



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 12. No. 5. MAY, 1959 ONE SHILLING



B. G. Gross and V. Hope with their Norton outfit

Photo by G. E. Hicken

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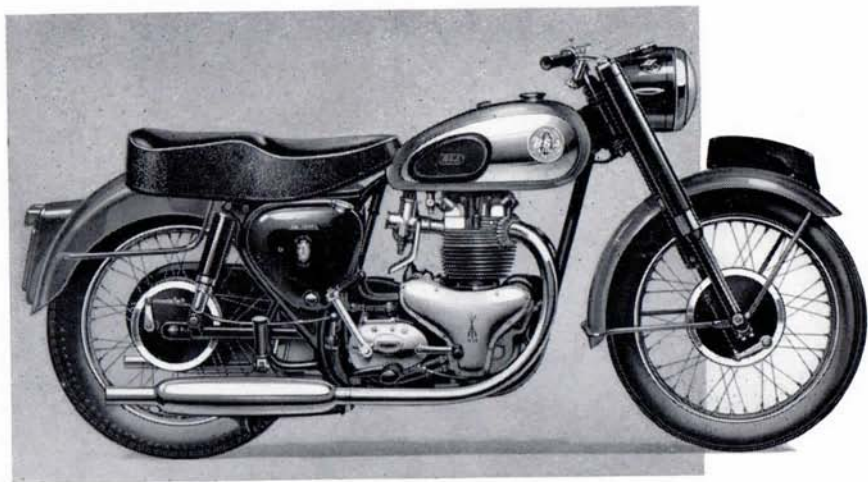
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STATEMENT TO PRESS

THE following letter was sent to the technical press on April 6th as a result of discussion at the A.G.M. It has appeared, or will appear, in *The Motor Cycle*, *Motor Cycling*, *Motorcycle News* and *Motor Cyclist Illustrated*.

"I am instructed by the Committee and members of the British Motor Cycle Racing Club to make quite clear the Club's position and sentiments in regard to the recent A-C.U. proposals on road-racing.

The Club's two delegates to the General Council received verbal and written instructions from the Committee, after very full deliberation on all aspects of the proposals, as to the Committee's views on them and as to how it was wished they should vote. In accordance

with their "brief" our delegates voted *for* the first seven proposals and *against* the last two. These, it will be recalled, sought to direct A-C.U. International licence holders to British International Meetings when such were to be held on the same day as others of lesser status.

At no time has the Club, or its authorised officers, voted in favour of any move to compel any class of rider to go to any particular meeting. The Club is continuing, with other interested parties, to work closely with the A-C.U. in the matter, as it believes that the first seven proposals can benefit road-racing today."

W. G. TREMLETT,
Secretary.

Closing date for contributions — 14th of each month

JUBILEE INTERNATIONAL

by P. F. WRIGHT

ONCE again the Club racing organization swung into operation at the vast Silverstone Circuit where, in close co-operation with *Motor Cycling*, we presented the opening meeting of our Golden Jubilee season, "Silverstone Saturday". The day was mainly dry but a cold wind persisted; however, public attendance figures seemed to be reasonable and some very good racing ensued. Practice day had been dry, but the surface of the track at Becketts Corner had broken-up on the outside and one or two of the riders had come off owing to this happening. However, race day did not bring an undue number of non-starters and all seemed set for some excellent events.

Again, the meeting opened with a Clubman's type race, there being a goodly collection of makes on the grid, the smallest capacity of 244 c.c. leading-up to the 998 c.c. of a Vincent machine. There being a touch of rain about, speeds for both of the Clubman events were down on last year's figures. Both races were Handicaps and in addition to the actual results, Class results were taken into account in awarding prizes. The results were:—

- 1 J. A. Gooch (499 Norton B.S.A.), 20m. 43.6s. 75.53 m.p.h.
- 2 P. Stacey (499 B.S.A.)
- 3 B. Lindley (499 B.S.A.)

Fastest Lap : Gooch, 2m. 14s. 78.46 m.p.h.

- Class Winners :** 250 c.c. W. T. Pain (248 G.M.V.)
350 c.c. G. L. Eccles (348 B.S.A.)
500 c.c. J. A. Gooch (499 Norton B.S.A.)
1000 c.c. G. A. Bonney (998 Vincent)

Second Club Handicap Race :

- 1 J. Whitehead (248 Beasley/Velo), 18m. 41.2s. 69.68 m.p.h.
- 2 C. R. Edwards (348 A.J.S.)
- 3 B. E. P. McEntee (349 A.J.S.)

Fastest Lap : C. J. Williams (499 Norton), 2m. 09.2s. 81.37 m.p.h.

- Class Winners :** 250 c.c. J. Whitehead (248 Beasley/Velo)
350 c.c. C. R. Edwards (348 A.J.S.)
500 c.c. C. J. Williams (499 Norton)

The two graded-rider events for the "lesser lights" were both seventeen lap affairs, with many of our regular riders taking part. The Junior event brought a win for Peter Chatterton, as did the Senior, a very fine effort one must admit. He led the race throughout, by the length of the Pits Straight at times, followed at the end of the first lap by Rex Avery (who then spilled at Copse, with a burnt-out machine) and Louis Carr. Ken James then took over second spot until on the eighth lap he was succeeded by W. D. Craig, who finished thus. The result was:—

- 1 P. D. Chatterton (349 A.J.S.), 37m. 44.2s. 78.94 m.p.h.
- 2 W. D. Craig (348 Norton)
- 3 L. Carr (349 A.J.S.)

Fastest Lap : Craig, 2m. 08s. 82.14 m.p.h.

