

Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 1, No. 8—October, 1948 ONE SHILLING



See Page 11.

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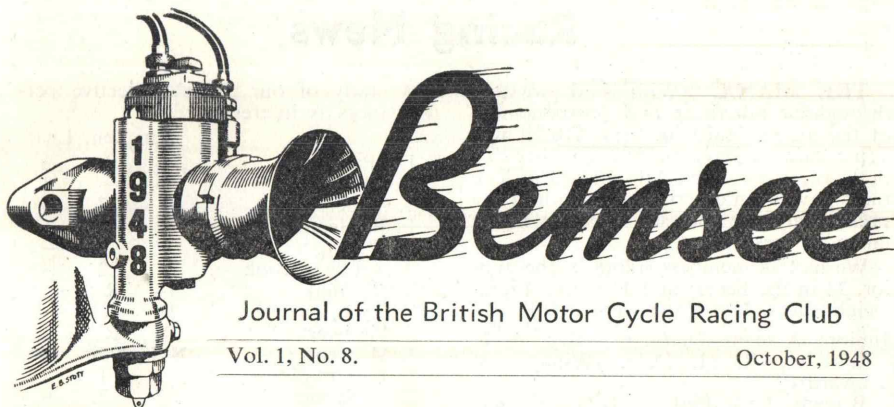
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Journal of the British Motor Cycle Racing Club

Vol. 1, No. 8.

October, 1948

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

SEPTEMBER. Has been a good month for British Motor Cycle Racing. Although not in our sphere, we extend hearty congratulations to the Trials riders who have also achieved great success for Britain in the International Six Days Trial.

THE MANX GRAND PRIX. Another splendid series of races. Bemsee's thanks go out to all members, successful and unsuccessful, who rode so sportingly, and to the Manx M.C.C. for another example of perfect organisation.

We congratulate our members who were first in each of the three races. D. Parkinson added yet another to his list of M.G.P. wins. Don Crossley rode two perfectly judged races adding still more distinction to our Manx Section. R. H. Dale gave a performance which one would hardly believe possible in this age. To appear on the Island course for the first time, to win the Lightweight race and to beat Pre-War records betokens a rider with a great future.

Most of all, our thanks go out to Crossley, Dale and A. F. Wheeler for winning the Junior team prize for Bemsee.

Lastly, a word of sincere thanks to Gordon Hatch who looked after all our members in the Island and arranged our teams. The Manx Section is a great success.

DUNHOLME. This edition must of necessity be scrappy. So much has to be done to prepare for Dunholme that the magazine will run late and thin.

The entry is stupendous and this should be the finest motorcycle race meeting ever seen in England. Our thanks are due and full acknowledgment is made to the Lincoln Club and, particularly, Pip Hylton for the work they have put in to prepare the course. Every member is requested to come if possible. Your badge will ensure free entry but you must have your membership card too.

Some members have already offered to help but many more are wanted. You are requested to report both on Friday Oct. 8th and Saturday Oct. 9th to assist put on the biggest race of the year. Armlets etc. will be issued on the course. We have done a great deal in preparing for Dunholme but that work in B.M.C.R.C. has so far fallen upon a few shoulders only. We have sufficient members to ensure that we don't have to ask Lincoln Club to carry more than their fair share of the work of the day.

Two especially appreciated actions by members are the gift of the Comerford Cup for the best performance by a member who has not previously had an award and the Cup by the proprietors of Carburol for the first British 250 c.c. home. Two very human thoughts for the small man in full accordance with the best Bemsee traditions.

Racing News

THE MANX. With bad weather throughout practising and postponement of the Junior Race on Sept. 7th, it was a pleasure to have perfect weather for both races on Sept. 8th and 9th. The races have been described at length in the press, only the Bemsee aspect will be taken in these notes.

We had 38 members riding in the Junior, 24 in the Senior and 11 in the Lightweight races. Our teams were as follows:

Junior: A team. D. G. Crossley, A. F. Wheeler, R. H. Dale. (Winners of award).

B team. E. T. Pink, A. J. Glazebrook, J. A. Thompson.

C team. D. C. Langton, D. J. Gallagher, C. H. Davis.

D. team. A. Shaw, R. Seymour, to be checked.

E. team. S. A. Whittingham, F. Fairbairn, J. D. Dent.

Senior: A. team. H. Clark, A. F. Wheeler, To be checked.

B. team. A. J. Glazebrook, E. T. Pink, R. Seymour.

C. team. C. A. Stevens, F. Fairbairn, F. Norris.

Lightweight: A. team. E. A. Barrett, R. H. Dale, R. J. Wilkerson.

B. team. R. E. Geeson, H. A. Pearce, To be checked.

High lights were the glad news that Ted Pink won a Junior replica and was only put out of the Senior through a broken petrol pipe. David Gallagher collected his rep. C. H. Davis had a long struggle against odds in the Junior with gearbox trouble and a final push home from the Bungalow just getting to the finish before the closure time. Dick Dale's performance will long be remembered but other up and coming men are C. A. Stevens, G. E. Dukes, H. R. Armstrong, F. P. Heath and J. D. Daniels.

