



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 1, No. 4—June 1948

ONE SHILLING



COMERFORDS, LTD.

The Motor Cycle Distributors and Buyers.

Racing machines supplied including
TRIUMPH, VELOCETTE, NORTON etc.

CONSULT THE SPECIALISTS NOW !

COMERFORDS, LTD. PORTSMOUTH ROAD
THAMES DITTON, SURREY

TELEPHONES. EMBERBROOK 2323 and 2324.

ARCHERS

— THE VELO' FELO'S

Offer a complete service for the
motor cyclist built on years of real
practical experience.

Sales and Service for—

ARIEL
MATCHLESS
TRIUMPH
NORTON
PANTHER
VELOCETTE
H.R.D. & E.M.C.



CAN WE HELP YOU?

ARCHERS

The Rider Agents

VICTORIA ROAD — ALDERSHOT

PHONE 323

THE BRITISH MOTOR CYCLE RACING CLUB

President: SIR A. GUINNESS, BART.

Vice-President: PROFESSOR A. M. LOW, D.Sc. A.C.G.I.

Chairman: E. C. E. BARAGWANATH.

Vice-Chairman: H. L. DANIELL.

Secretary: C. A. LEWIS, Villiers' Service, Weybridge Station, Surrey.

EDITORIAL

After a long period of one form of official control, we now pass to another where we are to have the pleasure of 90 miles carefree motoring per month (subject of course to the usual penalties and restrictions whose scope has been so widened by the recent act making penalties for the improper use of motor spirit). Now that the name of the "secret" chemical has been published, our sympathies will be with our poor police who, presumably will now add a chemistry lab. to their kit.

Racing motorcyclists have in Bemsee, a club which avoids all possible interference with its members' sport and whose committee consists of active racing men. Everyone of you can rest assured that all efforts are in hand to secure dates for 1948 and there is good prospect of a fitting wind-up to the season on the part of Bemsee. However, let it be clearly understood that progress has been hampered in the past month for reasons known to all.

Recent comments by racing motor cyclists everywhere indicates the need for a Riders' Union having a board comprising present day riders.

PINKS

of HARROW

THE **COMPLETE** MOTORCYCLE SERVICE

NEW and USED MACHINES
SPARES : ACCESSORIES : REPAIRS

E. T. PINK (HARROW) LIMITED
221/5 & 168 STATION RD., HARROW, MDX.

Tel. HARR. 0044/5

Spares Dept. 3328

N. B. POPE

In those far off days when our land was getting over the "war to end wars," a soldier motorcyclist could be seen in various parts of the country, in khaki and later in Air Force blue on very fast Brough Superior Motorcycles. His name was sometimes Ross, sometimes Shaw and, very rarely, T. E. Lawrence. Of mechanical aptitude he had little but his ability to ride a powerful motorcycle to death was viewed with awe by many.

One schoolboy seized every opportunity to see and worship his hero and, in that young mind the hope developed that he would one day ride as good a motorcycle and as fast as Lawrence of Arabia. That lad's name was Pope and, at the earliest possible opportunity, he owned a Zenith Jap. With experience, this was soon exchanged for a sprint Velocette, late property of J. M. Muir and it was on this that his first racing experiences occurred, at Clubman's days at Brooklands in the early 1930's. Clubman's days were but a step to joining the premier Motor Cycle Racing Club of the world.

The next we knew down Weybridge way, the retiring fellow we had seen on a Velo turned up with the old Temple Anzani 1,000 c.c. Twin which Claude rode way back in 1923 days. How and where he found it, none knew, we were all so superior we just took one look and laughed. The machine had Harley forks and a Duplex Frame which twanged like a harp. The engine seemed to move sideways with every gust of wind. The general opinion was one of doubt whether Noel would ever get the bike going quickly and, even so, we felt that no one nowadays would have the riding skill of C.F.T. How typical of the intolerance of older men to newcomers:—

In all this, one man stands out. Barry, as the steward responsible for good Track riding, took Noel out in his sidecar and showed him the best path. He was generally helpful with the result that Noel finished the year 1933 with a Gold Star lap at 105 m.p.h. on his frightening atrocity which, having done its duty, mercifully disintegrated.

