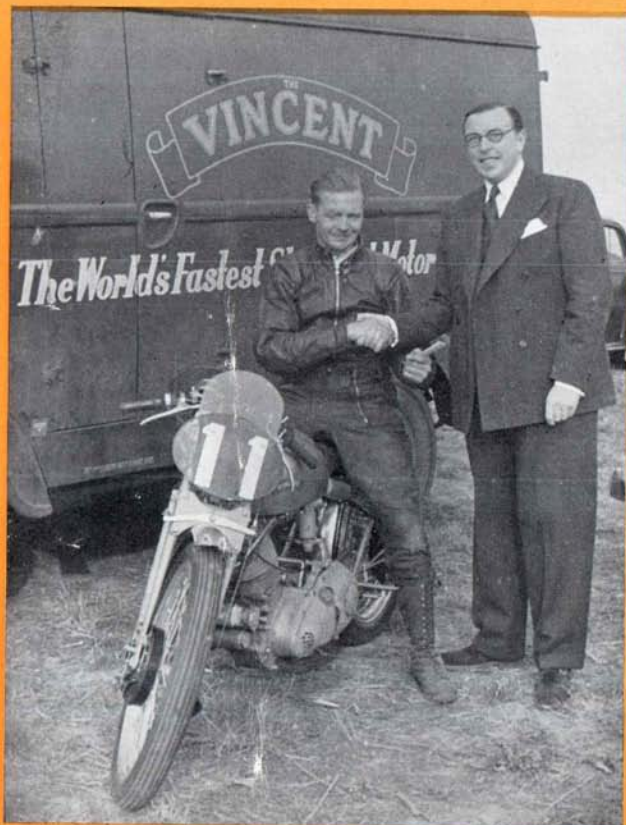




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 2. No. 11 — November, 1949 ONE SHILLING



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Journal of the
British Motor Cycle Racing Club

Vol. 2. No. 11. November, 1949.

THE BRITISH MOTOR CYCLE RACING CLUB

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Secretary: C. A. Lewis, 55 South Street, Epsom, Surrey.

SILVERSTONE. October 8th

The actual racing has already been well described and the few comments at the end of this article may not be news but they serve as a record of a great day. All races were run off well and members rode well. The crowds were enthusiastic and the public can seldom have had such an uninterrupted spectacle of speed. Despite a delayed start due to morning mist, all races were finished at the advertised time for which much is due to the adoption of the Continental method of using the chequered flag. There have been many expressions of approval of the organisation, a general analysis of which should be made known to members as certain ill informed gentry are spreading the allegation that the Club has been overcharging and generally exploiting the poor riders. When they have read the following details, they will perhaps credit their Committee with less rapacity or else vote in a new lot at the A.G.M.

Silverstone is not close to any Railway Station but public transport was arranged from the neighbouring towns. Officials either travelled up that morning or stayed overnight. Competitors had to stay overnight and the problem of finding them accommodation fell to the club. It was not possible to get the services of a Mobile Bank and so the club had to make other arrangements. Caterers were in position in every enclosure on time. B.B.C. and Public Address systems were installed. Pits were erected for the competitors and a separate refreshment tent 'The Sun Inn' was laid on, only for competitors and officials in the paddock. A comprehensive first aid system with ample supplies of ambulances, a complete fire

protection service and adequate policing by the County Constabularies of Northants and Buckingham were arranged. Banners and signs were erected everywhere, tents and ropes were put up in a few days, programmes were compiled, advertisers found and the whole were printed and delivered in time. And the whole of this project was never thought of until August 15th, and the circuit was absolutely empty a week before race day! It would not be unfair to quote Churchill's words anent the Battle of Britain Pilots in respect of the very small body of B.M.C.R.C. members who helped at Epsom and in respect of the committee members who met at odd intervals to review progress. In particular, a special word of thanks to Mrs. Oliver who probably suffered more inconvenience than anyone, to Bill and Linda Jarman, to Les Hardingham and to dear old Barry who watched over everything with the loving eye of a father. Also, spare a thought for the body of friends who, led by Leslie Newman are printing this magazine as they printed the thousand and one badges, passes, instructions etc., etc., which were all taken so very much for granted by those who came to the race.

