BRITISH MOTOR CYCLE RACING CLUB
FOUNDED 1909

Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 1, No. 7—September, 1948 ONE SHILLING

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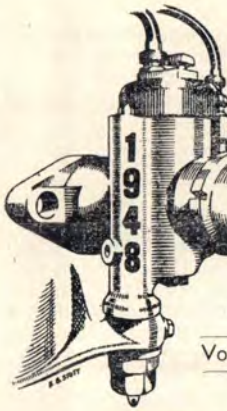

Bemsee

Journal of the British Motor Cycle Racing Club

Vol. 1, No. 7. September, 1948

THE BRITISH MOTOR CYCLE RACING CLUB

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

EDITORIAL

The past month has been noteworthy for some interesting and widely different races in England and Ireland.

Our thanks and congratulations go out to the Blackmore Vale Club for providing a near perfect road circuit at Blandford. With winning speeds of 85 m.p.h. on a circuit just over 100 miles distant from London and Birmingham, a first rate course for all round racing sport has been found. It is sincerely hoped that repeat meetings will be held, there is no question of the volume of Bemsee support which will be forthcoming.

Eppynt was less accessible and, it must be said, the course did not come up to entrants' expectations. Many will perform again at any other meeting but, this time, it will be generally agreed that the course is not best suited to a modern fast racing machine and entrants will arrive suitably mounted.

The Grand Prix d'Europe was a supreme test of speed although marred by the worst possible weather. A flat out stretch of seven miles without any corners tested riders and suspension systems, bringing home the loss to the movement occasioned by the closure of Brooklands. Finality in fork and rear springing systems still appears unachieved. Whilst it was noteworthy that many riders made no changes or adjustments to their engines throughout the racing and practising period, there were many instances of rear suspension troubles.

SHELSLEY WALSH AND DUNHOLME.

Details will be found elsewhere of our two meetings. It is hoped that there will be a record attendance of members at both events.

Shelsley is made possible to us thanks to the good offices of the Midland Automobile Club and Mr. Leslie Wilson, the energetic Secretary of that body. The challenge to motorcyclists by the car people is particularly appreciated. For too long, cars and motorcycles have been regarded as entirely separate as would be racehorses and greyhounds. When we get together, it will be found that we have much in common and there is no reason whatever why an understanding friendship between car racers and motorcycle racers should not ease the way to friendly collaboration and the sharing of tracks.

DUNHOLME.

Will again be our major event of the year. Our colleagues at Lincoln are working with us to ensure a good day. We have made the best of our opportunities by inviting the 500 Car Club to share the course with us. It would indeed be a good thing if this spirit of combined meetings to make the most of what little racing is available could be taken up by the R.A.C. at Silverstone.

OUR CLUB.

The correspondence this month will show that members have let off a good deal of steam. Obviously, the point at issue must be settled at the next A.G.M. In making suggestions for the better running of the club, please remember that where so much is achieved by honorary and voluntary effort, the people concerned are deserving of some consideration in all criticisms.

L. G. MARTIN

Our front cover this month shows Leslie Martin, one of our best known Manx members on his A.J.S. in this year's T.T. Up to1948, Leslie has concentrated on Excelsior's.

This year, Leslie is also running a 7.R. A.J.S. with which he has been to events on the continent. In Holland, Spain, Belgium and France.

He started his racing successes in Ireland when he came in 3rd in the 250 c.c. class of the 1935 N.W.200, from then onwards, he has always been an outstanding 250 c.c. exponent, winning the 250 c.c. Class of the 1939 Ulster with a record lap at 80.49 m.p.h. and winning the 250 c.c. Class in the 1946 Ulster Road Race at 74.71 m.p.h. with record lap at 75.61 m.p.h. Les has been a continuous competitor at the races on his own island and is the winner of 6 T.T. replicas. He is a qualified engineer who does all his own tuning. In partnership with R. C. Moring, he runs an engineering business at Port. St. Mary.

In conjunction with Gordon Hatch, who will look after the secretarial side, a strong little body of Bemsee members is building up in the I.O.M. and this may be of the greatest use to all of us in the future.

Racing News

Blandford. July 25th. Results were reported last month. There were certain noteworthy items. The polished performance of Bob Foster was an example of careful preparation and consistency.

In the 350 c.c. final B. E. Keys on an A.J.S. and J. Difazio on a B.S.A. scrapped for lap after lap the B.S.A. eventually finishing just ahead of Keys. Les Graham held on to Bob Foster for lap after lap and actually passed him in the 5th lap. At the 8th lap, Les was baulked by another rider preventing a close finish.

In the 250 c.c. race, Roland Pike made an excellent start and held close to Maurice Cann. In the 5th lap, Maurice drew away when a great scrap developed between Pike, Les Archer and F. C. Hawken. At one time, Hawken's Excelsior passed Archer but this lead was short lived. Finishing order Cann, Pike, Archer, Hawken.

The Clubman's race was outstanding for the extraordinary performance of young Michael O'Rourke on a Velocette with teles forks. In the first heat, O'Rourke came round ahead of two H.R.D. Rapides. In the second and third laps, he held second place finishing third with his front mudguard dragging on the ground. An amazing performance and it is to be regretted that the mudguard trouble prevented his riding in the final. In the final Kempson on a 500 Triumph twin and Siffleet on a 350 Norton just finished ahead of the two H.R.D's.

The 500 c.c. race was quite the best of the day although marred at the start by a slight collision between Les Archer and another. Les' Velocette was pushed over and his forks bent. He nevertheless rode into fourth place in his heat but could not ride in the final. Charles Beischer was fit after his T.T. crash. Noel Pope rode well to win his heat on his 499 Norton and to finish fourth in the final. It was good to see Cabby Cooper riding his 350 Norton whilst A. J. Glazebrook brought out his supercharged B.M.W. which really went well, finishing second behind Noel.

The best scrap of the day was between Les Dear and Phil Heath in heat three. Les led Phil throughout until the last quarter of a mile when Phil got in front for a very fine win.

In the final, although Maurice Cann got his Gambalunga into first place for one lap, it was undoubtedly Bob Foster's race, although Maurice rode magnificently into second position.

Eppynt. August 15th. This interesting course cannot be classed as a high speed road circuit. Its 5.2 miles abound in corners and undulations and the type of riding called for is rather different to that used by most members. From the descriptions broadcast, those who had not seen the course came with Island gears whereas something considerably lower would have been more suitable. This must be remembered if another event is put on here.

The Meeting was a first one and all thanks and praise are due to the Builth Wells and Carmarthen Clubs.

The amazing number of spectators, all of whom had come by some form of motor transport was outstanding.

In the 250 c.c. race, Wilmot Evans took the lead from the second lap. Maurice Cann had an oiled plug which lost him over a minute at the start. The final position was a full Bemsee one. 1. W. Evans (Triumph) 2. M. Cann (Guzzi) 3. J. A. H. Hiscock (Velo) 4. G. D. Phillips (Velo) 6. J. H. Parker (Rudge).