Early 1934, everyone was surprised to see Noel turn up on the supercharged Brough—solo—which Barry had used in the previous year to complete his sidecar career. Noel's boyhood dreams were coming nearer to fulfilment—a very fast Brough—but still the doubters wondered. In addition other machines were added to his

stable and this year of beginnings ended with the record for Brighton on the Brough and the Essolube trophy at Brooklands on a Velocette.

1935 was the year when the doubters ceased all doubting. Road Racing was then proving attractive but Noel's chances in the T.T. were spoilt when his machine caught fire. Furious, he came home, wheeled out the Brough and broke the Track record obtaining the Double Gold Star for a lap in excess of 120 m.p.h. He finished the year with F.T.D. and Gold Star at Southport. All doubts as to his ability were settled.

1936 a Road Racing year, N.W. 200 won 350 handicap (Velocette). 5th in Senior T.T. and first private entrant (Norton). 1st. in Senior Mountain Championship and 750 c.c. Mountain record (Norton). F.T.D. at Saltburn at 117 m.p.h. with the Brough on one pot most of the way. Lying 3rd in Ulster from the first lap, Noel got so excited that he blew the whole plot up.

1937. Terrific scrap with L. J. Archer for the Mountain Championship wheel to wheel, lap after lap until Noel's motor tired towards the end and he lost to a game opponent.

1938. Record attempts. On a 2 hour attempt, fork spring of his Norton broke at about 114 m.p.h. Total loss: the record and one tooth. Joined the exclusive company of Freddie Dixon and Barry by obtaining sidecar Gold Star and lap record at 106 m.p.h. On a 3 hours 350 c.c. attempt, Noel finished the last half hour weaving his Velocette in and out of sundry cars which had strayed on to the track for a spot of "tooning." Yes, it was a happy old track!

Many attempts for the 500 c.c. lap record all were too slow by about 1/5 sec. When an inside footrest broke at fullbore, Noel thought it best to call it a day. Was 3rd in Swiss Grand Prix in a thunderstorm.

1939. A fateful year with war clouds ever more ominous. Several attempts were made at the Track lap record but weather conditions were invariably bad. Sundry F.T.D.'s were made at lesser speed trials but the track record seemed impossible of improvement. Finally, exasperated by the continued war scares, Noel took the model out in July and kept the taps full open despite everything. His speed was

124.51, a magnificent performance which is unlikely to be equalled anywhere for many years. When Brooklands track as it then was, is compared with the average Autobahn used for a record attempt, the magnitude of the performance may perhaps be realised.

During the war, Noel had a distinguished career in the Army and is now a very happy

family man with a charming wife, a real motorcycle sport. Time may have added a few wrinkles to the face you see on our cover but behind them, there is the good old Noel; a friend to all motorcyclists and still very active on his Velo and Norton and only prevented from doing more with the Brough because we have lost our track. A committee man you can all be proud and grateful to possess.

THE CIRCUIT DE BRUXELLES

MAY 9th, 1948

The above race provided the opportunity to see how a party of Bemsee riders would fare in consequence of recent attempts to encourage members to ride on the Continent. The hospitality of our Belgian hosts and the Pre-War atmosphere of non-austerity Belgium was most genuinely appreciated by everybody.

The following members were entered: M. D. Whitworth (Velo and Triumph), L. Graham (A.J.S.), T. L. Wood (Velo), E. E. Briggs (Norton), J. W. Beevers (Norton), N. B. Pope (Velo and Norton), C. H. Francis (Norton), L. A. Dear (A.J.S.), D. S. Jenkinson (Norton), C. W. Petch (Velo), V. Willoughby (Velo).

The races were limited to 12 riders, elimination to be based on practise times. Vic. Willoughby was outstanding in practise but had the rotten luck to crash after his fastest lap. This will put him out of riding for some time although his injuries are fortunately not great.

The published practise times at close of practise were:

350 c.c. Wood and Francis tied for fastest at 108.493 k.p.h., Willoughby next, Whitworth, Oliver, Briggs and Petch third and Weddell and Van Ryswyck fourth.

500 c.c. Francis first 110 k.p.h., Whitworth second, Goffin, Weddell and Briggs third and Graham fourth. On this showing, we retired in anticipation of a first class race with keen competition amongst our own boys. However, in the small hours of the morning, a revision of times took place with the result that Francis was only placed as reserve, Bill Petch who had done extraordinarily well for a lone hand, was wheeled out and, unkindly cut of all, Les Graham on the new A.J.S. was a non-starter in both races.

