



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 6. JUNE, 1955.

ONE SHILLING



NEW ZEALAND GRAND PRIX, CHRISTCHURCH, 1954. Note the road surface. The rider is L. V. Perry, who came to the I.o.M. in 1939 and 1951.

(Photo: V. C. Browne)

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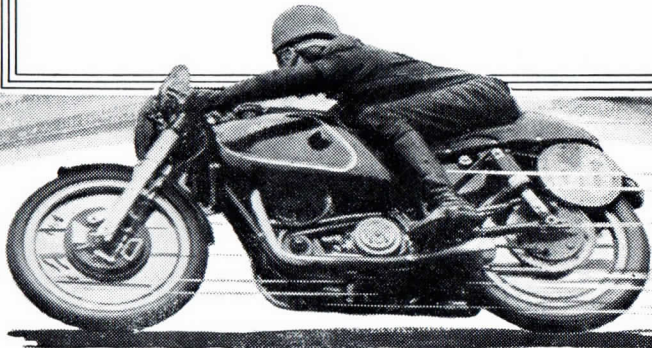
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Bemsee

Vol. 8. No. 6. JUNE, 1955.

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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I. o. M.

THE 1955 T.T. races have arrived almost unheralded. A greater part of the criticism and controversy that is part and parcel of this famous annual event was spent some weeks ago when the A.-C.U. made known its decisions for this year's series, and the supporting British manufacturers announced their attitude to racing in general; and that long awaited event, the 100 m.p.h. lap, has been so much talked and written about in the past two or three years that the frothy arguments of yesterday have simmered to the mild interest with which all inevitable happenings are regarded, however momentous they may be. Ten racing years have passed since Freddie Frith first lapped at ninety. The intervals between 60 and 70 m.p.h., 70 and 80, and 80 and 90, were, respectively, 2, 5 and 6 years.

On paper the Junior Trophy is certain to make its first visit to the Continent, and Gilera to achieve a well deserved Senior win after two unsuccessful ventures. On paper! There is, however, to be taken into account that amazing phenomena, Norton luck. Only twice since 1931 has the Senior Trophy left Bracebridge Street, despite a powerful assault from foreign and British competitors. Doubtless, this year there stands on Joe Craig's desk the waxen images of the "foreign menaces," each with a pin stuck in some vital part.

To all Bemsee riders, particularly our team nominations and our Clubman representative, we wish a safe ride and all success.

OULTON PARK

OUTSTANDING features of the Oulton Park Spring Meeting were the sparsity of spectators, the excellence of the racing and the invincibility of John Surtees, who won all the events in which he was entered.

This was "Bemsee's" first visit to Oulton since the course was lengthened to 2.76 miles. It was attended by an excellent entry, bright spring weather, but, as already mentioned, surprisingly few spectators. The "foreign menace" was represented by the Guzzis of Cecil Sandford and Maurice Cann; John Surtees's N.S.U.; Cann's 125 Mondial, and several 125 M.V.s.

An innovation was a 250 c.c. race confined to machines of British manufacture—including specials—and it was won easily by P. H. Tait on one of Doug Beasley's Velocettes. The 250 Championship race was a foreign affair, the victorious

"foreigners" being the N.S.U. of John Surtees, first, and Cecil Sandford's Guzzi, second. Third was P. H. Tait (Velocette). Despite Surtees comparatively easy win, about 200 yards—or because of it—it was Sandford who took the lap record, with a speed of 77.41 m.p.h.

Maurice Cann (Mondial) won the 8 lap tiddlers race with ease and created a new lap record of 66 m.p.h.

The 19-lap sidecar championship race petered out to a procession, the starters one-by-one dropping out, including Cyril Hale's Morgan which finished second in the 6-lap passenger machine race. Bill Boddice was the winner, driving his streamlined Norton/Watsonian outfit, and made a record lap of 72.13 m.p.h. The opposition included H. R. Warner 1000 c.c. Vincent outfit.

APPRECIATION

THE organization and running of large motor cycle race meetings, such as our own events recently held at Silverstone and Oulton Park, demand the greatest attention to detail, from the point of view of both the office administration and those who assist at the circuit on practice and race days, to put the predetermined plan into operation. Without the help given by so many volunteers on these occasions, it would be quite impossible to attain the streamlined organisation which "Bemsee" meetings usually enjoy, and this is of the utmost importance as it materially affects not only the enjoyment but also the safety of competitors and spectators alike.

Only on comparatively rare occasions do I have the opportunity to personally thank the main officials of the meeting, let alone the hundreds of members and others who act in various capacities, such as

marshals, lap-scorers, special marshals, etc. Nevertheless, I am always extremely conscious of and grateful for all your efforts which are so readily given at these times, and trust that the Club may continue to enjoy such assistance as you are able to render in the future.

Long lines of communication can never assist the pre-race organization of any meeting, and bearing in mind the various difficulties that had to be, and were, overcome prior to our successful Oulton Park meeting in May, I feel it is only right that special mention is given to our Area Representative for Cheshire, G. E. Tottey, who was responsible for gathering together volunteer members to act as marshals, and also Gordon Hopley and Cliff Wally who rendered invaluable assistance to me during the week preceding the meeting.

R. C. Walker.

OFFICIAL RESULTS

SPECIAL AWARDS:

The Daily Dispatch Trophy

J. Surtees—499 c.c. Norton. 81.10 m.p.h.

The "Hector Dugdale" Trophy

J. Surtees—499 c.c. Norton. 84.81 m.p.h.

The Lambretta Trophy

M. Cann—125 c.c. Mondial. 66 m.p.h.

The "M. C. Tomkinson" Trophy

W. Boddice—499 c.c. Norton/Watsonian. 72.13 m.p.h.

85 Kilometre B.M.C.R.C. Sidecar Championship Race Motor Cycles with Sidecar 490 to 1,000 c.c. and Cyclocars to 1,200 c.c.

				m. s.	m.p.h.
1.	W. Boddice	-	Norton/Watsonian	44 46.4	70.29
	Pass: W. Storr				
2.	C. H. R. Warner	-	Vincent/Watsonian	45 50.4	68.66
	Pass: N. A. Bedford				
3.	L. W. Taylor	-	Norton	46 15.6	68.04
	Pass: P. Glover				
4.	F. Hanks	-	Matchless	46 19.6	67.94
	Pass E. Dorman				

Fastest Lap—W. Boddice—2 min. 17.8 secs.—72.13 m.p.h.

85 Kilometre B.M.C.R.C. 350 Championship Race

				m. s.	m.p.h.
1.	J. Surtees	-	Norton	39 17	80.12
2.	C. C. Sandford	-	Guzzi	39 48.4	79.07
3.	W. Lomas	-	A.J.S.	40 12.6	73.27
4.	G. R. Dunlop	-	A.J.S.	40 15	73.19
5.	J. R. Clark	-	A.J.S.	40 15.2	73.19
6.	D. V. Chadwick	-	Norton	40 46.8	77.18
7.	F. G. Perris	-	A.J.S.	39 21.4	18 Laps only
8.	G. Monty	-	G.M.S.	39 21.6	..
9.	W. R. Oldfield	-	A.J.S.	39 37	..
10.	D. A. Wright	-	B.S.A.	40 09.6	..
11.	E. J. Washer	-	A.J.S.	40 22.4	..
12.	J. Bottomley	-	B.S.A.	40 24.8	..
13.	R. B. Renson	-	Norton	40 35.2	..
14.	G. Brooks	-	Norton	41 13.6	..
15.	R. Castle	-	B.S.A.	41 14	..
16.	J. B. Denton	-	B.S.A.	41 14.6	..
17.	F. Wallis	-	A.J.S.	41 15.8	..
18.	'J. Alexander'	-	A.J.S.	41 16.4	..

Fastest Lap—J. Surtees—2 min. 02.8 secs.—90.94 m.p.h.

85 Kilometre B.M.C.R.C. Senior Championship Race (351 c.c. to 1,000 c.c.)

				m. s.	m.p.h.
1.	J. Surtees	-	Norton	38 43.4	81.10
2.	R. McIntyre	-	Norton	37 07.4	80.45
3.	P. H. Carter	-	Norton	37 25.8	79.82
4.	J. R. Clark	-	Matchless	39 26.2	79.80
5.	E. B. Jones	-	Norton	40 01.8	78.62
6.	W. Lomas	-	Matchless	40 20.6	73.01
7.	G. E. Leigh	-	Norton	40 21	78.00
8.	J. Bottomley	-	Norton	40 47.4	77.16
9.	L. Carr	-	Norton	40 48	77.14
10.	E. Minihan	-	Norton	33 58.6	13 Laps only
11.	A. King	-	Norton	39 13.6	..

Fastest Lap—J. Surtees—1 min. 59secs.—83.53 m.p.h.

How

To be a Good Club Member

Do not come to the meetings.

If you do come, come late.

If the weather does not suit you, do not think of coming.

If you attend a meeting, find fault with the work of the officers and other members.

Never accept an office as it is easier to criticise than to do things.

Nevertheless, get sore if you are not appointed to an official position.

If asked by the Chairman to give your opinion regarding some important

matter, tell him you have nothing to say. After the meeting tell everyone how things should be done.

Do nothing more than is absolutely necessary, but when other members roll up their sleeves and willingly and unselfishly use their ability to help matters along, howl that the Club is being run by a clique.

Hold back your subs as long as possible or do not pay at all.

A. F. Mills.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

This is virtually our T.T. number, so if you are going to the Isle of Man in any capacity whatever—wear your "Bemsee" badge or blazer. You will be surprised at the number on view nowadays.

TO the racing members, a trouble-free T.T. ride and sunshine for everyone. Our I.o.M. representative is Dennis Glover who can be contacted on the 'phone, Douglas 1387 (Address c/o Cowley, "Ballacain," Onchan). Several other Committee Members will also be available and Dennis knows where we are. If you cannot get hold of him, ring me at Howstrake Hotel, Onchan, Douglas.

