



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 11 November, 1955 ONE SHILLING



BILL BODDICE and BILL STORR — "Bemsee" S'decar Champions for 1955.

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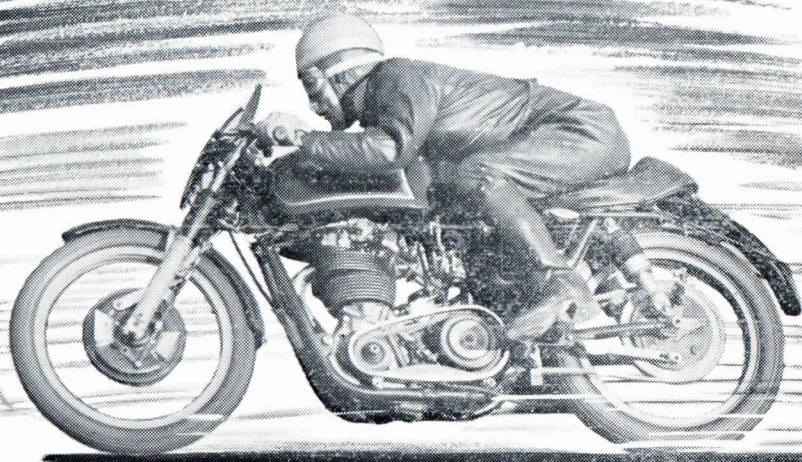
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**RIDE A.J.S and ENSURE SUCCESS**

# Bemsee

Vol. 8. No. 11 November, 1955

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L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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## Good ol' Bill

*CONGRATULATIONS to Bill Boddice who this year has won the "Bemsee" Sidecar Championship, the Minnie Grenfell Trophy and the Watsonian Trophy, due reward for a season of consistent riding.*

# THE HUTCHINSON 100

MISS I. M. BARNES & A. R. SINGER

THE programme must have known something, for it depicted, in an advertisement, a rider of a Norton leading Geoffrey Duke on his Gilera, and as far as the finale of the day's racing was concerned, that was the result. After having valve trouble with his N.S.U., when leading by something like a mile on his seventeenth lap of the 250 c.c. Championship, and winning the 350 c.c. by a similar margin, John Surtees won the 500 c.c. Hundred Kilometre race.

To give an idea of what was to come, the opening race, for two-fifties, began with Surtees leading, and after finishing the first lap nine seconds in front of Lottes on the D.K.W., he gradually increased his lead until, after lapping a newcomer to British circuits, Tinkler's Adler, he settled down to a steady 2 min. 5 sec lap time, to win at an average speed of 83.36 m.p.h. Meanwhile, Lottes had dropped back to seventh, whilst Sandford, Wheeler, Cann (Guzzis) and Geoff Monty (G.M.V.) fought for second place.

Event Two was the first heat of the three-fifty Championship. Clark (A.J.S.), after leading into Copse, was passed by Hartle, and then by Carter, Keeler and Storr, all on Nortons. The Plumstead rider regained second place at the end of the third lap, with Carter third and Keeler fourth, but Storr had other ideas, for he ripped past all three into second place, the race finishing with less than five seconds covering the first six men. Battle had certainly commenced!

The second heat was a cake-walk for Surtees, who led from start to finish, Sandford (Guzzi) and McIntyre (Norton) sparred for second place, and Australian Bob Brown on a works A.J.S. finished a well-deserved fifth behind Brett.

The first heat of the 500 c.c. event was won comfortably by Duke. Then, in the second heat, Surtees and Co. gave a repeat performance of the three-fifty race.

The first chair race gave another opportunity for one of the "down-under" representatives to prove the fact that they don't come to England just for the sea journey, as World Champion Faust found

to his discomfort, for after losing his fellow countryman Schneider at the end of the first lap, spent the rest of the nine laps watching Bob Mitchell dicing with Jackie Beeton on their Nortons for fourth place, with the "local" finally succeeding. Meanwhile Smith had led Harris from the flag, to win a well-judged race and set up a new lap record.

John Hogan also broke a lap record, in the 125 c.c. 10 lap event, but he did it to keep behind Edlin (M.V.), who led from start to finish. It was a very fine effort, with Hogan's M.V. never farther back than two lengths.

After lapping people from the fifth lap onwards, Surtees gave a meticulous display in the 250 c.c. Championship event, until the N.S.U. gave trouble. There were only three riders more for him to have lapped the entire field. This terribly bad lump of gremlinism, however, gave Arthur Wheeler the chance of victory, but only a few inches in front of Sandford at the finishing line. Then, after taking off his helmet, he popped smartly into the paddock to gather (a) a congratulatory kiss from his wife, and (b) his youngest son, returned to the bus to collect the laurel wreath, and gave the crowd the benefit of hearing Wheeler Junior speaking a very affirmative reply, over the mike, to the question "Are you going to be a racer?"

In the three-fifty final, Surtees swept round Woodcote at the completion of the first lap with a lead of thirty yards over the rest of the forty-six starters. Second place was held by Bob Brown and third place by John Clark. By the end of lap five, the *melée* had sorted itself out a bit, for the order to read, behind Surtees, Keeler, McIntyre, Hartle, Clark, Brown and Brett, but with no daylight between any of them. Lap nine saw Surtees approaching to lap a pack of twelve riders who had settled down to a race apart. McIntyre was now safely in second place, and Keeler and Hartle were hotly disputing third. By three-quarter distance, with the first nine positions reasonably spaced, Surtees was on the fourteenth man's tail. The race ended with Surtees' average speed breaking the existing lap record.