In Dr. Gowland Hopkins, we have a friend indeed and his staff of doctors and first aid men rose magnificently to the occasion when we had an unexpected number of spills, some of them due to causes which we shall take care to eliminate for future meetings. The Police and Northampton Fire Brigade did their respective duties splendidly and we are most specially indebted to our friends of Shelsley Walsh—the Midland Automobile

Club—whose fire prevention squad did a thundering good job of work on both practise and race days.

When it comes to Marshals, full marks must be given to Bill Jarman and the list of workers in his 'stud-book.' They did a marvellous and most unselfish job, in crowd control, in flagging, in helping in times of stress for which we one and all say 'Thankyou.' One person has rushed off a letter, probably without pause for thought, complaining of officiousness of marshals and of their standing in one place for long periods obscuring the view of the spectators. All that one can say is that, if a hundred marshals can blot out three miles of land they must be living pretty grossly and it would be helpful if such critics would first state whether they have ever done or ever intend to offer to do any marshalling themselves.

In this respect, it is a pity so few Bemsee members volunteered. 32 were acting in this capacity whereas we had upwards of 200 altogether consisting mainly of members of the Mid Bucks, Northants and other local clubs and some 90 members of Metropolitan Police Force Social clubs who came in coaches and made no mistake about doing their job. On behalf of every Bemsee member, a sincere word of thanks is sent to all of these very good friends.

When we consider how the riders got on the line so promptly for event after event, we must hand the medal of the day to Mrs. Jarman and Bill Huxley who worked like beavers to round up the stragglers and to arrange the balloting for grid positions. They were admirably helped by Trevor Smith and Antone's Loud Hailer set. Another pleasure was to have our one and only Les Archer acting as announcer.

The problem of disposing of programmes had seemed well nigh impossible for want of volunteers. By a stroke of genius, Gordon Cobbold and Owen Roebuck were roped in to manage the job. They were so sporting and willing, it was difficult to realise they had been given a sticky job. With the help of an ultra efficient member of the Northampton G.P.O. who had come to help where he could, and a gang of first class sports who took on the job of selling, a system was arranged and our entire stock was sold within half-an-hour and before racing had started. To every single person concerned— "Well done and thanks again. Please stand by us next time too."

The overnight accommodation of competitors was an innovation. Due to the scattered district, it was realised the whole would be unable to find local accommo-

dation and an offer was printed in the entry forms to find accommodation under military conditions if sufficient applications were received. 17 applied for Thursday night, over 120 for Friday night and 13 for Saturday night. As the limit was 100, accommodation for that number was arranged and all were notified, for the Friday night. On the Tuesday before, the original source of supply for beds failed. By dint of telephone and telegraphing, other beds were obtained from Aldershot. This entailed a great deal of work but, when the riders came off the track, they found their sleeping quarters provided for them.

The cost of this service came to cash expended:

	£	s.	d.
Cartage	27	10	0
Fixing up	8	7	0
Boilers and Fuel	2	11	0
Lighting Generator	10	10	0
Hire of bedding	56	5	0
	£105	3	6

In addition, the club had made arrangements for meals to be served, for which purpose they had to hire Chairs and Tabling. Accordingly, it was not considered unreasonable to request the sleepers to pay 15/- per head, the Club to bear the rest. No payment as requested, was made at all but, in addition, the club have had to pay £3 18 0 for 3 blankets and 2 pillows which are missing. The service will not be attempted again.

An action which did not help was the development of a flourishing Black market in the red lapel badges, designed to keep the paddock moderately clear of spectators.

Reviewing the racing, the first meeting has taught us valuable lessons. The corners were very wide and the insides had been set in to bring riders off the surface which had been used by cars. In practise this was not achieved, the line taken being a wide one resulting in too many riders coming into contact with the straw bales at the edge. Next time, these bales will be set back but, more important, some method of guiding on to the best line must be devised as an appreciable difference in distance must exist from the measured course. There were some complaints about the slippery surface where the cars had been, but not all tumbles were due to this surface. The whole problem will receive consideration but those concerned are asked for their considered opinion as to whether, now that they know the course, it is altogether fair to put the blame on the circuit. Their

views will help and this does not mean any attempt to avoid improvements which shall be humanly possible.

