



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 6. JUNE, 1958 ONE SHILLING



The magic isle calls us once again, for it is T.T. time

(Photo: Bill Salmond)

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2 reminders . . .

you still have 5 days (until Saturday) to enter for “Trophy Day”—if you have a 50, a 125, a sidecar or a Vintage machine.

Long Marston entries close on the 14th – a few more can be considered.

DON'T FORGET TO DISPLAY YOUR STICKERS AND POSTERS FOR “TROPHY DAY”—THE SILVERSTONE CLUB MEETING THAT'S REALLY DIFFERENT. THIS YEAR IT'S BIGGER AND BETTER THAN EVER BEFORE!

Bemsee

Vol. 11. No. 6. JUNE, 1958

EDITOR:
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT: The Marquis Camden, J.P.

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

ISLAND HERITAGE

THE beginning of the month of June will see the start of T.T. Week in the "Magnetic" Island, and by the time you are reading these words, the result of the Junior will no doubt be known.



This year, in the larger capacity classes, we have a greater proportion of over-the-counter racers entered, and taking all other points into account, we should see some fine, closely-matched racing. Looking over the entry lists, we notice that the greatest number of works' entries are in the Lightweight classes; thus gaining for these Continental marques, the unequalled technical experience and testing that competitive racing over normal roads gives. If we are to believe, and it is fairly obvious already, that within the next few years the cubic capacities of the popular motor-cycles will be of the smaller range, then the sooner our designers and manufacturers do some designing, building and racing in the Lightweight field, the better for us and them, it will be.

Come on, Britain, let's have some 125/250 c.c. o.h.c. racing and road bikes!

Closing date for contributions — 14th of each month



in situations like this . . .

REAR	FRONT
	
Braking: LOW Steering: NIL Traction: 100%	Braking: HIGH Steering: 100% Traction: NIL

The need for paired tyres — each wheel does a different job

Although your power to stop depends largely on your front tyre, additional power and vital directional stability must be contributed by your rear tyre. The surest braking of all comes when your tyres are matched and made as a pair, each tyre designed for the different job each wheel has to do, and designed to be the perfect partner to the other. That is what you get when you ride on Avon Paired Tyres. They make all solo riding safer, give you better all round performance, longer tyre life and more positive control than ever before possible.

you need the safety of

AVON paired tyres

The ribbed SPEEDMASTER for your front wheel has everything a front tyre should have for positive braking, perfect steering and long, even wear free from 'centre peak'.

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A MAY DAY AT RAMSGATE

by W. G. TREMLETT

I FEEL sure that most of those who made the trip to the third sprint meeting organised by the Sunbeam Club at Western Undercliff, Ramsgate, on Sunday, 11th May, would have thought there was something wrong if it had *not* been a fine day. True, on this occasion it was windy, but, that apart, it was real Sunbeam weather. How they manage it I don't know! This year Dennis Bates had got together a very fine entry, of whom most turned out.

Practice (which was not timed) took place in the morning and produced little of a startling nature. Racing proper began at 1 p.m. with the up-to-250 category. Despite the presence of two M.V.s, one a 201 c.c. job, John Terry had little trouble in winning the class with a run in 16.17 secs., on his very fleet little Ariel. He really does get off the line in the least possible amount of time. George Coles was runner-up on a Rudge in 17.69 secs. The majority of the 350s showed little improvement on their smaller brethren, and Ernie Woods had no trouble at all in making best time in the class, in 15.56. The old Norton, which, by the way, he has had since new (1937), was going like the proverbial bomb. Terry, a little slower this time on the 250 Ariel, was runner-up, Charlie Myhan had oiling troubles with his K.T.T. Velocette, but J. W. Lemm, on a Virtage model of the same marque was faster than most.

With the arrival of the 650s things began to liven up considerably. After G. J. Hughes on a 649 Triumph had demonstrated tremendous acceleration from the line, we were treated to a really splendid run in 13.96 secs. by A. A. Morgan on a vintage Rudge. The latter blew up later, and so Frank Williams on the Cotton-J.A.P. wrested second place with a second run in 13.80 secs. No one could touch Australian Speedway star Barry Briggs on Dr. Joseph Bayley's amazing 596 Douglas twin. I have not seen such a fast start for a very long time, if ever, and the result was a new class record in 13.57 secs. Hughes did a very nice 14.33, D. Williams on a 500 Gold Star 14.55, and G. F. Thomson 14.56. Peter Darvill's 500 Vincent-Norton was very off-colour, but another Vincent, basically a standard Comet, ridden by D. Axtell, in his very first competition of any sort, did 15.59.