For the Senior event, the rain ceased and a weak, watery sun came out. However, the field got away to a good start and came roaring round with W. A. Smith in the lead, followed by R. H. King, Chatterton, Carr, Rowbottom, and Fenwick. For the second lap, Chatterton had taken the lead and again built this into a vast distance. Carr and Rowbottom had a private scrap, as did R. H. King, Smith and Sawford, in fact the latter man came-up very well in the closing stages with a good lead over third and fourth finishers. Result:—

- 1 P. D. Chatterton (496 Matchless), 36m. 50s. 80.87 m.p.h.
- 2 W. J. Sawford (499 Norton)
- 3 W. A. Smith (499 Norton)

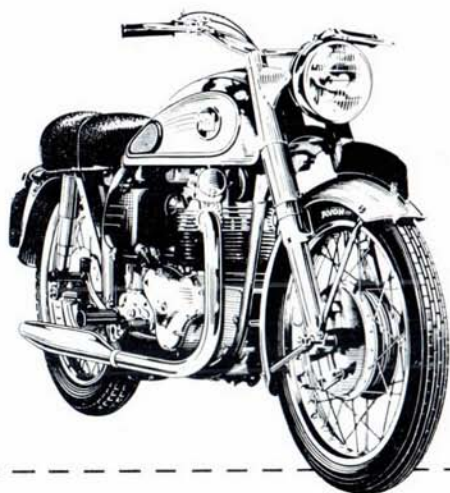
Fastest Lap : Chatterton, 2m. 07s. 82.78 m.p.h.

The day's Sidecar races brought surprises and disasters, the former being a run-away win for Bill Boddice in the B.M.C.R.C. Championship of ten laps, over Peter Harris; while the latter were a most unhappy crash for the Beavers' B.M.W.

(continued on page 92)

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JUBILEE INTERNATIONAL (continued)

outfit and a sudden total loss by Cyril Smith, of oil, when his down-tube oil tank opened-up. Quite heavy rain throughout the first chairs' race did not deter the crews from pressing-on with the business, but Continental exponent Camathias had a very bad start and could not make up the lost ground. The Championship result was:—

- 1 W. G. Boddice/W. Canning (499 Norton/Watsonian), 22m. 44s. 77.08 m.p.h.
- 2 P. V. Harris/R. Campbell (500 B.M.W.)
- 3 C. J. H. Smith/E. Bliss (499 Norton/Watsonian)

Fastest Lap: Boddice, 2m. 12.2s. 79.53 m.p.h.

During the afternoon, a ten laps Handicap for the chairs was included, the Gross outfit taking the honours. Both the Continental entries, Camathias and Strub, did not go the distance, while Overall certainly pushed Gross at times, until the former disappeared on lap eight. Handicap result:—

- 1 B. G. Gross/B. E. Tennant (499 Norton), 22m. 30.4s. 77.85 m.p.h.
- 2 J. F. Swindells/B Bliss (499 Norton/Canterbury)
- 3 E. Pickup/J Biggs (499 Norton)

Fastest Lap: P. V. Harris (500 B.M.W.), 2m. 02.8s. 84.42 m.p.h.

The main Championship Races of the meeting were held during the afternoon, the curtain-raiser being the 125's. Last year's fastest lap was beaten by over a mile-an-hour, by young Hailwood, who had a fantastic lead on his very fast works-tuned Ducati. Behind him, B. Purslow (Ducati) and W. Spinnler (M.V.) battled it out and other good scraps and dices were the Walsh/Percival and Allen/Porter affairs in mid-field. Result:—

- 1 S. M. B. Hailwood (124 Ducati), 22m. 26.6s. 78.07 m.p.h.
- 2 W. Spinnler (124 Ducati)
- 3 D. H. Edlin (123 Mondial)

Fastest Lap: Hailwood, 2m. 12s. 79.65 m.p.h.

Moving-up to the quarter-litre class, the usual large variety of machines came to the grid, NSU's predominating. Again, the 1958 fastest-lap was beaten, by a large margin, by Hailwood, but Surtees' lap record remained. Alastair King on the very fast NSU took the lead in the early stages, with Hailwood close behind. There followed G. Monty (G.M.S.), D. W. Minter (R.E.G.), W. A. Smith (NSU), and P. W. Read (NSU), until lap six, when Hailwood went ahead. Further back, Smith and Shorey were having a great fight which ended when Shorey went out on the tenth lap. Race result:—

- 1 S. M. B. Hailwood (250 Mondial), 24m. 07s. 87.19 m.p.h.
- 2 A. King (247 NSU)
- 3 D. W. Minter (250 REG)

Fastest Lap: Hailwood, 1m. 57.8s. 89.25 m.p.h.

For the 350 c.c. Championship event, John Surtees brought to the line a 350 M.V. and Geoff Duke his new 348 Norton with the revised Peel streamlining. Bright sunshine made the assembly of bikes on the grid a colourful scene and at the drop of the flag all went away except Percy Tait (Beasley-Velocette), who had to have a couple of goes at starting. The M.V. came round first, sounding somewhat lower in pitch than hitherto, but nevertheless going some!

Following Surtees on lap one came Alastair King (Norton), Bob McIntyre (A.J.S.), and G. J. Turner (A.J.S.), but it was not long before the leading bunch began a tear-up amongst themselves, the M.V. having gone ahead. Minter, Anderson and King dived magnificently, McIntyre riding a lone chase to the Italian machine. "Ginger" Payne played a close game of slipstreaming another rider, while Duke went out on lap five. The multi came home first, beating the 1958 fastest lap with its race speed and putting the lap-record up by exactly one mile-per-hour!