Sympathy goes out to J. H. Colver who fractured a collar bone in practise and Angus Herbert who damaged his left hand. When will makers realise that a clutch lever best part of a foot long should not have a sharp open channel section on the side that will cut off fingers?

Ernie Barrett took over Tommy Wood's "Red Devil" for his excellent show in the Lightweight but this is not deterring him from persevering with his Phoenix as a British challenger to foreign 250's. One of the neatest British "make and mend" 250's yet seen was F. Cope's suitably slimmed Boy Racer A.J.S.

A study of our riders' collective performances is interesting:

	Jun.	Sen.	Lwt.
D. Parkinson	1	R	—
R. H. Dale	13	—	1
S. Anderton	11	17	—
F. P. Heath	2	6	—
R. Pratt	27	9	—
A. J. Glazebrook	21	22	—
E. T. Pink	14	R	—
F. Fairbairn	16	R	—
J. Simister	R	R	—
J. M. Crow	N.S.	N.S.	—
D. G. Crossley	3	1	—
C. A. Stevens	7	7	—
A. F. Wheeler	9	5	—
H. Clark	12	10	—
R. F. Seymour	15	12	—
J. D. Dent	37	32	—
J. D. Daniels	5	R	—
W. McVeigh	10	R	—
A. S. Herbert	N.S.	N.S.	—
E. Andrew	22	13	—

All the above placings except Glazebrook (Senior) and Dent (both) took reps.

Of those who had single rides:

Junior. C. Horn 6th, A. E. Shaw 17th, L. Peverett 20th, D. J. Gallagher 29th and R. J. Hazlehurst 31st all took replicas.

G. Oliver, R. W. Thompson, S. A. Whittingham and C. H. Davis finished. G. W. Robinson, R. F. Walker, D. C. Langton, O. P. Hartree, J. A. Thomson and A. W. Zealand retired. J. S. Addison and J. H. Colver were non-starters.

Senior: F. Norris finished whilst R. G. Phillips, E. Walker and A. H. E. Marshall retired.

The Lightweight race showed that aged British 250 c.c. machines are beginning to feel the strain of long years of racing despite their owners loving efforts to keep them in fighting trim. Dennis Glover did not get over in time to qualify whilst there were all sorts of rumours anent the unsuitability of Mavro's mystery entry. Thus, apart from Barrett's second, the story of our Lightweight riders is: F. Fletcher, R. E. Geeson, H. A. Pearce, R. J. Wilkerson, H. R. Penton, J. I. Sparrow all retired. W. D. Reid was a non starter.

Geeson's radial Rudge engined job was going well when the primary chain called halt, Pearce had the misfortune to see the cylinder of his Excelsior split vertically whilst Penton retired through tyre trouble. Frank Fletcher went really well till the last lap when his engine seized whilst poor Sparrow never got his Excelsior on form.

Summing up, the Manx Grand Prix this year was a most enjoyable event. Special thanks are due to Gordon Hatch who represented Bemsee in the absence of your Secretary due to Dunholme preparations, to Austin Munks for acting as a father to many members and for setting Dick Dale on the road to success and to Wilf Harding, surely the staunchest friend of all racing men who visit the Island.

Redcar, Aug. 31st. The 250 c.c. and 350 c.c. Yorkshire Championships went to Bemsee members 250 c.c. (Fred Watson Rudge 56.7 m.p.h.) 350 c.c. Wilf Billington (Norton 67.2 m.p.h.) The 500 was won by F. Rist (B.S.A. 70.8 m.p.h.) and in the 1,000 c.c. Reg Dearden won on a 500 Norton at 67 m.p.h. with Bob Berry second on a 350 Norton. It is interesting to note that Bob burnt out his Norton clutch in the earlier races so he transferred the complete unit from his big Brough to the Norton for the 1,000 c.c. event. His engine was as used in the Ulster but now on Dope which gives one to think as to the safety factor of clutches.

There were various standing start races but the point of main interest to Bemsee was the attempt on the course record. Here Noel Pope had his big Brough which really seemed to be going well. However, the course is a curving one and, half way, Noel saw that the finish was not clear and he had to shut right off when his clock showed 135 m.p.h. He pulled up satisfactorily amongst a party of pick-nickers which must have been one of the worst moments of Noel's life. Even so, his speed was 119 m.p.h. for the flying kilo.

Grand Prix des Nations. Faenza. Sept. 12th. Late news from Ted Frost of some of the machines at this great event.

125 c.c. Class. Was composed entirely of two strokes with the exception of one Mondiale 4 stroke. This beautifully made machine apparently had two separate o.h. camshafts and a spring frame. It led throughout until forced to retire with a split tank. The race was won by an Italian M.V. two stroke which was challenged throughout by a Motor Morani.

(Incidentally, "Jenks" reports that Renooy's Eysink won its class at Zandvoort, Amsterdam at 72 m.p.h. The course is 4 kilos long with slightly banked corners reminiscent of the Crystal Palace. If this is the speed of two strokes for a whole race and the first four stroke is faster, it is high time someone got busy here making racing 125's.)

