



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 5. MAY, 1958 ONE SHILLING



Minimum drag! Dickie Harding gets well down to it  
at the Thruxton Circuit

(Photo: G. E. Hicken)

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*(By kind invitation of the Brighton and Hove Automobile Club)*

# Bemsee

Vol. 11. No. 5. MAY, 1958

EDITOR:  
P. F. WRIGHT

## BRITISH MOTOR CYCLE RACING CLUB

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## EDITORIAL

THE 1958 racing season is now in full swing. Already we have had meetings at Mallory Park, Brand's Hatch, Snetterton, Thruxton, Crystal Palace, Oulton Park, Cadwell and Silverstone. As one would expect, Bemsee members have figured very prominently in the results of these meetings and, no doubt, will continue to do so throughout the year. You'll notice elsewhere in this issue a new feature, suggested by our Secretary, called, "First, Second, Third!" This is designed to show just a few of the successes won by members. Obviously it would be impossible to give them all. That would fill a whole "Bemsee" each month. We hope, however, that the feature will meet with approval and, amongst other things, serve to show our appreciation of their efforts.

Recently announced, at long last, were the plans for the Slasenger Road Racing Stars. I cannot but agree with the editorial opinion of one of the three motor cycling weeklies on them. The cash prizes, not to mention the prestige, attached to winning one or more of these are obvious. Yet certain riders will be more or less out of the competition from the start because events which count towards the "Stars" clash with Continental events of greater importance from another angle as far as these particular riders are concerned. It is no answer to say that the organisers of the National meetings—Bemsee is one of course—are to blame, because the delay in even arriving at the present arrangement was great, so great in fact that the calendar had long since been settled. The Road Racing Stars are a good idea and our thanks are due to Slasengers Ltd. for instigating them. It seems rather a pity though that they could not have been more imaginatively planned so as to give everyone a chance of getting a decent number of points. Needless to say, Bemsee is proud to have two of its promotions—the Metropolitan Meeting and the "Hutchinson 100"—counting towards them.

That the 1958 edition of Silverstone Saturday was a success is not, I think, disputed. The racing was of the highest possible order, culminating in the triumphant return of Geoff Duke and the fantastic scrap between Bob McIntyre and Tony Shepherd. The two Club Handicap races were most successful too, more so I felt than the standard machine events of the past. Indeed to judge by the displays of riding in these two races there will be no lack of talent in the future, as far as riders are concerned anyway. Yes, it was indeed a "reet fine do"!

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## SATURDAY AT SILVERSTONE

**O**UR big meeting of this year had the merit of being of International status and was blessed with dry weather. These combined, gave us a fine day's sport to open our season and we are sure that the large crowd of spectators present, together with the competitors and the officials, did have their money's worth, so to speak. A most excellent entry gave promise of some fine racing and we were not disappointed in this sphere by any means. The Club Handicap Races of eight laps each were an innovation for this meeting and gave the Clubmen a good chance to show their paces without the millstone of rules and regulations with regard to their machinery and equipment to be carried, in other words, with 'pukka' racers if they had them. The race times and speeds were an indication to us of their capabilities and the riders are to be congratulated on their showing.

First Clubmen's Race result:—

**1st.** R. Craig (348 Velocette) 19.00 mins.  
80.10 m.p.h.

**2nd.** C. O. Watson (348 Velocette).

**3rd.** D. Williams (500 B.S.A.).

**Fastest Lap:** D. Williams, 2mins. 0.46secs.  
84.38 m.p.h.

Second Clubmen's Race result:—

**1st.** G. Bell (499 Norton) 18mins. 26secs.  
85.30 m.p.h.

**2nd.** L. A. James (247 NSU).

**3rd.** P. H. Tyack (349 A.J.S.).

**Fastest Lap:** G. Bell, 2mins. 00.2secs.  
87.46 m.p.h.

For the first 350 c.c. Solos Championship Race, we had a good grid of starters including many of the regular racing boys, the backbone of any race. On the completion of the first lap, the pack were led by J. D. Hamilton, followed by J. A. Sugden, P. W. Read, L. P. Young, R. Stretch and E. F. Wooder in that order. Hamilton (Norton) led throughout the race but on the twelfth and thirteenth laps, was being hard-pressed by Sugden. The latter had lost his second berth to Young by the end of the fourteenth lap and the race finished in that order.

**1st.** J. D. Hamilton (348 Norton) 34mins.  
29.2secs. 86.38 m.p.h.

**2nd.** L. P. Young (349 A.J.S.).

**3rd.** J. A. Sugden (348 Norton).

**Fastest Lap:** E. R. Fitton, J. D. Hamilton  
and J. A. Sugden, 1min. 59.6secs.  
87.90 m.p.h.

The ten-laps Three-wheeler Championship Race brought to the start area many of today's well-known 'barrow-boys' and at the drop of the flag, all were away apart from unlucky Bill Boddice who, it seemed, was still being dogged by misfortune as he was last season. 'Pip' Harris and passenger lapped consistently in first place with Cyril Smith in second spot up to lap five, when Jackie Beeton took over and Boddice finally got away. The Smith/Bliss outfit was noticeably slowing and Camathias had disappeared altogether from the race. The result was:—

**1st.** P. V. Harris/R. Campbell (499 Norton Watsonian) 20mins. 44.8secs.  
84.45.

**2nd.** J. Beeton/E. C. Bulgin (499 Norton Watsonian).

**3rd.** C. J. H. Smith/E. Bliss (499 Norton Watsonian)

**Fastest Lap:** P. V. Harris 2mins. 01.6secs.  
86.46 m.p.h.

At twelve noon the flag dropped for the start of the first 500 c.c. Solos Championship Race. The weather was holding as far as rain was concerned but the wind was blowing quite strongly and it was fairly cold standing about. The boys racing probably did not notice this, though the wind no doubt was of some effect on certain stretches of the circuit. Race result:—

**1st.** B. J. Daniels (499 Norton) 33mins.  
10secs. 89.81 m.p.h.

**2nd.** A. M. Godfrey (499 Norton).

**3rd.** R. J. Harrison (499 Norton).

**Fastest Lap:** R. J. Harrison, 1min. 54.6secs.  
92.22 m.p.h.

The afternoon's racing commenced with the 125 c.c. Championship Race for solos over ten laps of the circuit. A good start saw the bunch away and eventually Arthur Wheeler came round on the ex-works' Mondial which sounded in very fine form. He was followed by Mike Hailwood (M.V.), D. C. Moore (M.V.) and W. Peden (Montesa) in that order. One lap to go and Wheeler went through well ahead, but fate struck hard and a seizure of the motor caused him to push

in. His reward?—a well-deserved round of applause!

