



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 12. No. 2. FEBRUARY, 1959 ONE SHILLING



Freddie Frith relaxes after winning 1948 Junior, with sponsor Nigel Spring, teammate Ken Bills and tuner Bill Mewis.

Photo: Bill Salmond

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IMPORTANT NOTICE

It is greatly regretted that the Cocktail Party which it was hoped to give at the conclusion of the Annual General Meeting of the Club on Saturday, February 21st, will not be held. Both Meetings will be held as notified and you are again urged to attend them.



CHANGE OF DATE

At the request of the Evesham A.C., the Long Marston Sprint Meeting has been changed to Sunday, July 5th. Application for this change has been made to the A.-C.U. The number of motor cycle entries will be increased to 60. Regulations will be available at the beginning of May and will be sent to all who competed last year. Long Marston is not very far from Silverstone where the "Clubman's Trophy" will take place the previous day, and it is hoped that as many members as possible will attend both meetings.



PRE-SEASON PRACTICE

Your attention is drawn to page 16 of the January issue. If you would be interested in a day's organised practice at our well-known Midland circuit on a Wednesday in March, and have not let the Office know, will you please do so as soon as possible. The demand so far has not been very great, but it is felt this is a facility of which many members would like to take advantage. Please note, however, that it is not possible to have the practice on a Saturday. Further details will be given in the March issue, if the session is arranged.



CLUB HANDICAP RACES—"SILVERSTONE SATURDAY"

The three lucky members in the draw for the Club entries in the above events were :—

P. J. HARDCASTLE W. D. REID A. VIRCO

Bemsee

EDITOR:
P. F. WRIGHT

BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT: The Marquis Camden, J.P.

VICE-PRESIDENTS: E. C. E. Baragwanath, H. L. Daniell, C. A. Lewis

CHAIRMAN: H. L. Daniell VICE-CHAIRMAN: A. Squillario

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

LONDON CALLING

THE New Year has now established itself well and truly in a very cold, icy and foggy manner. Looking back on previous hard winters, we recall that they have usually been followed by relatively fine Spring and Summer months, and we all look forward to Bemsee's Jubilee Year being thus.

Before we turn to thoughts of our first race meeting, we have before us the Club's and Company's A.G.M. in London, to be held on a Saturday this time, February 21st. It is incumbent upon us all to try and attend, to take part in the important business on the Agenda. This is where and when you can have your say and we therefore do earnestly ask as many members as possible, to turn up and make it a good Annual General Meeting.

Closing date for contributions — 14th of each month

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IN THE TRADE SINCE 1902

THE ADMINISTRATIVE SIDE OF RACING

by

THE SECRETARY

IT has been suggested from a number of quarters that this is an appropriate time of the year to place on paper a few thoughts about the administrative side of racing. For one thing such an article might help those of you who are just starting to race. For another it might help to show that the problems of racing are by no means carried by riders alone. It might be that some things I say in the course of the next couple of pages will cause surprise, shock or even annoyance. For that I do not apologise. In racing, just as in everything else, the rough has to be taken with the smooth. Nonetheless, I hope you will read on, because you ought to know something of the task which faces anybody putting on race meetings today.

By way of beginning I would like to refer to the position in which Bemsee finds itself today. Before the war the whole situation was completely different. Racing was not anything like so popular and the Club had a permanent home at Brooklands. Today there are many tracks and many organisers too. The circuit promoter has sprung up; an individual or a company who have built or acquired a track with the express intention of making money. Bemsee has not a "home" track of its own, but has become rather like a nomadic tribe wandering from track to track. Even so, in the last eight years, Silverstone has become a sort of semi-permanent resting place. Yet, with a vastly increased membership which reflects the tremendous increase in popularity of the Sport since the war, the Club has wished to put on at least one meeting in differing parts of the country. It is here that the A.-C.U. ruling, which states that the permission of a local centre must be obtained before a meeting can take place, makes its presence felt, and here that trouble can start for an organiser coming from outside the locality. This is not the place to begin a long argument on the rights and wrongs of this particular problem. I mention it now to show that it can be a first-class obstacle thrown in the way of an organiser, especially a non-territorial club organiser.

A club such as Bemsee has built up over a number of years, an organisation second to none. Therefore the ideal track is one, like Silverstone or the Crystal Palace, where the organising club has a free hand to organise as it thinks fit. Yet at Silverstone, for example, this very advantage does mean a very considerable expense in putting on a big meeting. I have been authorised by our Directors to include in this article some of the costs of putting on a big meeting at this track. Moreover some of the amenities which have to be provided at a major fixture as a matter of course are not permanently there. The topographical layout of a track can help enormously and any circuit which is permanent and run permanently as a commercial undertaking is at a great advantage too. However, I am concerned just now with Silverstone.

