



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 12 No. 9. SEPTEMBER 1959

ONE SHILLING



"Trophy Day" 1959

J. F. Sheehan and J. W. Harlow race their Senior mounts

(Photo: R. V. Brown)

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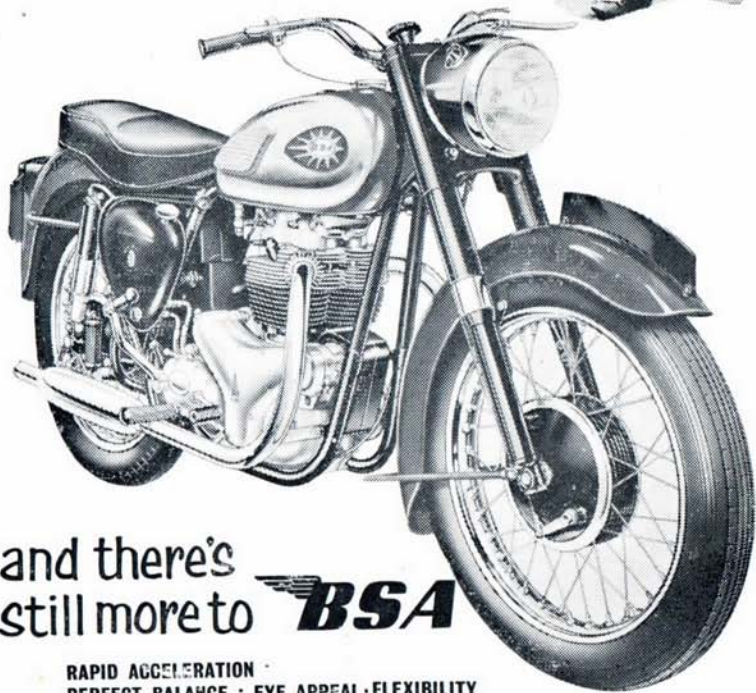
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THIS MONTH...

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Closing date for contributions — 14th of each month



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THE METROPOLITAN MEETING

IN common with other motor-cycle meetings, the last 1959 Bank Holiday saw a goodly gathering of spectators; dry and reasonable weather; and some very close racing—all at our own "Metropolitan Meeting" at the 'Palace on August 3rd. There were few incidents, but two accidents of serious note, and everything ran to time with promptitude.

Event 1 50 c.c.: the afternoon's sport began with the usual 4 lap 50 c.c. event, won, only after a colossal scrap, by Howard German on the Sheene Special. For almost the entire race German, C. V. Dawson and Roy Nicholson disputed the lead. They finished in that order and German did a lap at 55.11 m.p.h., a new lap record. Twenty-six started.

Event 2. 350 c.c. "A": this first 350 race was supposed to be the "slow" one, but it was in fact far from that, at least as much as the first two were concerned. Nick Davy riding the ex-Godfrey Mk. VIII KTT Velo led for 8 laps and held off R. G. Harris on a '7R' Ajay. The lead then changed and Davy could not thereafter regain it. A speed of 67.53 and a best lap of 69.69 was good going. M. J. Miller was a lonely 3rd.

Event 3 first three wheeler heat: Terry Folwell and Ken Beere had this race well in hand and finished, 1st and 2nd, well ahead of the rest.

Event 4 1000 c.c. "A": Nortons dominated this race and, for once, they weren't Manx Nortons either; two "Dommys", one an 88 and t'other a 99. K. Inwood on the former won at 68.75 and "Bunny" Warren on the big one was second—only his third race to date. In his efforts to catch the twins, Keith Hearn did a lap at 71.69 and finished 3rd. One of the rare Grey Flash Vincents was seen in this race. Colin Huff up.

Event 3 second three Wheeler heat: Ted Young with the Vincent-powered E.T.Y. device, finished way ahead of the opposition in the second heat at a speed somewhat greater than the first. Pat Overall was second.

Event 5 125 c.c.: No one managed to hold Ken Whorlow on the Ron Harris M.V. even though he did have a poor start and had to work through the field. Eddie Kempson and Jim Dakin were very close indeed at the finish, a fifth of a second only separating them.

Event 2 350 c.c. "B" it took the very stylish Robin Dawson some laps to shake off John Judge and Dennis Dicker in the "medium" 350 race. By the end of the 12 laps he had left them well behind however, and won by 9 seconds at 69.07. A terrific duel emerged for second berth, which Dicker just got the best of. Derek Baker was 4th, just holding off R. M. Watts who had come through the field after a bad start.

Event 6 250 c.c.: Whorlow once again, on the 203 c.c. twin-cam M.V. This was so much faster than anything else that, despite only lapping at 69.89 (against the 250 best ever of 74.24), he won by 24.4 seconds.. Three N.S.U. (or N.S.U.-base) machines were next along, D. R. Shepherd, Eddie Kempson and Alan Pavey. A notable performance was that of Alan Atherton and his twin two-stroke James, which was 5th. Robin Dawson featured again; this time in 6th position, on one of the Phoenix machines fitted with a "reduced" Norton engine.