**1st.** S. M. B. Hailwood (123.4 M.V. Agusta) 23mins. 25.4secs., 74.81 m.p.h.

**2nd.** D. C. Moore (123 M.V. Agusta).

**3rd.** R. J. G. Dickinson (124 M.V. Agusta).

**Fastest Lap:** A. F. Wheeler (125 Mondial) 2mins. 14.2secs., 78.34 m.p.h.

The grid line-up for the main 350 c.c. Championship Race read like a page from "Who's Who?" in British road-racing. Most of the machinery did not have any form of streamlining, but one or two bikes carried the F.I.M. regulation "dolphin" type. The start saw the whole bunch away cleanly and at the end of the first lap the order was R. H. F. Anderson, G. A. Catlin, R. McIntyre, K. H. Patrick, J. G. Hempleman and then the whole pack at a terrific pace. At the end of the third lap, McIntyre was in the lead and Duke was lying seventh and moving up fast. By lap eight, Duke had taken the lead and kept the position for the remainder of the race. A great scrap was taking place between Patrick, Fay and Anderson and another bunched "dice" featured H. Hinton, Jr., T. S. Shepherd, E. J. Washer and M. P. O'Rourke, almost line-abreast at times. The best race of the day, some would say?

**1st.** G. E. Duke (348 Norton) 33mins. 0.4secs., 89.63 m.p.h.

**2nd.** R. McG. McIntyre (348 Norton).

**3rd.** K. H. Patrick (348 Norton).

**Fastest Lap:** G. E. Duke 1min. 54.8secs., 91.58 m.p.h. (ninth lap).

A Handicap Race for the 'chairs' was about to start but the proceedings were slightly delayed while a hare, in the true spirit of the day, went 'haring' past the Pits, 'chairs' and starter and away towards Maggotts, in top! The field went off mainly in twos and threes with 'Pip' Harris as back-marker. D. H. Saywood and B. N. Green swapped places at the head of the early laps and W. G. Boddice and F. Camathias had a great tussle in the closing stages; the Swiss rider getting his front wheel over the line and winning by that component's diameter—but only just!

**1st.** F. Camathias/H. Cecco (500 B.M.W.) 22mins. 37.8secs. 83.59 m.p.h.

**2nd.** W. G. Boddice/W. Canning (499 Norton Watsonian).

**3rd.** J. Beeton/E. C. Bulgin (499 Norton Watsonian).

**Fastest Lap:** P. V. Harris/R. Campbell (499 Norton Watsonian) 2mins. 01.2secs., 86.74 m.p.h.

With the afternoon drawing on and a fair amount of late sunshine breaking through, the riders for the main 500 c.c. Championship Race came on to the grid, the front rank of which contained Bob Anderson, Bob McIntyre, Terry Shepherd, Jack Brett, Alan Trow, Frank Perri, John Clark, Geoff Duke, Derek Minter and Jim Redman. At last the new Senior B.M.W. Twin was on show and we awaited its debut with interest. Off they went and the first time round brought Shepherd in the lead, followed by McIntyre, Anderson and Catlin. By the fifth lap, Duke and the German Twin were lying at thirteenth position; perhaps an omen, for at the end of the seventh lap he coasted past the Timekeeper's 'bus and stopped just past the bridge—no joy! Other retirements at the Pits were Catlin, Washer, Payne, Boyce, and H. Hinton, Jr., while McIntyre and Shepherd were having great fun out front and J. R. Holder and R. N. Brown great fun a little farther back.

**1st.** T. S. Shepherd (499 Norton) 32mins. 04.0secs., 92.89 m.p.h.

**2nd.** R. McG. McIntyre (499 Norton).

**3rd.** R. H. F. Anderson (499 Norton).

**Fastest Lap:** T. S. Shepherd, 1min. 51.4secs. 94.20 m.p.h.

Here we were with the closing race of the day, the 250 c.c. Championship effort over fifteen laps. A most interesting range of lightweights were on parade including the fantastic home-built transverse four, built by R. Peck and to be ridden by B. P. Setchell. Of Gilera conception and layout, the little packet of power got away with the main bunch and on its reappearance sounded even more like a Gilera 'Four', on a smaller scale. Arthur Wheeler was first to appear, riding the larger of his two Mondials, but he gradually fell back over the next four laps and finally stopped at the Pits at the end of the fifth, only to be joined there by Mike Hailwood (NSU) a lap later; they both retired. Battle was raging with Eric Hinton (NSU) being chased by the potent-sounding R.E.G. ridden by Derek Minter and he in turn, being pursued by

(continued on page 83)



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# GIRLING



A comparative newcomer to the racing game is mechanic **Raymond Dixon**, 21, of Bickley, Kent. He started racing during the 1957 season with a Featherbed Mk. VIII Velocette. Despite the fact that he only took part in seven meetings last year, he collected a 1st, a 2nd, two 3rds, a 4th and two 5th and gained his International licence. His machinery this year is a works'-built 500 "Gold Star" in racing trim, which was previously owned by Cingalese champion Rally Dean.

**Bill Dixon** has been racing for seven years and is a well-known figure on the British circuits. Describing himself as "over 21" he is an aircraft-fitter from Burnley. His motor-cycling history, a long and varied one, started thirty years ago. The difficult times during the 1930's forced him to sell his current bicycle, so he joined the army as a D.R. to keep on riding at someone else's expense. He was in Singapore when the Japanese invaded and was taken prisoner, but not before he had hidden his bike in the rafters of an old building. It was during his internment that he designed a four-cylinder rotary-valve two-stroke engine. He has a drawing of the complete motor-cycle, but the blueprints are still hidden in bamboo tree somewhere in Malaya. His chief ambition since the war has been to buy himself a Featherbed Norton. To date he hasn't achieved this, but he has a "Gold Star" which he has modified and tuned for a few extra knots.

The oldest machine in the band is **Norman Price's** 1939 KTT Velocette. Although fitted into a Featherbed-type frame with Velocette forks and swinging-arm rear end (the work was done by R. F. Seymour, a past member of the Club), the engine is still in its original trim. Norman is 38 and is an aircraft engineer from Aylesbury. He has been racing for seven of the eight years he has been on two wheels, his machinery ranging from a 350 Matchless, through an assortment of pre- and post-



R. S. Dixon with the Beesa at the 'Palace'  
(Photograph by Len Thorpe)



Bill Dixon at speed on his 350 B.S.A. in the Island  
(Photograph by G. V. Neale, Douglas)



Norman Price and his 350 Velocette  
(Photograph by Barnes Photos Ltd., Douglas)



war Manx to the 350 Velo. Among a goodly collection of placings, his 10th place in last year's Senior M.G.P. calls for special mention. His only comment about himself—he would like to race more often.

**Chris Williams** started his motor-cycling at the age of 14. His first competitive riding was on "the usual Bantam" in trials, as soon as he was old enough to hold a licence. Since then he has owned a variety of vehicles including two pre-war International Nortons. On the point of celebrating his 21st birthday, Chris is now the proud owner of Phil Webb's potent long-stroke Norton-engined special, the "J.A.B.S." He has only been racing for a short time—this is his first full season—but he has shown that with a little more experience he may well be a force to be reckoned with in the road-racing game.

