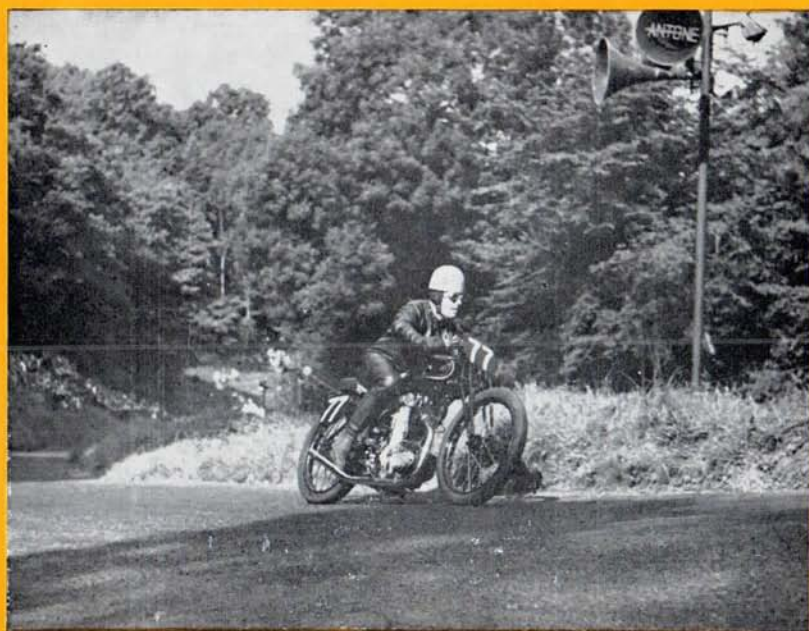




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 12. No. 12. DECEMBER 1959



Phil Heath takes his 1930 498cc. A.J.S.
through the Esses at Shelsley this year.

(Photo: J. H. Cuff)

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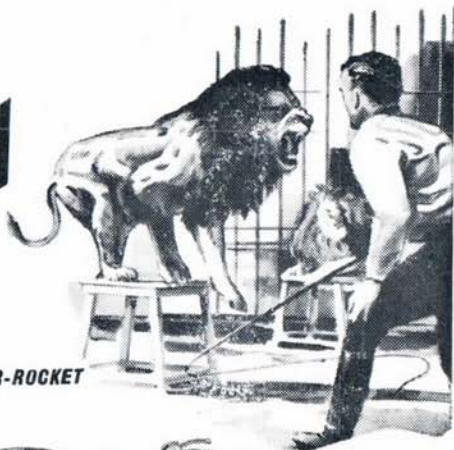
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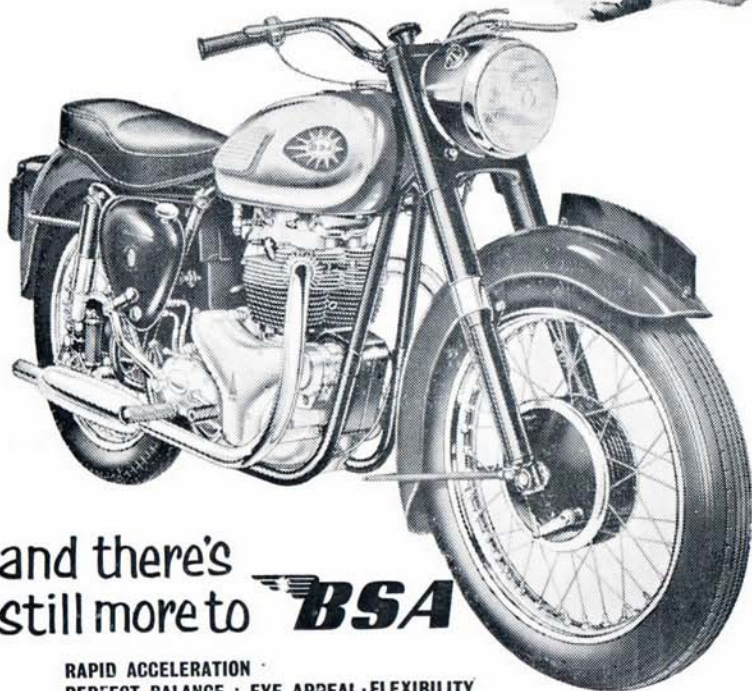
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A MESSAGE

FIRST and foremost I must thank my very worthy predecessor in the Editorial chair, Peter Wright, for the very kind things he said about me in last month's Editorial. I only hope I shall be able to keep up the good work ; at least it will not be for want of trying. We shall still be hearing from Peter I don't doubt for a moment, as our Midlands' correspondent. At the same time I should like to say a big "thank you" to Peter for all the very hard work he has put in as Editor these last three and a half years. It has been a job well done.

I hope I will be forgive for devoting the remainder of this Editorial to a personal matter. I feel that this is a good opportunity for me to thank most sincerely all those good people who have helped me to do the job of Secretary in the last three years. To be perfectly honest I do not think it would have been remotely possible for me to have done what I have done without this help. I don't mean only the tremendous assistance I have had at the race meetings, but also the moral support and encouragement generally. By and large I can say I would not have missed the last three years for anything. I have gained an enormous amount of experience, inevitable in a job of this sort, and I have met and got to know a great many grand people. It is in many ways difficult to take my leave, though I shall not be leaving the Club altogether. Anyway thank you all for your support. I hope I shall be seeing most of you next year and after.