☆ ☆ ☆
SALUTE your new President! Here is a man who said to me at Silverstone "I'm no figurehead," and proceeded to go the rounds to meet as many members as possible. It was good to see Lady Guinness introducing the Marquis to lots of people. She also added how pleased she was when 'the boys' waved to her on the way to Silverstone. Lady Guinness has no intention of losing her connections with the B.M.C.R.C. and is looking forward to the next time. This is good news!

☆ ☆ ☆
THE A.-C.U. Steward asked me to put in a paragraph about ball-ended clutch and brake levers. This is a very good regulation and you are advised to comply with it as soon as possible and not wait until next season. Between ourselves, I should like to see it applied to all machines, including cycles, because sharp levers can cause such nasty gashes and scars.

☆ ☆ ☆
DID you see the 'Daily Sketch' dated the 23rd April? The centre of the paper, four pages, was given over to motor cycling and Len Smith really went to town. I mention this because we so seldom get a pat on the back from the big newspapers. Maybe the tide is turning in our favour at last, especially since an M.P. paid us a compliment by saying we think very quickly and expect others to do the same. As there are now well over a million motor cyclists in this country, we may assume we have a certain amount of value to the community. Most of us read newspapers and lots of us have a vote. It's a good start isn't it?

☆ ☆ ☆
DID you have a good look at the wonderful pictures of Silverstone in both

of the Technical Books? Especially the one of eight riders avoiding a fallen man. The Telephone Marshal called it 'Evasive Action' and later said it happened so quickly that it was all O.K. before he could get a brief sentence into the telephone. It is not generally realised that the Silverstone Telephone Points are manned by "Bill Mold and his Bowmen" from the Bow Garage. This little team do a good job in conjunction with the "Flag Bashers" from Mid-Bucks and have kept it up since Haddenham days. Some of them have been to every Silverstone meeting according to my Registers.

☆ ☆ ☆
MEMBERS who can come to the Crystal Palace on the 17th and 18th June and do a spot of marshalling should write to me immediately. Members only please, so quote your membership number to save me the trouble of worrying the Secretary. There is no time to lose because the T.T. is very close to the C.P. meeting this year. As so many people have asked where we rendezvous near the Palace after practice or racing, here it is: Queens Hotel, Church Road, S.E.19. Both kinds of refreshment are good but if you intend to take a party for food, the Manager would like you to 'phone him. LIVINGSTONE 4472. Similar remarks apply to accommodation.

☆ ☆ ☆
AFTER the last race at Oulton Park, Linda reported the loss of a couple of Grid Ballot Discs. If anyone finds either or both please post them back to Bob Walker or me. These discs are hand made and part of a brand new set which we made early this year. Thanks a lot!

☆ ☆ ☆
HEREWITH a special request! If you want to argue about singles, twins and fours, scribble your thoughts on paper and send them to the Editor or the Secretary. My post bag is quite large enough without having to look up technical data or call on some scientific body for more details. Just between ourselves, I'm hoping that Dr. Bayley will join in if only to prod a few people into the multi-cylinder mood. The one lung die-hards are also invited to join the fray in writing.

(continued on page 93)

First (16½ miles) Preliminary Race 350 c.c. Solos

			m.	s.	m.p.h.
1.	W. Lomas	- A.J.S.	13	03.4	76.12
2.	C. C. Sandford	- Moto-Guzzi	13	03.8	76.03
3.	R. McIntyre	- Norton	13	06.6	75.82
4.	D. V. Chadwick	- Norton	13	07	75.77
5.	G. Monty	- G.M.S.	13	18	74.73
6.	G. Leigh	- B.S.A.	13	50.8	71.78
7.	F. Wallis	- A.J.S.	13	51	71.75
8.	R. Castle	- B.S.A.	14	00	70.99
9.	D. A. Tutty	- Norton	14	01.6	70.86
10.	H. Plews	- A.J.S.	14	02	70.82
11.	R. B. Rensen	- Norton	14	02.6	70.77
12.	F. Burgess	- A.J.S.	14	05.6	70.52
13.	J. Alexander	- A.J.S.	14	06.6	70.44
14.	D. C. L. Dalziel	- Norton	14	19	69.42
15.	J. Peacock	- A.J.S.	14	19.4	69.39
16.	K. Burrell	- A.J.S.	14	49.6	67.03
17.	R. H. Lilley	- B.S.A.	14	52.8	66.79
18.	D. A. Danakin	- A.J.S.	14	54.8	66.64
19.	S. C. Hollis	- B.S.A.	15	20.4	64.79
20.	A. F. Martin	- A.J.S.	15	22.8	64.62

Fastest Lap—C. C. Sandford, W. Lomas, D. V. Chadwick—2 min. 07.8 secs—77.77 m.p.h.

Second (16½ miles) Preliminary Race 350 c.c. Solos

			m.	s.	m.p.h.
1.	J. Surtees	- Norton	12	58.2	77.17
2.	J. R. Clark	- A.J.S.	13	00.8	76.38
3.	G. R. Dunlop	- A.J.S.	13	01.6	76.30
4.	F. G. Perris	- A.J.S.	13	07.6	75.72
5.	E. J. Washer	- A.J.S.	13	10	75.48
6.	W. Oldfield	- A.J.S.	13	30.8	73.55
7.	D. Wright	- B.S.A.	13	32.8	73.37
8.	J. Bottomley	- B.S.A.	13	52.6	71.62
9.	J. B. Denton	- B.S.A.	14	12.2	69.98
10.	B. Duffy	- B.S.A.	14	12.4	69.95
11.	G. Brooks	- Norton	14	12.6	69.94
12.	G. Arnold	- B.S.A.	14	19	69.42
13.	A. L. Burton	- A.J.S.	14	29	68.78
14.	P. Brambleby	- A.J.S.	15	01.6	66.14
15.	P. Bolton	- Velocette	15	13.6	65.27

Fastest Lap—J. Surtees—2 min. 07.2 secs—78.15 m.p.h.

16½ Miles Motor Cycles with Sidecars 500 c.c. and Cyclecars up to 1,200 c.c.

			m.	s.	m.p.h.
1.	W. Boddice	- Norton/Watsonian	14	07.4	70.37
	Pass: W. Storr				
2.	C. Hale	- Morgan	14	18.6	69.45
	Pass: F. Hadley				
3.	F. Taylor	- Norton/Watsonian	14	19.2	69.40
	Pass: A. Johnson				
4.	E. Walker	- W. R. Norton	14	41.2	67.67
	Pass: D. Roberts				
5.	F. Hanks	- Matchless	14	51.4	66.90
	Pass: E. Dorman				
6.	A. R. Land	- Norton	14	51.6	66.88
	Pass: G. Willetts				

Fastest Lap—W. Boddice—2 min. 18.2 secs.—71.92 m.p.h.

16½ Miles 250 c.c. Solos (British Manufacture only)

			m.	s.	m.p.h.
1.	P. H. Tait	- Beasley Velocette	13	58	71.16
2.	G. Monty	- G.M.V.	14	13.2	69.89
3.	J. Eckart	- Excelsior	14	23	69.10
4.	E. W. Tinkler	- Velocette	15	04.8	65.91
5.	W. M. Webster	- Velocette	15	05.4	65.86
6.	A. A. Williams	- Beasley Velocette	15	24	64.54
7.	D. Bolton	- Velocette	15	25	64.47
8.	D. Whelan	- Beasley Velocette	15	45.2	63.09
9.	C. Ellerby	- A.J.S.	16	07.8	61.62
10.	P. H. Carter	- Norton	16	08.2	61.59

Fastest Lap—P. H. Tait—2 min. 17.6 secs.—72.23 m.p.h.

First (16½ miles) Preliminary Race for Solos 351 c.c. to 1,000 c.c.

			m.	s.	m.p.h.
1.	J. Surtees	- Norton	- 12	33	79.20
2.	J. R. Clark	- Matchless	- 13	03.8	76.03
3.	P. H. Tait	- Triumph	- 13	11.8	75.31
4.	J. B. Denton	- Norton	- 13	12	75.30
5.	F. Wallis	- Matchless	- 13	12.2	75.28
6.	B. L. Turner	- B.S.A.	- 13	13.8	75.12
7.	E. B. Jones	- Norton	- 13	27.4	73.86
8.	J. Bottomley	- Norton	- 13	29.6	73.66
9.	B. Duffy	- Norton	- 13	31	73.53
10.	B. Kershaw	- Norton	- 13	33	73.35
11.	E. Minihan	- Norton	- 13	34.4	73.22
12.	A. J. Thurgood	- Norton	- 13	34.6	73.20
13.	R. Bennett	- Norton	- 13	41.8	72.56
14.	G. Robarts	- Norton	- 13	49.4	71.90
15.	T. E. Fenwick	- T.J.S.	- 13	50.8	71.78
16.	J. J. Wood	- B.S.A.	- 13	51.2	71.74
17.	R. Preece	- Norton	- 14	01	70.91
18.	J. Walker	- S.L.S.	- 14	09.8	70.17
19.	G. A. Catlin	- Norton	- 14	32.4	69.36

Fastest Lap—J. Surtees—1 min. 57.2 secs.—84.81 m.p.h.

