Club's Golden Jubilee, quite a landmark in any organisation's history. The Committee are already giving earnest thought to making it a year indeed to be remembered. It is hoped to have a new event possibly and revive another. I am sure any ideas which you may have and which you think might be worth while would be welcome. From the rider's angle, racing has never been more popular and I know that the Club will give you as much sport as it can.

An issue or two ago you may recall that I mentioned a Silverstone club meeting, a four-wheeled one, organised by the Aston Martin Owners' Club? This club have another meeting on Saturday, July 12th, and tickets, free, are available from the Office. These are among the best of the car club meetings and well worth seeing.

A few days hence there is *the* Silverstone club meeting of the year, "Trophy Day." If you are not riding or marshalling I hope you will support it. The entry is excellent and first-class racing should result. It will be particularly interesting to see who wins the 350 and 500 events—there are two straight races in each class instead of heats and finals—not to mention the "novice" sidecar event and the British 250 race. If anyone doubts that there is lack of interest in the 50 c.c. category let me say there are thirty

(Continued on page 109)



BULLETIN

T.T. RACES, ISLE OF MAN

SIDECAR INTERNATIONAL

1st W. SCHNEIDER B.M.W. 73.01 m.p.h.

SENIOR T.T.

2nd BOB ANDERSON NORTON 95.40 m.p.h.

ALSO USING ESSO MOTOR OIL

3rd BOB BROWN NORTON 95.25 m.p.h.

(Subject to Official Confirmation)

"Yes, and won on exactly the same petrol I'm putting in your tank now!"

GOLDEN

ESSO EXTRA



FINEST PETROL IN THE WORLD

FIRST, SECOND, THIRD . . .

A summary of members' recent successes

THIS month's instalment opens on a very wet note indeed with the "Red Rose" meeting at Aintree when **Alastair King** had a field day despite the rain and won the 350, 500 and solo handicap events. **Bob McIntyre** was 2nd, very close indeed behind him in the 350 and a little further away in the 500. **Jack Brett** was runner-up in the handicap event, while **Ken Patrick** was third in the 350 final. **Mike Hailwood** continued his most successful season by annexing two second places, in the 200 and 250 events, on M.V. and NSU respectively. **Bill Webster** and **Derek Minter** were third in each of these two races. The following day two members scored successes at two ends of the Continent; **Geoff Duke** having his first win on the B.M.W. at Hockenheim after a colossal scrap with Hiller and Harry Hinton, Jnr., and **George Salt** bagging third spot at the International Madrid meeting, 500 class.

The home front shifted to Northern Ireland after Aintree, first for the old-established Cookstown "100" on the 14th. Here **Mike Hailwood** won the 200 race on his M.V. and **Stan Ward** was third in the 350 scratch class on his Norton. Three days later the scene moved fifty miles to the north for the North West "200" on the very fast Coleraine-Portrush-Portstewart circuit. **Jack Brett** repeated his win of 1957 in the 500 race after a "dice" with **Bob McIntyre** who led for quite a time, set up a new lap record at over 102 m.p.h. and then had to retire. **Bruce Daniels** was third 500 past the post and, besides that, he collected his class handicap award, the private owners' handicap and the open handicap. **Alastair King** continued his winning ways in the 350 race which he won fairly easily from **Ken Patrick** and **Alan Holmes**, all three being on the usual Nortons. The handicap section of this category was won by **Peter Chatterton** who also finished as runner-up to Bruce in the two overall handicap sections. **Mike Hailwood** had a tremendous duel with Sammy Miller in the 250 event, being pipped on the last lap for the premier position. He carried off the handicap section of the class. On the same day there was the first of this season's Aberdare meetings. Here **John Clark** won the 350 final, followed home by **Fred**

Wallis and Phil Read. Fred was second in both the 500 and 1,000 finals as well, after having great scraps with Tony Godfrey in both. The two lightweight events were 1-2-3 for Bemsee members; **John Hamilton** winning the 250 on his NSU from **Dan Shorey** and **Jack Murgatroyd** and **E. L. Griffiths** getting his Bantam over the line ahead of **F. E. André** and **C. J. Percival**. As a change from road races the Wirral 100 M.C.C. had one of their sand races on Wallasey beach where **Jack Salisbury** won the open sidecar event and **J. R. Hudson** was second in the 350 event on his Velocette.

