



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 11. NOVEMBER, 1958 ONE SHILLING



Full bore left-hander!  
The "Bills", Boddice and Canning, at Maggotts.  
(Photo: G. E. Hicken)

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# Winter Time



# Social Time



*(With apologies to I.T.V.)*

Your Area Organisers are as under. They all hope to have social events this winter. If you are interested in films, lectures or just "natters with noggins" get in touch with the one nearest to you or watch the Area News section of "Bemsee".

## **Metropolitan**

Alan L. Huxley, "Court End," Courthill Road, Chipstead, Surrey.

## **Cheshire and Merseyside**

G. E. Tottley, 2 Rocky Lane South, Heswall, Cheshire.

## **Manchester and Lancashire**

G. Parry, 14 Norwell Road, Wythenshawe, Manchester 22.

## **Nottinghamshire, Leicestershire and Derbyshire**

W. B. Martin, Ivy Cottage, Kneeton Road, East Bridgford, Notts.

## **Warwickshire and Birmingham**

A. Squillario, Shrewley Fields, Hatton, Nr. Warwick.

## **Yorkshire**

N. A. Bedford, 1 Lowther Terrace, Swillington Common, Leeds 15.

**GO ALONG — YOU'LL BE WELCOME !!**

# Bemsee

EDITOR:  
P. F. WRIGHT

## BRITISH MOTOR CYCLE RACING CLUB

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

## SHOWTIME

**A**FTER an interval of two years, the Motor Cycle Show returns to us at its usual venue, Earls Court. Saturday, November 15th, will see the doors opened to the premier show of its kind in Europe and no doubt many of our members will be paying the place a visit during the seven weekdays that it is open.

Racing machinery will be quite evident on the Stands of Norton Motors Ltd., A.M.C. Ltd., and B.S.A. Ltd. while, most likely, other well-known firms will have sports 'bikes for show—Velocette, Enfield, etc. Also there will be some Continental products, so that interest should abound. Have a good day!

With the very kind permission of Mr. R. G. J. Watson of Watsonian Sidecars Ltd. the Club will have a rendezvous at the Motor Cycle Show, Earls Court, from November 15th to 22nd. The Stand is No. 44. The Secretary will endeavour to be present on each day and will be pleased to meet members who may be visiting the Show. It is hoped that members will make use of this facility as a mutual meeting place, etc. A board will also be provided for the leaving of messages.

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# FIRST, SECOND, THIRD

A summary of members' recent successes

ON the same day as the Senior Manx, which event we just squeezed in last month, the last of this season's Bouley Bay (Jersey) hill climbs was held and recently-joined member **Jimmy Lees-Baker** and his B.S.A. not only made the best time of the day, but also broke the hill record for two-wheelers. He was also best 350.

The day following our own "Hutch", the last World Championship event, the Gran Premio delle Nazioni was held at Monza. All the Championships were in fact already decided, but this did not prevent **John Surtees** from scoring another 350 and 500 'double' and easily seeing off the opposition. In neither race were the M.V.s even so much as headed for a part of a lap. The scrap for 3rd place in the 350 race was quite something and out of it **Geoff Duke** and **Bob Anderson** came 3rd and 4th, being almost together crossing the line. Geoff was also 7th in the 500, while **Arthur Wheeler** had bad luck in the 125 and 250 races as his motors failed on the last lap in both races, when he was in the first six. The same day, this side of the Channel, there was the final Cadwell Park meeting where **George Catlin** won the main race from **Alan Trow**, both on Nortons. **Fred Launchbury** won the 50 c.c. race, while **Mike Hailwood** continued his fabulous run of successes by netting both 250 and 350 finals on the NSU and Norton. He was followed by **Fred Wallis** and **Jack Murgatroyd** in the 250 and **Catlin** and **Trow** in the 350. **Bob Robinson** with the big Vincent showed a clean pair of heels to "**Pip**" **Harris** and **Bill Boddice** in the sidecar scratch race in which they finished 1, 2 and 3.

Our new Jersey member **Jimmy Lees-Baker** scored another win at the St. Owen Bay sand meeting, finishing first in the 350 c.c. 10 lap race. The mainland scene now turned to Scarborough and its two day International event. The highlight was undoubtedly the 500 final on the Saturday. After a very close battle for second place **George Catlin** pulled a little extra out of the bag to win, **Bob Anderson** who had been leading comfortably for 14 laps having slowed at the very end. He was 2nd and **Bob McIntyre** 4th, after losing a stirring scrap with Harry Hinton. The previous day, in the wet, **Mike Hailwood** had won the 350 "fast" final. He also won the

250 final on the NSU from **Dan Shorey** and the Norvel. The "second fastest" finals were won by **Fred Wallis** (350) and **George Salt** (500). That same evening at Wembley, **Barry Briggs** once again carried off the title of the World Speedway Champion—his second victory! Truly are Bemsee members to be found in all walks of motor-cycle competitions! The day after, attention was divided between Snetterton and Brand's Hatch. To the former went **Mike Hailwood** and from it he came away with all four solo finals in his pocket. In the 500 final he won by some margin from **Bruce Daniels** and **John Holder** and set up a new motor-cycle lap record of 90 m.p.h. **Daniels** was runner-up in the 350 final, **Phil Read** third, and **Ned Minihan** and **Dudley Edlin** followed Mike home in 250 and 125 respectively. "**Pip**" **Harris** won both sidecar races though not by any large margin from **Jack Beeton** and from **Bob Robinson**. 125 miles to the south **Derek Minter**, **Alan Trow** and **Bob Anderson** finished in that order in three of the main events at Brand's. Each time Alan pushed Derek, but could not pass him. Derek also won the 250 race with the R.E.G., **Tom Thorp** was 2nd in the 200 event on an M.V., **Fred Neville** was runner-up in the 1,000 c.c. "non-experts" and **C. R. Denton** carried off the 50 c.c. spoils. **Bill Boddice** (winner) and **Cyril Smith** (2nd) dominated the sidecar scratch event and very nearly did likewise in the handicap as well, being foiled only by **Ted Vincent**.

Aintree, the last International meeting of the British season and a return to these shores of **John Surtees** plus M.V.s; and so there followed three more Surtees wins in the best style including the handicap final which is a feature of these meetings. Once again **Derek Minter** and **Bob McIntyre** were well to the fore and so was **Alastair King** making a welcome return to racing after his T.T. crash. Alastair was second in an NSU in the 250 race and 3rd in the handicap final. Bob had two 2nds and a 4th, while Derek had two 3rds and a 4th. **Mike Hailwood** won the 125 race, but could not better 3rd in the 250. **Bill Boddice** turned the tables on "**Pip**" **Harris** in the sidecar scratch race, but neither could touch Camathias and his B.M.W. The following day the controversial Mallory

*Continued on page 168*



## TESTING GROUND

Man and machine streaking to the chequered flag, the acclamation of the crowd for the winner, the laurels of victory . . . and something more. For it is from the lessons of sport, the toughest testing ground possible, that manufacturers gain much of their technical knowledge. Girling Suspension Units are a case in point; from years of racing experience today's equipment, unsurpassed in design and efficiency, has emerged:

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## COMMITTEE NEWS

Meeting held on Monday, September 22nd, 1958, at the R.A.C.

**Present:** H. L. Daniell (Chairman), D. Bates, L. S. Cheeseright, E. Cooper, D. J. H. Glover, A. L. Huxley, N. B. Pope, A. Squillario, I. F. Telfer and the Secretary.

**Apologies** for absence were received from G. C. Cobbold, W. G. Jarman, and R. C. Walker.

The Minutes of the previous meeting were agreed and signed.

A report was received from Messrs. Baragwanath, Bates and Huxley on the Mallory Park meeting held on September 7th, to which Club members had been invited and at which they were the Club's representatives.

The Clerk of the Course's report on the 1958 "Hutchinson 100" was given and discussed. Particular attention was devoted to the new marshalling plan, reserves and non-starters and the poor public attendance.