It was, as always, the "1000" boys which took the limelight. It was quite a battle of giants, too, with 1,000 c.c. Vincents of varying types and in various guises, in the hands of George Brown, Charlie Rous, John Macdonald, Peter Darvill, Bill Ottewell, Chris Chandler, and Basil Taylor, the Duggie again, Frank Williams with the Norton-J.A.P., and Ron Barton with his 996 J.A.P. George Brown's two runs were sensational; the first taking him so near to the right-hand gutter that most people thought he would hit it, and the second getting the front wheel many inches off the ground. His best time was 12.55 secs. Macdonald who was actually riding in his first sprint, made a really beautiful getaway, both times, but had the misfortune to miss a gear on his second. Nonetheless, he recorded third best time in 13.08 secs. Darvill, with the P.J.D.-Vincent, was fourth best in 13.26, while Bill Ottewell, out for the first time on the ex-Roy Charlton monster, "Rumblegut", did a creditable 13.78. Barry Briggs went even harder to record 13.48 secs., but Frank Williams was out of luck with the big 'un. On its first run a little magneto trouble intervened, and in the second he had a couple of nasty-looking slides when motoring very quickly. It was left to Charlie Rous, who speedily whipped off the chair from his Vincent, to make the best run of the lot. He made a superb start and went on to cross the line only 12.46 seconds later.

After these goings-on it was something of an anti-climax to reach the last two classes, for Vintage machines and sidecars. In the latter, Ron Beecroft got a well-deserved win on his 1929 Norton in 15.06, well ahead of his fellow-runners. A. A. Morgan was second despite valve trouble at the end of his run. Charlie Rous, having done a quick-change act on his Vincent, then proceeded to clean-up the sidecar class very nicely in 14.56, a second-and-a-half better than Maurice Brierley with the "Methamon" (also a Vincent).

All-in-all it was a very fine meeting. There was a large crowd who seemed to be very interested in the proceedings. It is a very entertaining little course and seemingly well liked by the riders. There is most certainly a very great deal to be said for sprints. Anyway, our thanks to the Sunbeam Club and Dennis Bates, and well done, Charlie Rous!

Esso

BULLETIN

**RHEIN POKAL ROAD RACES
HOCKENHEIM**

500 c.c. RACE

1st GEOFF DUKE

B.M.W.

(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

THE ROAD

THE extravagance in which my surplus emotion expressed itself lay on the road. So long as roads were tarred blue and straight; not hedged, and empty and dry, so long I was rich. Nightly I'd run up from the hangar, upon the last stroke of work, spurring my tired feet to be nimble. The very movement refreshed them, after the day-long restraint of service. In five minutes my bed would be down, ready for the night, in four more, I was in breeches and puttees, pulling on my gauntlets as I walked over to my bike, which lived in a garage-hut, opposite. Its tyres never wanted air, its engine had a habit of starting at second kick; a good habit, for only by frantic plunges upon the starting pedal could my puny weight force the engine over the seven atmospheres of its compression.

"Boanerges" first glad roar at being alive again nightly jarred the huts of Cadet College into life. "There he goes, the noisy —", someone would say enviously, in every flight. It is part of an airman's profession to be knowing with engines; and a thoroughbred engine is our undying satisfaction. The camp wore the virtue of my Brough like a flower in its cap. Tonight Tug and Dusty came to the step of our hut to see me off. "Running down to Smoke, perhaps?" jeered Dusty; hitting at my regular game of London and back for tea, on fine Wednesday afternoons.

"Boa" is a top-gear machine, as sweet in that as most single-cylinders in middle. I chug lordily past the guard-room and through the speed limit at no more than sixteen. Round the bend, past the farm, and the way straightens. Now for it. The engine's final development is fifty-two horse-power. A miracle that all this docile strength waits behind one tiny lever for the pleasure of my hand.

Another bend, and I have the honour of one of England's straightest and fastest roads. The burble of my exhaust unwound like a long cord behind me. Soon my speed snapped it and I heard only the cry of the wind which my battering head split and fended aside. The cry rose with my speed to a shriek, while the air's coldness streamed like two jets of iced water into my dissolving eyes. I screwed them to slits, and focused my sight two hundred yards ahead of me on the empty mosaic of the tar's gravelled undulations.