Since writing this article the entry list for the events has been thrown "wide open" and three more members will be riding under the Club banner. All three will be in the 350 race. Maurice Atkin from Preston has a 348 c.c. Gold Star B.S.A. of 1956 vintage, Stanley Lightbown who hails from Letchworth also rides a 350 "Goldie", a brand new one and one of the very last 350s made early this year, John Tyler from Peterborough rides a 350 Manx Norton, a 1955 model.

There they are then, some seasoned racing men, some up-and-coming youngsters, some production racers, some home-brewed specials—a pretty comprehensive cross-section of the sportsmen who are the backbone of British racing. We wish them all a good ride and hope that the two "Bemsee" teams will be the first past the post.

M.W.W.



C. J. Williams with J.A.B.S. at Crystal Palace on Easter Monday

(Photograph by Len Thorpe)

## BILL JARMAN'S COLUMN

THESE notes are written prior to "Silverstone Saturday" in order to meet the needs of Mr. Editor and Mr. Printer, so that you, dear reader, can get this issue at the beginning of May. I can only hope the weather improves by then.

\* \* \* \*

With May here, many of us will be thinking about the Isle of Man and the T.T. Those members who have not yet visited "Trophy Island" should give the matter serious consideration, especially in view of the possibility of a reduction in cubic-capacity classes for the solos. Folks will then be able to say it is not the same regardless of the facts and figures, etc.

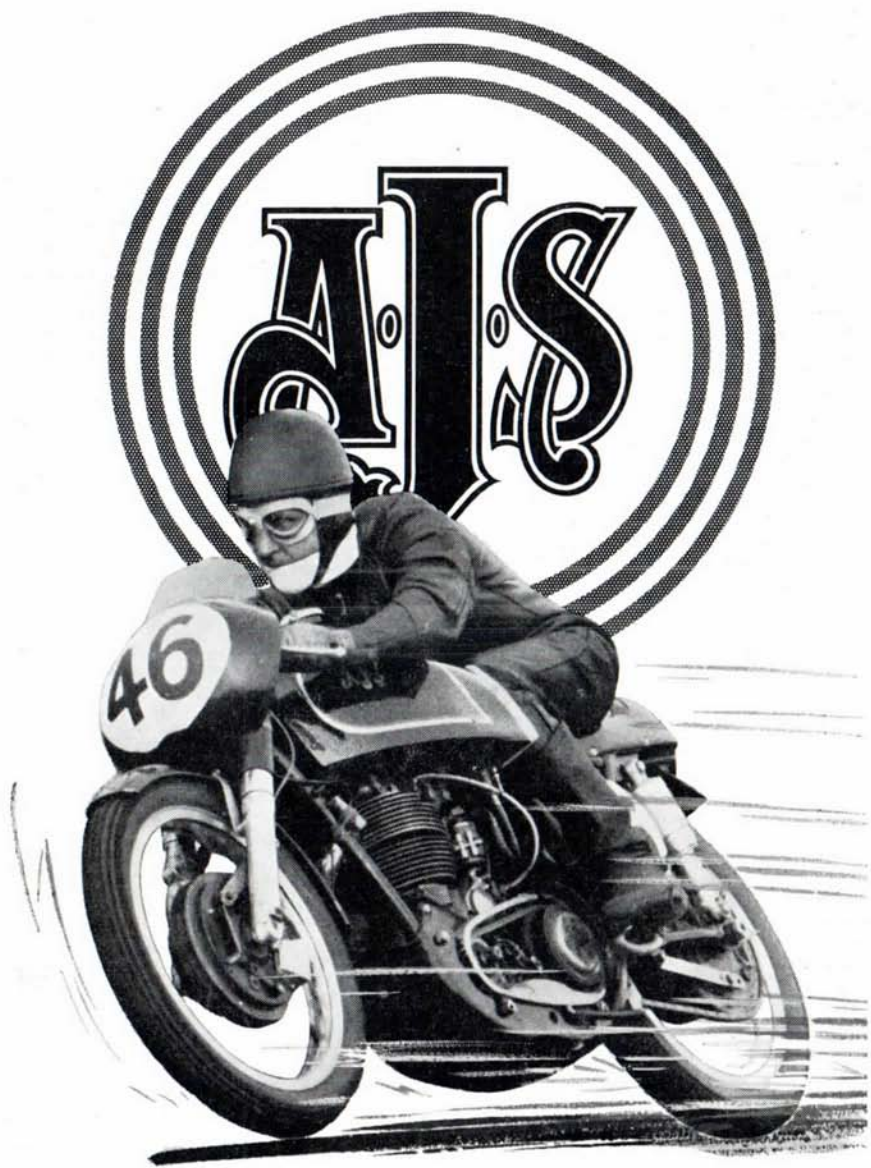
Recently I have been taking an interest in the tiny engines used by the model aircraft enthusiasts. One youngster told me that his "fuel" consisted of nitromethane 40%, castor oil 25%, and alcohol 35%. He wasn't sure of his com-

pression ratio but he did know his r.p.m. Another laddie was playing about with a radio-controlled plane with very good results. Anyone who is intrigued should visit Epsom Downs and see what these fellows do with thimble-sized engines. Two-strokes, glow plugs and diesels—the lot!

\* \* \* \*

There will be some hectic dashing about at Whitsun. What with the T.T. practising and the Clubman's Races together with several other events crammed into three days, it looks as though some competitors will require a helicopter-cum-caravan so that they can get from venue to venue. Frankly we are getting far too many meetings during the so-called summer months. Glance at the calendars of motor and motor-cycle sport, add cricket, horses and other attractions plus the traffic—oh, dear!

(continued on page 83)



**Ride AJS and Ensure Success**

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## UNFORGETTABLE FAST CHARACTERS

by ERWIN TRAGATSCH

THEY refer to it now as a "gimmick"! : "The man who doesn't stop smoking"; "The man who never uses his front brake"; "The man who does consecutive 100 m.p.h. T.T. laps"; or "The man who rides T.T. laps with his mascot, a fly, in his pocket!". They say every normal person has a hobby, a weak point or even a crazy idea, and they always call it a "gimmick".

Putt Mossman, who, in the mid-thirties tried to ride here in the T.T., had a "gimmick"—a white leather dress"! Unfortunately, they didn't know during that period there were things which make "whites whiter", and didn't know anything about window tests either; so it happened that Putt's white leathers, which he used to wear during meals, as well as to go to bed in, besides for dancing, travelling, and even racing, looked as if he was a member of the Coal Miners' Guild on active service underground. Otherwise, Putt Mossman was a superb motorcycle-rider. He could stay in the saddle, on the handlebars and on one footrest, with both legs, he could sleep at 40 m.p.h. on the tank and could also stand with his head on the front mud-guard. In addition to all this, he could shift cinders and other such things, and even win dirt-track (Speedway) races, but he couldn't win the race of all races—the T.T. Not that he didn't try, he did, much too hard. His determination to do well was unique, but he just hadn't the one thing—the respect for the Isle of Man T.T. course.