Preliminary arrangements for 1959 were discussed and some dates provisionally fixed. It was agreed to get new armbands to replace those at present in use.

The Secretary's report on Shelsley Walsh and Brighton was discussed.

Mr. Cooper gave a report on behalf of the Dinner Sub-Committee on certain matters in connection with this year's function.

New members were elected.

The date of the next meeting was fixed as October 20th, 1958.

## A-C.U. NOTES

### Motor-Cycle Show

All motor-cyclists will be welcomed at the A-C.U. Stand—Number 17—when officials of the Union and members of the permanent staff will be in attendance to give advice and information. The A-C.U. Stand will be situated on the outside aisle between the Warwick Road Entrance and Philbeach Exit.

### Non-appearance of Drivers and Duplication of Entries

The Competitions Committee has recently considered reports of the non-appearance of drivers at events, for which entry has been made and also cases where drivers have entered two events on the same day.

The attention of drivers is once again drawn to the provision of General Competition Rule No. 141, which is as follows:

**"Irregular Entries and Absentees.** Any driver who has entered for a competition and does not drive therein, but drives in another competition at another meeting on the same day shall be suspended from the commencement of that day for such period as the A-C.U. may think fit.

"Any driver who has entered for a competition and does not present himself at the start shall be suspended unless he can justify his absence. In the case of International Competitions see the International Sporting Code, Art. No. 87."

Drivers who are unable to be present at an event for which they have entered must advise the promoters without delay and give the reason for their absence.

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## FIRST, SECOND, THIRD . . . (continued from page 166)

Challenge Race took place. Again **John Surtees** won in tremendous style with new race and lap records to boot. **Bob Anderson** and **Bruce Daniels** were the runners-up to the M.V. **Bill Boddice** got his own back on the Swiss B.M.W. rider and won the principal three-wheeler event, with **Fred Hanks** 3rd. **Bob Lawrence** and **Fred Wallis** won other races. On the same day there was also a race meeting at Charterhall where **Denis Pratt** was a very close 2nd in the 350 final and **Frank Taylor** won the sidecar handicap and a hill climb, run by the Vintage Club at Royston where **J. W. Lemm** was fastest, on his 1927 Velocette and **Bill Wilshere** best 500, on his Rudge.

The last event to be covered this month (our "Club Day" is dealt with elsewhere), is the Surtees meeting on October 4th. **John Surtees** again held undisputed sway and won 350 and 500 finals. **Bob McIntyre** performed wonders to stay in sight in the 500 final in which he was 2nd, with **Bob Anderson** following. In the 350 final it was **Alastair King** who chased John and finished a worthy second. **Bob** won the 250 race on an NSU and **Dan Shorey** was first past the post in the 125, in front of **Douglas Allen** and **Bill Maddrick**. "**Pip**" **Harris** was the best sidecar and was followed home by **Bill Boddice** and **Jack Beeton**.

## OCTOBER DAY AT RAMSGATE

By W. G. TREMLETT

THERE has been an October sprint at Ramsgate before, last year to be exact. I am told the weather then was superb. While that adjective could not be used to describe the second Sunbeam Sprint of 1958, held on Sunday, October 5th, it was dry until late in the afternoon and some very fast runs were seen. Such is the enthusiasm of the sprinting fraternity that there were very few non-starters, though the absence of Bruce Daniels and Peter Darvill was much to be regretted.

After the morning devoted to practice, the actual runs began promptly at 1.00 p.m. Once under-way, rider followed rider and class followed class with commendable dispatch. The up to 250s began proceedings and, without wishing in the least to belittle the efforts of some of the riders in this class, were for the most part very slow and, therefore, unspectacular. Many did not get under 20 seconds, but Jim Terry and the little Ariel were very much the fastest in 15.90 secs. His start was excellent and could well have been copied by many. The runner-up was Basil Keys with his 249 Norton, in 17.05 secs. M. S. Hoar rode a very interesting sprint 250 Rex Acme/Blackburne of 1926 vintage, which must weigh very little indeed. C. J. Percival was best 125.

Without Michael Tomkinson and the Velo, and with Ernie Woods on a borrowed Norton (at least the cycle parts were), the 350 class saw a really excellent effort by Roger Willoughby on his J.A.P. Special in 14.96 secs. This run, again notable by reason of a very good get-away, was too good for the opposition, even though it included Alf Hagon who was runner-up in 15.32 secs. C. Chapman got a standard Featherbed Manx Norton up the course in 15.43 secs.—third best in class.

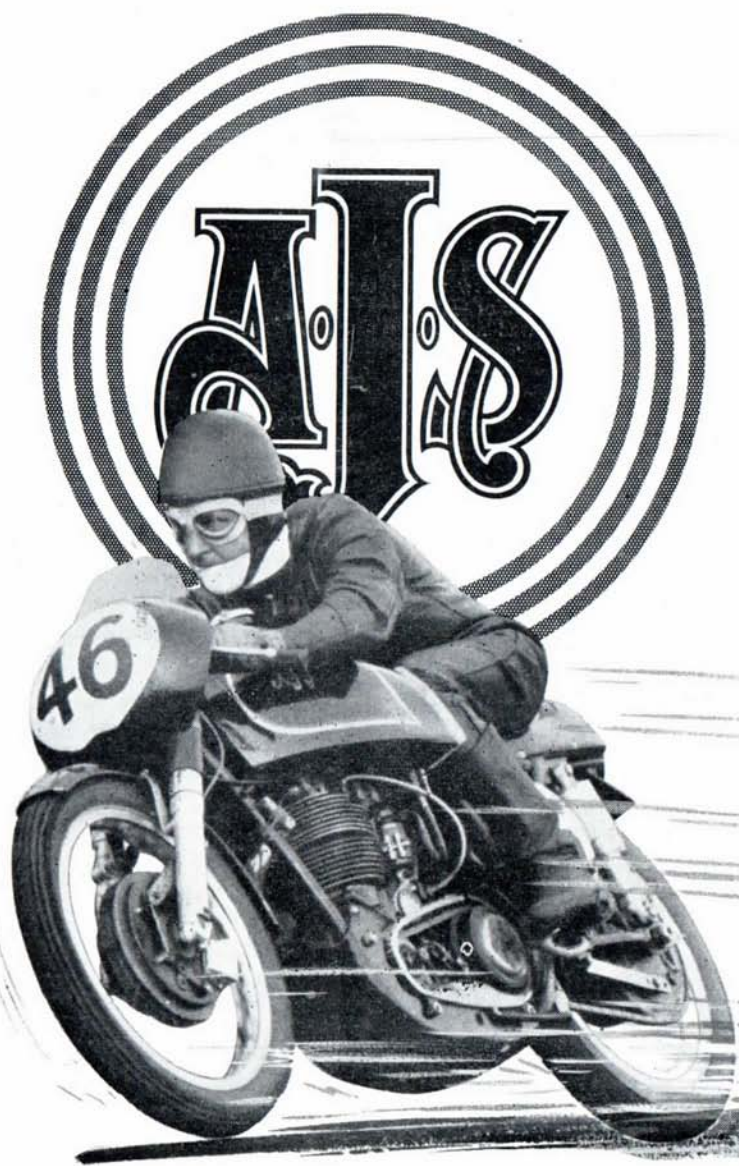
With the 650 class, interest increased. First off was Frank Williams with the Cotton-J.A.P., who did 14.35 secs., not quite as fast as he has done here before. A lot of 350s followed and even some 250s, and then the next fast rider, G. F. Thomson with the Monroe-Norton. Now this is fast becoming a really useful sprint job. He made two excellent runs, the best in 13.85 secs., with two extremely fast starts. Brian Cuff seemed to have

almost too much urge and too little weight and slid spectacularly all over the place on his two runs; best 14.12. That it is perfectly possible to get a road-racer away from a standing start quickly was well demonstrated by John Deighton and his 499 Manx Norton, who did 14.35 on both runs. Howard German followed and was really tremendous. In fact his start was probably the fastest of the whole day on run one, in which he broke the 650 class record by recording 13.48 secs. The Duggie, with 596 c.c. engine in situ, sounded wonderful. Harry Voice with the Excelsior did yet another 14.35 and Peter Tucker an excellent 14.93 on his Rudge. A very fast start helped J. G. Reade to record 14.57 on his Norton/Triumph, while even more impressive was Tony Winfield's 14.18 on his Tiger 110. Alf Hagon did 14.66 on his 500. Quite fantastic was A. A. Morgan's first run on his 1928 499 Rudge, which took 13.95, third best in class.