- 1 J. Surtees (350 M.V.), 32m. 25.6s. 91.86 m.p.h.
- 2 R. H. F. Anderson (348 Norton)
- 3 A. King (348 Norton)

Fastest Lap: Surtees, 1m. 52s., 93.87 m.p.h. (record).

There remains only the Senior B.M.C.R.C. Championship to record, and with the riders waiting on the grid Marshals were covering the oil trail left from the previous three-wheeler misfortune. Some dry cement powder was placed on

(concluded on page 104)

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RACING NOTES

by the Secretary

I WANT to be as brief as possible this month for a variety of reasons, so I propose to wade at once into the matter of "Trophy Day" entries. Elsewhere in this issue there is mention made of the number of entries received in the first three days. This is not a word of a lie. As the character who deals personally with all the entries as they come in, I know only too well that the figures are true. It is a good measure of the popularity of racing as a whole. "Trophy Day", as a meeting and, perhaps, an answer to those who seem to think that the majority of riders are only interested in what they can get, finance-wise, from racing; a view, I hasten to add, to which I personally never have and never will subscribe. I would like to repeat that all entries were accepted "first come, first served". Believe me, some quite well-known members "missed the boat".

It may be wondered why, when so many 250s and 350s have been rejected at "Trophy Day", we have other races; a British 125 event, a production machine race and the 50s, for instance. I think the answer is simple enough. "Trophy Day" is a Club meeting and we are under an obligation to provide races for as many and as large a cross-section of members as we can. It would be far less easy to explain an event of this nature in a meeting like the "Hutch". The 50s are probably somewhat different as I feel they are a class of the future. Besides which they do, of course, provide a relatively cheap form of racing—at present anyhow. So here, at any rate, I cannot agree with the opinions of several prominent persons.

Our next race, after "Trophy Day", is the Clubman's. The two finals (we have to go back to heats and finals for this unfortunately), will be the longest races run by the Club since the war; according to my calculations 40 laps of the G.P. course at Silverstone comes to 116.8 miles. I would stress a couple of points about this meeting. No re-fuelling will be allowed in the finals, so that all riders will have to ensure that they can do the full distance on a full tank. The other is, that any racing machine, pro-

vided it complies with the regs. in other ways, is eligible. Quite apart from the Manx Norton, 7R A.J.S., G45 and 50 Matchless and Gold Star B.S.A., a special like a Norton—B.S.A. hybrid or a G.M.S. is equally permitted to compete. There seems to be little doubt about this. At the time of writing the A-C.U. have said that they do not wish us to allow any streamlining. This matter is under discussion at the moment, as the Committee are not happy about it. Please remember that the entrant club must have its 1959 entrant's licence number quoted on the form and the secretary must sign the form. 100 500 c.c. and 150 350 c.c. entries will be accepted.

There has recently been much discussion at Board and Committee level about the "Hutch" this year. Last year's event was not happy financially and it was hoped to have the meeting at the Crystal Palace on October 3rd. However, for reasons which had better remain anonymous, the circuit cannot be made available to Bemsee that day and in any case the desirability of holding there the long races which would have been necessary, might justifiably be questioned, I think; especially in view of the tragedy of Easter Monday. It has not been possible to transfer the original date to Silverstone. Therefore, it has been decided to have the "Hutch" on August 22nd. It must make it quite clear that it will be reduced considerably in scale in a number of ways to save money. This is obviously necessary. Further negotiations are proceeding with various parties and I will let members know some more about it in this column next month. The regs. should be out in July. I might, too, have some good news about a revival of "Club Day".

Last month, and I'm going back to "Trophy Day" to finish up my notes, I made mention that E.M.C.s would not be eligible for the British 125 race at that meeting. By E.M.C. I meant E.M.C.-Puchs which embrace all those split-single Puch base 125s. Most people concerned seem to have appreciated that point anyway, but it is as well to have the matter quite clear.

DON'T FORGET THE LONG MARSTON REGS!!

DOUBLE KNOCKER'S BRIEFS

WELL now, the season has started with a vengeance. We've already had twelve race meetings and one sprint by my calculations. The "circus", if one may call the great band of chaps who travel from circuit to circuit that, has visited Silverstone, Brand's Hatch, Mallory, Oulton, Castle Combe, Cadwell Park, Snetterton, Thruxton, Crystal Palace and the North Armagh course for the "Tanderagee 100". Witchford was the sprint.

Naturally our members have been very well to the fore at all these meetings, and some have been doing very well for themselves. The new G50 Matchless has won its spurs and **Pete Ferbrache** must be well pleased with his.

Talking of new 'bikes, quite a lot of people have got theirs in time for the beginning of the season, or nearly so, which was more than some of them expected at one time. Among those who now have their 7Rs are **Pete Darvill**, **Howard German**, **Fred Neville** and **John Righton**. The former had his in time to run it at our first practice day. I saw Fred's in a local showroom window for a day or two before he actually got his hands on it.

Motor Cyclist Illustrated's "new boy" (he's a member, of course), **Brian Burgess**, had a spill at Snetterton, practising the week before the first Mallory meeting and damaged his knee rather a lot. However, he's hobbling about again now and hopes to have a ride or two before the end of the season.

While on the rather mournful subject of accidents, you will be sorry to hear that **Vincent McFarlane**, who had a nasty crash pre-season practising last year, met with another bad accident just before the start of this season while working in his garage. He is making progress at present, but will not be able to race, I fear, this season.

