



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 12. No. 11. NOVEMBER 1959 ONE SHILLING



Theresa Wallach gets her Brooklands Gold Star
on a Beart Norton — April, 1939 — 101.64 lap.

(Photo: Gordon Hicken)

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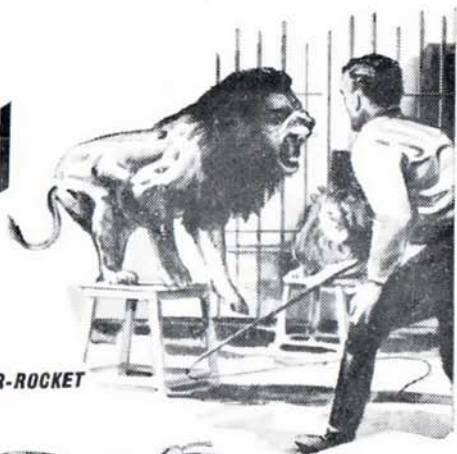
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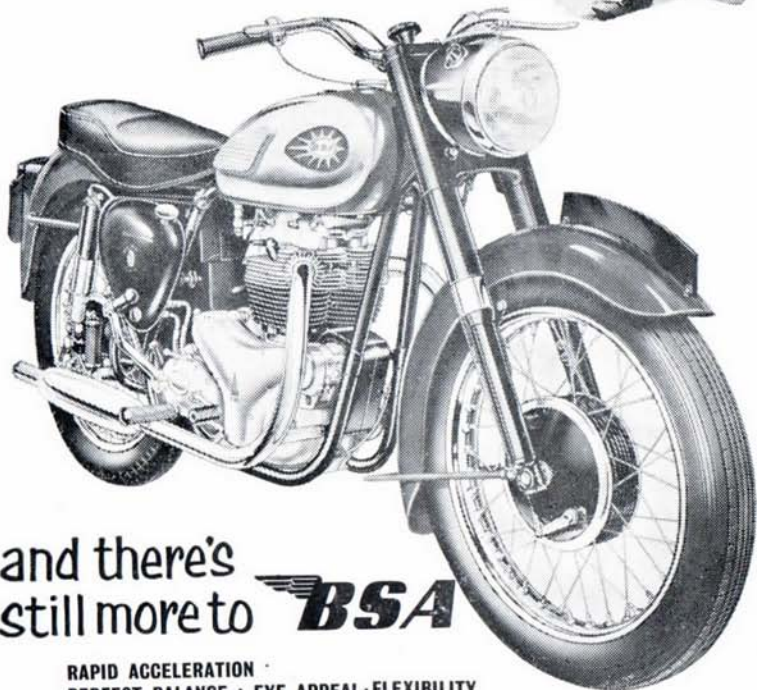
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UNDER NEW MANAGEMENT

THE end of the this year's season has brought some changes to the organizational side of the Club, details of which you may read within these pages. Margaret Ward is to take over as Secretary of the Club from Guy Tremlett who has so successfully steered the fortunes of the Club over the past three years. Guy in turn will be taking over as Editor of the Magazine and will be able to devote more time to its monthly publication than has been possible by the writer.

During the three years that we have been associated with our journal, we have met and made many friends and the months have been most enjoyable. Lest it be thought that the retiring Editor will be leaving the Club, let us hasten to add that this will not be so, and that we look forward to finding some other job that can help along the Club and keep us in touch with the friends that we have gathered.

We would like to express our great thanks to all the members who have helped along each issue, by contributing articles and news and we know that they will continue with this good work for the new Editor. May we wish him all the very best and say that we shall doubly enjoy reading each issue ahead, as we will not have read everything beforehand as has been our wont. Good luck, Guy.

SECRETARY

The Board of Directors are pleased to announce that, consequent upon the resignation of Mr. W. G. Tremlett as Secretary, they have appointed Miss Margaret W. Ward as Secretary of the Company and Club. Miss Ward will take up the post not later than January 1st, 1960.

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TRIUMPH

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QUARTER MILE FINALE

by "DOUBLE KNOCKER"

IT was fashionable more than half a century ago to go to Ramsgate to take the sea air and even, if one was bold, to immerse oneself in the sea. To judge by what one hears, many people still go to Ramsgate for their holidays. They actually run a train all the way from Birkenhead, I believe. On Sunday, October 4th nigh on 7,000 people went to Ramsgate for the last of Dennis Bates' Sunbeam sprints; a far more enduring reason for going to Ramsgate! What a day it was. The weather was perfect, the organisation slick—run succeeding run with commendable promptitude, the sprinting wonderful to behold. One particular feature of the Sunbeam sprints is the timing gear, which is very efficient and very easy to operate. Furthermore, this time there was no hitch with watches breaking and all times were taken to 1/100ths of a second. Even so, some clot managed to "clobber" the apparatus at the far end of the course, which damage was set to rights before the start.

50 c.c. machines opened matters, and here Howard German was best in 22.25 secs. Many of the 125s failed to beat this time, but Chris. Percival and George Dewar on their M.V.s had a goodly dispute, the former's first run of 18.02 secs. never being beaten. Dewar did 18.13 secs. Both broke the class record. Arthur West was 3rd with his single o.h.c. Ducati. No fast times either were seen in the 250 c.c. class except from Howard German, this time on the Jack Terry Ariel, and David Clarke and his Velo. These two were close 15.58 and 15.67 respectively. Mike Philpott delighted us all with his aviating front wheel as he "gunned" his Greeves scrambler onward to the 3rd best time of 16.81 secs. This Greeves has a 250 Vale-Onslow conversion, a form of water injection in its fuel feeding arrangements and wears scramble tyres. Ernie Woods rode the 1927 Rex-Acme Blackburne, while Brian Foster had a 250 Matchless.

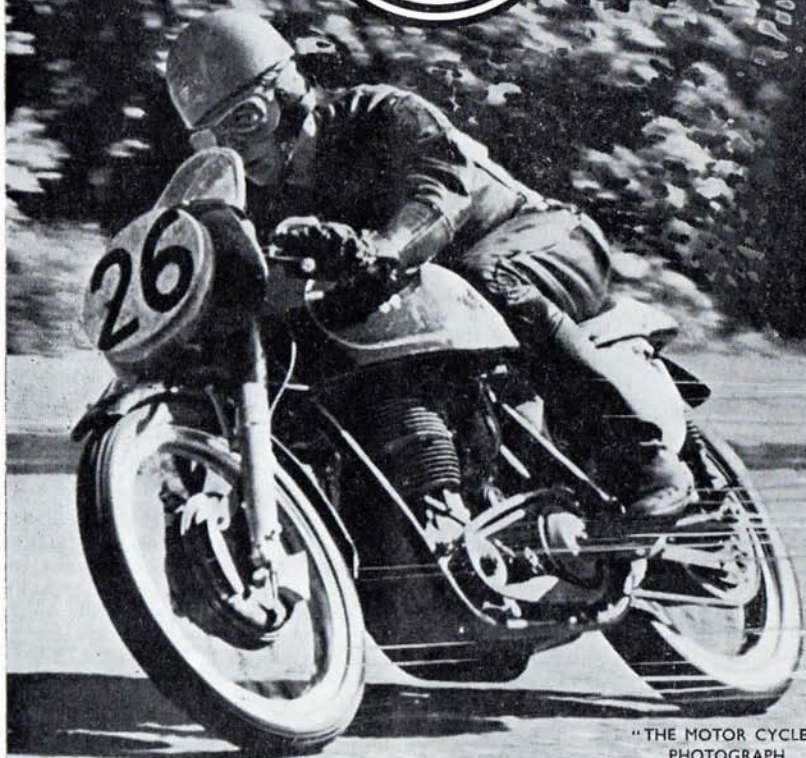
350s weren't any too numerous, but the quality was there. Three of the best pieces of sprinting I've ever seen gave German his third class win and, incidentally, a fresh class record. Despite the supposed disadvantage of a megaphone, Howard took the '59 7R down the course in 14.03 secs. In fact a 7R