Second (16½ miles) Preliminary Race Solos 351 c.c. to 1,000 c.c.

			m.	s.	m.p.h.
1.	R. McIntyre	- Norton	- 12	43.2	79.07
2.	P. H. Carter	- Norton	- 12	36.2	78.86
3.	F. G. Perris	- Matchless	- 12	37	78.78
4.	W. Lomas	- Matchless	- 12	49.2	77.53
5.	G. E. Leigh	- Norton	- 12	59.2	76.53
6.	L. Carr	- Norton	- 13	00	76.45
7.	H. Plews	- Norton	- 13	01.2	76.34
8.	A. King	- Norton	- 13	21.8	74.37
9.	P. Palmer	- B.S.A.	- 13	22	74.35
10.	R. Jervis	- Norton	- 13	22.2	74.33
11.	N. J. Price	- Norton	- 13	23.4	74.23
12.	R. Harrison	- Norton	- 13	23.6	73.75
13.	B. Freestone	- Norton	- 13	48.8	71.95
14.	A. Wheeler	- Matchless	- 13	58.8	71.09
15.	H. W. Bowman	- B.S.A.	- 14	05.4	70.54
16.	M. Quincey	- Norton	- 14	14	69.83
17.	P. H. Stazicker	- Norton	- 14	27	68.78
18.	W. R. Smith	- Triumph	- 14	29.2	68.61
19.	J. J. Hawtin	- B.S.A.	- 14	54.2	66.69

Fastest Lap—P. H. Carter, R. McIntyre, F. G. Perris—2 min. 03.4 secs.—80.54 m.p.h.

22 Miles 125 c.c. Solos

			m.	s.	m.p.h.
1.	M. Cann	- Mondial	- 20	23	64.75
2.	W. M. Webster	- M.V. Agusta	- 21	51.6	60.63
3.	W. J. Maddrick	- M.V. Agusta	- 21	52	60.60
4.	R. W. Porter	- M.V. Agusta	- 21	52.8	60.57
5.	D. Davies	- E.M.C. Puch	- 20	52.6	7 Laps only
6.	R. J. G. Dickinson	- E.M.C. Puch	- 21	41.4	..
7.	A. J. Aykroyd	- Moto Toro	- 21	52	..
8.	K. C. Brett	- K.C.B.	- 22	49.6	..

Fastest Lap—M. Cann—2 min. 30.6 secs.—66.00 m.p.h.

44 Kilometre B.M.C.R.C. 250 c.c. Championship Race.

			m.	s.	m.p.h.
1.	J. Surtees	- N.S.U.	- 22	05.6	74.98
2.	C. C. Sandford	- Guzzi	- 22	10.2	74.72
3.	P. H. Tait	- Beasley Velocette	- 22	44	72.87
4.	P. H. Carter	- Norton	- 22	47	72.71
5.	M. Cann	- Moto Guzzi	- 23	12.6	71.37
6.	A. Wheeler	- Moto Guzzi	- 24	02.6	69.91
7.	E. W. Tinkler	- Velocette	- 24	03.8	68.84
8.	W. M. Webster	- Velocette	- 22	14.4	9 Laps only
9.	W. J. Maddrick	- Moto Guzzi	- 22	15.2	..
10.	A. A. Williams	- Beasley Velocette	- 22	33.2	..
11.	D. Whelan	- Beasley Velocette	- 23	18.6	..
12.	D. Bolton	- Velocette	- 23	22	..
13.	C. Ellerby	- A.J.S.	- 24	20.8	..

Fastest Lap—C. C. Sandford—2 min. 03.4 secs.—77.41 m.p.h.

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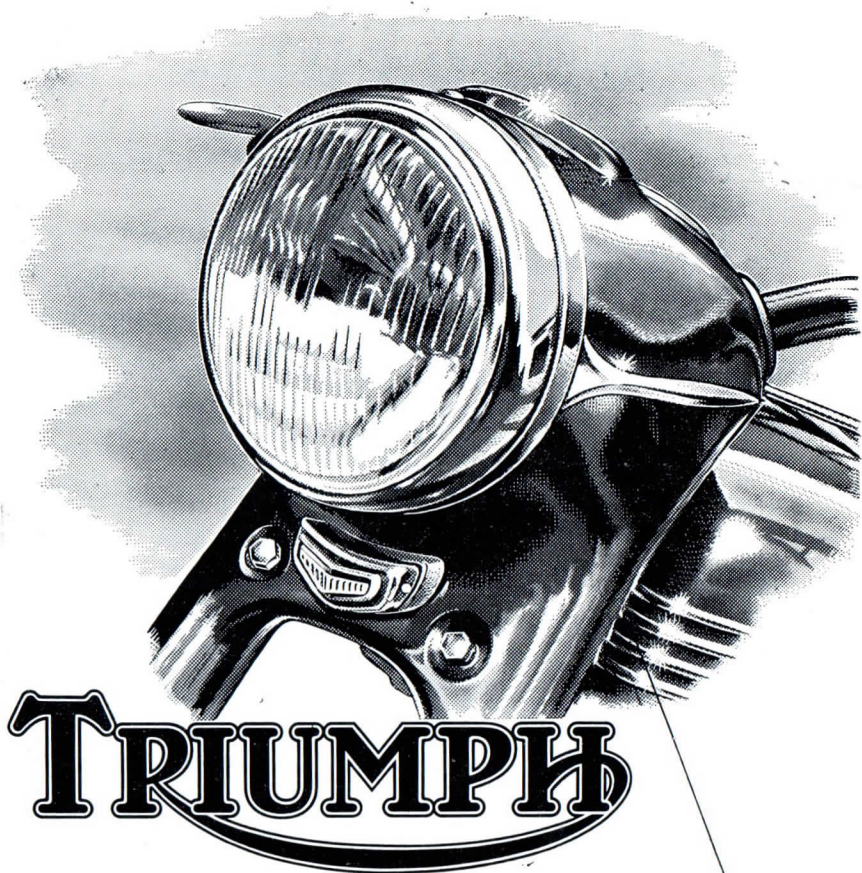
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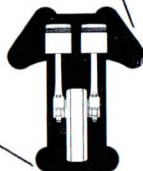
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'REV COUNTER' REPORTS

Erwin Tragatsch. All will be pleased to hear that Erwin, who will be best remembered for his many interesting articles appearing in these pages over the years, has now left Tel Aviv and has taken up an appointment with the Triumph Engineering Co. Ltd. At the present time he is staying in Coventry with some people who are related to Sir Frank Whittle. Shall we one day see a pure jet Triumph?

Number Plates. Elsewhere in this issue will be found details of the new A-C.U. regulation governing and standardizing the colours of racing number plates according to the cubic capacity of the machine. These rules will not cause "Bemsee" members any loss of sleep as they are virtually those which have been standardized by this Club during the past two years.

Silverstone. Far too many people were seen standing at certain corners on the inside of the circuit during our recent *Motor Cycling* Silverstone Saturday meeting. This is a dangerous practice, and it is probable that steps will now be taken to prevent this at future meetings on this circuit.

It gives me pleasure to report that the injured track marshal and also the driver of a machine in the Clubman's event, although not yet out of hospital, are progressing favourably, and all being well will shortly be discharged.

A word of warning to those drivers who may be a little careless as to the type of fuel they use: be sure that the "brew" is permitted by the regulations, or you may find yourself in some difficulty.

Marshal's Musings (continued)

NOW for a grouse to those bad lads who come to the Marshalling Area late. This is what is done at all Bemsee Meetings:—

1. Regulations (which you sign)
2. Paddock Loud Hailer
3. Paddock Marshals (personal touch)
4. Ten minute syren
5. Five minute syren.

If the Track Gate is closed, the chap to blame is the fellow you see in the mirror when you brush your hair. Not Bill Huxley or Ossie on the line.

☆ ☆ ☆
MEMBERS will be pleased to know that Jack Tindell is back in England. He used to do lap recording before going to the States, but got let in for the D.C.M. job on his return home. D.C.M. stands for Deputy Chief Marshal which so many people have tried once. Jack writes to say he thoroughly enjoys the job so take a good look at him at the Palace. Men of Kent and Kentish Men may see him at the Swan Hotel, Tunbridge Wells, at weekends. Yes, it's the same Tindell who used to be at the Swan at Thames Ditton. There's a coincidence for you and here's a chance to form a Kent Cell.

☆ ☆ ☆
AN old member of this Club, F. W. "Nobby" Clarke is in Ward 3, May

Day Hospital, Croydon. It looks like a long job and he would appreciate a card or a letter from any of the pre-war gang. "Nobby" will be remembered for some of his crazy sing-songs at Weybridge and in the I.O.M. plus the Scottish, oh, so long ago.

☆ ☆ ☆
OUR "Jenks" was navigator to Stirling Moss who won the Mille Miglia at 97.9 m.p.h. They won by half an hour which makes the combination of Moss-Jenkinson-Mercedes a very formidable proposition in this kind of road race. As I write these notes, the news has just come in that Geoff Duke has won the Rhine Cup at over 120 plus. Things are getting very fast, are they not?

☆ ☆ ☆
IN conclusion may I remind you that we are due at Silverstone on the 16th July. This is a one day meeting and probably the most enjoyable event which the Club holds. If you are not racing, why not offer to do a job of work? When writing, you can pop in two separate letters in the one envelope, i.e. Crystal Palace on the 17th/18th June and Silverstone on the 16th July. Same address—153, Reigate Avenue, Sutton, Surrey.

☆ ☆ ☆
SEE you in the Island.

COMMITTEE NEWS

Meetings held on 21st March and 12th April, 1955.

Present: N. B. Pope (Chairman), L. S. Cheeswright, G. C. Cobbold, H. L. Daniell, D. J. H. Glover, H. S. Hall, A. L. Huxley, W. G. J. Jarman, W. A. S. Knox-Gore, A. Squillario, A. H. Taylor, I. F. Telfer and R. C. Walker (Secretary).
Ex officio member: E. C. E. Baragwanath.
An apology for absence was received from Mr. K. Rickard.

Chairman and Vice Chairman.

Mr. Pope and Mr. Taylor were unanimously elected Chairman and Vice Chairman respectively of the newly appointed General Committee.

Overdue Subscriptions.

It was resolved that any member whose subscription was still outstanding at the end of April would have his name deleted from the register.

Representative for T.T.