Another most unfortunate member is **Arthur Willerton**. He had a road accident last year which necessitated a bone graft. While recovering from the latter he fell and broke his other leg. He is in Leicester Royal Infirmary again and would, I feel sure, welcome visitors.

Larry Povey from Solihull is another who is still having to suffer the after-effects of a spill, at the Palace last August. He has had to return for a spell

in hospital and has had to scratch from several meetings.

Member **John Lane**, who went to Canada two years ago, has now gone South and has settled in Aurora, Colorado. He appears to be enjoying it too. I imagine that Colorado is a good place for motor-cycling. If my geography is correct it has a lot of sunshine.

News from the other side of the world, from **F. J. Chitty**, an old member of Elizabeth, South Australia, who re-joined us last year. It seems that a local veteran two-wheeler rally was a great success, as also is the magazine. He says that there isn't enough racing there. Dear me, I have heard the view expressed over here that there's too much!

The first 350 G.M.S. has re-appeared in rebuilt guise in the hands of **Colin Peck** from Isleworth. Colin had one hell of an Easter weekend getting the bicycle together, but managed it and got to Thruxton. What was more, the machine went reasonably well under the circumstances. Colin also rides a very fast Gold Star-powered "featherbed".

NSUs are very popular these days in the 250 class. Amongst those members who now have these speedy German quarter-litres are **Bill Webster**, **Bob King**, **Bob Ritchie**, **Alastair King** and **Percy Tait**. The latter is a machine prepared by Doug Beasley.

Just recently we heard of a further member who will be perforce out of racing for the year due to illness; **S. A. George** from Wolverhampton. He rode a 500 Gold Star last year. The two members who were injured in the tragic accident at the Palace on Easter Monday, **John Wheeler** and **G. J. Griffin**, are up and about again.

Amongst the huge flood of entries for "Trophy Day" (there were 230 in the first three days and 102 by the first post on the first day), is that of a 250 Matchless racer to be ridden by **B. D. Foster** of Watford. I suppose it is a scrambler, suitably doctored.

I end this month with a plea. Some time ago I suggested a series of articles on "Racing machines I have owned" by members. Remember? Well, what about it—one or two have promised to do something, but the Editor hasn't had anything yet. Meanwhile, good racing!



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THE EASTER PARADE

by Guy Tremlett, John Downey, Peter Wright

Brand's Hatch

WITH Easter being rather earlier than usual, it was not unreasonable to expect inclement conditions (after all, we had snow last year). However, the rain which fell during the early afternoon only slightly spoiled an excellent day's racing, with each event won by a different person. All those eight, bar one, were Bemsee members.

The less expert 350 and 1,000 races were won by **Des Craig** and **Geoff Young** respectively. **Harry Rayner** challenged Des for a while, but fell back and left the race to him at 65.84 m.p.h. Des gave a most polished performance as befits the eldest son of the late Joe Craig. Geoff Young did not have it so easy in the other race. He led from the start, but **Chris Williams** was soon second and caught him after seven laps and went by into the lead. Geoff fought back and regained the lead two laps from the finish, but there was precious little in it when they completed the 15 laps. Geoff averaged 69.53 m.p.h. Both riders will be heard of a lot in the future, I should imagine.

It poured for the 50s, but that didn't worry **C. V. Dawson** who won by a huge margin in 3 laps, by at least 40 seconds. After challenging strongly for second place, **Roy Nicholson**, also 10m-mounted, fell back on the last lap to 8th spot. **D. M. Field** was second. It was still wet for the 200 race (incidentally, what an odd capacity; it is not in any recognised class and seems unfair on 125s and 175s alike) which Dave Chadwick won on a 175 M.V. **Mike Hailwood** had all very interested with his Ducati. This went very well and was never very far behind the bigger M.V. Many runners fell by the wayside, but **Dan Shorey** (M.V.) and **Dudley Edlin** (Mondial) were 3rd and 4th. Many at Paddock Bend were horrified at the weird and frightening antics of Hailwood and Chadwick in the 250 race. Such slides they had! This time Mike on the Mondial beat the M.V. and put up new 250 records, the lap at over 70, for the first time. Shorey and **Jack Murgatroyd** went well on Norvel and NSU respectively, it being the latter's first appearance at Brand's. **Derek Minter** was 3rd on last year's R.E.G.

The races of the day were undoubtedly the "expert" 350 and two 1,000s. The former began with a colossal dice between **Bob McIntyre** and **Derek Minter** with **Alastair King** close behind in 3rd place and a furious battle featuring Tony Godfrey, **Alan Trow** and Harry Hinton behind. Minter got by and away after four laps and the race settled down to a high-speed procession. But then the rain came and things happened. First of all Godfrey fell (he was 6th), then Minter repeated the act, after which Bob and Alan called it a day, all of which left Alastair in the lead. From this he was almost dispossessed on the line by Hinton. All very exciting in its way, but rather unfortunate for some. The first ten laps of the first 1,000 on a practically dry track once more featured another wonderful scrap between McIntyre and Minter with Bob Brown in the fun too. He led initially and upon occasion thereafter, till they spread out a little as a result of lapping tail-enders. King, Bob Anderson and Trow were well to the fore again and Mike Hailwood was better placed than in the 350. On the other hand the second 1,000 was a clear cut McIntyre victory from start to finish and at the day's highest speed too. He never looked like being passed. King was 2nd till passed by Anderson. Minter and Hailwood in quick succession. Anderson, really going now, gave battle to Minter, but later retired to let Hailwood sail past Minter and secure 2nd place; right until the last lap when the motor seemed to go off colour a little and he dropped back a place. Notable, too, were **Bruce Daniels** sixth and **Paul Dunstall** 8th on his 600 "Dommy".