One more thing I would add now. I hope to put one or two new little ideas into practice in these pages in the coming months. They will need members' help which I trust will be forthcoming. I would also make an appeal for contributions. Some of you must be able to write something. So do please have a "go". I can always tidy it up for you so do not bother overmuch about the finer points of grammar, etc. So let's have you!

THE OTHER SORT OF ROAD RACING

by

LIONEL CHEESERIGHT

AN enforced idleness in hospital has given me the opportunity to cogitate on many things—a chance so rare in the hurly-burly of modern life.

I have been very struck by the extent to which the motor cyclist has been in the news lately—and in a very unsavory way. There have been complaints, particularly by bodies like the Noise Abatement Society, of the excessive noise created by high power motor cycles and some local authorities have been instituting tests on the road to detect the offenders. Then we read in the Press and see on television accounts of 'young bloods' in leather jackets and of their girl friends, whose only interest in life seems to be speed, on two wheels, and who openly brag of speeds exceeding a 'ton' on the Queen's highway. Lastly, I see the latest return of road casualties, which show a large increase in accidents involving motor cyclists. Since this is coupled with a statement of the increase in licences of motor cycles, the inference would appear to be that this class of road user is responsible for the increase in accidents.

This last inference I cannot accept as valid—although thousands of motorists will do so without stopping to think. Mad drivers are not confined to the two wheel class by any means. And it is not always the mad driver who causes the accidents—but this is another matter. The motor cyclist is among the most vulnerable of road users, for he is not protected by a steel body, however flimsy. So he is less likely to take a real risk. There is the point, however, that a fast motor cyclist *appears* to be taking a risk. The motorist does not realise that the cyclist has a much more responsive machine, both as regards acceleration and manoeuvrability, so that he is not being so foolhardy as it would seem.

I could go on at length on other aspects, such as why pick on the motor cyclist for noise—what about the lorry or the pre-war car? The fact still remains that a considerable body of public opinion is becoming inflamed against the motor cyclist and, before long, there will be demands for some sort of repressive

legislation, unless something is done about the complaints.

But what has this got to do with us? What can we do about it? Lots! Do you remember the crash helmet business? There was an outcry about head injuries to motor cyclists and every prospect of legislation, when Prince Philip took a hand. He suggested that the motor cyclists themselves should deal with the matter. (Look up reference to his speech.)

As a result, there was a campaign throughout the clubs affiliated to the A.C.U. for *voluntary* adoption of the crash helmet, for ordinary road use. What has been the result? It is rare, very rare, today to see any motor cyclist—or scooter rider—or pillion rider—without a crash helmet. And I venture to suggest that only a small proportion of these are members of motor cycling clubs.

Whenever legislation takes a hand to try to force us to do something, we can find a thousand and one reasons why it doesn't apply to us, personally. But public opinion, particularly in our own set, is a different matter.

What we have done once, we can do again. It is only a small proportion of motor cyclists who are to blame—the majority outside any organised club—but the stigma rests on all motor cyclists. First of all we must set a good example, but, above all, we must show the general public that the offender is an 'outsider'—in every sense of the term.

B.M.C.R.C. is in a unique position to initiate a campaign for better road manners—because that is all it amounts to. We have cells up and down the country, where we meet the better type of motor cyclist—either as one of our own members or from a local club. Let us push this question whenever we meet. Let us insist that riders take a pride in displaying the badge—whether the 'crossed jacks' or the local club—until it becomes recognised as a badge of chivalry. At the same time, we must improve our own standard to merit that badge. 'Bikes must be kept in perfect trim and the use of cut-outs, on the public highway, forbidden. Not only must we ride with safety to ourselves and



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other road users, but it must be obvious to other motorists—and to pedestrians—that we are so doing. No swerving at speed, amongst other vehicles, but keep a straight course, on the outside of the traffic if necessary. Give proper hand signals, to following traffic, in plenty of time of the intention to alter course, or overtake, and let the chap in front know as well that you are coming past, in case he has not your training and is going to pull out without a signal.

Under no circumstances is 'road' racing justified, whether on two wheels or four. It puts the wind up everybody—including the racers—and it is always liable to end with one of you taking that extra risk, in dual or triple passing, which is so often the cause of an accident.

Now about these 'road' racers that we saw on television. They were not club members. Just a gang of immature, irresponsible youngsters, who thought they were clever. You will say, how is all this going to get at them? Not directly, I admit, but they will soon realise that other motor cyclists, with

far greater experience, regard them as 'outsiders' and that they are not half so clever as they thought they were—if they live to think about it. Example does a power of good and public opinion can do the rest. Never lose the opportunity of checking a youngster when you see him doing something foolish. I have done it myself—appeal to him as a responsible motor cyclist. It may not pay off at first, but I am sure that a few such 'chokings off' will have their effect. And don't forget the girl friend who is probably the cause of it all. There is nothing like showing off in front of a 'piece of skirt'.

Let me finish where I began. B.M.C.R.C. and all other motor cycling clubs have here a unique opportunity to show that, not only do they represent responsible motor cyclists throughout the country, but that they are prepared to play their part in making this world both safer and more pleasant in this age of speed.