The races were excellent and well contested. Our own riders gave a polished

display of consistency and all praise is due to Dave Whitworth for his magnificent show in winning both events. A surprise was the riding of the local Triumph rider Goffin who looked a probable winner of the 500 c.c. race until, near the end, a shower made road holding treacherous. Tommy Wood's luck was out as he was dogged with fuel pipe trouble in both races. Eric Briggs notably lacked horses but in both races, he was outstandingly neat although he unfortunately got mixed up with the fallen French rider Erge in the 500 c.c. race and had to retire. Weddell rode an excellent race in the 350 c.c. class although he could at no time get into top gear and, in the 500 c.c. race, his riding improved towards the end and was outstanding.

Results:

500 c.c. 1st. M. D. Whitworth (Triumph)
105.8 k.p.h.

2nd. Goffin (Triumph).
3rd Weddell (Norton).
4th Novaris (Guzzi).
5th E. S. Oliver (Velo)

350 c.c. 1st. Whitworth (Velo) 104.6 k.p.h.
2nd Oliver (Velo).

3rd Briggs (Norton).
4th Van Ryswyck (Velo).
5th Weddell (Velo).

A very pressing invitation has been extended to our riders to come over for the Belgian G.P. on July 4th, an invitation we should naturally like to accept. Regs. are available to all interested parties on application to Weybridge and, in this instance they state that entries "may be reduced if too high." Bemsee has shown we can send over the right type of rider and we count on our good friends "over there" to afford the opportunity to ride to all who show promise in practise. Their enterprise in making the costly journey, justifies the utmost consideration to avoid the disappointment of a wasted effort.

General News Items

N. G. Pugh. Is visiting England and will be in the I.O.M. during T.T. week. Will also go into the question of a machine for his attempt on Egyptian records.

J. A. H. Hiscock. Has made considerable modifications to his M.O.V. Velo for the Lightweight T.T. Past successes have been:— 1946 250 c.c. races. North Weald one 1st. Cadwell one 2nd. 1947 250 c.c. races. Abridge one 1st, two 2nd Altcar one 1st. Brough one 1st, one 2nd. Cadwell three 2nd, two 3rd. Redcar two 1st. (including 20 mile championship).

In addition has taken several places in 350 races on his 250.

C. H. Francis. Is entered by Pip Hylton on an A.J.S. in the Junior and by R. Porter (Norton) in the Senior T.T. Harry was in replica time in last years Junior and Senior M.G.P. and finished well at Dunholme. Was going well in practise at the Circuit de Bruxelles although excluded from the race. Present stable holds two 1947 Manx Nortons, a 1946 Oliver Special Mk.1, a 1948 Martin Jap (D.T.), a 1948 350 Special Jap for road and grass and a new K.T.T. is expected very shortly.

E. A. Barrett. Having spent well over £1,000 in preparing a 250 c.c. for the Lightweight T.T. as some answer to the foreign challenge, has had his entry fee returned. So has Reg. Thompson, after making full arrangements for closing his business for a fortnight, Cabby Cooper (5 entries), L. G. Martin, R. Harris and many others. Best of good luck and all success to Ken Rickard (K.S.S. Velocette) who has been chosen by the A.C.U. as our Clubman's entry. They have also selected Stan Parsons as reserve.

Bob Berry. Has nearly completed the streamlining for his Brough. Big difficulty is that it must be detachable for such events as Hartlepoons. When complete Bob intends to take the outfit to Belgium for a record attempt. Stan Parsons entered Bob on his 350 Norton for the Junior T.T. but entry was returned. Bob will ride the Norton for the rest of the season on the Continent and in the U.G.P.

B. Shipley. Has had his 500 c.c. Norton converted to Brown rotary valve. On test he touched 93 m.p.h. in second. A most interesting conversion in the hands of one with considerable experience of rotary valves. Watch it.

S. Anderton. Has now obtained a new G.P. Triumph. Will ride in U.G.P. and M.G.P. and probably Dunholme.

I. M. Muir. Left England on May 11th for Khartoum. Ian has been specially selected for a responsible post and will be away from the country for approximately 4 months. All members will join in sending him congratulations and best wishes.

U.G.P. Don't forget there is a limit of 120 entries to be taken in order of receipt.