It was agreed that Mr. Glover will again be responsible for nominating Club Teams in the International T.T. Races in the I.O.M. this year and would cross to the Island during the practice period to help any members who might be in need of assistance.

Free Issue Programmes.

It was decided that at all future meetings organized wholly by the Club, programmes will be issued free of charge to those persons acting as Marshals and Special Marshals, in addition to the main officials of the meeting.

Leslie Graham Memorial Fund.

It was resolved to adopt the proposal put forward by Prof. A. M. Low at the Annual General Meeting that the proceeds of this Fund be devoted to the erection of a commemorative plaque in the A.-C.U. Leslie Graham Shelter in the Isle of Man, and also provide such first aid equipment and furnishings as might be required. The Secretary was instructed to confer with the A.-C.U. on this matter forthwith.

I.O.M. Clubman's Entry.

Applications received from members who wished to be considered for nomination as the Club official entry were received. It was resolved that only one entry should be made, and this will be in the name of Mr. D. C. L. Dalziel in the 500 c.c. race. The entry fee would be paid by the Club in the usual way.

Racing on the Public Highway.

It was noted that a Private Member's Bill might shortly come before Parliament which would propose certain amendments to the Road Traffic Act, thus enabling sections of the Public Highway to be closed for motor and motor cycle racing. It was agreed that the Club would be interested in the passage of the Bill, and it was noted that our President had kindly consented to keep the Committee informed as to the general progress that was being made by other interested bodies.

Benevolent Fund.

Arising from the annual report of the Trustees of the Benevolent Fund, it was unanimously agreed that Mr. E. C. E. Baragwanath be appointed as an additional Trustee of the Benevolent Fund.

Silverstone and Oulton Park.

A final review was made of all arrangements that had been made for Motor Cycling's "Silverstone Saturday" and also the Oulton Spring Meeting. It was considered that all points had been covered satisfactorily, with the exception of the volunteers who would be required for security duties and patrol of the back areas surrounding the Silverstone and Oulton Circuits. Every effort was being made, however, to obtain the minimum number of persons for these duties.

Membership.

New Members were elected.

The Monthly Account.

The Monthly Account was presented and approved.

JULY 16th

**TROPHY DAY
SILVERSTONE**

AREA NEWS

CHESHIRE

G. E. Tottey,

2 Rocky Lane South, Heswall, Wirral.
'phone Heswall 300.

WE had our usual informal summer meeting on Wednesday May 11th, and lots of discussion on the Oulton Park meeting, especially on how to increase the number of spectators.

The usefulness of these meetings was quite apparent, if only for several arrangements made for pit attendants and other mutual help in the I.O.M.

Don't forget that those of us who are free on non-race days in the I.O.M. gather at the *Queens Hotel*, Douglas, at noon for the odd spot and a chat, as we have done each year since our "Cell" was formed. I was glad to read that Bill Jarman publicised it last month in *Marshal's Musings*, so it will have a wider effect than previously.

I can be contacted at all times by 'phone on Douglas 1739.

Had a long letter from Jack Steble from Hollywood, who is one of our very few American members. He sends his regards to all those members who met him and his wife Dolores in the I.O.M. and elsewhere. He reads our magazine with avidity and only wishes he could be over again this year for our T.T. Racing over there must be pretty tough. I quote one paragraph: "We have very few road races over here but we have a big one coming up at Catalina Island. They are trying to pattern it after the I.O.M., but the 10-mile course is mostly dirt. The racing is for trophies, no money." I should think one would have to be pretty keen to race

a couple of hundred miles on dirt for a pot.

So till the I.O.M., cheerio!

Next meeting is at the *Shrewsbury Arms*, on Wednesday, June 22nd at 7.30 p.m.

ESSEX

L. G. Morris

76 Grove Road, South Woodford,
London, E.18.

THIS is an appreciation, as well as area news, for the wonderful evening we had on March 19th, at the Metropolitan Police Sports Club, Chigwell, Essex, when we attended, by invitation, the dance and social of the Bow District Garage Motor Club. Bill Mold, whom most "Bemsee" members know as well as those of the Essex Cell, was most popular as the M.C. and he did his best to make everybody most happy and comfortable. We all think he succeeded. About twenty members of the Essex Cell were there, and we all had a good talk about the things most motor cyclists talk about, strangely enough, motor cycles!

These socials, which are held about four times a year, are not limited to members of the Essex Cell alone; the invitation is extended to any members of "Bemsee" who would like to attend, including the ladies, of course.

The Essex Cell can now start meeting regularly once more, on the first Tuesday of each month, at the *Wheatshaf*, Theydon Bois, near Abridge, Essex. The next meeting will be on Tuesday, May 3rd. Please do try and make an effort to attend, as the Publican and his wife are putting themselves out so that we may have the room to ourselves and be comfortable.

THE EDITOR'S CORRESPONDENCE

L.G. seems to have summarised all the points by which competitors' best interests can be served in the question of choice of racing fuels. We should be grateful for this piece of clear thinking and there is surely no need for yet another "group" or "committee" to make a finding on the obvious.

With regard to Gas Turbines, a resolution was made in December, 1950, that the Club would award a prize of £50 to the member who first produced a successful G.T. engined racing motorcycle.

This resolution was in consequence of an article in the *London Evening News*, together with the promptings of Professor Low. The Professor has been a supporter of the Gas Turbine for at least forty years; this may well be an understatement. Ross-on-Wye.

C. A. Lewis.

(There was also a stipulation that the machine would have to cover a lap of a specified course at, I believe, 60 m.p.h.—Ed.)

The Origin.

traced by

Bill Salmond

ONE Spring evening fortyeight years ago, the slowly sinking sun shone over the Irish Sea, across the drying sands and roadway skirting the little bay and, pausing briefly to admire itself in the polished metal of the several motorcycles propped against the wall, passed finally through the window of the Gentleman's Smoking Room of the most popular hostelry in Peel, to end up as gleaming twins in the keen eyes of the newly elected Temporary Secretary.

The Temporary Secretary screwed his eyes up against the orange glare and after retrieving his tankard, scraped his chair further along the side of the long table back into the shade. It was important that he should miss nothing in the expressions of his some dozen companions as well as the words they said, especially now that he had been 'elected' to carry the news back to the President. His glance flicked once again over the big fellow who was speaking, noting the fitness of riding breeches and leather coat on such a frame. With a tiny frown of concentration he lifted his eyes to the earnest face of the speaker and attended to his words.

"Now that we are agreed on the course, dates and suchlike, and as Jim has assured us that the new organisation will take care of all the necessary permits and things, it looks as if the only point left is more or less in the shape of a warning to anyone who intends to ride. We all found today that racing on ordinary roads needs concentration and care. One other thing we found is that if you make a bloomer, you waste more time than you can safely make up again unless you watch out." With this, the big fellow sat down to much applause,

for what he had said in the last ten minutes was a true summing up of all that had been accomplished that day, flavoured throughout with a note of optimism for the future prospects of the Great Races. The fact that he had clipped four minutes off the next best lap time during that afternoon, was of course, known by them all.

The Temporary Secretary quickly drained his tankard, started to knock on the table with its base, and rose to his feet. "Gentlemen," he finally said, looking round with a smile, "as several of us took our lighting equipment off this morning, and as we must not incur disfavour of the local authorities at this stage, I think we should start back to Douglas within the next fifteen minutes. I would like to thank you all for this day's good work and I assure you that I shall bring all the points, observations and recommendations to the notice of the President as soon as I get to London. Finally, as I believe we just have time for one more, this one is on me." The Temporary Secretary sat down amidst more enthusiastic applause and gathered up the several pages of his notes . . .

Two days later, the same sun fairly sparkled on the burnished harnesses and gleaming coachwork on the cabrank in Pall Mall, but could not quite reach round into the fine grey eyes of the President who stood looking out of his office window on the first floor. He turned at the knock on the door, and smiled at the Temporary Secretary who crossed the carpet and shook hands. "It is good of you to come round so promptly my dear fellow," the Great Man said eagerly, "you must have ridden like the very wind from Liverpool yes-

terday—not overdone it I hope?” The Temporary Secretary shook his head with a smile. He thought that the President was quite the most considerate man he knew, especially as he was patiently wishing to hear at once of the results of the Isle of Man venture. “I thoroughly enjoyed it Sir John, but let me tell you all about everything in the way of news of the trip.”

The sun had travelled far across the heavens before the two men sat back in their chairs with tiredly contented sighs. A mass of notes, maps and draft letters now intermingled on the large desk top. “All this,” the President murmured, with a graceful wave of his hand at the papers, “is the start of something that, I feel, will grow to make us feel very proud to have been in at the beginning.” The younger man looked rather thoughtful as he replied, “I quite agree Sir John, even though I may not be so closely connected with it all later on.” The President started with a look of concern, “My *dear* chap, how stupid of me, of course you were elected—everybody knows you are the only man for the job. I am afraid I was quite thoughtless in the face of all your good news.”

The Secretary, for as such was he known throughout the World from that day on, could not repress his delight at the President’s words, “Forgive me Sir John, but I must admit that I had started to wonder whether you had found someone else—I am delighted, of course, and would like to thank you again for proposing me.” The President reflected the other’s smile, “Quite unnecessary Jim, we want the best men for this thing.”

The Secretary forced his mind back to the papers on the desk and sat up in his chair. “My first job, I think, will have to be that of sending out our news to all the Press people, about the confirmation of the meeting and all the rest of it. Do you think we should add anything else?”

The President offered his cigarette

case to the new Secretary and was privately pleased at this young man who showed such enthusiasm and tact. “The news itself will be about all that will be given room in the newspapers,” he said, “but the technical people will want all we can give them.” His brow cleared, “We might even paraphrase that eminently sensible observation of the big fellow’s; something about Bloomers.” He added, with a chuckle.