The first race, a ten lap scratch event for 500's and 1,000's was delayed over half an hour in starting due to mist. As a result, visibility and conditions were still not at their best when it was run although for the remainder of the day the weather was perfect. Virtually this race was put on for the 1,000cc. brigade but only seven entries were received the balance of the 24 who came to the starter's flag being mainly Nortons and Triumphs along with J. P. Hodgkins 500 Vincent, F. Purslow's 500 B.S.A., K. Gordon's Ulster Rudge and F. Norris' 500 twin New Imp. The last is said to have been Ginger Wood's old track bike and, in the early practising, was a menace due to its bad steering with its long wheel-base frame. By bringing the rear wheel to its most forward adjusting point and revising tyre pressures, Tony effected an improvement but, even so, was hampered for want of a suitable cog. However, he is so impressed with the general performance that he will have special cogs made and a shorter frame with rear springing for next year.

With such an historical machine, this savours of vandalism, it would indeed be a pleasure to be able to say to Tony—here is Brookland again. Incidentally, what would modern riders think of 100 mph laps of the old track with a rigid frame?

To return to the race, Geo. Brown was as ever supreme thereby driving home still more forcibly his undoubted title to the Minnie Grenfell Memorial Trophy. He was ably supported by Geoff Manning and at one point Peter Romaine looked a possible winner, returning the fastest lap at 87.06 mph. However, he had trouble with his gear change which set him back, Dickie Dale with his customary skill bringing his Norton into third place behind the big twins which were first, second, fourth and sixth. Unfortunately, M.S.L. Brierley riding a big Vincent in his first crashed severely.

The Silverstone 250cc. 100 Miles race had only two non starters of a field of thirty. Bob Geeson had practised on the Allen R. E. G. which is a splendid example of private development but it was still not to his liking so he wisely withdrew. R. W. Marsh also did not start on his Excelsior.

R. Pike rode his Rudge as one possessed but it was not quite fast enough to challenge Maurice Cann's flying Gambalungino. Nevertheless, it brought to Ro-

land an award which all will say he most thoroughly deserves, the Carburol Trophy for the best performance of the year on a British 250cc. Len Bayliss and Ronnie Mead also have extremely fast British 250's in each case largely due to the enterprise of the rider and they rode them well into third and fifth place. Nothing seemed to shake the imperturbable and smiling Maurice and praise is also due to Maurice's friend John Cragg who brought another Guzzi into fourth place.

After riding well in the ten lap on a 500cc. B.S.A., F. Purslow is to be congratulated on a hurried change over to a 250 of the same make on which he finished seventh. One real unfortunate was W. T. Flook who, after covering 25 laps in magnificent style on his Excelsior, over did things at Becketts and was put out of a race in which he should have been a certain place man.

The Dunholme 350cc. 100 Miles race attracted so many entries that twenty riders were transferred to the Silverstone race still leaving a full house for the main event. It is best to consider the results as a whole. Two works' A.J.S.'s were ridden by Reg Armstrong and Peter Romaine. The latter selection was soundly made by Jock West at a late date as a result of which, Peter's private entry was not taken up. His manager—Raymond Mays—would not agree to any other rider for the 7/R. After splendid riding in the M.G.P., Peter's display at Silverstone confirmed that his long contacts with famous car personalities and firms have been instrumental in adding judgment to ability.

From the first, it looked like Armstrong's race with Charlie Salt, Frank Fry and C. C. Sandford pressing for the following places. Romaine, with a bad grid position and poor start kept going fast and, at half distance had passed Salt into second place. At the 21st lap, poor Reg overdid things at Becketts and was taken to hospital. After that, Romaine maintained his lead and Bill Petch pulled up in front of Sandford who developed a bad misfire. Humphrey Ranson and Iffland were having a terrific scrap, Humphrey eventually bringing his Ajay home 1/5 second in front of Iffland, thereby bringing himself overwhelmingly in front in the marking for the Hutchinson Cup. Of those who rode with the 250's sympathy must go to N. R. Stephenson. Steve certainly made a stupendous start but he came to grief on his fifth lap and was detained in hospital. Extremely annoying for a man with important business deals in hand. After Steve, another Velocette

rider C. B. Carr looked like the leader but he retired after 25 laps letting A. A. F. Burton in to finish first although 17th (at 79.32 mph.) in final placing. A splendid show for a private owner on a B.S.A.