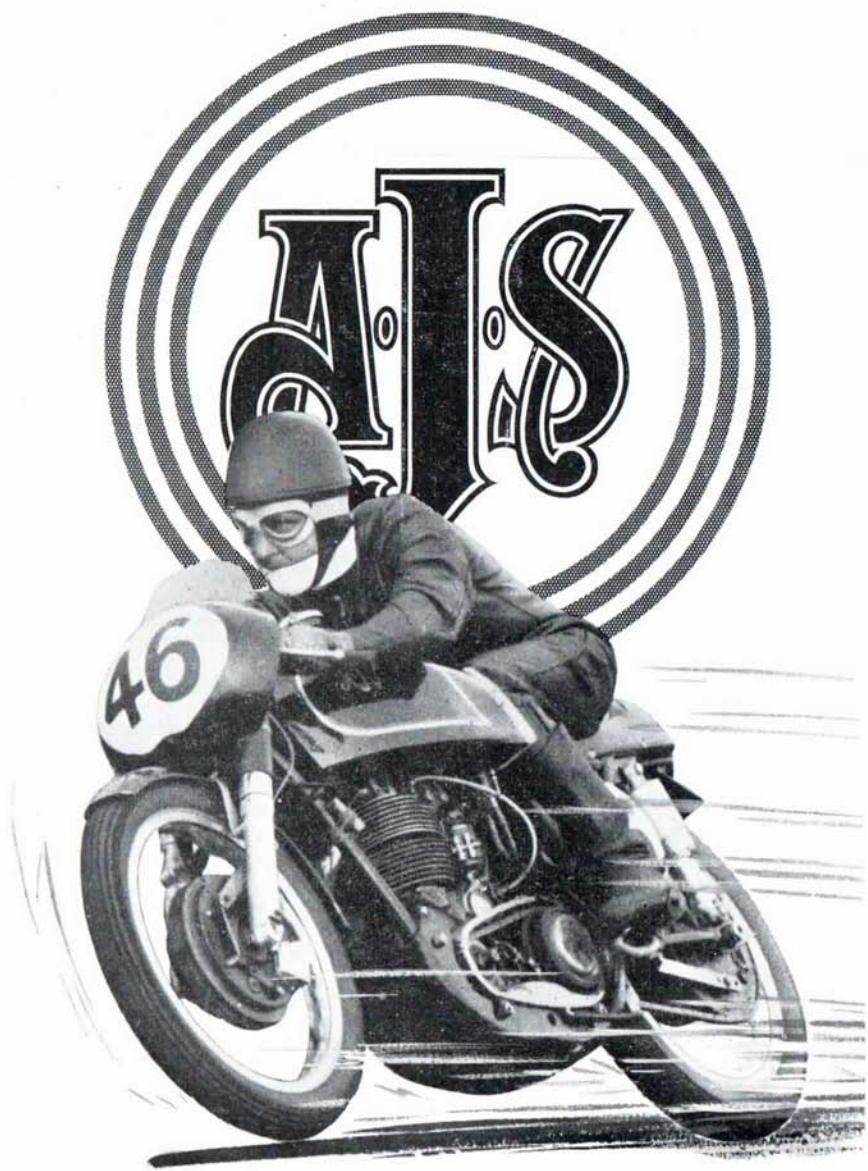
Like arrows the tiny flies pricked my cheeks, and sometimes a heavier body, some house-fly or beetle, would crash into face or lips like a spent bullet. A glance at the speedometer; seventy-eight. "Boanerges" is warming up. I pull the throttle right open, on the top of the slope, and we swoop flying across the dip, and up-down, up-down the switchback beyond; the weighty machine launching itself like a projectile with a whirr of wheels into the air at the take-off of each rise, to land lurchingly with such a snatch of the driving chain as jerks my spine like a rictus.

Once we so fled across the evening light, with the yellow sun on my left, when a huge shadow roared just overhead. A Bristol Fighter, from White-wash Villas, our neighbour aerodrome, was banking sharply round. I checked speed an instant to wave, and the slipstream of my impetus snapped my arm and elbow astern, like a raised flail. The pilot pointed down the road towards Lincoln. I sat hard in the saddle, folded back my ears and went away after him, like a dog after a hare. Quickly we drew abreast as the impulse of his dive to my level exhausted itself.

The next mile of road was rough. I braced my feet into the rests, thrust with my arms, and clenched my knees on the tank till its rubber grips goggled under my thighs. Over the first pot-hole "Boanerges" screamed in surprise, its mud-guard bottoming with a yawp upon the tyre. Through the plunges of the next ten seconds I clung on, wedging my gloved hand in the throttle lever so that no bump should close it and spoil our speed. Then the bicycle wrenched sideways into three long ruts; it swayed dizzily, wagging its tail for thirty awful yards. Out came the clutch, the engine raced freely; "Boa" checked and straightened his head with a shake, as a Brough should.

