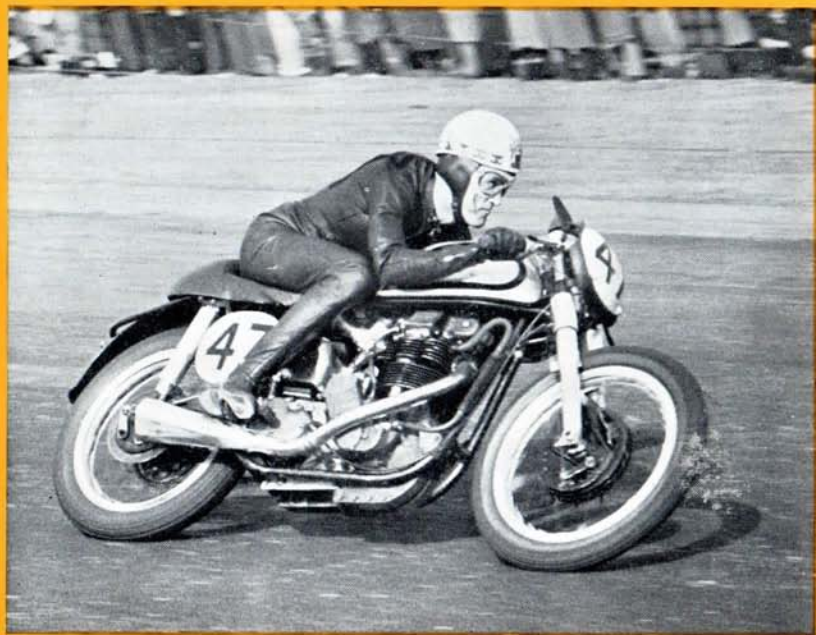




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 7. No. 6. JUNE 1954 ONE SHILLING



SILVERSTONE SATURDAY. Ray Amm (Norton) during his record-breaking lap.

(Photo: Salmond)

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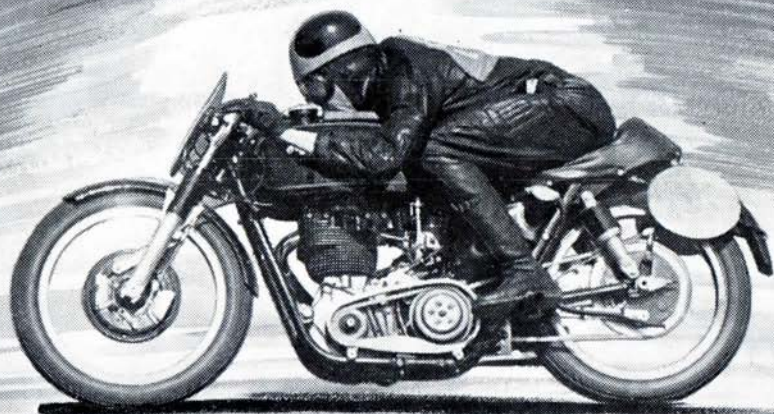
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Bemsee

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L. R. HIGGINS

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The T.T. again

THE CONTROVERSY over the T.T. races is greater this year than it has been for many a day. Four items which have aroused strong criticism are the re-institution of the sidecar race, the shortening of the Junior T.T. to five laps, transference of the Clubman's races to practice week, and modifications to the course.

Strong opposition to the sidecar race has come from the traders who see in it nothing but a deterrent to the sale of sidecar machines. In direct contrast is the attitude of those sidecar manufacturers who support racing and consider the Sidecar T.T. as sensible.

Shortening the Junior race to a mere 189 miles is generally regarded as sacrilege and will lead to loss of prestige. It is mainly from the Clubmen and their supporters that protest is made about the change of procedure. All in all the Clubman's races have led an unhappy life and caused a great deal of embarrassment to many people. Nevertheless, they have proved that racing "sports" motorcycles is practicable and that race-winning speeds are not to be sneered at.

The modifications to the circuit are regarded with mixed feelings. Some people think it praiseworthy; some of us are against changes and alterations. It must be admitted that opposition grows out of sentiment and we are loathe to see a T.T. circuit different from the one we know so well. On the other hand these changes have been made year-by-year for some thirty years. Braddan Bridge has twice been widened, in the first instance as long ago as thirty years. Quarter Bridge has also been "improved" more than once. In the 'thirties Ballig Bridge was flattened and the modern mountain road built. Even in 1939 the course bore very little resemblance to the 1920 circuit. These changes are said to be made on the score of safety, but they appear to be linked with the much-discussed 100 m.p.h. lap. If the safety of competitors is of real concern, a change that should receive priority is the removal of the mountain road fences. This fence, since it was erected some twenty odd years ago, has cost the lives of five riders, a large percentage of the total of twenty seven deaths that have occurred during the International races. To these five can be added further fatalities that have occurred during the Manx G.P. and Clubman's races. Originally, the fence was erected to prevent sheep from straying on the road, deemed to be a danger to riders, but **not one rider was killed by hitting a sheep.**

One of the pleasant aspects of this year's races is that the Senior T.T. promises to be the best ever. With entries from Germany—B.M.W., Italy—Gilera, Guzzi and M.V., and Britain—A.J.S. and Norton, there is every promise of a terrific struggle. British hopes of a victory hinge on whether the truly bad luck suffered in the past by A.J.S. will take a turn for the better, and whether the amazing reliability and luck of the single cylinder Nortons will once again pull them through. Since 1931 Nortons have only lost two Seniors; 1935 to Guzzi, and 1939 to B.M.W.

To our members who are competing in the several races we wish success and a safe ride.

OULTON PARK

SPRING MEETING MAY 15th

CAROLA HASSAL

WHEN "Bemsee" visited Oulton Park for the second time, on May 15th, everyone (including the northerners, considered sometimes unenlightened, but who also have their beer underated!) enjoyed the racing which shone in weather that didn't.

