



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 11. No. 9. SEPTEMBER, 1958 ONE SHILLING



Work behind the scenes!
The Peter Darvill big Vincent in Silverstone's Paddock
(Photo: G. E. Hicken)

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FINAL FLING

For those who want to make a real sporting week-end to wind up the season there is the **CLUB DAY** at Crystal Palace on Saturday, October 4th, followed by the **Sunbeam Sprint** at Ramsgate the following day. The sprint is run over the measured quarter-mile from a short rolling start and the course is a private road owned by the Ramsgate Council. Called the Western Undercliff, and set beside the sea, it makes the ideal sprint course (and a lovely day at the coast for the kids). Classes catered for are solos from 250 up to 1,000 c.c., with an award for a 125, plus a vintage and sidecar class.

Practising in the morning from 10 a.m. and racing from 1 p.m. Competitors from 1957 and 1958 have already received regulations, but for those interested the person to contact is Dennis Bates, 55 Chatham Avenue, Hayes, Bromley, Kent.

and don't forget

“ CLUB DAY ”

. . . if you haven't entered by now you're too late

PLEASE NOTE

THE EDITOR IS NOW INSTALLED IN HIS NEW HOUSE AND ALL MATERIAL INTENDED FOR THE MAGAZINE SHOULD BE SENT TO:—

**93, DIGBY DRIVE, MARSTON GREEN,
BIRMINGHAM**

Bemsee

EDITOR :
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

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

DUAL DUELS

SEPTEMBER! Month of falling leaves, harvest-time and the drawing-in of the evenings. Time also for two national race meetings for the boys, albeit far apart in distance, but very close in spirit, for they are now both sporting institutions.

The "Manx", and all it means, is the first of these, in the month's second week, followed by our "Hutch" at that week's end. The T.T. seems quite far off now and it will be nice to have before us again the Island Mountain Circuit names—"Union Mills, Quarry Bends, Ramsey, Mountain Box, Governor's"

Bemsee will be well represented in the Island and we wish all the very best to our nominated teams and to our other lads riding there. The same goes for our "Hutch", where we all have vital parts to play in the day's organization. May it be the best yet!

Closing date for contributions — 14th of each month

COMMITTEE MEMBERS

Brief biographies of your present Committee

E. C. E. BARAGWANATH



EDWIN Charles Edward Baragwanath, or "Barry" as he is affectionately known by a great many people, is the oldest member of the Committee, both as regards age and racing experience. One of the oldest members of the Club too, for he joined in 1912. He was born at Cambridge in 1884. He was brought up in that city of learning and spent his first seven working years there as an apprentice with the Great Eastern Railway. He then came to London, where he has lived ever since except for the odd short period. Before the 1914-18 war he worked for a variety of firms which included the Great Northern Railway, Pickfords—where he worked on the first five Commer lorries in service—and the Argyll Motor Co.

It was during this period that he became interested in two wheels. In 1908 he had bought a 3½ h.p. Minerva, which very soon became too slow, so a J.A.P. motor was substituted for the original. In 1912 he met the late Bert le Vack and with him rode at Brooklands for the first time that year, on a J.A.P. An 8 h.p. Matchless replaced this and the first sprints were entered in 1913 at Luton Hoo and Southend. After the war, during which he worked for Tyler's on lorry engines, he soon got back into his stride. By now he had acquired a Zenith J.A.P., with which in 1920 he won sprints as well as races at Brooklands and took two world records. An eight valve MAG engine Matchless followed and then a 1,000 c.c. P. and P., which gave him several wins and could beat most of
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DENNIS BATES



ONLY recently elected to serve on the Committee, Dennis Bates has been a keen motor-cyclist for over ten years and was introduced to the sport by a former Club member in 1948. Finding himself short of entertainment one day, he volunteered for programme selling, which he found to be very lucrative as regards the commission paid; ever since then he has taken on one task or another at every Club meeting.

He admits he has had no racing experience, preferring the safer(!) sphere of trials riding for his entertainment, and succeeded in acquiring a sufficiency of ashtrays over a period of a few years. Has now retired due to pressure of work. One regret is that he only ever won one event, and that was in a car!

Was secretary of a South Eastern Centre club for some time, running trials and club events of all kinds. At present he is serving on the Committee of the Sunbeam M.C.C., and is principally concerned with running that club's quarter-mile sprints at Ramsgate, Kent. Naturally, being sprint-minded, he took a large part in the formation of the National Sprint Association earlier this year. Service for "Bemsee" includes selling admission tickets to gate-crashers at Silverstone (a job he advocates should be given to all grouzers), doing the results, and being Deputy Clerk of the Course first to Bob Walker and latterly
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SLIP UP LEADS TO A CAPTURE

By WEP DAWSON

"CRYSTAL PALACE!" he said.
"That takes me back. Good few years since I was there."

He lifted the petrol nozzle from the tank of my Hillman, hung it up and nodded again at the Bemsee car-slip stuck on the rear window.

"That'd be on the new circuit, wouldn't it?"

"The newest circuit," I said. "Mark 2 version of the pre-war one."

"That wasn't the first one, though, was it?"

"Don't tell me you remember the original one," I said.

He lifted his left trouser leg. "See that scar? Got that at the Maze hair-pin."

"What were you riding?"

"Wasn't riding anything. I was only thirteen. Fell off the fence when someone couldn't stop and came straight for me. Got a splinter in my calf six inches long."

He surveyed the traffic thundering past the petrol station towards Shap. Then he said:

"I've never been back since, but I've often thought of the old Palace circuit. Remember Gus Kuhn?"

