



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 12. Nos. 7 & 8. JULY/AUGUST, 1959

ONE SHILLING



A smiling young star, Mike Hailwood, with
an Ecurie Sportive 350 at Aberdare.

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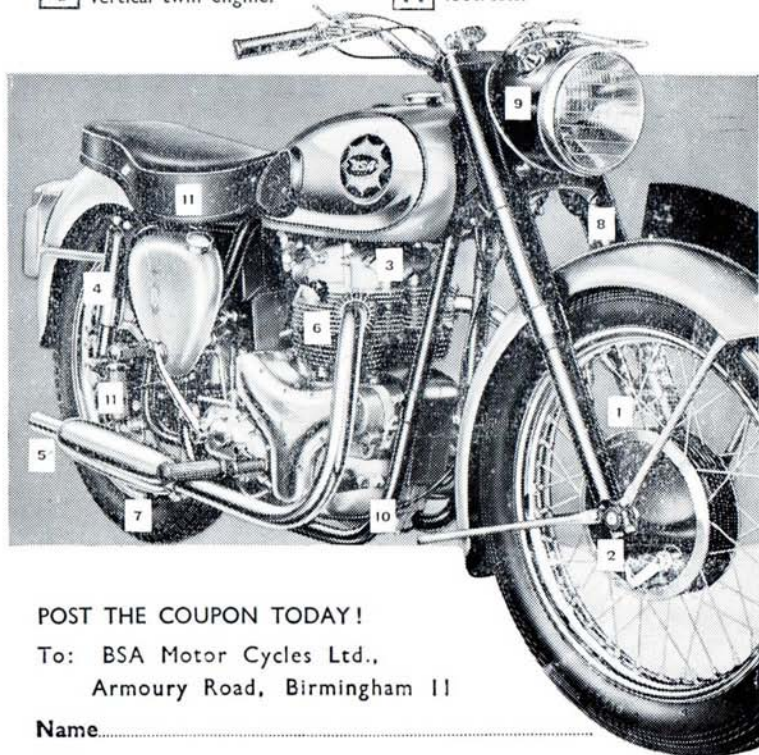
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BETTER LATE . . .

MEMBERS will, of course, be able to understand why we were unable to publish a separate issue for the month of July but we have re-edited the material of that month and have amalgamated it with the copy for August to give you this present issue. We have certainly felt quite lost without the usual weekly turn-out of news from the Technical Press.

We now trust that conditions will rapidly improve and that things will soon get back to normal. We would like to apologise to our members, readers and advertisers for any delay in the appearance of their material and hope that they have not been too inconvenienced by events.

Of the news that has come through lately, some of the most intriguing was that from the Dutch Grand Prix where the 250s. put up such a wonderful show and were faster all round than the 350s. Makes you think, when you realise that no machines of racing specification are produced in this country of the former capacity. Surely we must do something about this situation and pretty quickly too. With talks now going on between European and Scandinavian countries about the easing of trade barriers; surely the production of British racing 250s (and 125s) would be a worthwhile project, both to the home market and to the export field. We might even win something again!

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TRIUMPH

THE CLUBMAN'S

by P. F. WRIGHT

HELD in stiflingly hot weather on the 2.92 miles Silverstone Grand Prix Circuit, the 1959 Clubman's Trophy Meeting organised by Bemsee on behalf of the A.-C.U., brought us an entertaining day's racing at high speeds, but a very poor response from the paying public . . . mainly, probably, owing to the lack of publicity brought about by the Printing Trade dispute, keeping two motor-cycling weeklies off the news-stands.

Victory in the Junior Event went to 27-years old South Londoner, Ron Mayhew, entered by our Club, who rode his "7R" for 1 hr. 20 min. 14.4 sec., to win at a speed of 87.34 m.p.h., and share in the fastest lap at 88.95 m.p.h. Senior victor was Bemsee-entered John Holder riding a Harold Daniell Manx Norton. John took 1 hr. 17 mins. 29.4 secs., to cover the forty laps at a fast race speed of 90.45 m.p.h.

The team awards went to:—

Junior Race

South Midland "B"	
R. A. Avery	— 8th
G. V. Harris	— 10th
J. C. Judge	— 17th

Senior Race

South Midland "B"	
B. H. King	— 7th
C. J. Williams	— 9th
C. V. Wallis	— 21st

The eight-lap Heats were notable for what are known as bump-starts, the bumps however, unfortunately, being dealt out amongst the riders and machines in their eagerness to get away. The racing was fast and most of the favoured riders rode their way through to the finals as expected. For Heat One, close scrapping between Holder, Lawrence, Read, and Shorey was notable, while the black flag was shown to J. Deaville whose brake pedal had come completely off. Heat Two produced a clear-cut win for John Hamilton while Heat Three saw a fine dice between Des. Craig and Tony Sugden leading the field and J. C. Smith and R. Minto following.

Junior Heats

Heat One

1. J. R. Holder	
	16m. 07.4s. 86.94 m.p.h.
2. P. W. Read	
3. D. F. Shorey	
F/lap. Shorey	
	1m. 58.0s. 89.10 m.p.h.

Heat Two

1. J. D. Hamilton	
	16m. 20.8s. 85.75 m.p.h.
2. D. Williams	
3. W. Siddles	
F/lap. Hamilton	
	1m. 59.4s. 89.05 m.p.h.

Heat Three

1. W. D. Craig	
	16m. 11.2s. 86.60 m.p.h.
2. J. A. Sugden	
3. P. C. Middleton	
F/lap. Sugden and Middleton	
	1m. 58.8s. 88.50 m.p.h.