Johnnie Frost had the bad luck to fall at Chapel Curve due to his rear chain locking the wheel. Angus Herbert and G. N. Ewer, close behind, each had a difficult moment but their prompt avoiding action saved serious injury. One great disappointment was the news that Bob Foster and influenza and so after all, was unable to ride. Here's to the next time Bob.

The Brooklands 500cc. race was most inspiring. A.J.S.'s had entered their famous twins but unfortunately Nortons could not provide opposition due to other plans (see notes elsewhere anent Eric Oliver). This left the challenge to come from non-works Nortons ridden by foremost riders but unfortunately both Harold Daniell and Noel Pope were non-starters.

Harold was present and took the unusual role of starter. Noel's entry had been made before he left for America and it had thus always been somewhat in doubt. It was a very great pleasure to see him safe and sound with us and he thought the day a fine one.

The AJS 1-2-3 victory might have been rather dull to watch had it not been for the sporting show of Geoff Duke who did make a race of it. Mounted on a slower machine, he kept himself up among the leaders for lap after lap, at one point lying second when his lap speed must have been very close to the 90 mph mark as, although he obviously suffered a loss of speed after twelve laps, his average of 86.9 mph for the race is good enough. Congratulations to Nortons on having roped Geoff into the Works Team for 1950 and best wishes to you Geoff for continued success.

Les Graham's performance was a masterpiece and he might have been on rails. Ted Frend and Bill Doran were both fine and never out of sight of their leader. The greatest regret must be that, doubtless due to the lack of opposition, Jock West had to signal to his lads to keep the speed down. It is safe to say that, otherwise, we might well expect Les to have made a better return than his present record lap of 90.05 mph.

Before passing from this, a special word for J. P. E. Hodgkin who brought one of the new 500cc. Vincents home at 82.35 mph, for R. E. D. Harrison, only just behind on his Triumph at 82.32 mph, and lastly a jolly good show by A. L. Barrow who finished on his G.P. Triumph at 76.07 mph.

The Fifty Miles Consolation Handicap was for members of BMCRC who had not won a first prize in 1949. Ebby worked out a handicap on a class basis in which 250's had 4 minutes start, 350cc's 1m. 45secs. whilst 500's and 1,000's were all put on scratch.

W. J. Netherwood surprised everybody by bringing his A.J.S. home at a speed that would have brought him into twelfth place in the Dunholme race and, although Ted Davis and Stan Pike both did all they knew on their twin H.R.D.'s the little A.J.S. just got home in front of them.

Looking down the list of finishers, a special word is due for C. Foddy (Triumph) and I. R. Muir (Rudge) who brought their 250's into 6th and 8th place. A couple of real triers, it is indeed good to see that their efforts have been rewarded with such creditable finishes. Jack Emerson who was an interested spectator, said that he particularly admired the spirit of those also rans who kept on going. That, he says, is the true value of the sport and he sends us hearty congratulations on a fitting climax to the season.

So ended a very very happy day. Amongst our visitors, it was a great pleasure to have not only our beloved President but also Lady Guinness who appeared to enjoy every moment. Also, we had our friend and founder member George Reynolds. Although not really well enough, George insisted on making the journey and was so pleased with everything that he has presented to the club the printing of the results which are being sent out.

Two sadder moments were in bidding farewell to Phil Irving and his son Dennis and to Stan Pike and family. By now they are all on the way to Australia where we shall think of them and wish them all success and prosperity.

OUR FRONT COVER

The first Motor Cyclist ever to hold the record for Shelsley Walsh.

George Brown at Silverstone receives from D. M. Glover Esq., the cheque for £25 presented for the above feat. George has also won the Minnie Grenfell Memorial Trophy for 1949.

SILVERSTONE RESULTS

(The full analysis has been send to every entrant).