The 350 c.c. race was outstanding for the performance by Les Graham and J. D. Daniels, undoubtedly one of the coming riders. The final positions were again filled by Bemsee members 1. R. L. Graham (A.J.S.) 2. J. D. Daniels (Velo) 3. L. R. Archer (Velo) 4. Wilmot Evans (A.J.S.) 5. Phil Heath (Norton) 6. J. Simister (Norton).

In the unlimited race, George Brown on his H.R.D. Rapide took an immediate lead, his cornering was remarkable. He suffered a very slight mishap in his first lap, letting Les Archer (500 Velo) into the lead. In his effort to catch up, George overdid things and had to be taken to hospital from where it is reported he is making progress. After this, J. D. Daniels on his 350 Velocette chased Les, overtook him and continued to win comfortably. Another good Bemsee result. 1. J. D. Daniels (350 Velo) 2. L. R. Archer (500 Velo) 3. A. A. Fenn (499 Norton) 4. J. D. Dent (490 Norton) 5. A. J. Glazebrook (499 Norton).

Note that Glazebrook and Archer had brought their B.M.W. and E.M.C. machines but both were banned because they were supercharged.

Grand Prix d'Europe. Aug 21st. Was run in the most appalling weather. Torrential driving rain was blowing into the riders all down the Clady Straight yet a most successful meeting was held. Once again, Bemsee records a series of successes by members. In the 500 c.c. Class, Harold Daniell was prevented from starting due to influenza and we put C. W. Petch (499 Norton) into his place to make up our Senior team as follows A. J. Bell, J. Lockett, C. W. Petch. In the 350 c.c. we named L. A. Dear, W. Doran and G. G. Murdoch all on A.J.S's and in the 250 c.c. class M. Cann (Guzzi) R. H. Pike (Rudge) and Ben Drinkwater (Excelsior).

Some very interesting machines were seen in the lightweight class. The 250 c.c. twin Guzzi was to be ridden by B. Ruffo but had trouble in practise where it was seen to be exceptionally fast. W. M. Webster had brought over the Mechanical Marvel late property of R. A. Mead. This had been practically rebuilt with bronze head, alloy cylinder barrel and a new and very comprehensive oiling system. He broke a con. rod in practise wired back to the mainland for his 7.R. A.J.S. and was allowed to start with it. R. A. Mead's New Imperial was as carefully prepared as ever. R. J. A. Petty's G.P. New Imperial had a very large tank, special hubs, chain oiler and innumerable special components. H. Carter rode Norman Webb's Excelsior. This gave incessant trouble in practise by oil leakage, only cured at the very last moment. In the race, the machine was very fast on the get away but a major breakage appears to have eliminated one more of the diminishing number of English 250 c.c. racing engines. Norman was present despite the slow healing of his broken leg. In the rush and scurry of Saturday morning, he was pushed over and was last heard of as having attention at hospital. All members will join in wishing him a safe recovery.

Max Klein had difficulty due to a spill in practise bending his exhaust system but he managed to borrow the necessary replacements just in time.

R. M. N. Spring's Velocettes, ridden by Frith and Bills were as perfect as ever. Spring's management is magnificent.

The fastest laps in practise were put up by Daniell and Lockett on their 500 Nortons at 94.49 m.p.h. A. J. Bell 94.34 m.p.h. Lorenzetti (Guzzi) 94.19 m.p.h. J. M. West 93.30 m.p.h. and R. L. Graham 93.16 Bob Foster apparently had to make some adjustments as it was not easy to get fast practise lap times from him, the best recorded being 92.14 m.p.h.

In the 350 c.c. class Fred Frith was fastest at 88.84 m.p.h., W. Doran (A.J.S.) next at 87.01 L. Carter (Norton)—a rising star—at 86.76, K. Bills at 86.13, F. W. Fry at 86.51 and J. de Ortueta and O. H. Jackson both at 85.51.

In the 250 class Maurice Cann led at 80.42 m.p.h. Ruffo (Guzzi) 79.45 m.p.h. R. H. Pike (Rudge) 78.20 m.p.h. R. A. Mead (New Imp.) 77.59 R. T. Drinkwater 75.80 m.p.h.

The 500 c.c. Guzzis were magnificently prepared, both the twin and the Gambalungas being brought over. In the race, only the singles were used and, although Balzarotti retired early, Lorenzetti rode magnificently to win. The 500 c.c. Nortons were fast and consistent. John Lockett rode a magnificent race into second place after having changed the lead on several occasions with Artie Bell. Artie had to retire with a punctured rear tyre.

The 500 c.c. A.J.S's were all going well.

Jock West was stopped by ignition trouble, probably due to the weather conditions. Les Graham continued magnificently to finish third whilst Ted Frend due to an extra pit stop finished outside time.

The A.J.S. Boy Racers gave a demonstration of reliability in the hands of Geoff Murdoch, Jim Kentish and Les Martin. Murdoch finished at 75.40 m.p.h. winning the War Memorial Trophy and third in the 350 c.c. handicap. Jim Kentish finished at 75.32 m.p.h. winning the Governor's Trophy and first in the 350 c.c. handicap. Leslie Martin was the last to finish in Replica time at 74.44 m.p.h.

Maurice Cann once more ran away with the 250 c.c. class. He was chased by Roland Pike to within four miles of the finish when the Rudge had push rod trouble and retired.

Every man who started in such conditions was deserving of recognition and the Ulster Club announced that each would be given an award. This is typical of the kind, generous and helpful attitude of these Irish people to whom we owe our utmost gratitude.

Of the unfortunates: Bob Berry did six laps on his Norton without goggles. Roy Evans (500 Norton) retired after 2 laps with clutch trouble, L. R. Higgins retired after 1 lap. A. E. Moule (500 Triumph) had gearbox trouble after 3 laps, Harvey Pinnington (500 Norton) retired after 12 laps. This marked the 20th year since this veteran first rode in the Ulster. He wants to find a third veteran to join with Chris Tattersall and himself to make up a 21 year old party for 1949. Vic Willoughby's Velocette went like a bomb in practise but seized on the Clady straight in the race, likewise Ben Drinkwater.

Eric McPherson has had no luck in his visit to England. He crashed heavily at Nutts Corner and it was a great relief to see him smiling, albeit, much bandaged, at the evening reception. Eric is returning to Australia shortly and will take with him, all our wishes for prosperity and success down under.

Les. Dear (A.J.S.) packed up after one lap whilst W. Doran's very fast 7.R. A.J.S. retired with engine trouble. C. W. Petch had the worst luck when lying fourth. Due to another passing rider, he missed a vital pit signal and in consequence ran out of petrol. Humphry Ranson could not finish inside the official time. All members will join in congratulating Frank Fry on a very fine finish indeed. It was good to see that grand sport George Bryant fit and well to welcome home his successful rider.

The order of awards was:
500 c.c. Race. 1. E. Lorrenzetti, 498 Motor Guzzi 85.55 m.p.h. 2. J. Lockett, 499 Norton 85.39 m.p.h. 3. R. L. Graham, 498 A.J.S. 82.67 m.p.h. no other 500 c.c. finishers within 15 minutes of winner.