Thrupton

Clashing as it did with three other meetings, the Thrupton entry was not, perhaps, quite as good as it might have been. However, some good runners were to be seen. Alas, violent and bitterly cold rainstorms tended to lessen enjoyment of the meeting.

A most welcome feature of these Thrupton meetings are the non-expert races with which the programme started. The 350 final for this category was a most exciting race with **Charlie Chapman** just failing to beat his old machine, the

(continued on page 100)

THE EASTER PARADE (continued)

350 Dudley Ward Special, ridden by C. E. Rowe. **Dave Beckett** (B.S.A.) and **Fred Launchbury** and his very nice Gold Star engined G45 (though it's a 350 Beesa motor, make no mistake), were well up. No one could catch E. Davies in the corresponding 1,000 final, though **Les Iles** and **Martin Hayward** stuck to him gamely.

The lightweight classes were benefits for **Mike Hailwood** on Ducati and Mondial respectively. He set up the only new lap record of the day in the 125 race in which he was nearly half a lap ahead of **Jim Baughn** on the E.M.C. single. **Jim Dakin** got his M.V. home 3rd in this class, while **Ken James** pressed on magnificently with the now almost elderly Marsh and Fry Excelsior Manxman into 2nd place. **Ray Cowles** was seen to be going fast on what seemed to be a 250 Velo., but **Ivor Eveleigh**, well up on a 175 M.V., dropped it rather heavily at the bend before the finish. **Basil Keys** was fourth on his 250 Norton.

Mike was not allowed to have it all his own way in the 350 final, at least for the first four laps, for **Alan Rutherford** led on his new 7R for that distance. Mike then overtook him and went on to win quite comfortably. **Ken James** and **Vernon Cottle** were 4th and 5th after a spirited scrap. Hailwood won a very wet 500 final during which there was a down-pour which rather tended to decimate the field and leave them very spread out indeed. L. Carr was second and rather a long way behind him came **Mike Munday**. "**Ginger**" Payne who had not had much of a day was 5th after lying 3rd early on.

Snetterton

Although the biting cold wind sweeping across the circuit made things rather uncomfortable at times, racing at Snetterton was well up to the usual high standard expected from this Norfolk meeting.

Mike Hailwood continued with his outstanding run of successes in the lightweight classes. The 125 race soon saw him build up an overwhelming lead on the desmodromic Ducati, establishing a new lap record in the process. **Dan Shorey** (M.V.) took second place, with little opposition, and **Dudley Edlin** on the Mondial, third. The 250 was a repeat as far as the winner was concerned, with again secure placings of second and third, for **Jack Murgatroyd** (NSU) and **Dan Shorey** (Norvel).

The 350 saw rather a different story for most of the race, with **Michael O'Rourke** riding brilliantly, taking the lead on the second lap and holding it from the pack for six laps. Unfortunately, the terrific pace proved too much for the machine, and he came in to retire at the end of the ninth lap, letting Hailwood take the lead and hold it to the chequered flag. **George Calfin** and **Bruce Daniels**, both on Nortons, were fourth and sixth.

Bob Anderson won a Senior, in which one unfortunate gentleman's machine suffered considerable damage at the end of Home Straight. The rising smoke could be seen from the pits. Hailwood, Daniels and **John Holder** upheld the Club, being the following three men home.

Judging by his convincing victories, **Peter Harris** would appear to have ironed out all the snags on the B.M.W. Although **Cyril Smith** managed to keep him in sight for all the 500 race, he could do nothing to catch him, having to be content with second place. **Jackie Beeton** was third, and fourth was **R. E. Cheney** who rode well, to work his way through the field. Second in the unlimited sidecar event was **Bob Robinson**, piloting the latest edition of the Vincent Special, followed by Smith who once again managed to keep Beeton at bay.

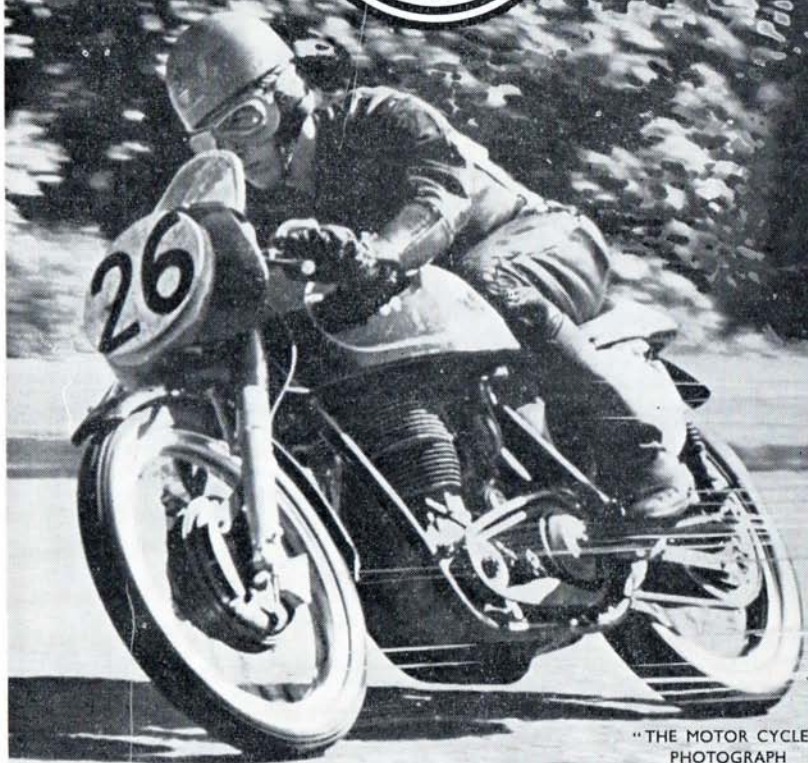
Scarcely was the last man over the line than the heavens opened and the storm which had graced other less fortunate meetings during the day arrived with a vengeance.

