



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 10. OCTOBER, 1958 ONE SHILLING



Two of a kind! J. C. Smith and L. Flury with their
"7R"s at the "Hutch"

(Photo: G. E. Hicken)

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Bemsee

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THE CLOSED SEASON

THE better part of the 1958 racing year is nearly over and members will soon be dismantling their machinery for the winter overhaul and rebuild. Now is the time of year when ideas, thought out during the season, can be instituted and germinate through the long winter months, to emerge in the Spring for Bemsee's "Golden Jubilee Year". Yes, in 1959, the old Club will be fifty years young. "Born 1909, still going strong!", to borrow a phrase.

One point worth remembering during the months to come is, that the local Club "Cells" will become active again and we trust that you will all go along, where you can, and fully support the efforts put in by our Area Representatives to provide entertainment and interest for you, with a chance to meet your fellow-members and have a talk and maybe a drink. The first of the Area News reports is carried in this issue and there will be others to follow each month. *Please do go along!*

Closing date for contributions — 14th of each month

DAY OF SPEED

STAGED at the Silverstone Circuit under ideal weather conditions, the 26th in the series of "Hutchinson 100" Meetings made a good day of sport for competitors and public alike. The public attendance, however, seemed to be decidedly down compared with previous years; probably because several 'star' names were missing from the programme, they being booked to ride at Monza in the Italian G.P. on the day that followed. Despite the travelling distance and the short interval of time involved, many Manx G.P. riders managed to be present, including the winner of the 'Senior'. With practising in the morning, this one-day event was under way after lunch with the:

350 c.c. Autumn Championship Race (17 laps). Several "Manx" competitors were starters. The lads were away in a bunch except for two riders who unfortunately collided, but then recovered and started. K. E. Pitt (Norton) led for most of the race and, with H. L. Urquhart (A.J.S.), began to catch the tail-enders on lap seven. W. Green (B.S.A.), R. J. Lindsay (A.J.S.), and B. R. Gooch (A.J.S.) had a grand mid-field scrap, but poor R. G. Harris (A.J.S.) lost his chain on the penultimate lap and free-wheeled silently past the Timekeeper's 'bus, to retire.

1. K. E. Pitt (Norton)—35m. 58.8, 82.80 m.p.h.
 2. H. L. Urquhart (A.J.S.).
 3. F. J. Stevens (B.S.A.).
- F/lap:** Pitt—2m. 02.2. 86.03 m.p.h.

1,000 c.c. Autumn Championship Race (17 laps). Second of the 'Non-Expert' class events, this race saw the pack away to a roar, though leaving Walczak, Griffin and Peacock, amongst others, still pushing. Half-way through, H. J. Fletcher (B.S.A.) led from M. J. G. Brown (Triumph), but Beckett's motor went 'off-song' and he retired on lap thirteen; thereupon B. L. Denehy (Norton) went ahead to win, but only by one-fifth of a second from Brown. Mid-field dicing featured Lilley, Herring, Wright, and Gordon in a close bunch.

1. B. L. Denehy (499 Norton)—35m. 03.0. 84.98 m.p.h.
 2. M. J. G. Brown (649 Triumph).
 3. J. C. Buxton (499 B.S.A.).
- F/lap:** Denehy—1m. 59.0. 88.35 m.p.h.

Sidecar Handicap (10 laps). Limit-men were C. Freeman (Norton) and R. Sleaf (S.T.S. Matchless), with P. V. Harris (B.M.W./Watsonian) a lone last starter. Freeman stayed ahead until, on lap nine, Boddice passed him to be the eventual winner, closely followed by Beeton; another result with a one-fifth of a second difference in race times. Mention must be made of Robinson's lurid, heart-stopping slides at Copse; most spectacular!

1. W. G. Boddice/W. Canning (499 Norton/Watsonian) — 23m. 05.8. 84.39 m.p.h.
 2. J. Beeton/E. Bulgin (499 Norton/Watsonian).
 3. P. J. Millard/H. Winter (499 Norton).
- F/lap:** Boddice and Beeton—2m. 02.0. 86.18 m.p.h.

Sidecar Championship (10 laps). The "Barrer-Boys" came out in force and their usual happy pre-race atmosphere on the grid was evident, with much laughing and joking going on. "Pip" Harris had out his Norton/Watsonian, keeping the newly-acquired B.M.W. wagon for the later handicap. Boddice led initially, but Harris took over on lap five and stayed there. Poor Bill Boddice seized his motor, while Bill Beevers (B.M.W.) did not appear for a second lap at all. Ken Beere (Norton) drifted repeatedly and magnificently through Copse, while E. A. Vincent's Triumph front wheel certainly had the 'judders' there.

1. P. V. Harris/R. Campbell (499 Norton/Watsonian) — 20m. 48.2. 84.25 m.p.h.
 2. J. Beeton/E. Bulgin (499 Norton/Watsonian).
 3. F. Hanks/E. Dorman (499 Norton).
- F/lap:** Harris—2m. 01.8. 86.32 m.p.h.

125 c.c. Championship (8 laps). Somehow, over the permitted number of fifty competitors arrived on the grid and some delay occurred while the extras were sorted out and sent off. At the drop of the flag, away went the bunch in a cloud of oil-smoke and it was soon evident that Hailwood (Ducati) was out for the win, although for the first two laps he closely tailed D. C. Moore (M.V.); then passed ahead to build up a winning lead of just over forty seconds.