With appetites well and truly whetted from the above class, the 1,000s then came on. Many of the 650s ran again, most being slower for some reason. Exceptions were Frank Williams in 14.25, John Deighton who did a magnificent 13.87, and Morgan a 13.91. There were only five genuine 1,000s running. Alas, Ron Barton's J.A.P. was very sick and only did one spluttery run. Neither was the ex-Williams Norton-J.A.P. in better state, because after a lovely get-away it let Basil Keys down properly after the first 200 yards. So the three Vincents of George Brown, Charlie Rous and Bill Ottewell had it their own way for b.t.d. Actually the result was in the order named. Times were: Brown 12.08, Rous 12.28, and Ottewell 13.42. George's first run was very good, his second not quite so quick and only just in time before the rain fell in torrents. On the other hand, Charlie's first was a little too fierce at the start, but exemplary on the second.

The Vintagents and sidecars concluded the programme. The latter were very unlucky as they were left until last, by which time the course was soaked and no fast times could be made. Despite the conditions, Charlie Rous did 17.93 secs. to win the class. The Vintage category were more fortunate in that they

*Continued on page 173*



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## A SOAKING AT THE PALACE

**T**HERE was one wet occasion before when Bemsee was at the Palace, but Saturday, October 4th beat it! Not that the rain was continuous. It merely fell from the sky for fifteen-minute periods to be followed by a similar amount of sunshine; all of which did not dry the track or the Paddock. A continuous shower of falling leaves made things even worse on those parts of the course under trees. It was not altogether surprising, therefore, that retirements and non-starters were many.

Practice was fairly uneventful, though a bit of a "push" for the two Starters and the Chief Paddock Marshal and his men. In order to give everyone a chance of a practice run, there were eleven 7-minute periods between 10 a.m. and 12 noon with three minute breaks in between each. Several people slid to earth, but no one was hurt, though I did see one 7R that looked a little altered from the original.

**Race 1—50 c.c. (5 laps):** Fred Launchbury right back on last year's form, led throughout and won by 45 seconds, lapping at over 50 m.p.h. in the process. J. Gardner on one of the Fruin Darts was second. Fourteen non-starters marred this event.

**Race 2—first 350 c.c. (10 laps):** Much water and a winning speed of but 9 m.p.h. more than race one! A really good scrap between 18 years old T. C. Nicol on a KTT Velo, and Derek Baker on a 7R resulted in a win for the latter by 4/5ths of a second. The Velo. led for the first 5 laps.

**Race 3—first 1,000 c.c. (10 laps):** For the first five laps a repeat of the above, with R. J. Tose and Bill Holley both on 500 Gold Stars, duelling. Then the latter began to lose ground and Tose won easily; a first-rate performance as it was his first race.

**Race 4—250 c.c. British manufacture (8 laps):** A grand battle between Ken James on the M. and F. Excelsior and "Ginger" Payne on the J.A.H. Triumph for five laps until the latter began to drop back. Derek Minter had started slowly on the R.E.G. but got going later to such tune that he caught Payne on the run-in, to take 2nd spot.

**Race 5—second 350 c.c. (10 laps):** Yet another event which was closely contested as to the lead, though in this case Peter Horton stayed in front all the way

closely pursued by Bob Darby. These two left the rest well astern, but a great scrap ensued (twixt Peter Tyack (A.J.S.), G. V. Harris (B.S.A.), Arthur Lavington (Velo-cette) and J. J. Reed (A.J.S.) enlivened third place.

**Race 6—first Sidecar (10 laps):** Somewhat of a procession as compared with August Monday's exciting affair. J. E. Marchant on his Triumph outfit won comfortably from H. W. Lee on a similar machine.

**Race 7—second 1,000 c.c. (10 laps):** For the fifth time in the meeting this race featured a tremendous "dice" for the lead. The protagonists this time were J. A. Chisholm and Chris Williams on the J.A.B.S. The former led for a while before being passed. Thereafter he could never quite get the better of his rival. George Breach coped manfully with a 1,000 Vincent in third place, and finished there.

**Race 8—125 c.c. (8 laps):** For a change, we did not see Mike Hailwood all that far in the lead. Dudley Edlin hung on to the Ducati very well with his M.V. and was only five seconds behind at the finish. Dave Moore was a lonely third.

**Race 9—Vintage Solos (8 laps):** The second easiest win of the day saw the 1927 Velocette of Mike Tomlinson, Howard German up, cross the line 49 seconds ahead of second man A. J. Wiffen on the 1930 499 Rudge. German's best lap was at over 61 m.p.h., a great deal faster than many of the modern machines. All the Vintagents turned up except one, but many had water-caused defects by the end of the race.

**Race 10—third 350 c.c. (10 laps):** This was "Ginger" Payne's race till he reached Maxim Rise on his last lap where he had a very spectacular "prang" which put him out of the race. He was leading Mike Hailwood by several seconds at the time. This left the race to Hailwood who had Tom Thorp very close behind, when he received the flag. Thorp made fastest lap. Phil Read and Pete Ferbrache were 3rd and 4th.

**Race 11—250 c.c. "All Comers" (10 laps):** Riding his very recently acquired 250 Mondial, Mike Hailwood won this race literally by a mile. Lapping at 64.82 m.p.h. he cantered home a lap ahead of everyone else except Dave Moore and Phil Read on NSUs who were 2nd and

*Continued on page 173*

## EDITOR'S CORRESPONDENCE

**J**UST how much is behind present-day motorcycle racing scenes? Money!

Through a short but bitter encounter with 'the boys' I have found this out. I was warned before I tried my hand, but did not realise it fully until I experienced it. Money is the big thing. Without it, several of the leading riders today would be left only with ability to ride, and nothing else. Money buys the latest machines, and then buys the services of professional tuners to work on them. How many riders would fare half as well on standard machines but without their tuners to prepare them? It is noticeable that their machines are faster than those of their brethren, but would they hit the top quite so often without that money-bought 'edge' to see them through?

To this someone may well reply: earn some money, then, and you will be in the same position; but my ambition is to prepare my own machine, however slowly it may run. I cannot for the life of me see how a person gets any fun out of racing against super-enthusiasts such as some of our 'tiddler' experts, who pit their modified Bantams, etc., against the might and main of privately-owned, professionally-tuned M.V.s and their like.

I would sooner ride against people like myself who prepare and tune their own machines (some ride them to and from meetings, as I have done before now), than to enter some race just because the illustrious so-and-so is entered, with the possibility of seeing my machine next to his in a photo of the start, and maybe seen by my friends. Usually that is as near as some riders get until they are lapped during the race.

How about devising a method or system whereby super-machines are pitted exclusively against one another, leaving private owners to enjoy a race against private owners? In almost any race, the chances are that some professionally-tuned machine wins it—excepting, of course, where the winner himself was a super-tuner; leaving the boys far behind in the process.

A very good scheme is afoot whereby, so I hear, an all-British machined 125 c.c. race will be held next year; and this is indeed heartening news; possibly following in the footsteps of the all-British 250 c.c. race held earlier this year.

I hope they get the support they de-

serve and for similar events. I would personally be all for them. Meanwhile I must struggle on amongst the tail-enders.

**R. Herring.**

Brackley, Northants.

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**I** FEEL "Double Knocker" has rather missed the mark in his comments concerning the racing of standard machines, as expressed on page 155 of the October issue.