250 c.c. Class. The Benellis were as good as ever and were expected to be unchallenged. However the new Parilla

appeared to be going quicker than the Benellis but needs further development to make it reliable. The surprise of the race came from Guzzis. The 250 c.c. twin appears to have been dropped and the works entered two 250 c.c. singles which, for the first time have the legs of the Benellis. Bruno Ruffo won on one of these Guzzis, Ci on a Benelli was a very close second right till the last lap when he retired leaving another works Benelli to be second.

What exactly is altered with the new Guzzi is not yet known but it should be a fairly safe thing to assume that any knowledge gained will be utilised in developing the Guzzi 500 twin.

500 c.c. Class. Was won by Masserini on a 4 cylinder Gilera which covered the full course (250 kilos.) without refuelling at a speed of about 88 m.p.h. Lorenzetti was on what looked like a Gambalunga Guzzi but which is known to have a shorter stroke and considerable modifications although it is still a Push Rod o.h.v. single. Rumour had it that this engine was giving 2-3 h.p. more than the ordinary Gambalunga and in any case it was faster than the Guzzi twins, being only 29 seconds behind the Gilera into second place.

We had Dave Whitworth and Bill Beevers on Triumph twins, F. Anderson on a works twin Guzzi and E. Thomas on a 500 c.c. Norton. Whitworth and Beevers retired, Anderson finished 4th (after a crash in his last lap) and Thomas was 8th.

With this Continental Development, it will be interesting to see what challenge will be forthcoming from England next year.

Zandvoort. Amsterdam. Aug. 29th. A letter from D. S. Jenkinson to report that E. S. Oliver (Jenks was passenger as usual), won this International sidecar race comfortably, finishing 40 secs. in front of Haldemann, both on Norton. They made fastest lap at 107 k.p.h. thus completing the hat trick of winning three races in successive weeks: Limbourg, Lugano and Zandvoort.

Jenks says that the Norton ex Jim Ken-tish is an exceptionally fine model and his retirement in the Belgian Grand Prix was due to personal exhaustion after passengering in a race immediately beforehand.

Dunholme, Oct. 9th. One last and final exhortation. Bemsee must be there in force. Roll up in your hundreds. Entrance free to all members who show their badges and have their members cards. Sensible helpers are wanted in bulk. If

you can do a job of work, please report to Messrs. Lewis, Britten or de Lissa on arrival. We must not let the Lincoln Club down.

Practising is all day Friday Oct. 8th from 10 a.m. to 5 p.m. From noon to 1 p.m. is for Solo motorcycles only. From 1 p.m. to 1.30 p.m. for 500 c.c. Cars only. All those who have offered to help have been written where possible but it may be that you have been missed out. This does not mean that you are not wanted. A general effort by everybody to support the day will be greatly appreciated.

Dunholme is 4 miles outside Lincoln City. Trains leave Kings Cross regularly if you cannot make the journey by road. The 4 p.m. train, arrives at Lincoln about 7 p.m.

The two 100 Miles races have full houses. In the 500 Class, we have three works Nortons, three works A.J.S.'s, C. F. Salt, C. E. Beischer, A. F. Wheeler, K. Bills, S. T. Barnett and C. W. Petch.

In the 250 c.c. class we have 36 starters including Maurice Cann, Tommy Wood and Dicky Dale on Guzzis, the Pike brothers on their Ridges, Keys, Harrowell, Wakefield and Fletcher.

In the 350 c.c. Class L. R. Archer, Bob Foster, Dennis Parkinson and Freddy Frith alone should make a grand race. Then we have Doran on a works A.J.S., Georges Monneret of France on an A.J.S., Kentish, Murdoch, Dear, and Heath on Ajays, Pope and Oliver on Velocettes and Briggs, Moule, and Gordon Woodman (now happily quite fit again) on Nortons.

Last minute entries were Frank Fry and Vic Willoughby on Velos.

To see two massed starts of about 100 riders will alone be something worth remembering in the years to come. **So don't miss Dunholme.**

Late Dunholme news is of three extra cups generously presented to us as follows:

Associated Motor Cycles Ltd. 100 gn. Challenge Cup to be held for one year by the winner of the "Brooklands" 100 Miles race. If this is a machine over 500c.c., the original B.M.C.R.C. trophy goes to the first 500c.c. home and vice versa.

The Comerford Cup. Presented by A. E. T. Comerford, Esq. To be held for one year by a member of B.M.C.R.C. who has not won any previous award in either a handicap or open road or track event.

The Bentley Maudesley Cup with cash prize given by member Harold Fielding to the fastest British 250c.c. in the "Brooklands" 100 miles race.

Blandford, Oct. 16th. Late news flash, there will be another meeting on this date. Entries restricted due to short hours of daylight so hasten in your application.

Bouley Bay, 1949. The Jersey Club are considering running this hill climb on two separate days, one for cars and one for motorcycles. Prize money would be about £300. The entry to this year's joint meeting was very thin. Will members please give some guidance as to whether they would be prepared to support a one day motorcycle event in Jersey. Your views here are requested for guidance.