100 Miles Races.

Silverstone 225—250cc. solo.		m.p.h
1st	M. Cann, Moto-Guzzi	79.35
2nd	R. H. Pike, Rudge	77.84
3rd	L. J. Bayliss, Ellbee Special	75.98
4th	J. Gragg, Moto-Guzzi	75.97
5th	R. A. Mead, Norton	75.53
6th	A. E. Shaw (Excelsior)	73.63, 7th
F. Purslow (BSA), 72.81, 8th G. A. Reeve (Excelsior) 72.71, 9th A. W. Jones (Rudge) 72.40, 10th J. R. Lewis, (Elmoto) 70.41		
11th W. M. Webster (Excelsior) 70.20, 12th E. A. Lessiter (Rudge) 69.36, 13th J. C. McCubbin (Excelsior) 69.36, 14th A. J. Targett (Rudge) 68.85, 15th C. H. Rhodes (Rudge) 65.83, 16th J. P. Driscoll (Rudge) 65.79, 17th W. J. Jenness (Excelsior) 65.17, 18th S. R. West (Moto-Guzzi) 64.02, 19th W. N. Webb (Excelsior) 62.87, 20th R. H. King (Rudge) 61.54.		

Dunholme 300—350cc. solo.

	m.p.h.
1st P. Romaine, A.J.S.	85.84
2nd C. F. Salt, Velo.	84.14
3rd F. W. Fry, Velo.	82.93
4th C. W. Petch, A.J.S.	82.17
5th C. C. Sandford, Velo.	82.11
6th H. B. Ranson, A.J.S.	81.59
7th E. N. Iffland, A.J.S.	81.589
8th E. M. Kempson, A.J.S.	81.51
9th L. A. Dear, A.J.S.	80.49
10th B. E. Keys, A.J.S.	80.49
11th G. H. Hayden (AJS) 80.48, 12th R. J. Haziehurst (Velo.) 80.17, 13th J. Simister, (Norton-Velo) 80.15, 14th A. J. Glazebrook AJS. 80.03, 15th W. Sleight-holme (AJS.) 79.66, 16th G. N. Ewer (AJS.) 79.49, 17th A. A. F. Burton (BSA.) 79.32, 18th W. Ryan (AJS.) 79.24, 19th W. Hall (Velo.) 79.16, 20th R. H. Sherry (AJS.) 78.97, 21st A. S. Herbert (AJS.) 78.89, 22nd A. F. Wheeler (Velo.) 78.83, 23rd V. H. Willoughby (Velo.) 78.81, 24th J. G. Darbshire (Norton) 77.99, 25th G. Monty (AJS.) 77.88, 26th W. F. Beckett (AJS) 77.83, 27th R. H. Martin (Norton) 77.19, 28th D. Bedwell (AJS.) 76.02, 29th M. Klein (Velo.) 75.90, 30th D. A. Hovenden (Norton) 75.43, 31st D. Thompson (BSA.) 75.21, 32nd E. Braine (AJS.) 75.19, 33rd A. Brown (AJS.) 74.62, 34th W. L. Clark (Norton) 74.62, 35th J. M. Humberstone (Velo) 74.45, 36th W. F. Barker (BSA.) 74.11, 37th Reg. Thompson (Norton) 73.59, 38th J. A. Thomson (Norton) 73.47, 39th G. Manning and J. M. Varlow (tie) (AJS.) 73.41, 40th R. McDonald (Velo.) 73.17, 41st L. B. Ranson (AJS.) 72.31, 42nd J. T. Wenman (Norton) 72.06, 43rd J. Ram-	

pley (Norton) 70.46, 44th D. A. Storr (Norton) 67.74, 45th G. F. Jones (Triumph) 63.63.

Brooklands 400—500 c.c. solo.

1st	R. L. Graham, A.J.S.	87.76
2nd	E. J. Friend, A.J.S.	87.57
3rd	W. Doran, A.J.S.	87.56
4th	G. E. Duke, Norton	86.90
5th	R. H. Dale, Norton	85.97
6th	A. E. Moule (Norton)	84.28, 7th
S. T. Barnett (Triumph-Norton) 83.32, 8th J. P. E. Hodgkin (Vincent) 82.35, 9th R. E. D. Harrison (Triumph) 82.32, 10th F. P. Heath (Norton) 82.16, 11th E. R. Evans (Triumph) 81.90, 12th E. Andrew (Norton) 80.41, 13th E. Proctor (Norton) 79.54, 14th H. E. Gilbert (Triumph) 78.06, 15th H. J. Kemp (Norton) 77.95, 16th P. H. Carter (Norton) 77.55, 17th E. Maddox (Norton) 76.19, 18th A. L. Barrow (Triumph) 76.07, 19th F. Wakefield (Norton) 75.73, 20th G. Skipworth (Rudge) 74.45, 21st J. S. Jenkins (Triumph) 72.51, 22nd F. A. Robinson (Vincent) 60.13.		