In the first heat of the 250 c.c., local Bill Webster was narrowly beaten by D. V. Chadwick. In the second heat Maurice Cann appeared on the scene and after that no-one else had a look-in.

One rider asked me not to mention him unkindly as he hadn't raced for three years, and in that time it is possible to forget where top gear is on someone else's "special," which packed up at Oulton last October.

The sidecars proved very spectacular at the Cascades on the new extension and showed what a fine art cornering is. We were glad to see C. Hales had his Morgan going so well. Because of my eagerness to watch this event the Chief Marshal nearly had to throw me in the lake (many apologies!). I was told later by a couple of reporters who had not been so fortunate(!) that I had the true persistent spirit.

We have had a Silverstone Saturday and last Saturday was definitely a 'Surtees Saturday', and he had a very good press in the Sunday papers for doing so well on his new Nortons; actually he had such

a long lead every time he passed the pits I was beginning to wonder if he was using the short circuit! Fortunately there were only two minor spills and there were no lurid details for the national press to report.

The track appeared in good condition and although "road-sweeping" was necessary in places, those "oil-cans on wheels" had left the track in a non-greasy condition.

Because of the North-West 200 the meeting was not as crowded as it could have been and we were fortunate enough to hear the Irish results as someone had brought a radio to listen to the return home of Her Majesty, the Queen.

Thanks are due to all the people who worked so hard to make the meeting a success (and don't forget to Salaam to the Lord High Chief Marshal).

Best of luck to everybody going to the Island, I see the boats everyday as I cross on the Woodside Ferry and envy you very much.

Please would the Marshal to whom I lent my best shorthand pencil for the signing off of marshals please bring the remains to Silverstone for the 'Hutch.'

The last word—the only and proper place for a motor-cycle engine is in the back of a 500 c.c. racing car—That is what I have to put up with from a friend at home!

OFFICIAL RESULTS

SPECIAL AWARDS

The Hector Dugdale Trophy

for fastest lap of the day.

J. Surtees—1 m. 46 4/5 s.—75.17 m.p.h.

The Lambretta Trophy

for fastest lap by a 125 c.c. machine.

M. Cann—2 m. 12 4/5 s.—60.45 m.p.h.

The M. C. Tomkinson Trophy

for fastest lap by a passenger machine.

P. V. Harris—1 m. 57 s.—68.62 m.p.h.

EVENT 1. 13½ Miles Solos from 126 c.c. to 250 c.c.

HEAT 1.

Place	Rider	Machine	M. S.	m.p.h.
1	D. V. Chadwick	Velocette	13.02 3/5	61.55
2	W. M. Webster	Velocette	13.03 2/5	61.49
3	T. E. Fenwick	Moto-Guzzi	13.36	59.03
4	J. Eckart	Excelsior	13.36 2/5	59.00
5	I. F. Telfer	Norton	14.11	56.00
6	J. Saunders	Rudge	14.43 1/5	54.54
7	M. J. Thomas	Velocette	14.56	53.76
8	P. W. Price	Excelsior	14.59 2/5	53.56
9	F. H. Sheriff	D.O.T. (197)	13.38	5 laps only.

Fastest Lap:—D. V. Chadwick—2m. 6 4/5s.—63.31 m.p.h.

HEAT 2.

1	M. Cann	Moto-Guzzi	12.36 1/5	63.70
2	D. Bolton	Velocette	13.07 3/5	61.16
3	E. W. Tinkler	Pike-Rudge	13.08	61.13
4	A. A. Williams	Norton	13.09 1/5	61.03
5	J. L. Phelps	Velocette	13.13 2/5	60.71
6	J. Patrick	Velocette	13.44 2/5	58.43
7	G. H. Briggs	Rudge	14.19	56.21
8	P. G. Hall	Velocette	14.41	54.56
9	F. E. Heath	Benelli	14.41 2/5	54.65
10	H. Huime	Velocette	14.42 3/5	54.58
11	G. E. Meadows	New Imperial	14.54 4/5	53.83

Fastest Lap:—M. Cann—2m. 00 3/5s.—66.57 m.p.h.

EVENT 2. 13½ Miles Solos from 100 c.c. to 125 c.c.

1	M. Cann	Mondial	13.33	59.25
2	W. M. Webster	M.V. Agusta	14.13 1/5	56.46
3	R. Gold	E.M.C.-Puch	14.20 1/5	56.00
4	D. Larque	E.M.C.-Puch	15.06	53.17
5	H. Williams	E.M.C.-Puch	15.08 4/5	53.00
6	F. C. Pusey	B.S.A.	15.53 1/5	50.53
7	D. D. Banks	Anelay	13.51 1/5	5 laps only
8	M. R. McGeagh	Porter-Special	13.58 2/5	"
9	K. C. Brett	K.C.B.	14.01	"
10	C. J. Bulcock	B.S.A.	14.28 1/5	"
11	J. S. Worrall	B.S.A.	14.35 2/5	"
12	R. J. Marrison	E.M.C.-Puch	14.41 4/5	"
13	F. Bishop	B.S.A.	15.29 4/5	"

Fastest Lap:—M. Cann—2m. 13 1/5s.—60.27 m.p.h.

EVENT 3. 13½ Miles Motor Cycles with Sidecar from 490 to 500 c.c. and Cyclecars to 1,200 c.c.

1	P. V. Harris	Norton	12.23	64.83
2	W. Boddice	Earles Special	12.33 3/5	63.92
3	F. Taylor	Norton	12.58	61.91
4	E. Walker	Norton	12.58 4/5	61.88
5	C. Hale	Morgan (994)	13.06 4/5	61.22
6	F. C. Pusey	B.S.A.	14.27 3/5	55.52

Fastest Lap:—P. V. Harris—2m. 01s.—66.35 m.p.h.