B. M. Hill. Will give all assistance to any Bemsee member who requires accommodation in Belfast for the U.G.P. or other races. Anyone wishing to accept this most generous offer write to:— 76 Dublin Rd., Belfast.

Wilf Billington. Has the honour of being the first entry for the U.G.P. and willing to make one of a Bemsee team. Is also riding at Pendine and Saltburn.

N.W.200. Has been abandoned.

Vintage Racing Motorcycles. C. E. Allen, 43 Kings Avenue, Loughborough, suggests a vintage sprint race at a convenient meeting. Offers to afford any assistance needed to owners of vintage machines.

PENDINE. May 17th. Late news to hand of a good Bemsee day.

Dennis Parkinson first in 500 c.c. one mile sprint, second in 350 c.c. ditto, first in six miles 350 c.c. race, second in ten miles 500 c.c. race, third in thirty miles 500 c.c. race after leading till mag packed up on last lap.

Wilf Billington. First in 350 c.c. one mile sprint.

Cliff Edwards one first and one second.

Fuller details awaited. The course was perfect and rock hard and the weather excellent.

F. W. SIMMONDS Photographic Artist
Press, Commercial, Portraiture & Weddings

96 Merton Road, S.W.18

Phone: Putney 2056.

Latest Multi-Flash Equipment.

Anything photographed, anywhere in England

Send all your enquiries for typing, duplicating etc. to

SECRETARIAL SERVICES

(Mrs. D. W. Bartlett).

5 STATION APPROACH, Redhill, Surrey
Redhill 3438.

*Personally recommended as the producer of the
original Bemsee News Sheets.*

Social News

J. Emmott. Writes that the old Keighley and District Club is re-formed. He would like to hear from any Bemsee members who were old members. Address:— 72 Spencer Street, Keighley, Yorks.

W. M. Webster Sends the good news of his daughter Doreen's engagement to Syd Plevin. Bemsee sends all best wishes for long life and happiness. Incidentally, Bill is in a bit of a jam. He is riding an O.K. in the Lightweight T.T. and future son-in-law is on a Manxman. Must not let the heat of competition run away with his paternal dignity.

C. S. Burney. Writes of four weeks sheer enjoyment and holiday in Eire. Abundance of food, wines, whisky, films, chocolates, clothing etc. all without restriction. Excellent fishing etc. C.S.B. sends an impartial recommendation for the Butler Arms, x Waterville, Co. Kerry.

J. J. Traini Has been posted to South Africa at short notice and left on May 6th. Will retain membership and would like to correspond with members at all times.

H. H. Wheelhouse. Reports that, together with member R. White he went to Sheffield and Hallamshire Club H.Q. in accordance with recent invitation. Had a very enjoyable evening with Stan Jenkins, Bill Beevers and others. Next meetings June 2nd. and June 16th. at Prince of Wales Hotel, Division Street, Sheffield.

The Winning Horse. Another super attendance on May 13th. H. Bostock turned up on a neatly modified Triumph with own rear springing. W. Dally had a Harley which could just be got in front of the house if stood diagonally, Cyril Quantrell on one of the new Duggies and many other interesting bogirons. So interested our local friend in blue that he rushed off to H.Q. and indented for another crate of Simoniz lest the jolly old constabulary Triumph might be thought to lack gloss by comparison. A special pleasure to see Steve Lancefield and Frank Fry fresh from his Leinster success.

Have you heard of the gentleman who phoned Egg and Spoon Runners Union Inc., in connection with his disqualification for running with an added egg? He had the appropriate letter before him and, having been told on three occasions that the writer was "In conference," "at lunch from 11.45 to 2.15" and "engaged with visitors" in desperation asked to speak to the Governor mentioned on the letter heading. Always ready to help, the Egg and Spoon operator performed miracles of dexterity on her switchboard and loud speaker inter-department apparatus to trace the required person. Eventually she came back to the caller with the information that the news had filtered through that the person concerned "was now with God." Which all goes to show how much worse off we might be.

Racing News

Results.

April 10th. Circuit de Nice. This was over a $1\frac{1}{2}$ mile course distance 60 laps. Tommy Wood (Velo) was in great form and lead by a lap at the 32nd lap, when he had to change a plug. Even so, he retained his lead, winning at 83 k.p.h. Charles Beischer was third. In the 500 class all the Guzzis blew up and there was no strong English support. Result it was won at 71 k.p.h. by a Frenchman. Tommy says the twin 500 Guzzi is terrific.