again beat a Manx Norton because Charlie Luck, who had swapped his Vintage Velo for the Norton, could not better 14.48 secs. done on his first run. Roger Willoughby, going mightily, just could not better 14.66 (he recorded that time twice) despite the fact that the Willoughby-J.A.P. was going better than ever. This was his last sprint appearance for some time as he is selling up to concentrate on his medical studies. Haydn Williams got faster all afternoon and finally recorded 14.89 secs. One can so easily perceive the tuition of father Frank in his riding!

The 500 class was the most numerous and about the most interesting. It was a wonderful battle. After first runs Reg. Gilbert with his sparse Triumph twin was best in 13.50 secs., another record. Alan Morgan only did 14.67 secs., Brian Cuff 13.69, Charlie Luck 13.79 and Harry Voice 14.09 secs. After each had run a second time things were quite different. Gilbert was much slower, 14.36; Morgan carved precisely a second off his time; Cuff reduced to 13.50 to tie with Gilbert's first run; Luck was slower in 13.97, and Voice got down a little to 13.85. On the last attempts Gilbert was still slower than run 1; Morgan on his 1930 Rudge did a sensational 13.49 to set up a fresh record, which was immediately broken by Cuff with his J.A.P., who tore furiously down the course in the remarkable time of 13.31 secs. Both Luck and Voice were slower, the former being in some sort of trouble. Quite apart from these super fast men there were some excellent runs by Ron McCarty, 14.26 secs., Tommy Turner (G45 "Matchbox"), 14.42, Ron May, 14.68, Ron Beecroft (1927 Norton) 14.50—what wonderful starts he made—and Charlie Rous giving a Triumph twin an airing in 14.23 secs.

After that the 750 class seemed a little dull. Yet Alan Breese did marvellous things with his tremendously potent 647 c.c. 1930 Scott. His best time was 14.23 secs., a remarkable achievement, and very much better than the Scott which won the Vintage race at the 'Palace, which was, nevertheless, 3rd. R. Rolfe rode the Bayley-Cole Douglas in place of Barry Briggs and did 14.59 secs. J. Gilbert's Norton 99 seemed overgeared.

(Continued on page 197)



"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

SPRINT NOTES

by GUY TREMLETT

THE season finished off with a positive "blaze" of sprints. I arrived back from the Continent in time to go up to Melbourne to help Norman Bedford, but, alas, the entry was poor and the crowd, who turned up in huge numbers, did not behave themselves very well. Norman had several other difficulties to contend with, but he has made a start and I for one sincerely hope he will be able to go on next year. George Brown, Les Bolton and Maurice Brierley were all unable to get to the meeting and so Bill Ottewell, with "Rumblegut" functioning much better, made f.t.d. Len Creak went very well on his standard road-going Vincent.

Jack Woodhouse was kind enough to send us results of the Ragley Park "do" and excellent it seems to have been. Despite the presence of such formidable men as Basil Keys, Charlie Luck, Harry Voice and Roger Willoughby, John Fletcher with his road-racing Beesa made f.t.d. Sunbac eventually got a good entry for the meeting.

Ramsgate is dealt with elsewhere. It is enough to say here that it was a superb meeting, very well organised, excellently timed, expeditiously run off, and the actual sprinting was the best I have ever

seen. Class records were beaten 14 times in all. Dennis Bates tells me he had to refuse many entries. I can well believe it. This seems to have caused a little ill-feeling in certain quarters. My own view is that those who had their entries turned down have themselves to blame alone. Ample warning of the regs. being out was given (in "Bemsee" for one), and surely sprinters know by now that Ramsgate is very popular.

As far as I can see, 1960 will see at least as many sprints as this year. I know there will be two at Ramsgate. I hear that the Morgan Club is to be at Shennington again. We have our three as usual, and one imagines we shall be at Witchford too. I know, that both Norman Bedford and Jack Woodhouse are planning to go on with Melbourne and Ragley. I would make one plea, gentlemen. Do please spread them out a little. Seven meetings on the trot was a little much, especially when they were scattered all over the British Isles.

Len Cole, Secretary of the N.S.A., tells me there will be monthly meetings at Drury Lane throughout the winter. So, if you're interested in the noble art of straight line motor-cycling against the clock, roll up!

QUARTER MILE FINAL (continued)

With the advent of the 1,000s came real fun. First of all Basil Keys was permitted to take over the second Norton-J.A.P., as Frank Williams had a damaged knee which prevented him riding it properly. With this little matter settled, Basil went out on the Williams machine and did 13.14 secs. He then did 12.23 on his own 'bike, to which Rous replied with 13.16 on the Moto-Vincent. As far as Basil was concerned, the second run saw little difference with Frank's "lot", but a simply searing run with his own in 11.68 secs. The way in which the power comes in on that device is phenomenal! Just before Charlie had taken off mightily with the Coloqhoun bomb and done 11.69. So this was terrific. On the last run Keys improved a lot on Williams' Norton, to 12.42 actually. On his own he apparently had a wee bit of a deviation at the start and clocked 11.72. It looked fast from the finish, where I had stationed myself. But Charlie's last effort was, well, liter-

ally the end. He came round the shallow bend in a slide, far further in than most people had been, and continued this through the timing trap while "Barry" and I held our breaths. I do not think I have witnessed anything so impressive at a sprint before. The time was 11.65 secs., a new record for the course and class.

After all that excitement the chairs seemed dull. Yet one must be fair and Hilton Woodrow's wonderful last run on his Vincent outfit gave him another new record, for the three-wheelers, in 13.60 secs. None of the others could approach this.

What can one say more after such an excellent meeting? Nothing, I think, other than to thank Dennis Bates and the Sunbeam Club for putting on such excellent events and to the Ramsgate Council, who are sufficiently enlightened to allow the Western Undercliff to be used. Roll on next May, when, no doubt, we shall be there again.