350 c.c. Race. 1. F. L. Frith, 348 Velocette 80.16 m.p.h. 2. K. Bills, 348 Velocette 79.58 m.p.h. 3. F. W. Fry, 348 Velocette 79.37 m.p.h. 4. L. Carter, 349 Norton 76.87 m.p.h. 5. O. H. Jackson, 348 A.J.S. 75.73 m.p.h. 6. J. de Ortueta, 348 Velocette 75.57 m.p.h. 7. G. G. Murdoch, 348 A.J.S. 75.40 m.p.h. 8. J. F. Kentish, 348 A.J.S. 75.32 m.p.h. 9. S. C. Kox, 348 Velocette 75.26 m.p.h. 10. O. S. Scott, 348 Velocette 74.92 m.p.h. 11. L. G. Martin, 348 A.J.S. 74.44 m.p.h. no other 350 c.c. finishers within 15 minutes of winner.

250 c.c. Race. 1. M. Cann, 248 Guzzi 72.47 m.p.h. 2. J. McCredie, 248 Excelsior 65.52 m.p.h. 3. H. Kirby, 249 Excelsior 64.10 m.p.h. no other 250 c.c. finisher within 15 minutes of winner.

Fastest Laps.
500 c.c. E. Lorenzetti, 88.57 m.p.h. (14th lap).

350 c.c. F. L. Frith, 81.86 m.p.h. (8th lap).

250 c.c. M. Cann, 74.29 m.p.h. (9th lap).

Governor's Trophy.
J. F. Kentish, 350 A.J.S. aggregate time 2 hrs. 35 mins. 58 secs.

War Memorial Trophy.
G. G. Murdoch 350 A.J.S. aggregate time 2 hrs. 37 mins. 47 secs.

The following completed the course outside finishing time:

350 c.c. S. Dalzell, W. P. Morgan, T. F. Tindle, J. Bailey, D. V. Tromans, M. W. Baillie, G. L. Paterson. J. Brett, Wilmot Evans, J. Dunlop.
250 c.c. W. G. Dehaney.

Shelsley Walsh. Sept 25th.
We are holding a Closed Speed Hill Climb, in conjunction with the Midland Automobile Club. Practising takes place Sept. 24th from 10.30 a.m. to 5 p.m. Racing commences at 1.30 p.m. on the 25th. The following riders have been selected:

350 c.c. F. L. Frith (Velo.), J. D. Daniels (Velo.), E. V. C. Hardy (Norton) J. Simister (Norton), W. Billington (Norton), R. L. Graham (A.J.S.), S. G. Chandler (A.J.S.), F. Fletcher (J.A.P.).

500 c.c. H. L. Daniell (Norton), H. B. Ranson (Norton), C. Edwards (Norton),

W. Billington (Norton), B. Shipley (Norton), F. L. Frith (Triumph), S. T. Barnett (Triumph), A. E. Moule (Triumph), J. W. Beevers (Triumph), G. Brown (H.R.D.), R. L. Graham (Matchless), H. Taft (B.S.A.), E. M. Kempson (Brackpool-Triumph), J. H. Parker (Rudge), J. D. Daniels (Triumph).

1,000 c.c. G. Brown (H.R.D.), C. V. Taft (H.R.D.), F. P. Heath (H.R.D.), R. E. Stokes (H.R.D.), H. L. Daniell (Norton), R. Berry (Brough).

Sidecar. C. F. Smith (J.A.P.), P. A. Seymour (Douglas), P. V. Harris (Norton), J. S. Jenkins (Ariel), W. E. Boddice(Ariel), J. Surtees (H.R.D.).

We have been challenged to nominate a team to compete with a team of the fastest cars and have selected: H. L. Daniell, F. L. Frith (Triumph) and R. L. Graham (Matchless).

Dunholme October 9th.

Will be as last year with the additional attraction of a race for 500 c.c. cars. Practising takes place on Friday Oct. 8th from 10 a.m. to 5 p.m. From noon to 1 p.m. only solo motorcycles may practise. From 1 p.m. to 1.30 p.m. only 500 c.c. cars may practise. Fuel for short races unrestricted. For the 100 miles races, pool petrol only.

The programme for race day is:

10 a.m. 250 c.c. solo 3 lap scratch race.

10.30 a.m. 350 c.c. solo 3 lap scratch race.

11 a.m. up to 1,000 c.c. 3 lap scratch race.

Noon. **Dunholme** 100 miles scratch race for solos 251 c.c. to 350 c.c.

1.50 p.m. Sidecars and Three Wheelers scratch race. 3 lap.

2.20 p.m. 500 c.c. Car 8 lap scratch race.

3.20 p.m. **Brooklands** 100 miles scratch race for solos up to 250 c.c. or from 351 c.c. to 1,000 c.c.

In conjunction with the 100 miles races, a handicap will be arranged for the Mellano (Hutchinson) Trophy.

Additional trophies will be the **Associated Motor Cycles 100 guinea Challenge Cup** which will be awarded to the fastest finisher in the **Brooklands** race. If this is a 1,000 c.c., the original Trophy for this race will be awarded to the first 500 c.c. home and vice-versa.

The **West** trophy for the best performance by a Lincoln member.

Since completing the regulations, Mr. A. E. T. Comerford has very generously offered to present a annual Challenge Trophy for the best performance by a rider who has never before been placed in the first three in any road race or has never won a major handicap trophy in such an event.

All members are requested to come along if possible. Your badge will ensure free entry. The help of members as marshals and crowd control helpers is sought. Please send offers and enquiries to:

E. G. Britten,
Wisboro,
Chiddingfold, Surrey

Lugano August 15th. Late news to hand that Oliver and Jenkinson won the sidecar event after a terrific scrap with the Milani brothers on their Gileras. The lead was continually changing among these three until both Gileras dropped out when Oliver finished at 92.98 k.p.h. with Haldeman (Norton) second.

In the 500 c.c. class, the Gileras finished first and second with M. D. Whitworth third on his Triumph. Anderson (Guzzi), Oliver (Norton), Wood, Thomas and Jenkinson (all on Velocettes) all retired. (Winning speed 103.4 k.p.h.).

In the 350 c.c. race F. K. Anderson won on his A.J.S. at 97.9 k.p.h. Tommy Wood established a very big lead till he retired when Anderson took the lead to the finish. Second was a 278 c.c. Guzzi followed by E. Thomas and Oliver on Velocettes.

The 250 c.c. race was won by Ambrosini on a 1939 type Benelli at 99.6 k.p.h. followed by another Benelli and a Guzzi. First Englishman home was Tommy Wood (sixth on a Guzzi).

The Benellis seem as outstanding as ever and the new 250 c.c. Parillas are beautifully made but do not yet seem to be quite quick enough.

Carrowdore Road Race. Regs. just received for this event on Sept 18th. Details from Weybridge or R. Brown,
47a Linfield Road, Belfast.

Entries close Sept. 9th Substantial cash prizes and Plaques to all finishers. Eligibility: Males over 18 and under 60.