Event 2 350 c.c. "C": there was no mistaking the winner here—"Pip" Read from Luton. He made a phenomenal start and, riding beautifully, went on to lead all the race and win at 77.20. Frank Perris was a non-starter as he had dropped a valve, in practising, so Alan Trow was a comfortable 2nd, Michael O'Rourke and Len Rutherford fought hard for 3rd berth and the Norton rider got it. Very close behind Rutherford was Ernie Wooder and after him a full-scale battle was being waged between John Chisholm, Noel Wright, Roy Minto, Bill Siddles, Ned Minihan, Howard German and Rex Avery. Peter Horton was unlucky to "drop the model" at South Tower in this race.

Event 7 Vintage: With the customary delightful note, Chris Williams and the 1926 Scott sailed into the lead at the outset and beat all the mere four-strokes handsomely. In so doing he broke the lap record by 6½ m.p.h. (admittedly the old record was set up in the wet). He won by 15 seconds. R. G. Collett and L. A. Lockwood had a "dice" for 2nd place, which the former won and they were well ahead of yet another Norton, J. R. Lane. The Rex Acme non-started as did the other Scott which went but ill in practice. One of the Booth Ariels made nasty

(continued on page 157)



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SPRINT NEWS

IT is a measure of the immense upsurge of interest in the noble art of sprinting that there are such a goodly number of these events being held this year. I make it 13; i.e. two at Ramsgate, then Witchford, Shenington, Chester, Long Marston, Brighton, Goram Fair, Wellesbourne, Brighton, Ragley, Melbourne, and St. Helier, together with hill climbs at Shelsley, Bo'ness and Bouley Bay. Not bad at all for a side of our sport that, five years ago had but two or three meagre events. The number of entries for events like Shelsley and Brighton which did struggle along during the "dark period" is indicative of the revival of interest.

Brighton proved very popular and the Club had to invite those 36 riders who could compete. The six extra runners were all 350s, as this class was added to the programme this year. Incidentally, I disagree with the contention that the 500 solo class should be 600 (or 650). I consider it far better to stick as far as possible to recognised classes. One of the better things done by the F.I.M. was to reduce the chaotic muddle classes tended to get into, especially for record-breaking purposes. That is a digression though. The 350 and 500 class records at Brighton have not been beaten for some time and still stand to the credit of J. Walker and Basil Keys at 28.22 and 26.20 seconds respectively. No one, too, has got near

Charlie Rous' "chair" fastest either recently.

The printing business upset plans for a short resumé on Long Marston. Everyone seemed to enjoy it well enough. Basil Keys was best, but Charlie had big troubles on his first run and George Brown didn't seem quite his usual self. Ernie Woods had a "go" on Frank Williams' latest Norton-J.A.P., but there was a bit of a "whatsit" on the timing of his second run which seemed very good. The production machines were interesting and so was the battle between two road-racers in the 500 class, the Manx Norton of Bob Harrison and the Matchless G50 of Chris Williams. The latter's time of 24.22 was good, but not up to Charlie Luck's tremendous 23.50. The "chairs" was a good needle match between Bill Ottewell, Maurice Brierley and Hilton Woodrow. The weather turned up trumps again too.

And finally some more regs. Those for the second Sunbeam Sprint at Ramsgate are now available from Dennis Bates at 55 Chatham Avenue, Hayes, Bromley, Kent. You may still have time for Melbourne (near York) on the 20th September and Ragley on the 26th. Regs. from Norman Bedford, c/o C. B. Watson & Son Ltd., Kirkgate, Tadcaster, Yorks for the former and J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, Warwicks. Both events are open, by invitation, to Bemsee members.

THE METROPOLITAN MEETING (Continued)

bangs in practice. Phil Heath's Ajay failed to last the distance and John Griffith's 1928 Rudge wasn't as quick as it should have been, having done something to its proper cylinder head in practice. Altogether quite an interesting event and the first Scott win in a race for some little time I should guess.

Event 3 final: there was no stopping Ted Young here. He leapt ahead at the start and went on to win by 32.6 seconds, equalling the lap record while he was about it. This, therefore, is the fastest sidecar lap at the Palace for three years. Terry Folwell, Pat Overall and Ken Beere followed at well spaced intervals.

Event 4 1000 c.c. "B": so to the last race and Frank Perris managed to offset his ill fortune in the 350 class by winning

the race from Phil Read and Alan Trow. Read led off, but was caught and passed by Trow after a few laps, seeming not quite so much at ease on the bigger Norton. He held on well, however, but Perris passed too, just after half distance. By this time Alan was well ahead, but then he stopped with mechanical trouble and Perris led. Read was only 1.4 seconds behind at the finish. Try as he could Ned Minihan could not quite pass Fred Neville, both on G50 Matchlesses. Fred was riding noticeably well and must surely be one of the "finds" of the season. Geoff Young was an excellent 5th followed by Ken Douglass who also went excellently and kept A. J. Thurgood, Noel Wright and Chris Williams at bay. The latter survived an exciting moment in the Glade when his gearbox seized.