1. S. M. B. Hailwood (Ducati)—18m. 07.6. 77.34 m.p.h.
 2. D. H. Edlin (M.V.).
 3. D. F. Shorey (M.V.).
- F/lap:** Hailwood—2m. 10.4. 80.63 m.p.h.

250 c.c. Championship (12 laps). As usual, a most interesting collection of quarter-litre models were on hand for this race. Derek Minter, who had just finished second in the Senior event, rode from the paddock to the pits on a Norman and then took over the R.E.G. twin. Completion of lap one saw Phil Read (NSU) leading John Hamilton (NSU) and Mike Hailwood (NSU) in that order, but soon Hailwood had 100 yards in hand as a lead and stayed there. A smoking R.E.G. retired after one lap, with others following suit. Murgatroyd (Velocette) and Hamilton had a very close scrap around laps six and seven; slip-streaming brought to a fine art here!

1. S. M. B. Hailwood (NSU)—25m. 47.8. 81.52 m.p.h.
 2. J. Murgatroyd (Velocette).
 3. P. W. Read (NSU).
- F/lap:** Hailwood—2m. 03.6. 85.06 m.p.h.

350 c.c. Championship (17 laps). Here again, a fair number of Manx G.P. riders due to appear could not be present, but this did not detract one iota from the excellence of the racing. With the existing Surtees' lap record of 92.87 m.p.h. equalled by Bob McIntyre on his '7R' and some exciting lappery as well, we saw some wonderful racing. It was a case of Mac and Mike to start with, for young Hailwood glued himself to his Norton, and it to McIntyre's, for seven exciting laps, with Derek Minter (Norton) not far behind. Tense seconds at Copse when Hailwood grounded his

footrest, jumped the bike out and took to the grass. Yes, he really was trying! A loose plug lead had unhappily put him back a lap and Minter took over the challenge, but the Scot stayed ahead and in so doing won the great "Mellano Trophy" with his race speed. Further down-field a group of riders had a fine tussle amongst themselves: "Ginger" Payne, Rob Fitton, Dan Shorey, Ken James, and Roy Mayhew.

1. R. McG. McIntyre (A.J.S.)—32m. 34.6. 91.44 m.p.h.
 2. D. W. Minter (Norton).
 3. W. A. Holmes (Norton).
- F/lap:** McIntyre—1m. 53.2. 92.88 m.p.h. (equals record).

1,000 c.c. Championship (17 laps). Without a doubt one of the finest races ever seen at any meeting, the Senior event led to another McIntyre v. Minter duel, both on Nortons. What a race it was! Minter right on the Scots back wheel for lap after lap and actually taking the lead on their twelfth circuit. At the finish, however, Mac crossed the line just one-fifth of a second ahead of him, while the lap-record "went for a Burton" and now stands at 97.18 to the credit of both the riders, an increase of 0.73 m.p.h. Godfrey and Trow scrapped well, with Senior "Manx" winner Ernie Washer mixed-in for good measure. Smart action by the fire crew at Copse saved the Norton of Norman Price when he fell and the bike caught alight. Good show, lads!

1. R. McG. McIntyre (Norton)—31m. 21.4. 94.99 m.p.h.
 2. D. W. Minter (Norton).
 3. A. J. Trow (Norton).
- F/lap:** McIntyre and Minter—1m. 48.2. 97.18 m.p.h. (new record).

P.F.W.

FIRST, SECOND, THIRD . . . (continued)

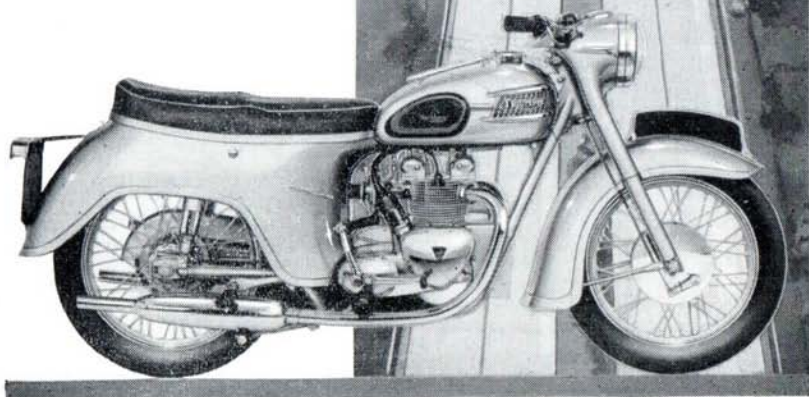
Payne and **Phil Read** were 2nd and 3rd in the 350, though somewhat further behind the winner than was the case in the 500. **Geoff Young** was 6th in the 500 event. The following day saw more success for Club members when **Alan Shepherd** won the Junior Manx on a modified A.J.S., beating all the Nortons in the process. After a race in which he had hard struggles with two other competitors **Ernie Washer** netted a well deserved 3rd place. The other members

who finished in the first twelve were **Bob Dowty** 5th, **George Murphy** 7th, **Norman Price** 9th, **Roy Mayhew** 10th and **Gordon Bell** 11th. Two days later **Ernie Washer** won the Senior at record speed. Until the last lap **Alan Shepherd** had led, but he retired on that lap and was thus deprived of his "double". **Ned Minihan** was 3rd and the other members in the first dozen were **Bob Dowty** 5th again, **Peter Middleton** 7th, **George Butler** 10th, **David Wilkins** 11th and **Maurice Gittins** 12th.