May 2nd. Schaffhausen. Tommy Wood 2nd in 350 and 3rd in 500 class, both on his Velo. Clutch trouble lost him the lead in the 350 class.

Sambre et Meuse. Our first taste of a big Bemsee Continental party. Pennycook, C. H. Francis, Petch, L. A. Dear, Upton, Jenkinson and Brugiere all started. Vic Willoughby (Velo) at his first appearance ran 2nd to Van Ryswyk in the 350 class,

Whitworth (Velo) third and Brugiere (Velo) fifth. A special word for Brugiere at his very first effort in road racing. In the 500 race, Whitworth (Triumph) first, Weddell (Norton) second, and C. H. Francis (Norton) 6th.

Montjuich. Barcelona. Charles Beischer won both 350 and 500 class with fastest lap.

May 8th. Leinster 200. A huge Bemsee party was given a royal welcome by the Leinster Club, who came to the quayside, towed everyone up to Tallaght and brought us all back afterwards. David Gallagher worked like a Trojan to help our chaps at Liverpool. In all a most successful day and demonstrative of the wonderful Irish hospitality.

Our team was Brett, Parkinson and McVeigh. Parkinson and Brett both went out with piston trouble due to inferior fuel (69 octane on test), and Bill blew a gasket.

Prior to these misfortunes, Brett had made fastest lap, (subsequently confirmed a lap record) and Parkinson tied with Ernie Lyons for fastest 350 lap.

Congratulations to Rex McCandless (Norton) and, Ernie Lyons (A.J.S.) for their 500 c.c. and 350 c.c. wins. Our invitation to all Irish riders to join us stands. As regards our own boys, a special word for Frank Fry (2nd at 71.14 m.p.h.), Joe Glazebrook (3rd at 71.11 m.p.h.) and Bob Pennycook (4th at 68.43 m.p.h.) in the 350 class. As Bob was riding in Belgium the previous Sunday, his performance was specially meritorious.

Dick Bethell had bad luck again, skidding in practice due to a burst oil tank and fracturing a bone in his arm. Dick will miss his T.T. ride, but Bob Wolton will ride in his place. Incidentally, Wolton's Lightweight Rudge retired in the Leinster with broken mag chain.

Writing in praise of Irish conditions, member R. H. Buxton suggests a U.K. versus Eire challenge race next year in Eire. We're willing.

May 16th. Swiss G.P. As we go to Press, we hear that Harold Daniell has done it again and won the 500 class, Artie Bell second.

Future Events.

May 17th. Pendine. There will be a big meeting, with Dennis Parkinson and Bob Berry as special attractions.

May 27th to June 11th. I.O.M. Bemsee will be over in force. Our headquarters will be at The Hydro, Douglas. We shall have an evening party on June 5th, when members will be invited to debate any matters of interest.

June 13th. Circuit de Cambre, Belgium. Unlikely to have big British entry.

July 3rd. Skerries 100. Entries close June 7th. At time of writing, another 50 entries can be accepted. Entry forms have been sent to all known intending competitors.

Circuit de Berne. Regs. are promised and English riders are specially invited. Starting money:

First Class riders: 500 Swiss francs for 1 start. 800 for 2.

Others riders: 400 Swiss francs for 1 start. 700 for 2.

July 4th. Belgian G.P. Franchorchamps. Regs. available now. Free entries accepted up to June 13th, at 500 francs (non returnable) to June 23rd.

250 and 600 s/car classes qualifying speeds 90 k.p.h.

350 and 500 classes qualifying speeds 110 k.p.h.

Fuel 74 Octane. 8 mile circuit. Total prize money 110,500 francs, extending down to 6th and 8th places; also Cups.

July 11th. Circuit Jurassien Porrentruy. First class riders invited. Circuit approx. 2 miles. Usual classes: 250 c.c., 350 c.c., 500 c.c. and sidecar. First prizes from 400 to 700 Swiss Francs. Minimum entries 8; maximum 15 per class.