His riding was a combination between the riding of Barry Briggs, Peter Craven, Ray Amn and Omobono Tenni. One was never sure if he would regard the Ramsey Hairpin as a series of bends on a road or treat them like corners in a Speedway race. Usually, his legs were trailing, struggling and working very hard to get round the bend, sometimes even his hands assisted him when his body came a little too near to Mother Earth (the road). Once he broke his T.T. model during practice and continued on a perfectly standard model because it was the last practice day and he hadn't yet qualified. To tell the truth, he never "qualified".

So much for Putt Mossman; there, too, was Adolf Marama. No, Adolf wasn't trying to beat Stanley Woods or Jimmy

Guthrie in the T.T., but he rode for a couple of years, with interruptions, in Continental T.T. Races, Grand Prix Races, Grass-Track Races and Speedway Races, all on one and the same machine, a Rudge. I do not know whether it was a dirt-track Rudge, a "T.T. Replica" Rudge, a Rudge "Ulster", or just a simple Rudge Special, because in a road race, the machine looked like a Speedway bike, and on the Grass Tracks, I always thought Adolf's machine had just left the Coventry factory as a production roadster, with one exception in the form of home-made rear-springing, which Marama always carried on his back in a loose knapsack. Often, in an unbelievably short time, he fitted this rear suspension to his frame, for I remember him as quite a clever technician. If only he would have stayed as a technician! I believe he was even assisting Plinio Galbusera, when this Italian produced his 8-cylinder motorcycle in 1939, but poor Adolf (he was born in Egypt and had lived for some time in Italy) tried to win races, too, and that is an entirely different story. When I mentioned previously, the "interruptions" in his racing career, I referred to his visits to various hospitals for putting bones, etc., together. Marama's "gimmick" (can I call it this?), or even his "gremlin speciality" was to crash at the very start of a race. He had done it more than once and, if my memory serves me correctly, Charlie Dodson, who was then riding a Swiss Motosacoche, too, could tell a story of Adolf Marama and the start of the Hungarian Grand Prix. Marama was always too worried at the start and dropped the model exactly 1/10th of a second after the starter dropped the flag, in a massed-start, of course. Slowly the other riders got frightened and carefully avoided starting near him. During the actual race, he was never "dangerous" because the Rudge proved too fast for him, and if he didn't drop out at the beginning, you could be sure he would soon do so. Starting-money and some assistance from the trade-barons, was his main income and he got "starts", not because he was a top-rider, but because he was different and supplied colour to the entry-list by his being the only competitor from Egypt.

The same can be said of Gène Ladislaus Tella, born in Vienna, although he was an Abyssinian. His father, born in

Emperor Haile Selassie's country, was employed as a coloured porter in Vienna, where he married an Austrian woman, but when little Gène Ladislaus appeared in this world, his skin was quite dark enough to make him a full-blooded Abyssinian, especially for the race spectators on the Continent. In fact, his knowledge of languages included only German (besides his native Austrian), and because German and Austrian, as far as languages are concerned, are exactly the same, Tella in fact, spoke only one, until he raced at the Buffalo Speedway in Paris. His "gimmick" consisted of never having a machine in perfect condition at the start. I remember, in grass-track races, when he had to change the gearbox from the 500 c.c. Jap to the frame of the 250 c.c. Jap, and more than once there wasn't a chance to change sprockets as well. But this didn't matter to Gène Ladislaus Tella, a 5 ft., 7-stone, semi-midget, who never, during the seven or eight years of his racing career, accepted the fact that a machine has to be in perfect order and condition at the beginning of every race. He liked to rely on repairs with wire and insulation tape, and . . . "can you lend me a chain, plug, or a drop of dope?" He wasn't a top rider in road races, but he was sometimes good in Speedway events, partly, thanks to his light weight and his quite risky riding. I put "some-

times" because everything depended on his physical fitness, which varied according to his frequent or less-frequent visits to "night-spots", to the quantities of drinks he had before races, and to the number of suitable parts he could find or borrow, for the machine he rode. Normally, I avoid such riders, but I had a very soft spot for Gène Ladislaus Tella, and more than once I was sorry for him, even when he arrived for a race with two frames, two different engines, but with one piston only in them!

What happened to these three men? Put Mossman was, until a few years ago, still active as a stunt-rider in his home country, the U.S.A. Poor Adolf Marama, in 1939, at Fiume in Italy, rode his last Speedway race, which finished fatally for him. I couldn't race Gène Ladislaus Tella after the war, in Vienna! First Adolf Hitler stopped his racing because as a coloured Abyssinian he wasn't of pure German blood, and later, as I was informed, he was good enough to "win" the battle of Stalingrad for the Teutons. Of course, they didn't win, and he probably lost his life there.

Mossman, Marama, and Tella had been in their own way, "individualists", but for me, they are Unforgettable Fast Characters.

### MUTUAL AID

**Wanted:** Racing parts, especially alloy head, for M.O.V. engine.—J. M. Collins, 46 Shere House, Gt. Dover Street, London, S.E.1.

**For Sale:** 1934 International Norton 499 c.c.; teles; plunger springing; "Manx" cambox and piston; lighting equipment available; £40.—C. J. Williams, Nethyholme, Digswell, Herts.

**Wanted:** Is there any member who is entering in the Thruxton 500 Mile Race but who has yet to fix up a co-rider? Peter Darvill of 1 Cross Road Cottages, Great Kimble, Nr. Aylesbury, is anxious to ride in this event and offers his services as number two rider. He has considerable short circuit experience on 500 and 1,000 Vincents and finished in last year's Manx G.P.

**Lost Property.** The following items were handed to officials at Silverstone after the meeting on 19th April.

A left hand Waddington gauntlet; a pair of children's fur gloves; a key ring with a small penknife and keys on it; a screw-on type filler cap; a length of chain.

Anyone who lays a claim to any of the above should get in touch with the Office.

\* \* \*

**Benevolent Fund.** The following have contributed donations to the Benevolent Fund since the last issue: D. C. Rowlands; D. R. Rose, G. F. Stribling.

## FIRST, SECOND, THIRD

THE first meeting of the season at Malory Park on March 23rd was held in almost arctic conditions. The first member to make his mark was **Jack Murgatroyd** (248 Velocette) who was 3rd in the closely contested 250 c.c. race, sharing the fastest lap with second man Percy Tait. **Ray Fay** had an easy win in the 350 race, but **Ron Stretch** and **Phil Read** were separated by only .2secs. for the next two places. All three were on Nortons. **Mike Youell** had a 2nd in one of the sidecar scratch races with his M.G.Y. Norton. **Bruce Daniels** (Norton) had two very convincing wins in the 500 and Unlimited races, in the latter beating even that redoubtable short circuit rider **Peter Ferbrache**.