To begin with, there is the hire of the circuit. It does depend on the meeting, of course, but £500 can be said to be a representative figure for a big meeting at Silverstone. There are certain basic services which the Club have to provide; things such as car-parking, grandstand accommodation tentage, roping, public address system and telephones. Some of these things do not cost the Club as much as they might, a fact solely due to the cordial relations which exist between the contractors concerned and the Club. Yet all these good people are in business and so naturally their services do cost money. For these services I have mentioned a figure of £1,100 which can be taken as a reasonable one. Catering is not a source of great revenue to the Club, though the more that is eaten, drunk and smoked, the greater is the Club's share. Printing is a cost which tends to rise rather than go down. Regulations, admission tickets of various sorts and programmes are essential. Here again £500-£600 will be used. Silverstone, too, is odd that the county boundaries of Buckinghamshire and Northamptonshire go right across the

(Continued on page 20)

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Successes to date during 1958 include

SCOTTISH 6-DAYS' TRIAL

Best Solo Performance
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Both Premier Awards

VICTORY TRIAL

Victory Cup (Solo)

HURST CUP TRIAL

Winner

COTSWOLD CUPS TRIAL

Both Premier Trophies

BEMROSE TROPHY TRIAL

Both Premier Awards

SILVERSTONE — April 19th

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

SUNBEAM POINT-TO-POINT

Senior 1st
Junior 1st
Lightweight 1st

INTERNATIONAL SIDECAR RACE

OULTON PARK (May 26)

2nd, 3rd

DENMARK MOTO-CROSS

Winner

AINTREE 'RED ROSE' TROPHY

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

SWISS MOTO-CROSS GRAND PRIX

Winner

GRAND PRIX DES NATIONS

250 c.c. 1st, 2nd

LANCASHIRE GRAND NATIONAL

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

FRENCH MOTO-CROSS GRAND PRIX

Winner

INTERNATIONAL SIDECAR RACE

AINTREE (Sept. 27th)

2nd, 3rd

ITALIAN MOTO-CROSS GRAND PRIX

Winner

NORTH WEST '200'

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

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

COTSWOLD SCRAMBLE

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

LEINSTER TWO HUNDRED

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

EXPERTS GRAND NATIONAL SCRAMBLE

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

DUTCH MOTO-CROSS

Winner

NATIONAL SHRUBLAND PARK SCRAMBLE

Winner
Senior 1st
Junior 1st
Lightweight 1st

BELGIAN MOTO-CROSS GRAND PRIX

Winner

A.C.U. INTERNATIONAL CHAMPIONSHIPS

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

LUXEMBOURG MOTO-CROSS GRAND PRIX

Winner

SWEDISH MOTO-CROSS GRAND PRIX

Winner

HUTCHINSON '100'

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

IRISH MOTO-CROSS

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

SOUTHERN TRIAL

Best Solo Performance

WEST OF ENGLAND TRIAL

Best Solo performance

SCOTT TRIAL

Premier Trophy

INTERNATIONAL 6-DAYS' TRIAL

Three Manufacturers Team Awards
Twenty-seven Gold Medals

1958 MOTO-CROSS WORLD CHAMPIONSHIP

BH/201

THE ADMINISTRATIVE SIDE OF RACING (continued)

aerodrome from Chapel Curve to just above Club corner. The police authorities will not permit a large meeting to take place without a certain number of their force being present who, of course, have to be paid for. This takes a further £300. There are many more smaller items, all of which, it is true to say, add up to another £500 or so. Therefore a figure of somewhere around the £3,000 mark, as a **minimum**, is left.

I have deliberately left out prize-money and publicity as both of these do depend on the size of the meeting. But for something like the "Hutchinson 100" the two work out at about £900 and £675 respectively. Now £4,500 takes some pulling back. The Club is not interested in making great profits. It is not a commercial undertaking as such. On the other hand, it does wish to remain solvent, so that the meetings must pay their way and show some surplus to improve for the future. Admission charges must be realistic and not too high, otherwise they defeat their object. It should be possible to realise how very advantageous is some form of "help" from an outside source, such as a friendly newspaper. Yet these "fairy god-mothers" are few and far between these days. One of the meetings has such assistance, as is well known, which is both a great boon and pleasure to the Club.

Having talked somewhat about the financial side of things and made a reference to the A.-C.U. angle, I come now to one or two points which seem to cause a great deal of misapprehension. Many people ask why no Sunday meetings, why cannot we go anywhere on Silverstone or why are we so restricted as to time at the Crystal Palace. I do assure you these things are not just invented. Like all circuits, whatever their individual method of ownership or control, Silverstone is the subject of a lease, between three parties in its case to complicate the issue. One of the parties is a farmer who has all the land save certain portions immediately around the runways, etc. Moreover, he has a right to use these runways when there is no racing. It would not be right to say more than that here, but it is a condition of the agreement the Club has with the British Racing Drivers' Club that there will be no unrestricted use of the internal runways and it is a condition of the lease

as a whole that there shall be no racing on a Sunday there. As far as the Crystal Palace is concerned, racing there only takes place under a High Court order made in 1952 when the London County Council rebuilt the course and wished to resume racing there. Local residents without any sense of "live and let live" endeavoured to prevent any racing taking place by obtaining an Injunction restraining the L.C.C. in its object. A compromise was eventually reached and confirmed by the High Court that there should be five meetings a year with racing between 10.00 a.m. and 6.00 p.m. only. Any infringement of this could very well lead to the cessation of all racing there. So that is something to remember when you think of starting up your motor at 9.00 p.m. at the Palace or when you moan about the rushed and scarcely adequate practice periods.

What I am going to say now will not be popular, I know. But it is quite true. Just before or actually during a meeting many riders are tensed-up and, because of this, rather unreasonable. As an amplification of this I digress with a little tale told me recently by a prominent official of the T.T. It concerns a well-known rider, not long retired from the game. One morning he failed to get his machine going and was fiddling about with it, very much in the "line of fire" from the start. When asked to remove himself and machine to a more suitable, and safe, place he was most rude. Later on during the day he called at race H.Q., saw this official and apologised most profusely for what he said, admitting he had been very worked up as a result of the 'bike failing to go. This has happened to me many times. It must be remembered that certain things, scrutineering, organised practice, the regulations, behaving in an orderly manner in the Paddock, even the Clerk of the Course—are all arranged to make the meeting smoother and more enjoyable. The Club's regulations have been amended quite considerably in the last two years. As they stand now they are, I think, fairly reasonable and well-balanced. It is not a good thing to be hedged around with too many rules, but orderly conduct of and at meetings is vital if the Sport is to keep its good name. Remember that, therefore, when next you complain about this or that regulation, or when you come and ask some quite impossible thing of the Clerk of the Course.