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General News Items

My thanks are sent to all of you who sent a very welcome sum of £45 through Noel Pope. This is greatly appreciated and, particularly, thanks to you Noel, for your thought and trouble in the matter.

Winning Horse. The meeting on Aug. 12th was better attended than ever. Rather unfair on the locals who dropped in for a pint. After consideration of every case put forward, it was decided that the whole of the Winning Horse Hard Luck Award should go to J. E. C. Purnell. Good luck to you Jim, we hope you will soon be fully recovered. Jim Kentish very kindly stood down in this matter which was all for the best in view of his subsequent success at Ulster. There is no doubt that the damage to his foot is now healed.

The next meeting will be on Sept. 16th. Roll up to discuss Dunholme and Shelsley.

Bob Pennycook. Reports that, in the Skerries 100, he had to take "avoiding action" in his 11th lap to avoid a fallen rider. Bob suffered little damage but had to retire and was stiff for a week.

P. Hogan. Is converting a K.S.S. Velo for Dunholme with his own rear springing, twin front brakes, Webb forks with hydraulic shock absorbers, special oil cooler and engine cooling by deflectors and L.A. engine plates. Make a note to look for this.

The M.G.P. Sept. 7th-9th. Appears to be more popular than ever. Several members have tried to effect changes of their entries but the organisers are firm that no such changes may take place.

W.S. Humphry. Suffered a crash with damage to ankle at Scarborough. Here's wishing you a speedy return to health and good business.

J. H. Parker. Who will be riding at Shelsley has a very special and beautifully prepared Ulster Rudge. The machine is said to have won an U.G.P. but Parker has made great modifications with alum. bronze cylinder head, L.A. barrel, semi radial valves, 1 5/32 inch. choke carburettor, and specially finned brakes. Whilst the old models used to be good for a steady 100 m.p.h. on dope, this does the same on Pool petrol.

R. J. A. Petty. Apologies for an error in the T.T. number. In finishing 5th in the Lightweight T.T., his speed was 66.26 m.p.h. not 64.985 as previously stated.

Track Records. The figures given in the June number are all correct and in accordance with the documents preserved by Mr. Ebblewhite. They are genuinely the highest figures recorded in actual races.

Later, on separate record attempts on a closed track, certain higher figures were established. These were undoubtedly timed by Mr. A. G. Reynolds but the old B.A.R.C. record book cannot be found. From cuttings from the Motor Cycling Press the following can be accepted as records for the circuits concerned although the figures quoted in June are still correct for records made in actual races:

July 21st 1939. J. Lockett riding a 502 c.c. Norton lapped the Campbell Circuit in 1 min. 55 secs—70.97 m.p.h. This is in Class D and it will be noted there is no Class D record in our June list which shows that L. J. Archer achieved 70.11 m.p.h. on a 495 c.c. Velocette, Class C.

On the same day and on the same machine, Lockett lapped the Mountain Circuit in 4 mins. 41.6 secs.—74.81 m.p.h. as compared with the time of 4 mins. 49.4 secs. standing to R. Harris in our June list.

It is believed that, in a separate record attempt, the late F. W. S. Clarke improved upon the outer circuit Class D. record credited to D. C. Minett at 117.19 m.p.h. If any member can produce printed evidence regarding this performance, proper acknowledgement will gladly be made.

It is tragic to have these constant reminders of the havoc caused by the loss of Brooklands. The four engined Viscount (4 Rolls Dart Turbo Prop engines) has flown once or twice from the track. One landing must surely have convinced the pilot of the justice of Bemsee's cause for the return of the place for safe, useful work.

R. J. D. Burnie. Friends are requested to write him at his new address:

"Falcon Cliff,"
6 The Drive, Durban North,
South Africa.

Bob writes glowingly of South African enthusiasm.

G. R. Stanley. Sends a most peculiar cutting from the Sunday Express. Trials for the best roller skaters for the World's Championship to be held at Italy in September are held every Saturday afternoon at 3.30 p.m. and, for that purpose, **streets are closed** in the City of London. The test ground consists of London Wall, New Basinghall Street, Fore Street and Cripplegate. At anyrate, we now have a demonstration that the laws of this land permit the closing of roads for speed events. Don't leave it at this, please write to your M.P's about it.

An example of the Bemsee spirit. One member was delayed in remitting a small

GENERAL NEWS ITEMS continued

sum owing to the Club so he fined himself 1/6 when sending the cash. Business Houses please note.

Dunholme Sweepstake. All members will be receiving a book of tickets. It is hoped you will all respond by taking tickets. Please return all counterfoils by September 30th.

Secretary's Address. Owing to the great pressure of work about this time of the year, the Weybridge Office is being left empty in preference for an office nearer to your Secretary's home. This is entirely due to the kind action of member George Goodall who has provided the necessary space over Goodall Motor Cycles Ltd., South Street, Epsom.

Please, therefore, address your letters to:

15 Woodcote Park Road,
Epsom, Surrey.

The Weybridge office will continue permanently. Apologies to all those whose correspondence is delayed in being answered. The magnitude of the daily post makes the job most arduous.

NEW BOOKS

Tuning for Speed. This is a book which many new riders should possess. Obviously written by one with full works experience, one who assimilates the valuable information available should be able to get that little extra out of his engine to give him a win. Too many riders nowadays buy their speed from the catalogue and do little or nothing to make their machines out of the ordinary. The minority who do their own tuning will be known to most readers of Bemsee. If you wish to emulate their successes, an excellent piece of advice is to buy a copy of this book from Temple Press. Price 6/-.

The Story of the Manx 8/6. The Story of the T.T. 9/6. Once more, members are enjoined to obtain Geoff. Davison's new books which are one of the surest guides for the successful T.T. rider. Copies available from Weybridge.

The knowledge available in the above 3 books is the key to success as a "tuner-rider."

Mutual Aid

Wanted. Spares for 1934 250 c.c. Grand Prix New Imperial G. W. Robinson, 45 Fairfield Drive, West Monkseaton.

For sale. D. Marshall's successful Triumph Twin. Has won prizes in every meeting entered at Cadwell, Brough, Scarborough, Hartlepool in two seasons Road equipment and spares, registered Dec. 1945. Offers to 28 Marshall Avenue, Saltburn, Yorks.

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The Proposed T.T. Sub-Committee Meeting at Birmingham Sept. 26th.

Your committee are of the opinion that the vague way in which the above is being called will permit far more points to be raised than can be covered in any one session.

To avoid confusion, it is therefore felt that a Riders' Representative, a Manufacturers' Representative and an Agent-Entrants' Representative, each with voting power, should be elected to the Committee and it is suggested that the B.M.C.R.C. should put this point before all others to the meeting.

If success should greet the proposal, it will then of course be possible to discuss individual points and you are therefore requested to complete the enclosed form and return to 15 Woodcote Park Road, Epsom, Surrey, without delay.

1. I am (am not)* in agreement with the proposal that a Riders' Representative, a Manfucturers' Representative and an Agent /Entrants' Representative each with voting power, should be elected to the T.T. Sub-Committee.

2. In the event of 1 being carried, I would suggest for the T.T. Sub-Committee's consideration, the following:

.....

