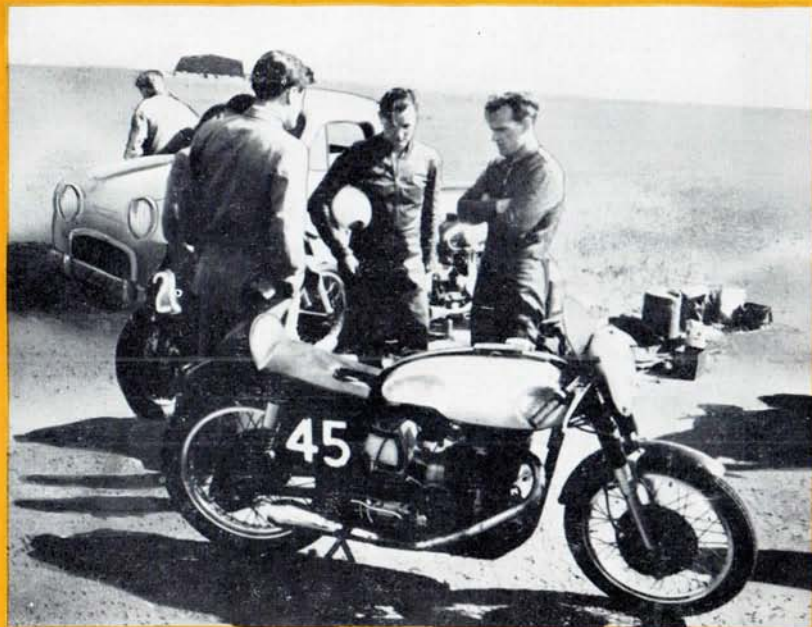




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 12. No. 1. JANUARY, 1959 ONE SHILLING



“Conversazione”

Photo: Jim Sheldon

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Happy New Year

to you all



May these Meetings bring you every success

18th April	SILVERSTONE SATURDAY 125, 250, 350, 500 solos; sidecars; club handicaps	Silverstone
30th May	TROPHY DAY 50, 125, 250, 350, 1000 solos; sidecar; "British" 125; production/sports solos	Silverstone
28th June	LONG MARSTON SPRINT* 350, 500, 1000 solos; sidecars	Long Marston
4th July	CLUBMAN'S TROPHY† 350, 500 solos; sidecars	Silverstone
3rd August	METROPOLITAN MEETING 50, 125, 250, 350, 1000 solos; sidecars	Crystal Palace
22nd August	GUINNESS TROPHY MEETING 125, 250, 350, 1000 solos; sidecar; Vintage; team relay	Silverstone
30th August	SHELSLEY WALSH HILL CLIMB‡ 350, 500, 1000 solos; sidecars	Shelsley Walsh
5th September	BRIGHTON SPEED TRIALS§ 500, 1000 solos; sidecars	Brighton
3rd October	HUTCHINSON 100 125, 250, 350, 1000 solos; sidecars	

* by invitation of the Evesham Automobile Club.

† on behalf of the Auto Cycle Union.

‡ by invitation of the Midland Automobile Club.

§ by invitation of the Brighton and Hove Motor Club Ltd.

In all cases except the three sprints, Regulations will be automatically sent to all who have asked for them, approximately two months prior to the Meetings.

GOOD RACING OR MARSHALLING OR SPECTATING

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. Squillarie;

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

A GOOD START

DURING the past racing season, it will not have escaped notice that two major race procedures, the "graded-rider" and "one-long-race" systems, have been successfully operated by the Club at both major and secondary meetings.

Directly traceable to the former idea is the planned, "graded-start" system for this year's Mountain T.T.'s and it is in no doubt that this procedure is going to provide the longer Island races with the "shot-in-the-arm" that they needed; making for far more interesting racing, which will be more easily followed by the less clued-up road-racegoer.

The pre-paid postcards sent out with the last issue of the magazine, asked you to state your preference on several matters of importance to you, and we hope that every racing member took this opportunity to air his views, by returning the cards, duly completed. Only with your full co-operation over these and other matters can the Club give you what you want, and that is our aim!

We apologise for the delay in producing this month's issue of "*Bemsee*." It has been unavoidable due to holidays and illness.

Closing date for contributions — 14th of each month

DOUBLE KNOCKER SAYS . . .

BY the time this appears in print the festive season will have come and gone and we shall be in the New Year and not so very far from the start of a new racing season. So I would like to begin this month's jottings by wishing one and all the very best of success in 1959. May this be your best season ever! For the Club it is, of course, a unique occasion—the Golden Jubilee. This strikes me as being quite an achievement in more than one way. Today we are in a very different position to that which we were 50 years ago. For one thing we have no permanent home now as we used to have. For another the whole basis of the Sport has changed. And for a third machines are vastly different. Whether those old days were the "good old days" is, I think, quite beside the point. I for one refuse to believe in that particular dictum. I am quite certain that you members today get quite as much out of your racing as did *your forebears 50 years ago. Nevertheless to have been actively concerned in the running of races for a period of time like that is something to be very proud of and we can justifiably congratulate ourselves upon it.