Practice is a thing which often comes under discussion, and heavy fire. For some years now Bemsee has adhered to an organised system whereby everyone gets the same amount of practice as everyone else; provided, of course, that he is ready to start at the right time. By simply arranging practice periods by the various races a further great advantage is gained, i.e. that each capacity class can be numbered separately which makes the life of timekeepers and lap-scorers much easier. Furthermore, there is a limit at each circuit on the number of machines that can be on the course at any one time; a limit dictated quite as much by common-or-garden reasons of safety as of insurance. Thus the system is perfectly fair to all and enables the organisation to keep a proper control on practice. Mention of insurance brings me to another point which often seems to cause misunderstanding. Motor cycle racing is dangerous, though to what degree is sometimes according to the taste of the individual. Some personal accident cover is both a sensible and a proper precaution and it is quite right to insist on it. In any case no organiser, and rider too, could afford to do without legal liability cover for the consequences of accidents can be disastrous from a financial, if no other, angle. Many people seem to take up racing without any thought to the future, especially if anything should happen while they are racing. I can say that the premiums which you have to pay when you enter a meeting are very reasonable indeed.

Lastly, I want to dispel once and for all the myths which seem to continue to exist about the manner in which the Club accepts entries at its meetings. It is an accepted fact that meetings cannot take place without three groups of people being present at them: riders, spectators and officials. The general public will not go to a meeting in large quantities unless there are the famous riders appearing.

This fact must be remembered. As far as possible all entries are accepted on the "first come, first served" basis. For Club meetings this system is adhered to throughout. At the other, i.e. National or International meetings, 75% of the entries are thus accepted and the remaining 25% on a selective basis. Yet, so that everyone will be aware of exactly where he stands, all those in the latter category who do not have their entries accepted at once are told of the fact and given the chance to withdraw if they so wish. All riders, therefore, at the Club's meetings know what the position is immediately they enter. I remain quite convinced that this is the only fair way of arranging this most important matter while, at the same time, ensuring that a good entry is received.

I hope that the foregoing words will have helped you to appreciate better, some of these problems. The Club has a duty to all its members, not only as riders, and that must never be forgotten. Two months ago a reply-paid post-card was sent to everyone asking three questions. Unfortunately an elementary omission, was made on that card, for which I take full responsibility, but that omission has now been repaired. At the time of writing about 50% of members have bothered to fill it in and return it to the Office. You may well have cause to regret this as one of the questions referred to regulations. If you have not completed it, you will not get them. Ladies and gentlemen, the Club is yours, you know, so for heaven's sake assist it to the best of your ability. I have tried to tell you a little more about our problems. The post-card I have mentioned is to help you too. Please attend to it if you have not done so. One last word—please remember that the figures I quoted earlier in reference to Silverstone meetings are general and must not be taken as applying to any one meeting there.

ERRATA

Your attention is drawn to an error which appeared on page 16 of the January issue. Reference was made to practice facilities being available at the Crystal Palace. This should have read Brand's Hatch. Members will be aware that only five meetings can take place at the former circuit each year.

TROPHY DAY 1958

Mr. David Baker of Edgware, draws our attention to the fact that he was placed 6th in the second 250 c.c. race at the above meeting on his 201 c.c. M.V. We apologise for omitting this correction from the August issue.

COMMITTEE MEMBERS

Brief Biographies of your present Committee



D. J. H. GLOVER

DENNIS John Hollis Glover is a mechanical engineer. He first became interested in racing as a runner when at school, and was County champion in his age group, at 220/440 yards. He found that the continual starting, of those days, was a great help when he progressed to motor cycle racing.

He took notice of motor cycles at about 8 years of age, haunting the premises of a local motor cycle agent until he was given the daily job of polishing the only new model in stock (a Wooler), but was very unpopular over this with his father who was a saddler and harness maker.

He had his first 'bike at the age of 13, an ex-W.D. Douglas ('14-18 War), which was even then a very old 'bike. Various other machines he has owned since, never being without at least one. He first raced a motor cycle about 1935, making F.T.D. on an Excelsior B.32 at a small meeting, a hill climb at Hexton Beacon, near Luton. In 1936 he acquired one of the special 1929 batch of Spring/Denly 350 camshaft A.J.S.s and then spent several days trying to lap Brooklands at 100, but was always about 2 m.p.h. light. Dennis also rode at Brooklands and Donnington clubman events pre-war.

Receiving several broken bones at Brooklands in 1938, decided the military authorities that they did not want him for service, at any price, so he spent the war years working on Mosquitos, and in the Home Guard as D.R.-cum-unarmed-combat instructor. He was a founder-



NOEL B. POPE

NOEL, coming up to the half-century in age, first gave the "germ" a breeding place as a small schoolboy. The germ was Lawrence of Arabia, passing the school daily on a Brough. His development from an onlooker to a more active part, one with a master's chair outfit, and the other, tearing up a grass field, were more painful. The grass field had, unfortunately, been laid for a tennis court.

In 1933 he entered the racing world with a £5 Velo for road-racing and an £8 Zenith for the track. Later that year he took a deep breath, a large handful of machinery, and a "Gold Star" at 105 on the Anzani monster.