.....

.....

.....

.....

Signed .....

Membership No. .....

* Strike out which is inapplicable.

CORRESPONDENCE

From: Bill Beevers.

I would like to thank Mr. H. B. Ranson through the journal for the very prompt and courageous way he dragged his machine off the road after his crash in the T.T. I must have been one of the next riders to come up Creg Willys after the crash and I hate to think what would have happened to me if H.B.'s first thought hadn't been for the other riders' safety and got his machine clear off the road, although he must have felt pretty rough himself. Thanks Humphry, you did a grand job.

P.S. I should like to endorse Geoff Murdoch's sentiments in his letter re membership.

Yours sincerely,
J. W. Beevers.

From: A. R. Lowry.

There must be very many people who, like myself, have never raced but have always taken a deep interest in the game. Some of those people can probably be of material assistance to the club and the sport. Some, whose help may be unspectacular will nevertheless turn up and lend a hand as marshals etc. The answer "Oh, I shall be competing" has rung all too often in the ears of Clerks of the Course and a club consisting entirely of entrants can never run an event at all.

One shares the desire to keep out "undesirable elements" as the phrase goes, but the best method lies in seeing that candidates for membership are, in fact, worthily recommended. Mere classification will not secure you the right people with the right ideas and the fact of racing or having raced is far from being a guarantee of virtue.

When Bemsee once more has a home for which you can create "full" or "associate" members, I would beseech the Club still to separate sheep from goats by individual selection rather than by general ruling.

My own participation at the moment seems limited to drawing occasional and rather rude pictures for the magazine. I learned to ride in direct belt drive days and have since ridden some 250,000 miles and I do ride, almost daily, a machine with the historic engine number 1927/TT/2. So, if anybody says I'm not a motorcyclist, by Hookey, I really will draw a rude picture of him.

Yours ever,
A. R. Lowry.

(Editors' comment. Our friend and cartoonist has since sent the threatened picture. The subject is immaterial, the sincerity which prompts such excellent drawings will be appreciated by all).

From: J. N. Coulthurst.

There are no doubt many like myself, who would like to take an active part in racing but due to various reasons have to be 'dis'content with watching the more fortunate.

I would indeed be happy to have a marshal's armband and, as I shall be at Dun-

holme on 9th Oct., I willingly offer my services.

No doubt Mr. Murdoch has some grounds for feeling as he does, and no doubt there are some people less keen than others but I fail to see why anyone so disinterested in racing as is suggested should be so gracious as to donate a guinea a year to Bemsee. Unless I do get the chance to race, I shall be just as pleased to offer my service to the club as an associate member.

In closing, I must endorse the remarks made in praise of a very energetic Secretary and Committee.

Yours faithfully,
James N. Coulthurst.

From one who for good reasons must be 'Anonymous.'

The membership of the Club is deservedly considerable but I feel that, taking the country as a whole, and the Club as representing the racing sphere "par excellence," the number of members is not unduly large.

I cannot subscribe to the opinion that the Club is being cheapened and losing prestige by having a comparatively large following, in fact I think that a strong case could be presented to the contrary. After all, it depends entirely upon the aims of the Club and a few hundred people enthusiastically doing their part, racing men or not, to further the interests and strength of British Motor Cycle Racing seems to me to be a useful asset and a prime factor.

Whilst some control must naturally be exercised in the matter of membership, the principle of making the Club exclusive would, I feel, be an unconstructive policy.

From: Maurice Woods.

Does Geoff Murdoch really think the likes of myself and other new members decide off hand that we have a slight yen towards joining the B.M.C.R.C.? Does he believe we calmly send a couple of quid sub and entrance fee because we can say we are members of a select flock?

For your information, I'm an apprentice on a wage of £3 per week and you are quite right in accusing me of not appearing in racing leathers Geoff, but I'm sure you would understand the reason if you saw my bike.

Remember, Geoff, its you boys with the machines and experience who form the nucleus of a club and a nucleus must attract other elements unto itself in order to justify its existence.

In conclusion I should like to say how much I should like to see an ultra lightweight racing section of the Club. The racing of 125 c.c. machines is growing in importance and we younger members **can afford** to race this class.

Yours sincerely,
M. Woods.

From: Edgar Maddox.

I feel that we should have a section for racing members, mechanics etc. and an associate section for non-racing members. This would simplify the running of the club.

I concur with Len Hartley's views and though I am not sure about Dunholme, I feel that we should endeavour to run meetings without fuel restrictions at the first opportunity.

Yours sincerely,
Edgar Maddox.

From: John Emmott.

With reference to Geoff Murdoch's remarks, I am neither for nor against as I have had racing leathers on and rode but that is beside the point.

Is it not up to the members themselves when proposing new members? They are surely the ones to know if a person is just

joining for the badge or for the good of the sport. No, I say bar no one as we may spoil ourselves later on.

Yours sincerely,
John Emmott.

From: Horace Carter.

Does Friend Murdoch think that the old days will return? There are many, like myself, who were racing years ago and who today are backing the younger generation and furthermore are often in a position to give more help in a number of directions to the Club. Racing men only, could never carry out the project that you may envisage for the Club's future. You are right in going out for members who, though perhaps not racing themselves, yet are most interested in the furtherance of motorcycle racing sport. I have seen enough of snobbery to last me a lifetime. Fortunately, most racing men whom we have met are not snobs but rather the reverse, there are of course a few high and mighty ones, they just make one marvel at humanity.

I would mention that I have never met our friend Murdoch ever but he should not run away over such matters, without some thought, perhaps he may be shooting other peoples' bullets. This can happen without the marksman knowing it sometimes.

Sincerely,
Horace Carter.

NEW MEMBERS

Surely no better proof of faith in Bemsee could be given than by the following list, inclusive of many of the most famous names in Motor Cycle Racing.

L. G. Clifford. Has never participated in racing but is keenly interested in technical development through speed events. Help promised as an organiser which is gladly accepted. Has owned 14 machines. F/O R.A.F./V.R.

D. W. Jones. Preparing 250 Velocette for racing. Could not complete in time for Blandford. N.W.11.

C. H. C. Phillips. Motor agent at York, uses 1,000 Square Four. Is awaiting delivery of a suitable mount to take up road racing.

J. E. Greenwood. Has followed the sport since 1930 and, after service during the war cannot actively race but gives a very genuine offer as "a willing helper in everything which can further the interests of the greatest of all sports." Thank you John, please report at Dunholme bright and early Oct. 8th. Huddersfield.

G. Robinson. Introduced by A. J. Duffell. Leatherhead.

J. Craig. We take pride in the honour of welcoming one who has spent a lifetime in the development of racing. As a successful rider, as one of the most famous tuners, as a skilled technician and designer and, more than anything, as a great friend. Joe is known wherever racing motorcyclists meet.

S. N. Shilton. Known up and down the country as Triumph's rep. who covers 3,000 miles per month on his T.100. Was with Rudges and took interest in their racing programme.

R. L. Tuckley. Innumerable successes pre-war in local (Northampton) grass track meetings and speed trials. Present machines 1947 Triumph 3.T., 1948 250 Velo. Clubman's T.T. and still hopes to take part in small circuit racing.