The first Senior Heat commenced with Mayhew taking an early lead, but Shorey cut through the field after a baulked start and his mounting lap position, if graphed, would have resembled the profits rise of Marks and Spencers! Hamilton caught Neville on lap two of the other Senior Heat and went on to win. Siddles, fancied for honours with a Taylor-Dow Gold Star, did not materialise, and he retired with a lap to go. "No steam!" he said.

Senior Heats:—

Heat One

1. D. F. Shorey	
	15m. 38.6s. 89.61 m.p.h.
2. J. R. Holder	
3. P. W. Read	
F/lap. Shorey and Holder	
	1m. 54.2s. 92.06 m.p.h.

Heat Two

1. J. D. Hamilton	
	15m. 48.2s. 88.70 m.p.h.
2. R. J. Harrison	
3. B. H. King	
F/lap. Hamilton	
	1m. 55.2s. 91.26 m.p.h.

From a ballotted grid of finalists, advised of wet tar at Becketts, the Junior Trophy Race started with a roar and at the end of the first of the forty laps, it was very difficult to list quickly the race order with such a fast, closely-bunched group passing. Incidentally, the Finals were the longest road-races held in England since the war and certainly the longest ever held at this circuit. Another point of interest is, that four of the first twelve at the finish, had started from the front rank of the grid! Anyway, back to the racing.

The leaders at the end of the first lap were Hamilton, Craig, and Richardson at the head of a large group of machines

(Continued on page 137)

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Sidecar Scratch 2: 1st, 2nd, 3rd
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125 c.c. 3rd

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THE CLUBMAN'S (continued)

and by the end of the third lap, Middleton had ousted Richardson from third place and Lawrence had come up to join the leading bunch. At the end of eight laps, Holder had taken the lead with Shorey well-up too, only to have D. Williams push up forward to second spot, after a further two circuits. A grand mid-field bunch of nine men fought for positions around laps ten to twelve and with half distance run, the leading order was Holder, Mayhew, Shorey, Lawrence, Hamilton, Williams, Craig, Richardson, Fitton, and Neville in tenth place. K. E. Pitt had retired at the Pits and on the twenty-third lap, Holder went out with a broken valve spring leaving Mayhew in the lead for the next five laps whereupon Hamilton took over from him and kept him busy for the remaining laps, bit and bit all the way! H. W. Rayner retired at the Pits with a soft rear tyre after twenty-nine laps. Of the remaining twenty of the field still running, Shorey maintained a steady third position with Craig and Williams scrapping in fourth and fifth positions respectively. Fitton pulled into the Pits after completing 32 laps and soon went away again, but Richardson was not so lucky and retired after doing 36 gruelling laps. Mayhew pipped Hamilton to the finishing line, going onto the grass to do it!

Junior Clubman's Trophy result:—

1. R. S. Mayhew (A.J.S.)
1hr. 20m. 14.4s. 87.34 m.p.h.
2. J. D. Hamilton (Norton)
3. D. F. Shorey (Norton)
4. W. D. Craig (Norton)
5. D. Williams (Norton)

At 39 laps:

6. F. A. Neville (A.J.S.)
7. T. H. Charnley (A.J.S.)
8. R. A. Avery (Norton)
9. P. Bettison (Norton)
10. G. V. Harris (Norton)
11. D. Woodman (Norton)
12. R. Minto (Norton)

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F/lap Mayhew and Hamilton
1m. 58.2s. 88.95 m.p.h.

With some of the riders having already totalled 140 miles in a blazing temperature, they appeared at the start once more for the forty laps Senior Final. The track was shimmering and further wet tar necessitated cornering care at some spots. The pack got away, but two riders had difficulty in starting. One circuit brought the lads into view at the Pits and Hamilton was in the lead, followed by Storer, Middleton, Neville, Denehy, Pratt and Trustham. The leader held onto his position for three laps but then up came Middleton to take over for the next four, until he in turn, was replaced at the head of the queue by Holder, who, from lap nine onwards, held the lead. C. G. Peck retired at the Pits after nine laps while P. R. Evans came in with a broken plug for a halt after 13 laps, and got away after changing it, just as Read came in to retire.

Harrison, Mayhew and Neville swapped and changed about in the early stages until they settled down from the eighteenth lap onwards in this order, to the finish. Likewise Storer and Middleton, for they too maintained steady order through to the chequered flag and along with B. H. King, who was seventh, these riders were those only who covered the full distance.