The bad ground was passed and on the new road our flight became birdlike. My head was blown out with air so that my ears had failed and we seemed to whirl soundlessly between the sun-gilt stubble fields. I dared, on a rise, to slow imperceptibly and glance sideways into the sky. There was Bif, two hundred yards and more back. Play with the fellow? Why not? I slowed to ninety, signalled with my hand for him to overtake. Slowed ten more; sat up. Over he

(Continued on page 93)



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

MY GREATEST DREAM

by ERWIN TRAGATSCH

THERE are men who dream of winning the Senior T.T. at record speed, men who dream of winning £75,000 on the Pools, and men who dream of marrying Diana Dors or Marilyn Monroe—and my own dream? My greatest dream?

I would like to have a boss similar to the late, and greatly missed, Mr. J. L. Norton, founder of the famous Bracebridge Street motor-cycle factory. I didn't know him personally, and in fact, never met him, but I have spoken to numerous men who had a lot to do with him, worked with him and loved him as I, too, would surely have done. I know that he was a full-bearded gentleman, of average stature, and that he rode his own Norton machines in the 1909, 1910 and 1911 T.T. Races in the Island, also, only a short time before he died he rode one of his machines with sidecar attached, over many, many miles of terrible roads in South Africa, just to get his own view regarding the capabilities and quality of his products.

J. L. Norton, according to facts based on his designs, was a superb technician besides being a very noble and fine character who loved God in the truest sense and who acted only as a real good Christian would. He appreciated loyalty and ability and never tried to discriminate men who served under him. He was to them a father and friend as well as an enthusiastic and ambitious chief. His main ambition, over a long period, was to win the T.T., and he succeeded when Alec Bennett won the Senior T.T. and George Tucker the Sidecar T.T. on his machines. Shortly after-

wards, he died, but never in the heart of the men who had known him. His ghost is still very much alive, and whenever I enter the Norton Works in Birmingham's Bracebridge Street and look at the framed picture of the founder, the great J. L. Norton, just opposite the entrance, I remember all the doings and stories I have heard regarding this remarkable personality.

The story of the man who has managed Norton's affairs during the last thirteen years, and who has recently retired, C. Gilbert Smith, shows what great knowledge "J.L." had by giving this capable man every chance to reach the zenith; and Gilbert Smith reached the top! He never denies the wonderful guidance, etc., he got from his late chief, the man who sang in the Salvation Army Choir when he was a world-famous motor-cycle producer and who rode his own machines until the last possible moment.

Men like J. L. Norton produced the world-wide prestige of the British Motor-cycle industry and acted as great pioneers for the whole country. I have discussed J. L. Norton with many men; with his first T.T. winner, H. Rem Fowler, with his ex-rider and team-manager, the late D. R. O'Donovan, as well as with his ex-Managing Director, C. Gilbert Smith, and have never before found such devotion, loyalty and admiration, all these and many others, possessed for the great "J.L."

Now, dear friends, do you understand why one can dream of having such a boss?

OUR COVER PHOTO

SUNSHINE in the Glencrutchery Road, the Grandstand and Pits are packed, everyone is on their toes to see the winner coming down from Governor's. The newsreel and camera-men are ready, the flag-marshal has the chequered flag out and tension is all around. A distant note from the right tells us that a rider is coming out of The Nook and then a sharp acceleration forwarns the winner's approach. Suddenly the flash of sunlight on a helmet and the winner is across the line, to end another T.T. race.

This summary of a race-ending might fit any of the Mountain struggles, but in the case of this month's cover photo, it is the ending of the 1950 Senior T.T., won by Norton team-member Geoff. Duke, from Artie Bell, also on a Norton. Duke won his first T.T. that year, a grand effort at a speed of 92.27 m.p.h., with also the fastest lap at 93.33. Artie Bell had had his own back with the earlier Junior Race, which he won, with Geoff. coming second.

We look forward with much pleasure to the forthcoming June series, hoping that good weather and fine crowds will be the order of the respective days.

FIRST, SECOND, THIRD

A summary of members' successes during the past month

THE 350 race at Mallory Park on April 13th was quite an exciting affair. **Ray Fay** was first man home, followed by **Bob Anderson** (both on Nortons). The next few places were hotly contested by **Peter Ferbrache**, **Alastair King**, **John Hempleman**, **Bob Lawrence** and **Mike Hailwood**. **Mike** also had a 2nd in the 250 race with was not all plain sailing. **Bill Boddice** his M.V. In other events, however, it was well in the lead in the sidecar scratch race, having put up the fastest lap, when his rear chain broke and **Howard German's** 1927 348 Velocette dropped a valve in, when he was in a similar position in the Vintage race. **Bob Anderson** set up a new Senior lap record to win the 351-650 event and **Bruce Daniels** equalled the new record in the 340-650 race.