*(continued on page 196)*

## RESULTS

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*The Mellano (Hutchinson) Trophy:*

C. Smith—Norton/Watsonian Sidecar—Improvement 2.39 m.p.h.

*The A.M.C. Challenge Trophy:*

J. Surtees (500 Norton)

*The Avon Trophy:*

J. Surtees (350 Norton)

*The Dunlop Trophy:*

A. Wheeler (250 Moto-Guzzi)

*The George Reynolds Memorial Trophy:*

G. E. Duke (500 Gilera)	}	96.28 m.p.h.
J. Surtees (500 Norton)		

*The Dennis Lashmar Challenge Trophy:*

C. Smith (Norton/Watsonian) 87.91 m.p.h.

*The Carburol Cup:*

G. Monty (250 G.M.V.)

*The Rickard Trophy:*

P. V. Harris (500 Norton Sidecar)

*The Comerford Cup:*

W. Maddrick (250 Moto-Guzzi and 125 M.V. Agusta)

*The Watsonian Annual Trophy:*

W. Boddice (Norton Watsonian Sidecar)

### 30 miles, Solos 175 to 250 c.c.

						m.s.	m.p.h.
1.	J. Surtees	-	-	N.S.U.	-	21.01 1/5	83.36
2.	C. C. Sandford	-	-	Guzzi	-	21.04 4/5	83.12
3.	G. Monty	-	-	G.M.V.	-	21.06 2/5	83.02
4.	A. Wheeler	-	-	Guzzi	-	21.12 2/5	82.63
5.	M. Cann	-	-	Guzzi	-	21.20 4/5	81.77
6.	P. H. Carter	-	-	Norton	-	21.41 1/5	80.80

*Order of other finishers:* K. Lottes (D.K.W.); R. Gaunt (Guzzi); T. Thorp (Special); J. Hogan (British Anzani); J. Baughn (E.M.C.-Puch); H. Kirby (Veloce te); D. Edlin (Melem Special); J. Eckart (Excelsior); A. A. Williams (Norton); L. R. King (J.E.L.).

*Fastest lap:* J. Surtees—2 min, 02 4/5 secs, 85.62 m.p.h.

**HEAT 1. 15 miles Preliminary, Solos 251 to 350 c.c.**

						m.s.	m.p.h.
1.	J. Hartle	-	-	Norton	-	10.02 4/5	87.21
2.	J. A. Storr	-	-	Norton	-	10.05 3/5	86.80
3.	R. D. Keeler	-	-	Norton	-	10.05 4/5	86.79
4.	J. R. Clark	-	-	A.J.S.	-	10.06	86.77
5.	G. B. Tanner	-	-	Norton	-	10.07 1/5	86.57
6.	P. H. Carter	-	-	Norton	-	10.07 2/5	86.55

*Order of other finishers:* M. P. O'Rourke (A.J.S.); T. Shepherd (A.J.S.); G. Monty (G.M.S.); F. A. Rutherford (A.J.S.); V. T. Williams (A.J.S.); J. Ahearn (B.S.A.); I. I. Lloyd (Norton); F. Wallis (B.S.A.); K. Lottes (D.K.W.); F. Launchbury (A.J.S.); K. W. James (B.S.A.); F. P. Heath (A.J.S.); D. Jarman (A.J.S.); C. M. Luck (Velocette); A. W. Tucker (A.J.S.); H. R. Collier (A.J.S.); E. W. Hunt (Velocette); G. Matthews (Velocette); F. A. Morris (B.S.A.).

*Fastest lap:* J. Storr  
G. B. Tanner } 1 min. 57 3/5 secs. 89.40 m.p.h.

**HEAT 2. 15 miles Preliminary, Solos 251 to 350 c.c.**

						m.s.	m.p.h.
1.	J. Surtees	-	-	Norton	-	9.53 2/5	88.59
2.	R. McIntyre	-	-	Norton	-	9.58 4/5	87.79
3.	C. C. Sandford	-	-	Moto-Guzzi	-	10.01 1/5	87.44
4.	J. Brett	-	-	Norton	-	10.08 3/5	86.38
5.	R. N. Brown	-	-	A.J.S.	-	10.17 1/5	85.17
6.	F. M. Fox	-	-	Norton	-	10.23 2/5	85.35

*Order of other finishers:* R. E. Jerrard (A.J.S.); A. King (A.J.S.); D. Clarke (Norton); T. Thorpe (A.J.S.); A. Wheeler (A.J.S.); B. P. Setchell (A.J.S.); E. J. Washer (A.J.S.); H. A. Pearce (A.J.S.); G. A. Catlin (Norton); G. N. Begg (A.J.S.); R. G. Cook (A.J.S.); K. E. Tully (A.J.S.); R. Fay (B.S.A.); E. McG. Haldane (B.S.A.); C. Ellerby (A.J.S.); E. A. Lavington (Velocette).

*Fastest lap:* R. McIntyre—1 min. 56 3/5 secs. 90.16 m.p.h.

**HEAT 1. 15 miles Preliminary, Solos 351 to 500 c.c.**

						m.s.	m.p.h.
1.	G. E. Duke	-	-	Gilera	-	9.34	91.58
2.	J. A. Storr	-	-	Norton	-	9.50	89.10
3.	A. J. Trow	-	-	Norton	-	9.52 3/5	88.73
4.	J. Hartle	-	-	Norton	-	9.58	87.91
5.	T. Shepherd	-	-	Matchless	-	9.58 3/5	87.82
6.	G. B. Tanner	-	-	Norton	-	9.58 4/5	87.79

*Order of other finishers:* R. D. Keeler (Norton); F. A. Rutherford (Norton); I. I. Lloyd (Norton); E. Pantlin (Norton); M. O'Rourke (Matchless); B. L. Turner (B.S.A.); P. E. S. Webb (J.A.B.S.); K. H. Tostevin (Matchless); J. L. Payne (Norton); G. A. Catlin (Norton); F. Wallis (B.S.A.); F. P. Heath (Norton); J. J. Ahearn (B.S.A.); A. W. Tucker (Norton); B. Cuffy (Norton); J. Alexander (Matchless); J. Walker (S.C.S.); R. Watson (Norton).

*Fastest lap:* G. E. Duke—1 min. 52 2/5 secs. 93.54 m.p.h.

**HEAT 2. 15 miles Preliminary, Solos 351 to 500 c.c.**

						m.s.	m.p.h.
1.	J. Surtees	-	-	Norton	-	9.30 2/5	92.16
2.	R. McIntyre	-	-	Norton	-	9.36 2/5	91.20
3.	J. Brett	-	-	Norton	-	9.41 2/5	90.42
4.	R. N. Brown	-	-	Matchless	-	9.56 2/5	88.14
5.	A. King	-	-	Norton	-	9.56 3/5	88.11
6.	F. M. Fox	-	-	Norton	-	9.58 3/5	87.82

*Order of other finishers:* D. G. A. Clarke (Norton); R. Anderson (Matchless); R. H. King (Norton); E. Minihan (Norton); R. Madsen-Mygdal (Norton); L. R. King (Norton); R. Harrison (Norton); E. McG. Haldane (Norton); H. A. Pearce (Matchless); B. E. Kcys (Norton); K. E. Tully (Norton); R. Fay (B.S.A.); R. A. Rowbottom (Norton); W. H. Wilshire (Norton); J. MacGregor (Triumph).