Fastest Laps:

	m.p.h.
250cc. M. Cann	82.16 mph
250cc. R. Armstrong	87.50 mph
500cc. R. L. Graham	90.05 mph

Hutchinson Hundred placings:

Name	Improvement on H'cap.
H. B. Ranson (74)	3m. 20.8s.
E. M. Kempson (66)	2m. 45s.
R. E. D. Harrison (33)	1m. 50.2s.
E. Roy Evans (23)	1m. 25.6s.
G. H. Hayden (72)	1m. 21s.
R. H. Pike (102)	1m. 9.2s.
A.M.C. Challenge Trophy—to R. L. Graham.	

Minnie Grenfell Memorial Trophy—to Geo Brown.

Cup Presented by D. M. Glover Esq. with £25 cash—to P. Romaine.

The Carburol Trophy (250cc. British machine)—to R. H. Pike.

The Comerford Cup—winner to be announced.

Ten Lap Scratch Race. 490—1,000cc. solo.

	m.p.h.
1st G. Brown, Vincent 998	85.48
2nd G. Manning, Vincent 998	84.11
3rd R. H. Dale, Norton	83.64
4th P. Romaine (Vincent 998), 5th L. R. Archer (Norton), 6th E. J. Davies (Vincent 998), 7th V. H. Willoughby (Triumph), 8th E. Andrew (Norton), 9th F. Purslow (BSA.), 10th E. R. Evans (Triumph), 11th A. J. Glazebrook (Triumph), 12th J. B. Netherton (Vincent 998), 13th H. J. Kemp (Norton), 14th C. H. Francis (Norton).	

Fastest Lap:

P. Romaine (58) 87.06 mph

Fifty Miles Consolation Handicap.

225—1,000cc. solo.

m.p.h.

1st W. J. Netherwood, A.J.S. 348 80.35

2nd E. J. Davis, Vincent 998 81.25

3rd W. H. S. Pike, Vincent 998 80.72

4th J. L. Kendall, Velo. 348 74.06

5th P. Cocks, Norton 348 73.67

6th C. Foddy (Triumph 249) 69.29, 7th

K. Rickard (Velo 348) 72.66, 8th I. R.

Muir (Rudge 249) 68.59, 9th F. F. Parry

(Triumph 498) 71.83.

Fastest Lap:

W. H. S. Pike (182) 83.33 mph

A FEW SILVERSTONE AFTERTHOUGHTS

Pilling Jun. Thoroughly enjoyed his first day's racing despite a burst motor. He looks forward to 'next time'—an ardent successor to brother Harvey.

W. R. Beckett seized up shortly after the start and had to retire. Was asked by two investigators, for details of the "anti skid" preparation which he had on the rear tyre of his Velo. In future, this should be a fruitful avenue for increased bonus for users of "R."

John Harrowell was most unfortunate to be put out of the Silverstone Race by an early spill. The L.E.F. with its new alloy heads and T.T. carburettors had been got just right—it will be recalled the changes caused earlier difficulties in the T.T.—and its chances were very good.

Special Thanks to some good friends. Silverstone is not exactly blown together in a second and your secretary sends sincere thanks to **Don Sleightholme** who journeyed from York on Wednesday night and gave the whole of Thursday, Friday and Saturday to making the do successful.

To **Guy Edwards** for his encouragement and practical help in a particular difficulty on the Thursday.

To **Sam Rogers** who came from Had-denham to act as general assistant and help for the race day.

To **Barry.** How many miles he walked and how many new riders were helped by his patience and wisdom will probably never be known. And to see him come over to Epsom to help despatch all the instructions and generally ensure that the day should be a success forces the conclusion that too many members fail to realise how much they owe to 'the few.'