EVENT 4. 13½ Miles Solos from 251 c.c. to 350 c.c.**HEAT 1.**

Place	Rider	Machine	M. S.	m.p.h.
1	J. Surtees	Norton	11.31 2/5	69.67
2	G. R. Dunlop	A.J.S.	11.57 1/5	67.16
3	E. J. Washer	A.J.S.	11.59 3/5	66.94
4	W. R. Oldfield	Velocette	12.27	64.48
5	B. Kershaw	A.J.S.	12.42 2/5	63.18
6	D. Griffiths	B.S.A.	12.45 4/5	62.90
7	P. H. Carter	Norton	12.50	62.56
8	R. Castle	B.S.A.	13.13 1/5	60.73
9	E. Swindells	A.J.S.	13.14	60.67
10	D. Bolton	Velocette	13.17 1/5	60.42
11	D. Davis	A.J.S.	13.22 2/5	60.03

Fastest Lap:—J. Surtees—1m. 52 4/5s.—71.17 m.p.h.

HEAT 2.

1	D. Parkinson	Norton	11.55	67.37
2	J. R. Clark	A.J.S.	11.55 2/5	67.33
3	D. T. Powell	Norton	12.04 2/5	66.49
4	D. V. Chadwick	Velocette	12.08	66.16
5	D. A. Wright	B.S.A.	12.17	65.36
6	B. P. Setchell	A.J.S.	12.17 3/5	65.30
7	G. Arnold	B.S.A.	12.17 4/5	65.29
8	G. H. Brooks	B.S.A.	12.18 3/5	65.22
9	A. A. Williams	Norton	12.22 2/5	64.88
10	B. Rimes	Norton	12.45 1/5	62.95
11	A. Turner	B.S.A.	12.49 4/5	62.57
12	J. J. Young	B.S.A.	13.36 4/5	58.97
13	T. Phillipson	Norton	13.47 2/5	58.22
14	S. C. Hollis	B.S.A.	13.59 3/5	57.37
15	J. S. Wilson	Velocette	14.02 2/5	57.18

Fastest Lap:—D. Parkinson—1m. 55 2/5s.—69.57 m.p.h.

EVENT 5. 13½ Miles Solos from 351 c.c. to 1,000 c.c.**HEAT 1.**

1	P. H. Carter	Norton	11.16	71.25
2	D. Parkinson	Norton	11.31 4/5	69.63
3	F. G. Perris	Triumph	11.43 2/5	68.48
4	R. Anderson	Triumph	12.01 4/5	66.73
5	G. Arnold	B.S.A.	12.02	66.71
6	R. Dowty Jnr.	Norton	12.15 1/5	65.52
7	N. J. Price	Norton	12.17 2/5	65.32
8	J. A. Edwards	Matchless	12.17 4/5	65.29
9	P. M. Hall	Matchless	12.31 2/5	64.10
10	B. Purslow	Norton	12.37 3/5	63.58
11	T. F. Davies	Triumph	12.41 2/5	63.26

Fastest Lap:—P. H. Carter—1m. 50 1/5s.—72.85 m.p.h.

HEAT 2.

1	J. Surtees	Norton	11.06 2/5	72.26
2	D. T. Powell	Norton	11.33 4/5	69.43
3	G. Lashmar	B.S.A.	11.36	69.21
4	T. Shepherd	A.J.S. (351)	11.37 3/5	69.05
5	D. V. Chadwick	Norton	11.58	67.09
6	R. A. Rowbottom	Norton	12.07 3/5	66.20
7	W. R. Oldfield	Triumph	12.08 4/5	66.09
8	R. Harrison	Norton	12.15 4/5	65.61
9	S. Cooper	Triumph	12.15 2/5	65.50
10	H. W. Bowman	B.S.A.	12.44	63.05
11	T. Gill	Triumph	13.03 3/5	61.47
12	D. D. Snow	Triumph	13.05 2/5	61.33
13	F. Burgess	B.S.A. (499)	13.05 3/5	61.31
14	D. S. Cholerton	Triumph	13.14 4/5	60.60

Fastest Lap:—J. Surtees—1m. 48 4/5s.—73.79 m.p.h.

EVENT 6. 18 Miles Solos from 100 c.c. to 125 c.c.

Place	Rider	Machine	M. S.	m.p.h.
1	M. Cann	Mondial	18.13 4/5	58.72
2	R. Gold	E.M.C.-Puch	19.06 3/5	56.01
3	H. Williams	E.M.C.-Puch	19.20 1/5	55.36
4	D. Larue	E.M.C.-Puch	19.21 1/5	55.31
5	R. J. Marrion	E.M.C.-Puch	20.03 3/5	56.36
6	F. C. Posey	B.S.A.	18.22 3/5	7 laps only
7	A. J. Ackroyd	Moto-Torro	18.45 2/5	"
8	D. D. Banks	Anelay	18.46 1/5	"
9	M. R. McGeagh	Porter-Special	19.03 3/5	"
10	J. S. Worrall	B.S.A.	19.52	"

Fastest Lap:—M. Cann—2m. 12 4/5s.—60.45 m.p.h.

EVENT 7. 22½ Miles Motor Cycles with Sidecar from 490 c.c. to 1,000 c.c. and Cyclecars to 1,200 c.c.

1	W. Boddice	Earles Special	21.00 1/5	63.70
	Pass: W. Storr			
2	F. Taylor	Norton	21.22 4/5	62.58
	Pass: A. Johnson			
3	E. Walker	Norton	21.41 4/5	61.67
	Pass D. Roberts			
4	C. Hale	Morgan	22.07	60.50
	Pass: F. Hadley			

Fastest Lap:—P. V. Harris—1m. 57s.—68.62 m.p.h.

EVENT 8. 22½ Miles Solos from 126 c.c. to 250 c.c.

FINAL.