*Fastest lap:* J. Surtees—1 min. 52 secs. 93.87 m.p.h.



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### 30 miles Sidecars 490 c.c. to 500 c.c. and Three wheeled Cyclecars up to 1,200 c.c.

				m.s.	m.p.h.
1.	C. Smith	-	Norton/Watsonian	20.27 3/5	85.64
	Pass: S. Dibben	-	-	-	-
2.	P. V. Harris	-	Norton	20.41	84.72
	Pass: R. Campbell	-	-	-	-
3.	W. Boddice	-	Norton/Watsonian	20.53 4/5	83.85
	Pass W. Storr	-	-	-	-
4.	J. Beeton	-	Norton/Watsonian	21.03 2/5	83.23
	Pass: C. Billingham	-	-	-	-
5.	R. Mitchell	-	Norton	21.03 3/5	83.20
	Pass: M. George	-	-	-	-
6.	W. Faust	-	B.M.W.	21.47 3/5	80.40
	Pass: K. Remmert	-	-	-	-

*Order of other finishers:* L. W. Taylor, Pass: P. Glover (Norton/Watsonian); F. Taylor, Pass: A. Johnson (Norton/Watsonian); J. Drion, Pass: Miss I. Stoll (Norton/Watsonian); A. H. Skein, Pass: F. Westaway (Norton/Watsonian); J. W. Beavers, Pass: W. J. Mundy (Norton/Watsonian); P. Overall, Pass: D. Overall (Norton).

*Fastest lap:* C. Smith—2 min. 87.61 m.p.h.

### 30 miles Solos 100 to 125 c.c.

				m.s.	m.p.h.
1.	D. H. Edlin	-	M.V. Agusta	23.12 2/5	75.51
2.	J. A. Hogan	-	M.V. Agusta	23.12 3/5	75.50
3.	J. Baughn	-	M.V. Agusta	23.39 3/5	74.06
4.	E. Pantlin	-	L.E.F.	23.54 4/5	73.28
5.	W. M. Webster	-	M.V. Agusta	24.41 3/5	70.96
6.	W. Madrick	-	M.V. Agusta	25.00 1/5	70.08

*Order of other finishers:* R. W. Porter (M.V. Agusta); A. G. Hansen (E.M.C. Puch); F. L. Fuller (E.M.C. Puch); J. W. Dakin (E.M.C. Puch); G. E. Todd (G.T.S.); H. L. Fruin (E.M.C. Puch); B. J. Morle (E.M.C. Puch); T. P. Folwell (Hogan B.S.A.); A. Jefferies (B.S.A.); W. B. Martin (S.M.S.); L. Broomfield (Kelston).

*Fastest lap:* J. A. Hogan—2 min. 17 1/5 secs. 76.63 m.p.h.

### 100 Kilometres 250 c.c. B.M.C.R.C. CHAMPIONSHIP.

				m.s.	m.p.h.
1.	A. Wheeler	-	Moto-Guzzi	41.29 4/5	84.45
2.	C. C. Sandford	-	Moto-Guzzi	41.30	84.44
3.	G. Monty	-	G.M.V.	42.03 3/5	83.22
4.	M. Cann	-	Moto-Guzzi	42.07 4/5	83.18

*Order of other finishers:* T. Thorp (250 Special); J. Baughn (E.M.C. Puch); J. Eckart (Excelsior); A. A. Williams (Norton); L. R. King (J.E.L.); D. Whelan (Beaseley Velocette); D. H. Edlin (Melem Special); J. F. Patrick (Velocette); H. Kirby (Velocette); J. B. Hyde (Rudge); B. E. Keys (Norton); G. A. Coulter (Rudge); F. L. Fuller (Rudge).

*Fastest lap:* J. Surtees—1 min. 58 secs. 89.10 m.p.h.

### 100 Kilometres 350 c.c. B.M.C.R.C. CHAMPIONSHIP.

				m.s.	m.p.h.
1.	J. Surtees	-	Norton	38.42 2/5	90.54
2.	R. McIntyre	-	Norton	39.05	89.67
3.	C. C. Sandford	-	Moto-Guzzi	39.12 1/5	89.39
4.	J. Hartle	-	Norton	39.12 4/5	89.37
5.	J. Brett	-	Norton	39.22 3/5	89.00
6.	R. N. Brown	-	A.J.S.	39.23 2/5	88.97

*Order of other finishers:* J. C. Clark (A.J.S.); G. B. Tanner (Norton); P. H. Carter (Norton); M. O'Rourke (A.J.S.); F. M. Fox (Norton); R. E. Jerrard (A.J.S.); A. King (A.J.S.); T. Shepherd (A.J.S.); V. T. Williams (A.J.S.); I. I. Lloyd (Norton); T. Thorp (A.J.S.); H. A. Pearce (A.J.S.); G. A. Catlin (Norton); E. J. Washer (A.J.S.); A. Wheeler (A.J.S.); B. P. Setchell (A.J.S.); F. Wallis (B.S.A.); K. E. Tully (A.J.S.); R. G. Cook (A.J.S.); F. W. J. Launchbury (A.J.S.); F. P. Heath (A.J.S.); C. M. Luck (Velocette); D. Jarman (A.J.S.); A. W. James (B.S.A.).

*Fastest lap:* J. Surtees—1 min. 54 3/5 secs. 91.7 m.p.h.

## 60 Kilometres SIDECAR B.M.C.R.C. CHAMPIONSHIP.

				m.s.	m.p.h.
1.	C. Smith	-	Norton/Watsonian	24.26	86.06
	Pass: S. Dibben				
2.	P. V. Harris	-	Norton	24.40	85.24
	Pass: R. Campbell				
3.	W. Boddice	-	Norton/Watsonian	25.09 4/5	83.56
	Pass: W. Storr				
4.	W. Faust	-	B.M.W.	25.35 2/5	82.16
	Pass: R. Remmert				
5.	L. W. Taylor	-	Norton/Watsonian	25.57 1/5	80.97
	Pass: P. Glover				
6.	F. Taylor	-	Norton/Watsonian	26.00 2/5	80.81
	Pass: A. Johnson				

*Order of other finishers:* C. H. R. Warner, Pass D. Austin (Vincent); C. Hale, Pass: F. Hadley (Morgan); J. Drion, Pass: Miss I. Stoll (Norton/Watsonian); J. W. Beavers, Pass W. J. Mundy (Norton/Watsonian); J. Difazio, Pass: B. Sherwood (B.S.A.); A. Young, Pass: G. J. Willetts (Norton); J. S. Swindells, Pass: B. Bliss (Norton).