**Cecil Sandford** gave his 500 Ariel an airing at the Bob Clarke Memorial Trial at Edge Hill on the same day and earned himself a first class award.

**Daniel Shorey** was going well at Alton Towers on March 30th to finish 2nd in the 200 c.c. race and 1st in the 201-250 race, riding a 199 Triumph and the Norvel. **Tony Sugden** and **Rob Fitton** (Nortons) and **Bob Lawrence** (B.S.A.) made it a 1, 2, 3 for the Club in the 350 c.c. race. **Norman Storer** (B.S.A.) and **Peter Ferbrache** (499 Norton) both had 2nd places in the 500 and 251-1,000 races respectively and then **Peter** went on to win the race for the 22 fastest up to 1,000 c.c.

Several members have been chalking up successes overseas. **Mike Hailwood** ended a highly successful winter's tour of South Africa by winning the 250 class on his NSU at Capetown on March 29th. At Imola on Easter Monday **Geoff Tanner** rode his Norton into 5th place in the 350 event and **John Surtees** had an easy win with the M.V. in the Senior race.

The Easter weekend was a pretty hectic affair, most of the racing men competing at more than one meeting during the holiday. The Club was much in evidence at Brands Hatch on Good Friday. In six of the races "Bemsee" members were 1st, 2nd and 3rd. **Mike Hailwood** (M.V.) started the good work with a win in the 200 race, setting up a new lap record. **Derek Minter** was on good form and took **Bob Geeson's** R.E.G. through the field to win the 250 race and set up yet another lap record. Also going very well was **Bill Boddice**, who led **Cyril**

**Smith** and **Pip Harris** for the whole of the sidecar scratch race. The first 1,000 c.c. Invitation race was a tremendous dice between, in finishing order, **Derek Minter** (Norton), **Laurence Fleury** (Matchless), **Bruce Daniels** and "**Ginger**" **Payne** (both on Nortons) with all four swapping places throughout the race. The 350 Non-experts' race was won by **Harry Rayner** and the 350 Invitation race provided a third win for **Derek** after a fierce scrap with **Laurence** which was only resolved within yards of the finishing line. **Geoff Young** scored a win in the Senior Non-experts' event and the second 1,000 c.c. Invitation race provided a comfortable victory for **Derek Minter** over Rhodesian **Jim Redman**.

For Easter Sunday "the hounds" transferred their attentions to Snetterton. **Derek Field** (M.V.) came close to beating **John Hogan's** record to win the 125 c.c. race. The 250 race was a "Bemsee" benefit, with **Jack Murgatroyd** (Velocette) in first berth, **Daniel Shorey** (Norvel) second and **Geoff Monty** (G.M.S.) third. The laurels in the 350 race went to **Derek Minter**, although second man **Mike Hailwood** put in the fastest lap within .3secs. of the record. The results of both sidecar events were the same, **Pip Harris** first, **Jackie Beeton** second (both on Nortons) and **Mike Youell** (M.G.Y. Norton) third.

There was a choice of four venues on Easter Monday. At Cadwell Park **Daniel Shorey** and the Norvel had a comfortable win in the 250 race with **Jack Murgatroyd** following him into second berth. **George Catlin** was in good form, winning the 350 race and coming 2nd to **Peter Middleton** in a closely fought battle for the 500 honours. A layer of snow prevented Saturday practice at the Palace, but despite the dismal outlook, racing was very keen on Monday. **Mike Hailwood** had two convincing wins in the 200 and 250 races, on M.V. and NSU respectively, putting up a new 200 c.c. lap record in the process. In the bigger solo classes, **Derek Minter** and his Nortons had a field day, although his win in the 1,000 class was hotly contested by **Peter Ferbrache**. In the three-wheeler events **Jackie Beeton** was first man home in the scratch race and **Peter Woollett** had a 2nd in the handicap race. The third meeting in the south was at Thruxton. **Ray Stoward** and **Owen Williams** brought their Nortons

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home first and second in the 350 Non-experts' and **Vernon Cottle** had a 2nd in the Senior Non-experts'. The 125 race was won by **John Dovaston** (M.V.) with **Dudley Edlin** in 2nd place on the new 118 c.c. E.M.C. **John Hamilton** was second in the 250 race with his beautiful little NSU Supermax. 2nd in the 350 Experts' race was **Maurice Bowdery** on a Norton.

Meanwhile, the boys in the north were fighting their own battles. An exciting dice between **Pip Harris**, the ventual winner, and **Cyril Smith** was the feature of

the first sidecar scratch race, with the tables turned in the second one. **Maurice Gittins** had a hard tussle for 2nd place in the Non-experts' race. **Alastair King** was going great guns in both 350 and 500 races, establishing a new lap record in the smaller class and winning both after much place swapping with **Terry Shepherd**, **Geoff Duke**, **Ray Fay**, **Bob Anderson** and **Ken Patrick**. In both events Geoff took third place and has obviously struck form again after his bad luck of the last two seasons.

### DAYS GONE BY

WE have recently had a most interesting letter from Mr. L. B. Feeny, F.I.M.L., the founder (1930) and a director of Feeny & Johnson Ltd., the Automobile and Mechanical Engineers of Wembley.

In 1904/5, he started the Motosacoche representation in this country, followed by the Moto-Reve in 1907/8 and the Marelli (magnetos, etc.) representation in 1920. As a pre-war member of B.A.R.C. he carries many memories of those days at Brooklands and knew many of the famous people of the era, Malcolm Campbell, Parry Thomas, Wright, Marchant (Chater Lea), Brewster Johnson, etc.

The firm is the representative for the Marelli (Auto) concern and deals in vacuum equipment for brakes, etc. They have available, certain parts and data of Moto-Reve and Marelli, to those who may be interested in this point.

With his letter, Mr. Feeny enclosed a fascinating memento of the early days of road-racing; a copy of a Marelli advert listing their successes at the "VII Gran Premio delle Nazioni", held at Monza on September 30th, 1928. Winner was Tazio Nuvolari riding a 350 c.c. Bianchi and second, similarly mounted, was Moretti. In the 500 c.c. class, third place went to Grana (Gilera), while fourth position in the junior class was gained by Zanchetta (Bianchi). Fastest lap was by the great Achille Varzi on a 500 c.c. Sunbeam. Other Marelli successes mentioned are World's Records by Capt. O. M. Baldwin riding a 1,000 Zenith-J.A.P. at Arpaion and G. S. Staniland's 250 c.c.

Class Records at Brooklands on an Excelsior-J.A.P. High speeds were recorded in each case; the flying-start mile at 124.7 m.p.h. by Baldwin and a five miles distance at 96.64 m.p.h. by Staniland—in 1928!