The bug grew up in 1934, when Noel chucked up his job for racing. The "Essolube Trophy" on a Velo and the Brighton record with the Brough, being the highlights. He then attempted to do what was nearly impossible. In 1935 he designed, built and raced in track, sprint and road races, the top spots being a double "Gold Star" lap-record at Brooklands and a "Gold Star", F.T.D. at Southport. Rushing from track to road and sprints, in 1936 he won the 350 handicap and was 2nd in the open handicap of the "N.W. 200"; 5th in the Senior T.T.; 1st in the Senior Mountain Championship; F.T.D. Saltburn; won Donnington replicas; 1st at Gatwick; 1st in Mountain Races, and took the 750 c.c. Mountain Record.

Wearing the threads off the bolts in 1937, by changing from dope to petrol

(Continued on page 25)



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GIRLING



DOUBLE KNOCKER SAYS . . .

AS I write this month's jottings in this series, there is snow and ice about and road-racing seems a long way off. Indeed, if the last weekend in March, Easter weekend, this year, is like that in 1952 then there would be no racing at all, because all over the southern half of the country at least, there was a copious covering of snow. Let's hope it will have gone by then. The real purpose of these remarks is to show that the season is not far off. Already regulations are available and organisation being actively pushed ahead. Indeed with this issue of "Bemsee" you will find enclosed the "Silverstone Saturday" regs.; that is, if you filled in that post-card the other month. There will be two club handicap events which, no doubt, will soon be full up. What a much better idea they are than the rather pointless production machine events they replaced.

We have news of quite a few members just at present. **Arthur Wilerton**, who was unlucky enough to have a serious smash in the 1957 Manx and who spent last year building a most unusual special of Norton, Vincent and B.S.A. bits, has had another bad accident. He had the misfortune to be hit by a car when parked at night. At present he is at his home, 30 Houghton Street, Leicester, where he will have to remain in bed for some weeks. I think he would be very glad to see any members who might be nearby. Two more unfortunates who are mending well are **Cyril Organ** of Enfield and **John Griffiths** of Stevenage. Both hope to be back in the saddle by the beginning of the season on NSU and Norton respectively.

Congratulations to **Laurence Povey** on his becoming a father. When he wrote to us to tell us, both Mrs. Povey and son were doing fine. Laurence incidentally has quite recovered from his spectacular "prang" at the Palace last year. Another "happy" father is **Alistair Cochran** whose wife **Elizabeth**, also a member, presented him with a son, **Christopher**, at the beginning of the year. Again, all are doing splendidly. **Tom Nicholson** from Carlisle is looking forward to, as he puts it, a "more serious season of racing" in 1959, mainly in the North and Scotland. His partner is **John Horseman**, also from that Border city, who rides a T100R Triumph. We hear from **Geoff Hutchins** that he has recently

opened his own business in Forest Hill, London. He specialises in Villiers and has in fact raced a Villiers-powered device at one or two of our meetings. **Dick Foster Pegg**, whom quite a few of you will undoubtedly remember as the rider of a "blown" Square Four several years ago, is now in New York. He says he has at last got used to doing without racing. He still has the Ariel, but confesses that it hasn't been out in years. I well remember it at an Ansty meeting in 1950—a most fearsome sight.

The marque Excelsior has cropped up in two members' letters recently. **E. E. Tomblin** of Witney has just about finished rebuilding a 250 Manxman. A trial run on a local airfield proved that the motor was, I quote, "smooth as silk". I believe Mr. Tomblin had quite a bit of difficulty getting some of the parts he needed, but he seems to have got everything, even to having two plugs made. Member **John Dewhurst** sent me a photo of his Manxman, also a 250 I believe. This, too, is having a big rebuild and he had considerable trouble in finding anyone to cut him a set of cams he wanted for it. This one is a solid frame model and it certainly seemed to be in very nice order. From which it would seem that the O.H.C. Excelsior isn't quite dead yet. There is one in a "featherbed" frame I have seen and very nice it is too.

I went to the Witley Club's popular Boxing Day scramble. It is not often now that I go to events of this sort and I thoroughly enjoyed it. The racing was good and the course fairly fast with some highly spectacular jumps. Boy, don't some of those machines take a bashing. I reckon top-line scrambling must be as expensive as top-line racing. The reason I mention the event is because there were four Bemsee members riding, quite apart from a number watching. The four heroes were **Derek King** of Twickenham, **D. A. Ball** of Hayes, **Arthur West** of Battersea and **Arthur Wheeler**. Derek was riding a weird and wonderful old special, of heaven knows what ancestry, which did seem a little aged for so rough a sport, while Arthur Wheeler had a Tiger Cub. Doug Ball did best, getting into the Novices' final on his Gold Star. What about a Bemsee team next year? But please note, it is not suitable for unconverted Manxes or 7Rs!

This year the Club is organising the "Clubman's Trophy". This event, the successor to the Clubman's T.T., has not exactly had a wildly successful career. In all, there were rarely very keen races when it was held in the Island. Indeed, seldom can a series have produced more walk-over victories. Eventually what started as a basically good idea was ruined by the pre-eminence of one make, an excellent one I admit. Or perhaps one could say it was equally spoilt because other manufacturers who had suitable machines didn't develop them. Anyway, it left the Island after 1956 for good and now has come to rest on the mainland. Here it seems to me it can fill a most useful function, giving promising riders, who will in any case be riding in the forthcoming Manx G.P., a chance of

a fairly lengthy ride on circuits not as difficult as the Island. I only hope it goes to several circuits in turn and is not confined to one. At present this certainly seems the Union's policy; let's hope it stays that way. Incidentally, I have done a little checking-up and I find that the two finals at Silverstone on July 4th will be the longest races held on the mainland since the war—about 118 miles. They ought to be very interesting.