July 31st. Redcar. A most cordial invitation to Bemsee to have a go. Jack Gash says he will fix accommodation in Redcar or transport from Middlesbrough for any Bemsee member who cares to compete. Bob Berry will be there again. Usual straight mile races and 20 miles Yorkshire Championships. All entry fees to be remitted to starters. Write to Allan Taylor, 64 St. Mary's Road, Weybridge, who will organise a party and who will handle all entries for English events of this nature.

Aug. 21st. Grand Prix of Europe. (Ulster to you). Entry forms now available. Of the six entries so far received, four have been from Bemsee. Let's make this a grand Irish Year. Other Northern Ireland Events are:

June 26th. Aldergrove Airfield Races.

June 30th. Enniskillen 100.

July 14th. Mid-Antrim 100.

July 31st. Temple 100.

Aug. 4th. Cookstown 100.

Sept. 18th. Carrowdore 100.

Sept. 7th 9th. M.G.P. Definitely will be held. Already huge Bemsee entry.

Sept. 25th. Definitely a Bemsee date. Official procedure still prevents saying more.

Oct. 9th. Dunholme. Members are advised to prepare their machines. Same fuel requirements as last year.

The A.C.U. will be holding T.T. races June 7-9-11.

NEW BOOKS

The 31st. edition of "Motor Cycles and How to Manage Them" just to hand. This useful book for beginners has been brought up to date. At 4/6 it is a welcome present for any new-comers to the sport. Publishers Iliffe and Sons.

The Story of Brooklands by W. Boddy with a Foreword by John Cobb. A really fascinating illustrated book which each member should possess. Although cars take the bigger part, there is a small

section on motorcycles. If you wish to know the story of the origin of the only possible track, send at once as the supply is strictly limited. Price 12/6. Publishers Motor Sport, 15/7 City Road, E.C.1.

The Story of the T.T. Your revised copy, autographed by the author. Price 9/6 post free from Weybridge.

NEW MEMBERS

- J. S. Norris.** Bob Pennycook's racing partner. Accompanies him on trips.
- R. G. T. Warren.** Proposed by the Pike Brothers.
- R. C. Appleby.** An old time member who wishes to keep in touch with the Club and who presented a very welcome donation to the funds.
- J. Brett.** The well known Norton rider. Rode in our Leinster team and made fastest lap and lap record.
- Bernal Osborne.** Known to all readers of the Green 'Un. Greetings
- E. Cooper.** Of Eleanor Motors fame. One of the band of big hearted agents who support the T.T. very fully. See other columns anent 1948.
- H. Penton.** Rode 250 c.c. Endura into 4th at Dunholme at 74.94 m.p.h., his first big race. The Endura is made by Penton and M. O'Leary with own duplex sprung frame, adapted J.A.P. engine with R.R. 53B cylinder and head, plain liner, L.A. con rod, own dry sump arrangement, 68 degree valve angle. All up weight 280 lbs, max revs 9,000.
- A. W. Zealand.** Well known before and after war at Redcar and Hartlepool. Rode in last year's M.G.P. Hopes to ride at Dunholme this year.
- A. W. Sparrey.** Riding special K.S.S. with considerably modified Inlet layout. Entry in Clubman's seems to have been washed out. In view of his results one asks "Can you get K.T.T. timing on a standard K.S.S.?" A.W.S. seems to have managed it.
- G. E. Richards.** A Sunbeam fan (500 and 250 c.c. model 95's) and also has a Manx Norton in Jun. T.T. Helped out Jenks in a spot of bother on the Continent recently. Owns 18½ foot speedboat.
- R. E. Begrie.** Rode pre-war on Clubman's days. Breathes on the innards of Sparrey's and Richard's machines with exhilarating results.
- G. Spink.** Well known to all old track members. Now interested in the 500 car movement.
- G. Wilson.** Known to all readers of The Motor Cycle. A true friend and sport.
- J. A. Overton.** The sporting entrant of R. Goodman's Norton at Dunholme. A friend and supporter of the movement. Says that, if he is not enrolled, we should keep his entry fee for the benefit of those who love the sport. We gladly welcome in our ranks, a real motorcyclist.
- H. S. Marsden.** Another supporter. Has entered Willoughby in the Senior and Petty in the Lightweight T.T.
- W. D. Reid.** Mechanic to Leslie Martin. Will ride in M.G.P. this year.
- D. W. Kendall.** Has converted his International Norton into a 500 Manx rear springer and has own workshop. Hoping to ride late this year or next.
- L. R. Higgins.** Well known U.G.P. and T.T. rider. Riding Excelsior in L/wt T.T..
- N. R. Stephenson.** Replica in last years M.G.P. (Mk. VII Velo) has a B.14 Excelsior which Barry looked at with consequent rapid rise of pulse.
- R. Law.** Very sporting offer of assistance at any events likely to be held. Well known to Sidcup district members.
- G. V. C. van Dooselaere.** A Belgian member who offers assistance as far as may be possible to any members riding over there. Considerable army experience with motorcycles from Corgis to B.M.W.'s has rebuilt a Manx Norton in anticipation of a good season's racing.
- F. A. Spencer.** Member of Lincoln Club. Has rebuilt and tuned a 250 c.c. Triumph and intends to "have a go."
- J. D. Daniels.** Winner of 1936 Welsh G.P. at Pendine and with continued success at hill climbs, scrambles etc. ever since. Riding for Swansea in Clubman's T.T.
- A. E. Moule.** A very sincere welcome to an old friend and very successful Norton rider in the I.O.M.
- L. Smart.** A true enthusiast but evidently always in a ruddy hurry. At any-rate, after reading his letters one is all breathless like. With 21 years active motorcycling, not a racer but a supporter of the club and lover of the sport. Welcome.
- A. E. Shaw.** Rode in M.G.P., Donnington, N.W.200 and airfield meetings.
- A. A. Goodchild.** Hopes to be demobbed in August. Has to go to University but hopes to get in a bit of riding in between. With memories of "Crasher," "Spug" and Jock Forbes should say he will.
- G. F. Hard.** Proposed by J. D. Hatton.
- B. A. Arlidge.** One of the original Alfa Romeo mechanics.