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COMMITTEE MEMBERS

Brief biographies of your present Committee

L. S. CHEESERIGHT

G. C. COBBOLD



LIONEL Cheeseright lays no claim to being an ex-racing motor-cyclist. His first motor-cycle was a 1910 4 h.p. Bradbury, bought second-hand in 1915, and his only competitive efforts round the parade ground after a Mess dinner ended with three days in bed with a strained back, and a thick head!

Five years later he acquired a wife and a motor car—in that order—and has shared four wheels ever since, his share being the working end like the front seat of a tandem.

He joined B.M.C.R.C. ten years ago and took over the job of Laps and Spots, building this up to its present standard. When the Committee was enlarged in 1955, he was one of those elected, being re-elected last year.

Being a back-room boy, we do not see much of him at race meetings, but, whenever B.M.C.R.C. are practising or riding, at Silverstone, Crystal Palace or Oulton Park, he is always in the bus checking the laps and observing the racing. He has not missed a meeting in those ten years.

Along with the late Les Lumby, he was responsible for the introduction of distinctive colours for number plates, which has

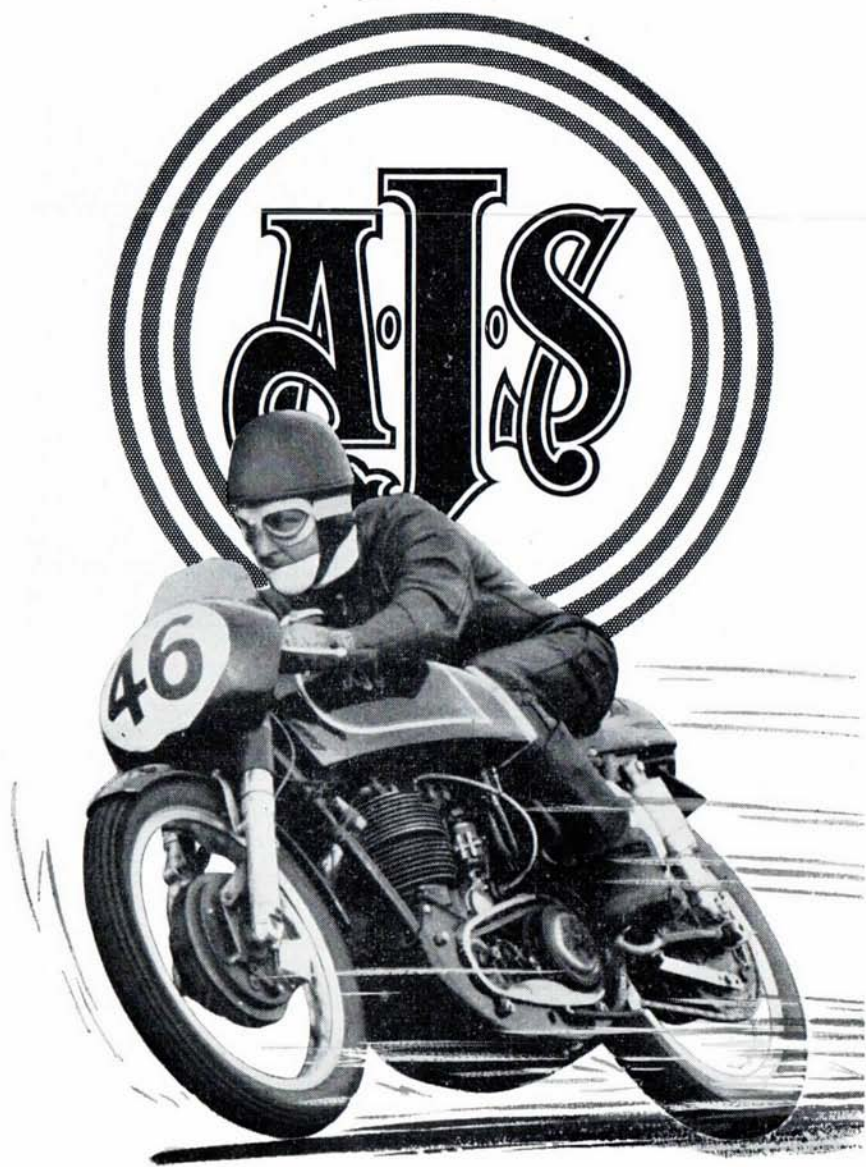
(Continued on page 157)



JOINING the West Kent M.C.C. in 1922, Gordon Cobbold rode at Brooklands on a long-stroke Sunbeam, gaining several successes. In 1923 he became a member of the B.M.C.R.C. and in conjunction with Harry Weslake who tuned his machinery, he won many races at Brooklands and gained a "Gold Star" in 1926. During 1927/28 he took part in a series of attempts on long-distance world's records for durations up to 12 hours. Also came fourth in the French Grand Prix of 1927 on a Sunbeam.