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Manufacturers' Team Prize

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Both Premier Trophies

BEMROSE TROPHY TRIAL

Winner
Manufacturers' Team Prize

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ROAD RACES (30th March)

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

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RACING NOTES

by the Secretary

BY the time you read this, the "Hutch" will be past history and, in fact, there will be but one more Bemsee event this season—Brighton on the Saturday following. To go back to the "Hutch" for a moment though; as I anticipated, we were overwhelmed with entries; something like 375 solo and 44 sidecar entries actually being received. This figure would have been even greater, but would-be entrants after the first few days had to be told "full up already". Quite apart from showing the considerable amount of work necessary to deal with a number of entries like that it also showed how necessary it was for some sort of selection to be used. Fourthly it showed how very necessary it is for the A.-C.U. and all organisers, whoever they may be, to tackle this problem. Of that I will say a little more below. That many, largely members unfortunately, had to have their entries turned down is a matter of genuine regret as far as I am concerned. I for one, certainly do not like turning potential runners away. Yet some sort of a happy medium has to be found and that is bound to reflect more hardly on some than on others.

It had been hoped and indeed was provisionally arranged, for another club meeting to take place on Saturday, October 10th. While the B.R.D.C. would have been delighted to have let us have the meeting then, there were two clauses in their lease of Silverstone which effectively stopped the idea. One cannot just override things so, and it is very important just now not to upset anyone at our Northamptonshire "home" as things may well be much better for us next year if all goes well. One might truthfully say in this instance that it was no good spoiling the ship for a hap'worth o' tar! So "Club Day" on October 10th is "off", for this year anyway.

I referred above to one most important side of racing; that of entries. Of course if one is merely in the business to make money then there is little of a problem. The "star" names are okay and most of the rest are not. That the big meetings must have a really good entry I do not dispute, for one moment. Unfortunately it is not always the big meetings to which this applies. I suppose it all

depends on one's attitude to the matter. I for my part, regard the ordinary riders, the majority of our members, who ride purely and simply because they like it above anything else, quite as important as anyone else. After all, they are the background of racing. That is why we run meetings like "Trophy Day" and why we shall continue to do so. I hope there may be more of them in years to come. There is an attitude prevalent in certain quarters that racing today is a business and that the sport has gone out of it. That may be true at some places and of some people; indeed I know the latter to be regrettably true. But I have said this before and I repeat it without hesitation, Bemsee is not here to make huge profits. It is a Club with over 1400 members, many of whom race and most of whom in some way or another devote quite a bit of their spare time to its causes, and it exists for them. Naturally financial parity has to be maintained and there has to be at least one meeting which, all things being equal, shows a profit. The opinion expressed to me the other day that many of those who race today are not worthy to be called racing men is both absurd and insulting to my way of thinking. There are those, apparently, who hold it.

Except for the very biggest of meetings I see no reason why all entries should not be accepted on a "first come, first served" basis. The Committee and I have always been most insistent that this system is adhered to for all our "closed" meetings and I think I can say it will be so adhered to in future. Everyone has to start somewhere and while I do not advocate a complete novice "wading-in" on the Manx or something, at once, meetings like "Trophy Day" or "Club Day" are the novice's answer. Also plenty of practice days like the two we had earlier this year, to get the general hang of going fairly quickly round a circuit. Incidentally, there should be several of these too next year.

It has been suggested in the past that there should be a Club Christmas Card. You may be wondering why on earth I am thinking of Christmas now (surely it is bad enough having the fact that it is so many days to that present-laden day, rammed down one's throat on the

(continued on page 164)

AREA NEWS

METROPOLITAN AREA

Alan L. Huxley

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

In a fortnight's time most of us will be at Silverstone for the Hutch and a little later on, down at our southernmost venue Brighton for the Sprint Meeting and these two events remind us that the Racing Season is coming to a close and our Social Season about to open. If only we can get good weather for our 'evening get-togethers' this winter, we feel sure we will have full houses for the varied entertainment in store for you. We have booked the following dates at our usual winter venue, The Prince of Wales Tavern, Drury Lane, London, W.C.1 and also the date for the **2nd Annual Metropolitan Area Bowl Treasure Hunt-cum-Mystery Run**, details as follows:—

Prince of Wales Tavern

6th October, 1959

10th November, 1959

12th January, 1960

16th February, 1960

8th March, 1960

Sugar Bowl Restaurant, Burgh Heath, Surrey

6th December, 1959 (Sunday)

We have written to Arthur Mills in the Northampton Area challenging his Area to a Dart Match and assuming we can come to some suitable arrangement between the two areas, a date will be fixed for an evening in November when our Team will receive the Northampton Area at the Prince of Wales Tavern or we will play off the Match on our own and transfer the results by telephone—preferably the former, we hope. The date has got to be arranged and details will appear in the October issue of *Bemsee*.