"Nobody to touch him there, was there? Didn't he ride a cammy Calthorpe?"

"That's right. And who was it used to belt the chairs around?"

"Freddie Brackpool and . . ."

"Gordon Norchi! Fred had a Matchless, didn't he? What was it Norchi had, now?"

"Coventry Eagle, I think," I said, reaching back to the memory of happy days some thirty years ago. "I remember buying my first Raleigh on the strength of seeing what could be done at Crystal Palace with a 350. G. W. Hole was the rider, if I remember rightly."

"Remember how the track used to run behind the grandstand?" he asked.

"Yes, and then it dived down a ten-foot drop into the finishing straight . . . which was surfaced with loose shale."

"That's right, and I remember a chap once slid right across it and knocked the timekeeper's table for six."

"Good lord! I saw that too. It was a bloke called French. Spelt his name with two little f's and the week after there was a nice little cartoon of it in *The Motor Cycle*" by Leslie Grimes. The caption was 'French makes fun of the officials!'"

"Well I'm damned! That's stuck in my mind, too. Fancy that. After all these years."

He gave me my change. "You'll be going to that Metropolitan meeting, I suppose?"

"No such luck. I'll be in Newcastle."

"What have you got the slip stuck in the window for, then?"

"Oh, well, you never know. Someone might be going down South about then who'd like to know there was some motorcycle racing on."

"Haven't seen a race meeting for years. Anything doing up this part of the world?"

"Plenty of scrambles."

"No, I mean road-racing. The real thing."

"Only at Charterhall. That's not too far, you know. Next meeting's in a week or two."

"You know, I've a good mind to go, just for old time's sake . . . and to hell with the family!"

"Take 'em with you. Have a picnic. Make a day of it."

"You going?"

"Certainly, all being well."

"Then look out for me."

All of which, on a strict profit and loss basis, constituted an entry on the debit side of Bemsee's account for the Metropolitan meeting.

Item: One car slip, value 'X' pence.

Result: Someone encouraged to go to Charterhall.

But in the larger ledger showing the state of the sport, that little slip has made a wonderful profit.

Item: One car slip, value 'X' pence.

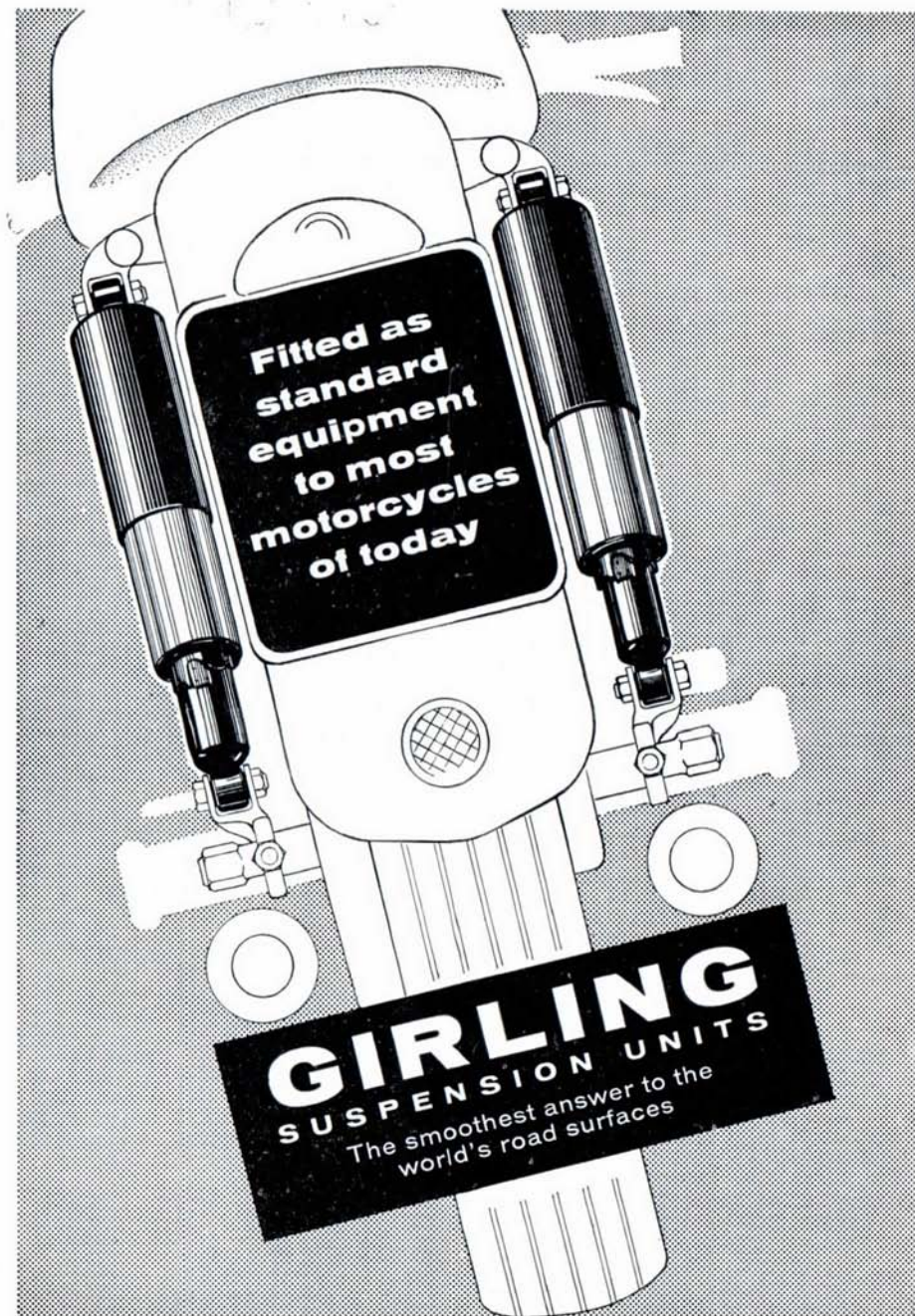
Result: One enthusiast recaptured, complete with family.