*Fastest lap:* C. Smith—1 min. 59 3/5 secs. 87.91 m.p.h.

## 100 Kilometres 500 c.c. B.M.C.R.C. CHAMPIONSHIP.

				m.s.	m.p.h.
1.	J. Surtees	-	Norton	36.53 3/5	94.78
2.	G. E. Duke	-	Gilera	37.05 2/5	94.49
3.	J. Hartle	-	Norton	37.70	93.86
4.	J. Brett	-	Norton	37.73 4/5	93.71
5.	R. McIntyre	-	Norton	37.24 2/5	93.68
6.	G. B. Tanner	-	Norton	38.50	90.43

*Order of other finishers:* A. J. Trow (Norton); J. A. Storr (Norton); E. Pantlin (Norton); F. A. Rutherford (Norton); I. I. Lloyd (Norton); R. N. Brown (Matchless); A. King (Norton); M. P. O'Rourke (Matchless); F. M. Fox (Norton); B. L. Turner (B.S.A.); B. Duffy (Norton); R. Harrison (Norton); E. McG. Haldane (Norton); K. E. Tully (Norton); H. A. Pearce (Matchless); F. Wallis (B.S.A.); A. W. Tucker (Norton); D. G. A. Clarke (Norton); R. Fay (B.S.A.); L. R. King (Norton); J. L. Payne (Norton); P. E. S. Webb (J.A.B.S.); R. A. Rowbottom (Norton); 'J. Alexander' (Matchless); J. Walker (S.C.S.).

*Fastest lap:* G. E. Duke }  
J. Surtees } 1 min. 49 secs. 96.28 m.p.h.

(continued from page 190)

Pip Harris obviously intended making Cyril Smith work hard in the Sidecar Championship, for he was leading 20 yards at the end of the first lap. Mitchell passed both Beeton and Boddice, but Bill spent the next four laps harrying Mitchell until the Australian retired on lap eight. Schneider again retired, but Faust, who had been fifteenth on lap one, carried on to a well-deserved fourth, preceded only by Smith, Harris and Boddice.

And so to the finale, Duke v. Surtees. Surtees is into Copse first, machines three and four abreast sweep round the curves. Into Woodcote sweeps Surtees, followed by McIntyre, Brett, Duke and Hartle. Next lap, Surtees is leading McIntyre by 25 yards, with Duke fourth and Hartle fifth.

Trow follows, and then Keeler and Brown. Duke passes McIntyre and Brett on lap four. On lap six, Brett and McIntyre change places, while Surtees draws slightly away from Duke. Now Surtees is approaching the tail-enders, and Duke gets within seventy yards of him. On lap eleven, Hartle passes both Brett and McIntyre, Bob Brown moves up into eighth place and Keeler drops out. At three-quarters distance, Surtees is cornering as superbly as ever, and Duke is definitely giving ground, if only feet each lap. On the next lap, Surtees laps Lloyd, the eleventh man, and so to the end. Duke appreciates the fact that he can't pull back 150 yards, begins to take things relatively easy, and John Surtees sweeps into sight, a worthy winner.

# "HUTCHINSON 100"

## BITS & PIECES

Erwin Tragatsch

OUR Vice-President E. C. E. Baragwanath was dead correct when he said to me that this year's "Hutchinson 100" is one of the best races England ever saw. Everything was perfect. After so many years of rain, even the sun was shining, and everything was set for a grand race day, and I must say that I seldom saw such exciting racing in a perfectly organised big event as here at Silverstone on October 1st.

When I left Coventry on the morning of race day on quite an unusual machine—a Triumph Speed Twin which had some modifications including a Grand Prix Triumph cylinder head and a very sporting Steib sidecar—it was cold. Later it was perfect weather, not only for the many thousands of spectators, but also for all the gallant men who competed in this memorable race meeting.

I write "memorable" because it was after quite a long time that a British machine could beat the so far unbeatable Continental challenge in the main event, and while I am myself a man from the Continent, I have nothing but the greatest admiration for John Surtees and his wonderful factory entered Norton, which was prepared by Joe Craig, Nortons' experienced and well known technical director. Congratulations to all concerned. But we shall never forget the man and machine who lost in this fair battle, Geoff Duke and his red Gilera four. A bad start, difficulties when overhauling slower competitors and not too healthy engine had surely some influence on his performance; but he lost in a fair way as a great rider against the man who rode the race of his life.

England has a great number of fine riders, and if some of them could get even better machines, British riders would again be in the forefront everywhere as it was 20 and 30 years ago. A bit more interest on the manufacturers' side would boost not only the chances of many capable men in the saddle, but also the international reputation of British machines, and as a result of that, sales!

My special admiration goes here to Geoff Monty, who put up a wonderful show on his home-made 250 c.c. G.M.V., which, now with a streamlined shell, proved very fast and reliable, and proved again that with a bit more interest, British manufacturers could quite easily produce a good British machine in this class, which is now headed by foreign machines of which the majority are four and even more years old. But it is also proof of the quality of these old machines that they can still stand such a hard race and win! All credit to Arthur Wheelers's, Cecil Sandford's and Maurice Cann's performance on them. All credit also to John Surtees, who when in a very comfortable lead, had to retire, for the first time in the season, with the mysterious and so fantastically fast N.S.U. "Renmax."

For lack of real opposition, races in the 125 c.c. class have become a bit monotonous. The M.V. Agustas have nothing to fear here at the moment, and it is always only a question of which of the riders is in the best form, and has at the moment the fastest machine, mainly as a result of streamlining or correct gearing.

Nortons have been on their own in the 350 c.c. class, and again and again one is impressed by Bob McIntyre, who always gives the factory team a "ride for their money." Surprisingly fast also were the A.J.S. "boys," with John Clark and the famous Australian, Brown, on top. This man Brown can really ride, as he proved later also on the Matchless G45 twin in the 500 c.c. class. Together with men like Geoff Tanner, Alan Trow and a few others he is the real discovery of the year. I don't talk here about John Hartle, who already proved last year that he is one of the top men in the country.

The foreigners disappointed. World Sidecar Champion Faust, and Schneider, had very tired engines in their sidecar B.M.W.s, engines which have been used in about 20 races without overhaul. Beside that, their sidecars on the right side are not too well suited to the Silverstone Circuit. But I think that even with perfect engines, they couldn't have beaten

*(continued on page 200)*

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

THE "Hutch" of 1955 will be remembered for a long time. It was the biggest gamble that this club ever staged, and at last the weather clerk decided to give us a dry circuit for practice and race days.