Sprint and hill-climbs also featured in Gordon's repertoire, for he often took part in these events on a very potent sprint model belonging to Males Cycles. In 1929/30 he rode for the Crystal Palace Dirt Team and in 1931 raced at the Buffalo Stadium in Paris. By 1933 he had given up racing and had taken a garage at Fulham where he stayed until the outbreak of the late war when he moved to General Aircraft Ltd., of Feltham, and was with this company for the duration.

After the war, in 1945, he rejoined the Club on its re-formation as a Founder Member and for the many years that followed was in charge of all programmes and sales. Now, Gordon is a Director of Parade Motors (Mitcham) Ltd., and also of Lambretta Hire Service Ltd.



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DOUBLE KNOCKER SAYS . . .

THE subject of standard sports machine racing cropped up the other day in a letter from **Mrs. Pat Wise**, whom it will be remembered rode with Eric Oliver in this year's Sidecar T.T. Mrs. Wise owns a Velocette Venom and wants to race it, but so far I think I would be right in saying she has only had one opportunity of so doing—at the M.C.C. High Speed Trials at Silverstone. Now this is a topic which could be discussed, and often is, for a very long time. I have often found that some of those keenest on the idea are those who own suitable machinery which, after all, is fair enough, but they are often quite blind to the lack of appeal this form of racing has for the public. I think that the attraction of standard sports car racing as practised at a number of car meetings today is much over-rated. No doubt it is all very good fun for those participating (expensive too if the last such affair I witnessed was anything to go by), but tame stuff for the onlookers. The same applies to 'bikes, I would have thought. Maybe there might be more in the idea if absolutely standard machines only were used and a representative selection of them could be gathered together. With only one or two makes (I will admit right away that the position is better in this respect than it was a year or two ago), with any possibility of success, the thing tends to lack variety and, therefore, interest. Perhaps the answer is to have a race for this sort of machine at one of our future meetings and see what sort of response there is. Yet I personally remain convinced that the only sort of race for standard machines which would be worthwhile is something like the Thruxton 500 Miles, preferably longer. What do you think?

We have news of two more members who have recently taken unto themselves fair wives. So we must hasten to offer congratulations to **Dickie Fifield** and **Reg Hasler**, both of whom were wed in August. Dickie we see either in charge of the Paddock Exit gate or on board a 50 c.c. Itom, while Reg has an old, but very speedy four-valve 250 Rudge on which he does very well.

Some of you may have noticed a film unit of Associated British Pathé at "Trophy Day" in July. This was taking

an especial interest in the three ladies who were riding in that meeting, Miss **Pauline Dale**, Mrs. **Helen Mitchell** and Miss **Barbara Bound**. This has resulted in the production of a Pathé Pictorial (191 is the number) which has now been released for showing. It has already been shown in the London and other main centres, but should still be about the News Theatres.

I have been to three sprint meetings in recent weeks and, by the time this appears in print, Ramsgate will be upon us. They have made a pleasant change from road-racing. Two of them were car and motor-cycle affairs while the other, Witchford, was solely devoted to two and three-wheelers. The thing which struck me, and to judge by what I heard, others too, was the difference in atmosphere between the car and motor-cycle competitors. I happen to be interested in both types of racing, but I know which of the two I prefer. This is a subject on which one has to be very careful, but the "snotty", unfriendly attitude of a lot of the car types is far, far removed from the helpful, very friendly spirit which prevails among our chaps. At Shelsley we were not able to beat them, but it was quite a different story a week later at Brighton. Also at the latter event, the four-wheelers provided the poorest of spectacles, by and large, compared with the amazing runs of Brown, Keys and Rous. While on the subject of sprints, I feel mention should be made of Alf Hagon's incredible performance on Gordon Colquhoun's big Vincent, the one Charlie Rous normally handles, at Witchford. His 11.28 secs. for the standing quarter is, as far as I can make out, by far the quickest over this distance ever recorded in this country. It beats Noel Pope's Gatwick record handsomely. Witchford was a pleasant event, almost a flashback to pre-war days, I suppose. Everyone had several runs, the course was excellent and the weather very fine (it would have been miserable if wet). Standard machine classes were introduced, but I was rather mystified at seeing at least three competitors running therein minus a lot of road equipment. Surely if a machine is standard it should have full equipment including lights! All the more credit then to **Tony Winfield**

(Continued on page 156)

CLIMBING UP SHELSLEY

by W. G. TREMLETT

FOR the second year running we enjoyed fine weather with hardly a spot of rain the whole day. Indeed it was positively hot in the Paddock. With a larger entry than we have had for a number of years, coupled with a diminishing number of cars, the motor-cycles had a greater share in the programme. It is a great pity, therefore, that the surface is getting so bad that it will nigh impossible for our chaps to get to grips with the really quick car types like Marsh, Boshier-Jones or Christie.

Practice held on Friday, a feature which must put off a lot of would-be competitors, was uneventful. A slight shower in the morning kept things quiet and, in fact, only three bikes bettered 40 seconds in practice; George Brown in 38.75, George Salt in 39, and Rob Fitton in 39.90. Several people were in trouble. Peter Tucker had gearbox malades and John Macdonald whose big Vincent was timed all wrong. Nonetheless, there were only four non-starters.