Next month the Editor plans a special issue to mark the 50th Anniversary of the Club. I feel sure he would be delighted to receive contributions on so auspicious an occasion. It often amazes me that there is this continued dearth of material for the magazine. After all, with 1,300 members, there must be two or three dozen who can write!

D. J. H. GLOVER

member of the Club when it was reformed in 1947, and has since served as a director.

Having ridden in the M.G.P. of 1946, '47, '48, and '52, Dennis has a unique Island record. He has never finished once; mechanical trouble was the cause every time except the last, when for a little variety he fell off at Cronk-ny-Mona. The nearest he ever got to the finish was the 13th milestone on the last lap in '47. During these years he competed at all the short circuits and the "N.W. 200" and usually managed to finish in the first six but, more often either 4, 5, 6 rather than 1, 2, 3.

Following an extensive disintegration of his engine at the last Haddenham meeting, he applied for a job marshalling and was put on Barry's squad of Scrutineers. He competed and helped with Scrutineering at many meetings, and, when Barry retired, he took over. Responsible for entering our Club teams in the T.T. for several years, he usually spends the daylight hours lapping the island with Club members who are competing in the Clubman's for the first time, passing on information on line, gears, etc., which he learned from Wilf Harding, Roland Pike, and Ken Bills.

His one big regret is that in what should have been his best racing years there was a war on and no racing to be had.

NOEL B. POPE

and back again, he managed a fair success. 1st and 2nd F.T.D.s at Gatwick with the Brough and Pope-J.A.P.; 1, 2, 3 at Brooklands with the same machines; 2nd in Junior Mountain Championship behind Archer; 3rd in Senior Road Championship and 1st in Team Race.

Coming back from the Continent in 1938 at intervals after Swiss G.P. 3rd place, Dutch T.T. 5th place, he made attempts on records. "Gold Star" and lap record with the Brough s/c at 106 m.p.h., and World's 3 hours 350 c.c. record, and 2 hours 500 c.c. The 500 c.c. s/c lap record, absolute solo record at 124 m.p.h. and Gatwick record.

Joined the Regular Army in 1939 and started motor cycle training schools with the Armoured Divisions.

Started racing again in 1947 at Dunholme—3rd, 500 c.c. scratch race; F.T.D. at Redcar and 5th, Senior T.T. in 1948.

His attempt on the World's record at Utah in 1949, ended in a pile-up. This must be a record for the time taken from being out of control to the ultimate finish!

He crept away from Montlhery in 1952 with a heap of blown-up machinery, although after breaking World's and the sidecar lap records at 112 m.p.h.

In 1953, he hung up his crash hat in disgust. He equalled his lap-record at Montlhery to the exact decimal place; but could not break it.

EDITOR'S CORRESPONDENCE

AS Dr. Bayley and Mr. Hartley have both unfairly accused (Jan. "Bemsee") Mr. Tragatsch of *inaccuracy, mistakes, distortion, and prejudice*, without giving details, may I, as an alcohol burner, comment on Erwin's eight points. (Dec. "Bemsee").

1. Alcohol, other things being equal, gives more power and speed. However, due to the inferior fuel/air ratio as compared with petrol, a heavier load must be carried, unless the range between refuelling stops is to be about halved. It may well be, therefore, that this is true.

2. The power output of a production sports model on alcohol could be about doubled, so that it is obvious, many other modifications would be required.

3. Anyone who has used both these fuels knows this to be very true.

4. I use additives in my alcohol, which puts its cost up from 7/- to about 30/- per gallon.

5. The most dangerous of these is methanol (which is alcohol), and here I quote from a treatise on the Toxicity of Fuels: "The liquid (methyl alcohol) is poisonous because it can be absorbed through the skin, as well as taken orally. The vapour is dangerous because of its poisonous nature if inhaled. Once absorbed into the system by either method, methanol or its products causes sickness, blindness, insanity and ultimately death, as the concentration increases. The effects of absorption of even small amounts may be cumulative over relatively long periods owing to the slowness of elimination from the system. . . ." I don't doubt that the doctor knows this to be true.

6. Owing to the unfavourable fuel/air ratio mentioned above (4.5 : 1, as against 15 : 1 for petrol, for maximum power), the quantities to be handled could be very large indeed, and an enquiry from customs and shipping authorities reveals how serious is this side of the problem. Also, as pointed out, a bad sample of methanol is far more destructive to machinery than one of petrol.

7. This is the only point on which I do not quite agree, unless of course tuning for economy is envisaged, which

for road or long-distance racing would probably be the case.

8. This "thirst" of an alcohol motor is, of course, due to the very inferior fuel/air ratio quoted above, and as is well known, you've got to keep on the rich side with alcohol otherwise, due to the oxygen content of the alcohol molecule, very serious overheating will take place, resulting in not merely "mice" but *holes!*

Maurice Brierley.

Watton at Stone.

HAVING taken part in the Treasure Hunt organised by Mr. A. L. Huxley and his merry men (January "Bemsee") I would also like to express my thanks for a very enjoyable afternoon. Regarding the Secretary's remarks about the four-wheeled brigade, the only advantage the car has over the 'bike is that two people can sort out clues, and route as it covers the course, but when one is solo in a van, anything can go wrong, especially when gathering fir cones, oak leaves, etc., in narrow lanes!