That's not a bad return for 'X' pence, is it? So don't forget, chaps. Make sure your slip is showing!



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THE PALACE ON AUGUST MONDAY

FOR the first time we were asked by the London County Council to run our now well-established "Metropolitan Meeting" on a Bank Holiday. This was an innovation that was a decided success and it is to be hoped that it will be the first of several on this date.

Practice took place on Monday morning and, for those who wanted, on Saturday afternoon as well; some 100 competitors took advantage of the latter period. Both periods passed off without any untoward happening, save that Frank Sheene dropped his little Astor in the Paddock and J. R. Pearson cut his leg and bent his 250 Velocette when he dropped it in the Glade. On Monday morning, Laurence Povey had the misfortune to suffer a broken crankshaft on his 500 B.S.A. and managed to remove a tree in the ensuing melee. I am glad to say he was not much hurt and very gallantly rode his 350 in that race later in the day.

Race 1—50 c.c. 22 starters contested this 4 lap event and a great tussle between Fred Launchbury (Gatto-Itom) and Ned Minihan, who had taken over the Astor from owner Sheene, resulted in a win for the later at 51.43. Itoms of one sort or another filled the first seven places, Noel Dicks being third.

Race 2—350 c.c. (A). With only two non-starters, two of the reserves did not get a ride, and P. H. Horton (Norton) won easily from K. Watson and M. D. W. Sandison, who had a great scrap for 2nd place for most of the race. It was said to be Horton's second or third race, so his performance was a very noteworthy one by any standard.

Race 3—125 c.c. Another easy win featured this race, for Mike Hailwood, on the Grand Prix Ducati and not the Paton he was down to handle, had no opposition at all. That still did not prevent him from breaking lap and race records in this category. He did one lap at 68.74—some going for a 125! D. M. Field on an M.V. was a lonely 2nd, but J. E. Field (Ducati) and Bill Peden (Montesa) were practically level as they crossed the line. Five different makes featured in the first six places.

Race 4—350 c.c. (B). The other member of the Horton family, A. B., looked to have this race well in the bag, riding really nicely on his Norton. Alas, unlike his brother's, it failed to last and went

cut with mechanical trouble, leaving the race to G. R. Butler's hybrid Norton-B.S.A., which had come up to second after a poor start. A tremendous "dice" for second berth resulted in D. J. Beckett just getting that position, even though he had a brand new and not fully run-in motor in his Gold Star. Two 7Rs, Brian McEntee and H. L. Urquhart up, were next to finish.

Race 5—Sidecar (A). A really immense scrap involving E. A. Vincent, E. F. Norster and J. Horan featured in this race. The Vincent had the greater speed on the straights, but the other two had the advantage on the bends. Unluckily Norster rather overdid things and crashed, leaving the other two to battle it out and Vincent to get his Triumph over the line one second ahead of Horan. It was in this race that Bill Bragg had the misfortune to crash on Anerley Rise.

Race 6—1,000 c.c. (A). One man dominated this race from start to finish, I. Clarke and his Norton. He won by 16.8 seconds at 69.26 and also made the best lap. G. J. Griffin, another rider in his first season, was an equally easy second, but A. B. McPherson only got his big Vincent over the line one second in front of Graham Stroud's G45. George Breach's beautifully kept Vincent Grey Flash, a *rara avis* these days, was sixth, its owner having sold it before the meeting.

Race 7—250 c.c. Mechanical derangements during practice had taken heavy toll of the 250s, S. Glover having had valve bothers, Peter Tucker a broken connecting rod, Pearson a spill, the four cylinder R.P. oiling troubles, and Ken Dearman some form of mechanical derangement in his Velocette. Once again Hailwood won very comfortably on the NSU, with Phil Read on another, less fast example of this marque as runner-up, 30 seconds in arrears. There were a number of retirements and only 10 finished. C. S. Todd, all the way from Rhyl, could not get his K.T. Special to start, a similar fate befalling Launchbury and Friend.

Race 8—350 c.c. (C). This was a tremendous race led from the outset by Bruce Daniels riding in masterly fashion and very closely followed by E. F. Wooder and Ned Minihan, once he had recovered from rather a slow start. While

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THE PALACE ON AUGUST MONDAY (continued)

Daniels never lost his lead, there was never very much in it. Wooder went out after a superb ride and Bruce held off his other rival to the tune of 2.4 seconds at the end. Behind these three Frank Perris and Ted Washer were never very far apart, while to their rear a goodly scrap featured Roy Mayhew, Mike Hailwood, Brian Setchell and Len Rutherford. Minihan did the best lap at 74.24.

Race 9—Sidecar (B). Despite the presence of Cyril Smith and his redoubtable Norton, Bob Robinson, handling the big Vincent superbly, ran off with this race. Deceptively easeful down the straights, he was really colossal on the corners and well deserved his win at 68.36. Smith did not seem altogether happy as he was hard pressed all the race by L. Wells, who actually passed twice, but could not

hold his advantage once gained. B. N. Green was a close fourth, while the E.T.Y.—Triumph retired.