“Oh, you mean that bit about ‘a bloomer wastes more time than you can make up again;’” quoted the Secretary, somewhat inaccurately, “Perhaps we had better word it rather more becomingly, don’t you think?”

The President had walked over to the bookshelves and was returning with a large dictionary. He sat down again and turned the pages. “To err is rather a more suitable word in this day and age,” he said, “and this word ‘Atrophy’ appears to be the most economical synonym for anything to do with wasteful or wasting, how do they sound?”

Thoughtfully blowing out a thin stream of smoke, the Secretary muttered half to himself, “Until we have proved ourselves, perhaps we motorcycle enthusiasts had better risk sounding pedantic to coarse. ‘Erring to atrophying’ sounds rather too stilted a paraphrase to me though, especially as a sort of slogan for the bloques who are going to enter, don’t you think?” The President laughed, “I quite agree. A slightly different wording might improve it; for instance, how does ‘To Err is Atrophy’ sound to you?” “That’s it,” replied the Secretary with enthusiasm, “sounds just like a genuine motto translated straight from the Latin, we must pass that on.”

The sun was once again sinking with a golden splash into the distant Irish Sea where roamed the thoughts of the Secretary as he crossed Pall Mall on his way home. He did not realise that he was talking aloud when he passed the two cabbies leaning against the horse trough.

(continued on page 106)

IN ENGLAND NOW

ERWIN TRAGATSCH



IT is for me very difficult to express on paper the happy feelings which I had when, one Friday morning, I arrived together with Geoff Davison and Allen Edwards (who in the early twenties rode with Geoff in the Levis factory T.T. team and who is now for 26 years with Veloce) and the good old 1924 Levis which houses an original 1920 hand-made Levis T.T. engine, from Birmingham in Silverstone. It was a wonderful day for me to be again among the racing fraternity here in this country and it was for me a great pleasure to meet here so many of my old friends and to contact a lot of new ones.

On top I would like to give Bob Walker, "Bemsee's" capable and always so friendly secretary, whom I had the opportunity to meet here for the first time and who was, together with his helpers, responsible for an excellent organized racing day. A day which I never will forget!

When I was in his office on the course I ran in to one of the men whom I for a long time wanted to meet, E. C. E. Baragwanath. It was a great pleasure for me to have with this fine sportsman a long chat about the good old Brough-Superiors, and many of our good friends of the past.

Many, many other well known faces I saw, including Cliff Lewis, with whom I had already much contact in the past and whom I was pleased to meet here at Silverstone; Graham Walker; Joe Craig, in happy mood around his "Boys" and machines, and the A.J.S. "opposition" headed by C. J. Williams. At the start I saw Harold Daniell, three times Senior T.T. winner and a Vice President of the Club, and O. de Lissa, whom I had in memory as the man who represented once Swiss "Mag" engines in England and also Brooklands Races.

I do not know the reason, but when I saw a well known man whom I haven't seen for some years I found always that they never become older here in England, and got the impression that road racing keeps one fit and young for ever!

As I said before, the organization of the race impressed me and I was also glad that the weather was friendly. Racing was at a high level. Many young riders showed great promise and John Surtees was

really on top of his form. It was a joy to watch him and to see his fine and safe cornering. The Nortons he rode, as well as the other factory entered Nortons have been showing first class preparation, but also many machines ridden by private entrants proved the great capacities of their tuners and owners.

I have the greatest admiration for all the men who are trying to produce—often with insufficient technical and financial possibilities—own racing machines especially for the smaller classes and some of them have run very nicely, although they couldn't much do against machines produced in well known factories. That was visible especially in the 125 c.c. class, where the production single knocker M.V.-Agustas had their own race in the front.

With the exception of one big Vincent, the Clubman's races have been dominated by B.S.A. and Triumph machines, which proved the speed and reliability of British made production models. I was pleased to see "Bemsee's" entrant in the 500 c.c. Clubman's race, B. L. Turner so far in front and also the fine riding of most of the other Clubmen.

During practice I was for a long time looking after Michael McGeagh, who should have ridden a K.C.B., designed by K. C. Brett, in the 125 c.c. race . . . but no Michael was visible. Eventually I ran into Ron Porter, Michael's friend who told me that unlucky Mike had trouble with his engine a week before and couldn't come to Silverstone. I would have also liked to meet Bill Salmond the famous photographer from Douglas. I saw him with his red-white cap on a nearly new, big Velocette but, unfortunately, I couldn't meet him and I was also sorry that I hadn't a chat with busy W. G. "Bill" Jarman, who was—as you know—the Chief Marshal of the meeting. I do hope only . . . the next time!

Before I finish, I want here to express my sincere thanks to all the nice "Bemsee" people and to all old and new friends which made my stay at Silverstone such a great pleasure. And I want also to say, that I am very, very glad to be again amongst you, in this wonderful country, in England!

SILVERSTONE SATURDAY

APRIL 23rd, 1955

OFFICIAL RESULTS

SPECIAL AWARDS:

The Glover Trophy

F. A. Rutherford—499 Norton.

'Motor Cycling' Cup

A. R. Person—998 Vincent.

The Bob Winter Trophy

W. Boddice—499 Norton/Watsonian—82.78 m.p.h.

The Colin Whorwood Trophy

J. L. Payne—500 Triumph Special—85.48 m.p.h.

The Vintage Challenge Trophy

J. T. Terry—1922 Martinsyde.

Anonymous Award

F. A. Rutherford—349 A.J.S. and 499 Norton.

'Motor Cycling's' Award

British Motor Cycle Racing Club—B. L. Turner—499 B.S.A.

15 miles. 250 c.c. Solos

			m	s.	m.p.h.
1.	J. Surtees	- 247 N.S.U.	- 10	29.6	83.49
2.	A. Wheeler	- 247 Moto Guzzi	- 10	42.4	81.83
3.	C. C. Sandford	- 248 Moto Guzzi	- 10	42.6	81.80
4.	M. Cann	- 248 Moto Guzzi	- 11	00.2	79.62
5.	G. Monty	- 248 G.M.V.	- 11	11	78.34
6.	R. Gaunt	- 248 Moto Guzzi	- 11	26.4	76.58
7.	E. Tinkler	- 243 Velocette	- 11	37.4	75.16
8.	D. H. Edlin	- 247 Melem Special	- 11	40.2	75.07
9.	F. L. Fuller	- 250 Rudge	- 11	40.4	75.05
10.	G. Ewer	- 248 Rudge	- 11	52.2	73.81
11.	B. Rood	- 243 Velocette	- 11	52.6	73.76
12.	I. F. Telfer	- 248 Norton	- 11	56.6	73.35
13.	J. Baughn	- 248 Velocette	- 11	57.4	73.07
14.	T. Fenwick	- 249 Moto Guzzi	- 12	05.8	72.42
15.	W. M. Webster	- 248 Velocette	- 12	06.4	72.36
16.	R. McIntyre	- 247 Velocette	- 12	08.4	72.16
17.	J. Patrick	- 247 Velocette	- 12	10.8	71.94
18.	A. H. Arthurton	- 248 Pike Rudge	- 12	15.2	71.50
19.	T. A. Ward	- 249 Rudge	- 12	17.8	71.24
20.	W. J. Maddrick	- 248 Moto Guzzi	- 12	34	69.71
21.	J. Vincent	- 248 C.V.S.	- 12	38	69.35
22.	C. Ellerby	- 249 A.J.S.	- 12	58.6	57.51

Fastest Lap—No. 3. J. Surtees, N.S.U.—2 min. 03.2 secs.—85.34 m.p.h.

30 miles. Clubmans 350 c.c. Solos

1.	K. W. James	- 343 B.S.A.	- 23	40.4	74.02
2.	A. W. Broderick	- 343 B.S.A.	- 23	41	73.98
3.	P. B. James	- 343 B.S.A.	- 23	45.2	73.76
4.	R. Ebbutt	- 343 B.S.A.	- 23	54	73.32
5.	J. F. Righton	- 348 B.S.A.	- 24	15.8	72.22
6.	S. Orson	- 348 B.S.A.	- 24	25.4	71.75
7.	D. J. Smart	- 348 B.S.A.	- 24	28.2	71.60
8.	R. A. Avery	- 343 B.S.A.	- 24	29.4	71.55
9.	H. G. Briggs	- 343 B.S.A.	- 24	33.2	71.36
10.	P. B. Miller	- 343 B.S.A.	- 24	34	71.32
11.	J. Spavins	- 343 B.S.A.	- 24	34.2	71.31
12.	N. J. Davenport	- 348 B.S.A.	- 2+	39.4	71.06
13.	N. Lay	- 348 B.S.A.	- 24	52.6	70.43
14.	D. L. Hogan	- 343 B.S.A.	- 24	55.6	70.27
15.	V. A. Godden	- 348 B.S.A.	- 2+	59.6	70.10
16.	E. Unwin	- 348 B.S.A.	- 25	02.2	69.98
17.	R. Blackwell	- 348 B.S.A.	- 25	06	69.81
18.	K. F. Butcher	- 348 B.S.A.	- 25	07.6	69.64
19.	R. J. Hyde	- 348 B.S.A.	- 25	09.8	69.62
20.	M. R. Oram	- 348 B.S.A.	- 25	12.6	69.50
21.	E. Peacock	- 348 B.S.A.	- 25	13.2	69.47
22.	A. C. Keeble	- 348 B.S.A.	- 25	14	69.44
23.	G. Lattimar	- 343 B.S.A.	- 25	21.6	69.07
24.	C. A. Paterson	- 348 A.J.S.	- 25	22	69.07
25.	K. J. Murphy	- 348 B.S.A.	- 25	47.4	67.94
26.	K. W. Balcombe	- 348 Norton	- 25	49.6	67.84
27.	H. R. Hutchinson	- 343 B.S.A.	- 25	52.6	67.71
28.	J. Womack	- 343 B.S.A.	- 25	55.2	67.60

Fastest Lap—No. 52. J. Righton—2 min. 17.6 secs.—76.41 m.p.h.