Senior Clubman's Trophy result:—

1. J. R. Holder (Norton)
1hr. 17m. 29.4s. 90.45 m.p.h.
2. R. J. Harrison (Norton)
3. R. S. Mayhew (Matchless)
4. F. A. Neville (Matchless)
5. N. H. Storer (Norton)
6. P. C. Middleton (Norton)
7. B. H. King (Norton)

At 39 laps:

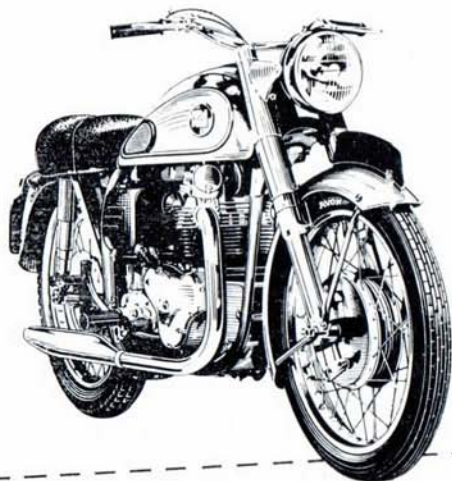
8. J. G. Trustham (Norton)
9. C. J. Williams (Matchless)
10. J. F. Stracey (Norton)

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RACING NOTES

by the Secretary

LAST month we were badly hit by the printing dispute and there is no guarantee that this will ever see the light of day. However we are hoping, as I write, to produce an August issue. Incidentally, this printing trouble has had an effect too on things like passes and programmes. It was only by a great deal of extremely hard work on the part of a few individuals, who had better remain anonymous, that we had a programme for the "Clubman's." A similar problem has faced us with regard to the "Metropolitan Meeting."

I want, for the space of a paragraph, to look ahead a little to 1960. That's a long way ahead you may say, but it is far better to know roughly what you wish to do in the ensuing twelve months, well before that time has in fact arrived. I do not think it would be a breach of anyone's confidence, least of all our very good friends, the B.R.D.C., to tell you that it is hoped to have five meetings at Silverstone in 1960. While we have had discussion on dates, I cannot divulge these yet awhile except to say that *Motor Cycling's* "Silverstone Saturday" will be on April 8th and 9th. It will be International again, and the Club Handicap races will be repeated. It is the Committee's wish to give the ordinary member, and in particular, the younger members who are just starting to race, as many opportunities to race at meetings where they will not be overawed by the presence of the "giants" and where they will have a chance of learning the game under fairly favourable conditions. Another thing that will relieve many of you, no doubt, is to know that the remainder of Silverstone, both the Grand Prix and Club circuits, is to be resurfaced during the winter months.

"Trophy Day" appeared very popular. Speaking personally, though all the meetings tend to be a bit of a strain (that's no word of a lie either), I enjoyed it. What little of the racing I saw, seemed to be good and I did hear of two people who thought it a better day's sport than even "Silverstone Saturday." This is an

enthusiast's view, no doubt, but one which I can appreciate. Oddly enough, the British 125 race, which was rather decimated by non-starters, provided one of the best scraps of the day. The production machine race also proved very interesting, though the machines took a long time to examine. This was, to some extent, unavoidable and I am sure the Machine Examiners coped as fast as they could, while, at the same time, making sure that the machines were safe and complied with the regs. That such events now have some interest I do not doubt. But the necessity of thorough pre-race checking is, or should be, most obvious in this type of event. To judge by what I heard about another recent event catering for this type of "racer," this was not appreciated by some of the prospective contestants.

The likelihood of a second Club meeting at Silverstone this year is fast diminishing I regret to say. While the B.R.D.C. would have been very pleased to have let us have another, there is such a thing as a lease and the provisions of that do have to be taken into account. I am sorry this has to be so. We were most anxious to let all those of you who were not able to get a ride at the "Hutch," have the opportunity of another ride at Silverstone this year. I can only ask you to read again the second paragraph of this article and take comfort for 1960. (See inside back cover.—Ed.)

To end for this month upon a more personal note I must apologise, in advance, for what will most likely be a break in transmission in the next issue. All being well I am hoping to get to Italy for a holiday which will include a visit to Monza for the Gran Premio delle Nazioni. It should be interesting and revealing to see how the "furriners" do it. I believe I've been earmarked for some sort of an article for a future "Bemsee" as a result. Personally I can hardly wait to see those 125s and 250s all dicing furiously round Monza. It ought to be worth seeing!



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SPRINT NEWS

THERE is still time to enter for Brighton. For some reason you Sprinters are far less "on the ball" when it comes to getting your entries in for sprints. We had to "prod" several of you hard to get the forms for Long Marston off to us. Eventually we had a pretty fair entry there and I want to see the same at both of these events. Especially as in both we have had the number of two wheelers who can enter, increased from 30 to 40 at Shelsley and from 30 to 36 at Brighton.

Rather belatedly I can tell you that Shelsley has been resurfaced. Most of the bumps seem to have been vastly alleviated, if not altogether eradicated. The hill proved slower at the June car meeting for some reason, probably melting tar, but by the end of the month it should have settled down pretty well. There too have been a couple of club meetings on it since June, which will have helped. We were not able to persuade the M.A.C. to permit us to practice on Sunday morning. One can appreciate their point, particularly now as they are running on a Sunday and there are two villages, with churches, in the vicinity. Nevertheless, this is a pity. We

hope, however, that there will be a goodly number of you present on August 29th and 30th.

A letter reached the Office a few weeks ago about the Jersey club's sprint along the front at St. Helier. It is a standing 880 yards and a good one too; actually part of the circuit used for a car race just after the war. Last year, Ernie Woods, Maurice Brierley and George Brown went over and, by all accounts, enjoyed themselves very much. The Jersey club would much like to see some Bemsee sprinters there this year. September 11th is the date. The letter came from E. W. Quero who used to be Clerk of the Course at Brighton and who has recently been appointed to the Committee of the Jersey club. All further details can be obtained from Len Cole of the N.S.A.