Race 10—1,000 c.c. (B). With even greater opposition from Minihan in this race, Daniels still managed to win, riding magnificently. At first it was Frank Perris who gave challenge and for several laps there was practically nothing in it. On a number of laps the two of them were side by side going into Ramp Bend. Minihan, who had again started none too quickly, was soon third and steadily caught up the leading pair and swooped on Perris on the last lap, to beat him for second berth by 2/5ths of a second. Mike Hailwood, despite making the fastest lap of the day and thus winning the "Metropolitan Trophy", could not better fifth place behind Washer.

MUTUAL AID

For Sale. 1938 International Norton. Dual seat, swinging arm. Motor overhauled February 1958—new big-end, mains, valves, guides, springs, sprockets, timing chain, etc. Wheels rebuilt, brakes relined. An enthusiast's machine—must sell to appreciative buyer. £75. R. D. Llewellyn, c/o B.M.C.R.C., 34 Paradise Road, Richmond, Surrey.

For Sale. 1958 500 Manx Norton. As new. C/w fairing. £480. A. E. Moule, Colmore Depot Ltd., John Bright Street, Birmingham.

THE EDITOR'S CORRESPONDENCE

I HAVE just read A. J. Wiffen's letter in "Bemsee" (August) and, like a knight in shining armour, go to the rescue of the announcer who said the "Vintage" boys were using alcohol fuel.

I feel like the small boy who got up in the classroom. Please, Mr. Wiffen, I was using alcohol and I know several more were.

Do I get the cane?

Gerrards Cross.

J. W. Lemm.

E. C. E. BARAGWANATH (continued)

the 8/45 J.A.P.s. The first Brough came into his hands in 1925 and he did not thereafter race anything else. He was immensely successful with the Broughs. Perhaps the greatest achievement of all was the "Gold Star" with a chair at 103.97 in 1932. By this time the Brough was "blown". His last race was in 1933.

Since that time he has devoted his spare time to the sport and to the Club in particular. He was elected to the Committee for the first time in 1924 and since then has only missed five meetings. He can only remember missing one A.G.M. He is now a life-member of the Club and one of its Vice-Presidents. Since this last war he has acted as a Scrutineer and, latterly, as a Steward.

DENNIS BATES (continued)

to Guy Tremlett, before taking on the responsibilities of Chief Marshal for 1958.

For Trophy Day he introduced a new system of marshalling, which he is convinced will improve the already high standards and bring about a better understanding between riders and marshals. Dennis believes that the job of a marshal is of inestimable value to all who go racing, and marshals should not only have pride in doing a good job, but the members as a whole should be proud of them.

In business he is an executive in a London advertising agency, is married and lives at Hayes—the one in Kent! His wife, Pat, is a frequent helper at all the meetings, dealing with armbands and the signing-on of marshals; in fact, like all wives, an invaluable help.

FIRST, SECOND, THIRD . . .

A summary of members' recent successes

OPERATIONS this month started with the Belgian Grand Prix. **John Surtees** scored his third classic double of the season to win the 350 and 500 classes. **Derek Minter** was 4th and **Geoff Duke** a very close 5th. **Geoff** bettered his position by a place in the Senior event and **Bob Anderson** followed him into 6th place. In the three-wheeler race, **Cyril Smith** and **Jackie Beeton** finished 4th and 5th respectively.

During the following week was the "Southern 100" in the Island. The Junior and Senior events developed into two of the increasingly familiar cut and thrust duels between **Bob McIntyre** and **Terry Shepherd**. **Bob** led the way home in the 350 race, but **Terry** turned the tables on him in the 500 class. **Ginger Payne** did particularly well, finishing 5th in the Junior and 2nd in the 250 class. Closely following him in the latter was **John Patrick**, with **Dennis Pratt** and **Bernard Hunter** 5th and 6th. Another notable achievement was the 6th place gained by **Des Craig** in the 500 class.

July 12th at Castle Combe was a field day for **Mike Hailwood**. He put in three fastest laps, one of which, the 125, was a lap-record, while winning the 125, 250 and 350 classes. His fourth win was with his 250 NSU in the class handicap event. It was an NSU day out, for 2nd and 3rd places in the 250 class went to **John Hamilton** and **Les James**, similarly mounted. The 500 race was won by **Derek Minter**, while the sidecar scratch race provided a win for **Bill Boddice**, **Bob Robinson** following him into 2nd berth. **Les James** was on winning form in the Junior non-experts' race, the Senior being won by **Norman Price**. **Ben Gross** chucked up a 2nd in the sidecar handicap.

The results of the meeting at Brands Hatch on the following day were quite a mixed bag. **Derek Minter** was the only one to win more than one race—the 350 and 500 Invitation events. **Mike Hailwood**, who was 1st in the 250 race, followed **Derek** in the 350, with **Laurence Flury** 3rd and **Bruce Daniels** 4th. These two swapped around in the Senior event, finishing 2nd and 4th. **Tommy Thorp** had reason to feel pleased with himself; he won the 200 race on a 175 M.V. and then was 2nd to **Mike** in the 250 race

with the T.T.S. **Dudley Edlin** was 2nd in the 200 race with his 125 M.V. and 4th was **John Bacon** (Ducati). **Mike Hailwood** fell early in the race when in the lead, but rejoined it to finish 5th. 3rd and 4th in the Lightweight class were **Alan Pavey** (NSU) and **Ken James** (Excelsior). In the Non-experts' events, **Ken Payne** (A.J.S.) was 1st home in the Junior, with **Tony Horton** (Norton) 2nd and **Ken James** (A.J.S.) 3rd. **Bob Lawrence** was 3rd in the Senior. **Bill Boddice** was on his usual winning form in the sidecar scratch race, but **Ben Gross** ousted him in the handicap. **Fred Hanks** and **Ken Beere** were 3rd and 4th in the scratch race.