MUTUAL AID

Seeking Road Racing Mount or partnership as sidecar passenger for the season. K. Jones, 20 St. Peters Street, S. Croydon, Surrey.

Mechanics available in I.O.M. from June 5th. onwards: R. E. Vinal, "East Lynne," Palace Road, Douglas.

C. F. Gascoyne, Peveril Hotel, Douglas.

BROOKLANDS

Whether or not we shall ever perform there again, there is a general demand for publication of the Lap Records as they stood at August 1939. The following figures should appeal to everybody.

Outer Circuit. Flying Start.

Class	Rider	Machine	Speed	Date
6.	E. C. Fernihough	173 c.c. Excelsior	86.92	9-10-33.
A.	M. B. Saunders	246 c.c. Excelsior	102.48	26-8-33.
B.	F. W. S. Clarke	343 c.c. Triumph	105.97	1-4-39.
C.	I. B. Wicksteed	498 c.c. Triumph	118.02	8-10-38.
D.	D. C. Minett	515 c.c. Norton	117.19	25-6-38.
E.	N. B. Pope	996 c.c. Brough Superior	124.51	4-7-39.
B/S	L. J. Archer	348 c.c. Velocette	88.30	23-5-36.
F.	N. B. Pope	596 c.c. Norton	96.33	3-9-38.
G.	N. B. Pope	996 c.c. Brough Superior	106.60	12-4-38.
Cyclecars	T. A. Rhodes.	1096 c.c. Morgan	103.76	13-5-34.

Mountain Circuit (All records given for 5 laps).

Class	Rider	Machine	Time taken min.	secs.	Date
6.	E. C. Fernihough	173 c.c. Excelsior	6	11.6	26-9-34.
A.	L. J. Archer	246 c.c. New Imperial	5	13.4	2-4-38.
B.	L. J. Archer	348 c.c. Velocette	4	57.6	3-9-38.
C.	R. Harris	490 c.c. Norton	4	44.2	25-6-38.
D.	R. Harris	502 c.c. Norton	4	49.4	8-10-38.
B/S	L. J. Archer	348 c.c. Velocette	6	0.6	25-4-36.
F.	E. G. Bishop	596 c.c. Excelsior	5	36.8	23-9-36.
G.	J. Douglas	744 c.c. Douglas	5	59	18-4-31.
Cyclecars	H. Laird	996 c.c. Morgan	5	31.8	23-10-35.

Campbell Circuit (No records for other classes on this circuit).