Don't forget the date for the **Metropolitan Area Bowl—Sunday, 6th December**. Looking forward to seeing you all at our first meeting this winter at the Tavern on the 6th October next.

MUTUAL AID

For Sale: available shortly, Norton-B.S.A.; motor is ex-works B32 Gold Star recently completely rebuilt; 1958 Manx "featherbed" frame; various spares for this machine available; Tollit, Red House, Spetchley, Wores.

Wanted: Gold Star B.S.A. or similar racing 350 c.c. in reasonable condition; will part-exchange new Competition Tiger Cub with cash if necessary; also leathers—5ft. 7in. tall and 37in. chest; P. W. D. Jeffrey, 100, Clovelly Road, Bideford, Devon.

BENEVOLENT FUND

The Trustees of the Fund wish to gratefully acknowledge the following contributions received since the last issue:—

C. D. Hewlett; P. F. Corbett; F. J. Williams.

NEW MEMBERS

The following new members have been elected to the Club since the last issue. We welcome them to our ranks and wish them a long and happy stay:—

R. Buttery	C. Waye
I. D. James	I. R. Grant
F. J. Silversides	R. Vignali
R. P. Dawson	K. Adger
G. F. F. Partridge	D. W. Holland
B. Euinton	J. D. G. Martin
P. R. Jones	P. A. Rickard
R. Openshaw	B. W. Best
R. S. Watson	D. A. T. Bishop
B. Edwards	i. M. James
T. R. D. Sharp	K. W. J. Mayhew
P. Bugden	I. B. Hopper
R. W. M. Farrant	L. Riley
R. T. Lake	J. R. Boggis
R. E. Paul	E. W. Jones
G. Williams	M. A. Willmott

MINNIE GRENFELL MEMORIAL TROPHY

This trophy was donated to the Club by J. G. Grenfell in memory of his wife, a well-known competitor at Brooklands in pre-war days. It is for the best performance by a Bemsee member at meetings organised by the Club and the T.T. and M.G.P., only the best score per

meeting being taken into account. The points system is as follows: 1st—5; 2nd—4; 3rd—3; 4th—2; all other finishers—1.

Positions at the moment, after "Silverstone Saturday", "Trophy Day" and the T.T., are:

10 Points

W. G. Boddice

J. Surtees

9 Points

R. H. F. Anderson

A. King

R. McG. McIntyre

8 Points

D. H. Edlin

S. M. B. Hailwood

6 Points

R. Foster

D. F. Shorey

5 Points

D. R. Ajax

P. D. Chatterton

W. D. Craig

T. H. Charnley

J. W. Dakin

C. V. Dawson

C. R. Edwards

B. G. Gross

L. A. James

C. E. Mills

E. Minihan

F. A. Rutherford

P. W. Read

G. E. Todd

J. G. Trustham

J. Whitehead

4 Points

R. H. Bacon

P. J. Dunphy

M. T. Doncaster

A. K. Gardner

P. V. Harris

M. Hayward

D. W. Minter

B. E. P. McEntee

R. S. Mayhew

P. Overall

H. W. Rayner

M. J. Rowell

W. J. Sawford

A. A. Stride

C. J. Williams

A. C. Warren

3 Points

K. J. Beere

G. E. Briggs

G. W. Breach

C. Chapman

G. E. Duke

J. E. Higgins

R. G. Harris

J. C. Hemmett

R. H. H. James

R. H. King

R. L. Knight

G. Monty

W. T. Pain

D. R. Rose

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1 Point

D. H. Allen, L. D. Ascott, H. R. Aldous, P. Arnott, R. A. Avery, R. Blanning, R. Burgess, F. T. E. Bodman, G. Bell, M. T. Brookes, Derek Baker, W. K. Butler, J. Bacon, Miss B. M. Bound, B. R. Barnes, T. Brown, David Baker, J. R. Blackwell, F. D. Booth, P. Bettison, D. J. Beckett,