Several members who also belong to the Leicester Query Club competed at their closed meeting at Mallory Park on the same day, with a fair amount of success despite torrential rain which flooded the track in several places. **Les James** was 2nd in the 250 class on his NSU and 3rd in the Unlimited class with a 350 Norton. **Ernie Wooder** was 2nd in the 350 class, with **Robin Good** 3rd. **Robin** also scored a 2nd in the 500 class. **Peter Middleton**, who was 3rd, did even better in the Unlimited race to finish 1st. **Maurice Wassell** was 2nd.

On July 20th the German Grand Prix was held at the Nürburgring, and once again **John Surtees** scored a double with his M.V.s. **Mike Hailwood** scored a 4th in the Junior race and **Bob Anderson** followed him into 5th berth. At another "overseas" event, the annual National Hill Climb at Bouley Bay, Jersey, on July 24th, **John Macdonald** got 2nd fastest time in the over 350 class with his big Vincent, while two days later **Dick Carman** was in Northern Ireland for the "Temple 100" meeting. In the 350 scratch race he took 3rd place, while in the "Temple 100 Handicap" he was 5th, still with his 7R. Meanwhile **Peter Bettison** was earning himself a 3rd in the 1,000 c.c. race at Rhydymwyn.

The big event on July 26th was the Junior race of the Swedish Grand Prix; the boys were out in full force, and of the first nine places only one, the 8th, was not a member of the Club. The honours went to **Geoff Duke**, **Bob Anderson**, **Mike Hailwood**, **Alan Trow**, **Geoff Monty**, **Michael O'Rourke**, **John**

Hempleman and **Peter Ferbrache**. On the following day **Mike Hailwood** (NSU) and **Geoff Monty** (G.M.S.) were 2nd and 3rd in the 250 race, and in the Senior **Geoff Duke** clinched the double after a terrific battle with **Dickie Dale**, with **Terry Shepherd** in 3rd place.

Bob McIntyre had stayed in Scotland for the Charterhall meeting on the 27th. It was certainly his day; he won every race he entered, seven in all! Other winners were **Stan Cooper** (S.C.M.) in the 500 Non-experts', **Jack Murgatroyd** (Velocette) in the first 250 race (**Jack** was 2nd to **Bob's** NSU in the second 250 race) and **Bob Robinson** (Vincent) in the sidecar event. **Tony Sugden** had a 2nd and a 3rd in the two 350 races and **Alan Shepherd** was 3rd in one of the 500 races.

Indulging in the gentle art of trialling on three wheels on August 3rd, **Bill Slocombe** was second best sidecar in the National Clayton Trophy Trial. August Monday provided a varied bill of fare. Apart from our own meeting at the Palace, there were three other road race meetings, a hill climb and even a meeting in Canada!

The Cadwell Park meeting was open to E. Midland Centre and was **George Catlin's** day. Having won the 250 race and finished 2nd in the 350, he then went on to win the 500 race, with its attendant "Coronation Trophy" and prize of £100. 2nd in the 250 race was **Dan Shorey** (Norvel) and 3rd was **Peter Tomes** (J.E.L.). The 350 race was won by **Tony Sugden** after close dicing with **George Catlin**, and **Bob Lawrence** followed them into 3rd place. Heat winner **Fred Wallis** came 2nd in the "Coronation Trophy" race on his B.S.A. and **Bob Rowbottom** was 3rd. Among the three-wheelers were **Fred Hanks**, who was 3rd in the scratch race, and **Ken Beere**, who finished similarly in the handicap. Leading light at Oulton Park was **Bob McIntyre** with three wins—in the 350 and both 500 races, one of which was

for the "Les Graham Trophy". The 125 race was an M.V. benefit, the pilots being **Terry Shepherd**, **Gary Dickinson** and **Ross Porter**. **Les James** was 2nd to **Dickie Dale** in the 250 race. **Terry** was in the money again in the 350 event, finishing 2nd, and 3rd man was **Bob Anderson**. The 500 Experts were **Bob McIntyre**, **Bob Anderson** and **Geoff Duke**. **Geoff** picked up a place to finish 2nd in the "Les Graham Trophy", with **Alan Holmes** tailing him. The winning 500 Non-expert was **Michael Hancock**, with **Maurice Gittins** 3rd. **Len Taylor** had a pretty successful outing in his two races, finishing 1st in the scratch race and 2nd in the handicap. The "British Road-Racing Championship" meeting at Thruxton provided **Arthur Wheeler** with his first win with the 125 Mondial. **Tommy Thorp** on an M.V. was 3rd. **Geoff Monty** (G.M.S.), **John Hamilton** (NSU) and **Derek Minter** (R.E.G.) followed **Fron Purslow** home in the 250 race, with **Derek** putting up the fastest lap with the R.E.G. It was **Derek's** day in the bigger classes, **Tommy Thorn** and **Ginger Payne** being 2nd and 3rd behind him in the 350 Championship. To round off his effort he was awarded the "Daily Herald" Challenge Trophy for the most meritorious performance of the day. **Jackie Beeton** scored a 2nd and a 4th in the sidecar scratch and handicap races.