Held during the same weekend as "Silverstone Saturday", the Spanish G.P. at Barcelona provided a win in the 500 class for **John Surtees** (M.V.). Second berth was filled by **George Salt** on his Norton. Meanwhile, at Errol Aerodrome, **Bill Peatman** (Triumph) chalked up a 2nd place for himself in the 200 race. **Alastair King** won both 350 and Unlimited Classes with **Gordon Bell** 2nd and 3rd respectively in the same events.

Still in Scotland, on April 26th the Scottish Speed Championships at Beveridge Park were held in persistent showers of rain which made the course like an ice-rink. **Jack Murgatroyd** (Velocette) was 1st in the 250 event and the 350 and 500 classes were a field-day for **Bob McIntyre**. **Alastair King** came in 2nd and 3rd respectively behind him. The conditions were more favourable on the following day for the Border meeting at Charterhall. **Jack Murgatroyd** repeated his performance of the previous day and **Dennis Pratt** was placed 3rd on his G.M.V. **Alastair King** turned the tables on **Bob McIntyre**, winning both the 500 and handicap races. Three-wheeler winner was **Frank Taylor** (Norton).

The southern members, meanwhile, were performing at Castle Combe. **Mike Hailwood** (M.V. and NSU) scored two comfortable wins in the 125 and 250 races with **Derek Minter** bringing the R.E.G. into 2nd berth in the latter event. A Bemsee trio on Nortons—**Phil Read**, **Owen Williams** and **Les James**—took the

first three places in the 350 Non-Experts' final and **John Macdonald** scored a win in the senior Non-Experts' race with his big Vincent after a close tussle with **John Stracey**. Third man was **Stan Cooper** (S.C.M.). The sidecar handicap resulted in an almost dead-heat finish, **John Difazio** coaxing his 650 B.S.A. outfit past the post a hair's-breadth in front of '**Pip**' **Harris**, who had won the scratch race earlier in the programme. The 350 and 500 finals were both close dicing from start to finish. **Derek Minter** and **Bob Anderson** were 1st and 2nd in both races, with Non-Experts' winner **Phil Read** 3rd in the Junior race and **John Holder** a very close 3rd in the Senior.

The first Austrian G.P. for eight years was held at Salzburg on May 1st. New Zealander **John Hempleman** (Nortons) scored 2nd places in the 350 and 500 races and **Geoff Duke** made 8th place with the B.M.W. **Daniel Shorey** motored well at Rhydymwyn on May 3rd to win the 250 race with the Norvel. 2nd place in the 150 event went to **Richard Dickinson** (M.V.) with **Daniel Shorey** (Triumph) 3rd. The sidecar events provided a field-day for **Frank Taylor**, who brought the Norton home 1st in both.

Two meetings took place on the Continent on May 4th, the Saar G.P., where **John Hempleman** continued in good form to win the 350 race after considerable dicing with a bunch of other Dominion riders; and Mettet, where **John Surtees** (M.V.s) had two comfortable wins in the Junior and Senior events. **Peter Ferbrache** (A.J.S.) was 3rd in the 350 race and **Desmond Wolff** brought his Norton home 4th in the 500 race. **Howard German** (Guzzi) scored a 4th in the 250 event.

For those who stayed at home, there was a choice of venues. **Bill Wilshere** took to the country for the day and scored a 3rd in the Vintage race at the Wood Burcote Scramble, riding his 1929 500 Rudge. However, most of the boys were at Brands. **Mike Hailwood** broke his own lap record, set up on Easter Monday, to win the 200 race, **Dudley Edlin** lying 2nd and **Dave Moore** 3rd, all on M.V.s. **Mike** chalked up another win in the 250 race on his NSU, **John Hamilton** following him home on a similar machine. **Tommy Thorp** was 3rd with the T.T.S. The Senior

Non-Experts' race provided a win for "R. Hunter" and his Norton and in the 350 event **Phil Read** came 2nd. **Bill Boddice** was in his usual Brands form and won both scratch and handicap events. "Pip" **Harris** was 2nd in the former race, but in the latter **Ben Gross** held off the opposition to finish behind **Bill Mike Hailwood** performed a hat-trick by winning the 350 Invitation race with **Derek Minter** 2nd. Closest racing was for 3rd place which finally went to **Laurence Flury** (A.J.S.) with **Ernie Washer** 4th. The 1,000 Invitation race was a win for **Bob**

Anderson and another 2nd for **Derek Minter**.