I. Clarke, F. Cox, R. Castle, R. Cowles, G. D. Clarson, P. C. Catchpole, L. H. Creak, J. A. Chisholm, R. M. Chambers, D. Comley, L. H. Court, J. P. Ciniglio, D. G. Chapman, R. E. Cheney, P. J. Darvill, R. L. Dawson, D. J. Dicker, G. H. Deward, N. Davy, J. A. Dugdale, V. J. Dedden, Miss P. M. Dale, C. E. Duggan, J. Dovaston, A. J. Day, K. W. J. Douglass, B. L. Denehy, J. A. Deighton, W. E. Dow, R. J. G. Dickinson, G. L. Eccles, W. H. E. Eardley, P. R. Evans, R. A. Ellis, R. E. Fox, E. G. Fiddament, R. J. Ford, P. J. Foster, R. D. W. Field, D. I. Fisher, R. Fay, W. Friend, D. M. Field, B. R. Gooch, M. J. Gittins, R. E. Gardner, E. L. Griffiths, I. Goddard, G. J. Griffin, J. T. Griffiths, J. D. Gobbett, P. Grinter, L. A. Gooding, H. D. German, J. D. Hamilton, G. V. Harris, J. G. Hempleman, R. J. Herring, C. J. Huff, "R. Hunter", J. R. Holder, R. J. Harrison, P. R. Horsham, E. Hardcastle, P. J. Hardcastle, L. W. D. Holland, J. W. Harlow, F. Heath, P. L.
(continued on page 170)

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DOUBLE KNOCKER'S BRIEFS

AFTER the break, welcome (?), provided by the printing unions, I take up my pen again. This month's column won't be very long 'cos there ain't much news of members etc. Too busy racing I expect.

Wedding bells rang at the end of July in Bletchley for **Roland Doggett**. Having had a real "bash" in the British 125 race at "Trophy Day" he then put his Bantam away for a while, while he prepared his new home. Congratulations and all the best for the future.

Talking of Bantams, I noticed **George Todd** at the 'Palace. I didn't get a chance to find out how he fared in Spain, but I noticed he still had the G.T.S., so he couldn't have been tempted by a Montesa.

Member **E. F. Andrews** currently resident in Nigeria, makes a plea for a "specials" corner in the mag. Well there's an idea. We've had an article or two from that inveterate builder of 125 specials, **Ken Brett**. What about a few more?

Specials eh? Did you see that fantastic James twin ridden by **Alan Atherton** at the 'Palace. I've seen it lapping Brand's too, remarkably fast. It seems to be a basically standard Villiers-powered 'bike, but it must be remarkably well "sewn together". Another two-stroke twin special having its first airing at the 'Palace was **Malcolm Brown's** R.C.A. which I mentioned last month. He managed 11th place with slipping clutch and a frame which did odd things on bends.

Several members stayed the weekend at the 'Palace. One such was **John Gobbett**. He was quite undeterred by the fact that he lives in New Cross, less than five miles away. There's nothing like a change.

Visiting Eastgate, Banstead on August Sunday where two members live, **Cyril Jones** and **Roy Nicholson**, I found both hard at it. The latter in an endeavour to gain an extra knot or two, was trying to mate-up a fibreglass fairing to his Itom. Cyril wasn't working so hard; he was painting on numbers for the morrow.

The three casualties at the 'Palace, **Don Newton**, **John Freeman** and **Peter Horton**, are all progressing well, though the latter two will probably be out of racing until next season.

A very famous machine which its new owner is beginning to get well used to, is the ex-Tony Godfrey, ex-Tommy Woods KTT Velo ridden at present by **Nick Davy** of Welwyn. Nick went very well on August Monday and finished 2nd in the first 350 race.

I hear that our Secretary is going to Italy for his holiday this year; third year running—ah well, perhaps we'd better offer no comment. Wonder whether he'll "flog" that Norton and come home on a sports/racer Ducati or something?

Seen recently indulging in a miniature grand prix down the A3, one G45 and one '7R' (the latter was winning!). Don't think they were members; hope to goodness they weren't. All for now; more next month if you're lucky!

RACING NOTES (Continued)

"Magic Eye"); but these things take some time to mature. They have to be designed and then costed and then printed. What do you feel about it? Let me know pretty soon if you like the idea, don't like the idea or have any other suggestions to make.

We had an excellent response to our request about the Manx Grand Prix teams. Some of you will read these words after the Manx and, by then, will know whether they were successful or not. I would like to add my wishes for their success, as for the success of all our members riding this year.



"THE MOTOR CYCLE"
PHOTOGRAPH

ALAN SHEPHERD-348c.c. MODEL 7R A·J·S

*Ride A·J·S
and Ensure Success*

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

FIRST, SECOND, THIRD

A summary of members' recent successes

THIS column has got very far behind thanks to the dispute so, of necessity, we've had to cut out some of the "mentions". Still we hope we've not missed too many of you. As usual the list is formidable and Bemsee has been "in the money" all over the place.

We begin with the only long-distance sports machine event held in these Islands—the Thruxton 500 Miles. Won most convincingly by **Bruce Daniels** and John Lewis on an R69 B.M.W. from **John Holder** and Tony Godfrey on a Triumph Bonneville. A very fine effort by **Pete James** and Vic Willoughby, on the former's own 500 Velocette Venom, resulted in 5th overall and, equally good, was **Ray Prowling's** effort on a Squarial to be 6th. **Alan Pavey** and **Peter Jordan** won the 250 class on an NSU Max, while **Harry Rayner** was runner-up in the 350 class on a Gold Star. **Derek Minter** put up a very fine performance too on a Road Rocket. Two weeks later an even longer event, 24 hours, was held in the Monjuich Park in Barcelona where **Bruce Daniels**, partnered this time by **Pete Darvill**, again scored an outright win on the R69.