Make no mistake, Mrs. Pat Wise is not alone in her grumbles. As well as being a member of the Vincent Owners Club, I joined B.M.C.R.C. to do a bit of racing this year. However, after a couple of efforts in "stripped racing trim", I reverted to normal and rode in the M.C.C. High Speed Trials, where I was not so completely out of my depth and in the way of faster machines.

Now my position is this. There are lots of riders I know, especially in the V.O.C., who would like to do a little racing but cannot afford the outlay of a racing bike and transporter. Like myself, all they can do is to take part in the M.C.C. Silverstone meetings and, thanks greatly to the National Sprint Association, ride their bikes at sprints, in standard trim. They are equivalent to the four-wheel brigade who race sports cars. Admittedly, the greatest spectator appeal lies in the fastest and most powerful machines in both two- and four-wheel guises. Nothing today approaches the sheer spectacle of the pre-war Mercedes-Benz and Auto-Union cars.

But, and it is a very big "but", production machine racing would definitely help development in improving on one or two glaring faults in all modern machines.

I cannot afford a modern vertical twin or "Gold Star", and so must be content with my nine-years-old "Rapide", but this does not stop me, in common with other chaps, from wanting to do a bit of competition work. I therefore suggest that for all racing of standard machines they should be driven to and from the meeting, raced in full road trim with lights, kickstarter, efficient silencer, insured and taxed; the licenced owner only to race.

*Continued on following page*

The first idea above is based on the regulations as laid down for the V.M.C.C. Witchford Sprint. However, the enforcing of the regulations as practised by the M.C.C. at Silverstone is ridiculous. A large number of machines there were on "straight-through" pipes disguised as silencers; lights and kickstarters that did not work; riding positions that were "fully-racing"; and the bikes were taken to the meeting in vans. This is defeating the whole object!

For these reasons, then, I strongly support the National Sprint Association in having standard machine classes, particularly as there is a far more friendly and informal atmosphere at sprint meetings than the grim "do or die" feeling present at big race meetings.

In conclusion, I look forward to when there will be many more opportunities to race my old "Rapide" in full road trim against similar opposition.

**C. W. G. Chandler.**

Luton.

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#### NEW MEMBERS ELECTED

G. R. Bisson	C. Gellatly.
J. E. Lees-Baker	J. D'A. Tremlett
G. S. Ford	P. J. Harcastle
R. L. Rowswell	E. Weekes

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#### MUTUAL AID

**For Sale.** To an enthusiastic buyer, 1957 490 c.c. International Norton; standard—8:1 c.r., fitted G.P. carb. and Gold Star silencer; rev. counter; racing tyres; rear-set footrests, gear change, etc., if required; recent complete overhaul; £265—no haggling! Write c/o the Office.

**Wanted.** For 1956 Gold Star B.S.A., a pair of alloy rims (standard size), 5½ gallons alloy petrol tank and racing seat; state price. Tony J. Mack, 2766, Waverly Drive, Gary, Indiana, U.S.A.

**For Sale.** 1954 Norton Model 88 Dominator twin; new gears, rear chain, two new tyres, brakes re-lined; Craven luggage carrier; £150. R. D. Llewellyn, "Roxana," 23, Champion Hill, London, S.E.5.

**For Sale.** J.A.B.S. 499 c.c. "single knocker" ex-Phil Webb Special; can still win; ideal to start racing; full details on request. £125 o.n.o. Williams, Nethyholme, Digswell, Herts. Welwyn 521.

#### A SOAKING AT THE PALACE

(continued from page 171)

3rd. Peter Tyack borrowed Bill Bunn's Moto Guzzi as his Lucas was not available and finished a creditable 4th on a machine he had not ridden before.

**Race 12—second Sidecar (10 laps):** Three of the runners in the previous 'chair' event took part in this one too, to make up the field, but they provided no opposition for Bob Robinson and Les Wells who were first and second. The worst rain storm of the lot fell during this race, turning it into a speed-boat event! The big Vincent was a terrifying sight as it took the Ramp bend, but nothing untoward happened and Robinson won by 15 seconds.

**Race 13—third 1,000 c.c. (10 laps):** Riding superbly, Mike Hailwood won the last race of the day by some 17 seconds from Pete Ferbrache, both on Nortons. Mike averaged 66.09 and lapped at 68.93, the fastest speeds of the day. After a poor start and slow first lap, John Holder rode magnificently to annex third place on the last lap, passing Bruce Daniels and "Ginger" Payne. Another fine performance was that of Les Kempster who got the better of Alan Rutherford and Ernie Washer to finish 6th.

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#### BENEVOLENT FUND

**T**HE following contributions have been received in recent weeks. The Trustees, on behalf of the Club, wish to record their grateful thanks to the undermentioned for their generous gesture:

'Anonymous'; F. A. N. Cochran; J. Gardner; A. F. Mills; E. T. Boarer; the Metropolitan Area.

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#### OCTOBER DAY AT RAMSGATE

(Continued from page 169)

did at least have their first runs in the dry. Once again A. A. Morgan with the Rudge was best in 13.87 secs., some two whole seconds better than the delightfully urgeful Scott of A. E. Breese, which did 15.85. So it ended—in a rain storm! We left Ramsgate for another year. Our thanks to Dennis Bates for a most enjoyable event. Let's hope we will be there again in 1959.

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**ST. DAVID'S TRIAL**  
Both Premier Awards

**VICTORY TRIAL**  
Victory Cup

**HURST CUP TRIAL**  
Winner

**COTSWOLD CUPS TRIAL**  
Both Premier Trophies

**BEMROSE TROPHY TRIAL**  
Both Premier Awards

**OULTON PARK RACES (April 7th)**

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

**SILVERSTONE — April 19th**

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

**SUNBEAM POINT-TO-POINT**

Senior 1st  
Junior 1st  
Lightweight 1st

**DENMARK MOTO-CROSS**

Winner

**SCOTTISH 6-DAYS' TRIAL**

Best Solo Performance  
Best Sidecar Performance  
Manufacturers' Team Prize

**AINTREE 'RED ROSE' TROPHY**

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

**SWISS MOTO-CROSS GRAND PRIX**

Winner

**FRENCH MOTO-CROSS GRAND PRIX**

Winner

**INTERNATIONAL SIDECAR RACE**

**OULTON PARK (May 26)**

2nd, 3rd

**1958 MOTO-CROSS WORLD CHAMPIONSHIP**

Winner

**NORTH WEST '200'**

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

**ITALIAN MOTO-CROSS GRAND PRIX**

Winner

**LEINSTER TWO HUNDRED**

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

**COTSWOLD SCRAMBLE**

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

**EXPERTS GRAND NATIONAL SCRAMBLE**

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

**DUTCH MOTO-CROSS**

Winner

**NATIONAL SHRUBLAND PARK SCRAMBLE**

Winner  
Senior 1st  
Junior 1st  
Lightweight 1st

**BELGIAN MOTO-CROSS GRAND PRIX**

Winner

**A.C.U. INTERNATIONAL CHAMPIONSHIPS**

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

**LANCASHIRE GRAND NATIONAL**

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

**LUXEMBOURG MOTO-CROSS GRAND PRIX**

Winner

**SWEDISH MOTO-CROSS GRAND PRIX**

Winner

**HUTCHINSON '100'**

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

**IRISH MOTO-CROSS**

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

**INTERNATIONAL 6-DAYS' TRIAL**

Three manufacturers team awards  
Twenty-seven gold medals

**WEST OF ENGLAND TRIAL**

Best solo performance

CH/201

## DOUBLE KNOCKER SAYS . . .

THE season is now over and, theoretically at any rate, we can all have a rest, no matter whether we are riders, officials or just spectators. Yet I feel the 1958 season will provide food for discussion wherever motor-cyclists, and particularly racing motor-cyclists meet, for many months to come. I cannot see that the sport is in any happier state than it was twelve months ago. The F.I.M. either cannot, or will not, do anything decisive about the World Championships and, whether we like it or not, there are still too many meetings in this country. Here it seems that the A-C.U. must try and find a solution equitable to all interested parties and the sooner the better. It is not easy, because I think I would be right in saying that, from you riders' point of view, racing has never been more popular. I know that any Secretary of a Meeting who has to deal with the flood of entries would agree with me. You may believe it or not, but I know for a fact that the Office had 179 entries in the first two days for the "Hutch" this year! Yet on the other hand, the ordinary man-in-the-street is not interested in motor-cycle racing unless the one or two top-line stars are present. The true enthusiast will go to a meeting to see good racing as such, but there are not enough of these estimable types to make meetings pay. The answer may well be, and I know this is rather an over-simplification, for there to be five or six big meetings, of the calibre of "Silverstone Saturday" on the major circuits; a further twelve to fifteen National events spread over the other circuits in regular use; and after that, a number, quite considerable possibly, of smaller meetings such as our own "Trophy Day". What do you think?