As usual the 350s set the ball rolling, with a steady climb by J. T. Griffiths on his 350 Norton, who, later on, became the only casualty when he hit the bank with his 500. Howard German gave Michael Tomkinson's old Velo an airing and got it to the top in 40.29, a good climb, but not good enough to beat George Salt's 40.15. Rob Fitton was third best in 41.33. Ernie Woods' old Norton was going great guns as far as the Crossing on its second climb, where its plug cried "enough" and it stopped.

The supremacy of the two big Manx Nortons in the 500 class was seriously challenged by Harry Voice with his very swift Excelsior-J.A.P. Harry's runs were remarkable; on the first he had hair-raising slides through the Crossing, a long bumpy left-handed sweep, and on the second he used all the road and very

nearly the bank too at the Esses; best time 39.22 secs. George Salt did a beautiful 38.86, second best of the day and Rob Fitton 39.63, good going for the first time at the hill. Two more good climbs were those of Brian Cuff in 41.13 and C. J. Williams in 41.40.

Naturally all eyes, including those of more than a few of the car types, were turned on George Brown and "Nero" when the 1,000s came along. He certainly did not disappoint and his first run in 37.74 secs. was very, very good. His start in particular was most noteworthy, for it can be no easy thing to get that particular bicycle off the line! Despite a somewhat "off" sounding motor Macdonald did 40.65, but German could not better 41.09 with the Douglas twin.

It was, however, left to the last motor-cycle class, the 'chairs, to provide what was probably the best run of all by our brigade. At long last, and heaven knows he's been trying hard enough, long enough, Bill Boddice beat the sidecar record, by 0.53 sec. to be exact, as he took 42.10 for his first run, and nearly equalled this second time up. It was in every way a model run, the start again being very good indeed—a really fine performance. Cyril Hale as runner-up.

As always, everyone seemed to enjoy Shelsley and as there were a heartening number of spectators present let us hope that it will not be the last. It is a pity that the event is not held on a Sunday (there is another hill-climb not very far away which has all its events on a Sunday and makes a profit) and it is also a matter of some concern, as far as two and three-wheelers go anyway, that the surface has deteriorated so much in recent years. These things are extremely costly to remedy though. Nevertheless it was all most enjoyable and I do hope we shall be back again.

DOUBLE KNOCKER SAYS . . . (continued)

whose Triumph Tiger 110 was quite normal—I believe he rides it to work every day—who was only beaten by one 1,000 c.c. machine.

The season is nearly finished now. They seem to go quicker than ever in

these times. Still we have one more meeting to come—on Saturday at the Palace. Let's hope it provides a great end to our 1958 racing. Then, of course, we have the Dinner, and one mustn't forget about the next year!

A DAY BY THE SEA

by W. G. TREMLETT

WITH over forty applications to ride, some sorting-out was inevitable for this year's edition of our annual pilgrimage (it has come to almost that these days) to Brighton. After selecting the team to challenge the Brighton and Hove Club's trio, the rest of the names were put in the hat and the requisite number drawn out. Unlike last year the weather was just the job and I for one had pleasant anticipations of the record being broken; not by one, but by three people.

Comfortably fastest in the 500s was G. F. Thomson with the Monroe-Norton who got away to a very fine start on his initial run and did 26.92 secs. Harry Voice did 27.64 to take second place in the class and last year's winner Les Kempster with his 30M Norton, 27.80. The Duggie twin, now with 500 motor in situ, was not awfully fast, Howard German up, but improved to 28.97 on its second attempt. Of the four 350s running in this class Mike Tomkinson's old Velocette did 30.48 against Ernie Woods' 31.20 with the Norton. It was nice to see Mike riding his own machine again.

The 1,000 c.c. solos provided the real interest of the whole event, cars and all. In the entry were the three fastest machines in the country and all quite capable of giving Roy Charlton's three years old record a knock. First of the three to go was George Brown. I think that I can honestly say that I have never seen so fast a getaway in my life. The car characters standing around just could not believe it! It was literally as though "Nero" had been rocket-propelled. Alas it was announced after some minutes that no time had been taken. The re-run was not happily managed and when he did get away one cylinder cut out after about 300 yards and 24.60 seconds resulted,

still third best time of the day, overall. Basil Keys, having just bought Frank Williams' 996 Norton-J.A.P., was having his very first run on it. Naturally, his start was not quite as assured as Brown's, but very good nevertheless. Once the Norton was under way it was fantastically fast and we were delighted to learn that the record had gone at 22.23 secs, or 100.6 m.p.h. His second run was slightly slower (22.35). Charlie Rous had had trouble with being held too long on the line on his first run, but made no mistake on his second. From a point three-quarters of the way up the course he seemed to be travelling at about 135 m.p.h. and the phenomenal speed at which he had approached us from the start was quite something. The result of all this was 22.05 secs, or 101.5 m.p.h. A truly magnificent effort. Somewhat understandably these three tended to overshadow the rest of the class which was a pity as there were two more very fine runs by George Breach and A. B. McPherson, both on 998 Vincents, in 26.40 and 26.25 secs, respectively.

The chair class was a needle match between Cyril Hale, Maurice Brierley and Les Bolton. Honours went to Brierley in the end, who did an excellent 28.91 to take the class from Hale (29.20) and Bolton (29.80).