The same day as Thruxton there was the annual Scarborough summer meeting where **Mike Hailwood** continued his fantastic run of wins on Mondial (250) and A.J.S. (350). In the latter race he was given a terrific run by **Alan Shepherd**, runner-up, who won the 500 final the next day with ease from **Peter Middleton**. **Dan Shorey** and **John Dixon** followed Mike home in the Lightweight race. **George Catlin** was the 3rd 350 home and the "second fastest" 350 race was won by **Denis Pratt**. Quite a few people dashed back to Kent, to Biggin Hill for the first meeting there on a short and sinuous circuit on the famous ex-fighter aerodrome. Here "**Ginger**" Payne won all three big solo events chased hard by **Phil Read**, **Bruce Daniels**, **John Holder**, **Ned Minihan** and up-and-coming **Fred Neville**. **Jim Dakin** was the 200 winner, **Dan Shorey** the 250 and **Bob Robinson**, in terrific form with the big Vinnie the "chairs". The following weekend there was a breather over here and only Cadwell featured a meeting where **Dan Shorey**, **Bob Lawrence**, **Peter Middleton** and **Bob**

Robinson won the main races. Quite different was the Dorking—Dorset Night Trial in which **Arthur Lavington** (L.E. Velocette) won the 200 c.c. class and the Banbury run for veteran and vintage 'bikes in which **Alan Beese**, **Bill Wilshere**, **Bill Rose**, **G. Leveson-Gower**, **L. H. Vale-Onslow**, **George Goodall**, **J. E. Mockett** and **D. Pickering** all won "firsts".

Meantime there had been racing on the Continent and in Ireland too. In the Killinchy 150, held at Dundrod, the late **John Shakespeare** and **Frank Burgess** were 3rd and 4th in the 350 scratch race. Way over to the East, behind the Iron Curtain **John Hempleman** and **Peter Ferbrache** were busy at the International Schleitz meeting where John won the 500 and was third in the 350, and Peter lead the 350 till the last lap when he had trouble, and was runner-up in the 500. The next weekend the "circus" arrived at Assen for the Dutch T.T. Here **John Surtees** won the 500 race in his usual style. A "double" was denied him as the 350 race was for Formula 1 only; in the race **Bob Anderson** was 3rd, **John Hempleman** 6th and **Frank Perris** 7th. In addition **Derek Minter** had a 3rd in the 250 on a Morini and a 5th in the 125 on an East German M.Z. **Mike Hailwood** was in evidence too—3rd 125 and 4th 250, while "**Pip**" Harris and **Bill Boddice** were 2nd and 5th sidecars home, the latter doing excellently on a Norton against the Munich twin hordes. The Belgian, next in the World Championship series, saw **John Surtees** again win the 500, but **Hempleman** took 3rd in the 350 "formula" race against **Anderson's** 5th. **Geoff Duke** was a worthy 3rd in the 500 and **Bob** 6th. **Derek Minter** again had an M.Z. in the 125 event and was 4th.

Several meetings this side of the Channel coincided with this period too. In quick succession we had the "Clubman's" at Silverstone, a Brand's, the delightful Southern 100, Castle Combe, Catterick, Charterhall and Snetterton. Sunday, 5th July saw "**Ginger**" Payne, **C. V. Dawson**, **Roy Minto**, **John Simmonds**, **Tom Thorp**, **Ted Vincent**, **Pat Overall** and **Pat Millard**, all a win at Brand's with notable riding too, seen that day, from **Dan Shorey**, 350 miles to the North **Alan Shepherd** and **Jack Murgatroyd** were winning at Chart-

(continued on page 168)



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FIRST, SECOND, THIRD . . . (Continued)

erhall with **Denis Pratt** also prominent. July 11th saw two more meetings—at Castle Combe and, a new one this, Catterick. At the latter **Alan Shepherd** did most of the winning. In Wiltshire **Mike Hailwood** had four wins which included the handicap final for the "Avon Cup" on the 250 ex-works Mondial. "**Pip**" **Harris** and **Ted Vincent** won the two "chair" races, while **Derek Minter** dominated the 350 race and was close behind Mike in 250 and "Avon Cup" events as well. The two non-expert winners were **Bill Siddles** (350) and **Ken Douglass** (500). Mallory the following day saw **Bob McIntyre** invincible in the big solo classes and **Hailwood** an equally dominant 250. The sidecar handicap event was won by **Charlie Freeman**. Without more than a few days respite the scene shifted to Snetterton on the 19th. And once again **Hailwood** had easy wins in the Light-weight classes on Ducati and Mondial. **Derek Minter** allowed no one to head him in 350 and 500 finals hard as he was pressed by **Bob Anderson**, **Dan Shorey** and **Dave Moore** were most prominent beside in the small classes. The "hero" of the day was **Bob Robinson** who won the 1000 sidecar race without allowing many well known names in that game to get very near him. **Harris** won the 500 event.