30 miles 250 c.c. Solos

			m.	s.	m.p.h.			
1.	G. B. Tanner	-	348	Norton	-	20	31.2	85.39
2.	F. G. Perris	-	348	A.J.S.	-	20	31.8	85.35
3.	M. P. O'Rourke	-	348	A.J.S.	-	20	45	84.44
4.	G. Montv	-	348	G.M.S.	-	20	51.2	84.03
5.	F. A. Rutherford	-	348	A.J.S.	-	21	22.2	81.99
6.	D. G. A. Clarke	-	348	Norton	-	21	22.4	81.98
7.	A. H. Jenkins	-	343	B.S.A.	-	21	24.6	81.86
8.	M. E. Busher	-	348	Norton	-	21	32.2	81.36
9.	G. A. Matthews	-	343	Velocette	-	21	55	79.95
10.	W. R. Fletcher	-	343	Velocette	-	21	55.8	79.90
11.	B. P. Setchell	-	343	Norton-B.S.A.	-	22	05.4	79.32
12.	T. Phillipson	-	348	A.J.S.	-	22	07.6	79.19
13.	R. Castle	-	343	B.S.A.	-	22	20.8	78.41
14.	T. G. J. Peacock	-	348	A.J.S.	-	22	21	78.40
15.	H. R. Collier	-	348	A.J.S.	-	22	21.4	78.37
16.	G. F. Thomson	-	348	A.J.S.	-	22	43.8	77.09

Fastest Lap—No. 16. G. B. Tanner—1 min. 59 secs.—88.34 m.p.h.

15 miles. Sidecars (500 c.c.) and Cyclecars

1.	W. Boddice	-	499	Norton/Watsonian	-	10	53.6	79.82
	Pass: W. Storr							
2.	P. V. Harris	-	498	Matchless/				
	Pass: L. R. Campbell			Watsonian		11	06.6	78.86
3.	J. Beeton	-	499	Norton	-	11	17.2	77.60
	Pass C. Billingham							
4.	C. Hale	-	976	Morgan	-	11	41.6	74.92
	Pass: F. Hadley							
5.	E. Walker	-	499	Norton	-	11	45.2	74.54
	Pass: D. G. Roberts							
6.	A. Ellis	-	499	Norton/Watsonian	-	11	54.4	74.52
	Pass: S. Lucas							
7.	J. W. Beevers	-	499	Norton	-	11	55	73.52
	Pass: B. Morris							
8.	A. Young	-	499	Norton	-	12	08.8	72.12
	Pass: A. C. Partridge							
9.	A. H. Skein	-	499	Norton/Watsonian	-	12	09.8	72.03
	Pass: F. Westaway							
10.	E. Oliver	-	499	Norton/Watsonian	-	12	19.2	71.11
	Pass:							
11.	E. T. Young	-	498	ETY/Triumph	-	12	17	65.95
	Pass: C. D. Young							
12.	R. G. Douglass	-	499	Norton/Watsonian	-	13	18.4	65.84
	Pass V. H. Hope							
13.	H. T. Sawyers	-	499	Norton	-	13	25.6	65.25
	Pass: E. Musselwhite							
14.	C. Millard	-	499	Norton	-	13	26.6	65.17
	Pass: G. Loft							

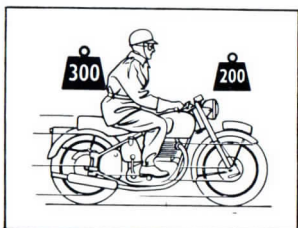
Fastest Lap—No. 51. W. Boddice—2 min. 03 secs.—52.14 m.p.h.

30 miles. Solos (351-1,000 c.c.)

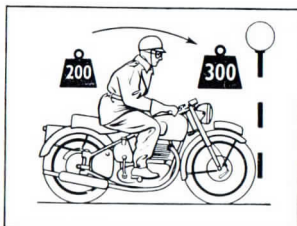
1.	P. H. Carter	-	499	Norton	-	20	02.4	87.44
2.	F. G. Peris	-	493	Matchless	-	20	08.8	86.97
3.	M. P. O'Rourke	-	499	Norton	-	20	20.6	86.13
4.	H. Plews	-	499	Norton	-	20	22.2	86.02
5.	R. Anderson	-	493	Matchless	-	20	22.6	85.97
6.	R. H. King	-	499	Norton	-	20	43	84.53
7.	R. Jervis	-	499	Norton	-	20	43.2	84.56
8.	F. A. Rutherford	-	499	Norton	-	20	43.6	84.54
9.	D. G. A. Clarke	-	499	Norton	-	20	43	84.24
10.	E. H. Willis	-	499	Norton	-	20	49.2	84.16
11.	E. McG. Haldane	-	490	Norton	-	21	06.4	83.02
12.	A. J. Thurgood	-	499	Norton	-	21	07.2	82.96
13.	T. A. Owens	-	498	Triumph	-	21	18	82.26
14.	M. W. Salus	-	499	B.S.A.	-	21	19.8	82.15
15.	R. Madsen-Mygdal	-	498	J.V. Special	-	21	20.2	82.12
16.	A. Evans	-	499	Norton	-	21	21.4	82.04
17.	R. Dowty	-	498	Norton	-	21	36.4	81.09
18.	T. E. Fenwick	-	498	T.J.S.	-	21	42	80.74
19.	K. H. Tostevin	-	498	Matchless	-	21	42.8	80.70
20.	K. G. Buckmaster	-	498	Triumph	-	22	00.2	79.63
21.	W. R. Smith	-	498	Triumph	-	22	04.8	79.35

Fastest Lap—No. 20. P. H. Carter—1 min. 57.6 secs.—89.40 m.p.h.

Because your front and rear tyres have different jobs to do...



Consider just one aspect of front/rear tyre differences—the transference of weight. On an average solo of 500 lb. all-up, this may be distributed 300 rear, 200 front when cruising.



But even moderate braking can reverse this distribution, unloading the rear tyre, over-loading the front tyre. It may happen 50 times in an hour! AVON paired tyre design takes this into account.

Weight transference and other factors, including traction and steering, add up to big differences between front and rear tyre requirements. These differences call for different tyres. Scientifically established and proved in racing, paired tyres bring a tremendous all round improvement for the everyday rider. On solo machines of all types, AVON paired tyres will give you far better performance, much longer tyre life, and—above all—a greater degree of control, braking and safety than ever before experienced.

...you need the **safety** of

AVON paired tyres



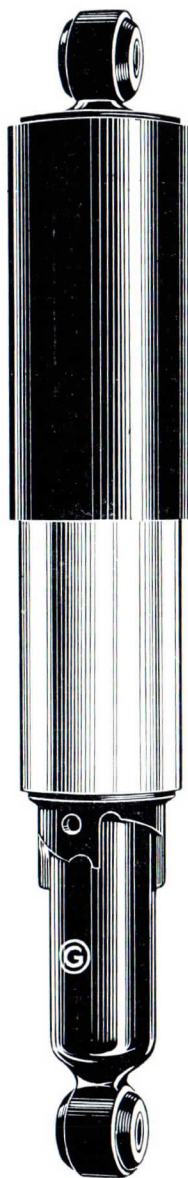
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High grip, high mileage . . . everything a front tyre should have . . . perfect steering, positive braking, long, even wear free from 'centre-peak.'

S.M. (Safety Mileage) REAR

Its rounded contour gives constant grip and full power transmission at all cornering angles: its extra deep, thick tread ensures extra long life.

Made to increase the Safety Factor in solo motor cycling



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RIDE
WITH

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BIRMINGHAM 11

Way Out Ahead 

15 miles. Vintage

			m.	s.	m.p.h.			
1.	A. J. Wiffen	-	499	Rudge 1930	-	11	43.4	74.73
2.	A. R. Greaves	-	348	Velocette 1930	-	11	44	74.67
3.	J. P. Griffith	-	499	Rudge 1928	-	12	02.8	72.72
4.	F. D. Booth	-	497	Ariel 1930	-	12	33.4	67.77
5.	D. Fisher	-	350	Velocette 1930	-	12	33.8	69.73
6.	D. J. Hunt	-	490	Norton 1926	-	12	34.8	69.64
7.	J. T. Terry	-	749	Martinsyde 1922	-	12	35	69.62
8.	B. Fowler	-	496	Sunbeam 1930	-	12	46.6	68.57
9.	B. J. Shivers	-	343	Velocette 1928	-	12	56.2	67.72
10.	J. H. Diver	-	490	Norton 1925	-	12	57.6	67.60
11.	R. E. Dickerson	-	588	Norton 1928	-	13	11	66.45
12.	F. R. Cramp	-	493	A.J.S. 1927	-	13	12.6	66.32
13.	G. de Orfe	-	499	Rudge 1930	-	13	12.8	66.30
14.	J. H. Walsh	-	490	Norton 1928	-	13	19.4	65.75
15.	J. A. Clarke	-	498	Scott 1930	-	13	20.2	65.69
16.	F. Booth	-	499	Ariel 1930	-	13	38.6	64.21
17.	A. E. McKay	-	350	Rex-Acme 1926	-	13	51.4	63.22
18.	J. D. McKay	-	498	Scott 1925	-	13	51.6	63.20
19.	S. A. Johnson	-	490	Norton 1922	-	14	11.2	61.75
20.	E. F. Farrelly	-	350	Rudge 1930	-	14	19.4	61.16
21.	R. J. Lamm	-	498	A.J.S. 1929	-	14	32	60.29
22.	C. J. Lawrence	-	349	A.J.S. 1928	-	14	41	59.66
23.	E. P. Evans	-	493	Sunbeam 1928	-	15	06.2	58.00

Fastest Lap—No. 43. E. P. Evans } 2 mins. 16 secs.—77.31 m.p.h.
49. A. R. Greaves }

Sealed Handicap: 1st No. 11. J. H. Diver—490 Norton 1925.
2nd No. 48. A. R. Greaves—348 Velocette 1930.
3rd No. 45. R. E. Dickerson—588 Norton 1928.