Crystal Palace

Racing on the Monday started more or less on time, with the up to 200 class in warm sunshine, which unfortunately withdrew later in the afternoon. Luckily the rain, which at one time threatened, held off, and the crowd was given some good racing, particularly in the 350 and Senior classes.

The 200 c.c. race, held before the lunch break, saw a motley of different capacity machines come to the line, always the case with this rather strange capacity class. Understandably enough the field had no chance whatever against the rapid progress of Dave Chadwick. **Dudley Edlin** took third place, twice in two days, followed by **D. M. Field** (M.V.). Taking advantage of Chadwick's retirement, **Ned Minihan** scored a comfortable victory in the 250, followed by **Roy Mayhew**. Both were similarly mounted, on Velocettes. **Tom Thorp** was third on his own brand of special. Undoubtedly the award for the

(concluded on page 102)



"THE MOTOR CYCLE"
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ALAN SHEPHERD-348c.c. MODEL 7R A·J·S

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GIRLING



THE EASTER PARADE (concluded)

biggest surprise of the day must go to **Alan Atherton** for his outstanding performance on the Villiers powered James. After a third in his heat, he went on to take fifth in the final, heading home quite an impressive list of riders with German machinery.

The first A.M.C. victories of the season were registered by **Peter Ferbrache**, who showed once again that he is one of the leading short circuit riders. In the 350 race he had to fight hard to wrest the lead from **Bruce Daniels** after a race-long duel, and finally hold it to the flag. Minihan, riding a '59 7R instead of the Norton, was third, followed by Thorp and **Des Craig**, both Norton mounted. The Senior once again proved something of a challenge to Peter who, by this time on his G50, had to deal with **Joe Dunphy**, riding his distinctive Norton-Triumph. It was not until quite a few laps had passed that Dunphy had to yield to the Matchless, after which the winner was secure. **G. C. Young** and **John Holder** were third and fourth. **Chris Williams**, who has forsaken the J.A.B.S. for a rather more 'mundane' Manx, rode well to finish in fifth berth.

Jackie Beeton, making one of his rare appearances at the Palace, pushed **Bob Robinson** hard in the sidecar scratch race, but Bob held off the challenge and took the Vincent in for a well-earned victory. Following this performance, they were naturally enough both scratch men in the handicap, the last event on the programme. Bob was unable to catch

the other Vincent in the field, that of E. T. Young, and had to take second; **Terry Folwell**, who has forsaken his Matchless for a Manx, was fourth.

Oulton Park

On Easter Monday, the Wirral 100 Motor Club's National Trophy Meeting brought a very large crowd of enthusiasts to the circuit to see some very good racing. On a dry track, **Alastair King** triumphed in the major Championship races, winning the 250, 350 and 500 classes; the former on an NSU. **Bob Anderson** (Norton) took third place in the Senior Race after **Derek Minter**; both having battled throughout the nineteen laps of this exciting event.

In the 250 Championship event, **Jack Murgatroyd** (NSU) had a third place and for the smallest capacity class race, six laps for machines up to 150 c.c., **Dan Shorey** (M.V.) took second place, with **Bill Webster** (M.V.) third. The Non-Experts' 350 c.c. races produced winning rides for **Dennis Pratt** (Norton) and **J. C. Smith** (A.J.S.), while **Bill Siddles** (Norton) achieved a fourth spot in this event and a seventh in the Non-Experts' Senior class. **J. C. Buxton** riding a Taylor-Dow Gold Star, came third in the second race of the 350 c.c. Non-Experts.

Chair-wise, **Pip Harris** had a good day, with wins in both Scratch Races, with the B.M.W. outfit. **Bill Boddice** took second place in each event with **Cyril Smith** third in the day's first chariot race and **Fred Hanks** third in the other Scratch event.

TED BOARER

IT is with a sad heart indeed that I find myself writing these few poor words in memory of Ted Boarer, who was so tragically killed in the multiple pile-up at the Crystal Palace on Easter Monday. Somehow I still cannot quite realise we shall never see him again at the various circuits. 25 this year, Ted had been racing for three or four years. He was one of that great bunch of chaps, the ordinary rider, who ride weekend in, weekend out, at all the meetings they can up and down the country.

He began racing on a 350 B.S.A. and afterwards graduated to the Lyta-B.S.A., a special 500 Gold Star, on which he began

to climb the ladder to higher places. Last year he took the plunge and bought himself a 500 Manx Norton. This machine had its initial troubles and Ted admitted to me on one occasion that it was taking him time to get fully accustomed to it. Nonetheless, he finished 9th at over 80 in the 500 Newcomers' Race in the M.G.P., his first effort in the Island. It seemed that this year he had the measure of the Norton and was really going to go places with it.

Now alas, he is taken from us and we shall see him no more. We offer our very deepest sympathy to his parents in their tragic loss. I do not think we shall forget him. **W.G.T.**

per gallon or per hour...



*you're miles better
off on a ..*

TRIUMPH

LONG MARSTON SPRINT

THE Regulations for this event will be available from the office on May 11th. They will be sent to all last year's competitors and any others who have asked for them. If you want a copy, let me know as soon as possible.