Who knows? We might also influence the motorist.

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BILL JARMAN'S COLUMN

A MESSAGE from Erwin Tragatsch, who is now in Los Angeles, includes a paragraph asking to be remembered to all his old pals. He is busy writing for sundry motoring and motorcycle papers, which gives him plenty of scope for his 'card index' brain. Thanks, Trag! (I might get the "s" in the wrong place or forget it altogether.)

* * *

Two stroke enthusiasts, take heart. I have heard a strong rumour from a jolly good source that there is likely to be a four cylinder half-litre job on the G.P. circuits in 1960. If I tell you it is a rotary valve job, plus two and one booster on the inlet side with two into one porting on the exhaust side, you will assume it comes from Germany. You might be right!

* * *

When you sell a vehicle do you remove our Club transfer? It isn't clever to leave them 'on site' because lots of us use them as a means of introduction, and when one comes across a driver who uses our 'motif' and knows nothing about us—words fail me. You would not leave the badge on the front (or rear), so why leave the transfer?

I wonder if the I.o.M. Government and the I.o.M. Steam Packet Company can get together early in 1960, and see what can be done to allow competitors a free passage to and from the Island. I feel sure the Manx people would support this proposal, which could be arranged through the A.C.U. Anything which can be done to reduce the terribly high cost of competing should be done right away. This is one of them.

* * *

The thought of some of our speedmen doing a bit of mud-slinging in a closed trial on private bogland should be a day to remember. In case 'Cabby' Cooper has ideas of competing, we could handicap him with two passengers for a start. He should be the Clerk of Works, complete with a bulldozer-cum-excavator to pull out those who stick.

* * *

There are not so many shopping days to Christmas. If, therefore, you are asked what you would like, remember some of the nice things which can be bought at our office. Blazer and car badges, ties—even an associate membership of the R.A.C. It all helps our Club, you know, so a hint to the wife or girl friend might be more useful. Best of all, get her to pay your 1960 sub.

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Winner

Cotswold Cups Trial

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Bemrose Trophy Trial

Premier Award

Traders Cup Trial

Best Solo Performance

Sunbeam Point-to-Point

Senior Race, 1st
Junior Race, 1st

Austrian Moto Cross

Winner

Scottish 6 Days Trial

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize
36 Special First-class
awards

Italian Moto Cross

Winner

W. German Moto Cross

Winner

Cotswold Scramble

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

**Moto Cross Grand Prix
of Gt. Britain**

1st, 2nd, 3rd

Experts Grand National

Winner
Senior 1st
Junior 1st
Lightweight 1st

Dutch Moto Cross

Winner

**Shrubland Park
Scramble**

Winner
Senior 1st
Junior 1st
Lightweight 1st

**Luxembourg Moto
Cross**

Winner

**Oulton Park Races
(March 30th)**

Sidecar (1)—1st, 2nd, 3rd
Sidecar (2)—1st, 2nd, 3rd
250 cc—3rd
125 cc—3rd

**Silverstone (B.M.C.R.C.
Championships)**

Sidecar—1st, 2nd, 3rd
125 cc—3rd

North West '200'

500 cc—1st
350 cc—1st, 2nd
250 cc—2nd, 3rd
125 cc—3rd

Blandford Road Races

Senior—2nd, 3rd
Junior—1st, 3rd
Lightweight—3rd
Ultra Lightweight—3rd

Leinster '200'

500 cc—1st, 2nd
350 cc—1st
250 cc—1st, 2nd, 3rd

**Oulton Park Races
(Aug. 3rd)**

Junior—1st, 2nd, 3rd
Senior—2nd, 3rd
Lightweight—2nd, 3rd
Sidecar—2nd, 3rd

**Hutchinson '100'
Meeting**

B.M.C.R.C. Senior
Championship
1st, 3rd
B.M.C.R.C. 350 cc
Championship
1st, 2nd
B.M.C.R.C.—3 Wheeler
Championship
1st, 2nd, 3rd

**Lancashire Grand
National**

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

**Moto Cross des
Nations**

Won by Gt. Britain

RACING NOTES

by the Secretary

THESE writings appear after the Dinner. Several of you were unlucky because you left it too late when applying for tickets. In fact all the seats were sold a week before bookings closed. It would seem that road races aren't the only Bemsee events which are over-subscribed. Because of this, not by any means all members will have seen the Golden Jubilee film, produced by Smith's Motor Accessories Ltd. Smith's have kindly presented two copies of the film to the Club, and these can be loaned to Area Representatives for local showing. The film is 16mm. with a sound track, so that proper equipment will be necessary. Incidentally, while on the subject of the Dinner I would like to pay tribute to the untiring work put in to make it such a success by the Dinner Sub-Committee and, in particular, "Cabby" Cooper. To him alone goes the credit for the undoubted success of the raffle. Next year's function will be on Thursday, 17th November, at the same place, i.e. the Thursday of Show Week.