T. A. Westfield. Rode at Cadwell and Brough 1947 and 48. 6th in Clubman's Junior T.T. on Triumph twin. Will ride at Dunholme.

Sgt. A. F. Hanson. One of the most successful riders on the Continent. First Brunswick and Hamburg last year. 3rd Nuremburg. Rode Brussels, Floreffe and Dutch T.T. this year. Hopes to ride professionally next year. One of Lt. Col. Grahame Oate's band of riders.

W. S. Corley. Clubman's day at Brooklands pre-war and also Donington. Has ridden continuously since the war in local meetings. Loughton.

W. Hall. Deserving of all admiration. With limited resources built up a 350 Velocette, entered 1947 Manx and crashed. Entered this year's Junior T.T., lapped in 30m. 46s. and finished. Rode in Senior but had gear change trouble. Good luck to you Bill. Liverpool.

R. J. Hazlehurst. First road race this year's Clubman's Junior T.T. which he won. Will ride K.T.T. in Manx and at Dunholme. Intensely keen and a remarkable record.

D. A. Storr. Rode in last year's Manx and finished in both Junior and Senior on a rigid frame Norton. Will continue riding till wins a replica and will also enter for Dunholme. Birmingham.

G. M. Shaw. Introduced by N. R. Stephenson. Hayes. M'sex.

S. Cooper. Racing for three years, in R.A.F. and Civvy Street. Cadwell, Anstey, Brough wishes to ride at Dunholme. Bitza expert. Present mount a 350 o.h.c. A.J.S. engined Vincent H.R.D. Boston.

A. Brown. Setbacks of war etc. prevented getting a racing machine till 1947. Obtained Manx Norton but was very seriously injured. Fortunately now on the way to recovery and hopes to have a go before 1948 ends. Luton.

R. M. N. Spring. One of the most famous of the old timers. Will be remembered for his wonderfully successful Norton stable at the track with riders, Denly, Driscoll and Staniland. This great sport has now come back to the game and is managing Freddie Frith and Ken Bills whose consistent and successful riding this year is an object lesson.

K. Bills. Welcome to another old member who is riding as well as ever. Most recent success in Dutch T.T.

F. L. Frith. Could write a book about the winner of this year's Junior T.T. The well judged performances of the above three are well worth observing by all newcomers to the game.

A. J. Bell. One of the proudest moments to write that the winner of this year's Senior T.T. has joined us. Good luck and success to you always Artie, whereever you go.

E. N. Iffland. Old member, rode at track in 1938. Performed well at Blandford.

B. C. Brown. Has ridden for sixteen years. D.R. in Normandy from D. Day to the end of the war. Willing offer of assistance at all events.

D. A. Armstrong. A keen supporter and motor trader who will help us at Dunholme. Proposed by A. Dudley Ward.

M. S. Barradell. An old member who will be remembered for his performances on o.h.c. A.J.S. at the track and Donington. Now settled in South Africa but on a business trip to England at once wished to rejoin us.

MANX GRAND PRIX.—All enquiries and teams to be arranged by Gordon Hatch, Hillside, Linden Grove, Douglas. It is with the greatest disappointment I find, owing to pressure of work, that I shall be unable to be in the Island for this year's Manx. The best of luck and success to all members. C.A.L.

For Sale. The actual 1933 International Norton which caused sensation in Clubman's T.T. In absolutely first class tune, ready for immediate racing. Owned and cared for by a toolmaker. R. Harris' successful M.G.P. mount. Box W. E. P/6 c/o Editor.

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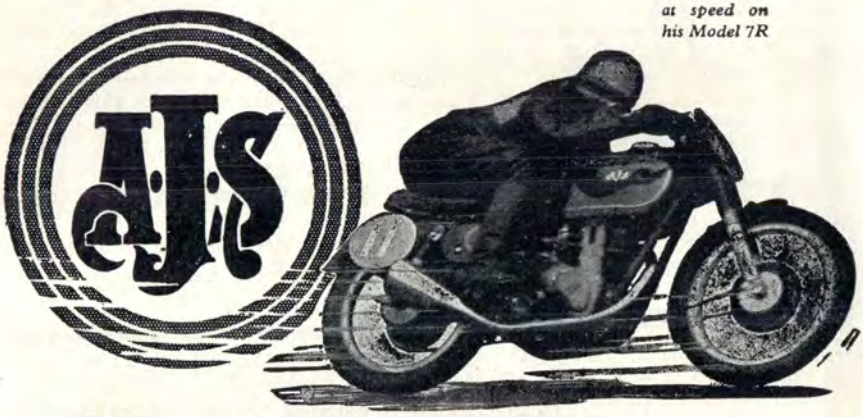
Ernie Lyons at speed on his Model 7R



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.

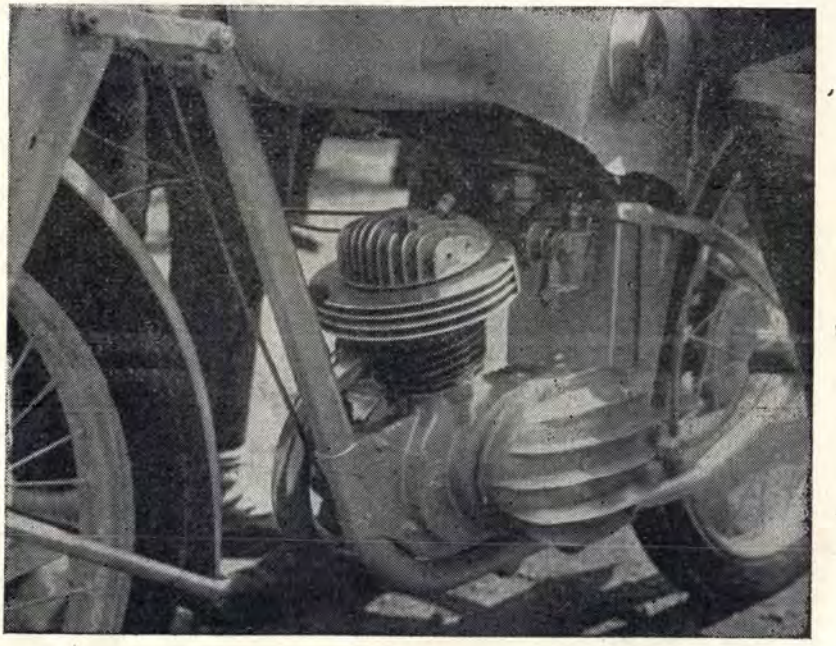
RACING MOTOR CYCLES IN POST-WAR GERMANY

This article indicates the unaltered skill and industry of our late enemies in overcoming the difficulties of post war life to keep motorcycling sport alive. When the F.I.C.M. includes Germany in the list of approved nations, we may expect very serious competition. Our thanks are due to Member Meier for so careful an analysis of the conditions in his country.