30 miles. 125 c.c. Solos

1.	D. H. Edlin	-	124	M.V. Agusta	-	24	31.4	71.45
2.	W. M. Webster	-	124	M.V. Agusta	-	26	27.8	66.21
3.	R. W. Porter	-	124	M.V. Agusta	-	27	03.4	64.76
4.	G. E. Todd	-	123	G.T.S.	-	27	06.2	64.65
5.	J. W. Dakin	-	125	L.E.F.	-	27	09.8	64.50
6.	A. Jefferies	-	125	J.M.C.	-	24	34.2	9 Laps only
7.	E. F. Cope	-	124	M.V. Agusta	-	24	41.8	"
8.	J. H. Cooper	-	124	Triumph	-	24	57.6	"
9.	A. E. Rose	-	123	B.S.A.	-	25	09.6	"
10.	R. J. Ramden	-	123	B.S.A.	-	25	50	"
11.	T. Folwell	-	123	B.S.A.	-	26	12.2	"
12.	R. Sinclair	-	122	Special	-	26	46.8	"
13.	D. Davis	-	125	E.M.C.-Puch	-	26	52	"
14.	A. J. Alexander	-	125	B.S.A.	-	27	01.2	"

Fastest Lap—No. 18. J. Baughn, 123 M.V. Agusta—2 min. 21.8 secs.—74.14 m.p.h.

30 miles. 250 c.c. Solos

1.	J. Surtees	-	247	N.S.U.	-	20	35	85.13
2.	C. C. Sandford	-	248	Moto Guzzi	-	21	06	83.04
3.	A. Wheeler	-	247	Moto Guzzi	-	21	21	82.07
4.	G. Monty	-	248	G.M.V.	-	22	00. 2	9.63
5.	P. H. Tait	-	250	Beasley Special	-	22	11.8	78.94
6.	D. V. Chadwick	-	248	Nor-Velo	-	22	22.4	78.31
7.	T. E. Fenwick	-	249	Moto Guzzi	-	20	49.4	9 Laps only
8.	E. Tinkler	-	249	Moto Guzzi	-	20	49.8	"
9.	D. H. Edlin	-	247	Melem Special	-	20	56	"
10.	J. Patrick	-	248	Velocette	-	21	02.8	"
12.	I. F. Telfer	-	248	Norton	-	21	04	"
13.	F. L. Fuller	-	250	Rudge	-	21	05.4	"
14.	S. R. Hawkins	-	248	Velocette	-	21	05.6	"
15.	G. Ewer	-	248	Rudge	-	21	39	"
16.	W. M. Webster	-	248	Velocette	-	21	54.2	"
17.	A. H. Arthurton	-	248	Pike-Rudge	-	22	26.2	"
18.	H. E. S. Cooper	-	249	New Imperial	-	22	52	"
19.	C. Ellerby	-	249	A.J.S.	-	22	58.2	"

Fastest Lap—No. 3. J. Surtees—2 mins. 01 secs.—86.88 m.p.h.

50 mile B.M.C.R.C. Championship Race Solo Racing Motorcycles 251 c.c. to 350 c.c.

1.	J. Surtees	-	348 Norton	-	33	53.2	87.90
2.	C. C. Sandford	-	348 Moto Guzzi	-	34	07.2	87.22
3.	J. Brett	-	348 Norton	-	34	13	87.05
4.	J. R. Clark	-	343 A.J.S.	-	34	18	86.84
5.	G. R. Dunlop	-	343 A.J.S.	-	34	35	86.13
6.	W. Lomas	-	343 A.J.S.	-	34	36	86.09
7.	M. P. O'Rourke	-	343 A.J.S.	-	34	40.2	85.92
8.	F. G. Perris	-	343 A.J.S.	-	34	55.4	85.29
9.	G. B. Tanner	-	348 Norton	-	35	00	85.11
10.	F. M. Fox	-	348 Norton	-	35	11.6	84.64
11.	D. V. Chadwick	-	348 Norton	-	35	24	84.14
12.	E. B. Jones	-	348 Norton	-	33	55.4	16 Laps only
13.	H. A. Pearce	-	348 A.J.S.	-	33	56.8	"
14.	N. Price	-	348 Velocette	-	34	11	"
15.	F. A. Rutherford	-	349 A.J.S.	-	34	22	"
16.	C. F. Salt	-	348 B.S.A.	-	34	22.2	"
17.	G. A. Murphy	-	348 A.J.S.	-	35	09.4	"
18.	R. A. Rowbottom	-	A.J.S.	-	35	12.4	"
19.	T. Phillipson	-	341 A.J.S.	-	35	20.8	"
20.	J. Hartle	-	343 Norton	-	35	28	"

Fastest Lap—No. 32. J. Surtees—1 min. 57.6 secs.—89.40 m.p.h.

Sealed Handicap: 1st No. 16. G. B. Tanner—Gain 25 secs.

2nd No. 53. G. R. Dunlop—Loss 1 sec.

3rd No. 7. M. P. O'Rourke—Loss 6.22 secs.

45 miles Sidecars and Cyclecars

1.	E. S. Oliver	-	479 Norton/Watsonian	-	33	17.4	78.95
	Pass:						
2.	J. Beeton	-	499 Norton	-	33	27	78.57
	Pass: C. Billingham						
3.	E. Walker	-	479 W.R. Norton	-	35	13.2	74.63
	Pass D. G. Roberts						
4.	J. W. Beevers	-	499 Norton	-	35	13.8	74.61
	Pass: B. Morris						
5.	L. W. Taylor	-	499 Norton	-	35	15.8	74.53
	Pass: P. Glover						
6.	A. E. Young	-	499 Norton	-	33	27.6	14 Laps only
	Pass A. C. Partridge						
7.	E. T. Young	-	493 55/ETY/Triumph	-	34	14	"
	Pass: C. D. Young						
8.	A. H. Skein	-	479 Norton/Watsonian	-	32	02	13 Laps only
	Pass: F. H. Westaway						
9.	B. G. Gross	-	479 Norton/Watsonian	-	34	57	"
	Pass P. S. Dowse						
10.	R. G. Douglass	-	479 Norton/Watsonian	-	35	10.3	"
	Pass: V. H. Hopse						

Fastest Lap—No. 51. W. Boddice, 499 Norton/Watsonian—Passenger W. Storr—2 mins. 07 secs.—32.78 m.p.h.

30 miles Clubmen 500 c.c. and 1,000 c.c.

500 c.c. Race

1.	B. L. Turner	-	500 B.S.A.	-	22	17.8	78.53
2.	W. E. Dow	-	499 B.S.A.	-	22	22.2	78.33
3.	D. Merriden	-	500 Triumph	-	23	10.4	75.61
4.	B. Cox	-	499 B.S.A.	-	23	20.6	75.06
5.	B. E. Hazelwood	-	490 Norton	-	23	21.6	75.01
6.	T. H. Saunderson	-	493 Matchless	-	23	33	74.40
7.	A. Jackson	-	498 Triumph	-	23	36.4	74.22
8.	J. P. Griffith	-	478 Triumph	-	23	49.4	73.55
9.	C. Huxley	-	478 B.S.A.	-	23	50	73.52
10.	C. T. Smith	-	500 B.S.A.	-	24	03.2	72.59
11.	K. J. Bell	-	458 B.S.A.	-	24	22.4	71.69
12.	R. F. Keen	-	479 B.S.A.	-	24	33	"
13.	P. K. Cruse	-	499 B.S.A.	-	24	37	"

Fastest Lap—No. 9. W. E. Dow—2 min. 07.8 secs.—82.26 m.p.h.

1,000 c.c. Race

1.	A. R. Person	-	998 Vincent	-	22	16.6	78.65
2.	H. C. Smith	-	649 Triumph	-	23	19.2	75.14
3.	A. F. Taylor	-	649 Triumph	-	23	20.8	75.05
4.	G. R. Rosstiter	-	994 Vincent H.R.D.	-	23	51.6	73.43

Fastest Lap—No. 44. A. R. Person—2 min. 10.6 secs. 60.50 m.p.h.

50 mile B.M.C.R.C. Championship Race Solo Racing Motorcycles from 351 to 500 c.c.