On the subject of the choice of fuels for motor cycle competitions, the protagonists for alcohol and its derivatives, always extol the virtues of them, but rarely mention their many disadvantages. The major one is the general non-availability of alcohol fuel, and along with its lower calorific value, means that large quantities of the liquid have to be transported from garage to circuit, with the attendant disadvantages especially if racing on the Continent is envisaged. On the subject of safety and fire risk, R. J. B. Seaman died from burn injuries sustained in the Belgian Grand Prix, while he was in a car which used alcohol fuel, so that to raise the argument that alcohol is safer is rather futile. In my own view most accidents, unfortunately, are caused by errors of judgment rather than the effects of excessive mechanical stress, due to heat.

P. A. Edwards.

London, E.12.

BENEVOLENT FUND

Contributions from the following are gratefully acknowledged by the Trustees of the Fund:—

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FIRST, SECOND, THIRD

A summary of members' recent successes

WHILE the most we saw on Boxing Day over here was a scramble or trial, it was road racing with a vengeance in Australia and New Zealand. **John Hempleman** continued his considerable run of victories at Waganui, when he won the 500 c.c. race at record speed with a record lap thrown in. **John Anderson** chased him very hard indeed and reversed the position in the 350 event. In fact, the meeting was notable for the terrific scraps between these two. The same day, in the Australian T.T. at Albany, the first R.E.G., which Bob Geeson sold to an Australian, won the 250 class with ease. No bad performance is this, seeing that the machine was sent out there after the 1954 season, and is now several years old. In addition to the Boxing Day Scramble referred to elsewhere in this issue, there was an event called the "Wild and Woolly Scramble" organised by the Northampton Club in which **Dan Shorey** made the best performance with a machine equipped with standard tyres—on a Triumph. This must have been a feat and a half, as those with "knobbles" had a pretty rough time of it. The year ended with another sidecar win for **Bill Slocombe** in the Windlesham Club's trial at Ash.

John Hempleman continued his winning ways at Rotorua on New Year's day by winning both 350 and 500 races and setting-up a new lap record. **John Anderson** was second in the former race. Meantime several thousands of miles across the Indian Ocean the famous "Port Elizabeth 200" was being held. At the time of writing, no results of the scratch races are to hand, but the main event, the 200 miles handicap was won by **Frank Cope**, 62 years young and all, on his 250 Norton. This is an amazing effort. Congratulations, Frank! The first Sunday in 1959 saw the usual trials and scrambles activity in our chilly country. At the Matlock scramble friend **Norman Storer** was again prominent on his Greeves, winning the 250 race and netting a 2nd and 3rd in 350 and 500 finals respectively. **Jimmy Lees-Baker** was the runner-up in the Jersey club's first 1959 trial and the ever-present **Bill Slocombe** carried off "chair" honours in the Hawken Cup Trial.

The compiler would like to offer congratulations to all those members who have done so well in so many branches of the sport in 1958.

SUBSCRIPTIONS

May I again remind you that you should pay your subscription, £2 2s. 0d., at once, if you have not already done so. All those who have not yet paid, will find a further blue form enclosed with this issue of "Bemsee". Please use it when

remitting. May I also remind those who have not yet completed the reply-paid post-card which we enclosed with the last issue, that they will not receive the regulations for "Silverstone Saturday" or any of the other meetings, until they do so. Thank you. Secretary.

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BILL JARMAN'S COLUMN

WE start the year with our A.G.M. which will be held on a Saturday afternoon, on February 21st, at 3 p.m. As this is rather a special occasion you should really make an effort to attend. Members only!

Did you send in your pre-paid post-card to the Secretary? Did you sign it? Good show! Many of you are too far away to call at the office, whilst others dislike writing letters. The post-cards were intended to provide the Committee with information which will enable them to give the best service at lowest cost.

Overseas members who have sent me cards and letters will be pleased to know that the stamps from far away places have given much pleasure to a small boy who can only get about in a wheel-chair. Some of my correspondents omit their addresses which makes it difficult for me to reply except through the medium of this journal. Thanks a lot!

It is now well known to the membership that I am easing-up and passing on some of my commitments to others. May I, therefore, thank all those good people who have helped in the past and hope they will continue with the good work in future. This is a very special year and the "crossed Jacks" must be kept where they belong. In front!

Have you put our 1959 dates in your nice new diaries? We open up on April 18th at Silverstone in conjunction with

our good friends from **Motor Cycling**. If you belong to your local club, why not ask them to organise an event to coincide with "Silverstone Saturday"? A Navigation Competition, a Treasure Hunt, or a Rally. There are many ideas which could be tried out on this date.

Recently I have been fortunate enough to see two greatly enlarged photographs—one of an eye and another of a goggle "glass". The eye itself was undamaged but the goggle was so shattered that it was most difficult to see through. The moral is obvious. Never race without first class goggles and do not begrudge the price you pay for safety with eyesight.

A young man recently tackled me about the cost of racing, apart from the actual machine, which is to be a birthday present—lucky chap. He was somewhat surprised at all the various items such as transport, accommodation, wear and tear, misfortune plus dozens of other expenses. We then worked out the cost of smoking and solved the problem that way.

F.I.M. INTERNATIONAL RALLY 1959

The Committee have agreed to present a Cup, of ten guineas value, to the organisers of this event which is being held at Scarborough from June 16th to 18th. This is the first occasion upon which the Rally has been held in Great Britain. The cup will be presented at the discretion of the organising committee.