WITH this article I want to try to give you an idea about the racing motor cycles in post-war races over here. During the war many bikes were destroyed—after the war even more have vanished, mostly those of riders who lived in the Russian Zone of Occupation. It is surprising that in 1948 more riders' licenses have been issued than in any year before the war. Prices for road racing bikes range from 20 to 80,000 marks, which is about 20 to 40 times what they used to be in 1939. No racing tyres, chains, jets and spare parts are available, prices offered and paid for second-hand parts are fantastic.

Superchargers are not banned in Germany, but riders of unblown bikes get extra prize-money in 1948. Prices for first place vary from 1000 to 2000 marks. There are no restrictions as to what kind of fuel is used. For 1949 however it is planned to ban superchargers. Road races will be held according to FICM rules so that, if and when German riders will be allowed to compete in International races, unblown bikes will be available and ready.

About 30 riders have converted tiny 125 c.c. machines to screaming racing bikes of a very high pitch. The DKW-RT and the double piston Puch are preferred, though there are also quite a few 100 and 125 c.c. Sachs and ILO engines with 2 and 3 speed gearbox in use. Most successful rider is Carl Doering on his beautifully prepared DKW with piston-type blower. He won many races on road and track in 1947. This year he has fitted a carburettor to the cylinder of the blower in addition to the standard carb. Tank, mudguards and handlebars are made of light alloy. Top speed is said to be about 70 m.p.h. Doering won the Hockenheim race at an average of 60 m.p.h., and he put up a fastest lap at 62! Another superbly tuned DKW is the RD-Special of Hans Riederich, which has 4 big light alloy cooling fins shrunk on to the cylinder and an extension piece of about 4 inches between cylinder and carburettor.



125 cc "R.D. Special". (D.K.W. engine and frame). (Observe Aircraft type of cowling to rear of top fins).

The fastest Puch is owned by R. Hammer. These double-piston two stroke engines are very much suited for tuning due to the fact that, though exhaust opens 36.5 degrees before transfer opens, transfer is open 14 degr. after exhaust is closed. This is the best chance to use a blower, and Hammer naturally took advantage of this fact. Other Puchs feature two carburettors, separate magnetos, and even rotary inlet valves. In 1945 NSU had developed a 60 c.c. OHV bike which was later on enlarged to 100 c.c. The engine is built in unit with 3 speed gearbox with foot change, valve and rocker gear completely enclosed, no oilpump. Front forks of the bottom link type are fitted and the machine even has a very simple but effective springframe. Two engines have been further enlarged to 125 c.c. and in specially tuned form will be entered in coming races. With a compression ratio of 9.5 to 1 these engines are said to develop 10 bhp at 7200 rpm. The carburettor has a 16 mm bore and the gearbox has been changed to 4 speed close ratio.

Another fine piece of machinery is the little Buecker of Karl Raufenbarth, who made a pair of massive light alloy brakes and a tiny little thing of a supercharger. The engine, a 125 cc Ilo of the normal 3 port deflector type, is not suited for supercharging and gives the owner quite a bit of trouble.

Some of the riders in this class put up amazing performances, while others seem to have been reading too much about blowers, rotary valves etc. without knowing too much about them. Anyhow, the 125 class is great sport!

All the 250 cc DKW works jobs (our joy and pride in the lightweight class) have disappeared. Though Pruessing is very busy building a few new racers I doubt that we will ever see them as all his work is closely watched and the Russians seem to be very interested in fast two stroke engines.

Before the war, DKW's must have sold about 60 to 70 "Rennsports" which is the 250 cc watercooled double piston engine with 2 carburettors and piston type blower situated in front of the crankcase. While the 1938 model develops 20 bhp at 4500 rpm, the 1939 model has redesigned inlet ports, which with other modifications, increase the bhp figure to 23 at 4700 rpm. On a 50/50 mixture (to which 12 to 15% oil is added) these bikes attain speeds of 90 to 95 mph. The big bore, short stroke piston type blower has a displacement of 220 cc, but it is common practice to increase this by fitting a piston and cylinder of bigger bore. Of these bikes about 20 still exist and as the riders are about equally good, the neck or nothing races in this class are mostly won by the fellow who had a chance to get a few good spare parts. H. P. Mueller had a big lead in the Hockenheim race until his chain broke (with just 2 miles to go.) Racing chains, of course, are nothing but a dream over here. Mueller, incidentally, has fitted a separate magneto instead of the standard flywheel magneto, which results in slightly higher rpm and better acceleration. Schwarz, Jungbluth and Kuhnke replaced the piston blower with a vane type supercharger. Kuhnke, who is also using Matchless tele. front forks, won the race at Cologne.

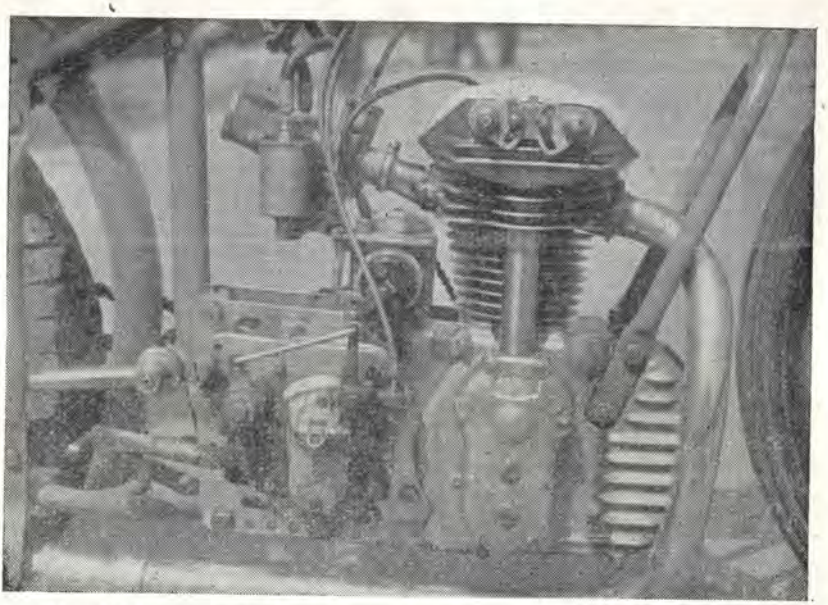
Hermann Gablenz, who was the most successful rider on a privately owned DKW before the war, has somehow managed to obtain one of the fleet 250 Guzzis. After competing in a few races, he has put it aside and is riding his old love, the DKW.

There are only two British bikes left in the 250 road racing class, a four valve TT Replica Rudge with a light alloy cylinder, and an Excelsior Manxman, to which a Jurisch springheel has been attached.

Hans Wallasch modified his 250 NSU with the help of a few Rudge parts which he got from Drews, who bought one of the two valve bronze head Rudges in 1939. With the Rudge bronze head, fitted with NSU rocker gear and BMW R 66 hairpin valve springs, and the NSU crankcase with Rudge flywheel assembly, the engine goes up to 7800 rpm willingly. BMW R 23 frontforks and a springframe with rubberband suspension are used.

Another NSU rider, Sulzer, has built a light alloy head for his engine which is housed in a dirt track frame built by S. Walter of Oberturkheim. Contrary to the famous Martin DT frame, this bike is rather high and is fitted with a springframe.