Mention of 1960 brings me naturally on our next season's racing programme. The dates you will find on the inside back cover, with brief details of each meeting. There are three changes from previous years. Firstly, the "Hutch" is at last at the beginning of the year. For 1960 it will again be International. Secondly, Silverstone Saturday is in May with a National permit. Included in the programme will be special "novice" races as well as the more usual events. Thirdly, there will be two Club meetings on the short course at Silverstone, both later in the season. It is hoped, too, to have a second National meeting at the Palace in July, which may well include a surprise item. Final negotiations with the London County Council are proceeding on this one at the present time. In addition, there will be the three sprints. This programme of events is designed to give as many members as possible as many rides as possible. It represents just about the maximum that the staff can cope with in a year. Nevertheless, it will be more than ever necessary for you to get your entry in absolutely by return. Otherwise you will be disappointed. One more thing in this connection: new members should have

filled in the reply paid post card about regs. One is sent to them as soon as their application is received. You will not receive regs. unless this card has been received by the office. If you are in doubt about the matter, drop Miss Ward a line to check up.

For those of you with production machines you wish to race there will be three occasions at Bemsee meetings you can do so: Long Marston sprint on 10th July and the two Club meetings at Silverstone on 20th August and 8th October. The regulations will be the same as last year, but an additional class will be created for 150 to 250 c.c. machines. There will be no sports/production sub-division here. The Committee felt this a proper step, seeing that there are now a number of suitable bicycles available. The Royal Enfield Crusader, Norman Sports, Ducati Silverstone and Elite, Gilera 175 extra, Moto Guzzi Lodola, G2 Matchless, Greeves Sports, C15 B.S.A. and Triumph Tiger Cub are some of the models which we would hope to see competing. At the race meetings Dennis Glover will have two machine examiners exclusively to deal with the standard entries, thus obviating the delay which occurred last time at Trophy Day. I feel, and so do the Committee, that the Club is right to insist on standard machines, even to riding positions and all that sort of thing. One can then see, at least nearly so, the type of bicycle the ordinary uses on the highway racing. Such contests can be very illuminating, as many who saw the event at Trophy Day will recall!

To assist members with streamlining, I can say here and now that "dolphin" fairings will be allowed at all International and National meetings, except any "novice" races, but will not be allowed at the two Silverstone Club meetings. There will be no restrictions at sprints neither on sidecars. So, as far as Bemsee meetings are concerned, you know just where you are NOW.

We shall be shortly making final arrangements for 1960 with the B.R.D.C. and one of the matters discussed will be the practice days. It is hoped to have this year's idea repeated, only four or
(continued on page 221)

COMMITTEEMEN

*Continuing a series on members
of the present Committee*



G. E. TOTTEY

George Edward Tottey was born in October, 1900 and was educated at Grange Grammar School and then went on to Manchester University. He graduated at once to motor cycles by joining the old Zenith Company in 1920 which gave him his first opportunity of racing at Brooklands. Two years later he started up his own business in West Kirby, which business is still flourishing though G.E.T. has no actual direct interest in it now. After some 13 years in the garage trade George turned his attentions to farming and spent the following two years mechanising farms. During this time he got his Chief Engineer's Certificate and sailed as a Chief Engineer for the Elder Dempster line. From the sea he returned to the land for another four years on farm mechanisation after which he set up as consulting engineer. Today he says he is so busy that the only time he goes anywhere, other than on business, is when he comes down to London to attend Club Committee meetings.



R. C. WALKER

BORN 50 years ago, Bob Walker has been motor cycling, one way or another, for 33 years. Though he doesn't ride regularly these days, Bob is still very much a motor cyclist. If anyone doubts it let him come to the Bemsee trial next year, for he will be returning to his first, and major, competition love, on a borrowed Greeves.

Bob confesses he started off on a three-wheeler, a 1926 350 side valve B.S.A. outfit, because he thought it was safer! The following year he joined the Croydon and District M.C. and immediately had his first taste of competition when he was "pressganged" into the London-Yeovil night trial, in which he got a third class award riding a 500 Ariel. Thereafter he rode consistently in trials on a variety of machines, two he recalls in particular were a 250 Dunell and a 350 Ajay. He rode in the 1937 Southern Experts for the first time with a potent Triumph 500 single, with the late Edgar Gott in the chair. He continued handling chairs in trials until 1949. Just after the war he owned for a while a most in-

He joined Bemsee in 1922 though he had ridden in a Zenith only race at the track two years previously and had also accompanied the late Freddie Barnes in his sidecar. He began his association with New Imperial, a make he rode more than any thereafter, in 1922. He had many successes at Brooklands and sprint and hill climb meetings. For example he was 2nd to the late Bert le Vack in the 1923 200 Mile Race. He also rode in the T.T. for three successive years, finishing 8th in the '23 Junior race after he had fallen off, but staging a sensational "prang" the following year at Ballaugh. He also broke records and did some Continental meetings at this time.

He was appointed a member of the Committee shortly after he settled down on land again and began to organise the Cheshire "cell" of the Club. For a number of years this group was the most active of the local areas, meeting once a month at the "Shrewsbury Arms" near Heswall. His enthusiasm and hard work were a considerable help when there were Bemsee race meetings at Oulton Park.

George recalls one most amusing incident in his racing career at a hill climb at Oswestry in 1923. The hill was very steep and it was also very wet. George made the best time of the day some 72 m.p.h. on a 350. In fact he won each and every class. After the meeting, filled with much joy and elation at his success, he repaired to a hostelry to celebrate suitably with friends. After some hours of making merry they all trooped out to find no motor cycles! They eventually discovered the said bicycles in the Lost Property Office at Birkenhead.