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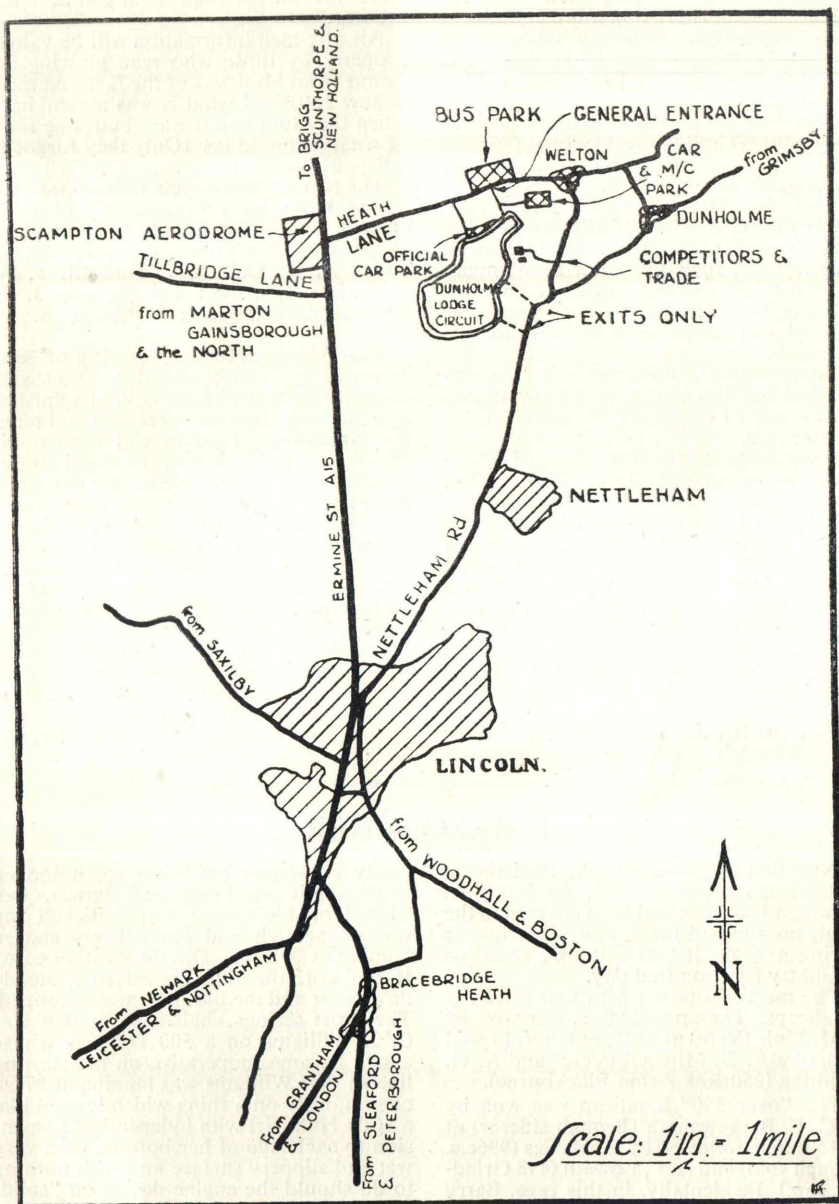
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HOW TO GET TO DUNHOLME



GENERAL NEWS ITEMS

Secretary's Address. The office above Goodall's Motor Cycles, Ltd., 55 South Street, Epsom, is proving more convenient than Weybridge. Although taken as an emergency measure for Dunholme, it is probable this will be a permanent address for the club.

Members are invited to call in whenever in the district and to meet George Goodall who has indeed acted in a most generous and helpful way for us all.

"Off the Ration Fuels." The R.A.C. advises caution in using these. To be without the scope of the Motor Fuel (Control) Order, 1948, fuels must not be of hydro carbon origin and this should be checked. Also, certain chemical by-products usable as fuel can cause very serious internal corrosion.

Silverstone. (3.8 miles per lap). On October 2nd, the R.A.C. will hold a Grand Prix for Formula 1 cars and a 50 miles race for 500c.c. cars.

After that date, the further use of Silverstone by recognised Motor Clubs during 1949 will be considered.

The A.C.U. have also stated that it is no longer possible for the R.A.C. to consider applications for any other airfields in the country. A most harrowing description is given of the fact that: "for a single afternoon's sport on an airfield in aid of a R.A.F. or other charity, the amount of work thrown on to the Air Ministry and the others — (Ministries) — concerned is considerable."

The A.C.U. further state that "every effort is being made to secure the return of

Donington Park, and the outlook here is more favourable than at any time since the war."

All of which information will be valued properly by those who read glowing accounts from Ministers of the fact that trade is now 150% of what it was a year back when they told you it was about one third of what it should be. (Only they forgot to tell you that bit.)

The R.A.C. Motorcycle Committee. We are told this body has recently been re-elected. It consists of: A. B. Bourne, G. W. Walker, P. Chamberlain, Miss Ida M. Crow, A. W. Day, S. T. Huggett, T. W. Loughborough, Bert Perrigo and J. E. Whittaker. Chairman: Professor A. M. Low.

The Winning Horse. Meeting of Sept. 16th was again fully attended. Discussion centred round the Manx G.P. just finished and the many Bemsee successes; and plans for Dunholme. Lincoln will have a big invasion from the South. To avoid all discomfort and inconvenience to our good friends and hosts, who make every sacrifice to provide a most happy night for us all, will members not delay when we are told to go next time but at once steal to their mounts and sweep smoothly and **silently away!** The next date—Oct. 21st.