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Victory Trial
Best Solo Performance

Hurst Cup Trial
Winner

Cotswold Cups Trial
Both Premier Trophies

Bemrose Trophy Trial
Premier Award

Traders Cup Trial
Best Solo Performance

Sunbeam Point-to-Point
Senior Race, 1st
Junior Race, 1st

Austrian Moto Cross
Winner

Scottish 6 Days Trial
Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize
36 Special First-class
awards

Italian Moto Cross
Winner

W. German Moto Cross
Winner

Cotswold Scramble
Senior 1st
Junior 1st
Lightweight 1st
Ultra Lightweight 1st

**Moto Cross Grand Prix
of Gt. Britain**
1st, 2nd, 3rd

Experts Grand National
Winner
Senior 1st
Junior 1st
Lightweight 1st

Dutch Moto Cross
Winner

**Shrubland Park
Scramble**
Winner
Senior 1st
Junior 1st
Lightweight 1st

**Luxembourg Moto
Cross**
Winner

**Oulton Park Races
(March 30th)**
Sidecar (1)—1st, 2nd, 3rd
Sidecar (2)—1st, 2nd, 3rd
250 cc—3rd
125 cc—3rd

**Silverstone (B.M.C.R.C.
Championships)**
Sidecar—1st, 2nd, 3rd
125 cc—3rd

North West '200'
500 cc—1st
350 cc—1st, 2nd
250 cc—2nd, 3rd
125 cc—3rd

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

Leinster '200'
500 cc—1st, 2nd
350 cc—1st
250 cc—1st, 2nd, 3rd

**Oulton Park Races
(Aug. 3rd)**
Junior—1st, 2nd, 3rd
Senior—2nd, 3rd
Lightweight—2nd, 3rd
Sidecar—2nd, 3rd

**Hutchinson '100'
Meeting**
B.M.C.R.C. Senior
Championship
1st, 3rd
B.M.C.R.C. 350 cc
Championship
1st, 2nd
B.M.C.R.C.—3 Wheeler
Championship
1st, 2nd, 3rd

**Lancashire Grand
National**
Trophy Race 1st
Senior Race 1st
Junior Race 1st
Lightweight Race 1st

**Moto Cross des
Nations**
Won by Gt. Britain

AREA NEWS

NORTHAMPTON

A. F. Mills

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

AN interesting evening was spent at the *Queen Victoria Hotel*, Rushden, on Friday, October 16th. Over 70 members and their friends were present and our host at the hotel did us well. The recently decorated ballroom is indeed a nice little place to hold our meetings, and on this occasion, as on the last, he very kindly made no charge for the room. This was appreciated—and refreshments at 2/6d. per head seemed to go down rather well. After a short discussion, Guy Tremlett was asked if he had anything to say (as usual he did!), and whilst he was talking he had many kind words to say about his successor; by now, of course, you are all aware that Margaret will be taking over from Guy next season. We were very happy to have Margaret with us, and there was no doubt that, with the members, it was a very popular announcement.

It had been noted that October 16th was Guy's birthday, and so a cake was prepared to be presented to him at this meeting; however, it was decided that the cake was to be presented to Margaret and Guy jointly, wishing Guy all the best on his birthday and Margaret a happy term of office. To add charm to this occasion, our meeting was graced with the presence of the Rushden Carnival Queen and her two attendants. The presentation was justly done by these ladies.

A film show has been arranged for Friday, December 4th, at 7.30 p.m. Guy has promised to try to get a copy of the *Bemsee* film for this occasion in case any of the members are unable to get to the *Bemsee* dinner, where this will be shown for the first time. An interesting programme of films will be obtained for this date. We are looking forward to our usual good support on this occasion. It was very pleasing that several ideas came up at our meeting; these will be dealt with later.

This Area has accepted the Metropolitan Area challenge to a darts match at the *Prince of Wales Tavern*, Drury Lane; it was found at our meeting that

none of us could play darts, but we are coming just the same! We have selected a team of ten players, six of whom guarantee to get one dart out of three on the board! We are hoping the handicapper is a little on our side. We shall be pleased to see as many of our members there as possible, although we realize that the distance is a great problem in the week for the majority.

METROPOLITAN

A. L. Huxley

*"Court End," Court Hill, Chipstead,
Surrey.*

WE celebrated the start of the winter evening 'get-togethers' in grand style at our Drury Lane venue with a film show, which proved very interesting and, according to most, very enjoyable. Our members and friends turned out in great strength, for we had a rough count and found that we had the largest gathering we have ever had at the *Prince of Wales Tavern*: some 150 managed to squeeze themselves into the room—sitting on the floor, tables, and in fact anywhere one could sit, stand or kneel. We must offer our thanks to the Shell-Mex & B.P. Co. for their kind assistance in lending films and equipment to make this film show possible.

Our next date at Drury Lane is, of course, November 10th, when we will be 'thrashing the daylight' out of the Northampton Area at darts. Arthur Mills has arranged to bring down to London many of his Area members and we are having a darts match between his team and one yet to be selected from our Area members. Do please come along and support this evening, for not only will we be playing darts but having fun and games as well. Time, 7.30 for 8.0 p.m., but it is expected the match will commence around about 9.0 p.m. in order to give the Northampton boys plenty of time to get down to Town, and this will give us a little time for practice.

December 6th is the date fixed for the second annual Metropolitan Bowl, and for members in and around the London Area entry forms will be included with this issue of "*Bemsee*". Send in your entries early and obtain an early number. This year we are extending the run

(Continued on page 201)



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GIRLING



COMMITTEE NEWS

Meeting held at the R.A.C. on Monday, October 5th.

Present: H. L. Daniell (Chairman), E. C. E. Baragwanath, D. Bates, L. S. Cheeseright, E. Cooper, R. R. Fifield, D. J. H. Glover, A. Squillario, I. F. Telfer, G. E. Tottey, R. C. Walker, and the Secretary.

Apologies for absence were received and accepted from G. C. Cobbold, A. L. Huxley and N. B. Pope.

The Minutes of the previous Meeting were agreed to and signed.

The A-C.U. Stewards' report on "Trophy Day" and the "Clubman's Trophy" were read and noted.

The Secretary gave his report on the 27th "Hutchinson 100". He drew attention to the high standard of riding, the complete lack of accidents, the satisfactory organisation, the reduction in organising costs, and the help unstintingly afforded by the Track Manager, Mr. J. W. Brown, and the B.R.D.C.

Mr. Bates gave reports on Shelsley and Brighton.

A memorandum on 1960 dates and race meetings submitted by the Secretary was considered. The applications for 1960 Club meetings were agreed and the Secretary instructed to apply for them forthwith.

Mr. Cooper submitted a report on the recent meeting of the Dinner sub-Committee. Its recommendations for this year's function were accepted.