IMPORTANT —

Will members please note that all MSS for publication in "Bemsee", Letters to the Editor, etc., should be sent to the Editor, 25 Angel Hill, Sutton, Surrey.

teresting cammy Norton outfit previously used by Harold Flock. Grass track racing and hill climbs also occupied much of the time before the war, and he often went to Brooklands to spectate.

He was for many years a member of the Streatham Club and was the co-founder of the British Sporting Sidecar Association. Previously he had been the Secretary of the Bar One M.C.C. He joined the A-C.U. to assist in the organisation of the 1949 I.S.D.T. and succeeded Cliff Lewis as Secretary of B.M.C.R.C. in 1951. A serious illness nearly finished everything soon after his appointment, but, after recovery, he set about raising the Club to its present state of pre-eminence. It was no easy task, but it was done, and when he handed over the secretarial job to Guy Tremlett in 1956 the Club was on a far firmer footing and had expanded tremendously. He became a Director and a member of the Committee in 1954. Bob is now General Manager of National Car Parks Ltd., and is thus connected with the Club from two angles!

* * *

RACING NOTES BY THE SECRETARY (continued from page 219)

more of them instead of two. As last year, they will have to take place on a weekday. Wednesday seemed popular, but does any large body of members favour any other day? Fee should be the same too, I hope, and personal accident insurance will be automatically included.

That trial again: it is definitely "on"; date—most likely 31st January; venue—private ground just off A11 north of Ware in Hertfordshire. Regs. will be available in January. The course will not be too severe and suitable for solos and sidecars. See next month's issue for full details.

DOUBLE KNOCKER'S BRIEFS

GREETINGS to you one and all, folks! A merry Christmas to all members. Don't suppose it'll be long before we have a Boxing Day Road Race Meeting. I did actually hear such an idea mentioned once in the Club office. Well why not? The car folk have one, though admittedly it has never snowed or been icy at Brand's Hatch yet. Imagine tearing round Silverstone on a 500 Manx with the odd bits of frozen snow about and a gentle Arctic breeze blowing!

Three unlucky members in hospital just now are **Lionel Cheesright**, **Derek Ball** and **Ken Smith**. Lionel was taken ill just before the Dinner, Derek had a prang in a scramble at Brill (he rides a Beesa Gold Star) and Ken came off a road bike. Hope they'll all be out and about again very soon. I expect Lionel and Ken will be away from hospital by now but Derek will be in Hillingdon Hospital for some time. If any of you are thereabouts I expect he'd appreciate a visit.

Ken Smith, besides telling me of his "shunt", also confessed that he too had become a Manx Norton owner having just bought a 350. His Hunter-Velocette is to have a new motor for 1960 too.

So far I've not heard of many changes of machine. **Dave Alcock** from Cheadle (Staffs.) has bought a G50 Matchless and sold his Gold Star. Another member who is hoping to have one of these machines is "**Bunny**" **Warren** who did

extremely well in the few races in which he rode this year on a special equipment Norton 99.

Did you see the "Built for Speed" article in *Motor Cycling* of 5/11/59 on **Frank Williams'** beautiful Cotton-Blackburne? Frank doesn't use it nowadays because it is rather rare and spares, one imagines, are unobtainable. Talking of him reminds me he is a bit of a casualty at present with knee trouble resulting from a fall several weeks back. He told me the other day that he'd bought a Mark 7 Jaguar. Wonder how it compares with all those delightful two wheelers in his stable?

Was convulsed, as usual, by a letter from our regular Malayan member, **Danny Needham**, t'other day. Danny is one of the mainsprings behind the revival of the Johore Grand Prix which is being held on the original course. He should be okay, what with copies of G.C.R.'s, various Bemsee regs, and a paper from **Harry Shuttleworth** on time-keeping! But why he should be "diminished" by having to write to a lady secretary in future beats me. After all **Maggie Ward** isn't as fierce as all that!

Danny has recently been joined in Malaya by another member dispatched thither by the R.A.F., **Chris Profit White**. He'll be there for a couple of years but obviously hopes to have a little two wheeled sport while out in the East.

Congratulations to **Jim Swift** on becoming **Maggie Ward's** assistant. The Office ought to be super-efficient with such keen bodies as these in charge.

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AREA NEWS

METROPOLITAN

A. L. Huxley

Court End, Courthill, Chipstead,
Surrey.

NORTHAMPTON

Arthur Mills

Express Dry Cleaning Works,
Wellingborough Road, Rushden,
Northants.

WE had a very enjoyable evening at the Prince of Wales Tavern when the Northampton Area boys, headed by Arthur Mills, came down to visit us and play off the Darts Match.

On behalf of the Metropolitan Area Members, we thank Arthur Mills for very sportingly getting together many of his boys and making the long journey down from Rushden. We are all looking forward to the next time.

METROPOLITAN AREA BOWL (Treasure Hunt). Entries are coming in fast and furiously and by the time you receive this issue of "Bemsee" the entry list will have closed on the 28th November, if not before due to the number of Tea bookings. Arrangements have been made for a copy of our "Golden Jubilee" Film to be shown after Tea and before the presentation of prizes, and those who did not manage to come to the Annual Dinner will be able to see the film on the completion of the Treasure Hunt. Don't forget starting time:— Treasure Hunt, The Sugar Bowl Restaurant, Burgh Heath on Reigate/Sutton Road A217, first competitor away 11 a.m., Tea will be at 5 p.m., followed by the Film and presentation of Prizes, and then the bar opens at 7 p.m. for the elbow benders.