The club has again received an invitation from Dennis Bates, on behalf of the Sunbeam M.C.C., for its members to participate in the second Ramsgate Sprint on Sunday, October 4th. Regs. will shortly be available from Dennis at 55, Chatham Avenue, Hayes, Bromley, Kent. (Another two sprints: see back cover.—Ed.)

COMMITTEE NEWS

MEETING held at the R.A.C. on Monday, June 15th.

Present: Messrs. H. L. Daniell (Chairman), L. S. Cheeseright, G. C. Cobbold, E. Cooper, D. J. H. Glover, N. B. Pope, A. Squillario, I. F. Telfer and G. E. Tottey. **Ex-officio:** E. C. E. Baragwanath. **In attendance:** The Secretary.

Apologies for absence were received and accepted from Messrs. Huxley and Walker.

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

The Secretary reported on the second practice session held at Silverstone. As a result of his satisfactory report it was decided to hold further such days next year.

The Secretary reported that the proposed meeting between the A.C.U. and interested parties, on the future of road-racing, had still not taken place.

The Secretary, as Clerk of the Course, gave his report on "Trophy Day." He discussed in detail the racing and organi-

zation with particular reference to the Paddock exit and Start area and reported that the attendance had been a little disappointing and a small loss on the meeting must be expected. It was agreed that these meetings should be continued as it was felt they benefited the younger members very much.

Various matters in connection with the remaining meetings in 1959 were settled.

A letter from Mr. J. W. Dakin on the subject of private owners and, in particular private owner awards, was considered at length and put back to a later meeting for further discussion.

New members were elected and other matters pertaining to membership were discussed.

The date of the next meeting was fixed for August 10th at the R.A.C.

Under other business the design for a new car badge, to replace the existing one when stocks run out, was considered and the Secretary was instructed to obtain quotations on two alternative designs.

DOUBLE KNOCKER'S BRIEFS

(STILL PINK ONES!)

MADE a pleasant change (about half-way through May) to go to some fine meetings. So commented **Beryl Launchbury**, wife of member, **Fred** (of Anzani and F.L.S. fame), on the way back from Blandford. How right she was! I was beginning to despair after our first practice period, the Easter weekend, "Silverstone Saturday" and that ghastly wet Castle Combe. "Trophy Day" anyway lived up to its climatic reputation!

Two members had the misfortune to meet with nasty accidents just before "Trophy Day" which prevented them riding there. **Ken Brett**, remembered for his beautiful 125 specials (the latest should have appeared in the British 125 event), had a car accident three days beforehand and was laid up in hospital with spinal hurts. I believe he is now home, but he will have to take things a bit easy for a while.

Dave Alcock from Cheadle (he has a 500 Goldie) met with an accident at work the very day before, and was badly scalded. As he ruefully put it, he was stretched on the "table" being cleaned up when he ought to have been flat on the tank.

George Todd, the mainspring behind the Bristol Privateers, started his annual holiday at "Trophy Day" (very nicely he did too; winning the British 125 race with his G.T.S.) and was pushing-off a couple days later for Spain and Portugal on a new 175 Bantam. Perhaps he'll come back with a Montesa? On the other hand perhaps not; the G.T.S. is a pretty nippy little 'bike.

Someone I heard talking the other day said, in fun I hope, that our Secretary ought to be charged with homicide for putting on that production machine race at "Trophy Day"! Well, though it did look a little hair-raising, at least at Woodcote (perhaps **Tom Eden** might care to comment—he was Senior Marshal at Becketts where, I heard tell, fun and games were to be seen in this race), there were no accidents, the speed was high and five different makes featured in the first six places.

At least nothing I saw at Silverstone on May 30th came near to the horrifying sight of a well known sports big twin (vertical) which I perceived at Brand's a

few Saturdays ago. Dear me, that was alarming! Indeed I cannot ever recall having seen a machine which handled (or appeared to handle) so badly. I fear the rider wasn't helping things much either. I was glad I wasn't circulating in his company!

That same day at Brand's a new special had its very first outing. Built by **Malcolm Brown** of Godalming for little more than £100, it consists of an R.C.A. 350 two-stroke twin motor in a specially built Reynolds frame, with Norman front forks and "alloy" wheels. The whole bicycle is almost "featherweight" and the front brake really does its job. Naturally Malcolm had to take things very easy, but he seemed fairly satisfied with its initial try-out.

Seen at Scarborough, an unusual sight was **Mike Hailwood** on a "7R". He won it too, after a goodly "dice" with **Alan Shepherd**, also Ajay mounted; a particularly nifty piece of overtaking giving him the lead three laps from the end. **Alan** won the "fast" 500 final on his G50; a day for Plumstead.

A distressed man at the same meeting was **Rob Fitton**. After his 350 heat he said the motor was making a funny noise which he couldn't trace. Alas it was a *funny* noise—a valve dropped in during the final. Still he wasn't the only one in trouble. As usual the aroma of frying clutches pervaded Oliver's Mount after racing had finished.

A most enthusiastic member is **Colin Parrish**, a naval man. He arrived at Silverstone for "Trophy Day" half way through the afternoon having come, so I gathered, from Plymouth by public transport. Another naval member, who is also a keen and talented amateur photographer, **R. V. Brown** wrote the other day bemoaning the fact that a thoughtless Admiralty had posted him from Chatham to Scotland. He hopes to get to the "Hutch" anyway.

Since when, or indeed if ever, have a Father and his daughter ridden at the same road race meeting? I don't know the answer, but **Jim** and **Barbara Bound** will both be riding at the 'Palace on August Monday on their 50s. **Pauline Dale** will also be present. Good show, Pauline; I heard a little whisper that you might be giving up racing.