Ernie Woods travelled far afield to Penzance for the Tregwainton Speed Hill Climb, justifying his excursion by putting up F.T.D. in the 350 and sidecar classes with his Norton and Mog Rudge. **Harry Voice** rode his Excelsior into 1st place in the over-350 and Championship classes, and earned himself the "Varsell Cup" for F.T.D.

Ed La Belle showed the flag at the Canadian Road-Race Championship meeting. Despite the fact that an early pit stop had relegated him to last place, he worked his way up through the field to finish 1st after a terrific dice.

DOUBLE KNOCKER SAYS . . . (continued)

Brown, Charlie Rous, Frank Williams, John Macdonald and Howard German in the entry. And while still on the subject of sprints, may I draw your attention to

Dennis Bates's reminder under the heading "Final Fling". I can vouch for the fact that Ramsgate is a very pleasant event.

BENEVOLENT FUND

H. A. Voice F. J. Williams A. Higginson 'Anon.' H. O'Neill

We acknowledge grateful receipt of these contributions,

DOUBLE KNOCKER SAYS . . .

MANY people expressed considerable surprise when they heard that 178 entries were received for the "Hutch" in the first two days of entries opening. I am not, for racing has never been more popular, as far as the riders are concerned, than it is today. One has only to look at August Bank Holiday Monday to realise that. Then there were four race meetings on the one day and three of them at least were over-subscribed. It is not at all easy for someone just starting to race to get an entry at some circuits, where the method of accepting entries leaves a lot to be desired. Mind you, there is also the consideration of attracting a decent "gate" and to do that the stars have to be present. There is a way of getting over this, to a fairly great extent anyway. A proportion of entries should be accepted on a first-come, first-served basis, with the balance selected. For a very big meeting I suggest this proportion ought to be about 80% to 20%; for a lesser, i.e. ordinary National meeting, 90% to 10%; while for open-to-centre and closed events I feel to accept entries in order of receipt is the only fair way. As Dennis Bates remarked in his excellent article in our July issue, there are three bodies who make race meetings possible: riders, spectators and officials. Spectators provide the money to make the meeting possible, and this still applies even if an organiser has the good fortune to have the backing of a commercial sponsor.

It seems to me that what is wanted now, in addition to the well-established major events, are a number of closed events at various circuits up and down the country. Meetings such as our own "Trophy Day" are what I have in mind. These meetings would be welcomed by the ordinary rider from what I have heard. An entry fee, not necessarily a very large one, would be charged and there would be no prize money, but possibly trophies and the like. I have often wished that it might be possible for the Club to have more than one club meeting at Silverstone, but this cannot be. It strikes me, therefore, as all the more incomprehensible that some people, who presumably profess to have the interest of the sport at heart, resent the Club's attempts to provide more racing. After all, they seem to forget that the Club is the British Motor Cycle Racing

Club and that it comprises in its members at least 80% of those currently racing in this country. Perhaps that is enough said at the moment on that particular subject, though I think you will be hearing more about this before very much longer.

We had a letter the other day from **George Salt** from Vichy in France. It would appear that George is enjoying his season on the circus very much. He has certainly had a successful one in France and Spain and has beaten many redoubtable opponents. A day or two previous to his letter he had been to a meeting at Obernai, where he had won the 500 race and finished as runner-up in the 350, and created a new lap record. George is hoping to get over to Shelsley, an event which he greatly enjoys, petrol-burning, road-racing Nortons notwithstanding! And talking of the smaller Continental events, did you read that very interesting article in one of the motor cycling journals about the tragic "do" at Cadours, the meeting at which poor Keith Campbell was killed? There is something to be said for having an efficient race organisation.

News of another member married recently has just reached us. **Brian McEntee** tells us he was wed on August 9th—so hearty congratulations and every best wish for the future. Brian rides a 7R, which he says is a little "clapped" at present. He was so busy getting married that he forgot to enter the "Hutch" in time!

By the time this article sees the light of day (or print rather) we shall have been to Shelsley. Whether or not it will be for the last time still remains to be seen. Apparently the announcement in last month's magazine was a little premature. The entry last year was a very good one when all things are considered, particularly the Friday practice, and the number of road-racing types, as opposed to sprint experts, was most encouraging. How pleasant it will be if we beat the car boys in the team event and carry off the "Fray Challenge Cup". This, in turn, reminds me that we have another revenge to take at Brighton on Saturday. We ought to manage this, provided the weather remains kind to us, with **George**

(continued on page 141)

SUCCESS proves
they build durability at
DUNLOP

Successes to date during 1958 include:—

ST. DAVID'S TRIAL
 Both Premier Awards

VICTORY TRIAL
 Victory Cup

HURST CUP TRIAL
 Winner

COTSWOLD CUPS TRIAL
 Both Premier Trophies

BEMROSE TROPHY TRIAL
 Both Premier Awards

OULTON PARK RACES
 (April 7th)

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

SILVERSTONE—April 19th

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

SUNBEAM POINT-TO-POINT

Senior	1st
Junior	1st
Lightweight	1st

DENMARK MOTO-CROSS
 Winner

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

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

SWISS MOTO-CROSS
GRAND PRIX
 Winner

FRENCH MOTO-CROSS
GRAND PRIX
 Winner

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

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

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

DUNLOP
built better to last longer

COMMITTEE NEWS

Meeting held on Monday, August 11th, 1958.

Present: H. L. Daniell (Chairman), E. C. E. Baragwanath, D. Bates, L. S. Cheeseright, G. C. Cobold, D. J. H. Glover, A. Squillario, I. F. Telfer, R. C. Walker and the Secretary.