Our next meeting at The Prince of Wales Tavern is in January and arrangements are going ahead for a discussion on Racing Organisation and General liaison between Riders and Organisers—so those that have any ideas or grumbles, turn up at this meeting and air your views.

Tea cannot be guaranteed on the 6th December at the Sugar Bowl, unless you have pre-booked on the entry form.

CHILTERN 50 RACING M.C.C.

The annual Christmas Party will be held on Saturday, 5th December, at the "Holly Bush", Church End, Redbourn, Herts., at 7.00 p.m. Fancy dress (optional); licensed bar and cold buffet. Tickets, 6/-d. each, still available from the Secretary at 7 King Street, Houghton Regis, Beds.

MUTUAL AID

For Sale: 1935 Austin 7 saloon; engine in fair running order; reasonably

NOVEMBER the 10th has come and gone. Although our numbers were small at the challenge darts match held at the Prince of Wales Tavern, Drury Lane, we came away fairly sure that the Metropolitan lot knew we had been. We will leave it to others to say what actually happened. It is enough here for me to say we were quite satisfied with the darts match!—extremely satisfied with the result of the raffle!!—and also the way we were entertained by Bill Huxley and the Metropolitan Area. It was a most enjoyable evening for us all. We are looking forward to entertaining the Met. Area at Rushden in the New Year. I understand a full report of the goings-on will appear.

As requested at our last meeting, a film show has been arranged at the Queen Victoria Hotel on December 4th. We have a good choice of films: it is hoped to show the Bemsee Golden Jubilee film with other motor and motorcycle racing films. In order that we can get as many films in as possible, the show will start at 7.30 p.m. We hope to have a large crowd; any interested friends will be welcome.

It was also suggested at our last meeting that a Branch Dinner be held in January, for those not able to get down to London. Full particulars of this will be available at the film show.

presentable appearance. £25 o.n.o.—Contact Margaret Ward at RICHmond 6326.

Wanted: Garage space for solo within reasonable distance of address below. Willing to share expense and tools if necessary.—H. Ashwood, 20 Lancaster Mews, W.2 (PADdington 2507).

Wanted: Fairing in any condition; prefer fibre-glass.—Ring PROspect 8913.

Wanted: Information on spares for series "A" Vincent-H.R.D.—H. G. Swift, 23 Heysham Road, London, N.15, or phone RICHmond 6326.

Wanted: Manx Norton racing seat; Creak, 23, Chief's Street, Ely, Cambs.

For Free Disposal: approx. 4 gallons pure benzole; must be collected; apply J. C. Downey, Fleece Hotel, Bedale, Yorks.

THERE'S ALWAYS A FIRST TIME

by
MAGGIE WARD

GUY'S reply when I asked for permission to compete in a production sprint was, "Oh well, I suppose you've got six months to recover if you drop it." With these words of encouragement in mind, I sent off my entry for the M.C.C.'s sprint at Wellesbourne on September 12th. That was just the start of it.

The following weeks were spent begging, borrowing and even buying bits and pieces for the Rapide to try and get it going properly (I even resorted to stealing in the end, as you will see!). Needless to say, one doesn't tell one's parents about these things, so when I arrived for a weekend social visit with NSU Quickly handlebars worn cafe-racer fashion and spent the rest of the weekend rebuilding the primary drive, I went in fear and trembling in case my dark plots should be rumbled. The final bit of tuning was the fitting of two blooming great rear sprockets, a 56 and a 58. These came so near the rim diameter I thought it might be easier to take the tyre off and run on the sprockets for extra wheel-grip, but unfortunately that sort of thing isn't allowed in the regs. I managed to scrounge the protective clothing from various mates—a crash helmet two sizes too large and a set of leathers so voluminous that I offered to give my mechanic a trip up the course as well as there was room for both of us (and you should see the size of my mechanic!). The new D.R. boots I bought were very stiff and I had to wear them around the office for several days to soften them up, causing much alarm and despondency to the people in the office downstairs. I was all right for gloves!

We set off, finally, at some hideous hour in the morning—we couldn't see what the weather was like as it was too dark. The run to Stratford was notable only for an indicated speedo reading of 105, which I'm told on good authority is between 5,800 and 6,000 r.p.m. on the gear I was pulling. Of course, I was holding the heads on with both hands at the time to stop them blowing off. Much activity followed our arrival. Number plates were slapped on, stands were wired, headlamp goosed up with

sticky tape, and we were all set to go. The only trouble was that the organisers weren't, so we spent the next hour or so going round in ever-decreasing circles to warm the motor up.

We weren't timed in practice, though my first run seemed reasonable. "One more for luck," I thought, and promptly missed a gear. "Better have a third run, just to make sure I can do it without missing gears." Another missed gear. "I'll do it properly this time if it takes me all day to get there." Success! Break for nattering.