1	M. Cann	Moto-Guzzi	20.21 2/5	65.73
2	D. V. Chadwick	Velocette	20.53	64.07
3	J. Eckart	Excelsior	21.12	63.11
4	E. W. Tinkler	Pike-Rudge	21.14 4/5	62.97
5	D. Bolton	Velocette	21.20 3/5	62.69
6	J. L. Phelps	Velocette	21.34 2/5	62.02
7	A. A. Williams	Norton	21.37 3/5	61.87
8	F. E. Heath	Benelli	21.37 4/5	61.86
9	W. M. Webster	Velocette	21.38	61.85
10	T. E. Fenwick	Moto-Guzzi	21.46 4/5	61.43
11	J. Patrick	Velocette	22.13 3/5	60.11
12	I. F. Telfer	Norton	21.02 2/5	9 laps only

Fastest Lap:—M. Cann—1m. 59s.—67.46 m.p.h.

EVENT 9. 27 Miles Solos from 251 c.c. to 350 c.c.

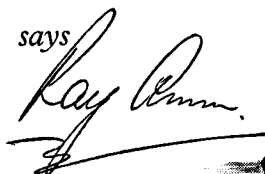
FINAL.

1	J. Surtees	Norton	22.32 4/5	71.21
2	J. R. Clark	A.J.S.	22.54 1/5	70.10
3	P. H. Carter	Norton	22.54 3/5	70.08
4	D. Parkinson	Norton	23.26	68.52
5	D. V. Chadwick	Velocette	23.31 3/5	68.25
6	G. R. Dunlop	A.J.S.	23.42 2/5	67.73
7	E. J. Washer	A.J.S.	23.45 4/5	67.57
8	D. T. Powell	Norton	23.49 2/5	67.40
9	W. R. Oldfield	Velocette	24.02	66.81
10	B. P. Setchell	A.J.S.	24.05	66.67
11	G. H. Brooks	B.S.A.	24.24 3/5	65.78
12	D. A. Wright	B.S.A.	22.34	11 laps only

Fastest Lap:—J. Surtees—1m. 51s.—72.32 m.p.h.

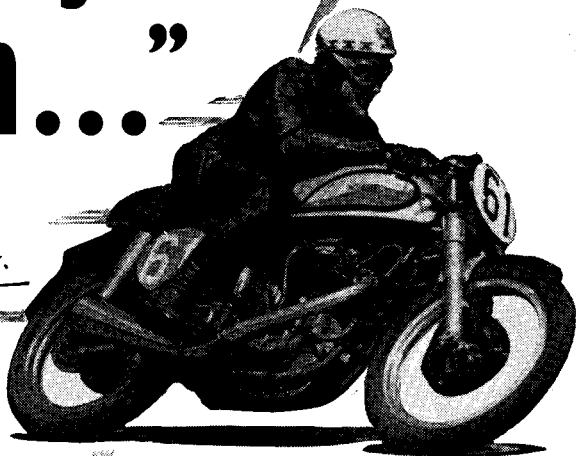
“My advice is— always fit Avon...”

says



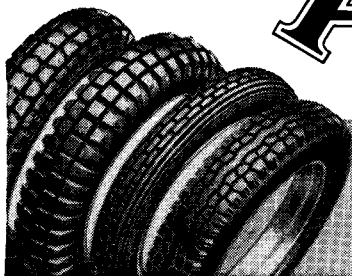
**Ray Amm, 1953 Double
T.T. victor, writes :**

‘I just want to thank you for producing such a superb tyre. I have ridden on Avons in many racing events and in the world records last November and I can’t imagine that any tyres could stand up better to these conditions, or give me a greater feeling of confidence and a comfortable ride. Speaking from experience, my advice to every motor cyclist is—always fit Avon.’



*Follow the lead of the
leading riders . . . ride on*

AVON



to-day's

leading

tyres

A PAT ON THE BACK

MOTORISTS, motorcyclists and cyclists are slow to praise but quick to chide fellow travellers. It is, therefore, with a great deal of satisfaction that we call the attention of "Bemsee" members to the following Editorial Comment published in *The Motor* dated April 21st.

Source of Inspiration

A crowd which the B.B.C. estimated at 70,000 converged upon Silverstone recently in order to see some of the best-known men and machines take part in a series of motorcycle races sponsored by our associated journal *Motor Cycling*.

To the car-racing enthusiast it was particularly interesting to study, in familiar surroundings, so large and unfamiliar a gathering, because it was fair to assume that very many of those present were unlikely to be particularly interested in events for motorcars, just as only a few of the followers of our own sport have much opportunity to see the two-wheeled fraternity in contest.

There was, however, a very unusual trend which could be discerned by the car owner almost as soon as London was left behind. Many motorcyclists, of course, rode their machines to the meeting and a high percentage carried pillion passengers. They, as always, were neat and competent in their road craft, but particular significance could be attached to the behaviour of the many thousands who drove to Silverstone by car.

It is sometimes unwise to generalize, but the traffic on that fine spring morning took on an air of such skill, precision and safe speed that there seemed to be an entirely new race of motorists upon the road!

We have always believed that the best drivers are those who start at an early age as enthusiastic cyclists and who serve a prolonged apprenticeship among the motorcyclists. But on the journey to and from Silverstone the evidence in favour of at least the motorcycle aspect of this theory appeared overwhelming. The sports car in no way predominated in the flow of traffic. Rather were the majority of cars of the modest-sized, family-saloon type, and some of them were by no means new. But whereas many owners of such vehicles among the general public seemed to have but little interest in the art of driving, on this occasion every trick of the trade which makes for safe and rapid transportation could be seen. Intelligent spacing, clear signals given only at the right moment, and correct curve approach positioning, all combined to make the driving of even the fastest car a safe and restful pleasure despite the great density of traffic.

It is fair to assume that on that morning the majority of road users for once were people who had served a sound apprenticeship in the art of road craft and who were keenly interested in demonstrating their skill for their own satisfaction, and for the benefit of others on the highway. It may be that a great contribution to road safety could be made by encouraging everyone who drives a car to acquire at the same time a little of that skilful enthusiasm which seems to belong particularly to members of the motorcycling fraternity.