☆ ☆ ☆  
NEEDLESS to say, I have been teased about lots of pots, but so far no one has succeeded in disproving the formulae which I gave earlier in the season. The human element must also be taken into consideration when racing is in progress. The 500 four and single will still continue to battle with one another for some time yet, with the dice loaded in favour of the multi.

☆ ☆ ☆  
A word of thanks to all those big hearted enthusiasts who came to Silverstone to help with the administration and organisation, especially those who attended on both days. Some of you were very busy whilst others had a quiet session, but you were on the ball whenever it came near. To the Flag and Phone men a special pat on the back for a good job jolly well done. The competitors' marshals and the loud hailer must also be praised for getting the boys to the gate in good time.

☆ ☆ ☆  
NOW for a paragraph about the Annual Dinner on November 11th. There may be one or two spare tickets left when you read these words, but make sure of your seats now. Remember last year when a lot of people left things too late. Our A.D. is arranged on the eve of Earls Court so that Trade members can attend and be on parade next day at the show in good time (we hope). Don't forget to wear your lapel badges at Earls Court. You can take pride in what the club and its members have done during the past season.

☆ ☆ ☆  
THE air is hot with all sorts of rumours about men and machines which will mostly be settled at Show Time, but if you need theatre tickets whilst in London, ring up Lashmar, tell them you're a "Bemsee" member and they will look after you just like Dennis used to. His brothers are still on the job, and they know how popular Dennis was with the membership.

BILL Mold has asked me to remind the London and Essex members that the winter socials at Chigwell are held on the third Saturday in each month. Chigwell is a very nice club, and members become guests on these occasions, so wear your badge or carry your card.

Surrey and Kent members are advised that the next social at Hayes, Kent, is fixed for November 26th. Similar remarks apply about badges, etc. At both places you will meet members of the M.P. Motor Club and the Bow Garage Club, who have done so much to help the B.M.C.R.C. since the war.

☆ ☆ ☆  
WE now have quite a selection of beards in this outfit, from the full-sized effort by Jenks to the Captain Kettle sported by George Tottey. In between there are Kismets, Van Dykes, Dunhills and Van something or other. Maybe our President will get us on our feet at the dinner and no blow-lamps by request. The "Bemsee Beavers" do not want want *all* the members to stop shaving. Ten per cent will do!

☆ ☆ ☆  
NOW that the winter season is upon us, the various Area Representatives must look to their cells. The Secretary hopes to get them together at Earls Court and have an informal chat about monthly meetings. There are embryo cells in Kent, Middlesex, Birmingham and Manchester. The latter is being sponsored by "Tot," who has the best cell in the country. The Surrey Cell is getting together again at Surbiton on November 3rd (see separate notes). Films, quizzes, talks by experts, darts contests and lots of other ideas are available to a live Area Secretary. Have your "Stag Nights" by all means, but it isn't wise to overlook the ladies when it comes to social occasions.

☆ ☆ ☆  
I see that T.I. are going to build a Nuclear Research Unit in the Midlands. My recent crack about an atomic motor cycle has thus gone for a Burton, especially if the Reynold 531 tubes on future racers contain Uranium 235. (with no engine being visible). As natural uranium costs about six pound a pound we shan't be able to buy the motor anyway. Problem

solved! Or is it? Joking apart, there are possibilities in fusion reaction which are so enormous as to almost boggle one's imagination. For instance, just think of being able to control the immense power now used merely to make an explosion. Then consider the amazing forces of nature. One good thunderstorm is ten times as good as an atom bomb. A real hurricane has a hundred times the power of the same bomb. The energy from the sun is as good as a hydrogen bomb per second. So next time the boys start arguing about power, just quote the above and remind them that it is the *control* which is so important. Some people are more dangerous with five b.h.p. than others with fifty of the best.

☆ ☆ ☆

ONCE again I am tempted to prod you into writing something for this magazine. The Editor and the Secretary will be delighted. If you have a rough draft of an idea, send it along, or if you would like it constructively criticised, post it to me first. Do not hide behind a pen-name and don't be afraid to make an error. Someone will soon put it right in an organisation of this calibre. You never stop learning and this is quite a good way to acquire some more knowledge. Why

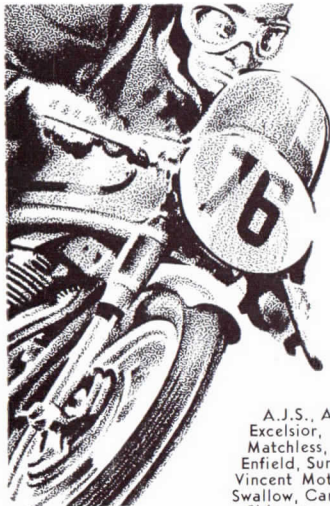
not try? Perhaps you have a super shot of a member at high-speed or a picture of Geoff Duke playing golf. I missed this chance in the L.O.M. last June. As a golfer he's a great racer.

☆ ☆ ☆

SHAKE the moth balls out of your dinner jacket. If you've put on weight, give the seams the Cabby Cooper treatment and join in the Cabaret. Evening dress is optional at the Annual Dinner, but thank goodness the ladies will brighten up the scene. See you on November 11th.

☆ ☆ ☆

TIME marches on! 1909 to 1955 with a couple of wars thrown in. We must try to get the pre-1914 members together and take a photo of them with the Marquis Camden. I think there are five or six of them still around, with Barry as the Bemsee Peter Pan. It isn't so long before we shall be holding our Jubilee Meetings in 1959. Most of us hope it will be Donington, but in the meantime, don't forget our post war efforts at Dunholme, Haddenham, Silverstone, Oulton, Crystal Palace, Shelsley and Brighton. Not bad for a non-territorial club, is it? Stick out your chest when you wear the Crossed Jacks.



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## THE WATSONIAN ANNUAL TROPHY

THIS trophy is awarded to the sidecar driver gaining the highest number of points for performance at race meetings and hill climbs organised by the Club during the year.

Points are awarded as follows:

16 for a win, 12 for a second, 8 for a third, 5 for a fourth, 3 for a fifth and 1 for a sixth.