The Chairman announced that Miss M. W. Ward had been appointed Secretary of the Company and Club in succession to Mr. Tremlett. She was to take up her duties not later than January 1st, 1960.

The award of the Peter Walsh Memorial Trophy and the Alcohol Trophy was considered. It was agreed to award the former jointly to Messrs. D. R. Ajax and H. R. King and, after careful investigation, the latter to Mr. B. E. Keys. It was agreed not to award the Christopher William Trophy in 1959. Mr. S. M. B. Hailwood was again nominated for the Pinhard Prize.

New members were elected.

The date of the next Meeting was fixed for December 14th.

In other business the proposed Club trial was discussed and it was agreed to hold it. Mr. Cooper and the Secretary were asked to progress the matter. Agreement was reached on the new arm-bands for officials and marshals and the new transfers of the Club badge.

METROPOLITAN AREA (continued)

slightly, making the start at 11.0 a.m. in the morning and having a lunch break at a suitable place—but we cannot organise catering facilities for lunch, although we will be returning to the *Sugar Bowl Restaurant* for tea around about 4.30 p.m. and the presentation of prizes. Bill Rose, who was the winner last year, has already returned the "Bowl", and we believe he will be out to win the "Bowl" again this year. Closing date for entries is the 28th November, 1959. If you have not received an entry form, drop us a line and we will post off a copy per return.

November 19th is a very important

date for us all, for on this night will be celebrated our Golden Jubilee Annual Dinner and Dance. Don't forget to apply for your tickets, for they are going fast and furiously.

The 'old codger' has turned up again and we believe this 'mud-plugging' caper might well be more than just a rumour—we heard tell of territory in the North London area. It could lead to something you know; let's hope so anyway.

Don't forget the date for the next meeting: November 10th at Drury Lane. Looking forward to seeing you all there once again.

Final Placings for the Peter M. Walsh Memorial Trophy

This trophy is awarded to the novice member who puts up the best performance in the Club's meetings during the year. Competitors for this award must be in their first or second season of racing (part of a season counting as a whole) and must not be in receipt of manufacturer, dealer or any other trade support. The points awarded are as follows: first eligible competitor to finish—5; second—4; third—3; fourth—2; all other finishers—1. At each meeting, only the best performance by a rider will be taken into account. Events taken into account this year are "Silverstone Saturday", "Trophy Day", "Metropolitan Meeting" and the "Hutchinson 100".

Presented to the Club by the family of the late Peter Walsh, who was for some years Chief Travelling Marshal at our meetings, the trophy was won last year by Mike Hailwood.

12 points	C. Chapman	A. C. Williams	A. E. F. Bickel
D. R. Ajax	P. Dunstall	3 points	G. D. Clarson
H. R. King	J. A. Dugdale	J. Bacon	L. H. Creak
10 points	V. J. Dedden	B. D. Foster	J. V. J. Cannons
J. A. Deighton	G. L. Eccles	C. J. Huff	A. T. Cooper
J. C. Judge	M. Hayward	C. W. Proffitt-	W. H. E. Eardley
P. Munday	D. W. Knight	White	P. R. Evans
9 points	C. C. W. Mates	R. J. Tose	I. Goddard
D. I. Fisher	J. Melhuish	D. E. Watkins	G. J. Griffin
8 points	T. A. Padley	R. G. Wittich	R. W. F. Gates
E. Hardcastle	R. J. E. Rowles	2 points	J. W. Harlow
R. Minto	A. C. Warren	E. S. Carter	E. Horsfield
C. V. Wallis	4 points	P. S. Catchpole	G. L. Jones
7 points	A. S. Bolton	R. E. Gardner	G. A. Jenkins
J. A. Chisholm	B. N. Cowland	R. J. Herring	R. G. Jackson
R. Foster	P. Grinter	L. W. D. Holland	M. J. King
H. Macleod	P. R. Horsham	R. D. Kirk	R. W. Kay
J. R. Neale	J. E. Higgins	T. P. Mayne	R. J. W. C. Lindsay
6 points	P. J. Hardcastle	R. A. Robinson	P. Manning
Derek Baker	K. G. Hearn	D. P. Warren	T. Moss
N. Davy	R. E. Lee	K. Watson	E. R. Presland
A. K. Gardner	M. W. Munday	J. C. E. Vaughan	J. R. Pepper
A. Jackson	F. A. Neville	1 point	P. R. Slade
C. G. Peck	J. J. Parkins	P. Arnott	J. A. Scully
R. Standing	M. J. Rowell	W. K. Butler	R. G. Underwood
5 points	M. C. T. Sampson	F. G. Bailey	J. P. Waite
A. Atherton	D. R. Shepherd	M. D. Beames	

R. S. Standing	T. A. Turner	P. J. Walsh	J. Wood
R. R. Sullivan	H. L. Urquhart	David Williams	P. F. Wood
P. H. Tait	J. C. E. Vaughan	R. G. Wittich	

(We much regret that space does not permit listing those with one point gained—Ed.)

The Alcohol Trophy—awarded to the B.M.C.R.C. member who puts up the best performance in sprints and hill climbs throughout the year. Presented by Associated Motor Cycles Ltd.

B. E. Keys—996 c.c. Norton-J.A.P.

We regret that an error occurred in the results of the Power and Pedal Shield given in last month's issue. To those members with four points to their credit should be added R. A. Nicholson. R. E. Niles should be deleted. We offer our apologies to the gentlemen concerned.