Had a comic little screed the other day from **Danny Needham** in Malaya. Evidently he is fighting hidebound traditionalism (you're wrong—I thought that one out myself without any help from the Kremlin) in Malayan motor sporting circles. Good luck to him. Shall never forget the evening I spent with him in London 18 months back, eating in a Chinese restaurant, or his opinion of a very well known and frightfully important English car rally.

Heard t'other day; a not-so-well known rider saying that everyone races for money and not sport today. Seen t'other day two gentlemen, members too, pushing an Austin van backwards down a slope in the Yorkshire Wolds, en route to Scarborough I think (?), urged on by a third seated handsomely in the driving seat, all three shaking with laughter, at 1.45 a.m. They must be "nuts"! Ah well, that's what racing does to people.

MOTOR INSURANCE

MEMBERS who have motor insurance policies with the Eagle Star Insurance Co. Ltd., the National Employers' Mutual General Insurance Association Ltd., and Premier Motor Policies, will be interested to know that these three companies can now issue what are called R.A.C. Approved Policies. These give the same benefits as the existing R.A.C. Bonus Policy. If you wish to have an R.A.C. Approved Policy, being already insured with one of these

three companies, all you have to do is to ask them to transfer your existing policy to the R.A.C. one on renewal. You must be a paid-up member of the R.A.C. of course.

I would like to take this opportunity of reminding members that if you have any motor insurance problems (road-going vehicles, I mean), we still arrange R.A.C. Bonus Policies and I am happy to assist in these matters if I can. You can also join the R.A.C. through the Club at reduced rates.

The Secretary.

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FIRST, SECOND, THIRD

A summary of members' recent successes

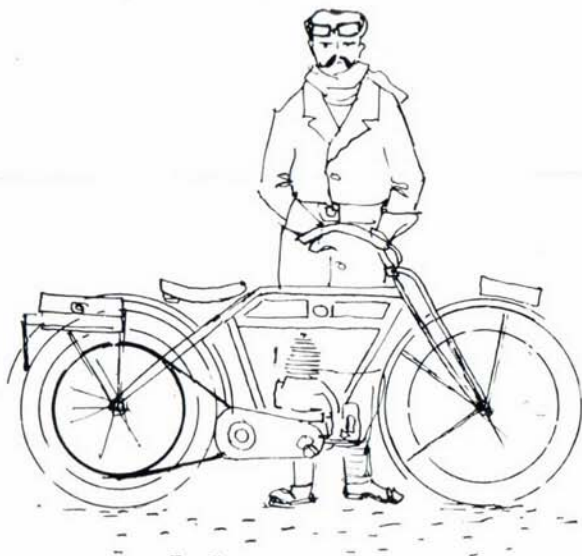
WHITSUN Bank Holiday provided the usual busy weekend for road racing, the first meetings being at Aberdare and Oulton on the Saturday. **Mike Hailwood** had two wins at the former meeting; in the 125 race he raised the lap record, 2nd and 3rd men being **Dan Shorey** and **Jim Dakin**, and in the 350, 3rd place behind him being filled by **John Hamilton**. The 250 event was **Dan Shorey's** race, **Ned Minihan** (Velocette) following the Norvel into 2nd place. **Ned** also had a couple of 3rds with his G50 in the 500 and 1,000 categories, with **Norman Storer** finishing 2nd and 1st respectively. "**Pip**" **Harris** was in good form at Oulton Park, winning both scratch and handicap three-wheeler races. **Bill Boddice** and **Jackie Beeton** were 2nd and 3rd in the scratch event, while **Fred Hanks** was 2nd in the handicap. **Bill Webster** finished 2nd in the 150 race and **Jack Murgatroyd** 2nd in the 250 class. There were two races in the 350 class, one of eight laps and the other nineteen, this being for the "Les Graham Memorial Trophy". Both races were won by **Alastair King**, who was also 2nd in the 500 race. **Derek Minter** broke the lap record to finish 2nd in the "Les Graham" race, while in the shorter race he was 3rd behind **Alan Shepherd** (A.J.S.) The 500 race was won by **Bob McIntyre**.

The first of the season's classics was held on the following day, the French Grand Prix at Clermont-Ferrand. **John Surtees** was on his usual winning form in both Junior and Senior events, a good start on his way to this year's World Championships. **Bob Anderson** and **Terry Shepherd** both scored two places apiece, the former taking 4th and 8th and the latter 6th and 5th. **John Hempleman** was 9th in the 350. On the following day, still on the Continent, **Frank Perris** finished 2nd in the 350 and **John Tickle** 5th in the 500 races at Tubbergen, Belgium. Meanwhile in Britain, the International boys were at Blandford. **Derek Minter** put up a meteoric succession of performances, breaking the laps records of every class he entered with a 2nd on the R.E.G. in the 250, a win in the 500 and a 2nd, the Sassenach meat in a Scots sandwich consisting of **Alastair King** and **Bob McIntyre** in the 350. **Bob** and **Alastair** were 2nd and 3rd respectively in the

500 race. **Jim Baughn** and **Jim Dakin** rode their M.Vs. into 2nd and 3rd places in the 125 event.