We seem to have had several letters, etc., from the States recently from some of our members there. **Roland Pike** who lives now outside New York, tells us that there is more motor cycling there than in Virginia where he lived for his first 10 months. He says he would like to get his hands on a new 250 Norton power unit. That would indeed be interesting as anyone who remembers the Pike-Rudge and B.S.A. machines would agree. Some time ago we had a letter from a former member of the Club, **John Knott**, who is in business in Tucson, Arizona. He raced at Brooklands, gaining a "gold star" in 1935. It seems there is a market there for o.h.v. 250 motors which are used in midget racing cars; shades of our own 250 four-wheeled racers? From a different quarter of the Globe a letter arrived not long since from Kenya from **John Welch**. He has a Manx Norton which he races when he can out there. Apparently the "lads" now have a permanent track which can be used almost all the year round which sounds a little exhausting, to say the least.

Member **David Willis** of Eltham has had the misfortune to break his leg and

was for a time in a Welsh hospital. We hope that by now he is home and well on the way to recovery. Many will know too, I expect, that **Ken Patrick**, who crashed very heavily in the Manx practice, is now out and about again. No doubt we shall be seeing him in action soon. Members will be sorry to hear too that **Mr. G. S. Lashmar**, father of the late Dennis Lashmar, died shortly before the Dinner after a long illness. Mr. Lashmar always had a great affection for the Club and had presented a cup for competition at the "Hutch".

A recent visit to Italy was very interesting from the motor cycle angle as from many others. Machines of more than 250 c.c. are exceedingly rare. Seemingly the Moto Guzzi and Gilera people do still make 500s, for I did see one or two of these, but, for the most part, it is one long succession of two or four strokes with M.V., Ducati and Motom predominating. "Drop" handlebars and a noisy exhaust seem to be a *sine qua non* as far as Italian motor cyclists are concerned, though the latter point was undoubtedly rendered even more noticeable by the manner in which the majority of machines were handled. The use of alloy rims is very widespread and the finish of power units, etc., seemed to be of a very high quality. Some of the super-sport Mondials, Morinis and Ducatis were very beautiful little machines and, I imagine, possessed of very good performances. On the other hand I did get the impression that the average Italian was not a very careful rider, mechanically I mean. Many were the machines I saw and heard in the last stages of mechanical ill! What one had to admire unreservedly, in Rome at any rate, was the skill of the riders in swerving through the traffic, which is virtually unrestrainedly in that city anyway, and missing by less than inches dreadful "prangs". In fact, I can safely say I have never seen traffic like it! Italy is far more motor cycle conscious than we are and, from what I could judge, motor cycles are not regarded in quite the same light there as they are here. It would be perfectly possible, for example, to see the owner of the latest Ferrari talking with the owner of a small M.V.

(Continued on page 15)



"THE MOTOR CYCLE"
PHOTOGRAPH

ALAN SHEPHERD-348c.c. MODEL 7R A·J·S

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and Ensure Success*

A·J·S MOTOR CYCLES · PLUMPSTEAD ROAD · LONDON S.E.18

COMMITTEE NEWS

Meeting held on 15th December, 1958, at the R.A.C.

Present : H. L. Daniell (Chairman), D. Bates, E. C. E. Baragwanath, L. S. Cheeseright, E. C. Cooper, G. C. Cobbold, D. J. H. Glover, A. L. Huxley, W. G. Jarman, N. B. Pope, A. Squillario, I. F. Telfer, G. E. Tottey and R. C. Walker. In attendance : The Secretary.

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

The A-C.U. Stewards' reports on the Metropolitan Meeting, the "Hutchinson 100" and Club Day were read and noted.

In response to a letter from the organising committee of the F.I.M. International Rally it was decided to give a Trophy for competition at this event in 1959 to be known as the B.M.C.R.C. Trophy, valued at £10, and to be won outright.

Further proposals to mark the Golden Jubilee of the Club were discussed and approved. The Secretary gave a progress report on the 1959 fixtures. An invitation

from the Midland A.C. to compete at Shelsley on Sunday, 30th August, was accepted. Details of race programmes at 1959 meetings were approved.

Mr. Cooper gave a report on the 1958 Annual Dinner. A vote of thanks was accorded to the Dinner sub-Committee for their work. A date suitable for next year's function was discussed.

Arrangements for the Anniversary Cocktail Party to follow the Annual General Meetings were discussed and agreed.