Naturally the B.M.C.R.C. team which consisted of Brown, Rous and Keys took the team event with the amazing aggregate time of 68.88 seconds. All in all it was a very pleasant afternoon and a very satisfying one too. It was notable how organised were the motor-cycle chaps when it came to the start. They were ready when asked, and in their correct numerical order. This was in complete contrast to the cars, and was commented on by many. Proves something or other?

L. S. CHEESERIGHT (continued)

proved a great asset to officials of all sorts. You have no idea how difficult it can be to persuade a rider that so and so is not the same as sky blue pink.

Lately he has introduced a calculating machine which has speeded up the announcement of results.

When the regional cell system was introduced in 1953 he was stationed in Yorkshire and made an abortive attempt to start a cell there. The lack of support

evidenced then, persists today. Norman Bedford is having little better luck.

In his younger days, he spent some years after graduating at Durham University, in India, being invalidated home in 1930. He is now Deputy to the Chief Engineer of the National Industrial Fuel Efficiency Service.

His wife is also a well-known person at race meetings, where for some years she has worked in Race Control.

FIRST, SECOND, THIRD . . .

A summary of members' recent successes

WE begin this month's contribution with the Ulster Grand Prix at Dundrod, a very unpleasant Dundrod too from the weather angle. Once again **John Surtees** did his now familiar "double", possibly the best of the lot in view of the vile conditions. No one else could look at the M.V. Apart from John's superb performances two more members provided enormous interest, **Bob McIntyre** and **Terry Shepherd**. These two had a fantastic scrap in the 500 c.c. race in which Bob was 2nd, Terry unfortunately dropping the model. Terry was 3rd in the 350 and Bob 5th. Both **Derek Minter** and **Geoff Duke** rode extremely well too; the former being 6th in the 350 and 4th in the 500 and the latter 4th and 5th in those races. **Arthur Wheeler** was 6th in the 125 race. The next week-end was a fairly quiet one except at Errol in Scotland where **Bob McIntyre** continued his winning ways with two wins in 350 and unlimited finals and at Zeltweg in Austria where, at a new meeting, **John Hempleman**, one of our New Zealand members, won the 350 race and was 2nd in the 500 to Austrian Champion Gerhard Klinger in a "photo-finish".

August generally seems to have been a fairly easy month from the racing point of view, though the weekend of 23rd/24th saw three meetings; at Aberdare, Brand's Hatch and Bilbao in Spain. At the first named **Alan Trow** and **Mike Hailwood** between them cleaned up every final, the former on his two Nortons and the latter on the Ducati and NSU. **Fred Wallis** was second to Trow three times, while **Dan Shorey** had two 3rds in the small capacity events. At Brand's the following day **Derek Minter** was the star and won the 350 and 1,000 Invitation races in excellent style. **Mike Hailwood** was runner-up in the 350 and earlier won the 250 final with a new 250 lap record as well. **Bruce Daniels** narrowly beat **Laurence Flury** for 2nd berth in the 1,000 main race, Laurence being 3rd as he was in the corresponding 350 race. Both the non-expert finals were won by members: **Terry Brown** taking the 350 and **Chris Williams** the 1,000 on the almost veteran J.A.B.S. **Bill Boddice** won the sidecar scratch race, 1,200 miles away to the south. **George Salt** was continuing his successful season with a win in the 500 race and a 2nd in the 350 at Bilbao, a

good finish to his Continental season.

August concluded with two sprints (Shelsley is reviewed elsewhere in this issue) and a meeting at Zandvoort in Holland. At the latter a very good entry saw some fine racing with **Mike Hailwood** a close 2nd in the 125 race followed by **Arthur Wheeler**; the latter also netting 4th spot in the 250 race. Once again **John Hempleman** was outstanding in the 350 and 500 events, winning the first and being placed 2nd in the other. **Pete Ferbrache** was third in both big solo classes. A pleasant sunny day graced the Vintage Club's Witchford sprint; at least ten of the classes were won by members. **George Brown** was runner-up for fastest time and **Maurice Brierley** was best three-wheeler. Particularly noteworthy was **Brian Cuff's** extremely fast 500 run on a J.A.P. engine special. Another sprint took place in Jersey four days later and once again **George Brown** and **Maurice Brierley** took best solo and sidecar honours. In fact the former was better than anything—two, three or four-wheeled. Brighton came next—dealt with separately herein—and Mallory followed on the Sunday. Here **Mike Hailwood** carried all before him, winning 250, 350 and 500 finals. Back from the Continent was **John Hempleman** who was 2nd to **Hailwood** in 350 and 500, as was **George Salt**—3rd in the 500. "**Pip**" **Harris** won the sidecar scratch race, still on the Norton then, with **Fred Hanks** following him home. **Jack Murgatroyd** took his very quick little Velocette into 2nd place in the 250 race. On the same day in Finland the International meeting at Tampere was held where **Pete Ferbrache** did very well, winning the 500 race from German Champion Ernst Hiller and finishing 3rd in the 350 race as well.