As you will have read in the April issue, there will be production machine classes at this event as well as the ordinary racing categories. The four trophies which were given for the one-and-only Spring Speed Trials at Brighton three years ago, have been allocated, with the permission of the original donors, to this event for the time being. The "Rex Judd Trophy" will be awarded for the fastest time of the day, together with £15. The "Ron Watson Trophy" will likewise be given to the best sidecar, with £5 cash too. The "Riley Trophy" will be presented to the fastest production machine and the "National Benzole Trophy" to the fastest Vintage machine. The number of motor-cycle entries has been increased this year to 75. So we want a really good entry.

Each machine will get two runs. Riders go in pairs, timed separately. At least one practice run has to be made. Actual racing starts at 2.00 p.m., practice being from 9.00 a.m. and 11.30 a.m. The course is 1,000 yards long with ample room to pull up. In fact, the event is perfectly possible for a pukka road-racing machine. Last year, Andy Walczak on a 350 Gold Star and Bob Harrison with his 500 Manx Norton, both running on petrol, were best 350 and 500 respec-

tively. Neither, to my knowledge, had ridden in a sprint before. So let's have some more of you road-racers! You can have a pleasant week-end at Silverstone for the Clubman's and then Long Marston.

Secretary.

* * *

NEW MEMBERS

We are pleased to welcome the following new members to the Club. May we wish them a long and happy stay:—

K. W. Allum, H. M. Anderson, A. Baldwin, J. P. G. Bell, A. J. D. Betts, R. W. Bowers, I. C. Butcher, D. B. Davies, N. Davy, M. Douglas, C. F. Edwards, P. B. Elleker, E. G. Fiddament*, P. E. W. Finney, R. E. Gardner, R. C. Gilbert, D. J. Grace, D. F. Harding, M. Hayward, J. E. Higgins, A. R. C. Hunter, A. Jacobs, G. Jacobs, H. W. Jacobs, J. Jacobs, D. J. H. Jennings, L. Jones, T. W. Jones, P. W. Jordan, D. W. Knight, K. A. Lewis, D. F. Lifford, R. G. M. Lister, C. M. Luck*, J. Melhuish, E. A. Merryweather, I. C. Macfadyen, R. J. Ottewell, C. E. Parish, G. E. Ringrose, A. F. Rolph, P. D. Seaman, F. G. Smith, R. W. Smith, D. J. Stevens, P. Street, R. R. Sullivan, Dr. A. R. Sutherland, E. T. J. Tirrell, E. A. Two. (*Old members rejoined.)

* * *

BENEVOLENT FUND

The Trustees of the Benevolent Fund wish to record their grateful thanks to the following, for contributions received since the last issue:—

A. H. Horton, R. C. Evans, A. Higginson.

JUBILEE INTERNATIONAL (concluded)

this oil, and when the leading bunch came round at the completion of the first lap a great white cloud went up and obscured the track—a little frightening? Surtees on the big M.V. was missing, for he suffered a tumble at Club Corner and had to retire with bent machinery. McIntyre, King, Anderson, and Hailwood led the race throughout, swapping the lead over and over again. What racing! Back-field, Minter and Hartle (the latter on the other M.V.) were neck-and-neck at times, the Norton holding the multi in fine fashion. At the final sort-out, the result was:—

- | | | |
|---|-------------------|--|
| 1 | R. H. F. Anderson | (490 Norton), 31m. 13.2s. 95.41 m.p.h. |
| 2 | R. McG. McIntyre | (499 Norton) |
| 3 | A. King | (499 Norton) |
| 4 | S. M. B. Hailwood | (499 Norton) |
| 5 | J. Hartle | (500 M.V.) |
| 6 | D. W. Minter | (499 Norton) |

Fastest Lap: McIntyre 1m. 47s. 98.26 m.p.h. (record).

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Manufacturers' Team Prize

HURST CUP TRIAL

Winner
Manufacturers' Team Prize

COTSWOLD CUPS TRIAL

Both Premier Trophies

BEMROSE TROPHY TRIAL

Winner
Manufacturers' Team Prize

OULTON PARK

ROAD RACES (30th March)

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

TRADERS' CUP TRIAL

Best Solo Performance
Manufacturers' Team Prize

SUNBEAM

POINT-TO-POINT

Senior — 1st
Junior — 1st

AUSTRIAN MOTO-CROSS

GRAND PRIX

Winner

Built better to last longer!

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BILL JARMAN'S COLUMN

A VERY valuable nought got lost in my last month's notes. The comma was in the right place, however, so please amend the B.T.U. figure in para. 3 page 79, to read twenty thousand. There are many technicians in this Club and one dare not make a slip without getting some kind of repercussion. After thirty years of writing for club magazines I am more or less qualified to know. (*My apologies.* —Ed.).

* * *

It is often strange to recall how a simple expression stirs up all kinds of reactions. There have been several instances since this journal was started and I never cease to be amazed at the far-flung places where it gets to. Yes, I know we have a lot of overseas members but some of my correspondents write from odd places where there isn't even a motor-cycle. Most of them, I admit, hail from the British Isles and like to keep in touch with the sport by any means they can.

* * *

Any of our members who are in the Hampshire area should pay a visit to the Motor Museum at Beulieu. It is now considerably enlarged and Lord Montagu is to be congratulated on this great effort. You will be intrigued at the show on two or three wheels where our own Graham Walker exercises his talents. Apart from the Museum, the Abbey and the surrounding country are well worth while.