Eleswhere in the British Isles there was sport, and in Jersey at the St. Ouen's Bay sand races **Jimmy Lees-Baker** was 2nd in the 350 "open" race. At the island's well known Bouley Bay hill climb a fortnight later he made the best motor-cycle time of the day on a 650 Beesa twin and **Gordon Bisson** was 2nd best 350. In the Temple 100, another of those excellent Irish real road racing events, **Geoff Eccles** from Bolton was 3rd in the scratch 350 class on his Gold Star.

The 1959 Swedish Grands Prix were moved from Hedemora to Kristianstad and with the 350 race, a "pukka" racing machine event at this one, **John Surtees**

duly scored another impressive win. **Hailwood** was 5th on his '7R' after a mysterious stop near the end of the race. **Geoff Duke**, sampling one of the new 250 Benellis, obviously found it to his liking because he was 3rd in the 250 race with Mike again 5th. Mike featured yet again in the Formula 1 500. race and the 125 by being 4th twice over. Rain tended to dampen things here. At the time of writing we don't know how any members who might have been riding fared in the Hungarian G.P. Neither have we seen any full result of the Eifel (or should it be Eilenriede)—rennen in West Germany.

August Monday saw four meetings on these shores. Our own 'Palace "do" is covered elsewhere. At Oulton Park where the British Championship meeting was staged **Mike Hailwood** riding as well as he has ever done won three of the solo races 125, 250 and 500 with new lap records all round. **Alastair King** out after his German T.T. spill won the 350 race after a determined battle with **Bob Anderson** and **Alan Shepherd**. The latter went one better in the 500 race and was 2nd with **King** 3rd. **Dan Shorey** followed Hailwood home in the 125s and **Jack Murgatroyd** and **John Dixon** did likewise in the 250 race. "**Pip**" **Harris** and **Bill Boddice** could not beat Camathias in the sidecar event, finishing 2nd and 3rd. At Cadwell it was **Bob Lawrence**, **Norman Storer** and **Bob Robinson** who did the winning with **Peter Middleton** too, well to the fore. While way down west there was the Tregwainton hill climb where **Ernie Woods** was 3rd fastest 350 and **Harry Voice** 2nd best 500. Again, at the time of writing this, we do not know for certain what happened at the Goram Fair (Bristol) sprint, though we hear tell that **Basil Keys** did a fantastic 11.2 on the Norton-J.A.P. and that **Charlie Luck** and **Barry Johnston** were best 500 and 350 respectively.

R. W. FRENCH AND J. SHAKESPEARE

IT is with very great regret that I have to write these few words about two members, **Bob French** and **John Shakespeare**, who were killed at Brand's Hatch and Mallory Park respectively, in July. To their families we offer our deepest sympathies in their tragic bereavements. We shall surely miss them both on the circuits.

Bob rode a '7R' A.J.S. and was a con-

sistent supporter of all the short circuits in the southern half of the country. In the last two and a half years he rarely missed one of the Club meetings at which he had several moderate successes. John had graduated to a Norton this year after a season on a Gold Star in 1958 which had included 6th place in the Junior Clubman's Trophy. He rode in the T.T. this year for the first time and got a bronze replica.

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A VICE-PRESIDENT

THE following extract proves that not all the daily papers have no use for our sport other than when there is a dreadful accident. It is reproduced with the kind permission of the Sports Editor of the *News Chronicle*.

From 1931 until 1938 E. C. E. (Barry) Baragwanath held the Brooklands sidecar lap record. He lapped the track at more than 100 m.p.h. two hundred times, his fastest of 103.97 m.p.h. being set up in 1933.

Soon after, at the top of his form, he retired through failing sight. An accomplished engineer, he stayed on at Brooklands preparing other riders' machines.

Barry is now 75. A bachelor, he lives in Bartholomew Road, Kentish Town, London. He still helps in motor-cycle race organisation and is a vice-president of the British Motor Cycle Racing Club and president of the National Sprint Association.

Of present day racing he says: "It is better than ever it was—the riding and the organisation. I still enjoy watching the one sport at which we have always been supreme."