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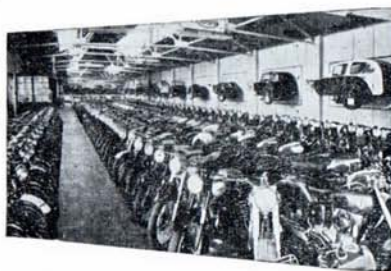
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AREA NEWS

METROPOLITAN

Alan L. Huxley

ON January 13th we held our 'Talk and Discussion' on Race Marshalling at the 'Prince of Wales Tavern' and despite one of the worst fogs of the year—it took two or three hours for several members to get home that night, a large gathering of members and friends had a very enjoyable evening discussing the various types of marshal and their responsibilities and work.

The evening was organised by our 'Laps and Spots' Chief, Lionel Cheese-right (in the Chair), and was very ably supported by Barry (B.M.C.R.C. Steward), Denis Glover (Chief Scrutineer), Denis Bates (Chief Marshal), Harry Shuttleworth (Timekeeper), and our Secretary, Guy Tremlett. Varied were the questions put to the Panel and our Paddock Gate Marshal in recent years, Dickie Fifield, caused great amusement when explaining 'How Angels fear to tread on hoardings'. The evening concluded at about 10.45 p.m. with a general rush to the bar for the last noggin and it was unanimously agreed that this 'get-together' on marshalling was both welcomed and enjoyed by all present. During the course of the evening a raffle was held to help defray expenses of hiring the room and a donation was accepted by Barry on behalf of the B.M.C.R.C. Benevolent Fund.

Our next meeting of the Metropolitan Area will be on **February, 17th** at the 'Prince of Wales Tavern', time 7.30 for 8.0 p.m.—when there will be either a Film Show or a 'fun and games' evening; further details will be notified in the Technical Press before the date. Don't forget—February 17th, at 7.30 p.m.

BACK NUMBERS

"FOR my sake, as a long-suffering commentator," says Graham Walker, "I do hope that we can persuade the chaps to fit their near-side rear number plates as far back as possible. The B.B.C. box at Silverstone is so high up, that when numbers are fitted to the front arc of the rear mudguard, they are hidden by the rider's thigh."

We would add that the Timekeepers

and Lap Scorers have also commented thus, and we therefore hope you will all co-operate as suggested above and thereby help towards the better organisation of the meetings.

The first paragraph is an extract from a recent letter sent to our Vice-Chairman, Mr. Squillario, who passes it on.

NOTTS., LEICS. and DERBY

W. B. Martin

ORGANISED activities in the 'cell' have been lacking for some considerable time; not, I can assure you, from lack of enthusiasm, but due to the enforced temporary absence of yours truly. Oddly enough, I am at the moment temporarily staying within but a mile or so of our Yorkshire rep.

Our unlucky old friend Arthur Willerton, wrote me a few days ago, informing me that he is once again *hors-de-combat*, as a result of being struck by a passing vehicle. We wish him a rapid recovery.

Other local news: Our genius Dennis Jones has given birth to a "four", which we shall be hearing (four meggers). Fred Wallis is grafting in a large motor for the sidecar outfit. A local sponsor has insisted on one of our keenest, to lose weight. Hope it doesn't hurt too much, Tony!

It is my intention to inform all local members direct, as soon as a meeting or function can be arranged, and it is hoped that you will appreciate my difficulties. I will, however, be back in the near future.

MIDLANDS

A. Squillario

JUST a very short note before the February issue goes for printing.

Following our Cell gathering at the Motordrome, we shall have another get-together at the 'Boot' at Lapworth on Tuesday, February 17th, and we look forward to seeing all the Midlands members there.

MARSHALLING FOR THIS SEASON

By DENNIS BATES

THOSE stalwarts who comprise the marshals of Bemsee are in for a hard season's work. From five meetings in 1954 we have grown to nine, and we shall be required at eight of them—the other being the Brighton Speed Trials, which is handed by the organising club down there.

Now what does this mean in terms of marshal planning? Well, for a start a full turn-out is necessary for the meetings at Silverstone where we use the big circuit, particularly Silverstone Saturday which is the crowd-drawer of our year. At Crystal Palace we can do with less people, whilst at the sprint at Long Marston some 30 or so marshals are needed (maybe more). Light relief at Shelsley, when the number is only two or three, so don't queue for that one!

This is a tremendous year for the Club—the Golden Jubilee year as well as the year of maximum effort. Not only are there more meetings but they are packed full of interesting races that will tax our resources to the utmost. The Guinness Trophy Meeting on August 22nd includes a team relay race: machines of all capacities on the track together with each team putting in fast lappery to beat the next one to the baton changing point. We will have to be real hot-stuff then, and again at the "Hutch", which may have a new home this year, and if it does we shall have some very exciting races.

Our task at Long Marston in June may be larger than hitherto. If it is, then we marshals can contribute much to the increase in popularity of sprinting. Down there the big 'bikes can knock up 140 m.p.h. and more over the standing 1,000 yards, so a good team of us is a necessity as we are sure to have a good-sized crowd.

During 1958 concentration has been upon the sector control scheme under which the course was divided up, and responsibility for the operation of each sector delegated to a Sector Commander who had under him flag, 'phone and course marshals, crowd control and breakdown.

Both at Silverstone and Crystal Palace the scheme works well. That is not to say that difficulties did not arise, or that everyone was perfect at their respective jobs. Crises did occur, but the broad principle of the scheme showed it to be probably the best system for our needs, besides proving that with fewer marshals the courses were as safe, if not safer, than hitherto.