* * *

This issue is due to reach you at the beginning of May when all the new boys will be thinking about "Their Day" on the 30th, which is a sporting occasion so dear to the minds of the pure enthusiasts. This is the time to amuse yourself, spotting future talent. Take particular notice of the men who get better each time round. Take a stop-watch or two and really enjoy yourself. Be on the lookout for the chap who starts badly and finishes in the first six. Dark horse!

* * *

The name Guinness is well known to the B.M.C.R.C. Their lovely Trophy is also known to the membership as a memorial to Sir Algernon who presided over us for a long time. The unusual coincidence of two great concerns celebrating their Golden Jubilee Year is too much to pass without notice. Yes, you're right! Happy birthdays to both of us and may we also look forward to our Diamond Jubilee Year in 1969.

* * *

At the beginning of the year I wrote about the possibility of doubling our membership in 1959 in order to make ourselves very secure. The number of new boys is most encouraging and the best thing for the Club is its Jubilee Year. If every one of you proposes at least one man, or women, during the next few weeks, there is no earthly reason why we cannot hit the magic two thousand figure. Go to it!

* * *

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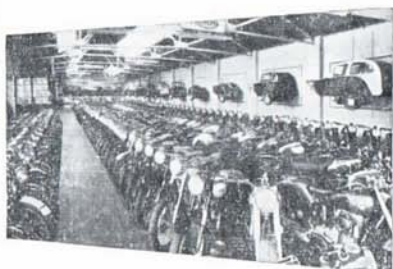
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MUTUAL AID

Wanted: Leathers, one-piece preferred; height 5ft. 9in., chest 38in.—M. J. Blackburn, 3524529, Technical Wing G.E.S., R.A.F. Holding Unit, South Australia, B.F.P.O. 151.

Wanted: Information from any member who has done the Manx G.P. in the last two years, on cost, etc., of meeting as a whole; R. F. J. Mawby, 4 Bridge Road, Camberley, Surrey.

Sale: 1956 500 DBD/Gold Star B.S.A.; very fast; received complete rebuild during the winter so that motor is virtually new; new tyres and magneto fitted at Silverstone Saturday; new 'Dolphin' fairing never used; quantity of spares; only raced three times this year; £210.—F. A. Neville, 18 High Street, Carshalton, Surrey. Phone WALLington 2632.

Wanted: 250 c.c. Rudge road racer; two or four valve; must be in perfect condition; price, full particulars and photo please.—Reg Arnold, 390 Diamond Bungalow, Marston Jabbett, Nuneaton, Warwickshire.

Wanted: Set of leathers, one piece preferred; 39/40in. chest, 6ft. height and 32in. inner leg; state price required and condition.—W. C. J. Hengoed, 16 Oxford Road, Cowley, Oxford.

Does anyone require a sidecar passenger or has anyone a 125 or 250 ride at Scarborough in June? Advertiser weighs about 10 stone, has a National licence and is willing to share expenses.—Please contact R. Sheldon, 45 Gillett Street, Hessele Road, Hull.

A-C.U. NOTES

1959 Fixture List

The following changes of date and an additional National event have been approved by the Competitions Committee:

From July 5th to July 19th: Snetterton Combine, Snetterton Road Races.

Additional Event

May 16th: Cheshire Centre, Oulton Park Road Races.

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★ ★ ★

Once again I am glad to be able to tell you that we shall be having a second of our evidently very popular practice sessions at Silverstone. The date will be Wednesday, 13th May. Again, too, the 1.64 mile "club" circuit will be used. Arrangements will be as before, but to refresh your memory and as a guide to members who did not go last time, I ask you to note the following points:—

(i) Practice will take place from approximately 9.45 a.m. until 12.30 p.m. and from 1.30 p.m. until 5.00 p.m.

(ii) There will be as little restriction on practice as possible. Experience from the first day shows that one or two slow machines on the course need not constitute too great a hazard, provided all concerned keep a sharp look-out and remember that it is a practice session and not a race day. In the event of there being a number of 50's or 125's or sidecars, some segregation may be necessary. Only 50 riders are allowed on the course at any one time. In the event of there being more than that number, practice will be split into 30 minute periods.

(iii) The fee will be 15/- as before, which will include personal accident cover to the A-C.U.'s national scale of £250 Death and proportionate benefits.

(iv) The orderliness of those members who went last time insofar as parking their vehicles, etc., in the Paddock was exemplary. Please do that again. Upon arrival, please report to Miss Ward in the office (same place) to sign on, pay your 15/- and collect your final instructions.

(v) Please note that you have to wear full racing kit, together with A-C.U. approved crash helmet.

(vi) You are asked to obey all flag signals immediately and to take particular note of the Paddock exit gate Marshal.

(vii) Only fully paid-up members of the Club can take part, i.e. those who have paid their 1959 subs. New members must have completed an application form and have paid their full subscription.

If you are proposing to come along on the 13th, please drop me a line right away so that we can judge how many are likely to come. Some have already done this, but there will probably be others who have not. Once again I would ask you to note that there will NOT be any refreshments laid on. So you will have to bring your own food, if you want refreshing! Hope we shall be seeing you. It was a right champion "do" last time.

THE SECRETARY.

★ ★ ★

FOR THOSE THAT HAVE FILLED IN THE CARD THERE ARE THE CLUBMAN'S TROPHY REGS. THIS MONTH. FOR THOSE THAT DIDN'T, BUT WANT THEM—A BLACK MARK. THEY'D BETTER HURRY UP AND LET THE OFFICE KNOW, OTHERWISE THEY'LL BE TOO LATE.

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