The Whit weekend was a busy one, both in this country and on the Continent. Taking the latter events first, there was Chimay on the 24th, Pau the following day and Tubbergen the next. In Belgium on the Saturday **Peter Ferbrache** was 3rd and 4th in the 350 and 500 classes, but was beaten to it in the former category by **Ken Tostevin** who was 2nd. In France on the Sunday **George Salt** had a successful day, netting 2nd berth in the 350 and 500 solo classes and being followed home in the latter by **Rob Fitton**. **Peter Ferbrache** had dashed into Holland after Chimay and was rewarded with a 2nd place in the 350 race on the "7R". **Frank Perris** did even better, winning the 500 race on his Norton after a monumental "tear-up" with Ernst Hiller (B.M.W.). Over here all the Whitsun road racing took place on the Monday, at Oulton, Cadwell, Brand's and Blandford. The revived Clubman's Trophy at Oulton is dealt with elsewhere in this issue so all that need be said here is that members were 1-2-3-4 in both events and that "**Pin**" **Harris** and **Jackie Beeton** were 2nd and 3rd in the sidecar race which completed the programme; and what a scrap "**Pip**" had with Camathias. At Cadwell **Ken Patrick** was unbeatable, winning both 350 and 500 finals. Both races were fairly close-fought nonetheless; **Bob Lawrence** and **Tony Sugden** taking 2nd and 3rd in the 350 and **John Holder** a close 3rd in the 500. **Jack Murgatroyd** won the 250 event from **Tom Fenwick** on his now almost elderly Guzzi. Every

(Continued on page 109)

BILL JARMAN'S COLUMN

THE ISLE OF MAN looks as good as ever, and I've been a regular visitor since Tommy de la Hay won the Senior on a Sunbeam at nearly 52 m.p.h. In those far-off days I never expected anyone to almost double the speed by 1957. At the time of writing, prior to the 1958 events, I very much doubt if this year's figures will be as high as those put up by Bob McIntyre in the Golden Jubilee T.T.

* * *

The T.T. year which stood out in my memory until last year was 1921 when Howard Davies won the Senior on a junior bike. I also remember the heat-wave year, 1925, when "H.R.D." again won on a machine of his own construction. Above all, I enjoyed the Sidecar T.T.s of 1923/4/5 when the "barrow-boys" raced on the proper course. In the twenties, we used to go out on the course after early breakfast and get back in time for the evening meal. How different today.

* * *

Racing members who are really seriously interested in the reduction of friction will be glad to know that Molybdenum Disulphide (MoS_2) can now be obtained under the trade name of 'Moly-speed'. It is available, in liquid and grease forms but like all good things it is not cheap. Without doubt it is the finest medium for the elimination of unnecessary friction known to engineering science. Working to superfine limits is

now possible with this product which has, more or less, been almost impossible to get until lately.

* * *

Several times just lately I have heard good, sound arguments for and against production racing machines. There was more argument on the subject than I expected but there was also complete unanimity about our failure to offer 125-250 production racing machines. People from the Continent are surprised and pleased that a country which turns out tip-top 350-500 jobs cannot be bothered about the so-called "lightweights" which will ultimately take the place of Juniors and Seniors as known today.

* * *

Since writing the paragraph about MoS_2 (molybdenum disulphide) I have been advised that where pressures are very high it is superior to the graphite family. For medium and low pressures the advantage is not worth considering. On the other hand, some care is required with MoS_2 when temperatures are high because of the risk of oxidization. However, it is good to know that MoS_2 will provide a boundary film which will prevent seizure even when the surfaces are starved of oil. Racing members who require more detailed chemical and technical information should get in touch with Rocol Ltd., Ibex House, Minories, London, E.C.3, in the south of England, and Rocol Ltd., Swillington, Leeds, in the North.

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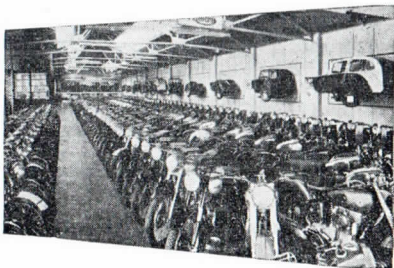
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Regulations for this event will be available about July 14th. They will be sent to all last year's competitors. Other members who may wish to ride should write to the Office for copies.

ENTER EARLY FOR THIS EVENT AS ENTRIES ARE LIMITED!

Flagged to Victory!

ISLE OF MAN T.T. 1958

SENIOR

1ST J. Surtees M.V. AGUSTA
(Fastest lap 100.58 m.p.h.)

2nd R. Anderson NORTON

3rd R. Brown NORTON

JUNIOR

1ST J. Surtees M.V. AGUSTA
(Fastest lap 95.20 m.p.h.)

2nd D. Chadwick NORTON

3rd G. Tanner NORTON

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