Practice finished and we were called up to the line. There was quite a long wait while the smaller classes performed and then the 1,000s were "on". By this time I was feeling rather sick, not because of the more normal occupational disease of butterflies in the stomach. In my efforts to wedge the oversize helmet in place, I had done the chinstrap up extra tight so that it was pressing on my jugular vein and half strangling me. My half-section had carefully calculated the maximum desirable speeds in each gear, based on 5,000 r.p.m., and we marked them on the speedo with lipstick—just to add a feminine touch. I'm afraid I wasn't paying very strict attention to these on the first run, but we were clocking 90 m.p.h. as we crossed the line.

I rolled back the throttle and idled down to the end of the runway, cranked it over to turn off onto the perimeter track and discovered that the steering wasn't. We proceeded at a very respectable speed back to the paddock, where, on closer investigation, I found the cause of the trouble. One of the tank mounting bolts had stripped its thread and the tank had shifted forward slightly. The lug of the tank was fouling the forks and considerably hampering their movement. This was where the stealing came in. In our efforts to find a longer bolt to pick up the thread, we happened on Cecil Mills van with a large heap of bits and pieces beside it. He being still up the course, I said that it was all right, he wouldn't mind if we pinched one of his bolts, and with that we started rooting for one. At that moment, Chris Percival

came and caught us in the act. It was his van—Cecil's was next-door-but-one! Just to make matters worse, I'd been making covetous remarks to him earlier on about his large new screwdriver! He took it very well, anyway!

By the time we'd cured the steering bothers I had missed my second run, so we adjourned for lunch and more nattering. The two afternoon runs passed off without incident and my third was the most successful. That was probably because I was religiously changing gear on the lipstick marks instead of when I felt like it, which all goes to show that these

calculations aren't just a waste of time. We didn't break any records, but considering that the Rapide is completely standard, I was very pleased with the way it went.

The thing that *really* made my day, though, was having a lope round the peri-track on Harry Voice's Excelsior. Once I'd sorted out the gears, we got on admirably, and I was very loath to hand it back to Harry.

The only snag about all this is that now I've been well and truly bitten by the bug, and it won't be for want of trying if it stops here.

ANNUAL GENERAL MEETING

THE Annual General Meeting of the Company will be held at the Royal Automobile Club, Pall Mall, S.W.1, at 7.00 p.m. on Friday, 26th February, 1960. That of the Club will follow the same evening at 7.30 p.m.

BENEVOLENT FUND

The Trustees of the Fund wish to acknowledge receipt, with thanks, of the following contributions in recent weeks:

A. F. Mills, Metropolitan Area.

BOOK REVIEW

Once again the diary season is with us and, again, that means the Motor Cycling Diary. Containing the usual wealth of information about matters motor cycling and allied subjects, it comes in two forms: in dark green leather with a pencil at 6/3d. and in rexine at 4/-d. Either way it is very good value for money and makes an ideal present. Indeed, it is well nigh indispensable!

W.G.T.

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IN THE TRADE SINCE 1902

FIRST, SECOND, THIRD

Only two British road races remained for October—Biggin Hill and Brand's Hatch. At the former on 4th October, **Mike Hailwood** had an absolute field day winning every race, heat and final, in which he rode. **Bob Robinson** went really well in the sidecar scratch race, but he just failed to win the handicap race as well. Other members who shone on this day were **Bruce Daniels**, **Dan Shorey**, **John Dixon**, **Norman Storer** and **Brian Clark**. The following Sunday saw the final Brand's meeting in which the two main 1000cc events were rather professional, but the 350 Experts' race was a colossal scrap between **Derek Minter**, who won, **Mike Hailwood** and **Bob McIntyre**. Derek won one 1000 and Mike the other. **Brian Setchell** held off **Terry Brown** and **Cyril Jones** in the "less expert" 350cc race (one cannot call it a "non-expert" race!), while **H. W. Lee** won the slower of the sidecar scratch races. **Dan Shorey** with the G.P. Ducati won the 200 race from Derek on the E.M.C. and **Brian Clark** and Mike the 250, followed by "**Ginger**" **Payne** (REG) and **Fred Hardy** (NSU). **Bill Boddice** had a colossal scrap with Camathias in the "fast" chair race and beat him. Second man home in the handicap event was **Jim Marchant** with his Royal Enfield outfit.

The final sprint of the season was at Llandow in South Wales and here two wheelers again saw the car opposition off. **Pat Barrett**, his Vincent solo this time, was fastest, while class wins went to **Charlie Luck** and **Ivor Eveleigh**. **Ray Cowles** put up a very fine performance on his 250 Velocette. The day following, but 1,500 miles to the south in Madrid **John Surtees** finished his season with yet another win on the big M.V. A month later, and no sooner than he had arrived home, **John Hempleman** won two races at the Ardmore airfield circuit in New Zealand.

So far this winter only one member has had a trials success; **Jimmy Lees Baker** in the Jersey Club's first trial in which he was runner-up. Incidentally, it will be a great help to the compiler of this feature if members who are riding in trials and scrambles this winter let the Editor know about their activities. It is sometimes impossible to keep track of all the trials results, particularly first and second class awards. Thank you!

Finally, we must mention two special awards made to Club members at the end of the season. Firstly the award of Sportsman of the Year made by sporting journalists to **John Surtees** and secondly the winning of all the A.C.U. Road Racing Stars by **Mike Hailwood** and "**Pip**" **Harris**. Congratulations to all!