A report from the Trustees of the Benevolent Fund was received and accepted.

New members were elected.

The next meeting of the General Committee was fixed for 26th January, 1959.

A report on the Birmingham Conference from Mr. P. F. Wright was received and noted.

Arising out of a further request from a member that the Gold Star be re-instituted, it was unanimously agreed that this award should not be revived.

SUBSCRIPTIONS ARE NOW DUE

Please send in your

£2 . 2 . 0 now

THANK YOU !

NEW BOOKS

Guide to the Driving Test

Temple Press Ltd. 5s. net.

JUST compiled by *Motor Cycling* is this well-written and easy-for-the-novice-to-understand book, which most comprehensively covers every aspect of that sometimes fearsome (to some) event, the Driving Test on a motor-cycle.

The eighty-odd pages and a useful Index, cover in well-defined sections, a description of what the Test is exactly; the controls of a motor-cycle; first steps the beginner should take; a chapter on cornering; use of gearbox and brakes; riding in traffic; handling a sidecar; and points to watch after taking the Test.

Dealt with separately in a short chapter is the handling of Scooters and Mopeds and to close the instruction there is a detailed extract from *The Highway Code* as it affects motor-cyclists, together with a most useful collection of *Highway Code* test questions such as would be asked of a candidate taking the Test.

With a foreword by Graham Walker, the book, well illustrated, has been written by John Thorpe, and is now available from all booksellers, or by post, price 5/6d., from the publishers, at Bowling Green Lane, E.C.1.

"Motor Cycling" Diary 1959

An excellent investment, as always we might justifiably add, is the 1959 edition of the "*Motor Cycling*" Diary. This is available in two forms from the publishers of "*Motor Cycling*", c/o Temple Press Ltd., Bowling Green Lane, London, E.C.1. The rexine covered edition costs 4/- and the leather one, which includes a pencil, 6/-. Fine value it makes too.

It contains in its 64 introductory pages a wealth of useful information on sporting, touring and general motor cycling matters which alone is worth the price. Sections are devoted to the T.T., the Manx G.P., the International Six Days, the F.I.M., A-C.U., etc. A particularly useful little item for race-goers is a map showing the location of all the race tracks in this country. There are maps of the country's main roads, of London's road system and Underground railway. In the actual diary part there is provision for noting the daily mileage. There is, too, ample room at the end for notes, addresses, etc.

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IN THE TRADE SINCE 1902

BILL JARMAN'S COLUMN

A VERY happy and prosperous Jubilee Year to you all. Although the word "Jubilee" has nothing to do with rejoicing—it actually comes from the Hebrew language and means "fanfare of trumpets"—we can be excused if we make merry during our fiftieth year. The fanfare of trumpets is most appropriate, is it not?

* * *

1909 to 1959. Those of us who have lived through these years have been very fortunate in some ways. If we forget the two wars, we can at least say we have seen some fantastic progress. Radio, radar, television, electronics, films, flight, jet engines, nuclear power with colossal speeds on land, water and in the air. How I wish we had a pictorial record of our first meeting at Brooklands fifty years ago. How interesting it would be to compare with, say, the T.T. or the "Hutch" or Silverstone Saturday of 1958.

* * *

Like lots of others, I am getting a bit worried about the F.I.M. and the F.I.A. for that matter. These two bodies use the same swimming pool and the time has come for us to chlorinate the water. It looks as though our "National" label will carry more weight than ever before. There is no earthly reason why we cannot continue with the 350/500 classes on our own ground whilst quietly developing the 125/250 categories for the Continental Circus.

* * *

One recent item of news which deserves and will get our whole-hearted support, concerns the issue of Permits for events of National or higher standards. These should be issued by the A-C.U. from Pall Mall. The confusion between the status of Club, Centre, National and International Permits requires to be tidied up. In many cases it could be compared with a Local Authority issuing an Order in Council which is appropriate to the Government. It is quite correct for Centres to issue docu-

ments up to Centre status. National and International things **must** come from Pall Mall. Don't you agree?

* * *

Formula 1, Racing Applications to the F.I.M. for homologation are conspicuous by their absence. It's time the F.I.M. agreed that racing means racing, whatever the form or formula. This is what everyone wants and if the various bodies fail to provide it, then the writing is on the wall. Maybe a twelve-hour race (on Le Mans lines) on the T.T. Course in the I.O.M. would settle all arguments about engine sizes and prove quite a lot of things apart from cubic capacity. It's an idea, anyway!

* * *

Did you see the pictures of Walter Zeller's new toy? A supercharged 600 B.M.W. for burning up the autobahn. What a device for testing tyres and brakes etc., plus the rider's ability, of course. It must be a wonderful feeling to be the only man with the only machine of its kind.