Reprinted from The Motor 21-4-54 by courtesy of the Editor.

Oulton Park (continued)

EVENT 10. 27 Miles Solos from 351 c.c. to 1,000 c.c.

FINAL.

Place	Rider	Machine	M. S.	m.p.h.
1	J. Surtees	Norton	21.47 1/5	73.70
2	P. H. Carter	Norton	22.01	72.93
3	D. T. Powell	Norton	22.40 4/5	70.79
4	D. G. Lashmar	B.S.A.	22.51 3/5	70.24
5	T. Shepherd	A.J.S. (351)	22.53 4/5	70.12
6	D. V. Chadwick	Norton	22.56 4/5	69.97
7	F. G. Perris	Triumph	22.57 4/5	69.92
8	R. Harrison	Norton	23.42	67.75
9	N. J. Price	Norton	23.43	67.70
10	P. N. Hall	Matchless	23.43 1/5	67.69
11	R. Anderson	Triumph	21.50	11 laps only
12	R. Dowty Jnr.	Norton	21.50	..
13	S. Cooper	Triumph	22.02 2/5	..

Fastest Lap:—J. Surtees—1 min. 46 4/5s.—75.17 m.p.h.

'REV COUNTER' REPORTS

Frank Hayward tells me that although he is unable to combine racing with his business nowadays, he is able to come along to most of the Club's meetings and hopes to keep in touch that way. The Rudge has been passed on to Mr. Standivan and Frank looks forward to seeing how it behaves in another's hands.

Jack Sparrow (Shropshire Rep.) will be riding his own specially prepared "Earles Excelsior" all alloy 250 c.c. machine in this year's Lightweight T.T. It is an extremely interesting model with many special features; a Norton-B.S.A. front and Excelsior all alloy square engine, Earles frame, with swinging arm rear suspension, Albion HTT 4-speed gear box, G.P. carburettor, alloy tanks etc. Jack anticipates it will be good for 8,500 r.p.m. in top—100 m.p.h.—which is certainly not bad at all for a self-tuned machine. I am sure everyone will wish him the best of good luck on it.

Captain Bert Newton of the R.A.S.C., who for the past few years has acted as the Club's Representative for B.A.O.R., will be leaving Germany very soon. In a letter recently received he says: I am sorry that my representation over here hasn't shown any concrete results in new members, nor has our "cell" of 3 been able to meet, the distances separating each mem-

ber being fairly big. Nevertheless, the old "influence has gone out" and the "game" propounded at all military meetings I have organised these last three years.

Bert send his regards to all fellow members, and I am sure they will wish him all the best in return.

P. H. Carter and K. Barfoot have responded to the request in a recent issue of *Bemsee*, to let us have a note of any outstanding (or otherwise) successes they may have in meetings other than those organised by the Club.

Phil put up a first class show at Blandford on Easter Monday and broke the standing lap record, raising it by 2 miles an hour to 86.3 m.p.h. In addition to this performance Phil finished 4th in the 350 c.c. race and 2nd in the 500 c.c. Invitation race.

Ken, a fairly new Club member, writes to say that the same Easter week-end at Rhydymwyn he entered the two ten-mile Clubman's Trophy qualifying events and won both on his 350 c.c. Gold Star B.S.A.

That's the idea, and I'm sure there are plenty more members with news of interest for the magazine.

Harry Pearce finished 2nd in the 350 c.c. class of the recent North West 200 race in Northern Ireland on a Velocette. He was entered by Angus Herbert.

RACING NEWCOMER

B.I.S.

THE staccato crack of the maroon heralds the start of another Senior T.T., as the first man hurtles away toward the top of Bray Hill. I watch as, one after another, the riders settle down into their respective racing positions. Now it's my turn, an "unknown quantity" they called me in the practice reports. I'll show 'em.

My machine, the Bloggs-worthy Special, fires first bump, second, third and top gears are engaged with ease as I speed away. I arrive at Braddan with both hands full of lever, as a train beats me to the bridge and shrouds it in smoke. No sooner have I settled down once more, when I am passed by a screaming flash of scarlet topped by a white helmet, so, with throttle hard against the stop, I gain his slipstream. I stay close to him for mile after mile, until, without warning he takes to a sliproad, here is the opportunity

I have been waiting for, I am past in a flurry of dust, the sound of slithering tyres makes me bide my time before giving her "the gun." My lead was to be short-lived, however, for I could hear the familiar scream behind me, just faintly at first, but growing in volume as the road slips away beneath my speeding wheels. Suddenly he is with me as I line up for Cregny-Baa on the last lap but one. He has the better acceleration by far, so I take second place once more.

Our duel goes on for what seems like thousands of miles. As I flash along Sulby Straight on the last lap I try to read the blackboard held out to me by my helpers. "2nd to . . ." then I am whisked away before my eyes will take in all the signal. Caution was thrown to the winds some time ago so I ride madly on, the Special has the bit between its teeth and I gain

(Continued on page 11)

BEWARE BROTHER, BEWARE!

BILL SALMOND

ALTHOUGH most of you who are riding in the Blue Riband this year may be on the "Magic Isle" by the time this issue arrives, you have probably left Mum with strict instructions to send it on pronto. If this reaches you before you have got past the preliminary "feeler" practice laps, I would humbly draw your attention to the following points that are brand new regarding the course.

The alterations that result in favourable widening at Ballaugh Bridge, Creg-ny-Baa, Signpost and the Nook (to mention the main ones) will, I think, be appreciated in terms of the higher speeds that can be used at these points. The trouble with this, however, is that it introduces **four** new factors for even very old hands—and for First-Timers, **five!** In order of appearance, they are:

- (1) entirely new line on the approach;
- (2) different radius and camber at the corner;
- (3) different starting point of getaway "line";
- (4) faster travel during getaway needing new treatment of next directional and/or camber hazard;
- (5) all previous data and advice at this point now redundant—forget it.