Two more members have recently attained a state of married bliss and we offer them heartiest congratulations. They are **David Gill**, one of our worthy marshal types, currently in the R.A.F. and stationed in Germany, and **George Parry**, our Manchester area rep. and one of Dennis Bates' senior marshals. We hope that George will have due respect for his spouse's feelings and not try to improve on his record for the journey from the 'Palace to his home in Manchester! I should think he holds the unofficial lap-record for fully-equipped road machines at a well-known

East Anglian circuit. Recent news of two more members—**John Pearce** and **Gordon Seddon** are both out of the Army (they were stationed in Singapore) and back in "civvy street" and, I believe, rarin' to have a "go".

I am no great shakes at riding fast machines fast, but I do occasionally have the opportunity to have a few gentle laps or some quiet miles on a racing machine. Recently I have ridden three, all of different capacities and all with quite different characteristics. To someone like myself, whose nearest to pukka racing machines now is a "cammy" Inter, Norton, these rides have been memorable experiences—something right out of the ordinary. The three 'bikes involved were a late model short-stroke 350 Manx Norton; a well-known long-stroke Norton-engined special which has had a new and by no means unsuccessful lease of life in the hands of its present owner this season; and one of those beautifully made British 250s, in this case an o.h.c. Velocette in a "featherbed" frame. The Norton was quite the fastest machine I have ever ridden. Its steering seemed perfect, the ease with which it could be cornered was amazing, and the brakes merited the description "fantastic". The special was very tractable for a megaphoned racer and again remarkably easy to handle. What particularly impressed me about it was the power the motor developed at the bottom end. Again the brakes were very effective. The 250 was a gem! It handled as well as the bigger Manx, but seemed lighter. It, too, had wonderful "stoppers", but was less easy for a novice to ride, because nothing happened until at least 6,000 r.p.m. were showing on the dial. I found it very difficult to get used to the idea that it was all right to go up to 8,000 without any trouble, especially as it was not mine! Wonderful days!

With the exception of that fateful "Silverstone Saturday" two years ago, "Club Day" last month must have been the wettest Bemsee meeting for a very long time. It was a great pity the weather did everything it possibly could to spoil what seemed to me a very good show. I thought the Club's grading system worked better on this occasion

*Continued on page 176*

## AREA NEWS

### CHESHIRE/MERSEYSIDE

G. E. Tottey,

2 Rocky Lane South, Heswall, Wirral.

Sorry I am so late this year, but pressure of business has been such that time has just not been available. However, I am doing some re-organisation in the "cell" so as to spread the work a little and in a short time I will be getting in touch with all members in the area. So don't lose heart. The "Shrewsbury Arms" is being rebuilt, but I am hoping we can still go there once it has been "sorted out."

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### YORKSHIRE

N. A. Bedford,

1 Lowther Terrace, Leeds, 15.

On Wednesday evening, 19th November, the Ilkley and District Motor Club are holding a Film Show of Reddex Motor Cycle and Car films at the "Ashfield Hotel," Western Lane, Otley, and members of Bemsee are cordially invited to attend. NAB will be present, and looks forward to making the acquaintance of local members.

Also on Tuesday, 25th November, I will be at the **Victoria Hotel** at the back of the Leeds Town Hall from 8 p.m. onwards in the hope that we may meet and have a "natter and a noggin" with a view to organising some more interesting "get togethers" during the closed season.

### METROPOLITAN

Alan L. Huxley,

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

The first night of our Winter meetings was held on the 15th October and was very well supported by our members and friends—some 70 turned up to start the ball rolling for these Winter "get-togethers". Although, through no fault of the organisers, we had to move over to an annexe ("The Marlborough Head" Public House, opposite our usual venue) the show went off well despite a late start—our cinematography expert had been slowing the same films that afternoon down on the South Coast and had put in a spot of rectic motoring to get up to Town for our show. Some good films were shown and as a result of the sale of programmes and a raffle the Benevolent Fund benefited by over £5.

Arrangements are made for our next meeting—the 12th November at the usual place, the "Prince of Wales Tavern", at the junction of Drury Lane and Long Acre, London, W.C., when we shall be having a **General Quiz** with well-known experts of today and yesteryear on the Panel.

Don't forget the date—12th November—time 7.30 p.m. for 8.0 p.m.

Details, entry forms and tea reservations for our **Sunday Afternoon Out** are enclosed with this month's Magazine for all Metropolitan members. Please support this.

Parking outside the "Prince of Wales Tavern"—don't park your car or 'bike in Wild Street, which is immediately to the right of the Tavern, or you might be wild when you find it later in the evening at Kentish Town, as did one of our members at our last meeting!

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### DOUBLE KNOCKER SAYS . . .

(continued from page 175)

than ever before and produced some excellent scraps in the slower solo events. There were, too, some surprising placings in the results. Let's hope that we have something of a summer in 1959 and so make the most of our Golden Jubilee Year.

### CORRECTIONS TO "CLUB DAY" RESULTS

Two corrections are announced to the results of "Club Day". In the second 350 race—event two, race 'B'—No. 37 E. A. Lavington was placed 5th in 14m. 03s. at 59.36 m.p.h. All those below move down one position. The speed of No. 72 B. G. Gross, omitted from the result of event five, race 'B', was 57.36 m.p.h.

## THE "HUTCHINSON 100"

CONSEQUENT upon investigation, the following amendments to the results of the "Hutch" are announced:—

**350 c.c. Autumn Championship Race :** No. 12 J. F. Tyler was incorrectly taken as having completed the full distance instead of the 16 laps actually covered. This drops him from 5th to 24th place and all those originally shown as being placed between 6th and 24th move up one place. No. 50 L. A. J. Snuggs was omitted from the list of finishers and was placed 27th, having completed 16 laps in 37 mins. 16.8secs. All those shown as being placed between 27th and 32nd move down one place.

**Senior B.M.C.R.C. Championship Race :** The order of the 6th and 7th finishers was shown reversed. No. 89 B. J. Daniels was 6th in 32mins. 15.2secs. at 92.29 m.p.h. and No. 134 J. H. L. Lewis 7th in the time shown.

**250 c.c. B.M.C.R.C. Championship Race :** The order of the first twelve finishers is as shown, but the placings from 13th position are as follows:—

Place	No.	Driver	Machine	Time	Speed
13	26	I. F. Telfer	ITV	26.22.0	11 laps completed
14	54	A. E. Shaw	Norton	26.24.0	" "
15	15	C. Smith	NSU	26.41.6	" "
16	2	D. H. Edlin	Moto Guzzi	26.55.2	" "
17	{ 52	P. G. Hall	Rudge	27.06.0	" "
	{ 5	J. R. Blackwell	J.R. Special	27.06.0	" "
19	32	B. Clark	M.V. Agusta	27.07.8	" "
20	1	K. M. Kempson	EMK	27.41.6	" "
21	59	J. Cooper	Hunter Velocette	27.54.6	" "

## OTHER ANNUAL AWARDS

**Noel Pope Bowl** was given to the Club by the Chairman of the Board of Directors, Mr. N. B. Pope, for the fastest speed recorded, during the year, in a sprint.