\* \* \*

### MEMBER IS AWARDED THE B.E.M.

We have much pleasure in offering our very sincere congratulations to member S. F. Lewis of Chatham, who has been awarded the British Empire Medal. The citation includes the following which we feel most worthy of being reproduced here:

"Without the slightest hesitation, Mr. Lewis climbed the ladder against the pole and, after several vain attempts, eventually freed the man, who was then brought down safely to the ground.

"Mr. Lewis acted with complete disregard of his own safety, and his prompt and gallant action saved the man's life."

Derek Chisholm of Maidstone told us about this and, by the next post, we had the following letter from someone who prefers to remain anonymous as "Another Road Racer":

Dear Secretary,

May I through the medium of your Club "Bemsee", congratulate one of your members S. F. Lewis of Skinner Street, Chatham, on his being awarded the B.E.M. for a brave act in saving the life of an employee at or near Maidstone, Kent, during November 1957, as per Daily Press, April 16th, 1958.

Thanking you,

Yours sincerely,

"Another Road Racer."

Well done indeed!

## NEWS FROM THE R.A.C.

### COMPULSORY VEHICLE INSPECTION

The following is a summary of the sections of the Road Traffic Act 1956 empowering the compulsory inspection of motor vehicles.

Although the Act has received the Royal Assent, its various provisions only come into force on dates appointed by the Minister by order. The sections relating to compulsory vehicle inspection have not yet been brought into operation.

**SECTION 1.—Tests of condition of vehicles:** This section empowers the Minister to make regulations to provide for the examination of vehicles to ascertain whether the prescribed statutory requirements relating to the construction and condition of motor vehicles or their accessories or equipment are complied with.

Commercial garages may be appointed by the Minister to carry out inspections, or tests may be conducted by inspectors appointed by the Minister or local authorities, who may also set up testing stations for the purpose. Test certificates will be issued in respect of vehicles complying with the requirements.

The Government has undertaken to lay a White Paper before Parliament with full details of its proposals before regulations are issued.

**SECTION 2.—Obligatory test certificates:** This section provides for the annual inspection of vehicles more than ten years old. The Minister may by order exempt particular classes or descriptions of vehicles.

It will be an offence to use or cause to be used or permit to be used on a road a vehicle to which the section applies if a test certificate has not been issued in the previous twelve months. A licence under the Vehicles Excise Act 1949 will not be issued to an applicant unless a test certificate has been issued within the previous twelve months. The prescribed period of twelve months may be reduced by the Minister by regulations.

**SECTION 3.—Testing of condition of vehicles on roads:** This Section empowers

“spot checks” of motor vehicles on roads by authorised examiners to ascertain whether the requirements imposed by law as to brakes, silencers, steering gear, tyres and lighting equipment and reflectors are complied with. The examiner may drive the vehicle to test it. A vehicle may only be stopped for this purpose by a police constable in uniform. The examiner may be required to produce his authority.

The driver may elect to defer the test to an appointed time or place except where an accident has occurred, or where in the opinion of the police constable the vehicle is apparently so defective that an immediate test is necessary.

It will be an offence subject to a maximum fine of £20 to obstruct an examiner or to fail to comply with the requirements of the section.

The section amplifies and clarifies the powers for “spot checks” under Regulation 106 of the Motor Vehicles (Construction and Use) Regulations 1955.

The following statement has been made by the Minister of Transport: I have now completed discussions with representatives of the motor trade on the question of the fee and have decided that the charge to motorists shall be—

Vehicles subject to the test, other than solo motor cycles: 15/-.

Solo motor cycles: 10/6.

In each case the charge includes a fee of 1/- which authorised examiners will pay to my Department.

Initially I propose that the tests shall be made compulsory for private motor cars with three or four wheels, motor cycles and goods vehicles not exceeding 30 cwt, unladen weight first registered ten years or more before the date on which the scheme is introduced.

The main conditions governing my proposals for the appointment of authorised examiners and the manner in which testing stations will be operated by private garages have been agreed with the trade. Further discussions have still to be held with representatives of municipalities and the motoring organisations.

I expect these discussions to be com-



## THE CLUBMEN

WITH a Club as large as "Bemsee" it is not always easy for the members to get to know one another. There are probably many of you who do not know the six riders who have been selected as the Club's official representatives in the Clubman's Trophy Races at Oulton on Whit Monday, except perhaps as names in the result sheets. May we introduce you, then, to . . .

**Rex Avery.** Rex, who is 26, comes from Watford and is a toolmaker by trade. He started riding motor cycles at the age of 17 on a 1933 160 c.c. James. His machinery has been mainly of the mid-plugging variety, for like many other racing men he keeps fit in the "off" season by competing regularly in trials. His racing debut was in 1955 with a 1953 "Gold Star" and he has been a consistent performer on the short circuits. His outstanding achievement was a win in the Thruxton Nine Hours' Race last year, in partnership with Fred Webber on Webber's 350 "Gold Star". One other item of note in his racing career is perhaps better described in his own words. "My fellow Club members will not let me forget my second ever race. On the line I was determined not to be nervous and sat there trying to look as though I hadn't a care in the world, but just past the first corner I came to an involuntary halt. After watching everyone go past, I looked down and found I had forgotten to turn on the petrol! I restarted and eventually finished eighth."



Rex Avery on the "Thruxton Nine Hour" winning B.S.A. after the race  
(Photograph courtesy of 'Motor Cycle')



Bruce Daniels with the ex-Bob Anderson 500 c.c. Manx Norton

(Motorcycle News photograph by Nick Nicholls)

28-year-old **Bruce Daniels** is a sales-manager from South East London. His early groundwork was done on an International Norton which he raced in novice events in New Zealand with some success. Particularly notable was his performance in the New Zealand T.T. in 1955, when his was the first standard machine to Memorial Cup." When he returned to this finish, winning him the "Len Fletcher country he took up racing seriously, first with a "Gold Star" and later a Manx Norton. For his fourth full season he has Bob Anderson's 1957 500 Manx and with this machine he has already done some fast and successful motoring, notably at Mallory, Brands, the Palace, and lately at Silverstone.

pleted in time to enable me to announce by the end of April that I am ready to consider applications for appointment as authorised testing stations. I shall arrange for my examiners to inspect premises as quickly as possible but no applicant will be officially appointed as an authorised tester under the scheme until the necessary Regulations have been made.

When I know the response to the invitations I shall be able to formulate the

necessary Order and Regulations, which will be laid before Parliament as soon thereafter as possible. At the same time I propose to table a White Paper containing full details of the scheme.