Transfers. At long last transfers have been secured suitable for crash helmets, petrol tanks, windscreens &c. &c. They are an accurate replica of the club badge. Price 1/9d. post free. Write for them to C. A. Lewis, 15 Woodcote Park Rd., Epsom, Surrey.

I REMEMBER

Now that we are near to the Hutchinson 100, let us go back to 1932. At that time, although 100 miles had been covered in the hour, no one had made that performance during a race. It was felt that someone would try for it on that day.

The meeting opened with two three-lap handicaps. The up to 350c.c. was won by J. M. Muir (Velo) at 91.72 m.p.h. followed home by A. G. Mitchell (Velo) and A. G. Boulting (250 Rex Acme Blackburne).

The "over 350" handicap was won by E. C. E. Baragwanath (Brough sidcar) at 96.15 m.p.h. followed by G. Davies (996c.c. Brough solo) and A. L. Loweth (498 Grindley Jap.) Incidentally, in this race, Barry raised his lap record to 103.11 m.p.h.

So far the weather had been fine. As the competitors lined up for the Hutchinson, a few spots of rain fell. By the time the last man had been started, the rain was

pretty consistent but, even so, it looked as though it could only be a shower. Ben Bickell on his copper plated Bickell Jap was on scratch and immediately started lapping at 101-103. Did the weather ease? It did not, the rain turned to a steady downpour and the old track was swamped. The most serious challenger to Ben was C. J. Williams on a 500 Douglas whose clutch became inoperative on the starting line so that Williams was lapping at 97-98 continuously on a thing which looked like a Hula Hula girl with independent suspension to each side of her bottom, on a very wet and slippery surface and with nothing to do should the engine decide on "solidarity." Meantime, I shall always remember the way in which Ben rode that bike of his for lap after lap at over the 100 mark with brother Joe anxiously watching from the pits.

Les Archer, on a Velocette sidecar, ran out of fuel on the Byfleet, pushed to the pits, refuelled and continued. Dennis Parkinson ran out of fuel with one lap to go and had not enough time to complete the distance even though he pushed in to refill. The finish was as follows:

1st C. B. Bickell, Bickell Jap 99.61 m.p.h.
 2nd J. A. Baker, 346 A.J.S. 90.72 m.p.h.
 3rd C. J. Williams, 494 Douglas 94.33 do.
 4th T. Bryant, 348 Velo 81.77 do.
 5th R. Harris, 346 New Imp. 81.37 do.
 6th A. J. McClure, 498 Grindley 81.91 do.
 7th L. J. Archer Velo s/car 65.44 do.

H. J. Bacon, C. M. Brooks, A. Leveson-Gower, E. C. E. Fernihough all retired. And as Bickell came in from his victorious ride, the rain stopped. One of the most stirring feats on the track. So near and yet

so far from the 100 in the hour yet in the worst conditions. To crown it all, Ben asked to be given a bath and was told that, as an act of grace he would be permitted to take one in the sacred car members' bathrooms on payment of 2/-. Ben very rightly declined, if we ever get a track again, let us hope that such treatment of motorcyclists will never recur.

Germany. Georg Meier has been appointed representative and importer of Guzzi motorcycles for Germany.

Doering has fitted a double piston Puch cylinder to his blown 125c.c. D.K.W.

N.S.U.'s have decided not to enter the 125c.c. N.S.U. for any road race until it has topped 75 m.p.h.

The D.K.W. rider Pohl is building a 125 c.c. Twin with rotary valve.

Mutual Aid

Wanted. Racing sidecar chassis. Preferred old Norton with enclosed wheel and drop out spindle, actual wheel and tyre not necessary. Buxton, 93 St. Andrews Drive, Stanmore, M'sex.

Sale cheaply. Completely overhauled 348c.c. o.h.c. O.K. Prepared for racing but unable to use. Stored Lincoln district. R. Andrews, 63/5 Fore Street, Ipswich.

350 Manx Norton Bits. Special 2½ g. tank, Elektron front brake plate (girder forks), several sets valve springs and In. and Ex. valves all very little used. Piston rings, bolts, nuts, valve spring tool. Several B.R. 50 & 52 plugs. Reasonable offer for lot or sell separately. Murdoch, Keppel Gate, Batchelors Way, Amersham, Bucks.

Sale. What offers? 500c.c. o.h.v. Twin D.W. Special. Specially built up for racing. J.A.P. engine. Dudley Ward, River Cottage, Feltham Avenue, Molesey.

NEW BOOKS

Racing Reminiscences. Geoff Davison's new book consists of nearly sixty stories by 48 famous I.O.M. riders. Graham Walker's description of his first T.T., Jimmy Simpson's extremely well written and witty description of his long career, Harold's modest description of the way in which he got in that 91 m.p.h. lap without realising the fact and Geoff Davison's appreciation of Wal Handley alone make the book real value at 9/6d. It would cost you much gold and many weeks of "standing rounds" in the Mona and the Queens and the Falcon Cliff during T.T. week before you could draw out one half of the anecdotes that make this book a prize for all T.T. lovers.