A new 250 racing job is the double piston two stroke Triumph of Walter Sauer, developed from the standard BD-250 model. The engine has a bore of 2 x 45 mm and a stroke of 78 mm, light alloy cylinder and head with heavy finning, rotary inlet port and separate oiling system. Unlike the Puch double-single the Triumph employs two connecting rods and crankpins. The crankpins are not in line, the exhaust side advances 21 degrees. This arrangement allows the exhaust ports to open before the transfer ports open, but to have the 3 transfer ports still open after exhaust has closed. (Same effect as with the Puch engine which has a Y shaped connecting rod and a sliding wrist pin in the small



250 cc N.S.U. engine with home-made light-alloy cylinder head and Walter spring frame ridden by Sulzer (observe simple tappet adjustment).

end of the transfer piston). Sauers engine develops about 18 bhp, compression ratio 7.5 to 1, top speed about 85 mph. Weight of the complete machine 225 lbs. A nice feature of this clean looking 250 is, that the engine and gearbox can be completely dismantled without taking either the crankcase or gearbox housing out of the frame!

The fastest 350 in Germany to-day is the supercharged double OHC NSU Twin, ridden by young Wilhelm Herz, who rebuilt the bike after it had been very badly damaged during the war. The "Centric" supercharger used on the pre-war models has been replaced by a blower made by Sebastian and a finned pressure box is being used. The engine has two vertical shafts, one for the inlet and the other for the exhaust cams. Cylinders, which are made of steel, light alloy heads, crankcase and the oilsump are very heavily finned, and the bhp figure is given at 58 (fifty-eight!!) As far as I know four of these machines had been made ("Crasher" White rode one in a few races before the war) but now Herz has the only one left. Two engines are somewhere in the USA. The disadvantage of this NSU is the high weight. While Bodmer is riding one of the 1939 works NSUs (double OHC, single) Fleischmann tries hard on the old "all iron" model which never was really fast.

In this class, Lottes is riding a DKW-Rennsport. He slightly increased the bore, bringing the engine up to 280 cc.

B. Ahlswede's Velocette Mark VI (on which Loyer won the French championship in 1937) which was one of the fastest privately owned 350s, was destroyed when his garage burnt down while he was held in a concentration camp. Richnows Brumm-Rudge, with light alloy cylinder and head with two carbs, has disappeared.

Drews 350 Velocette KSS engine in a Rudge Ulster frame is fast but unreliable. It has a Drews springheel with rubberband suspension and Rudge gearbox.

Thorn Prikker has quite a few successes to his credit. Due to the fact that he can not obtain spare parts for his Velo Mark VII he has to make these parts himself. But even a good mechanic like Thorn Prikker is at a loss when it comes to making crankpins for an engine with an 11 to 1 compression ratio. Two more Velocettes (springers) are here—one needs a new cylinder and head badly, the other one is owned by a DT rider who is no good on a road.

Roland Schnell now owns the fastest unblown 350, the "Schnell Special" which has a Norton engine and gearbox, Matchless teledraulic front forks, and a home-

made frame and springheel (similar to the Velocette heel). Between the races, Schnell is busy building a 350 Twin.

The only 350 works BMW ever made (OHC, blown) was to be ridden by Burkhard, who was killed when he crashed in Hockenheim this year. Two BMW R 51s have been converted to 350 twins by Ilgenstein and Walter Lohmann. I saw Ilgensteins engine last year, the cylinders are sleeved down to a 60 mm bore and eccentric crankpins are used to reduce to stroke to 60 mm. Light alloy has been sprayed into the cylinder heads.

The most consistent private rider in this class is Werner Mazanec who has been riding AJS motor cycles since 1931. On his 1937 model he has competed in 117 races on road and track and finished in 106 of them! He has not only 19 firsts, 17 second and 14 third places to his credit, but also holds several track records over here. Since getting his engine fixed up by the factory in 1938, he is probably the only rider with no trouble as to the spare part situation—so far he does not need any! Naturally, Mazanec is very keen to get a new springframe AJS as soon as possible.

The most outstanding 350 dirt track bike is Hermann Gunzenhausers supercharged Norton. The Rudge DT frame has been fitted with "Standard" spring heel and telescopic front forks of the same make. The blower was built by Gunzenhauser, who is considered the best DT rider over here.

There is, of course, no question about the BMWs ridden by Meier and Kraus being the fastest bikes in the 500 cc class. Factory prepared, and with Hopf in charge of the racers, spare parts at hand and Meier even using dope, these two bikes come to the races ready to win.

Lohmann and Hoske are awaiting delivery of their A. v. Falkenhausen tuned BMWs, which will be fitted with the same blower as used on the works jobs.

Not very many British racing motor cycles in this class have outlived the war and quite a few Nortons are out of action because of the lack of spare parts. Drews is riding a very fast springframe Rudge with enclosed bronzehead, but he has trouble with pistons and valves and so he has to retire in nearly every race.

Successful private riders in this class are Ziemer and Pruente on old "all iron" NSUs, Ruerschneck on a DKW, Schmitz on a Tiger 100 and Wolz and Everlein on BMWs.

A dozen or more BMW's are used, some of them of the 1939 RS type, which is the special pushrod racing job, while the others are tuned standard R 51 SS. The BMWs are considered slow but reliable, the top speed being about 100 mph (RS slightly higher).

Roder, who is in charge of the NSU experimental department, has designed a new cylinder head for the OHC racing singles. Each cam is driven by a short shaft which shafts are, in turn, driven by the main vertical shaft. The cams operate short tappets. The light alloy head is fully enclosed. Double ignition is used. The 350 now develops 35 and the 500 even 45 bhp at 7800 rpm.

The first machine fitted with the new head was the 600 cc NSU with side car of Bohm, who was the most successful s/c rider in 1947.

Pillenstein won the races at the Nuerburg Ring and Braunschweig on his supercharged Zuendapp KS 600. It took him about 12 months to get this bike fairly reliable. Pistons, connecting rods, shaft drive and even the frame had to be strengthened to stand the enormous power developed by the blown twin.

Another interesting s/c outfit is the 700 cc Norton vertical twin ridden by Meckler. The engine was built by the late Hans Bock in 1938.

With a few exceptions 600 cc NSUs and 750 cc BMW's are used for s/c racing, the BMWs being built up of ex-Army engines housed in R 51 or R 66 frames and with R 51 SS gearboxes attached to them. Fastest of the BMWs is the one ridden by Mueller, which is probably prepared by the factory.

The 1939 European champion, Schumann, has returned to s/c racing with a 600 cc BMW outfit.

On sand and dirt track very fine performances have been put up by Faistenhammer on his 500 cc Rudge with chair. As with so many engines, the 1932 TT Replica motor is supercharged.

It is to be hoped that German riders of British racing motor cycles will be able to get the urgently needed spare parts for their bikes and that they will be racing again in 1949. And all German motor cyclists are waiting for the day when British riders will again be seen in International races in Germany!

Hermann E. Meier.

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