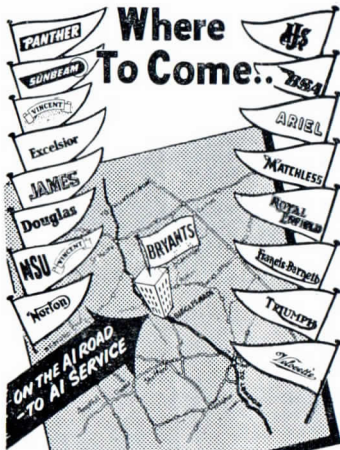
1.	G. E. Duke	-	498 Gilera	-	32 22	92.03
2.	J. Surtees	-	499 Norton	-	32 51.6	90.65
3.	R. McIntyre	-	499 Norton	-	33 18.8	87.42
4.	J. Brett	-	499 Norton	-	33 19.2	89.40
5.	R. D. Keeler	-	499 Norton	-	33 19.4	89.39
6.	J. R. Clark	-	498 Matchless	-	33 28.4	88.99
7.	F. G. Perris	-	498 Matchless	-	33 28.6	88.97
8.	W. Lomas	-	498 Matchless	-	33 47.4	88.15
9.	E. M. Grant	-	499 Norton	-	33 47.6	88.14
10.	J. Hartle	-	499 Norton	-	34 04	87.44
11.	P. H. Carter	-	499 Norton	-	34 06	87.35
12.	M. P. O'Rourke	-	499 Norton	-	34 09	87.22
13.	H. Plews	-	499 Norton	-	34 15.6	86.94
14.	C. Julian	-	499 Norton	-	32 19	16 Laps only
15.	F. M. Fox	-	499 Norton	-	32 32.4	"
16.	R. Anderson	-	498 Matchless	-	32 40.4	"
17.	F. A. Rutherford	-	499 Norton	-	33 00.2	"
18.	B. H. King	-	499 Norton	-	33 00.4	"
19.	E. McG. Haldane	-	490 Norton	-	33 07	"
20.	I. I. Lloyd	-	499 Norton	-	33 11.2	"
21.	L. Carr	-	499 Norton	-	33 14.2	"
22.	G. A. Murphy	-	498 Matchless	-	31 15.4	"
23.	C. F. Salt	-	499 B.S.A.	-	33 18.6	"
24.	N. J. Price	-	499 Norton	-	33 21.4	"
25.	P. E. S. Webb	-	499 J.A.B.S.	-	33 56	"
26.	B. Kirshaw	-	499 Norton	-	34 01	"

Fastest Lap—No. 58. G. E. Duke—1 min. 51 secs.—94.82 m.p.h.

Sealed Handicap: 1st No. 54. H. Plews—Gain 1 min. 26.4 secs.

2nd No. 14. F. G. Perris—Gain 31.4 secs.

3rd No. 58. G. E. Duke—Loss 21 secs.



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NEWS ITEMS

A.-C.U. NEWS

International Road Race Meeting.

THRUXTON, August 1st, 1955. In view of the expressed support of the above meeting by the Manufacturers' Union the Competitions Committee has, after re-consideration, withdrawn the embargo previously placed on British drivers for the period in question.

Standardisation of Racing Number Plates.

THE Competitions Committee has decided to institute standardised colours for racing number plates for use on machines at all road races. This will take effect from *August 1st, 1955*, after which date the colours to be adopted will be as follow:—

Solo Motor cycles—351 to 1000 c.c.—*yellow* plate, *black* numbers; 251 to 350 c.c.—*blue* plate, *white* numbers; 175 to 250 c.c.—*green* plate, *white* numbers.

Solo Motor cycles up to 125 c.c. and Sidecars and Cyclecars—*black* plate, *white* numbers.

For *Clubman's Events* the colours will be:—351 to 1000 c.c.—*white* plate, *black* numbers; 251 to 350 c.c.—*red* plate, *white* numbers.

For all classes in *vintage events* the colours to be used will be *black* plate with *yellow* numbers.

It is also recommended that in the meantime promoters of road races to be held prior to August 1st should include this requirement in the Supplementary Regulations for these events.

LESLIE GRAHAM MEMORIAL FUND

FURTHER donations have come from:

R. H. Lock H. P. Deschamps
The account stands at £164.

NEW MEMBERS

THE following New Members have been elected:

P. W. Adey	C. F. Wise
G. A. Catlin	P. Brailsford
R. Grey	J. G. Debbage
J. C. Morgan	A. R. Lang
R. J. Webster	J. W. Pennington
A. G. Alexander	L. Brown
F. W. Cox	J. B. Denton
A. Johnson	D. J. Lewis
J. J. Palmer	H. C. Roberts

BENEVOLENT FUND

DONATIONS have been received from the following members:

J. F. Righton	Dr. Gowland
G. A. Butler	Hopkins
F. Butler	D. G. Fletcher

MUTUAL AID

Maurice Brierley, after spectating at 'Silverstone Saturday' has decided that he cannot possibly quit racing, and having found some difficulty with his 'new leg' on solos, he intends to try his hand with a sidecar outfit. Can anyone, therefore, assist him in acquiring a 500 c.c. short-stroke, late type Manx Norton and Watsonian chair? If so, please contact Maurice at Hoppers Hall, Datchworth Green, Knebworth, Herts.

D. C. Rowlands is also looking for a 'chair' suitable for hooking to a G45 Matchless. His address is: 20 Homer Rd., Much Wenlock, Salop.

For Sale—1947 348 c.c. Manx Norton in full road racing trim, good condition with spares. Any reasonable offer considered. See below—

Wanted—Ford 10 h.p. Van in fair condition.
A. Young, 10 Purley Knoll, Purley, Surrey.

The Origin (continued)

"To make a mistake is wasteful, 'To Err is Atrophy'", he muttered.

"Wot did 'e sye, Matey?" asked one of the cabbies of his companion. "Sum-

fink abaht 'Touris Trophy' Mate," answered the other. They shrugged. The sun set.

B.M.C.R.C. CHAMPIONSHIPS

Placings after Motor Cycling's "Silverstone Saturday," April 23rd, 1955 and Oulton Spring Meeting, May 7th, 1955.

Points awarded are:

National—7 for a Win, 6 for a Second, 5 for a Third, 4 for a Fourth, 3 for a Fifth, 2 for a Sixth and 1 for a Seventh, Eighth, Ninth or Tenth.

International—10 for a Win, 9 for a Second, 8 for a Third, 7 for a Fourth, 6 for a Fifth, 5 for a Sixth, 4 for a Seventh, 3 for an Eighth, 2 for a Ninth and 1 for a Tenth.

Events to account during this season are: Motor Cycling's "Silverstone Saturday"—April 23rd, Oulton Spring Meeting—May 7th, Crystal Palace—June 18th, and Hutchinson 100—October 1st.

500 c.c.	350 c.c.	250 c.c.	Sidecar
13 Points J. Surtees	14 Points J. Surtees	14 Points J. Surtees	8 Points L. W. Taylor
11 Points R. McIntyre	12 Points C. C. Sandford	12 Points C. C. Sandford	7 Points W. Boddice E. S. Oliver
7 Points G. E. Duke	7 Points J. R. Clark G. R. Dunlop	8 Points P. H. Tait	6 Points C. H. R. Warner
6 Points J. R. Clark	2 Points F. G. Perriss	7 Points A. Wheeler	5 Points E. Walker
5 Points P. H. Carter	1 Point F. M. Fox G. Monty M. P. O'Rourke G. B. Tanner D. A. Wright	4 Points P. H. Carter G. Monty	4 Points F. Hanks
3 Points E. B. Jones R. D. Keeler		3 Points M. Cann	2 Points A. Young
1 Point J. Bottomley L. Carr J. Hartle G. E. Leigh E. Minihan F. G. Perriss		2 Points E. W. Tinkler	1 Point R. G. Douglas B. G. Gross A. H. Skein
		1 Point D. H. Edlin T. E. Fenwick W. J. Maddrick W. M. Webster A. A. Williams	

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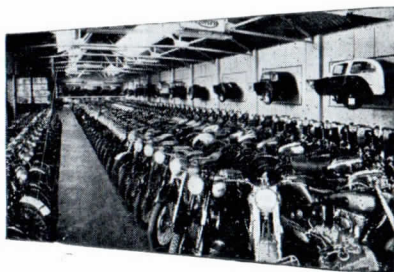
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BRITISH MOTOR CYCLE RACING CLUB, LTD.

Application for Associate Membership to the **ROYAL AUTOMOBILE CLUB**

To the Secretary,

B.M.C.R.C. Ltd., 34 Paradise Road, Richmond, Surrey.

I hereby make application for enrolment as an Associate Member of the Royal Automobile Club, and I undertake to abide by such Rules and Regulations governing Associate Membership as may be issued from time to time.

I agree to accept the R.A.C. Associate Badge and Telephone Key on the following conditions:

- (a) The badge and key are issued on loan and remain the property of the R.A.C. and must be returned without refund immediately the holder ceases to be an Associate Member of the R.A.C.;
- (b) The R.A.C. reserves the right to require the return of the badge and/or key at any time;
- (c) The Associate Member to whom the badge and key is issued undertakes not to part with it to any other person.

In pursuit of my application above, I enclose herewith my additional annual subscription to the Club (the amount of which is detailed hereunder) and also the joining fee to the R.A.C.

	£	s.	d.
<i>Subscription (Car)</i>	£1	11	6
<i>Subscription (M/Cycle)</i>	£1	5	0
<i>R.A.C. Joining Fee (Car)</i>		10	0
<i>R.A.C. Joining Fee (M/Cycle)</i>		5	0
<i>R.A.C. Guide and Handbook</i>		5	0
<i>Total Remittance</i>	£		

All Cheques and Postal Orders should be made payable to British Motor Cycle Racing Club Limited.

Surname

Full Christian Names

Address

Profession or Occupation

Nationality

Particulars of Vehicle (Make, H.P. or C.C., Regn. No., Type of Body)
.....

Is the Vehicle used solely for your own private purposes?
(If not, please state for what purpose used)

State here fitting required for badge

Signature

Date



1955 Trials Successes!

SCOTTISH 6-DAYS TRIAL

1st J. V. Smith
(B.S.A.)

3rd G. L. Jackson
(A.J.S.)

MANUFACTURERS TEAM PRIZE

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ST. DAVID'S TRIAL

1st SOLO - G. L. Jackson - (A.J.S.)

1st SIDECAR A. J. Humphries - (NORTON)

VICTORY TRIAL

1st SOLO - J. V. Smith - - (B.S.A.)

1st SIDECAR A. J. Humphries - (NORTON)

GOTSWOLD CUP

1st SIDECAR A. J. Humphries - (NORTON)

KICKHAM TRIAL

1st SOLO - J. V. Smith - - (B.S.A.)

1st SIDECAR A. J. Humphries - (NORTON)

BEMROSE TROPHY

1st SOLO - G. L. Jackson - (A.J.S.)

1st SIDECAR F. Darrieulat - (B.S.A.)

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1st SOLO - G. L. Jackson - (A.J.S.)

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