Final Placings for the Minnie Grenfell

Memorial Trophy

15 points	M. Hayward	L. J. Iles	P. Dunstall
P. W. Read	R. H. H. James	K. W. James	R. Fay
14 points	J. C. Judge	H. R. King	D. M. Field
W. G. Boddice	E. M. Kempson	R. L. Knight	R. S. W. Field
R. McG. McIntyre	P. Manning	F. W. J. Launchbury	D. I. Fisher
13 points	R. S. Mayhew	R. E. Lee	H. J. Fletcher
S. M. B. Hailwood	C. E. Mills	W. J. Maddrick	R. E. Fox
A. King	P. Munday	A. D. Malam	W. Friend
11 points	H. W. Rayner	J. Melhuish	M. J. Gittins
E. Minihan	D. R. Shepherd	M. J. Miller	J. D. Gobbett
D. F. Shorey	A. J. Trow	G. Monty	B. R. Gooch
10 points	A. F. Wheeler	M. W. Munday	G. J. Griffin
J. Surtees	J. Whitehead	H. MacLeod	J. T. Griffiths
9 points	4 points	M. A. McStay	E. Harcastle
R. H. F. Anderson	Derek Baker	R. A. Nicholson	P. J. Harcastle
J. W. Dakin	G. E. Briggs	W. T. Pain	F. D. Hardy
C. V. Dawson	R. L. F. Darby	J. L. Payne	A. Higginson
P. V. Harris	G. E. Duke	C. J. Percival	L. W. D. Holland
L. A. James	P. J. Dunphy	R. A. Bowbottom	A. G. Holtom
C. J. Williams	A. K. Gardner	R. J. E. Rowles	E. Horsfield
8 points	J. C. Hemmett	L. S. Rutherford	P. R. Horsham
D. H. Edlin	J. E. Higgins	A. Shepherd	C. J. Huff
C. R. Edwards	C. L. Jones	W. Siddles	'R. Hunter'
R. G. Harris	L. G. Kempster	C. Smith	H. Irlam
D. W. Minter	R. H. King	C. J. H. Smith	A. Jackson
P. Overall	J. Murgatroyd	F. G. Smith	P. V. Jarvis
F. A. Rutherford	P. McKnight	E. A. G. Vincent	G. A. Jenkins
A. C. Warren	F. A. Neville	K. Watson	M. J. Jones
7 points	M. P. O'Rourke	R. M. Watts	P. W. Jordan
D. R. Ajax	A. S. Pavey	W. M. Webster	R. W. Kay
K. J. Beere	N. J. Price	V. C. Wylid	W. H. Kelton
R. Foster	R. C. Ritchie	2 points	M. J. King
H. D. German	D. R. Rose	H. R. Aldous	R. Lawrence
K. F. H. Inwood	M. J. Rowell	P. Arnott	K. A. Lindsay
G. E. Tood	W. J. Sawford	D. J. Beckett	R. J. W. C. Lindsay
6 points	T. S. Shepherd	G. Bell	G. Lund
T. H. Charnley	A. A. Stride	P. Bettison	J. E. Marchant
N. Davy	C. A. Surridge	J. R. Blackwell	C. C. W. Mates
R. P. Dawson	A. W. G. Walczak	Miss B. M. Bound	T. P. Mayne
D. J. Dicker	J. W. Waller	M. T. Brookes	P. J. R. Millard
T. P. Folwell	C. V. Wallis	T. Brown	R. Millins
B. G. Gross	J. N. P. Wright	R. H. Carman	R. Minto
P. C. Middleton	3 points	E. S. Carter	D. C. Moore
B. E. P. McEntee	A. S. Bolton	R. Castle	J. R. Neale
F. G. Perr's	G. A. Bonney	P. C. Catchpole	J. T. Nutter
T. Thorp	G. W. Breach	G. A. Catlin	C. A. Parsonage
J. G. Trustham	C. Chapman	D. G. Chapman	C. G. Peck
E. F. Wooder	J. A. Chisholm	J. P. Ciniglio	R. Polak
G. C. Young	I. Clarke	S. Cooper	V. A. Poore
5 points	P. J. Darvill	V. W. Cottle	D. Pratt
R. A. Avery	J. A. Deighton	A. J. Cox	W. R. Prowting
R. H. Bacon	G. H. Dewar	B. J. Daniels	H. R.iley
J. Beeton	C. Freeman	R. L. Dawson	R. A. Robinson
P. D. Chatterton	B. N. Green	V. J. Dedden	(solo)
W. D. Craig	P. E. Grinter	B. L. Denchy	G. Saward
M. T. Doncaster	K. G. Hearn	R. W. Doggett	J. T. Shakespeare
P. R. Evans	R. Holder	K. W. J. Douglass	R. Sleep
G. V. Harris	J. C. Holloway	J. A. Dugdale	R. A. Spooncer

(Continued on page 202)

RACING NOTES

by THE SECRETARY

WITH the season now over this is the time, I think, to look back on the past year for a brief while. Inevitably one is tempted to ask—'has it been a good one?' As far as racing itself goes, the answer surely must be in the positive. From what I have seen and heard, there have been few dull meetings. And, of course, the standard of riding is tremendously high; much higher, in my opinion, than in the car racing world. Public interest has just about been maintained, but it has become increasingly difficult to woo John Citizen to Saturday meetings unless a top line entry is to be seen. Those circuits who are able to have meetings on Sundays are fortunate in that respect. Nonetheless I still maintain there have been too many meetings—not, let me hasten to say, from your riders' point of view, but from the public's. As I believe I have said in these paragraphs before, that is something for the A-C.U. to tackle. We can say we have had a good season, with some very close racing. On the other hand, the same cannot be said of the "classic" races where the one make domination has tended to take interest away from the meetings; at least in the big classes. Formula 1 racing, which is what, in effect, we have seen here most of the time for several years now, did not catch on at all and seems to have been quietly put to sleep. This does not surprise me.

As far as the Club is concerned, 1959 has not been a bad year from the racing angle, though I and many other people were most disappointed that the second Club meeting at Silverstone had to be cancelled. One most necessary thing we did do this year was the practice days. I think I may say, without falling foul of my successor, that these will be continued in 1960 and that there will be more of them. The biggest disappointment of the Golden Jubilee year was undoubtedly the "Clubman's Trophy". One point about Silverstone I feel bound to mention is the surface. During the coming winter, that part of the course from just before Maggotts curve to half-way 'twixt Stowe and Club will be resurfaced. Becketts will be made permanent and the corner will be the same for cars and 'bikes. Woodcote will be altered

a little on the exit. I hope to persuade John Eason Gibson to tell us more fully in these pages about the alterations.

And now what of 1960? Well, next month you will be able to see a confirmed list of B.M.C.R.C. events which have been approved by the A-C.U. The following dates have been applied for: 9th April—Silverstone, 28th May—Silverstone, 2nd July—Crystal Palace, 10th July—Long Marston, 1st August—Crystal Palace, 20th August—Silverstone, 28th August, — Sheisey, 3rd September — Brighton, and 8th October — Silverstone. In addition, we have already been invited to the Sunbeam M.C.C. sprints at Ramsgate and no doubt will be receiving other invitations in due course. Also, of course, as I mentioned above, there will be several practice days. Apart from all this fast stuff, I have no doubt our excellent and hard-working Area Representatives will do their best to provide entertainment for you until we begin racing and again when you've finished. And for the first time, all being well, the Club will be putting on a novelty—for a racing club anyhow; that is to say, a "closed" trial. Full details will be announced later, but the event is earmarked for February and on a Sunday. It will be entirely on private ground and the course will be extremely short. The idea is to have some good fun (I won't add clean, because if it's wet there will be lots of mud). The venue will be north of London. So may I here express the hope that you will make an effort to beg, borrow or steal a suitable "bog wheel" and turn up. If you have ever been to the Press Trial you will know what to expect. All in all the Committee hope that they have planned a worthwhile programme for 1960. I hope you will think so and that you will enjoy it. And remember, if you have any bright ideas at any time don't hesitate to tell them to us. It is your Club and we would like to try and provide what you want.