* * *

Two thousand members in our Jubilee Year is not impossible. If each and every one of us decide on this target for 1959 we shall be certain to keep the crossed jacks right where they belong, "on the winners at all events." Your New Year resolution problem is solved. Application Forms, etc., can be obtained from the Secretary at the office.

* * *

May I conclude these notes by remembering four names, who pioneered the foundation work of this great Club—Messrs. Reynolds, Ebblewhite and Lloyd plus the one and only Loughborough who is still with us after spending most of his adult life mixed up in motorcycle politics. He went from the B.M.C.R.C. to the A-C.U. and on to the old F.I.C.M.; now the F.I.M. from which he recently retired. We all hope to see him score a century.

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Best Sidecar Performance
Manufacturers Team Prize
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ST. DAVID'S TRIAL

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

A TREASURE HUNT À LA BILL HUXLEY

By W. G. TREMLETT

SUNDAY, 14th December, was the day; 2.04 p.m. the time. After being given a fearsome sheet of paper with lots of brain-defying "clues" on it by our fiendish Metropolitan Area Organiser Bill Huxley and being sent on my way by his chief conspirator for the day Lionel Cheeseright, I departed from the "*Sugar Bowl*" at Burgh Heath to find my way around the 35 mile course. The very first "clue" had me so baffled for a while that I nearly collected a family motorist out for the afternoon crawl within the first two miles. It mentioned whiskey and entrances and braes. Didn't seem to make sense to me, so that by the time I reached the top of Reigate Hill I'd decided to concentrate on the next one which wasn't so much of a problem to my tiny Chinese mind. Reigate Hill . . . ! Why, of course—Rei . . . gate . . . Hill—whiskey, entrance, brae—see what I mean?

I pressed on, picking up some of Bill's ingenious pointers without too much mental torture, but finding others far less easy to solve. There was a windmill in one of them; not too difficult. But a pub where a priest had been apprehended had me rushing frantically round the fair town of Reigate for half an hour in ever-decreasing circles. The "bobby" on duty in the centre was beginning to eye one small trials Greeves with a rather jaundiced eye by the time I'd caught up with the ruddy monk. Odd sights were to be seen in one area of Surrey that day. For example, a whole bunch of 'bikes and cars rushing up to an isolated letter box and exclaiming with glee when they discovered what time the last Saturday post was. Or a similar group arriving at a cattle grid in the middle of a quiet, innocent lane, leaping madly out of or from their vehicles and solemnly counting the number of iron latitudinal bars on the grid.

Unfortunately I took so long to solve

the earlier "clues" that darkness caught up with me ere I had completed three-quarters of the course. And then, as if to add to the fun, the front "bobby dodger" went for a "burton". By making crafty use of the headlight of Maggie Ward's Vincent I completed the course and returned to the "*Sugar Bowl*". I'll confess I'd never have got a half of the remaining answers without a "flare path". In fact I'd have probably finished up in the ditch. And I think British Railways (Southern Region) undoubtedly owe Bemsee a great debt—Betchworth Station now has no platform tickets and, I suspect, precious few child (under 14) single tickets to Reigate. You see, the last clue concerned platform tickets and the route led right by Betchworth Station; q.e.d.

Bill had laid on an excellent tea at the "*Sugar Bowl*" afterwards, to which all were more than eager to do justice, and by the end of it the Results' Team headed by Lionel Cheeseright had discovered that Bill Rose had scored 135 points and so had won the Metropolitan Area Bowl. Bill did it in comfort in his Standard 10 saloon. Runner-up was C. Huxtable in a Ford, while J. Ball received a superb wooden spoon because he got fewest points.

All in all Bill received 45 entries of whom 37 started and some 88 members and their friends sat down to tea. Everyone seemed to enjoy the afternoon very much indeed. I know I did, and I think full marks should be given to Bill Huxley and Lionel Cheeseright, not forgetting their willing band of assistants, for the hard work they all put to make it so fine an afternoon out. I hope it will become an annual event. If it does we 'bike blokes (and ladies) must do something about it another year. We cannot let these four-wheelers have it all their own way.