Apologies were received from E. Cooper, W. G. Jarman, N. B. Pepe and G. E. Tottey.

The Minutes of the previous meeting were agreed and signed by the Chairman.

Manx Grand Prix: details of team entries were discussed and the matter was left to be settled by the Secretary and Mr. Squillario.

Carrowodore 100: an offer by three members to form a Club team in this Irish race was accepted.

Mallory Park: the current position was discussed. It was noted that the regulations for the September 7th meeting were received a week before entries closed. Several members of the Committee expressed the hope to be able to go to the meeting.

Sunday Observance Act: a further attempt by Mr. D. Howell, M.P. for Birmingham South, to get redress in this matter had been supported by the Club, but the Secretary regretted to advise that it had met with no success so far.

Long Marston: the Secretary gave a report on this event, which was discussed and accepted. Several points were noted for future meetings.

1958 "Trophy Day": the Secretary's report, as Clerk of the Course, on this event was received and considered. Mr. Bates submitted his report on the revised

marshalling system. Several points for future meetings were noted, but it was felt that the new system would prove to be a great asset to the Club.

1958 Metropolitan Meeting: the Secretary gave his report, as Clerk of the Course, on this meeting. This was noted with general satisfaction, though several points were taken note of for future reference. Mr. Bates and Mr. Huxley submitted a report on the marshalling. It was agreed to discuss a revised telephone arrangement, the present one not being satisfactory. Warm tribute was paid to the work of Mr. Mason, the senior Travelling Marshal.

1958 "Hutchinson 100" and "Club Day": details of these two meetings were discussed and agreed. It was agreed to invite the South Eastern Centre and the Vintage M.C.C. to the latter. The programme of events for it, submitted by the Secretary, was approved.

Witchford Sprint: the invitation of the Vintage M.C.C. to their sprint meeting at Witchford Aerodrome, Ely, was formally accepted.

New members were elected.

The next meeting was fixed for Monday, September 22nd.

New Trophy: The offer of a new trophy to be called the "Torquemeter Trophy" made by Mr. W. H. Pusey on behalf of the directors of the M.H.H. Engineering Ltd., of Bramley, was accepted. It was agreed that this trophy should be awarded to the Club member who put up the best performance in the World Championship events in the year, on a points basis similar to the B.M.C.R.C. Championship competitions.

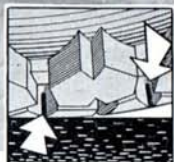
NEW MEMBERS

The following New Members have been elected :-

D. Allen	P. D. Evans	S. H. Sharpe	B. R. Gooch
C. L. F. Anderson	D. A. Fender	P. Spahr	Miss I. V. Hotham
A. Austin	M. H. Fletcher	J. T. Squibb	P. V. Jarvis
J. R. Bailey	B. N. Green	C. Teh (Malaya)	E. A. Lavington
W. D. Bragg	D. Guy	C. S. Todd	H. W. Lee
M. J. G. Brown	F. Guy	B. B. Walsh	A. A. Morgan
J. Carter	D. J. Henderson	R. A. G. de E.	T. C. Nicol
J. C. Chatfield	(S. Rhodesia)	Willoughby	W. T. Pain
G. D. Clarson	N. Lightfoot	B. Briggs	L. Pillier
F. A. N. Cochran	R. A. McCarty	(New Zealand)	M. J. Reed
P. J. Corlett	A. B. Martyr	W. T. Butler	B. E. Schroder
L. H. Court	T. B. M. Nicholson	D. J. Dicker	C. J. Smith
D. E. Davies	E. J. Noblett	T. F. Eden	T. R. Upfold
J. B. Dobson	R. C. Nurden	R. M. C. Eskins	R. M. Watts
J. G. Donnelly	A. P. Phillips	J. Freeman	A. Wright
J. C. Downey	G. A. Quinlan	D. L. Frost	
F. C. Ellis	R. A. Robinson	J. D. Gobbett	



in weather like this . . .



Knife-cut slots in the 'S.M.' rear tyre give drainage in wet weather, protect against 'break-away'.

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The studded S.M.—SAFETY MILEAGE on your rear wheel—diagonally grooved for skid resistance and maximum braking, round contoured for full power at any cornering angle.



BILL JARMAN'S COLUMN

TWO pals called on me at different times during a rare spell of hot weather. One came in a water-cooled car and the other on an air-cooled motor-cycle. Both complained of overheated engines and blamed the weather, but really close examination revealed some interesting points which are passed on for the information of all members. The front roots of the cylinder fins on the bike were so bunged up with muck that it took a hacksaw blade to loosen it. The car was blanketed with badges and the radiator was well stuffed with dead insects. Verb. sap., etc.

* * *

Apart from the above, both vehicles were fitted with air cleaners which had obviously been doing their duty judging by the state of the "strainers". What the fuel and air mixture was like makes me think that things were "filthy rich", as Freddy Dixon used to say. Now go and take a look at your various vehicles just to see if you are wasting good cash every time you go from A to B and so on.

* * *

I have had no less than seven letters from members during the past month enquiring about the state of my health. To these kind people and those who have called or 'phoned, I have to report that I am compelled to take life somewhat quietly due to damaged legs. It has not been easy to obey the various medicos, but when these highly qualified men are interested in motor sport, who am I to defy their very definite instructions? There is a moral in this paragraph which applies to all our racing members. If you damage a leg, or legs, do not dodge the M.O. If you do, you might regret it in later life.