We finish this month with one of the finest road-racing meetings there is—the Manx Grand Prix. With the Snaefell Trophy event for the newcomers previous to the Manx proper, it meant a pretty full time. The former event was won by **Philip Richardson** from Northwich in the 500 section and **Gordon Bell** of Raven-glass in the 350. **David Williams** ran second to Richardson and did in fact lead the race till the last lap. "**Ginger**"

(Continued on page 151)

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ST. DAVID'S TRIAL
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VICTORY TRIAL
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HURST CUP TRIAL
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COTSWOLD CUPS TRIAL
 Both Premier Trophies

BEMROSE TROPHY TRIAL
 Both Premier Awards

OULTON PARK RACES
(April 7th)

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

SILVERSTONE—April 19th

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

SUNBEAM POINT-TO-POINT

Senior	1st
Junior	1st
Lightweight	1st

DENMARK MOTO-CROSS
 Winner

SCOTTISH 6 DAYS' TRIAL
 Best Solo Performance
 Best Sidecar Performance
 Manufacturers' Team Prize

AINTREE
'RED ROSE' TROPHY
 Senior 1st
 Junior 1st, 3rd
 Ultra Lightweight 3rd

SWISS MOTO-CROSS
GRAND PRIX
 Winner

FRENCH MOTO-CROSS
GRAND PRIX
 Winner

INTERNATIONAL
SIDECAR RACE
OULTON PARK (May 26)
 2nd, 3rd

NORTH WEST '200'
 250 c.c. 1st, 3rd
 350 c.c. 1st, 2nd, 3rd

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

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BILL JARMAN'S COLUMN

I AM writing these notes just before the "Hutch" and prior to a long delayed visit to Munich. It so happens that the I.S.D.T. concludes when we are due to arrive and then the Festival starts. The latter is 800 years old this year and you can bet your boots that B.M.W. will join in the fun and games. What with the "Hutch", the Six Days and the great Festival—well, well!

* * *

A p.c. from Louis Lake in Canada indicates the fact that he is touring the Great Lakes for his summer vacation. He conveys the idea that the terrain is magnificent for scrambling but the chances of a real road-race are not very bright. Older members will remember Louis Lake as the cheerful chap who belted around the paddock with the mobile loud hailer. He once wrote to say he hopes to fly over, do a job at a big B.M.C.R.C. event and fly back again. Expensive but possible.

* * *

Many of you have similar ideas to mine. You don't care if it's coffee and conversation or beer and blether, so long as the subject is motor-sport. Imagine my surprise the other day when a load of literature arrived about racing engines for speed boats. As I'm not very keen on being sea-sick I've passed the papers and pictures to a man who revels in this kind of thing. The list of accessories for putting motor-cycle efficiency into car engines would delight the members of this Club.

* * *

I am delighted to observe that we now have quite a good percentage of overseas members. It may not be known that these enthusiasts are entitled to enjoy a half-rate annual sub. because of their geographical location. If you know anyone in this category, drop a note to the Secretary who will be only too glad to put them in touch with one another. Who is going to form the first overseas cell? I expect it will be in Australia but South Africa or Canada could beat them to it.

* * *

I am intrigued at the Editor's addendum to my suggestion in last month's issue about a "Jubilee 250" from Bracebridge Street way. Quite a large num-

ber of people have waited many years for a quarter-litre racer made in this country. (*Sorry, Bill, but I think it's a touring job.—Ed.*) It is far too long since we saw our chaps on a lightweight product from one of our famous factories. No, gentlemen, I am not forgetting our members who build superb machines at home, one at a time.

* * *

When this issue reaches you, and I hope you get it on the first or second day of October, we shall almost be due to appear at the Crystal Palace for the last meeting of the 1958 Speed Year. This date is Saturday, October 4th, and in case you're not satisfied, you can travel to Ramsgate on the following day. Sprinting is a great art and many of us are glad about the revival of this branch of racing. I really would like to see the fours having a go just to make a few odious comparisons. The big twin still takes a lot of beating for F.T.D.—or does it?

* * *

Dear reader, do you ever stop to think that a national club like the B.M.C.R.C. needs a magazine as an essential link for its membership spread all over the world? Have you ever thought of our Editor working at home, assisted by his wife (tea), at 93 Digby Drive, Marston Green, Birmingham, who gathers up and sets out the stuff for the printer? Then checks it all over before the P.O. get it. It's quite a spare time effort every month you know, so if you can send along anything good—have a go. There are some months when three people only have kept things going just for the joy of it. Good pictures, letters, articles and news are always welcome.

* * *

Prince Philip once said that the right place for a club badge is on the front of a crash hat. Agreed, but another good place is at the rear of the vehicle. It is most useful to be able to see that a fellow member is about the place and the tail seems to be a good position for racing or touring. Transfers as well as badges can be purchased from the Secretary at 1/9d. and 17/6d. respectively. Whilst you're at it you may as well buy a brooch for mum or her daughter. It all helps the Club.



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AREA NEWS

METROPOLITAN AREA

Alan L. Huxley,

'Court End,' Court Hill, Chipstead,
Surrey.

DURING the past two or three years there have been some very well attended social meetings of the Metropolitan Area Club Members and their friends at the "Prince of Wales Tavern", with Film Shows, Talks, etc., and I have been requested by the Committee to carry on this good work during the coming winter months.

Arrangements have been made for the first of these meetings, at the "Prince of Wales Tavern" on October 15th, when some good Esso films will be shown. Time 7.30 for 8.0 p.m., one member and one guest, but I'm sure everyone knows

that "all will be welcome".