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AREA NEWS

METROPOLITAN

Alan L. Huxley

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

OUR Film Show on December 15th went off well with several Shell Films, including the new 1958 British Grand Prix at Silverstone—the film of the N.W. 200 1958 could not be shown owing to copies in 16 mm. not being in the film library in time for our show; it is hoped to have this for our next film show in February. The Sunday-Afternoon-Out was very well supported in some 46 entries and around 88 sat down for tea at the 'Sugar Bowl' Restaurant after scouring the countryside for clues and, it would seem, any shop that was open. The winner of the Metropolitan Area Bowl 1958/9 and Gift Voucher for 27/6 was Bill Rose, No. 11, scoring 135 points and with no fewer than 24 of the 25 scavenger items to be collected. Runner-up (2nd Prize) was G. T. Huxtable, No. 2, who scored 130 points and also managed to collect 24 scavenger items, receiving the 2nd Prize of Paris Pottery and a 12/6 Gift Voucher. Booby Prize went to A. J. Ball, No. 45, who scored 15 points and 12 scavenger items. Photographs were taken of the winners receiving their prizes from Mrs. Harold Daniell and if the negatives turn out well, these will appear in next month's "Bemsee." Many requests have been made for a repeat of this Sunday-Afternoon-Out and, believe it or not, the organisers have already decided more or less the date in March—so here's hoping.

Our next Metropolitan Meeting at the 'Prince of Wales Tavern' in Drury Lane, London, will be on the 13th January, 1959 (Tuesday), at 7.30 p.m., when we shall have an evening of INSTRUCTION and TALKS about MARSHALLING, at our Race Meetings. We will have several of our Senior Officials (Judges, Scrutineers, Stewards, Secretary, Chief Marshal and Uncle Tom Copley and all.) It is hoped that as many of our members and friends who have done a job of marshalling in the past only once or twice in the past year, will come along and gain some valuable knowledge on the correct procedure of marshalling from the

'bods with the know-how'. Looking forward to seeing you all there on the 13th January (Tuesday at 7.30 p.m.).

MIDLANDS AREA

A. Squillario

Shrewley Fields, Hatton, Nr. Warwick.

THE first of our 'Cell' meetings for this winter was held at 'The Boot', Lapworth, and over forty members, wives and friends turned up to make this one of the best evenings we have had so far in this area. Amongst the many present were Peter Daft, Eric Hardy, Cyril Smith, Les James, Bill Siddles, Cyril Hale, Larry Povey, Ken Foden, Roy Castle, Ron Dawson, Albert Knowles, John Fletcher, John Pearson and Andy Walczak. General agreement seemed to be the case, that a monthly meeting throughout the winter was an excellent idea and with this point in mind a further get-together will be staged on **January 29th, 1959**, at the H.Q. of the Birmingham Motorcycle Club, The Motordrome, Colebrook Road, Greet, Birmingham 11, the meeting to commence at 7.30 p.m. We are holding this gathering by kind permission of the B.M.C., and we do extend a full welcome to all their members and friends to attend if they would care to. Bob Walsham of the Competitions Department, of Avon Tyres, will be coming along to show us his own films of various meetings and recount some of the interesting and amusing stories that he has collected over the past years.

Would all the members who plan to attend this meeting kindly drop me a postcard to say how many people will be coming in each party, so that some idea of the necessary catering arrangements can be gauged. The premises are licenced, so that you will be able to have a drink as well. I do hope that a good number of our people will be present on January 29th, and one final point, please accept my sincere apologies for the quoting of a wrong date for the December meeting, a misprint being the cause. I hope anyway, that you all received the postcards sent out, giving the correct date. See you on January 29th!

EDITOR'S CORRESPONDENCE

I DO not intend to spend my leisure time arguing the case for alcohol with Mr. Erwin Tragatsch; but on behalf of those members who may have accepted as correct Mr. Tragatsch's "practical facts connected with the use of alcoholic fuels for racing machines", I would say that never have I seen so many mistakes in so short an article on so big a subject, as Mr. Tragatsch managed to include in his, on alcohol.

There is, however, one important point in this fuel controversy that is invariably overlooked, and it is this. Owing to the heat conditions prevailing in the internal combustion engine, especially that of the racing motor-cycle, there are, in spite of the advances in metallurgy, very definite limitations to its reliability, and these limitations are reached when petrol is used, very much earlier than they are when alcohol is employed. Thus, when alcohol is barred and petrol-only is the rule, we impose upon riders the added risk of a crash due to sudden and serious engine breakdown or seizure, directly attributable to the use of petrol. The recent tragic death of Mr. S. Lewis-Evans in the G.P. Vanwall should serve as a sharp reminder of what can happen when this occurs.

The banning of alcohol by the governing bodies is the most inexcusable and irresponsible of the current regulations

governing racing motor-cycles and now racing cars, and that it should find support among B.M.C.R.C. members is as distasteful to me as the activities of the Lord's Day Observance Society. I trust that at the next A.G.M. members will restore the right of every entrant and rider to use the fuel of their choice.

Joseph Bayley.

London, S.E.7.

I HAVE never read an article containing so much distortion, inaccuracy, and prejudice as that on alcohol fuel, from Mr. Tragatsch in the December "Bemsee".

In all this effusion (which could well have emanated from the publicity department of a petrol company) Mr. Tragatsch produces *no justification* whatever for *compelling* a rider to use a particular type of fuel.