I had intended to put some thoughts and impressions of my visit to Monza down on paper for subsequent appearance in "Bemsee". Largely because there has been so much written about the meeting previously, and also in view of the com-

RACING NOTES (continued)

paratively dull racing, it seems hardly worth while. I was interested in comparing points with a British meeting and was left with two impressions. Firstly, I am quite sure riders get much better treatment from organisers here and secondly, the extreme partisanship of the spectators was not only strange to my English ears, but, not being accustomed to it, positively offensive. The fuss about getting in the Paddock seemed utterly beyond comprehension, and I for one am not at all surprised there was trouble. Italians, once they are equipped with an armband, seem to become quite intoxicated with the lust of authority! When the MZ won the terrific 125 race, there was practically no sign of enthusiasm from the crowd and the East German anthem was not played. In any case, the East German flag was not flown at all. I don't suppose they had one. I must

confess my sympathies were with the MZ people and particularly Degner, and I am only sorry he did not manage to stay in front in those last 150 yards of the 250 race. Tremendous scrap though there was in the 125 c.c. event, the very size of the place tended to detract from the spectacle. And I fear that it must be admitted that the average Italian rider is way below even the average standard in this country.

To finish off this month, I return to a matter I mentioned in the September issue, that of Christmas cards. I had two, just two, members write in and say they would like to see some made available. Well, we cannot produce them on that demand, so I am sorry to say the idea has had to be dropped. Thank you, Messrs. Les Higgins and Ian James, who wrote; I hope we shall have better luck next time.

MIKE HAILWOOD

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EDITOR'S CORRESPONDENCE

BELIEVE it or not, I wrote this letter before I had read the Editorial in last month's magazine. I was disappointed at what seemed to me a thin crowd at the "Hutch". This appears to have been the case at a considerable number of meetings this year.

It is hard, of course, to try and pinpoint any one reason for this, but a decline in attendance has been noticeable over the last two years or so. I think one contributory factor is the lack of active support of British manufacturers, and of more recent years of 'furriners', with a subsequent lack or loss of publicity. As it is, our particular sphere of motorcycling is, to all intents and purposes, totally ignored by the daily Press, who, when they do deign to allot us space, refer only in condemnatory tones—to wit, Crystal Palace this year.

I do not think that the F.I.M. and, to a lesser degree, the A-C.U., help matters with the clumsy and officious way they have sometimes dealt with racing affairs. Of course, the Dutch episode immediately springs to mind as a good example. However, it is no use bleating and doing nothing. What is required is constructive criticism.

I think the question of what can be done to revive public interest in what without doubt, is still the cleanest sport

left in this mercenary world, is a question that could be discussed in the magazine's correspondence columns.

R. V. Brown.

Arbroath.

PLEASE permit me, on behalf of Mr. Basil Keys and Mr. Frank Williams, to correct an error that has appeared, not only in "Bemsee", but in certain motoring journals, following the former's record-breaking run at the recent Brighton Speed Trials.

Both "Bemsee" and "Motor Sport" give Mr. Keys' speed over the standing start kilometre as 103.50 m.p.h., while "Autosport" informs us that it was 103.66 m.p.h.

Not so long ago we had a lot of nonsense about a certain short 440 yards course that turned out to be some six inches too long, so let us get this first-rate performance correctly recorded before further confusion and doubt arise: 21.59 seconds represent a speed of 103.60 m.p.h., the fastest ever by a British machine over this distance.

I trust the organising club is aware of this; the same mistake in any future programme would be just too silly.

Joseph Bailey.

London, S.E.7.

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BILL JARMAN'S COLUMN

MY apologies for the lack of notes last month. What with the printing difficulties and a trip to Spain via Gib., it was impossible to meet the Editor's dead-line dates. To those good souls who wrote to me, many thanks and once again, "I'm sorry!"

Members who feel like pitting their wits against difficult terrain should try a circular tour in the country of the Conquistadores. Two, three or four wheels, it doesn't matter, your skill will be tested to the limit and you will be amazed at your low averages, in spite of doing all you know. Believe it or not, we met a cyclist, yes cyclist, who had ridden from Australia 'en route' for England.

We missed "John Grace", who sent his brother to deputise—missed him, but collected a message to all members saying that he looks forward to meeting some of us next year. Thank you, John!

Have you made sure of your tickets for the Annual Dinner? It is due to be

held on the 19th November at the *Coventry Street Corner House, W.1.* You can save money by bringing a lady, but there is no time to be lost if you want to be at the "Feast of the Fleet". You might also win one of the prizes and every one is worth while.

I have had a letter asking if I know anything about goggles (or glasses) fitted with sodium lenses. I know absolutely nothing about the subject, but if anyone can help, will they please let me know. Is this kind of lense made of safety glass? What are the advantages over clear "glass"? And so on!

Wal Phillips is putting his cunning Petrol Injector on the market. This unit could be described as a floatless carburettor, which he has patented after several years' experimentation. Don't write to me about it—call and see Wal at 116a New Kent Road, S.E.1. You will find yourself talking "bikes and Bemsee" for hours on end. The crossed 'Jacks will provide an introduction.

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DOUBLE KNOCKER

DUE to my being otherwise engaged last month, this column of gossip etc. was unavoidably absent, though some "Odds and Ends" appeared. I have not yet found out who he/she is. Still it preserved the continuity.

On the principle of ladies first (being a gentleman—*tourjours la politesse*, you know) news of one of our lady members. They have received added lustre to their ranks with **Maggie Ward's** appointment as Secretary. Well done Mag and now you really will have to mind how you go on the Secretarial Vincent. Wonder if she is the first lady Clerk of the Course for an International meeting? Still why not? I for one am not likely to be so ungallant as the famous John Knox, and pen "The First Blast of the Megaphone against the Monstrous Regiment of Lady Clerks of the Course!"

Pat Wise tells me she might be seen next year with a pukka racing machine. She got disheartened by the lack of production machine races. Now, Bemsee may well have two or three next year, as I hear tell.

Bemsee members reported as seen at Monza were **Stan Hailwood, Pat Wise, Bob Walsham, Bill Webster, Joe Ehrlich** and the **Sec.** Members riding were **Geoff Duke, John Surtees, Mike Hailwood, John Hempleman, Arthur Wheeler** and **Derek Minter**. Thought from Monza—if any lucky "so-and-so" could get a production MZ, if they produce any, and bring it here they would do very nicely in either 125 or 250 class.

A little bird (winged one, of course!) tells me that there is to be a Bemsee trial. Whacko! It will be highly amusing to see some of the Board and Committee disporting themselves upon "bog wheels" especially if it is boggy. I'll hazard a

guess "**Cabby**" **Cooper** will be in on this. Having being so convulsed at his antics at the Press Trial on one occasion, I can tell you he's well worth watching. I hear too that, immediately this delightful rumour began to spread round, our present Sec. was inundated with requests, veiled and otherwise to borrow his Greeves "Scottish". Cannot think why, as the last time I heard it, the noises it was making were not very healthy!

Members seen at the Streatham club's Jamboree the other week included **Harold Daniell, Bill Huxley, Charlie Rous, Dave Moore, Dudley Edlin, Jim Dakin, "Cabby", Bill Rose, John Brookes, Reg Gilbert, Alan Robinson** and **Roy Bacon**.