Get The Story of the TT., 9/6; The Story of the Manx 8/6d. and the above from Weybridge if you want a complete guide to the Island.

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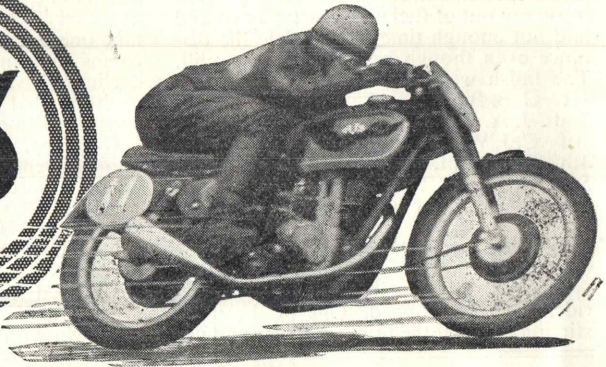
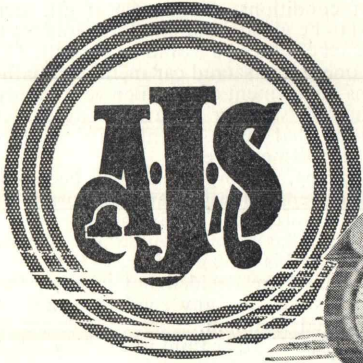
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Model 7R

348 c.c. O. H. C.

DESIGNED with the object of providing the private owner with a reliable yet highly efficient racing machine, the engine of the Model 7R is of particular interest to the technically minded.

Of the single O.H.C. type, the engine is of exceptionally robust construction yet of low total weight. Magnesium castings are used wherever possible and the cylinder head is in Aluminium Alloy with shrunk-in valve seat.

The overlapping hairpin valve springs and valve gear are totally enclosed and no external oil pipes are employed. The flywheels are forged steel discs drilled for balance and these are supported by three rows of caged rollers on the drive side and a single row caged ball bearing on the timing side. Oil is circulated by gear pumps at the rate of 26 gallons per hour at 7,000 r.p.m.

The Model 7R engine develops its maximum power at 6800-7000 r.p.m. and all engines are subjected to an extensive bench test before supply. Of the 20 Replicas awarded in the 1948 Junior T.T. 10 were won by riders of the A.J.S. Model 7R, and in the Senior T.T. the Model 7R ridden by G. G. Murdoch finished its second T.T. in one week in 4th place at an average speed of 78.51 m.p.h.

The Race-bred Motor cycle

A.J.S. MOTOR CYCLES : PLUMSTEAD ROAD : LONDON S.E. 18.

PERSONAL

J. J. Traini. It will be recalled left for Cape Town earlier in the year. Correspondence sent to him is now being returned. Can anyone help with his African address?

P. G. Chandler. The A.J.S. which this new member is using at Shelsley is very interesting. It is basically a 1927 350c.c. A.J.S. completely rebuilt. The engine has large crankpin, Velocette big end with direct oil feed. New design valves, inlet port enlarged $\frac{3}{8}$ ", 1 $\frac{1}{8}$ " choke Amal carburettor, new design of crankcase with massive webs to support main bearings. The frame is rigid and redesigned with extra torque stays, Webb type forks with specially made soft spring as total weight is under 220lbs. 7" dia. front brake with own arrangement of L.A. back plate. Ariel brake shoes used front and rear with own cam gear made out of S.11 Burman clutch fitted to the A.J.S. gear box with own positive foot change. Wheels 20" x 3" rear and 19" x 3.25" front.

W. T. O'Rourke. Very sorry to report that young Michael's father has had a very bad spell in hospital with rheumatic fever. He will be out very soon and all members will join in wishing him a speedy recovery.

Geo. Brown. Amazing news that George, who really and truly had it at Eppynt, is now out of hospital and hopes to ride at Cadwell again this year. We all send you best wishes for complete recovery and success next year. Members wishing to, should write to: 89 Chesford Road, Stopsley, Luton, Beds. George wanted to ride at Dunholme but the entries had closed just before his application came to hand.

R. H. Vinall. Has been called to Australia at very short notice. Ray promises to write as soon as he gets settled there. Don't forget, Ray, to get in touch with Eric McPherson, 566 Homer Street, Kings Grove, N.S.W.

W. Lillie. Reports that his Bitza blew its cylinder off after attaining very satisfactory speeds. As the basis is Blackburne, Lillie is building the engine up again, with the help of R. C. Chawner, and intends to ride at Dunholme.

J. A. M. Clarke. News that he is settling down in Persia and arranging for his Rapide to be sent out. As keen as ever on Bemsee, he sends best wishes to all for Dunholme.

S. Cooper. After October 12th will be the landlord and host of The Witham Tavern, Witham Bank, Boston, Lincs. Invites all members to drop in and join him in a drink and a chat. What about it Lincoln members? The Winning Horse is a huge success at Claygate, thanks to similar kind-

ness and generosity on the part of Alan Wynes and his father. Why not rally round for a monthly meeting at the Witham Tavern?