The last piece of news this month came from overseas. One of the very few road-race meetings run in Canada was held at Harewood, Toronto, recently. The meeting was held in heavy rain and fog, real Aintree weather in fact! American member **Ed La Belle** had cause to be well pleased with his new B.M.W. Rennsport, finishing 2nd and 1st respectively in the two main events of the day.

THE ROAD (continued from page 89)

rattled. His passenger, a helmeted and goggled grin, hung out of the cockpit to pass me the "Up yer" Raf randy greeting.

They were hoping I was a flash-in-the-pan, giving them best. Open went my throttle again. "Boa" crept level, fifty feet below; held them; sailed ahead into the clean and lonely country. An approaching car pulled nearly into its ditch at the sight of our race. The Bif was zooming among the trees and telegraph poles, with my scurrying spot only eighty yards ahead. I gained though, gained steadily; was perhaps five miles an hour faster. Down went my left hand to give the engine two extra dollops of oil, for fear that something was running hot; but an overhead Jap twin, super-tuned like this one, would carry onto the moon and back, unflinching.

We drew near the settlement. A long mile before the first houses I closed down and coasted to the cross-roads by the hospital. Bif caught up, banked, climbed and turned for home, waving to me as long as he was in sight. Fourteen miles from camp, we are, here; and fifteen minutes since I left Tug and Dusty at the hut door.

I let in the clutch again, and eased "Boanerges" down the hill, along the tram-lines, through the dirty streets, and uphill to the aloof cathedral, where it stood in frigid perfection above the cowering close.

(This extract from *T. E. Lawrence's* book, "The Mint" (Publishers, Jonathan Cape), was sent to us by *Danny Needham*, an overseas member from Malaya. Thanks, Danny!—Ed.)

"SILVERSTONE SATURDAY"

Corrections to the results:—

AS a result of further investigation by the Timekeepers, the following amendments should be made to the results which have been sent to all competitors at "Silverstone Saturday".

Event 3—Race 1

18th.	23.	M. J. Jones (Norton)	33.50.2	16 laps completed.
All others below this move down one place.				

Event 5

10th.	35.	F. E. André (Rumi)	24.00.4	9 laps completed.
11th.	26.	C. J. Percival (M.V.)	24.16.0	" "
12th.	27.	E. L. Griffiths (B.S.A.)	24.25.8	" "
13th.	38.	G. E. Todd (B.S.A.)	24.33.8	" "
14th.	52.	D. J. Armstrong (B.S.A.)	24.38.0	" "
15th.	45.	P. F. Wood (Puch)	24.41.2	" "
16th.	39.	M. T. Doncaster (M.V.)	24.43.8	" "

Event 1—Race 2

21st.	101.	T. Phillis (Norton)	33.18.8	16 laps completed.
All others below this move down one place.				

Event 7

7th.	51.	G. J. Turner (Pike-B.S.A.)	31.26.2	14 laps completed.
All others below this move down one place.				

COMMITTEE NEWS

Meeting held at the R.A.C. on April 28th, 1958.

Present: H. L. Daniell (Chairman), D. Bates, G. C. Gobbold, E. Cooper, L. S. Cheeseright, A. L. Huxley, N. B. Pope, A. Squillario, I. F. Telfer and R. C. Walker. E. C. E. Baragwanath (ex-officio).

In attendance: The Secretary.

Apologies were received and accepted from Messrs. Glover, Jarman and Tottey.

The Minutes of the last meeting were agreed and signed.

Annual Dinner: The Secretary confirmed the date as November 20th and a Dinner sub-Committee was appointed to examine the function and to report back recommendations for improving it.

Competitions sub-Committee: The appointment of Messrs. Daniell, Squillario and Walker was confirmed, to the Club's Competitions sub-Committee.

NEW MEMBERS

The following new members have been elected since the last issue:—

A. C. Bardell, J. A. Deighton, D. I. Fisher, A. H. Hewitt, S. M. Hodges, A. G. Holtom, M. Jennings-Solomons, T. Lambert, K. W. Mittins, T. A. Peck, W. Pusey, F. G. Robinson, C. Slack, D. D. Wolff, W. R. Udall.