* * *

Members in the Leicester area may like to know of the "Coronation Hotel", where "Mine Host" is none other than Vic Sturla, who has been associated with our sport for many years. Members who were in the "Falcon Cliff Gang" before the war will be glad to know that Vic is back in the old Club again, despite business commitments which make it difficult for him to come to the meetings, as he would like.

* * *

Appearance, we are told, has little bearing on performance, but I see no reason why good design should not go with good looks. That's why I have always had a sneaking regard for one make of racer of yesteryear. No, I won't name it, but most of you will recognise the breed from the foregoing remarks. Maybe some of you have ideas of your own on the subject of the best looking racing machine, so I suggest "Letters to the Editor", please. Peter Wright is always on the look-out for copy and you can do something about it. Don't leave a tiny handful of fellows to keep things going every month.

* * *

Do you ever amuse yourself browsing over the records? I have recently been doing it with the T.T. and observed the fact that Stanley Woods started in thirty-seven events during the years 1922/39. During that time he won ten of them, got three second places, one third, four fourths, two fifths and one sixth position, which was the lowest berth recorded, because he retired due to various electrical and mechanical defects in the remainder. In spite of A.D., he turned out again in 1957 and qualified as a reserve rider in the Golden Jubilee T.T. I have roughly worked out that Stanley has done over a thousand practice and racing laps of the proper T.T. course.

* * *

Let us offer our congratulations to Norton Motors Ltd., who have reached their Diamond Jubilee. Although the B.M.C.R.C. is one year short of its Golden Jubilee, we can at least claim to have been associated in one way or another for five-sixths of this amazing period in the history of the world. Quite a few good ideas have emanated from Bracebridge Street, Brooklands and the Island with Norton and "Bemsee" members in the foreground as well as the background. Given a free hand, how would you celebrate this occasion? To start the ball rolling, I venture to suggest a quarter-litre "Jubilee" Norton. (You should see what's running round Brum these days!—Ed.)

* * *

Cast your mind back to August Bank Holiday. Members of this Club were

(continued on page 147)

TONY OVENS

IT is, alas, my very sad duty to put pen to paper and record the passing of yet another member of the Club last month. For on August 12th I learnt that Tony had been killed while on his way to church two days previously. As I write these few words I feel, indeed, sad at heart that we shall no more see his cheerful person at the meetings and his sterling worth both as a rider and as a marshal.

I am not quite sure when he began to ride motor-cycles, but I feel sure it was before he was 16. Being the son of a Cirencester farmer, there were always the necessary fields available. His early racing was carried out entirely on Triumphs, a make which he liked very much. I well remember a very wet "Hutch", 1952 it was if I recall aright, when he rode the Tiger 100 he had at the time in quite brilliant fashion to finish third to John Storr in the event for the "Mellano Trophy". Latterly he had followed the fashion and gone over to a 500 Norton,

and on that he had a very serious accident in T.T. practice in 1956. At the time he had caused quite a sensation by putting up very fast practice laps. That he recovered to ride an ordinary road machine well within a year was remarkable, and his great enthusiasm and courage was not one whit daunted when he broke a leg again avoiding a dog on a greasy day. He was determined to race again if he was quite fit, but, characteristically, not until he was quite fit.

And now he is taken from us, one of the finest private owners the game has seen for years and one of the finest chaps you could possibly wish to meet. Not only do we all mourn the loss of a member, but I personally mourn, in addition, the loss of a friend, a very good friend. To his family I know we all would extend our heartfelt sympathy in their tragic loss, a loss which we too will feel very keenly.

W.G.T.

BILL JARMAN'S COLUMN (continued)

competing at the following circuits: Cadwell Park, Crystal Palace, Oulton Park and Thruxton. A few members also had a go at various scrambles according to their geographical situation. All fine and dandy except that the A.-C.U. pick the August Bank Holiday for a so-called Championship meeting.

It might be a better idea if the A.-C.U. National Rally terminated at Silverstone next year, followed by the A.-C.U. Racing Championships. Finance did you say? Right then, a five bob souvenir programme to cover everything: Saturday and Sunday, Rally and Race Meeting, admission and parking. The lot!

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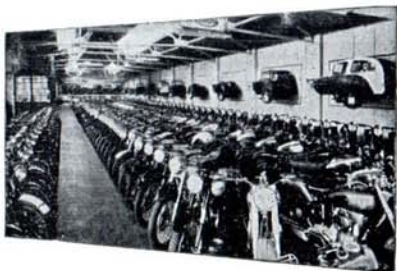
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IN THE TRADE SINCE 1902

Are you one of the lucky 300 or so who got your entry in in time for the "Hutch"? If so, please read on. At each meeting a number of riders who eventually turn out as non-starters do not advise the Clerk of the Course beforehand. Sometimes, of course, it is not possible. But it does help, both the organisation and your fellow riders who are reserves, if you do know you will not make a meeting, if you let me know before practice starts. This applies particularly to the "Hutch" this year, where we have more reserves than usual, in case some of you riding in the Manx strike trouble and cannot get it sorted out in time to get to Silverstone. Your co-operation in this will be much appreciated. Thank you!

W. G. TREMLETT,
Secretary.



**★ A GOOD RIDE AND GOOD RACING TO ALL
THOSE MEMBERS RIDING IN THE MANX! ★**

Team "A": Ted Washer, Ned Minihan and Denis Pratt

Team "B": Alan Virco, Bob Dawson and Roy Blanning

Team "C":* Colin Parsonage, Bert Walczak and Ken Lindsay

*This trio will ride in the Junior race only



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