With no fuel restriction, those riders with enough interest to experiment, would quickly determine which fuel gives most power and cooler running; also the answer to the near £500 machine now essential with compulsory petrol.

When dealing with the historical side of racing Mr. Tragatsch is much more accurate (and interesting)—he should stick to it!

L. W. E. Hartley.

London, S.E.18.

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FIRST, SECOND, THIRD

A summary of members' recent successes

WE begin this month's instalment with that terror among trials, the Scott. We had one member competing in it, **Geoff Duke** on a Dot, who retired on the first lap. The following day, way over in Jersey, our good friend **Jimmy Lees-Baker** was busy winning a trial there on his B.S.A. The following weekend in neighbouring Guernsey **Ken Tostevin**, now recovered from his smash at Moulins won a trial on a 200 Francis Barnett. Over this side of the Channel **Norman Storer** continued his most successful scramble season by netting two 1sts, a 2nd and a 3rd at the Kniveton TV. Scramble all on a 201 c.c. Greeves. While on the same day too, **Geoff Duke** was the best club member in the Picton Trial and **Bill Slocombe** won a "first" in the West London M.C. trial at Longmoor. In the National Mitcham Vase Trial the next Saturday Bill went one better and made the best sidecar performance in a very muddy event. **Derek Minter** with a Norman won a "first" in the Barham Club's Mutton Lancer's Trial, while **Norman Storer** was at it again at the Burton club's scramble with a 1st and a 2nd.

November ended with two road races; far removed from one another and far removed too from our cold, foggy land. **Mike Hailwood** who had just reached South Africa was more than a match for

the locals at Capetown where he swept the board in 250, 350 and 500 scratch events, setting up a new lap record as well. Meantime, way off in New Zealand **John Hempleman** was winning the 500 c.c. class at the Taranaki G.P. While these lucky types were enjoying their road racing, **Bill Slocombe** again carried off a best "chair" award, in the National Knut Trophy Trial, while **Dan Shorey** netted a first class award in the Leamington Victory Club's trial and **Derek Minter** a second in the Williams Trophy trial. All these latter events were on the last day of November. As always the annual Press Trial provided a deal of good fun and the best performance, exclusive of the handicapping necessary in this event, by **Geoff Duke**. He didn't lose any marks either. On the same day **Jimmy Lees-Baker** did not win the trial in Jersey, but was runner-up for a change.

Lastly we come to 13th December on the Roy Hesketh circuit at Pietermaritzburg in Natal **Mike Hailwood** again swept all before him, winning all three scratch solo classes and beating Driver, Redman and Setaro in the process. The day following, **Ken Tostevin** again won a trial in Guernsey. From which it would appear that Bemsee has the trials champions of Jersey and Guernsey numbered among its members. Well done!

MUTUAL AID

Sale: 1955 350 c.c. road racing Gold Star B.S.A.; completely checked; new bearings; and big end; modified and quite fast; many awards, including 62 firsts and 43 seconds in open events; £170.—Andy Marr, c/o Marr & Fitzpatrick, Ayr.

To share a van: Would any member living in N.W. London area be willing to share racing transport, i.e. a van on a 50/50 basis?—Offers to J. G. Donnelly, 108 Carlton Street, Kentish Town, N.W.5.

Services offered: Does any member require services of mechanic, "odd bod", etc., for coming season?—M. M. Clarke, 80 Hanbury Road, Dorridge, Solihull, Warwicks.

For Sale: Norton 99, 600 c.c. Featherbed, with Avon 'Streamliner' in ivory; excellent condition, £215 or exchange good 350 c.c. Manx model.—Ray Jones, 29 Redbrook Street, Anfield, Liverpool 6. Tel. No.: Anfield 3126.

BENEVOLENT FUND

The following donations have been received towards the Benevolent Fund in recent weeks. The Trustees of the Fund wish to place on record their grateful thanks for them:—D. C. Moore; Metropolitan Area, H. R. Taylor; W. J. Maddrick.

SILVERSTONE SATURDAY 1959

This paragraph concerns all those members who are eligible for the two Club Handicap races at Silverstone Saturday on 17th/18th April next.

The regulations governing these two events will be the same as last year. That is to say, any type of machine will be permitted, provided it is racing trim and falls into one or other of the recognised capacity classes between 176 and 1,000 c.c. No streamlining will be allowed. Riders must not have ever held an International licence for racing or scrambling. A National permit will cover these two events as last year, so that all riders must hold 1959 National competition licences. Riders must be entered by a club affiliated

to the A.C.U. or S.C.A.U. which must be in possession of a 1959 Entrant's licence. Two entries per club will be allowed and clubs will have to state the preference of their two riders.