Hearty congratulations to **Pat Manning** and his wife on the arrival of a bonny bambino; latest report is that all are fine. Pat, who was 2nd in the second 1000 race at the Hatch, had a spill at Oulton a week later and broke a wrist. That is mending quite well, but he says he finds tailoring with one forearm in plaster none too easy.

Have you tried your hand at Go-Karting? I have. It was quite terrifying and the device appeared to be possessed of a will utterly its own. Indeed I can honestly say that it, the device, had control of me! **Dave McMullen** who is with Trojan Ltd. arranged this jaunt and if there are any of you interested in this form of motor sport I suggest you contact him at Trojan Ltd., Trojan Way, Purely Way, Croydon. Perhaps I should say, these little vehicles are perfectly safe and that it was only this "Neddie" who was being very clottish.

That's your lot for this month. Will be back again next if still sane; well, reasonably so anyhow! Cheers, folks.

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NEW MEMBERS

We welcome the following new members to the Club and wish them a long and happy stay with us. At the same time the Committee would like to place on record their regret that some of these new members had to wait a few weeks for their membership to be confirmed, due to the fact that there was no Committee Meeting for some time.

D. A. Lewis
G. J. Roberts
P. H. Watson
J. Wilson
E. J. Caunt
J. M. Gothard
F. Hinde
J. K. Moore
A. H. Robinson
R. F. Webb
M. J. Clewes

P. B. Hammond
A. E. Hine
J. G. W. McPhail
P. Semper
J. E. A. West
J. W. Bardell
C. H. Collinson
P. C. Hammond
J. S. Jutton
R. G. Nicholls
D. A. Simmonds

G. Whitehead
G. Brown
K. E. Doole
G. Harrison
D. B. Le Vene
Mrs. M. A. Ringrose
H. Waine
S. R. Williams
J. E. Bull
Fr. P. Faulkener
D. G. Hawkins

OBITUARY

We very much regret to record the death of Shankan Ramanan for several years our only member in India and well known in racing circles in the southern

part of his country. He was killed in a road accident. We send our deepest sympathies to his father, Col. C. S. V. Ramanan, and family.

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FIRST, SECOND, THIRD

A summary of members' recent successes

DUE to having to go to press at an early date last month, we could not get any of the Manx results in. However, late though it may be, our heartiest congratulations to all those members, and non-members, who were awarded replicas, and our sympathy to those who didn't quite make it. A fine ride by **Peter Middleton** led to his win in the Junior, after surely one of the most cruel blows of the races to **Tom Thorp**. Tom, who at the start of the last lap was leading by over a minute and a half, pushed in to finish 45th. 3rd was **Bob Ritchie**, his best performance in the Island since he first rode there, in the 1951 Clubman's. Unfortunately neither of our two teams which finished were in a position to challenge the award winning Horsforth team, though one Bemsee member was a member of that team, **Peter Darvill**. Briefly, replicas were won by the following (in addition to those above, of course):— **Phil Read, Derek Williams, Roy Mayhew, Denis Pratt, Alan Rutherford, Ned Minihan, Gordon Bell, Peter Darvill, Les James, Ginger Payne, David Williams, Jack Nutter, Bill Siddies, Gerald Saward, Stan Cooper, Hilton Urquhart, Geoff Eccles, Harold Riley, Robin Dawson and John Griffiths.**

Friday saw better luck for **Tom Thorp**, who after a consistent ride was rewarded with 2nd place. **Ned Minihan** rode the first G50 into 3rd place. **Alan Rutherford** and **Peter Middleton** were 4th and 6th. **Bob Ritchie** won his second replica of the week and others were collected by **Denis Pratt, Roy Mayhew, Norman Price, Phil Read, John Holder, Gordon Bell, Derek Williams, Mike McStay, Jack Trustham, Cliff Packer and Les James.**

With the Manx claiming so much attention during the first week or so in September, little was heard of the Continental Circus. However, **Peter Ferbrache** saw to it that England's name was not forgotten when he returned to Finland, the scene of his double Grand Prix victory in May, and won the 350 class at two meetings on the 6th and 13th September, Tampere and Turku, also collecting 2nd place in the 500 class on both dates. Another person who reaped the benefits of experience was **Geoff Duke**, in this year's Swiss G.P. at Locarno. After piloting a Benelli to its first major victory

for a long, long time, Geoff's immaculate, safe riding proved its worth when, with his rivals literally falling around his ears, he went on to win both 350 and 500 races.

Sprinting was particularly popular during the month, with events at Wellesbourne, Jersey, Melbourne and Ragley Park. The second sprint to be held at Wellesbourne this year had, for the premier award, the M.C.C. Gold Cup, the winner of which was deservedly **Charlie Rous**. Bemsee members were well to the fore and took the honours in all racing classes. **Chris Percival**, as the only entrant, was awarded the 200cc class, 1st and 2nd in the 350 were **Roger Willoughby** and **David Clarke**; the 500 order was **Charlie Luck, Ernie Woods** (on the Coles-Bayley Douglas), and **Ron May, Tony Winfield** won the 750 with **Alan Breese** 3rd. 2nd and 3rd to Charlie in the 1000cc class were **Bill Ottewell** and **Cecil Mills**. Bill was again 2nd in the 1,200 sidecar which was won by **Pat Barrett**, with **John Cunliffe** 3rd. **Bill Bragg**, as the only runner, was awarded the 650cc sidecar race. **Cecil Mills**, in a time better than his racing class, won the 1,000 standard. **Tony Winfield** and **Brian Dunn** were 2nd and 3rd in the 750, and **Jim Oliver** 3rd in the 500cc. **George Brown** was a non-starter at Wellesbourne, due to a bad accident in Jersey two days earlier—where, however, he made F.T.D. before damaging his knee. Victoria Avenue on that day saw several visitors from the Mainland, and five classes were won by them. In addition to **George's** F.T.D., winners were as follows:— **Peter Elleker** (250), **Roger Willoughby** (350), **Gordon Thomson** (500) and **Maurice Brierley** (sidecar). **Brian Cuff** was 2nd in the 500 class and local man **Jimmy Lees-Baker** won the 750.

Following his fine showing at Ponty-Pontypool, **Ray Cowles** visited County Down on the 12th of September, where with the aid of his 250 Beasley-Velo he won the last major race in Ireland, the Carrowdore '100'. Ray also took 3rd place in his scratch class. **Alfred Shaw** was 3rd in the '100' on another 250, whilst 2nd places in the 350 and 500 scratch classes were taken by **John Smith** and **Ivor Wootton**. On that day also, the final 1959 meeting was held on

FIRST, SECOND, THIRD . . . (continued)

Wallasey sands, **Harold Hall** winning the Championship Handicap and the 250 class. **John Hudson** was 3rd in the 350.