C. H. Francis. Glad to report that Harry is now passed fit by the doc and is riding at Dunholme. Best wishes for all success from us all.

Harvey Pilling. A complete raspberry (although somewhat flyblown) from our most decrepit racing member anent description of his frolics in the Ulster. Harvey points out that his Godfathers and Godmothers always took a dim view of the name Pinnington whilst he feels tremendously flattered to have his Velo called a 500 Norton. Harvey points out that for about 10 laps he could only use 2nd gear, hence being flagged off after 12 laps. Ah well Harvey, please accept apologies. Your advancing years have duly been reported to our handicappers so press on, brother.

J. Gretton. A most sincere offer of help to any members who are visiting Belgium for races. Any information or guidance will be gladly given on writing to 26 Boulevard du Regent, Bruxelles. This should be of great assistance.

Theresa Wallach. Another letter from Theresa who is now on a 60 acre ranch in the Denver Mountains, not far from Buffalo Bill's grave. The Boulder Dam is twenty miles away. Theresa left the Pacific coast on July 2nd and is now tracing a N.E. course. She decoyed her Norton at San Bernardino, using the garage of Don Evans, the winner of the Daytona Race this year. The temperature at the time was 110 degrees in the shade. The Norton is going well despite a mishap in Los Angeles at night when she hit a tram landing platform projecting 6" above the road at 60. Stiff for a week but no serious damage.

The interesting point is that this is not regarded as a high speed in America, another reason for the essential return of Brooklands if we are to carry out tests for export vehicles at speeds comparable with those at which they will be used and without endangering the life and limb of testers and the public.

Since leaving Los Angeles, she has covered 2500 miles. Specially interesting points are:

In Ogden, Utah, Theresa came across A.J.S. posters advertising Dunholme and she has sent photos.

Bemsee is widely sought after in America and the progress of the Club is a matter of considerable general interest.

In Las Vegas, Nevada, gambling is legal and Theresa reports that it goes on right through the night, thousands of dollars

changing hands. People come from all over the States and the world and the unfortunate ones dwindle quietly away.

In California, Theresa attended an Independence Day race meeting and rally and won the Trophy for the rider who had come the longest distance.

In Pocatello, Idaho, she spent some time with an Indian tribe.

Now she wants to know whether women can ride in the Clubman's T.T. next year so evidently we'll be seeing her before May.

Wilfred Pickles. Sends best wishes to the Club and cannot find time for an even-

ing with us for an annual dinner as he is completely booked up until May 1949. This is a great disappointment. We all send Wilfred best wishes and hope that it may just happen that one evening will be free after all.

J. E. Greenwood. Writes that he cannot get to Dunholme for marshalling duties as he is being taken off to hospital for an operation. Best wishes for a safe recovery J. E. will be out of action for some months.

Wilf Billington. A late message that Wilf has had a return of a recent illness and cannot perform at Shelsley. Hopes to be fit for Dunholme. Best wishes to you Wilf for complete health this time.

CORRESPONDENCE

From G. G. Murdoch.

After digesting the replies to my letter in the August issue, my first feelings are of extreme regret that an entirely false impression has been created owing to the following facts: my letter was not originally intended for publication, was a section of a personal letter to Cliff dealing with a private matter and my views on Club membership were later explained verbally and more fully to Cliff after which I agreed to have my letter published. Had I rewritten my letter in a water tight manner, I'm sure that the present misunderstanding and certain amount of ill feeling would have been avoided.

However, I hasten to explain that my letter was in no sense prompted by snobbery and that I've had too much experience of Club life to imagine that every member must be an active competitor.

Mr. Lowry hits the nail fairly and squarely by suggesting individual selection of members. Is it generally realised that, to join the British Motor Cycle Club, it is only necessary to obtain one proposer? Does it not seem highly probable that this, combined with an all out drive for new members, will eventually gather in people who actually will pay their quid merely to wear the badge—people whose "racing" will always be restricted to blinding up and down their local high street emitting a distasteful roar from their chromium-plated Brooklands silencers?

I can foresee our badge being worn by that type of rider if we are not careful and we shall **not** see them in leathers **nor** will they ever turn out to help as marshals; they will be seen in the "Local" shooting a very good line on their "racing experiences."

No, I'm not advocating selection of members according to the size of their

bank roll or whether they are active "racers" or not but I strongly urge that new members be required to furnish proposer and seconder and that the committee satisfy themselves thoroughly as to the proposed member's eligibility before acceptance.

If Mr. Carter's reference to "shooting other people's bullets" means expressing the views of others he is quite correct in his surmise since I only wrote after speaking to several other members and ascertaining that I am not "the only one in step."

Yours sincerely

Geoff Murdoch.

(Editor's note. This correspondence must now end for space reasons. Members are requested to discuss the subject constructively and concisely at the A.G.M. Should any member be aware of unseemly behaviour on the part of another, he is requested to report details to the Secretary at once for submission to the committee.)

From: S. R. Southin.

The only thing I deplore in the sport is the way Commercialism has crept in in such a big way.

Sincerely S. R. Southin.

From: W. G. Jarman.

Let's have a new controversy by way of a change, about engines. Why not a 125 single, 250 twin, 500 four, 750 six and 1,000 c.c. eight? All parts interchangeable, liquid cooled, for solos, sidecars and cars. What, no 350's? Make it a 375 three!