It is the Committee's wish to enter two members as a B.M.C.R.C. entry and I am requested to ask all members who wish to be considered for this entry to write to me as soon as possible and in any event not later than the 22nd January. In order to make this as fair as possible a straightforward draw will be made for the two members to be entered. This draw will be made in good time before entries open so that unsuccessful members can find other entrants if they so wish.

SUBSCRIPTIONS

May I remind you that your subscription, £2 2s. 0d., becomes due for renewal (vide Club Rule 6) on 1st January. You are requested to use the blue form which was included with the December issue of the magazine when sending this to the Office.

SECRETARY.

BOB McINTYRE

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NEWS FROM THE R.A.C.

"VAN AND TRUCK DRIVERS MISUNDERSTAND LAW"

A three-year-old change in the laws concerning exceeding the speed limit is still not generally understood, said the Royal Automobile Club.

Scores of applications for legal representation are being made to the Club by van and truck owners unaware of a change in the law which took place on 14th December, 1955.

Prior to that date goods vehicles weighing not more than three tons unladen were not subject to an overriding speed limit if they were being used on journeys which did not involve the carriage of trade goods.

The position now is, however, that such vehicles are subject to a speed limit of 30 m.p.h. at all times.

The only vehicles which are free of an overriding speed limit are (1) Passenger vehicles weighing not more than three tons unladen and adapted for the carriage of not more than seven passengers in addition to the driver, and (2) "Dual purpose" vehicles with similar seating capacity, complying with certain conditions as to construction and weighing not more than two tons unladen.

Full particulars of construction with which dual purpose vehicles must comply in order to be free of speed limit are contained in a leaflet which may be obtained gratis from any R.A.C. Office.

WINTER MOTORING EASIER

An extended winter information service for motorists is being provided by the R.A.C. which has sited Mobile Offices at strategic points throughout the country for the next few months.

Seven of the Offices—normally used during the summer at seaside resorts, agricultural shows, motor race meetings, and similar events—have now taken up winter quarters.

They are located at Stratford-on-Avon (opposite the Memorial Theatre); Haldon Thatch (on the main Exeter-Plymouth road); Hull; Blackpool (forecourt of the Imperial Hotel); Heversham By-Pass (Lake District); Perth and Oxford.

The Oxford Office has a 'roving commission' and is being moved from site to site in Oxfordshire as conditions demand.

Apart from being able to give on-the-spot information and services of a like nature, the Mobile Offices are in telephonic communication with County Offices of the R.A.C., enabling immediate aid to be brought to motorists and motor cyclists whose cars and machines break down.

In this way they form an integral part of the R.A.C. "Get You Home" Scheme operated through 7,000 garages—the largest scheme of its kind in the world. This is supplemented by Radio Rescue vehicles in London, Birmingham, Leeds and Glasgow. Radio Rescue is also being extended to Brighton in the very near future. (Continued on page 15)

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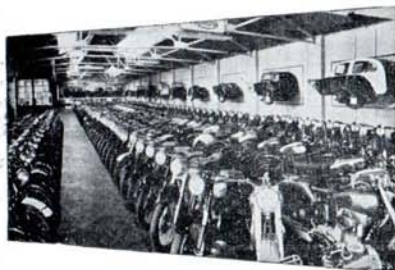
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NEWS FROM THE R.A.C. (continued)

R.A.C. HONOURS INTREPID MEN

Two important presentations took place recently at the Royal Automobile Club to mark outstanding feats of courage, skill and endurance.

On 10th November, Sir Vivian Fuchs and eleven of his companions, were presented with the R.A.C. Diamond Jubilee Trophy—the first time it has been awarded—for their hazardous expedition across Antarctica via the South Pole. This epic of initiative, courage and endurance was made with the help of

specially designed, prepared and maintained motor vehicles and thus represented an outstanding contribution in the field of automotive transport. The Trophy was presented to Sir Vivian by Admiral of the Fleet The Earl Mountbatten of Burma, K.G., President of the R.A.C.

The Chairman of the Royal Automobile Club, Mr. Wilfrid Andrews, presented the R.A.C.'s special Plaque of Honour to Mike Hawthorn on 29th October, in recognition of his achievement in becoming the first Briton to win the World Drivers' Championship.

DOUBLE KNOCKER SAYS (contd.)

Whereas to see an amicable discussion between the driver of a new Rolls and a little Triumph would be a near miracle. All this is not as far removed from racing as it might appear. For it is easy to see why racing is so popular in Italy and why that country produces such fine lightweight riders.

I shall finish this month by referring to a paragraph of the R.A.C. News section; that referring to vans and trucks. It might be as well if you read it. For the Law is a bit complicated on the subject and most of you have vans for carting the machinery about.