1958 Winner—C. W. Rous—101.5 m.p.h. at Brighton, September 6th.

**Alcohol Trophy** presented to the Club by A.M.C. Ltd., for the best overall performance in sprint and hill climb events in the year.

1958 Winner—George Brown—6 fastest times of day, 2 class "firsts", 2 second fastest times and 1 third fastest.

**Torquemeter Trophy** was recently presented to the Club by the Directors of M.H.H. Engineering Co. Ltd., the manufacturers of Torquemeter wrenches and is given to the B.M.C.R.C. member putting up the best performance in the World Championship events in the year.

1958 Winner—John Surtees M.V. Agusta.

## BILL JARMAN'S COLUMN

LET me start this month's notes with a pat on the back for John Surtees, who has won all but one of the classic road races in 1958, both Junior and Senior classes. To the best of my knowledge, it has never been done before and I don't think it will ever be done again.

I have recently enjoyed a very special treat—a visit to the B.M.W. Factory, thanks to Carl Hoepner. They treat their visitors with great courtesy and are rightly proud of their products, which are based on quality before quantity. Older members will recall that their 'bikes came on the market in the early twenties and there are still a large number of pre-war jobs running about the globe.

I was privileged to try out for a whole day one of the B.M.W. small cars with the 600 twin motorcycle engine. What a performance! The time has come for our "car-boys" to put some motorcycle efficiency into their four-wheelers. Better still, our three-wheelers, so that they can compete with the sidecars.

The racing season is over and the time has come to mix the hobby with a few social events. Some of you will be asked to give talks, etc., to young clubmen. If they are keen on real racing, tell them to join our Club, which is fifty years old in 1959. No organization could

survive fifty years with one object unless the membership really believed in their common bond. Let us try to double the membership for our Jubilee Year.

Did you study the results of the Italian G.P. at Monza? The average speeds and fastest laps, respectively, for all four classes I mean:—

500 c.c.—	114.5 and 115.9 m.p.h.
350 c.c.—	107.6 and 108.7 m.p.h.
250 c.c.—	104.5 and 106.3 m.p.h.
125 c.c.—	96.8 and 98.0 m.p.h.

We know that Monza is a 'speed feast', but what intrigues me are the 125 and 500 figures. Four times the cubic capacity for about 17 m.p.h.! The 250 and 350 figures are very near each other.

Last year I wrote that the British champions were Bemsee champions as far as road-racing was concerned. Some of my subsequent correspondence showed confusion between National and International champions. However, I see no reason to change my ideas and offer congratulations to Messrs. Hailwood, Harris, Minter, McIntyre, Hamilton, Edlin, Dickinson, Robinson and Boddice. This little bunch of Bemsee boys have taken everything between them in each class.

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## Final Placings for the B.M.C.R.C. CHAMPIONSHIPS, 1958

The B.M.C.R.C. Champions in each class receive a small gilt and enamel medallion in the same colour as the date bar for the year, suitably engraved on the reverse. These are worn on the lapel badge, as the Gold Star of pre-war days.

The meetings which were taken into account were: "Silverstone Saturday", "Metropolitan Meeting" and "Hutchinson 100". In the 350 and Senior classes, all races at these meetings counted.

### 125 c.c.

- 24 Points**  
S. M. B. Hailwood  
**13 Points**  
D. C. Moore  
**9 Points**  
D. H. Edlin  
**8 Points**  
R. J. G. Dickinson  
W. M. Webster  
**7 Points**  
D. H. Allen  
**6 Points**  
D. M. Field  
**5 Points**  
D. F. Shorey  
**4 Points**  
R. A. Avery  
W. Peden  
A. F. Wheeler  
**2 Points**  
F. E. André  
W. J. Maddrick  
R. W. Porter  
**1 Point**  
C. E. Chapman  
M. T. Doncaster  
R. A. Minster  
P. Munday  
C. I. Percival  
R. J. Tarrant

### 250 c.c.

- 14 Points**  
S. M. B. Hailwood  
**12 Points**  
J. Murgatroyd  
**11 Points**  
P. W. Read  
**9 Points**  
D. W. Minter  
**7 Points**  
T. Thorp  
**6 Points**  
D. F. Shorey  
**5 Points**  
L. S. Rutherford  
**4 Points**  
W. J. Maddrick  
F. Minihan  
A. S. Pavey  
**3 Points**  
R. S. Mayhew  
**2 Points**  
R. H. Hasler  
L. A. James  
I. F. Telfer  
**1 Point**  
D. H. Edlin  
W. H. Goltz-Mehn  
K. W. James  
W. Peden  
P. E. Ranford  
J. R. Vincent

### 350 c.c.

- 16 Points**  
R. McG. McIntyre  
**11 Points**  
B. J. Daniels  
D. W. Minter  
H. L. Urquhart  
**10 Points**  
G. E. Duke  
J. D. Hamilton  
**8 Points**  
R. Fay  
K. H. Patrick  
J. A. Sugden  
**7 Points**  
G. R. Butler  
E. R. Fitton  
K. E. Pitt  
E. J. Washer  
**6 Points**  
R. H. F. Anderson  
D. J. Beckett  
E. Minihan  
P. W. Read  
R. Stretch  
K. Watson  
**5 Points**  
W. A. Holmes  
F. G. Perris  
M. D. W. Sandison  
F. J. Stevens  
**4 Points**  
M. J. Cambridge  
G. V. Harris  
B. E. P. McEntee  
T. Thorp  
P. H. Tyack  
**3 Points**  
W. D. Craig  
J. G. Hempleman  
J. C. Judge  
R. S. Mayhew  
C. G. Peck  
K. A. Payne  
**2 Points**  
A. F. F. Bickel  
V. R. Prazier  
S. M. B. Hailwood  
J. Murgatroyd  
**1 Point**  
F. C. Steward  
G. T. Salt  
A. Virco  
J. W. Waller  
I. N. P. Wright  
R. A. Avery  
W. H. Aldridge  
Derek Baker  
R. H. Garman  
S. Conner  
R. L. Dawson  
R. L. F. Darby  
J. P. Fordham  
W. Heslop  
L. S. Rutherford  
I. J. Reed  
B. P. Setchell

### SENIOR

- 19 Points**  
B. J. Daniels  
**16 Points**  
R. McG. McIntyre  
**10 Points**  
T. S. Shepherd  
**8 Points**  
R. F. H. Anderson  
R. J. Harrison  
J. R. Holder  
**7 Points**  
V. W. Cottle  
I. Clarke  
B. L. Denehy  
C. J. Griffin  
F. G. Perris  
E. J. Washer  
**6 Points**  
M. J. G. Brown  
L. Flury  
D. W. Minter  
A. B. McPherson  
E. Minihan  
**5 Points**  
J. C. Buxton  
"R. Hunter"  
A. J. Trow  
**4 Points**  
A. King  
G. A. Smith  
G. G. E. Stroud  
**3 Points**  
P. J. Darvill  
S. M. B. Hailwood  
F. G. Robinson  
**2 Points**  
C. W. Breach  
P. J. Murphy  
M. W. Munday  
R. A. Rowbottom  
**1 Point**  
C. A. Chivers  
K. W. J. Douglass  
R. Fay  
W. Friend  
W. F. J. Holley  
C. J. Williams  
C. V. Wallis  
G. C. Young

### THREE-WHEELERS

- 17 Points**  
P. V. Harris  
C. J. H. Smith  
**15 Points**  
J. Beeton  
**7 Points**  
R. A. Robinson  
E. A. G. Vincent  
**6 Points**  
J. A. Horan  
**5 Points**  
F. Hanks  
**4 Points**  
B. G. Gross  
J. E. Marchant  
**3 Points**  
T. P. Fowell  
**2 Points**  
J. Difazio  
**1 Point**  
K. J. Beere  
P. J. R. Millard  
L. W. Taylor  
P. Woollett

## Final Placings for the MINNIE GRENFELL MEMORIAL TROPHY, 1958

This trophy was presented to the Club by J. G. Granville Grenfell and is awarded for the best performance at all Bemsee road-race meetings, the T.T. and the M.G.P. Points are allotted as follows:

First—5, second—4, third—3, fourth—2, and all other finishers—1.  
Only the best score at a meeting is taken into account.