I raise my tankard to the club which is really rich in competitors and relatively hard up for observers and marshals—"Bemsee!"

Yours etc.

Bill Jarman.

From: H. B. Ranson.

In thanking Billy Beevers for his kind remarks in the Sept. mag., re my crash on Graig Willies during the Junior T.T., I would like to correct the impression that I took any part in removing my damaged bicycle from the road.

I was in fact knocked right out; my first recollections during returning consciousness being of lying on the bank while several kindly folk sought to revive me with cold water. My Norton and Harry Francis' A.J.S. were then propped against the nearside wall and offside bank respectively, placed there, I gathered, by spectators and a marshal who had come up from Sarah's Cottage.

I should like to pay a sincere tribute to Albert Moule and Harry Francis who, on rounding a bend, came upon me and the bicycle strewn across the road. Both riders gallantly took to the kerb at great risk to themselves and Harry, who was thrown heavily, suffered severe injuries in consequence. I cannot thank either of them enough for their prompt, heroic action and, in doing so, I take off my hat to two grand sportsmen.

Kind regards.

Humphry B. Ranson.

P.S. A request to Mr. Manufacturer: Please remove prominently mounted steering damper knobs.

Our Front Cover

Who is the rider on the front cover? Oh! Obviously Archer but why put him in twice? Look again reader, at the most amazing proof of heredity. Similar riders, similar machines, similar styles although the angle of the two photographs does not give exactly the same view relative to the kerb. Number 46 is L. J. Archer in this year's Junior T.T. and Number 65 is his son L. R. Archer in the same race.

L. J. has had a long, successful racing career; starting at the track about 1926 and having had innumerable successes in races and worlds record attempts. It will be recalled that he still holds the following lap race records for the track: Class B/S outer circuit, A & B Mountain Circuit and B & C Campbell circuit. He won the Hutchinson Hundred in 1933 at 100.61 m.p.h.

In the T.T., Les has ridden with regularity for many years on New Imperials and Velocettes. He was 4th in the 1937 Lightweight, on a New Imperial, 6th in the 1939 Senior on a Velocette at 84.31 m.p.h., 4th in the 1947 Lightweight on the old New Imperial which he frankly thought would not stay the course, at 69.8 m.p.h. and had trouble in this year's Junior. Les is thus one of that great band of Agent Entrants who are doing so much

good for motorcycle racing and, although he always gives first thought to "Son," he is still willing to "have a bash" if he can.

L.R. is following in the family tradition and has already established himself throughout the country. His numerous successes have been reported in Bemsee, particular items being his winning of the Hutchinson Cup at Dunholme last year on an E.M.C. Spectators on that day have often asked if and when he changed gear as his performance was one of the most polished, giving the illusion of constant speed all round. He will also be recalled for his success in the 1947 Lightweight T.T. when he finished 3rd on an M.O.V. Velocette. Les now fully appreciates there are rather more valves in the cylinder head of a fourstroke than of a two stroke but the lesson has been costly and in the interim, he has every cause to appreciate the guidance and help given to him by his mechanical mentor Ron Hankin.

Les Junior is a member of your committee and regularly attends to watch over the affairs of the club from the rider's viewpoint. Bemsee without the Archers would be like Plum Duff without any currants.

Send all your enquiries for typing, duplicating etc. to

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NEW MEMBERS

Pressure of space and the work of Dunholme makes it impossible to give the customary introductory paragraph with our new members this month. Each and all may know they are welcomed

The following deserve some special mark of appreciation:

M. V. Lockwood.
W. H. Pilling.
B. Bodice.
W. L. Clark.
R. E. Stokes.
R. F. Walker.
F. Hayward.
J. B. Netherton.
F. G. Gent.
C. C. Kennedy.

W. S. Sleightholme.
J. A. Weddall.
Billy Munn.
J. P. E. Hodgkin.
L. J. Bayliss.
W. F. Beckett.
H. J. D. Boynton.
E. W. Harrison.
J. C. Latham.
J. Beeton.

C. V. Taft.
J. Maloney.
P. G. Chandler.
D. G. Lashmar.
T. H. Taft.
E. Walker.
J. Harding.
C. C. Sandford

Don Crossley for his magnificent performance in the Manx.

H. V. Colver. One of the fathers of the game.

C. M. Brooks. One of the consistent pre-war riders at the track.

Norman Croft. Brooklands Senior Championship 1938.

STOP PRESS

Shelsley Walsh, Sept. 25th. Completely successful. All motorcycle records for hill were beaten. Fastest run of day made by Frith in Team Match in 38.69 secs. R. L. Graham fastest time in 350c.c. event in 39.45 secs. on Boy Racer. R. L. Graham fastest time in 500c.c. event in 38.87 secs. on a Matchless. H. L. Daniell fastest in

1,000c.c. event in 39.36 secs. C. F. Smith fastest sidecar in 47.77 secs. These are only the fastest times but everyone of our riders did well and brought general praise for the club and an invitation to come again next year from the President of the M.A.C. Well done Bemsee.

**See
you
at
Dunholme !**

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