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SPRINT NEWS

by

W. G. TREMLETT

A VERY interesting communication from the Brighton and Hove Motor Club about this year's Speed Trials reached the office recently. The final 88 yards of the course were timed and some of the speeds are rather interesting. I quote a few examples below. The fastest recorded were George Brown and Basil Keys at 146.3 m.p.h. Charlie Rous clocked 141.7 and Frank Williams 130.4. The fastest 500 was Charlie Luck at 119.2 and the best 350 recorded was Roger Willoughby at 101.7 m.p.h. Not all the runs were timed, it would appear. By contrast, the fastest car was Arthur Owen in a 2-litre Cooper-Climax, who clocked 136.4 m.p.h.

I was a little perturbed to see, when given the provisional calendar of events for 1960 at the A-C.U. meeting last month, that only six sprints were mentioned thereon. Our own three, of course, the two Ramgate meetings and the Morgan Three-wheelers' Club's half-mile event at Shennington. I hope this does not mean that Witchford, Goram Fair, Melbourne, Ragle Park, Hendre Park and Queensferry will be seen no more. As I pointed out to Charlie Rous the other day when we were nattering sprints, it is hoped there are as many, if not more, of these events, but more evenly spread out over the season.

The National Sprint Association has been welcomed to the A-C.U. at last and is now affiliated as a non-territorial club. I am delighted to hear this and send them my heartiest congratulations. Next meeting of the Association is at the "Prince of Wales" on Wednesday, 16th December, at 7.30 p.m.

A RACERS' DARTS MATCH

by

GUY TREMLETT

THOSE two arch plotters, Bill Huxley and Arthur Mills, planned, some time ago, an inter-area social evening, the main part of which was to be a darts match. All well and good, I agree, but when they get a bit short of players and rope me in!—that's different! Anyhow, Tuesday, 10th November, saw a very small number of Metropolitans at the "Prince of Wales"—far too few of you in fact. That was a pity. You people who didn't turn up missed a damn good evening. Ten came down from Arthur's area.

The match turned out to be a huge success. Many expert throws (hope that's the right word) were seen. Without any doubt the biggest fluke of the evening was Ken Phillips' effort, which won the Londoners the first game. The South Midlanders went on to win the second game, so that all depended on the third and final game. The home team soon got way ahead, but then got stuck at the end. In this 1,001 business you have to finish off with a double. They just couldn't get it. Meantime the visitors caught up and it finished with both sides wanting a double 1 to win. Arthur's team got it first, and thus won the game and match at 2 to 1. Afterwards we all trooped upstairs again for a little "housey-housey", in which the prize-winners were Joan Phillips, Clive Guest and Jim Jutten. Bill laid on "eats" and a raffle too. All in all it was an excellent evening. As Arthur said at the finish, it was very good of Bill to put on such a grand evening, even to providing a new motorway down which to drive to London!

The teams were: South Midland—Robin Chambers, Bob and Deirdre Darlow, Clive Guest, Bob and Harry King, Tony Malin, John May, Arthur Mills, Les Bolton, Bill Rose and Guy Tremlett; Metropolitan—Gordon Cobbold, Barry Euinton, Bill Huxley, Jim Jutten, Haydn King, Grace Niven, Joan and Ken Phillips, Ian Sharples, Henry and Jim Swift and "Lofty" Windmill.

Guide to 1960 . . .

1. Pay your subscription—£2-2-0! ! !
2. Enter the Trial (for this one you may have to beg, borrow or even “nick” a suitable machine) in January.
3. Enter the 28th “Hutchinson 100” at Silverstone **9th April** (if you have an International licence and a 125, 250, 350 and 500 solo or 500 three-wheeler).
4. Enter Silverstone Saturday on **27th/28th May** (if you have a 125, 250, 350 and 500 solo or 1,200 three-wheeler; special “novice” solo races too).
5. Enter the Guinness Trophy at the Crystal Palace on **2nd July** (if you have a 50, 125, 250, 350 and 1,000 solo or 1,200 three-wheeler or, well, wait and see!).
6. Enter the Long Marston sprint on **10th July** (if you have a 250, 350, 500 and 1,000 solo or 1,200 three-wheeler or a production solo).
7. Enter the Metropolitan Meeting at the Crystal Palace on **1st August** (if you have a 50, 125, 250, 350 and 1,000 solo or 1,200 three-wheeler or “Vintage” solo).
8. Enter Trophy Day at Silverstone on **20th August** (if you are a member and have a 50, 125, 250, 350 and 1,000 solo or 1,200 three-wheeler or production solo).
9. Enter Shelsley Walsh on **27th/28th August** (if you are a member, get invited and have a 350, 500 and 1,000 solo or 1,200 three-wheeler).
10. Enter Brighton Speed Trials on **5th September** (again if you're a member, get invited and have a 350, 500 and 1,000 solo or 1,200 three-wheeler).
11. Enter Club Day at Silverstone on **8th October** (if you're still a member, your 'bike(s) are still in one piece and are of 50, 125, 250, 350 and 1,000ccs. or 1,200 three-wheelers or production solos).
12. Get a ticket for the Dinner/Dance at Lyons' Coventry Street Corner House on **17th November** (by this time you've earned a night out).
13. The best of luck to all! ! !

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