<b>28 Points</b>	F. A. Rutherford	J. C. Simmonds	D. J. Dicker	L. H. Court
S. M. B. Hailwood	A. Shepherd	B. P. Setchell	G. L. Eccles	J. Difazio
<b>17 Points</b>	G. A. Smith	M. D. W. Sandison	T. R. J. Ewens	M. T. Doncaster
P. W. Read	A. Virco	I. F. Telfer	P. R. Evans	G. H. Dewar
<b>16 Points</b>	<b>5 Points</b>	G. B. Tanner	R. Emerson	P. H. Dunstall
B. J. Daniels	K. J. Beere	P. J. Tucker	R. Foster	R. Dowty
<b>15 Points</b>	F. Booth	W. M. Webster	R. E. Fox	R. M. C. Eskins
D. W. Minter	M. J. G. Brown	C. O. Watson	W. Friend	J. Freeman
E. Minihan	E. S. Carter	K. Watson	L. Gillbanks	D. Guy
<b>14 Points</b>	R. H. Carman	<b>3 Points</b>	W. Goltz-Mehn	G. Gordon
D. H. Edlin	R. L. Dawson	D. H. Allen	B. R. Gooch	M. Gunyon
D. C. Moore	C. E. Duke	L. D. Ascott	A. B. Horton	W. Green
E. J. Washer	R. Fay	G. W. Breach	R. G. Harris	R. W. Good
<b>12 Points</b>	H. J. Fletcher	V. R. Brazier	A. Higginson	S. Glover
G. R. Butler	H. L. Fruin	J. C. Buxton	C. J. Huff	J. B. Gobbett
D. F. Shorey	J. Gardner	R. M. Chambers	R. H. Hasler	H. D. German
<b>11 Points</b>	R. J. Harrison	M. J. Cambridge	R. P. Holman	T. R. Graham
J. Beeton	M. R. Hancock	P. J. Darvill	R. J. Herring	C. H. Hubbard
<b>10 Points</b>	C. V. Harris	P. J. Dunphy	T. H. Ingham	C. L. Jones
G. Bell	J. Murgatroyd	L. Flury	C. Jones	W. Kelton
I. Clarke	B. E. P. McEntee	R. S. W. Field	J. C. Judge	B. E. Keys
P. V. Harris	R. S. Mayhew	J. P. Fordham	R. H. Kirg	F. J. Larden
L. A. James	A. D. Malam	M. J. Gittins	A. A. Knowles	S. L. Lightbown
P. H. Tyack	A. E. McPherson	J. B. Hyde	E. M. Kempson	E. A. Lavington
<b>9 Points</b>	F. G. Perris	J. G. Hempleman	R. W. E. Lilley	H. McLeod
W. C. Boddice	P. E. Richardson	J. C. Holloway	W. J. Macdrick	R. Millins
J. Horan	J. A. Sugden	F. Hanks	M. A. McStay	D. B. G. Merrick
F. W. J. Launchbury	F. Sheene	M. J. Jones	P. Middleton	W. A. G. Marsh
R. McC. McIntyre	A. A. Stride	D. King	P. Munday	T. R. Muir
J. E. Marchant	W. Siddles	K. A. Lindsay	C. A. Myhan	G. C. A. Murphy
W. Peden	C. Slack	R. Masson	W. R. Prowling	L. E. Oldfield
A. J. Wiffen	J. Surtees	M. W. Munday	J. F. Patrick	L. H. Pennell
<b>8 Points</b>	R. J. Tose	P. J. R. Millard	R. Polak	W. T. Pain
R. A. Avery	<b>4 Points</b>	C. J. Percival	L. G. Povey	L. C. Pinzani
B. G. Cross	J. R. Blackwell	R. A. Rowbottom	R. W. Porter	G. K. Pension
K. W. James	E. T. Boarer	J. J. Reed	K. A. Payne	W. A. Peatman
J. L. Payne	T. Brown	F. G. Robinson	P. E. Ranford	C. Parsonage
L. S. Rutherford	E. W. Barnes	G. J. Rice	H. W. Rayner	R. Preece
T. S. Shepherd	R. Beedham	G. G. E. Stroud	C. A. Surridge	D. Pratt
C. J. H. Smith	W. D. Craig	G. Saward	C. Smith	G. A. Quinlan
H. L. Urquhart	V. W. Cottle	F. J. Stevens	J. A. Scully	R. J. E. Rowles
E. A. G. Vincent	F. Clarke	J. Somers	C. S. Smith	M. Redford
David Williams	S. Cooper	T. A. Turner	L. A. J. Sruggs	F. C. Steward
<b>7 Points</b>	C. J. Crowe	A. J. Trow	R. J. Tarrant	G. T. Salt
R. H. F. Anderson	C. V. Dawson	H. J. Wells	F. D. Walker	N. H. Storer
B. L. Denehy	C. R. Denton	J. W. Waller	P. Woollett	J. T. Shakespeare
J. A. Deighton	R. L. F. Darby	J. N. P. Wright	C. V. Wallis	R. J. Swetman
J. R. Holder	E. R. Fitton	<b>2 Points</b>	G. C. Toung	E. Thompson
A. S. Pavey	T. P. Folwell	F. E. André	<b>1 Point</b>	L. W. Taylor
R. A. Robinson	D. M. Field	"J. Alexander"	W. H. Aldridge	J. N. Tollit
T. Thorp	P. Ferbrache	F. D. Booth	R. M. Ascott	F. Taylor
C. J. Williams	B. Hunter	A. E. F. Bickel	W. J. Almond	J. G. Twedell
<b>6 Points</b>	W. A. Holmes	V. F. Broome	R. H. Bacon	J. R. Thurston
D. J. Beckett	L. G. Kempster	H. Crowder	David Baker	W. R. Udall
Derek Baker	H. W. Lee	A. E. Clarke	P. D. Bentley	J. R. Vincent
N. J. Dicks	J. Malik	I. R. Carter	M. D. Beames	A. J. West
C. J. Griffin	R. A. Minster	G. E. Chapman	J. Bacon	J. Wheeler
J. D. Hamilton	W. R. Marley	D. Chisholm	G. E. Briggs	A. W. G. Walczak
W. Heslop	P. D. Mullin	R. Chambers	R. Blanning	Donald Williams
W. F. J. Holley	R. A. Nicholson	K. W. G. Douglass	F. Burgess	
N. J. Price	T. C. Nicol	R. W. Doggett	C. A. Chivers	
K. E. Pitt	C. G. Peck	A. J. Day	N. Clarke	

*Please note:* It is not possible to give full results due to lack of space. Those members with one, two or three points whose scores have not altered since "Trophy Day" can be found in the August issue of "Bemsee".

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## Motorcycle Service



### Final Placings for the **POWER AND PEDAL TROPHY, 1958**

The proprietors of the magazine "Power and Pedal" donated this trophy to the Club for the best performance put up by a member in 50 c.c. races organised by the Club. Points are awarded:

First—6, second—5, third—4, fourth—3, fifth—2, and all other finishers—1.

50 c.c. races were held at "Trophy Day", "Metropolitan Meeting" and "Club Day", and these meetings were taken into account.