Arrangements in hand for future meetings include Talks, Discussions, Film Shows and something a little new—a Sunday afternoon out with fun and games and prizes (if you're lucky), Tea and a jar or two in the evening. Further details will appear in this column month by month and also by circular letter to individual members when necessary.

Don't forget our first meeting this winter—October 15th, "Prince of Wales Tavern", in Long Acre, London, W.C., time 7.30 p.m. for 8.00 p.m.

THE EDITOR'S CORRESPONDENCE

I THOUGHT you might be interested to know that the brothers Alan and Don Johnson, former members of Bemsee, who left Datchet, Bucks, to settle down in Toronto, Canada, are once again 'in leathers'.

At present they have a 500 c.c. L/S. Manx Norton, with a brand new Manx on order for next year. At the recent Trophy Races held there, Alan finished 3rd in his Junior Grade Heat and 4th in the final.

This item comes from the "Canadian Motorcycle Association News" monthly magazine, which I receive. London, S.W.9.

J. W. Dakin.

(Mr. Dakin also enclosed a most interesting report of our 1958 "Silverstone Saturday" Meeting, taken from the "C.M.A. News".—Ed.)

A-C.U. NOTES

THE method of marking approved helmets with the A-C.U. stamp will be shortly altered and, when introduced, the new method will be a perforation on the leather harness and not a mark on the shell of the helmet. Helmets which already bear the A-C.U. stamp on the shell will, if in sound condition, still be accepted as conforming to the requirements of the A-C.U.

At August 19th the announced leaders of the A-C.U. Road Racing Stars were: 125 c.c., S. M. B. Hailwood (32 points); 250 c.c., S. M. B. Hailwood (54 points); 350 c.c., D. W. Minter (31 points); 500 c.c., D. W. Minter (32 points); Sidecar, tie between P. V. Harris and R. A. Robinson (22 points each).

**SEND IN NOW
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MAURICE WASELL

IT is with very great regret that I have to write of the death in an accident in the Manx Grand Prix of Maurice Wassell from Rotherham.

Maurice started riding in grass tracks and scrambles in 1950, mostly on a Triumph, and it was not until he finished his National Service that he took up road-racing, on a Gold Star B.S.A. He competed at many of the Midland and Northern short circuits, but the Manx remained his first preference. He finished 70th in 1955 Junior, at 68.54 m.p.h. In 1957 he had a new 7R A.J.S. and was

44th in the Junior and 40th in the Senior on the one machine, the latter at 78.54 m.p.h. This year he had been placed twice at Mallory Park.

Maurice was one of that great band of people, the riders who really make racing; who race for the love of the sport; who put an awful lot into their racing and are not unduly worried if they do not get into the first three every time out. Such riders are the backbone of our Sport, and Maurice was one of them. To his parents and family we offer our sincerest sympathies in their tragic loss. We do indeed all mourn his passing.

W.G.T.

NEW MEMBERS

K. F. Bowry	E. R. Lurcock
R. V. Brown	R. S. McInnes (Canada)
J. A. Coulson	F. A. Neville
L. M. Dando	J. R. Pepper
P. W. Dunstall	E. J. Pursey
R. V. Gasser	G. G. Revett
M. D. Grant	G. J. Rice
T. Hatton	R. L. Simpson
D. L. Hughes	M. J. Spalding
D. E. Jones	R. J. Tose
E. J. Judd	R. S. Tubbs
P. D. Knight	H. W. Tyrrell
B. F. Lister	J. C. E. Vaughan
K. E. Longman	J. York
S. W. Lovell	

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Message from the Secretary

Once again it is my pleasant task to offer through the medium of the magazine my sincere thanks to all those of you who have helped the Club, and myself, at the Meetings this year and, in particular, the "Hutch". I have been told it is the pleasantest job of the lot, being Clerk of the Course. Well, I won't argue that one now, but it is a source of immense benefit and comfort to me to have the help and the support and the advice of all who officiate and marshal at our Meetings. No matter whether you were a Judge or a messenger you all contributed something necessary to the smooth and efficient running of the Meetings. The Club and I are deeply grateful for your work and we thank you for it. I do hope that next year will continue to see us all going from strength to strength especially as it is the Golden Jubilee. In the meantime, thank you once again.

W. G. TREMLETT.

1958 MANX GRAND PRIX

On behalf of the Committee and all other members I would like to take this opportunity of congratulating all those members who rode so well in this year's September races. Especially, I feel, must a big "thank you" be said to the members of our teams. They all started and the "A" trio in the Senior were very near to winning the Team Prize with a 1st—3rd—22nd placing. Both "B" and "C" finished intact too in the Junior. Well done!

W. G. TREMLETT,

Secretary.

DON'T FORGET THAT DINNER!

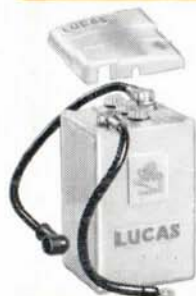
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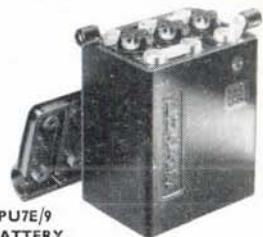
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