BENEVOLENT FUND

The following have contributed donations to the Benevolent Fund since our last issue and our grateful thanks are due to them:—

W. R. Lunn, R. W. Doggett.

Sprints: The Secretary reported that three sprints were now arranged and gave details, viz. Long Marston, June 29th, Shelsley Walsh, August 30th, and Brighthton, September 6th.

Clubman's Trophy Race: The Secretary gave details of the Club's six nominated riders in this event.

"Silverstone Saturday": The Secretary as Clerk of the Course, gave his report on the meeting and its organisation. Several points in this report were exhaustively discussed and certain recommendations for the future were agreed.

"Hutchinson 100", 1958: Approval was given to reducing this meeting to a one-day fixture and several detail points discussed.

Membership: Resignations were received with regret and new members elected. The Secretary drew attention to Mr. Lewis's receipt of the B.E.M. which was greeted with acclaim.

The next meeting was fixed for June 16th.

IMPORTANT NOTICE

It has been reported to me by the Track Manager, that one of the Fire Extinguishers placed in the Paddock at "Silverstone Saturday" was missing after the event. You will realise that these are loaned to the Club by the B.R.D.C. and we are responsible for their safe return after the meeting. If anyone knows about this missing extinguisher will they please let me know immediately.

Secretary.

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for motor cycles

at all events



GIRLING



BILL JARMAN'S COLUMN

THIS is virtually our T.T. issue, and the good wishes of the entire Club will go to those members carrying the "crossed jacks" in the Isle of Man. Many of us will be over there to cheer when you collect the prizes in the evening after each event.

* * *
As I write, the news has come in about Eric Oliver shaking the moths out of his leathers. Judging by the way he slung his outfit around the Mountain Circuit last June, I see no reason why he shouldn't be amongst the finishers and collect a Replica this year. Nice to have you back again, Eric!

* * *
My notes this month are somewhat shorter than usual due to arrears of work in other spheres. What with the rusty state of various gardening appliances, together with a recurrence of skin rashes—well, one has to ease up some time. Thanks for the kind enquiries anyway. The trouble is disappearing with the better weather, and a reduction of salt and sugar, etc. The M.O. suggests I take up angling, so I'll have to take lessons from "Barry".

* * *
Vee-8 enthusiasts will be interested to know that "Big Liz" has been replaced by "Little Liz". The big fellow covered 153,000 miles on two engines during the time it was in my possession. Lots of pots have their advantages when there is a heck of a lot of metal to hold them together.

I am surprised at the interest in positively operated valve gear, so I am now doing a bit of research in order to give you a brief history of desmodromic valve gear, which seems to date back to 1909, when Bemsee was born. More details in a later issue. The subject is a fascinating but highly technical one.

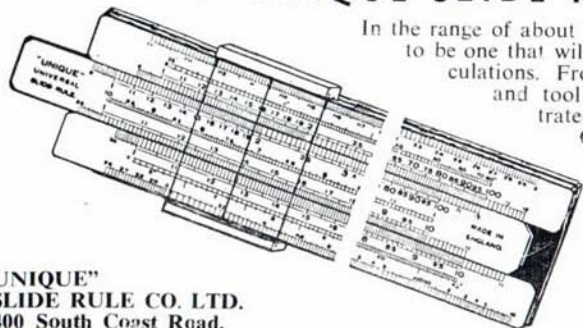
* * *
Extracted from a Canadian letter to hand recently, "Luck—take the word out of your vocabulary. If you do not get a place, your vehicle is too slow, your preparation not good enough, or you do not go fast enough." May I add Joe Craig's expression: "Blame yourself—not the bike".

* * *
I once read that a pessimist sees difficulty in opportunity and an optimist sees opportunity in difficulty. It savours a bit like Confucius or Omar Khayam, who roughly said, "If it is conceivable, it is attainable." Bill Stout or Harold Willis would have applied this kind of philosophy to the racing motor-cycle by adding lightness and "simplificate" the lot. As Erwin Tragatsch said, in last month's issue, "We can always do with a few more colourful characters in our sport."

* * *
See you in the Island and don't forget to wear your ties and badges. The T.T., the I.O.M., and the B.M.C.R.C. have had much in common during the years 1909—1958, even if the T.T. does go back to 1907. Anyway, it's our Jubilee Year in 1959, so we won't worry about the couple of years in between.

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(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

DENMARK MOTO-CROSS

Winner

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

SCOTTISH 6 DAYS' TRIAL

Best Solo Performance
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'RED ROSE' TROPHY

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

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DOUBLE KNOCKER SAYS . . .