#### **11 Points**

F. W. J. Launchbury

#### **10 Points**

E. Minihan

#### **6 Points**

H. L. Fruin

J. Gardner

F. Sheene

#### **5 Points**

C. V. Dawson

C. R. Denton

#### **4 Points**

N. J. Dicks

R. S. W. Field

W. R. Marley

R. A. Nicholson

#### **3 Points**

H. J. Wells

#### **2 Points**

C. A. Surridge

A. A. Stride

I. R. Carter

#### **1 Point**

R. E. Broom

D. G. Chapman

Miss P. M. Dale

R. R. Fifield

M. E. Garton

D. Guy

J. C. Hemmett

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## **All these Awards will be Presented at the Dinner**

## Final Placings for the PETER M. WALSH MEMORIAL TROPHY, 1958

This trophy was presented to the Club by the family of the late Peter Walsh. All members in their first or second season of racing are eligible to compete, providing they do not have manufacturer's, dealer's or any other form of Trade support. The points system is as follows:

First eligible competitor to finish—5, second—4, third—3, fourth—2,  
and all other finishers—1.

The B.M.C.R.C. meetings which were taken into account were: "Silverstone Saturday", "Trophy Day", "Metropolitan Meeting", "Hutchinson 100", and "Club Day".

<b>20 Points</b>	A. D. Malam	M. E. Garton
S. M. B. Hailwood	<b>5 Points</b>	R. G. Harris
<b>15 Points</b>	C. V. Dawson	C. J. Huff
D. F. Shorey	J. W. Lemm	R. J. Herring
<b>13 Points</b>	H. W. Lee	C. Jones
R. L. F. Darby	J. J. Reed	D. B. C. Merrick
R. S. W. Field	W. Siddles	John R. Pearson
G. A. Smith	C. Slack	J. A. Scully
<b>12 Points</b>	M. D. W. Sandison	A. D. Wootton
C. J. Williams	R. J. Tose	F. D. Walker
<b>11 Points</b>	K. Watson	C. V. Wallis
J. R. Blackwell	<b>4 Points</b>	<b>1 Point</b>
<b>10 Points</b>	J. W. Adams	D. G. Alcock
R. A. Minster	E. S. Carter	V. F. Eroome
<b>9 Points</b>	F. Clarke	M. D. Beames
D. J. Beckett	A. B. Horton	C. E. Crookes
M. J. G. Brown	B. Hunter	J. Dovaston
J. Gardner	D. J. L. Macdonald	D. J. Dicker
W. Heslop	P. D. Mullin	C. L. Eccles
David Williams	T. C. Nicol	R. E. Fox
<b>8 Points</b>	C. G. Peck	J. Freeman
H. J. Fletcher	C. J. Rice	S. A. George
G. J. Griffin	J. Somers	W. Green
A. M. McPherson	<b>3 Points</b>	R. P. Holman
C. J. Percival	R. M. Chambers	W. Kelton
W. R. Prowling	M. J. Cambridge	J. E. Marchant
<b>7 Points</b>	R. R. Firfield	R. Millins
G. W. Breach	T. H. Ingham	M. C. Peirce
J. A. Deighton	P. Munday	L. H. Pennell
I. C. Judge	P. E. Ranford	G. A. Quinlan
I. Malik	<b>2 Points</b>	E. Thompson
J. C. Simmonds	A. E. F. Bickel	W. R. Udall
<b>6 Points</b>	P. J. Darvill	D. S. Vaux
Derek Baker	P. R. Evans	D. E. Watkins
C. E. Chapman	R. Emerson	A. J. West
B. E. P. McEntee	R. Foster	J. Wheeler

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**IN THE TRADE SINCE 1902**

## COMMITTEE MEMBERS

Brief Biographies of your present Committee

### E. COOPER



"CABBY" Cooper, 51 years young.

Well known as the comic of the trials and racing world. Managing Director of Eleanor Motors Ltd. and Eleanor Motors (Stadium) Ltd. Born in 1907 in Stepney, a real Cockney! Widely travelled, having lived in Australia between 1926-1930. As his nickname suggests, was a London cabman until transferring to the motor-cycle business in 1939.

First raced in 1933 at a Clubman's event at Brooklands. Rode in the

M.G.P. of 1936 and crashed in the 1938 Junior T.T., failing to add to his facial beauty, already partly demolished in a motor-cycle fire on August Bank Holiday Monday 1926. Spent six months in Colchester Hospital recovering from severe burns, and one of his reasons for going to Australia.

Recommended racing in 1946 at North Weald and entered most B.M.C.R.C. events held at Haddenham, Goodwood, etc., also competed regularly at Blandford. Crashed there in 1950 and retired hurt, from road-racing. Entered trials instead, as a sidecar driver; not awfully successful, but derived a lot of fun from it and provided much amusement for others. Regular entrant of riders in the T.T. races until 1953, having entered such riders as Ken Bills, D. Whitworth, the late Charlie Salt, Tommy McEwen and Eric Hardy. Overseas riders are always welcomed at Esher, where "Cabby" lives, and "invalids" catered for have been Bill Doran and the late Ray Amm.

He has decided to again enter riders in various road-races, i.e., Thruxton 500 Miles event, where Ernie Washer and Alan Rutherford rode the Enfield "Constellation". Hopes to enter riders in next year's T.T. Has now retired from trials riding, after two crashes in seven days last March. President of the Bohemian M.C.C. and British Sidecar Sporting Association, and Vice-President of several amateur football clubs and on league committees.

### Final Placings for the WATSONIAN ANNUAL TROPHY, 1958

This trophy is awarded to the driver gaining the most points in Bemsee road-race meetings and hill-climbs during the year. It was presented to the Club by Messrs. Watsonian Sidecars Ltd. Points are awarded as follows:

First—16, second—12, third—8, fourth—5, fifth—3, and sixth—1.

Meetings taken into account were: "Silverstone Saturday", "Trophy Day", "Metropolitan Meeting", "Shelsley Walsh", "Hutchinson 100" and "Club Day"

44 Points	27 Points	16 Points	F. Hanks	B. N. Green
J. Beeton	J. E. Marchant	T. P. Folwell	P. J. R. Millard	W. G. Ottewell
W. G. Boddice	25 Points	13 Points	G. J. Rice	4 Points
40 Points	L. Wells	K. A. Lindsay	A. C. Snell	J. F. Swindells
J. Horan	21 Points	12 Points	E. A. Woods	3 Points
33 Points	B. G. Gross	C. Hale	A. Young	J. O. Cunliffe
R. A. Robinson	20 Points	9 Points	6 Points	J. C. T. Parker
32 Points	K. J. Beere	P. Overall	R. Beedham	1 Point
P. V. Harris	19 Points	8 Points	5 Points	J. Difazio
28 Points	E. A. G. Vincent	B. Fitt	C. Freeman	F. C. Pusey
C. J. Smith				E. T. Young

# BRITISH MOTOR CYCLE RACING CLUB, LTD

APPLICATION FOR ASSOCIATE MEMBERSHIP TO THE

## ROYAL AUTOMOBILE CLUB

To the Secretary,

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

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

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

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

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

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

Total Remittance ... £ \_\_\_\_\_

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

Surname .....

Full Christian Names .....

Address .....

Profession or Occupation .....

Nationality .....

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

Is the Vehicle used solely for your own private purposes? .....

(If not, please state for what purpose used)

State here fitting required for badge.....

Signature.....

Date.....

---

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*You are coming ? Yes —*

well, you still have time—booking for tickets closes

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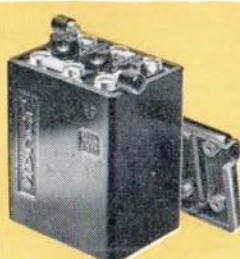
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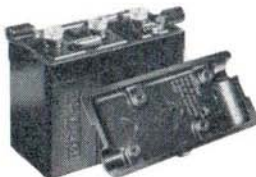
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### LV5E:

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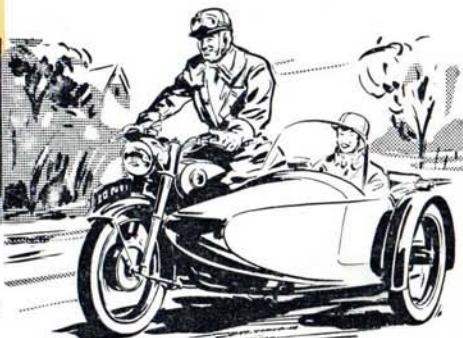
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