NEW MEMBERS

The following new members have been elected since the last issue. We offer them a hearty welcome to the Club and hope that their stay with us will be a long and pleasant one.

M. J. Austin	R. A. Ellis
M. Bamford	D. B. G. Geraghty
B. A. Burgess	F. C. Hall
F. J. Charlwood	P. H. Horton
Mrs. E. M. L. Cochran	D. J. Lester
A. T. Cooper	D. G. Matthews
T. H. Cox	D. J. Mitchenall
H. Cullen	A. C. Paynter
L. H. Creak	E. W. Trebble
V. J. Dedden	

THE MOTOR CYCLE SHOW - 1958

The 1958 Motor Cycle Show was held at Earls Court from the 15th to 22nd November. Despite being held for the first time for two years the attendance seemed rather disappointing; only on the last Saturday was there anything like a large crowd present.

The number of machines likely to be of interest to the majority of members were relatively few and far between too. Those two stalwart supporters of racing A.J.S. and Norton showed the latest examples of their production racing models. Two Manx models were shown externally similar to the '58 models save for the absence of the bottom bevel housing. The 7R had a revised seat, but otherwise looked very much as last year. A newcomer was the G50 Matchless, in effect a 496 c.c. version of the 7R. Apart from a bigger motor and a red tank with a large "M" on it this was virtually similar to its 350 counterpart on the Ajay stand. All in all this newcomer seemed to be a very worthy addition to the ranks of racing bicycles and it was certainly a good looker.

B.S.A.s showed a Clubman's Gold Star 500 which, of course, make a fair enough racing machine with the removal of a lot of the bits and pieces. In any case a racing version can be obtained. And amongst other super-sports machines were the Royal Enfield "Constellation," the Velocette "Viper" and "Venom," the Bonneville 120 Triumph, a 650 A.J.S. and Matchless twin and the twin carburettor version of the Norton Dominator 99. The Itom and Maserati concessionaires both showed their 50 c.c. racers.

Several famous racing machines were seen on various stands. A beautifully restored Excelsior "Mechanical Marvel" was featured on the Excelsior stand; what a shame there is no 1959 version of a Manxman to buy! Mike Hailwood's ex-Surtees' NSU could be seen on the NSU stand and the Triumph he rode with Dan Shorey to victory in the Thruxton 500 was on the Triumph stand. The incredibly wind defeating Demm record-breaker was seen on that stand, while upstairs on the Renold Tube stand was Geoff Duke's ultra light 350 Norton. Veloce Ltd. produced the super-charged parallel twin called the "Roarer" again and several more racing machines of an older decade were on view on the vintage stand.

Owing to the kindness of Ron Watson of Watsonian Sidecars, Bemsee had a meeting place on that stand. The notice board provided disappeared on the last day though! Does anyone know the culprit? The busiest stand of the Show? Undoubtedly the Vincent Owners Club's on the first floor; it was packed most of the time. They even had several enquiries as to delivery dates of new Vincents!

PRE-SEASON PRACTISING

From time to time members enquire about practice facilities at the various circuits; those normally available being Silverstone, Crystal Palace and Snetterton. It is felt that there might be a demand for a day(s) in March when members could try out new or newly acquired machinery or winter modifications to their present 'bikes. A possible suggestion is a Wednesday at our well-known Midland circuit, but this cannot be proceeded with until the demand is made known. All those interested in the idea are asked to write to the Office as soon as possible.

IMPORTANT NOTICE TO ALL MEMBERS

PLEASE READ ON

(a) Due to an oversight, a space for the name of the sender was omitted from the reply paid postcard included with the December issue of the magazine. A number of these cards have been received with some indication of the sender's identity upon them, but a great many more have not. As it is vitally important that we know whether or not you require regulations, as well as the answers to the other two questions, a further, amended card is included with this copy of the magazine. You are earnestly requested, in your own interest, as well as ours, to complete this and return it to me as soon as you can. This applies even if you may have already completed one. Fresh cards have not been sent to those whom we know to have dealt with the matter already, i.e. those who put their names on the earlier one. Let me repeat, however, that if you have a reply paid postcard with this copy of your magazine then complete it and return it to me. And please ensure it has got your name on. Remember, you will not receive regulations unless you have told us you want them by means of this card. Thank you.

(b) Will all members please note that the Annual General Meeting of the Company will be held at the Royal Automobile Club, Pall Mall, London, S.W.1, on Saturday, 21st February, 1959, commencing at 3.0 p.m. The Annual General Meeting of the Club will take place at 3.30 p.m. on the same afternoon. The Golden Jubilee Anniversary Cocktail Party (full details of which will be given in next month's issue) will commence at 5.0 p.m., also at the R.A.C. on the same day.

SECRETARY.

And now read what's on Pages 13 and 16

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