Our only successful representative at Wirral 100's second Rhydymwyn meeting was **Harry Hall** with a 2nd in the 350 race. The Cadwell Park meeting was a veritable field day for **George Catlin**, who won all the solo events and increased the 350 and 500 lap records. **Bob Lawrence** had two 2nds in these classes, with **Peter Middleton** 3rd in the 350 and **Tony Sugden** 3rd in the 500, the latter on a 350 Norton. 2nd and 3rd in the 250 race were **Tom Fenwick** and **Les James**, a 1-2-3 for NSUs. **Reg Cheney**, who won the sidecar scratch race, managed only a 3rd place in the handicap. Of the other Whit Monday meetings, both Aintree and Brands Hatch produced a very mixed bag of names. At Aintree, **Mike Hailwood** was 2nd in the 200 and 1st in the 500 races, **Dave Moore** and the Paton were 3rd in the 200, **Jack Murgatroyd** and **Dan Shorey** were 2nd and 3rd in the 250, **Ray Fay** and **Des Craig** took similar places in the 350, **Alan Shepherd** was 3rd in the 500 race and "**Pip**" **Harris** and **Bob Robinson** 1st and 2nd in the sidecar race. **Howard German** set up a new lap record on the Sheene Special in the Brands 50 c.c. race, 2nd and 3rd berths being filled by **Fred Stride** and **Don Guy**. The 125 race provided a win for **Mike Cambridge** (Ducati), with **Eddie Kempson** 2nd and **Peter Jordan** (NSU) 3rd. **Alan Atherton** had a very creditable 3rd in the lightweight race with his Villiers twin-powered 250 James. The 1,000 c.c. Non-experts' was won by **Alec Deighton**; **Fred Neville**, who finished 3rd on his B.S.A., also won the 350 Non-experts'. 2nd and 3rd in this race were **Gordon Harris** and **Ted Bunker**. The Expert of the day was **Alan Trow**, who won all three events in this classification. In the 350 event he was followed home by **Michael O'Rourke** and **Bruce Daniels**, while **Joe Dunphy** finished 3rd in both 1,000 events on his Norton-Triumph. Both sidecar races provided wins for **Bill Boddice**, **Ben Gross** finishing 3rd in the scratch event and **Harry Lee** (Triumph) and **Dave Read** with the ex-Folwell G45 2nd and 3rd in the handicap. On the same day, **Jimmy Lees-Baker** competed in the Bouley Bay Hill Climb organised

(Continued on page 146)



UNSPRUNG HEROES . . .

Fifty years ago, when the B.M.C.R.C. was formed, motor-cycling was very much a sport for those with strong hearts and muscles to match. Since then of course, Girling dampers have been invented, and while this has not made the game less exciting, it has made it rather more comfortable and safer too.

The constant incentive of men of speed in the motor cycling world, has played a large part in the evolution of Girling dampers, the finest made today.

To all members of Bemsee, past and present, we send our congratulations, and very best wishes for smooth riding.



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by the Jersey club, taking 3rd place in the 350 class and 1st place and F.T.D. in the over 350 class, on 350 and 650 B.S.As.

Practising for the T.T. began the following weekend, so apart from our own "Trophy Day", reported elsewhere, there was no road racing on the mainland before the T.T. However, Wirral 100 had a sand race meeting at Wallasey, where **Harry Hall** had a win with his Velocette in the 250 class. **John Hudson**, also on a Velocette, was 2nd in the 350 class and then went on to win the Gold Cup Championship handicap on the same machine.

The results of the T.T. are, of course, well known by now, but mention must be made here of the performances of some of our members. The Formula One race, appearing in the programme of a grande epreuve meeting for the first time, ended in a list of prize winners which read like the result sheet of most British short circuit meetings. **Alastair King**, riding an A.J.S., scored his 2nd T.T. win in the 350 class, with **Bob Anderson** 2nd and **Mike Hailwood** 3rd. Two others worthy of note are **Vernon Cottle's** 10th place and the 12th scored by American member **Ralph Fox** (A.J.S.). **Bob McIntyre** made it an all-Scots day by winning the 500 class. Next members home were **Terry Shepherd**, 3rd, **Don Chapman**, 6th, and **Bruce Daniels** 9th, all on Nortons. Another American member, **Ed La Belle**, finished 15th on his B.M.W. Monday saw the first of **John Surtees'** victories in this year's series, when he won the Junior race by a comfortable margin from teammate **John Hartle** and **Alastair King**. We were delighted to see **Geoff Duke** back on his old Island form to finish 4th after a duel with **Bob Anderson**, 5th. 8th and 9th men were **Derek Minter** and **Terry Shepherd**, while 10th man was **George Catlin**, who piloted the first A.J.S. to finish. What had promised to be a rather dull race turned into a very exciting one when **Mike Hailwood** (Mondial) established a good lead from **Ubbiali** and **Provini** in the Lightweight race. It began to look as though he might repeat **Cecil Sandford's** performance of 1957 and then the news came through that he had retired with magneto trouble at **Hillberry**.