Numbers 1, 2, 3 and 5 are self-evident and will be automatically catered for by most riders, as it is the ability to assess and suitably deal with such matters that have got them to the T.T. standard in the first place. Item 4 is rather a different matter though, as it depends on so many factors.

In all the spots mentioned it will be found that immediately after the place in question there is a narrowing of the road, although at Ballaugh Bridge it is not for a further fifty yards or so. Hitherto, this narrowing has been approached at a lesser speed than will be possible this year, and it means that instead of the corner itself being the hazard in that particular section of the course, from now on the hazard is going to be found in the bottle-necks after the corners.

Some very careful figuring will be needed to make the most of the advantage of the widening without getting into trouble immediately afterwards, and it is at these places that the experts will be concentrating with minute consideration for road surface and changes thereof, both

with regard to texture and level; adhesion qualities at the extreme edge of the road; decisions as to whether a modified line would be required if wet; assessing whether there is safe room to start drawing up on a slower rider in front etc, etc.

So much attention is likely to be attracted by the changes at extremely familiar places that it would be easy to take for granted that the piece of road following on is just the same as it has been for years. This factor had better be duly allowed for and it is considered advisable to discuss with other riders the getaway more than the corner itself, as it would appear that this is where trouble will crop up, if anywhere.

During the Senior T.T. last year, thanks to an unusually strong following wind, even recognised aces were having some difficulty in assessing where to start braking for Creg-ny-Baa corner, and this is yet another factor that should be taken into consideration by all riders.

It should be made an automatic drill before racing to ascertain the wind direction, especially if it is at all strong, and deciding where on the course it is likely to effect braking distances. The first lap is then used to check how much extra distance should be allowed when travelling down-wind and how much can safely be reduced on the into-wind braking runs. It would have to be adopted as an automatic habit, otherwise pre-race tension is likely to drive it out-of-mind.

If you watch a field of riders start one after the other, as during Island races, you will **always** see several riders suddenly leap into panic actions at the last seconds before their flag falls, due to their sudden horrible mental queries as to whether they have remembered to switch the petrol on, pulled back on to compression, set the air lever, adjusted their goggles and several other pre-start necessities.

Why not emulate the airman and incorporate a "cockpit drill"? In my flying days I was always given a code word for each different aircraft, the letters of which each stood for the "Vital Actions, Pre-Flight" in their correct and usually left-to-right of the cockpit sequence. Remembering the time near Oundle, when I was a passenger during a take-off for

(Continued on page 11)

THE EDITOR'S CORRESPONDENCE

I PROTEST about the outburst of Messrs. Bayley and Hartley in last month's *Bemsee*.

Such a lot of nonsense and all because in a democratically run meeting, the majority of the few who could attend did not agree with their views.

Several important points have been forgotten or ignored. If the A.G.M. was held, say, between the practising and racing on Silverstone Saturday meeting, the real rider's opinion would be expressed. It would be interesting to see how.

Messrs. Hartley and Bayley both lament restrictive regulations, but do not mind class capacity restrictions. (This is not restriction but segregation—Ed.). There is a large school of thought, mostly in the U.S.A., that cannot understand why we should handicap a machine because the designer wishes to make it larger. They say that if a man is clever enough to make a large capacity machine light and handleable, why shouldn't he. That idea was completely strange to me, but after two visits to America and a little thought I can see their point. There is something in it. Some of our smaller courses give very strong support to the argument, inasmuch that the 350 c.c. and sometimes the 250 c.c. machines are as fast as the 500 c.c. models.

We favour certain restrictions, mainly those concerning engine capacity, also safety restrictions governing both riders, clothing, the course, the control of spectators, etc., because experience has shown the necessity for these rules.

Mr. Hartley says he has for years challenged other people to convince him of the justification of one of rule, namely fuel regulations. How can anyone convince Mr. Hartley of anything when he has his head in the sand and is unconvincible. Mr. Hartley, how can you accuse the sportsmen who ride and work for "Bemsee," of insolence, intolerance, selfishness, technical ignorance, and most unkind knock of all, of being swayed by financial interests, as though we have all got shares in the large petrol companies. We only wish we had, then perhaps once a year when the dividends are paid out, we could afford a trip to Plumstead to sample some of your famous mixture, if only to convince ourselves of the folly of your arguments. You, and Dr. Bayley, are living in the past. Haven't you heard about the F.I.M. who are the main govern-

ing body of the sport? The F.I.M. apparently think it in the best interests of the majority of motorcyclists to use "pump fuel" in all the International race meetings. (Strictly this is not so. Alcohol fuel is obtainable from the pump but is banned by the F.I.M.—Ed.) Why should "Bemsee" be the only people out of step? ("Bemsee" does allow free choice of fuel at some meetings. There is no restriction at Cadwell—Ed.) Why should we expect our riders to be switching from one fuel to another all through the season, or left worrying which is the best to use? Personally, the problem has never worried me. Amongst several of my treasures are trophies won at meetings where any fuel was allowed when riding, not an expensive "alloy" replica, but a standard "iron" engine, tuned to suit the fuel I could afford to buy, namely "pool." I have seen many expensive blow-ups in my time and many of these were engines running on dope with ridiculous "Diesel" compression ratios. No, I think the fuel regulation is good because it acts in the riders' interests as much as does the enforced use of a crash helmet.

If there was any real advantage to be gained from special fuels and no restrictions against their use, do Messrs. Hartley and Bayley think that they could help the ordinary "Bemsee" member to beat the works tuners with their backing of fuel chemists, and, above all, finance?

It might be worth the expense of a member-to-member referendum to settle this and other controversial subjects.

Birmingham 27

Roland Pike.