*(We have reproduced these notes in full as we feel they affect the many members of our Club with decidedly pre-war bikes and to whom, with others, these vans, etc., used for transporting their notes will apply.—Ed.)*

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### THE CONTINENTAL HANDBOOK

The R.A.C. Continental Handbook for 1958 which is now available from all R.A.C. offices price 6/6d. to members (10/6d. to non-members) could not appear at a more opportune time; already twice as many bookings have been made through the R.A.C. than in the comparable period of last year. A new feature of the 1958 edition is that all the towns on the Continent are now clearly denoted by map references. Especially useful is the 32-page atlas which covers Europe from Portugal to Yugoslavia and northwards to Norway and Sweden. Roads are numbered and point-to-point distances are shown with special emphasis on recommended motor routes. The book contains a useful glossary of international motoring terms, conversion tables, the addresses and telephone numbers of motoring clubs abroad and particulars of

hotels and garages and the rules of the road and regulations for each country.

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### MOTOR SPORT NEWS

Just published is the R.A.C. Motor Sport Year Book and Fixture List for 1958, price 2/6d., postage 6d. The comprehensive information contained in its 228 pages includes a complete 1958 calendar of some 2,000 international, national and local events. Particularly useful to the motor sport enthusiast are the R.A.C. Standing Supplementary Regulations, included for the first time.

The world's oldest sports car event, the R.A.C. International Tourist Trophy Race, which was organised by the Club from its inception in 1905 until it was delegated in 1953, will this year be held at Goodwood on September 13th next.

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# FUTURE MEETINGS

by THE SECRETARY

WHILE the dates of our other two meetings at Silverstone are generally known, as well as that of the "Metropolitan Meeting" at the Crystal Palace, I feel that a few words from me might not be out of place at the present time on our other meetings.

Before leaving Silverstone, however, I would like to make it clear that the "Hutchinson 100" is a National meeting. The Club has only one International meeting a year. As you will know, this has already happened and our remaining fixtures are of no higher status than national. Despite a number of "mentions" of this fact, there still seems to be anxiety on the point and I hope this will finally allay the doubts of those members who, because they were unable to find enough points to satisfy the A-C.U. that they are fit and proper persons to hold International licences, were worried that they would not be able to get a ride on the full Silverstone course this season. Furthermore, and this will, I know, be a great boon to many of you, the meeting will be a one-day affair instead of two. It will mean, of course, that there will be less practice and that the races will not be as long as usual. There should be, however, little reduction in the number of entries we can accept. Further details will appear in due course, but members who are competing in the Manx G.P. ought now to have time to get back to Silverstone after the Senior race. Regs. will be out on August 1st and will be sent to all members as usual.

Continuing the good news, I must turn to sprints. That there is a great interest reviving in the sprint is not, I think, gainsaid. The formation of the National Sprint Association is a very visible sign of this revival; a sign I may say to which Bemsee has given every support. To this end, in addition to the two usual meetings of this type at Shelsley and Brighton, the Club has been invited, along with the Midland Centre, to provide 50 entries at the Long Marston sprint meeting on June 29th. This event is organised by the Evesham A.C., and the venue, 1,000 yards long, is situated near Honeybourne, right on A46 and about midway between Stratford-on-Avon and Broadway. The date, as you will notice, is a Sunday and I hope that a really good entry will

result. It will depend on a good showing this time, in all probability, if this becomes an annual event or not. It is proposed to send the regs. to all those who have competed at our sprints last year, as well as to supply the N.S.A. and the Midland Centre with copies. If you are not on this list, so to speak, let me know at once as entries open on May 10th. We shall also need 50 marshals for this event so will any member willing to help out in this respect please let Dennis Bates know very soon; his address, in case you have forgotten, is 55 Chatham Avenue, Hayes, Bromley, Kent. Shelsley will be on August 29th/30th, and Brighton a week later. Announcements will appear in due time about regs. In the main they will be sent to last year's competitors at both events, but if you did not ride, drop me a line in the not-too-distant future. One last word on the subject of sprints, is that there might be some event better news in this field in next month's "Bemsee". At the moment it's a case of keeping your fingers crossed and hoping for the best.

Returning, on a less happy plane I must admit, to road-racing, I would like to confirm that the provisional date fixed for the Crystal Palace on June 14th will not take place. The circuit will not be available to the Club on that date. You may have seen references in the technical press about the refusal of the East Midland Centre to allow us to run a National meeting at Mallory Park on June 22nd. Without wishing, at this stage, to aggravate the matter in any way, I can say that it is hoped to have the "Sir Algernon Guinness Trophy" Meeting at this circuit at a later date than that originally envisaged. As soon as is possible definite news about this fixture will be given you.

By way of conclusion, I think this might be a good time to reiterate that it is our principal endeavour at all times to provide you with a decent number and variety of meetings. It is not easy today, for, unlike pre-war days, there are now many more circuits and many more clubs interested in putting on road-race meetings. Nevertheless, we are all quite convinced that there is an especial place in motor-cycle racing for the Club which is, after all, a pretty unique institution. Our difficulties are more numerous in these times, but

(continued on page 83)

## DOUBLE KNOCKER SAYS . . .

THESE paragraphs are being written shortly before "Silverstone Saturday" is run. With such a good entry it is to be hoped that the weather is fine. It is a pity that it was not possible for **John Surtees** and **John Harile** to have ridden their M.V.s. It would have been interesting to have seen a nice scrap between the German and Italian factories currently interested in racing on a factory sponsored basis. None the less, the meeting should be a very good one.

Two more members have recently been married and it is my great pleasure to offer them the heartiest congratulations. The members are **Derek Saywood** who we see on the ex-Oliver Norton outfit and **Ron Snell** who currently has a G.45 Matchless. We recently heard from one or two more overseas members. **G. M. Cooper** who went out to New Zealand last year, writes of the racing situation there. It seems that the circuits are not exactly like ours (there are the odd tar-sealed sections for one thing). In fact, he describes the Mangere course as being, in part at least, like Brighton beach with bumps thrown in! He hopes to try Australian racing before coming back to this country, in a year or two's time. **R. G. Milgate** who is at present serving with the Army at S.H.A.P.E. H.Q. outside Paris, comments on the excellence of French roads for fast motor-cycling. From his letter it would appear that he is not alone in his racing interests. **Norman Millar** was kind enough to send us his usual cable direct from Daytona, so that we were one of the first people to know that, once again, the Harley Davidson factory had pulled it off. Many thanks, Norman. You will be sorry to hear that **Vincent McFarlane** had the misfortune to have a nasty spill at Oulton Park the other day and is in Chester Royal Infirmary (Ward 5). Vincent was having an initial try-out of his new 350 Manx Norton, which was even more unfortunate. Despite all, he cheerfully says that he is already looking forward to 1959. We wish him a speedy recovery and a quick return to racing.