Thus it was **Arthur Wheeler** (NSU), finishing 7th, who was the first and only Bemsee member to finish. **Mike** had some consolation for his disappointment by scoring a 3rd in the Ultra-Lightweight race. "**Pip**" **Harris** went into the lead in the first lap of the Sidecar race and then, after being overtaken by him, sat pretty closely on **Schneider's** tail for the next seven laps until forced to retire with transmission failure, leaving **Charlie Freeman** to be the first Bemsee member home in 8th place. After weeks of fine weather, the conditions for the Senior were shocking, despite the postponement of the race until Saturday. **John Surtees** cannot be praised highly enough for his convincing win. **Alastair King** splashed his way into 2nd berth and **Bob McIntyre** battled grimly with the weather and time lost through a ten-minute pit stop early in the race to finish 5th. 7th and 8th places went to **Alan Shepherd** and **George Catlin**, both on G50s and **Brian Setchell** was 11th. In addition, **Alastair** received "Joe Craig Trophy" for the best performance by a British rider in more than two races and, of course, **John Surtees** broke the absolute lap record from a standing start in his phenomenal first lap of the Senior, before the weather closed in.

Geoff Duke had rushed across to Sweden to compete at **Karlskoga** on the Sunday, where he finished 5th in the 350 race, in which **John Hempleman** was 2nd, **Frank Perris** 3rd and **Peter Ferbrache** 6th. In the 500 event, it was **Frank** who finished 2nd and **John** 3rd, while **Peter** rode into 5th berth. In Britain on Sunday, good weather was enjoyed for the Malory Park "open-to-Centre" meeting. Almost all the T.T. stars were there, including **Bob McIntyre**, who won both 350 and 500 classes, **Alastair King**, 2nd in the 350 and **Bob Anderson**, 3rd in the 500. **Mike Hailwood's** Mondial was fighting fit once more and took him into 1st berth in the 250 final at record speed and with a new lap record. **Jack Murgatroyd** (NSU) was 3rd. **Bill Boddice**, too, was on record-breaking form in the sidecar scratch race, to win comfortably, but it was **Charlie Freeman** who was placed in the handicap, finishing 3rd, although **Bill** put in the fastest lap in an effort to catch the leaders.

BILL JARMAN'S COLUMN

MY attention has been drawn to the fact that Castrol and the B.M.C.R.C. have been associated for 50 years. Agreed, and how we used to love that medicinal oil in those vintage years, but please don't tell me about any more 1909/1959 jubilees. I had no idea there were so many well-known organisations celebrating the half-century this year.

* * *

A letter from Birmingham asks me if I spotted the average speeds in the French G.P. ? Yes, sir, I did! From what I hear, the new circuit is devoid of any straight bits and this is probably the one and only reason for the mile an hour difference between the 350 and 500 classes.

* * *

Many famous riders have graduated from centre to national and international status through this club and its many associations. Make no mistake about it, the B.M.C.R.C. is a great club (despite the non-territorial tag) with members all over the world. The "crossed jacks" form a worthy badge for a band of men and women who realise that we only get out of our club what we put into it.

* * *

One item which is receiving considerable attention behind the scenes is the "gas-works". There is much to be said in favour of the injection system which becomes a very attractive proposition with any form of positive valve gear. A famous designer firmly assures me that with the 125 size of cylinder, scavenging is number one priority and this is why the racing fours are fitted with four of the best devices available at the present time.

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THE SECRETARY

The Board of Directors regret to announce that Mr. W. G. Tremlett has tendered his resignation to the Board as Secretary to the Company and Club for personal reasons. His resignation has been accepted with effect from 31st December, 1959 latest. A further announcement about a successor to Mr. Tremlett will be made in due course.



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TROPHY DAY

OUR closed-to-club meeting at Silverstone on May 30th, lived up to its fine weather tradition and gave us a good day's sport. Innovations for this year's Day were the British 125 c.c., and Production and Sports machine races, all of which went off quite smoothly and gave some quite surprising results, creating much interest.

A highlight of the day was the establishment of two new Club Course records, in the 50 c.c. and Sidecars events respectively. The 350 and 500 c.c. races brought quite a collection of new potent ironmongery into operation, in the way of 1959 A.J.S., G.50 and Manx machines; one of these new bikes unfortunately was later dropped and lost some of its shine.

The little 50 c.c. buzzers fielded a goodly number of their breed, C. V. Dawson got his Itom cracking along very well and won convincingly, also putting the class lap-record up to 51.50 m.p.h., a time improvement of three seconds. George Todd (G.T.S.) rode his machine to the winning position in the British-only 125 event, while T. H. Charnley on an immaculate "7R," took the 350 honours in the first race for this class,

leading throughout; Phil. Read (Norton) doing likewise for the second race.

The "bigger-bangers" went off in fine style, riders J. G. Trustham (500 Norton) and E. Minihan (496 Matchless) taking the winner's flag for each race respectively. In the latter tussle, R. S. Mayhew lead initially by a very good margin, but then had the bad luck on the penultimate lap to suffer a tumble. However, he remounted and took fourth berth. Smart going!

The Production and Sports machines presented quite an unusual sight on the grid—number plates, lighting equipment, an' all! C. E. Mills (998 Vincent Rapide) proved victorious, there being also five differing marques in the first six placemen! In the second 125 race, foreign bikes dominated the results sheet, taking first seven places, Dan Shorey (M.V.) being the winner. The 250 event was won by Dudley Edlin (N.S.U.), who also turned the fastest lap, while the Sidecar boys sorted themselves out behind the Boddice/Canning outfit in first place. Bill also pushed up a lap-record, the new speed being 74.22 m.p.h., a time betterment of 1.04 seconds.

P. F. Wright.

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A-C.U. NOTES

International Events and Personal

Accident Insurance

Drivers entering International events abroad are again reminded that Personal Accident Insurance is compulsory for speed events and if they have their own policy they should take with them the current cover note for production to the promoters. Failure to do so will result in drivers being required to pay the requisite premium for such insurance.