IT is a very welcome sign that the revival of interest in sprints has taken practical indications of its existence. We have already had the Morgan three-wheeler Club's sprint near Banbury and the Ramsgate "do". I think the Chester sprint will be confirmed by the time this column appears in print. In June, the good work continues with our own "invitation" event at Long Marston. There are more to follow after that. These will include, it is hoped, a return visit to Ramsgate, which will be well worth while if last month's affair is anything to go by. The big solo category promises to be some needle match at these meetings because there are, or at least very soon will be, several potential b.t.d. men.

Our somewhat belated, but none-the-less very sincere, congratulations to **Geoff Tanner** on his recent marriage; also to one of our lady members, **Heather Farmer**, for the same reason. **Danny Needham**, one of our overseas members, he hails from Malaya, was recently over here on leave for three months. I spent a wonderful evening with him during which he introduced me to the delights of Chinese food. I was much interested to hear about how they race on the other side of the world. They have a good time if nothing else and don't seem to worry about the R.A.C., A-C.U. or anyone else. While he was over here he drove in the R.A.C. Rally, upon which his comments afterwards were not repeatable in a respectable journal like "*Bemsee*."

My remarks last month about the possibility of having a team race for 'bikes has aroused interest in one member at any rate. Upon looking at the question a little closer there are, of course, a num-

ber of very significant problems. One of the biggest is in the timekeeping and lap scoring department, though I feel sure that with the excellent team of both we are lucky enough to have at our disposal. I think we could get over that one all right. Assuming the event was held at Silverstone, a similar pit arrangement to that used by the car people could be laid out. I don't think a handicap would be necessary if each team had, for example, a 250, two 350s and two 500s (or a 500 and a 1,000). The idea seems to me to have possibilities. Perhaps one day if we can ever get a second Club meeting at Silverstone, we will be able to do something about it.

The T.T. being with us again, one is tempted to wonder whether this year's series will not be something of an anticlimax after the last one. It ought to be a more open event if not so fast. It could be a very interesting scrap in the Senior especially as it would seem that Geoff Duke is beginning to get the B.M.W. sorted out; at least if the result at Hockenheim is anything to go by. By the time this is published, the practising will have begun and we might have some indication of how the potential placemen are shaping. If there may be some doubt about the Mountain races, little, not even the works' Ducatis, will prevent Provinsi doing a double in the Clype races. His speed last year on the Mondials was quite one of the most remarkable things I've seen for a long time.

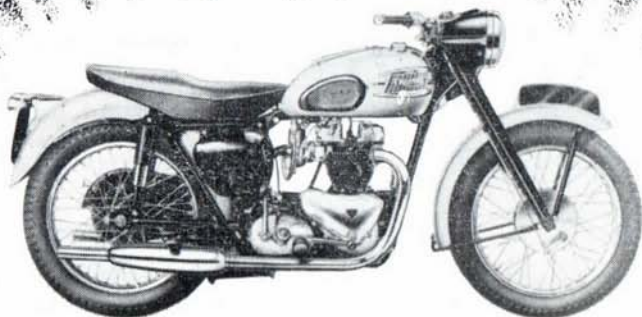
That's about all for this month. I take this opportunity of wishing all our members riding in the T.T. the very best of rides. Me? I'm looking forward to "Trophy Day" where, we hope, the T.T. winners of tomorrow appear.

MUTUAL AID

Wanted Urgently: Clear perspex racing windscreen, compound-curved type if possible, to suit full frontal fairing.—Offers and/or suggestions to P. F. Wright (Editor), 34, Island Road, Handsworth, Birmingham, 21.

For Sale: 1955 7R A.J.S.; ex Arter Bros.; showroom condition; new big end and mains, just fitted by factory; domestic reason for sale. £265.—V. L. Green, 196a Old Chester Road, Tranmere, Birkenhead, Cheshire.

For Sale: 1952 Austin A70 Van (racing transport); radio, heater, twin spots, etc. Spares include tyres, half-shaft, petrol pump, radiator muff, etc.; engine and bodywork perfect; taxed and insured. £275.—B. Hunter, 81 Moat Road, Benchill, Wythenshane, Manchester, 22.



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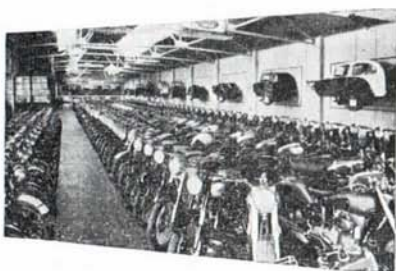
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30th August	HILL CLIMB	Shelsley Walsh*
6th September	SPRINT	Brighton*
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