<i>Rider</i>	<i>Silverstone Saturday</i>	<i>Oulton Park</i>	<i>Crystal Palace</i>	<i>Trophy Day</i>	<i>Shelsley Walsh</i>	<i>Hutchin- son 100</i>	<i>TOTAL</i>
W. Boddice	... 16	32	32	19	16	16	131
F. Hanks	... —	8	17	24	12	—	61
J. Beeton	... 20	—	20	—	—	5	45
C. H. R. Warner	... —	12	17	13	—	—	42
P. V. Harris	... 12	—	—	—	—	24	36
L. W. Taylor	... 3	8	20	—	—	3	34
C. Hale	... 5	12	8	—	8	—	33
C. Smith	... —	—	—	—	—	32	32
A. R. Lang	... —	1	8	20	—	—	29
E. Walker	... 11	5	—	8	—	—	24
E. S. Oliver	... 16	—	—	—	—	—	16
A. Ellis	... 1	—	5	5	—	—	11
F. Taylor	... —	8	—	—	—	1	9
W. Faust	... —	—	—	—	—	6	6
J. W. Beevers	... 5	—	—	—	—	—	5
W. Evans	... —	—	—	—	5	—	5
A. Young	... 1	—	3	—	—	—	4
E. T. Young	... —	—	3	—	—	—	3
R. E. Cheney	... —	—	—	—	3	—	3
R. Mitchell	... —	—	—	—	—	3	3
G. D. Payne	... —	—	1	—	—	—	1
P. Woolett	... —	—	1	—	—	—	1
E. A. Woods	... —	—	—	—	1	—	1
N. E. Hicks	... —	—	—	—	1	—	1

### Hutchinson Hundred Bits & Pieces (continued)

here the famous British champions, the men of the Cyril Smith, Pip Harris and Bill Boddice class. Very good here also was the man from Australia, R. Mitchell, on his red streamlined Norton outfit, and Jaques Drion with the blonde German girl, Inge Stoll, in the sidecar.

Karl Lottes, one of the most experienced German riders, had trouble with both his 250 c.c. and 350 c.c. D.K.W. The first one is old and couldn't hold the speed of the leaders, and later broke the frame. And the fabulous 350 c.c. three-cylinder D.K.W. racing machine probably had the fastest engine in its class, but a very un-

tamable frame eventually forced the rider to abandon the battle.

The much heralded 250 c.c. "Rudge," which should have been ridden by none other than Geoff Duke, was not at the start—not ready, say the component men! We are prepared to wait until it is ready, and do hope to see in next year's races . . . Geoff Duke on the new B.S.A.!

It is impossible to mention the performances of all the men in the race. But racing was of a very high standard during the whole day, and I think everyone enjoyed this wonderful "Bemsee" meeting.

# MINNIE GRENFELL MEMORIAL TROPHY, 1955

Final placings after Motor Cycling's "Silverstone Saturday," 23rd April, Oulton Spring Meeting, 7th May, T.T. Races, June, Crystal Palace Meeting, June 18th, Trophy Day, 16th July, Manx Grands Prix, September, and "Hutchinson 100," 1st October.

Points are awarded as follows: 5 for a win, 4 for a second, 3 for a third, 3 for a fourth, 1 for a start, with allowance for only one race per meeting, the best score being taken into account.

## 27 Points

W. Boddice

## 23 Points

J. Surtees

## 18 Points

D. H. Edlin

## 17 Points

R. McIntyre

## 16 Points

M. Cann

## 15 Points

G. E. Duke  
G. Monty  
C. C. Sandford  
G. B. Tanner  
C. H. R. Warner

## 13 Points

F. Hanks  
F. A. Rutherford  
A. J. Trow

## 11 Points

P. H. Carter  
J. R. Clark  
J. Eckart  
P. V. Harris  
F. G. Perris  
A. Wheeler

## 10 Points

W. E. Dow  
C. Hale  
E. Pantlin  
P. H. Tait  
W. M. Webster  
E. J. Washer  
E. Walker

## 9 Points

E. Minihan  
L. W. Taylor

## 8 Points

R. Anderson  
J. Baughn  
R. D. Keeler  
A. R. Lang  
R. W. Porter  
J. A. Storr  
B. L. Turner

## 7 Points

G. R. Dunlop  
J. W. Dakin  
A. Ellis  
H. L. Fruin  
R. Jervis  
T. Thorp

## 6 Points

D. G. A. Clarke  
R. Gaunt  
W. J. Maddrick  
R. Madsen-Mygdal  
E. S. Oliver  
C. Smith  
E. W. Tinkler

## 5 Points

F. H. Burman  
A. W. Brodrick  
A. Evans  
T. E. Fenwick  
J. A. Hogan  
R. J. Harrison  
W. A. Holmes  
D. Jarman  
M. P. O'Rourke  
B. W. T. Road  
B. Rimes  
F. Taylor  
C. A. Thurston

## 4 Points

K. G. Buckmaster  
G. H. Brooks  
R. Castle  
H. R. Collier  
J. B. Denton  
C. Ellerby  
F. L. Fuller  
T. Folwell  
P. J. Marsh  
T. G. J. Peacock  
B. P. Setchell  
W. R. Smith  
R. Standivan  
K. E. Tully  
K. H. Tostevin  
J. Walker

## 3 Points

"J. Alexander"  
F. E. Andre  
K. C. Brett  
F. D. Booth  
F. Burgess  
B. Cortvriend  
L. Carr  
G. A. Catlin  
G. A. Dormer  
R. Dickinson

F. M. Fox  
G. Farrell  
A. Jefferies  
A. H. Jenkins  
E. B. Jones  
B. Kerstaw  
L. R. King  
R. H. Lilley  
I. I. Lloyd  
W. B. Martin  
G. F. Matthews  
D. W. Minter  
H. A. Pearce  
N. J. Price  
T. Phillipson  
R. A. Rowbottom  
A. H. Skein  
J. Saunders  
T. H. Stazicker  
D. A. Tutty  
W. H. Wilshere  
F. Wallis  
F. Wakefield  
A. A. Williams

## 2 Points

R. Alderslade  
W. R. Anderson  
G. Arnold  
M. D. Arnold  
A. J. Aykroyd  
E. H. Arthurton  
A. G. Alexander  
R. A. Avery  
D. Baker  
K. Burrell  
L. J. Botten  
D. Bolton  
P. M. Brambleby  
R. Blackwell  
H. W. Bowman  
F. Bodman  
D. G. Chapman  
E. F. Cope  
D. Chisholm  
B. Clements  
I. Clarke  
C. L. Cheverton  
P. K. Cruse  
F. W. Cox  
J. Difazio  
R. G. Douglas  
D. C. Dalziel  
D. Davies  
B. Duffy  
R. Dowty  
R. D. Dodson  
C. Deardon  
D. Danskin  
P. Dakin  
G. N. Ewer  
D. Ennett  
W. R. Fletcher  
N. C. Fletcher