It's not very often that any of you, at any rate those who actively race, have a chance to see any four-wheeled racing. Many consider the two do not mix, which I don't think is altogether true. It is not a bad thing, once in a while, to see how the other half do it. The Aston Martin Owners' Club have a rather special meet-

ing at Silverstone on May 17th, the main feature of which is a 200 miles Relay Race. They have offered the Club a certain number of complimentary tickets which can be had from the Office on application at once. Incidentally, to show further that there is some connection between the two kinds of motor sport I hear from **Eric Pantfin** that he has given up two wheels and now has a Mark XI Lotus-Climax. I am tempted to wonder whether he will have a "go" at beating his 500 solo lap-record on the Silverstone "Club" course, with the Lotus. To revert, for a moment, to the Aston Martin Club's meeting, would it not be a good idea to have a similar relay race for 'bikes? It is a thought which might be worthy of investigation. Handicapping comes into the scheme of things, of course, which would make it a bit tricky, but I do not think this would be insuperable. One of the main difficulties with a two-wheeled version of this type of event would be the comparative lack of variety of machines compared with the car event. There would be whole teams of one well-known marque, a fact that would, I feel, rather diminish the attraction as far as the ordinary public are concerned.

Elsewhere in this issue you will be able to read about the members who will be representing the Club in the Clubman's Trophy races at Oulton Park on Whit-Monday. There is another side to this meeting which should be of interest to Club members. A prize of £50 is being offered to the Club which applies for the highest value in pre-book tickets. The award is being worked in a points system, i.e. 10 points for each full £1 of tickets booked. Additional points will be awarded depending on the distance of the club secretary's office from Oulton Park. These bookings can only be made through the Office and any members interested should send their orders to 34 Paradise Road, with an s.a.e. and the "lolly". It costs 3/6d. to get in, 3/6d. to park your car or 2/- if you have a 'bike. Latest date for applications would be May 19th. Incidentally, if you wish to camp out the weekend at Oulton you should get in touch with the circuit promoters.

With this copy of the magazine you will find enclosed, the regs. for "Trophy Day" (July 5th) (which I always think is the Club's most enjoyable meeting. This year's edition is not quite the same as

before. There will be a "novice" side-car race for one thing and the first 250 c.c. race is limited to machines of British manufacture, to give some of the older Excelsiors, Ridges and Velocettes a chance of having a "dice" without the rather crushing opposition of certain well-known Continental marques. There will be a Vintage race too, and two long events for 350s and 500s, instead of the heats and final of the previous years. Nearly every "Trophy Day" so far has been pretty hot. Let's hope this one is the best ever in every way. To judge by last year's event it will be necessary to enter pretty early to get a ride.

### THE 1958 T.T. RACES

Regulations and entry forms for the T.T. are now available. The races follow the pattern of last year's except that there will be an ordinary 7 lap Senior. The new F.I.M. streamlining regulations will apply to solos. The Club's headquarters in the Isle of Man will be the Queen's Hotel as usual and the following members of the Committee will be in the Island for all or part of the race fortnight: Messrs. E. Cooper, H. L. Daniell, D. J. H. Glover and A. Squillario.

### APOLOGY

WE regret to say that an error was made in our announcement on page 59 of "Bemsee" for April. We reported the death of Mr. Reg Phillips whereas we should have said Reg Appleby. We wish to tender sincere apologies to Mr. Phillips, who we are glad to say is still very much alive and at present with Messrs. Comerfords Ltd.

### BILL JARMAN'S COLUMN

(continued from page 72)

Much fuel has gone through the jets since I wrote about the revival of the desmodromique system of valve operation. What I did not expect was a phone call from a member asking if I thought he could convert his own valve gear. I mentioned the snags and cost, etc., but he was adamant so he was referred to the Arnott Garage at Willesden, N.W.10. In case anyone else is interested, the conversion is worth about a hundred quid, so think hard first. This kind of money might provide something better.

\* \* \* \*

Have you ever put your racer on a weighbridge? Have you ever weighed the front half and the rear? Surprising is it not? Now try to figure out what happens

when you cog down and smack on the brakes at 120 m.p.h. Query. How does the designer cater for such fantastic extremes in weight distribution? Is the real problem of good steering and road-holding hidden in the even balance of man and machine? Forward No. 8 hats, please!

\* \* \* \*

Have you got your blazer badge and tie, etc., all in readiness for the 1958 season? These can now be obtained from the office together with the miniature brooch for mum or the daughter. Use your badge as a means of introduction, especially when requiring help or advice. The crossed jacks mean something in the world of motor-cycle sport and if anyone says otherwise, simply tell them that Bemsee is 49 years old.

### FUTURE MEETINGS

(continued from page 81)

they are not insuperable by any means. In a later issue I hope to show you just what are some of the problems with which we are confronted. It ought not to be forgotten, too, that spectators are a very important part of racing whatever might be felt to the contrary. The well-known maxim that there are always two sides to a question, applies to road-racing as to most other things.

### SATURDAY AT SILVERSTONE

(continued from page 68)

Bob Brown (NSU). So it went on to the finish and to the end of a great meeting, yet another to the credit of Bemsee organisation.

**1st.** E. Hinton (250 NSU) 31mins. 02.0secs., 84.69m.p.h.

**2nd.** D. W. Minter (249.6 R.E.G.).

**3rd.** P. H. Tait (248 Beasley-Velocette).

**Fastest Lap:** E. Hinton 2mins. 02.2secs. 86.03 m.p.h.

P.F.W.

**New Members.** Members elected since the last issue are:—

D. Baker	A. B. Mcpherson
G. W. Breach	R. A. Nicholson
R. Burrows	J. R. Pearson
W. D. Cooper (Australia)	
K. Duff	E. W. Purton
R. Emerson	W. J. M. Rigg
J. H. Farnell	J. A. Scully
Mrs. F. Farnell	G. Seddon (Malaya)
S. A. F. George	W. D'A. Tremlett
G. L. Jones	Mrs. P. E. M. Wise
D. W. Morrow	W. Woods

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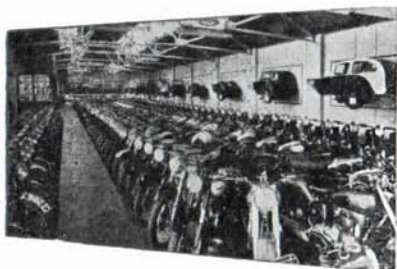
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# SILVERSTONE SATURDAY

## *A Message from the Secretary*

I would like to take this opportunity of thanking all those members who gave their assistance to the Club for Silverstone Saturday. The meeting was a great success and the racing excellent. Yet without the unselfish help you gave this would not have been possible. Every job, small or large, is important, vitally important to the running of meetings like this. I hope that you enjoyed helping the Club and that we shall have the pleasure of your assistance again. Once more I would say thank you very much—both from the Club and from myself.

W. G. TREMLETT.

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We shall be at Silverstone again on 5th July for  
"TROPHY DAY"  
13th September for the  
"HUTCHINSON 100"



# Flagged to Victory!

## WIRRAL '100' (OULTON PARK)

### SENIOR

1st A. KING	NORTON
2nd T. SHEPHERD	NORTON
3rd G. DUKE	NORTON

### JUNIOR

1st A. KING	NORTON
2nd R. FAY	NORTON
3rd G. DUKE	NORTON

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