Hancocks, E. Horsfield, W. F. J. Holley, A. G. Holtom, J. C. Holloway, D. Hamer, T. C. Hesketh, J. Horan, H. Irlam, K. F. H. Inwood, G. L. Jones, D. A. Juler, P. B. James, P. W. Jordan, K. C. Johnson, N. Jones, P. V. Jarvis, D. Jarman, M. J. King, W. Kelton, B. H. King, R. W. Kay, E. F. la Belle, R. J. Lawrence, G. Lund, R. E. Lee, D. C. Moore, J. Murgatroyd, P. C. Middleton, M. W. Munday, T. P. Mayne, P. Manning, T. Moss, H. Macleod, R. Minto, W. R. Marley, J. E. Marchant, R. Millins, C. A. Myhan, P. Munday, P. McKnight, P. D. Mullin, J. T. Nutter, J. H. Needham, J. Neale, F. A. Neville, J. A. Oliver, P. O'Rourke, J. L. Payne, C. G. Peck, W. R. Prowting, C. A. Parsonage, M. J. Price, L. G. Pinzani, F. G. Perris, J. J. Parkins, E. R. Presland, T. A. Padley, R. Potton, V. A. Poore, H. J. Preece, James R. Pearson, R. Polak, A. S. Pavey, D. F. Peacock, H. Plews, P. E. Richardson, H. Riley, W. D. Reid, Roy A. Robinson, R. J. E. Rowles, A. E. Rose, J. F. Righton, G. A. Quinlan, C. Slack, D. S. Skennerton, J. A. Sugden, A. E. Shaw, R. Standing, M. C. T. Sampson, P. R. Slade, J. A. Scully, D. R. Shepherd, C. A. Surr ridge, L. A. J. Snuggs, T. S. Shillingford, J. F. Sheehan,

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EDITOR'S CORRESPONDENCE

THANK you most sincerely for the honour of being re-elected as an Honorary Member of the British Motor Cycle Racing Club. Will you please convey my very sincere thanks to your Committee for this great honour which I rank very high indeed, among the very many honours that have fallen to my lot. I am so very sorry I didn't realise you were having the Jubilee celebration, and so I missed (sad to say), sending you a message. But I would like to say how closely I have watched your progress through all these years, and how much I have admired all that the Club has done, first of all for its wonderful panel of members, which must include every (or nearly every) rider of fame in motor cycle history, and second, for its wonderful support of all the races for motor cycle enthusiasts, that have ever been run in Britain (including the Isle of Man!). My much revered senior Loughborough remembered to send you his message. I am rejoiced to see. But after him, I think I must be your oldest admirer. I came to the Island in the year of the Club's birth, and I complete this year, my own golden jubilee of residence here. So the Club

and I in that respect at least have a great deal in common! In days gone by I have had ample opportunity of being able (to my great joy) to give my help both to the Club and its individual members, but in recent years your organisation has been so perfect that I have had little chance of being any particular use to you or your members, but I hope sincerely that you all realise my presence here, and that it is always a delight to be able to do what I can for any or all of you. May the next fifty years run on as happily and successfully as the last, indeed may your progress be, as it seems to be already, a "geometrical progression". For all you have done for motor-cycle racing over here (and as in private duty bound, for the Manx Grand Prix) I send my best thanks and heartiest congratulations. Castletown, Isle of Man.

E. H. Stenning.

I WOULD like to add my good wishes to the many others you have received on this Golden Anniversary, and hope that you and the Club continue to enjoy the good fortune you deserve.

Jack Watson.
Welling, Kent.

The Editor will be away on holiday from September 1st to September 18th. Full report of the 27th "Hutchinson 100" will be in the October issue—Ed.

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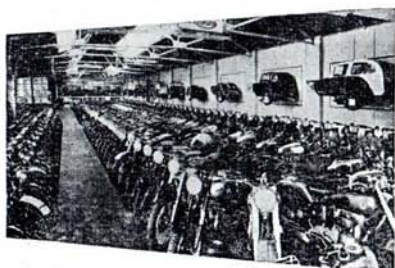
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The Racing Season is ending . . .

The "Areas" will soon be holding first meetings. Below are the names of the Area Representatives officially appointed by the Club. They are now planning their winter activities. If you have any ideas to help them or you wish to come to their meetings, write to them. They will be glad to hear from you. Elsewhere in this issue are first details of some of their activities. Each month more will appear. And, while on the social subject, don't forget the Dinner/Dance. 19th November is the date and full details will appear next month in *Bemsee*. Last year it was considered the best function the Club had ever had. It could be even better this year.

Cheshire and South Lancs.—G. E. Tottey, 2, Rocky Lane South, Heswall, Cheshire.

Metropolitan—A. L. Huxley, Court End, Court Hill Road, Chipstead, Surrey.

Midlands—A. Squillario, Shrewley Fields, Hatton, Warwick.

Northants and South Midland—A. F. Mills, Express Dry Cleaning Works, Wellingborough Road, Rushden, Northants.

North East—N. A. Bedford, c/o C. B. Watson & Son, Ltd., Kirkgate, Tadcaster, Yorks.

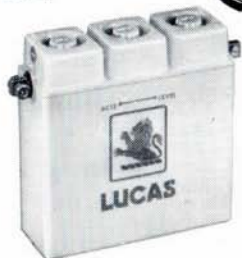
Nottingham and Derby—W. B. Martin, Ivy Cottage, Kneeton Road, East Bridgeford, Nottingham.





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