Class	Rider	Machine	Time	taken	Speed
A.	J. M. West	246 c.c. New Imperial	2	6.2	64.67.
B.	L. J. Archer	348 c.c. Velocette	2	0	68.01.
C.	L. J. Archer	495 c.c. Velocette	1	56.4	70.11.

Best Lap Speeds put up by Clubmen at Clubman's Days.

Class	Rider	Machine	Speed	Date
A.	E. W. Grocock	250 c.c. Rudge	79.94	2-4-38.
B.	R. J. Wilkerson	348 c.c. Velocette	90.39	1-4-39.
C.	F. J. Wild	500 c.c. Cotton Blackburn	101.23	6-4-35.
D.	W. H. Wilcher	596 c.c. Norton	91.22	17-4-37.
E.	G. Brown	998 c.c. Vincent-H.R.D.	105.74	1-4-39.
B/S	W. J. Jenness	348 c.c. Rudge	67.03	25-4-36.
F.	A. Macintosh	498 c.c. Excelsior	70.54	25-4-36.
G.	W. H. Griffith	733 c.c. B.M.W.	73.35	17-4-38.
Cyclecars	A.J.A. Day.	990 c.c. Morgan	72.07	2-4-38.

LATE NEWS

Swiss Grand Prix. Artie Bell 1st, Whitworth 2nd, Daniell 3rd, Tommy Wood 4th, Les Graham 6th, and Bill Beevers 16th in 350 race.

Tommy Wood 2nd in 250 race first time out on his T.T. Guzzi.

Chimay. Eric Briggs 1st in 500 race. Les Dear 3rd and Bill Petch 6th in 350 race.

Shelsley Walsh. Invitation has been received to nominate 30 first class riders for Sept. 25th. Anyone wishing to participate send in their name at once to A. H. Taylor, 64 St. Mary's Road, Weybridge. We are greatly honoured by the invitation to this Classic Event and it is essential to turn out a first class entry. For rough guidance, an ordinary 350 or 500 c.c. racing machine

should be geared to about 80 m.p.h. maximum in top. Details of course etc. next month. To assist all concerned, your early notification is requested. Remember that only 30 will be selected.

Leathers. To any members in difficulty, one of our sets is still available for the T.T. Suit a rather small rider.

A Message from the Committee. To all our boys in the I.O.M. God Bless you and may you have all the success in the world.

Next Meeting at Winning Horse June 17th.

I.O.M. party on June 5th is fixed for Douglas Bay Hotel. Dinner at 7.30 p.m. Please make every effort to attend. Notify C. A. Lewis at The Hydro, Douglas.

H. L. DANIELL

PROPRIETORS: H. L. DANIELL (1938 AND 1947 SENIOR T.T. WINNER)
AND S. S. LANCEFIELD

The Motor Cycle Specialists
MAIN DISTRIBUTORS FOR NORTON

•
*Official Norton Spares Stockists
Accessories*

*Machines supplied for
Touring, Trials and Racing*

Agents for—
NORTON - A.J.S. - EXCELSIOR - TRIUMPH

•
65 DARTMOUTH ROAD

FOREST HILL, S.E.23
Telephone: FOREST HILL 5895

**We cannot supply
you with your machine**

**WE SPECIALISE IN MOTOR CYCLE
ENGINE SPARES AND REPAIRS ONLY**

Stockists of
WELLWORTHY : SPECIALLOID : HEPOLITE

Pistons and Rings

**Big-ends, mains, valves, guides, springs, bushes and
most parts for popular makes and models in stock**

Quick and efficient service for—
**REBORING, SLEEVING, ENGINE OVERHAULS,
SPECIALISED MACHINING, HEAD POLISHING,
MODIFICATIONS, BALANCING, Etc.**

C. F. SMITH & CO., 0871
BAT.

ENGINEERS

85, St. John's Hill, CLAPHAM JUNCTION S.W.11

Comerfords Ltd.

The Motor Cycle Specialists

Fully experienced and enthusiastic staff at all times prepared to go flat out to assist you

•

SERVICE AND SPARES

•

High Speed Tuning : Rebores
Spring Heel Conversions
Machine Shop Facilities
Welding and Vulcanising
Spraying and Plating

•

WE ARE HERE TO HELP YOU

•

COMERFORDS, LTD.

Portsmouth Road - Thames Ditton - Surrey

TELEPHONES. EMBERBROOK 2323 and 2324.