* Whenever the Alcohol versus Petrol question arises the issue is clouded with confusion. Messrs. Ferbrache, Bayley, Hartley and others' argument is that a rider shall be free to choose the type of fuel he uses. They do not ask that alcohol be made *compulsory*. The anti-alcohol group insist that a certain type of fuel be used. The question asked is not why that group does not want to use alcohol but *why does it object to others using it*. No one has made an outright answer to that. If members will bear this in mind, ignore International regulations with which we are not concerned in this particular instance, then some useful knowledge might be gained.

—Editor.

Beware Brother, Beware (continued)

which the pilot had forgotten to turn the petrol on, I can assure you that if you are one of those who believe that **you** would never forget the obvious, it is a very disturbing thing when the inevitable moment arrives to find that you have! I know a rider, who won a race on the T.T. course during 1951, who noticed as he was climb-

ing the Mountain during the second lap that his air lever was still shut! He told me that he spent the rest of the race wondering how he came to overlook it, especially as his machine fairly leaped forward when he opened the lever. It just goes to show. Beware Brother, Beware!

Racing Newcomer (continued)

ground on the tiny figure ahead as we hurry along the Mountain Mile. I am within striking distance at the Creg, I catch him at last as we go into Signpost, there's barely a length separating us. Now round Bedstead quickly followed by The Nook and Governor's. Alas, the line comes too soon, giving victory to my fellow dicer.

I stop down the road and hand the Special, together with my helmet and

goggles to the mechanic-cum-pit-attendant, the other rider does likewise. I get a shock as Geoff. Duke walks over toward me. He speaks . . . "Come along Bert. We're nearly into the harbour." I follow the wife up the stairs and on to the deck of the "Mona's Isle," still rubbing the sleep from my eyes. If I hurry through breakfast I might just see the last morning's practice, with luck.

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DUNLOP

FIRST CHOICE OF THE EXPERIENCED RIDER

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS ISSUE is due to reach you just about the time when T.T. practice starts in the Isle of Man. Wear your lapel badges, because our President, Sir Algeron Guinness, Bart, is a Steward this year. It will please him immensely to see the crossed Union Jacks here, there and everywhere on Trophy Island. The President told me that nothing would delight him more than "Bemsee" winning a Club Team Prize. Agreed unanimously!

Several letters have reached me about the T.T. proper. The lads do not consider it a real T.T. unless it is run over the full seven laps of the finest circuit in the world. We must therefore, make it clear to the Manx Government and the Auto-Cycle Union that, as most of the riders belong to the B.M.C.R.C., some notice should be taken of what our racing members have to say. One famous rider told me that it is just plain silly to sacrifice our best road racing events just to please a handful of continental competitors. Thank goodness the Manx people do not mess about with the Grand Prix.

It should be clearly understood that these remarks apply to the solo races. The sidecars are in a class of their own and about twenty outfits on the full T.T. Course do not provide enough entries to justify the mighty organisation involved. Double the number of entries and it becomes a first class proposition.

Must water has gone under the bridge since I last missed a B.M.C.R.C. Meeting. In fact I have only missed one event since the war, and circumstances beyond my control prevented attendance at Oulton Park on the 14th and 15th May last. I am writing these notes just before the meeting which looks good on paper when Secretary R. C. (Bob) Walker reported progress a few days ago.

As most of the older members know, a few of us have specialized in marshalling ever since the days at Dunholme Lodge and later at Haddenham, etc. Since the move to Silverstone we have tried all manner of ideas in order to reduce the load of responsibility on one man. The first successful experiment was a separate programme organisation followed by a security plan all around the outside of the circuit. The next move will be a division of the worry between the circuit proper and the outside circuit. As you know,

W. A. S. Knox-Gore (K.G. to us) has been my deputy for a couple of seasons and in future he will be the official in charge of the circuit, leaving me to look after the flags, phones and paddock (i.e. inside). The "break-down" will thus be (1) Programmes, (2) Security, (3) The actual Racing Circuit and (4) Inside the Circuit i.e. Paddock, Flags and Phones. These four people will all be responsible to the Clerk of the Course and Stewards in the usual manner.

Needless to say, I am delighted at the prospect of being able to glance at special bits of racing which has not previously been possible for an obvious reason. Too busy.

A note from the one and only Tottey tells me that the Cheshire Cell will be using the *Queens Hotel* in the I.o.M. as their rendezvous. He suggests that we all use it because the Landlord and his Lady understand us. The T.T.R.A. also use this establishment so you are sure to meet someone you know. Once again your badge is sufficient. Messages and letters may be left at this hostelry.

As the Secretary is so busy the Club will be represented in Manxland by Dennis Glover as No. 1 together with several members of the Committee. Any of the B.M.C.R.C. men who need help can easily leave a message at the *Queens Hotel* or at "Ballacair" Onchan, telephone—Douglas 1387, which is on the back road to Hillberry. The hotel is at the *Derby Castle* end of the Promenade.

One of the happiest days on our fixture list is Club Day at Silverstone. This year it falls on the 26th June when we operate on the short circuit with practice in the morning and racing in the afternoon. Club Day is an occasion when the talent scouts are out looking for skill in tuning and riding. Regs. and entry forms are already posted.

On the 17th July we are due at the Crystal Palace and don't forget that the "Hutch" is on the 6th and 7th August at Silverstone.

Fill up your entry forms as soon as you get them because the boys are as keen as ever. Take care with pen and ink as queries can only mean delay, which also might mean disappointment due to late entry. Write as well as you ride gentlemen!

(Continued on page 14)

AREA NEWS

CHESHIRE

G. E. Tottey, 2 Rocky Lane South, Heswall, Wirral.

ANOTHER very happy meeting took place on Wednesday, May 12th, with an attendance of 30, and a couple of our friends from the Vintage Club also came along.