D. G. Gross  
O. E. Greenwood  
M. Gunyon  
H. S. Hall  
J. Hedley  
N. E. Hicks  
J. B. Hyde  
S. R. Hill  
L. R. Hall  
D. Howe  
E. Haldane  
A. W. Jones  
E. J. Jarvis  
R. H. King  
A. King  
A. W. Kimber  
N. Lay  
G. E. Leigh  
F. Launchbury  
G. A. Longman  
"Harry Lyme"  
F. A. Morris  
A. F. Martin  
P. B. Miller  
R. D. Neville  
B. Ormond  
T. A. Owens  
E. G. Oughton  
L. G. Povey  
R. J. Ramsden  
R. B. Rensen  
L. S. Rutherford  
J. F. Righton  
C. F. Salt  
A. Scholefield  
D. S. Skennerton  
T. Shepherd  
J. R. Thurston  
A. J. Thurgood  
N. H. Vivian  
V. T. Williams  
E. H. Willis  
D. A. Wright  
D. Whelan  
E. F. Wooder  
A. Young

Space does not permit the listing of all members with one point, the total number with this score being well over a hundred.

# B.M.C.R.C. CHAMPIONSHIPS

FINAL placings after *Motor Cycling's* Silverstone Saturday, April 23rd, Oulton Spring Meeting, 7th May, Crystal Palace Meeting, 18th June and "Hutchinson 100," 1st October.

Points are awarded as follows:

*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.

500 c.c.	350 c.c.	250 c.c.	Sidecar
<b>30 Points</b> J. Surtees	<b>31 Points</b> J. Surtees	<b>21 Points</b> C. C. Sandford J. Surtees	<b>22 Points</b> W. Boddice
<b>17 Points</b> R. McIntyre	<b>20 Points</b> C. C. Sandford	<b>17 Points</b> A. Wheeler	<b>20 Points</b> L. W. Taylor
<b>16 Points</b> G. E. Duke	<b>9 Points</b> R. McIntyre	<b>16 Points</b> M. Cann G. Monty	<b>12 Points</b> C. H. R. Warner
<b>9 Points</b> R. D. Keeler	<b>8 Points</b> G. R. Dunlop	<b>8 Points</b> P. H. Tait	<b>10 Points</b> C. Smith
<b>8 Points</b> A. J. Trow G. B. Tanner	<b>7 Points</b> J. R. Clark W. Lomas F. G. Perris G. B. Tanner	<b>7 Points</b> T. Thorp	<b>9 Points</b> P. V. Harris
<b>6 Points</b> J. R. Clark F. G. Perris	<b>6 Points</b> J. Storr	<b>5 Points</b> J. Baughn J. Eckart	<b>8 Points</b> F. Hanks
<b>5 Points</b> P. H. Carter	<b>5 Points</b> G. Monty	<b>4 Points</b> P. H. Carter D. H. Edlin A. A. Williams	<b>7 Points</b> E. S. Oliver
<b>3 Points</b> E. B. Jones W. Lomas J. A. Storr	<b>2 Points</b> P. H. Carter R. D. Keeler M. P. O'Rourke	<b>3 Points</b> E. W. Tinkler	<b>5 Points</b> F. Taylor E. Walker
<b>2 Points</b> R. Anderson E. Minihan E. Pantlin	<b>1 Point</b> F. M. Fox A. H. Jenkins W. R. Oldfield T. Thorp D. A. Wright E. J. Washer	<b>2 Points</b> L. R. King B. W. T Rood	<b>3 Points</b> C. Hale A. R. Lang A. Young
<b>1 Point</b> J. Bottomley L. Carr G. R. Dunlop E. M. Grant G. E. Leigh D. W. Minter F. A. Rutherford	*	<b>1 Point</b> T. E. Fenwick F. L. Fuller W. Maddrick W. M. Webster D. Wnelan	*
	*		*

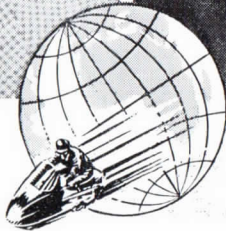


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*500 c.c. World Road Racing  
Champion for the 4th time  
in five years!*



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World Road Racing  
Champion*

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## AREA NEWS

### CHESHIRE

G. E. Tottey

2 Rocky Lane South, Heswall,  
Wirral, Cheshire.

'Phone Heswall 300.

WE had a well attended meeting on September 21st, final arrangements for Silverstone transport being made. Some prospective members attended as guests.

Owing to difficulties with some arrangements to suit our visitors, the meeting for October 12th was cancelled, and the November date is not yet fixed, but we are hoping very much that Geoff Duke will be visiting us very soon.

We have been able to fix the date for the Hot Pot and film show, which will now take place on December 14th at the Neston Institute, the same as last year, but we are having a film show instead of a dance, and once again we are very grateful to Hector Dugdale for arranging and putting on this show for us. Although it is called a Hot Pot, the meal is a little more elaborate than the title might suggest. Tickets will be approx. 8/- to 8/6 each, as soon as I can make final arrangements with the caterer. However, please make a note of the date, and let's hope we have better weather than last time.

R.A. Ingham Clark, who is now in Manchester, had a meeting on October 4th to commence a Manchester Cell, to which he kindly invited me. After providing me with a very excellent dinner, we proceeded to the meeting, which as an inaugural event was, in my opinion, most successful. He had only been in touch with the fifteen

people who had actual Manchester addresses, and ten of these enthusiasts turned up. I feel sure the cell will do well, and here's wishing our newest one all success in the future, even at the risk of pinching a few of my members!

The marriage bug seems pretty active in our area just now. The latest recruit to the married status is Michael McGeagh, who was married to Miss Marion Forbes at Heswall Parish Church on October 1st. Congratulations and best wishes!

I believe he chose Hutchinson Hundred Day for the event so that future Hutchinsons would help him to remember to buy the traditional present for the anniversary day.

Any meeting in November will be advised by post as usual.