Last meetings came thick and fast during this period. The next one on the list is Cadwell Park, on the 13th, which was largely a battle between **Mike Hailwood** and **Alastair King**. Mike won the 250 and 350, with Alastair 2nd to him in the 350 but reversing the positions in the 1,000cc race. 3rd in both of the latter classes was **Bob Anderson**. **Dan Shorey** and **Tom Fenwick** were 2nd and 3rd in the 250, whilst **Howard German** notched up another win on the Sheene Special. **Carl Dawson** and **Roy Nicholson** were 2nd and 3rd in the 50. Twins were very much in the picture in the sidecar race and for once it was the English version which led the German. **'Pip' Harris** could not better his 2nd place, behind P. Russell, and **Bob Robinson** was 3rd. **Charlie Robinson** was the handicap victor, with **Mike Rowell** 3rd.

The road racing scene moved the following week to the Broad Acres, when once again Oliver's Mount produced some fine racing. The honours at this International meeting were fairly evenly distributed, with a different winner in each race. **Jack Murgatroyd** won the 250, followed by **John Dixon**, **Dan Shorey** and **Arthur Wheeler**. **Brian Clark** took a well earned 6th place on his 175 Ducati. **Mike Hailwood** won the faster 350 on Friday, with **Alan Shepherd** **Bob Anderson**, **Alastair King** and **George Catlin** following him home. On Saturday, **Vernon Cottle** was a comfortable 2nd in the slower 350cc race, with **Ray Fay** 3rd. **Bob Anderson** won the 500 in brilliant style. **Alan Shepherd** was again 2nd. **Peter Middleton** 3rd and **Ginger Payne** 4th. German machinery filled the first 3 places in the sidecar race. **'Pip' Harris** being 2nd, whilst **Charlie Freeman Freeman** brought home the first Norton in 4th place.

The long journey apparently didn't affect either **Mike Hailwood** or **'Pip' Harris** the day after Scarborough, as at Snetterton Mike, for the second time this year, won all four solo classes and **'Pip'** won both sidecar. **Dave Moore** and **Arthur Wheeler** were 2nd and 3rd in the 125, with **Arthur** getting the same placing in the 250 behind **Jack Murgatroyd**. **Phil Read** was 2nd and 3rd in the 350 and 500. **Jack Beeton** got 3rd place in the 500cc sidecar race, whilst 3rd in the larger

class was **Pat Millard**. Not to be outdone by his fellow members, **Jim Sheehan** was 3rd in the Senior Unlimited race at the South Reading Club's scramble on the same day.

After perservering for so long, **Roy Nicholson** gained his first victory on the Itom, at Brands on the 20th, **Howard German** moving down to 2nd place. Most successful during the day were **Bob Anderson** and **Derek Minter**, Bob following up his win of the previous day with a 250 victory on the R.E.G., and 2nd in the 350 and 1,000 races to Derek. **Dan Shorey** won the 200cc, and was 3rd in the 250, behind **Fred Hardy**. 3rd in 1,000 was **Tom Thorp**. Placings in the Non-Experts races were; 350—**Ted Bunker**, with **Arthur Lawson** 3rd; 1,000—**Cyril Wallis** and **Terry Mayne** 1st and 2nd. **Mike Rowell** won the Non-Experts sidecar and **Bill Boddice** the 'senior'. 3rd in the handicap was **Fred Heath**.

Our Channel Islands members have been acquitting themselves well just lately. At the Jersey sand racing on the 17th, **Jimmy Lees-Baker** was 4th in the main race of the meeting, the Houlton Cup, and was 2nd in one of the two supporting races. **Godron Bisson** similarly placed in the other. Another old friend of ours who finished in the gruelling premier race was **Ken Tostevin**. A week later, **Jimmy** was the fastest 350 up the hill at Bouley Bay and **Gordon** was the 3rd fastest. The opening of the trials season saw **Ken** emerge as runner up in the first Guernsey event.

Continuing on the Continent, the next and last stop is Zwevezele near Bruges. Placings in the 500cc class were, 2nd **Peter Ferbrache**, and 6th **John Tickle**.

Another spate of last meetings closes the period covered. Firstly to Merseyside. At the Aintree International meeting, **Mike Hailwood** was the favourite for the lightweight races; well founded, as it proved. In the 125 he was followed over the line by **Dan Shorey** and **Percy Tait**. 3rd in the 250 race was **Arthur Wheeler**. **Bob McIntyre** scored a double in the 350 and 500 and in both races **Derek Minter** fought hard for 2nd place. He was closely followed in the 350 by **Mike Hailwood**. In the sidecar scratch **'Pip' Harris** and **Bill Boddice** were 2nd and 4th. **Fred Stevens** was 2nd in the rather pointless final race, and **Ray Fay** was 4th.

The following day brought the long awaited Mallory Championship meeting
(Continued on page 212)

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FIRST, SECOND, THIRD . . . (continued)

to a reality, the board of which was swept by **Bob McIntyre** in no uncertain manner, winning three out of the four solo races. Only three riders occupied places in the three larger capacity races. **Mike Hailwood** and **Bob Anderson** following Bob in the 350, in the other two races the positions being reversed. **Mike** won the 250, 2nd and 3rd **Jack Murgatroyd** and **Norman Storer**. **Bill Bodice** was 2nd in the sidecar scratch, and the handicap victor was **Fred Hanks**.

With the principal opposition collecting honours at Mallory, it was left to **Denis Pratt** and **Gordon Bell** to win at Charterhall. Denis won the first of the 350s and was 2nd in the 500; Gordon won the 500 and 2nd in the other 350, 3rd to Denis was **Robin Fitton** and **Tom Charnley** was similarly placed in the 2nd 350. The following week **Gordon** again won the 350 and 500; **Jack Murgatroyd** was the 250 winner and **John Horseman** was 3rd.

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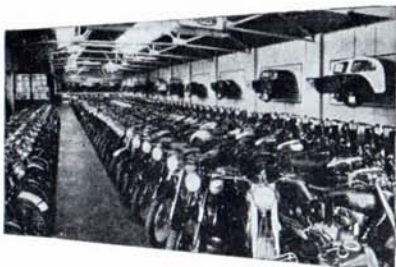
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N.B. BOOKING CLOSSES TUESDAY, 17th NOVEMBER (First Post)

* * * * *

SPECIAL ANNOUNCEMENT - The première of the Bemsee Golden Jubilee film will take place during the evening in place of a cabaret. This film, made by Smith's Motor Accessories Ltd. commemorates the Golden Jubilee of the Club, Do not miss this!

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enjoy the



dinner

WINE and DINE

DANCING

PRIZE GIVING

GOLDEN JUBILEE FILM

RAFFLE

enjoy the



dance

* * * * *

Would those using their own transport please note that there is ample parking space (no lights needed) in Waterloo Place (bottom of Lower Regent Street) and St. James' Square. Both are within three minutes' walk of the Coventry Street Corner House.

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