However, the highlight of the evening was quite a surprise item. Barry had come to Tarporley for the Oulton Park meeting and Messrs. Walley and Hopley brought him over to our gathering. So after the formal business had been completed I persuaded Barry to give us a chat, with some personal experiences of the very early days of Brooklands, and one thing led to another and we didn't finish till nearly 11.00 p.m.

The next meeting is an extra event, on June 2nd when Ted Lambert of Victor Horsman Ltd., will be giving us a preview of his Safety-First film which has taken a very great deal of time and thousands of feet of film to produce. We are having the first view as Ted feels he would like a knowledgeable and critical audience to see it first and comment on it before general release. As this will be taking place probably before you receive the copy of the magazine Bill Jarman will be writing to everybody about it.

The next ordinary meeting will be as usual 7-30 p.m. *Shrewsbury Arms* on Wednesday, June 30th, so everyone will be back from the I.O.M./Ulster racing.

Quite a few of our own "Cell" members are showing in the high up places now and I was pleased to note that Len Williams was going well in the "Leinster" and finished fourth. I hope his success continues and that he will have some well earned reward for the great amount of work he has put in on his 464 c.c. machine!

We are having quite a nice response to my appeal on behalf of the Les Graham memorial fund. Might I just remind those who have not yet been in touch with me about it that the appeal is still open. One of our members has suggested it might be used to make an award to the first rider of a British made 250 c.c. machine to win its class in the T.T. I should be very pleased to have suggestions from some more people about it.

Don't forget our "Cell" rendezvous is the *Queens Hotel*, Douglas, for the T.T. period at noon each day when there is no racing. Any communication will be handled by Morris Forrester, the proprietor.

No more news about any other "get together" yet in the I.O.M., but there may be something elsewhere in this issue about it.

Marshal's Musings (continued)

More dates for your diaries are:

29th August—Shelsey Walsh Hill Climb.
4th September—Brighton Speed Trials.
16th October—Oulton Park.
12th November—Annual Dinner.

Before concluding, may I say a few words about the cultivated land at Silverstone. It is absolutely and rightly out of bounds and the older members are asked to help the marshals to make it clear to the thoughtless minority that they will find themselves in serious trouble if they let the Club down. It has also been necessary to take a few names of competitors and mechanics who have gone along the runways to some of the corners. This must not happen again or someone is risking a suspension. The runways at Silverstone have to be kept clear for Flag, Phone, Radio, Ambulances and Agriculture. There is a very nice enclosure for competitors and mechanics near Wood-

cote Corner. The Promenade over the Pits is also a good place to watch your pals.

You will have noted the special announcement in last month's Magazine about the B.M.C.R.C. having a memorial of its own for the one and only Les Graham. Area Reps. can run competitions and silver collections for this first class cause. If you are not in an active cell you can easily send a cheque or postal order to Bob Walker at 34, Paradise Rd., Richmond, Surrey. Have you thought of any idea as to the kind of memorial? If so, do tell the Secretary who will put it up to the Committee.

Are you racing on Club Day? If not, you have a duty to perform, i.e., a job of work for "Bemsee." You are in this organisation for what you can put into it because the time will come when we have a home of our own. Think it over!

ANNOUNCEMENTS

THE NOEL POPE BOWL

A most becoming and fitting Challenge Trophy has been presented to the Club by our Chairman, Noel Pope, and will be awarded to the Member who each year attains the highest officially recorded speed on a Motor Cycle. Although the speed must be officially recognised and recorded by an A-C.U. Timekeeper (or one recognised by the F.I.M.), it is not necessarily confined to a Speed registered on British soil.

Along with this Challenge Trophy, which may be held by a member for one year only, is a replica for retention, both of which will be suitably engraved.

NEW MEMBERS

The following New Members have been elected:

L. T. Ellis	P. J. Hersey
R. N. Hammond	C. E. Lucas
A. Jordan	P. Sherriff
A. A. Rees	A. B. Crump
J. F. Wilkes	C. I. Gwynne
T. Gill	D. H. Johnson
R. G. Thomson	R. McVittie
B. E. Hazelwood	F. Travis
G. A. Longman	W. E. Dow
D. R. Sandilands	I. C. Nicholls
H. B. Waddington	B. Reid
J. J. Ahearn	

BENEVOLENT FUND

Donations have been received from the following members.

I. C. Nicholls B. Reid

The Les Graham Fund

Mr. Gordon Cobbold started the Les Graham Fund with a generous donation and contributions have also been received from the following members, all of which are greatly appreciated:

J. Peacock, R. Charlton, J. J. Young.

Donations received to date amount to £6-12-6.

Gransden Lodge Airfield:

Mr. B. Morle of 2 Park Avenue, Bedford, and several other Bemsee members have recently been taking advantage of the use of Gransden Lodge Airfield, near Little Gransden, Cambridgeshire, for testing and practising. All good things have to come to an end, however, and they have now been advised that the Air Ministry are to use the air strip for landing aircraft in distress. Mr. Morle is searching for another disused airfield with the same facilities, but in the meantime will be pleased to hear if anyone has any suggestions.

Mr. Roland Pike who has recently been acting in the capacity of Scrutineer at "Bemsee's" Race Meetings has requested the inclusion of the following paragraph:

"Would any Competitors who are not satisfied with the manners or humour of the Examiners, please report any alleged transgression to the Clerk of the Course to whom they are responsible, and not make their complaints to the Scrutineer's employers, who are not responsible in any way for anything that may be done or undone, since this work is carried out in a purely private capacity."

The Secretary, does of course, endorse Mr. Pike's comments.

MUTUAL AID

For Sale: 2-piece Brown Horse-hide Racing Leathers. Only used twice. Nearest offer £12-10-0. B. Reid, "Ashby Villa," Bullfesson Road, Port Erin, I.O.M.

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COMING EVENTS

TROPHY DAY

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METROPOLITAN MEETING

CRYSTAL PALACE, JULY 17th



HUTCHINSON 100

AUGUST 7th

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