### SURREY

W. G. Jarman

153 Reigate Avenue, Sutton, Surrey.

SURREY members, together with wives and girl friends, rally round! Arising from a suggestion by Noel Pope and with the full knowledge of the landlord, we have decided to rendezvous at the following establishment on Thursday, November 3rd. 7.30 p.m. for 8 p.m.: *The Antelope*, Maple Road, Surbiton, Surrey. *The Antelope* is near the Assembly Rooms, and Maple Road runs parallel to the Portsmouth Road. Surbiton Station is quite close and so is the trolley bus route. If you come by road, make for the Surbiton Assembly Rooms and proceed along Maple Road, Thursday, November 3rd, 7.30 p.m. onwards.

## ADVERTISING SPACE

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# NEWS ITEMS

## R.A.C. NEWS

**The Case Against Parking Meters.** In the new Road Traffic Bill now before Parliament, it is proposed to permit the use of parking meters on public streets. The motoring organisations maintain that the only solution to the urgent and growing traffic problem is to build better roads and to provide adequate off-street car parks in towns. They also maintain that the present revenue from motor taxation—nearly four hundred million pounds a year—is sufficient to provide the facilities many times over. They are determined, therefore, to oppose—with all their resources—this and any other attempts to make further charges for the use of the roads. It is emphasized that parking meters on their own would not make any useful contribution towards solving the parking problem or relieving congestion. Parking bays will have to be large enough to accommodate cars of all sizes—consequently a considerable amount of valuable space will be wasted when smaller cars are parked in the standard size parking bays. The Standing Joint Committee of the R.A.C., A.A. and the R.S.A.C. will endeavour to promote opposition to the introduction of parking meters. Members who feel strongly that parking meters are merely another attempt to make motorists pay more, without giving them anything in return, should protest to their M.P.s.

**New Lighting Regulations.** On September 21st, 1955, the Road Vehicles Lighting (Standing Vehicles) (Exemption) (London) Regulations, 1955, came into force. The Regulations, although granting promised relaxations in regard to the lighting of parked vehicles in the Metropolitan Police District and the City of London, do not relax the general law in regard to parking and obstruction. Members requiring information concerning these regulations should apply to the Legal Department of the R.A.C.

**The Motor Cycle Exhibition at Earls Court.** The R.A.C. will again be exhibiting at this year's International Cycle and Motor Cycle Show, which is to be held at Earls Court, London, Stand No. 2, Ground Floor, Warwick Road Entrance, Stand No. 39. Exhibition of Historic Motor Cycles. Organised by the R.A.C.

## Car Parks:

There are extensive parking facilities. Prices for a day or part of a day are as follows: Car 2s. 6d. Motor Cycle Combinations 2s. Solo Motor Cycles 1s.

## MONTE CARLO RALLY

GLASGOW has again been chosen as the starting point in the United Kingdom. Alternative starting points will be Athens, Lisbon, Munich, Stockholm, Paris and Rome, with the last two cities replacing Monte Carlo, Oslo and Palermo in the list, which has been cut down from eight to seven "kick-off" points.

Altogether an international contingent of a hundred and ten will be allowed to begin the gruelling course from Glasgow on January 15th. The 572 mile route through the British section, which will be controlled by the R.A.C., follows the West Coast of Scotland to Stranraer, where there will be a passage check. Then drivers will pass through Dumfries and the Lake District before swinging eastwards to Scotch Corner to follow the Great North Road, south to London.

The final leg through Kent ends with a time check at Dover, after which the cars will be shipped across the channel by ferry.

On the Continent, the route continues from Boulogne to Naples, Bourges and Aurillac before crossing the Austrian border to Vienna and swinging north again to Besancon, Strasbourg and finally to Rheims, where all the different routes from the various starting points join to follow the common course through Paris and across the French Alps to Monte Carlo.

After arriving at their destination at the end of the non-stop journey, all the competitors will have to carry out further tests over a special mountain circuit, hill climbs and other road safety and comfort competitions.

## FOR AUSTRALIA

MOTO GUZZI announce that Bill Lomas and Dickie Dale will be leaving for Australia shortly and will take part in the major races on Guzzi machines.

## BENEVOLENT FUND

THIS month, donations have been received from:  
Mrs. R. Allcock and D. G. Fletcher.

## OBITUARY

**Max Klein** IT is with great regret that we record the death, following injuries received in a crash at Brands Hatch on October 9th, of Max Klein. He was forty five. To his widow and three daughters we extend our sympathy.

Max Klein began motorcycling in the early 'thirties and had for many years been a member of "Bemsec." He rode in the Manx Grand Prix and the International I.O.M. T.T. races, and in pre-war years at Brooklands where, in 1937, he won a Gold Star. Last year he began racing cars and it was at the wheel of a Healey that he met his death in the last meeting of the year at Brands Hatch.

**Leo Simpson.** MEMBERS who made the acquaintance of that dashing New Zealand rider, Leo Simpson, when he rode in the I.O.M. T.T. races and the Continental Grand Prix last year, will learn, with regret, that he lost his life in a boating accident in New Zealand recently. In addition to his motorcycle racing activities Leo Simpson enjoyed racing motor boats, and it was in one of these craft that he met with a fatal accident.

## 1956 A.-C.U. INTERNATIONAL ROAD RACE MEETING

THE A.-C.U. International Road Race Meeting will, subject to confirmation of the date by the F.I.M., be held on Bank Holiday, August 6th, 1956. The venue of the meeting has yet to be decided.

## MUTUAL AID

**Wanted.** For standard 1927 model KCR Velocette (similar to KSS)—Type 24 cam (Velocette part no. K17/2), or any other cam that would fit the shaft, yet still be vintage. J. F. Clew, 23 Oak Way, Northgate, Crawley, Sussex.

**Exchange—Buy—or Sell.** I have 1-1/16 10 TT9 Carb., brand new, and 1 1/32 R.N. remote float. I want 1-3/32 G.P. Cash adjustments. D. Fletcher, 249 Evesham Road, Headless Cross, Redditch, Worcs.

**A**N inexperienced passenger would like to find a vacant sidecar for next season. Ronald Harlow, 453 Green Lane, Ilford, Essex.

# ANNUAL DINNER & DANCE

FRIDAY, NOVEMBER 11th

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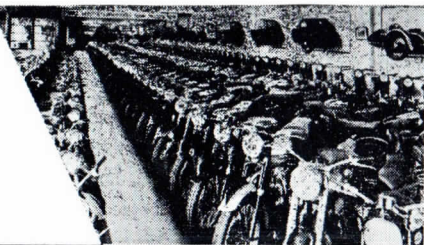
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I hereby make application for enrolment as an Associate Member of the Royal Automobile Club, and I undertake to abide by such Rules and Regulations governing Associate Membership as may be issued from time to time.

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.

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