This year the accent must be upon increased efficiency and, fortunately, the number of meetings will give sufficient practical experience. A lot of the responsibility will naturally devolve upon the heads of the Sector Commanders. They should get together their team of marshals before the commencement of practising and outline the duties of each. Then every single marshal will be absolutely clear what is expected of him so that, in the event of an emergency, the incident is competently dealt with by the right people. Beginning right at the beginning, that implies arrival at the course on or before the appointed hour. Bill and Huxley and I can sort out any problem providing we have the marshals to do the job, but if we have to cope with late arrivals, then it takes valuable hours to catch up with ourselves, and the marshalling suffers as a result.

A note on page 16 of the January issue of "Bemsee" concerns those marshals willing and able to arrange a day off in mid-week. If a pre-season practise session takes place then we may require some marshals on the day. If you would like to indulge, please ring me at my office: TRAFalgar 6433, or home HURStway 3425. If you are needed, or otherwise, then you will hear in good time. My address is 55 Chatham Avenue, Hayes, Bromley, Kent.

For marshalling proper, Bill and I will prepare a list of names from our 1958 lists, and a note will be sent to each marshal asking him to let us know what meetings he can attend. Marshals will then be given jobs for the season.

We will have this ready before the first meeting and then each marshal will know what is required of him. Of course, it will not be perfect because absentees amongst so huge a band are unavoidable, so if you cannot make a date when you thought you could, don't forget to let me know.

Well, that is that. Before this is printed we will have enjoyed (!) a Marshal discussion evening at the "Prince of Wales". No doubt there will be some very good points raised, and if there are any radical changes to the 1958 system as a result of that meeting, they will be incorporated and published.

As it is still early in January may I wish every Club member a most successful New Year and a lot of happy motor cycling in whatever particular field his activities lie.

MUTUAL AID

Wanted. For 500 'Featherbed' Norton. One exhaust pipe and megaphone. One pair of clip-on handlebars.—D. E. Watkins, 6 Hazelwood Road, Neath, Glam.

Wanted. Late 500 c.c. 'Featherbed' in good condition; would swop 1956 350 c.c. Gold Star in racing trim (lapped Silverstone 82 m.p.h.) and cash, or cash only if price is right.—W. Bunn, 166 The Broadway, Southall, Middx. Phone Southall 3593.

Wanted. Set of racing leathers; 6ft. 1in. tall; also racing boots size 10 or 11.—L. H. Creak, 23 Chief's Street, Ely, Cambs.

Wanted. Leathers, one-piece preferred; 38in. chest; 5ft. 7in. tall; price reasonable.—J. C. E. Vaughan, 3 Wilverley Crescent, New Malden, Surrey.

Wanted. Headlight, headlight stays and silencer for 1956-9 B34 Gold Star B.S.A.; good condition essential; state price.—W. G. Tremlett, 25 Angel Hill, Sutton, Surrey.

Services offered. Does any sidecar member require a passenger? Member P. J. Hardcastle of 104 Farmilo Road, E.17, who is aged 20, 6ft. tall and weighs 11 stone, is keen to offer his services as "ballast".—Enquiries to him, please.

HAROLD SIMMS

ON the eve of this present New Year, we had the sad news of the sudden death at the age of 69, of Harold J. Simms of the Birmingham Motor Cycle Club. For many years he had been closely connected with two-wheeled sport and was very well-known throughout

the Midlands as Past President on two occasions, of the B.M.C.C., and also as their Treasurer.

It was through the kind offices of Harold Simms that our Midland Cell was granted the use of the B.M.C.C. headquarters at the Motordrome, for our January meeting, and we will all sincerely feel the great loss to the Sport, that the passing of this stalwart has brought about. Our condolences go to his widow.

BADGES

On account of increasing costs of production, the undermentioned changes in the prices of Club badges and other insignia will become effective immediately:

Ladies' brooch	-	6s. 6d.
Lapel badge	-	10s. 0d.
Blazer badge	-	£2 5s. 0d.
Type "B" tie	-	16s. 6d.

There will be no change in the price of the car badge, transfer or type "A" tie.

All these items are currently in stock and can be had on application to the Office. Secretary.

PUBLICITY MATERIAL

All members with membership numbers above 2053 will find enclosed with this issue of "Bemsee", a reply-paid postcard which I would ask them to complete and to return to me as soon as possible. This will enable us to know what publicity material you want in the coming season and so adjust the mailing-list accordingly. It is assumed that all those who had posters and stickers last year will require the same again in 1959. These will be sent, but if you want more please let us know. Secretary.

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The Clubmans Trophy

AS you know, the Club's offer to organise the above event on the Grand Prix Circuit at Silverstone on Saturday, July 4th, was accepted. In due course regs. will be sent to all members who have asked to receive them this year, as well as Club and Centre secretaries. This notice, therefore, is merely intended to be introductory. It is in the interest of all riding members to read it.

It is planned to have three 350 c.c., and two 500 c.c. heats, of eight laps each, before lunch. From these the fastest 48 in each class will go forward into the two forty-lap finals. These involve a distance of about 136 miles. A sidecar event will take place between the two finals.

Entry will be made by clubs affiliated to the A.-C.U., the Scottish A.-C.U. or the M.C.U.I. Non-territorial clubs will be allowed three entries in each event and all others, two. It is the Committee's wish to enter members to represent the Club in both races. Therefore all those who would like to be considered are asked to write to me not later than March 28th giving as many details as possible of past experience and successes and the machine to be ridden. The final selection of Club entries will be at the discretion of the Committee, or a sub-Committee appointed by it, to determine the matter.

No one who has won a first or second class replica in a post-war T.T., finished in the first six in a post-war "classic" grande epreuve or the Manx G.P., won a post-war Clubman's T.T. or Trophy or held any world record, will be eligible to ride. There will be no restriction on type of machine, but streamlining will not be allowed.

SECRETARY.



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