Crash Helmets

The Competitions Committee has approved the new pattern crash helmet — the "Everoak Racemaster", manufactured by E. W. Vero and Co. Ltd.

A-C.U. Road-racing "Stars"

The leading positions in the Competitions are as follows:—

(Up to and including Mallory Park
19/4/59)

125 c.c. Class		
1st	S. M. B. Hailwood	16 points
2nd	J. Baughn	9 points
3rd	D. Shorey	6 points

250 c.c. Class		
1st	S. M. B. Hailwood	24 points
2nd	A. King	16 points
3rd	D. V. Chadwick	14 points

350 c.c. Class		
1st	A. King	22 points
2nd	S. M. B. Hailwood	18 points
3rd	J. L. Payne	11 points

500 c.c. Class		
1st	S. M. B. Hailwood	14 points
2nd	R. Anderson	12 points
3rd	A. King	8 points

Three Wheeler Class		
1st	P. V. Harris	28 points
2nd	C. Smith	20 points
3rd	W. Boddice	14 points
3rd	R. A. Robinson	14 points

NEW MEMBERS

The following new members have been elected since the last issue. We welcome them to the Club and hope that their stay with us will be long:—

R. Edmond, P. J. MacNab, P. J. Barrett, F. D. Hardy, K. J. Tuppen, P. J. Lillierap, J. Pinckney, C. C. Day,

R. S. May, D. Maskell, A. A. Tate, J. S. Duff, R. E. Niles, C. W. Mates, A. Wright, E. A. Franks, R. A. Roberts.

RESIGNATIONS

The resignation of Mr. C. Bruce was accepted with regret by the Committee at its last meeting.

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OVER THERE

THE Editor has heard from a member of our Club and prolific past-contributor to our Magazine, Erwin Tragatsch, who went over to live and work in America in March this year. Erwin is now the Technical Editor for the Floyd Clymer monthly journal of motor-cycling in the States, "Cycle," and his address is 1268 South Alvarado Street, Los Angeles 6, California. The current copy of their monthly that he sent over, makes interesting reading and gives the outlook on the world of motor-cycling, over the water. Things are definitely looking-up in the two-wheeled sphere and from details given in the June issue of "Cycle," the enthusiast over here would be quite surprised at the amount of sport and riding that takes place now in the New World. We hope to hear further from Erwin when he can

find time to write a few lines for "Bemsee."

GUZZI EIGHT AGAIN

MEMBERS who follow the sport of Rowing, will already know that at the recent Regatta at Henley, Moto Guzzi had a crew rowing in the "Steward's Cup" Competition. The Italian works men belong to the Gruppo Sportivo Moto Guzzi, and on July 2nd, they won easily from Vesta in 7 mins. 51 secs., taking their boat through to the semi-final against London R.C. on the day following. They beat the London club also, but were themselves beaten in the final by St. Edmund Hall and Lincoln College (Oxford) crew. Nice to hear of a Guzzi team once again competing in this country. Can it be that soon we shall again have their wonderful racing singles active here, if not their fantastic "eight" ?

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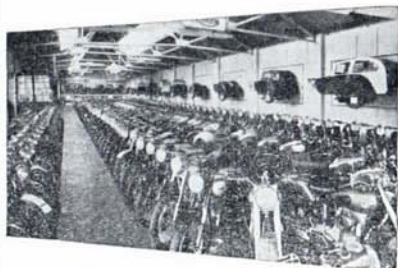
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Please Note . . .

1. **IMPORTANT NOTICE: SECRETARY REQUIRED** (male), with knowledge of company law and conversant with Auto-Cycle Union regulations. Applicants must possess the organising ability and initiative necessary to promote motor cycle race meetings at International level. Connections with the trade an advantage. Salary according to experience.—Write (own handwriting), giving full details of age, experience and qualifications, to: **BRITISH MOTOR CYCLE RACING CLUB LTD.**, 34, Paradise Road, Richmond, Surrey.
2. **"CLUB DAY"**: It is greatly regretted that the Club Day meeting proposed for Saturday, 10th October, will not take place. It has proved impossible, not to organise the meeting, but to obtain the use of Silverstone under the provisions of the existing lease. It is hoped next year to organise several club meetings at Silverstone.
3. **SPRINTS**: The Club has received an invitation for members to ride at a sprint organised by the Ikley and District Motor Club at Melbourne Aerodrome, near Pocklington, York., on Sunday, 20th September. Regulations can be obtained from Norman A. Bedford, c/o. C. B. Watson & Sons Ltd., Kirkgate, Tadcaster, Yorks. Regulations are also available for the M.C.C.s sprint at Wellesbourne, near Stratford-on-Avon, on Saturday, 12th September. Write for these to L. G. Eckett, 1 Holmdene Avenue, London, N.W.7.

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BELGIAN G.P.

500 c.c. **1st J. Surtees** M.V.
350 c.c. (Formula 1) **1st G. Hocking** **NORTON**

DUTCH T.T.

500 c.c. **1st J. Surtees** M.V.
350 c.c. (Formula 1) **1st R. Brown** **NORTON**

GERMAN G.P.

500 c.c. & 350 c.c. **1st J. Surtees** M.V.
500 c.c. & 350 c.c. **1st J. Surtees** M.V.

FRENCH G.P.

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