Lastly a very special thought please for one whom you rarely see or read about but whose patience and work has been of direct value to you all. By her support and the hours of work at personal discomfort which she has given to the club.

Mrs. Oliver deserves our thanks. Your secretary claims the privilege of making the first public acknowledgement of gratitude for a gracious gift.

Our Invalids

With the lamentable number of mishaps at Silverstone, the following brief report of progress is given on all members known to have been injured either at Silverstone or elsewhere.

E. J. Porter. Taken to hospital and sent home with damaged left shoulder.

Tony Hanson. Light crash, sent home with suspected fractured right collar bone.

John Harrowell. Ran off road and hit bales. Sent to hospital and discharged same day with abrasions and damaged thumb. Making good progress.

V. Davey. Discharged from hospital October 9th. Shaken but quite recovered.

N. R. Stephenson. Fell very heavily after hitting bales, detained in hospital a few days due to general stiffness.

M. S. L. Brierley. Severe head injuries. Was allowed to get up for a short period during week October 17th to 22nd and has progressed since. Is still at hos-

pital at time of writing. Members wishing to write—Northampton General Hospital, N'ton.

W. T. Flook. Multiple abrasions but sent home October 8th.

Reg. Armstrong. Superficial facial injuries. Discharged from hospital October 9th. Despite a magnificent black eye and major alterations to profile, Reg was perfectly cheery and said he enjoyed the day.

John Frost. Bruises and another lovely black eye. John was fit and cheery on Oct. 9th and left hospital on the 10th.

Bill Beevers. Badly bruised and stiff. Bill left hospital for home on Oct. 9th. Said he was at last beginning to feel his years.

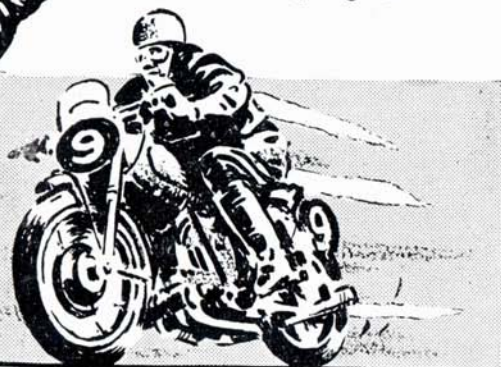
Cabby Cooper. Although sent back to hospital has made excellent recovery and is back at work but taking things easily. Sends best wishes to all members.

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Racing News

Nortons. As mentioned in the Silverstone report, we were unfortunate in not having a works entry. The reason is now known and, with the prestige they have brought to this country, we realise that our date was inconvenient and are only too pleased to think that our loss may possibly have helped towards securing the following World's Records:

At Montlhery, the Norton team consisting of Artie Bell, Geoff Duke and Eric Oliver broke 21 worlds records. Bell broke the Two Hours solo record for 500 c.c. machines at 180.013 k.p.h. (old speed 178.375 k.p.h.) This equals 111.85 mph. He was prevented from continuing due to a broken footrest.

Further, Eric Oliver driving a 600 cc. Norton sidecar, with ballast instead of passenger took, inter alia, the following:

1 hour—95.89 m.p.h.

100 miles—in 1h. 2m. 34s. equals 95.88 m.p.h.

2 hours—92.39 m.p.h.

F. L. Beart. News is to hand that Francis will be going to America again in the New Year. Noel Pope reports that American motorcyclists in general speak enthusiastically of the goodwill for British machines caused by this year's visit to Daytona. Here is wishing you, from all of us, another most successful visit.

At the A.C.U. General Council of October 28th.

The 1950 T.T. The tentative dates are June 5th, 7th and 9th with a similar programme to that of 1949. To avoid a repetition of the unfortunate B.B.C. cut-off, the races will start at 10-30 a.m.

The biggest changes occur in the Clubman's races for which entry procedure will be similar to 1949. There will be four races, 350, 500 and 1,000cc. being over four laps and 250cc. over 3 laps. Refuelling will be permissible at the rider's option.

In order to ensure that these races shall be kept as a "first step" event, the following will be debarred from being entered:

Any person who has started in a T.T. or M.G.P. race.

Any person who has finished 1st, 2nd or 3rd in a Junior, Senior or 1,000cc. Clubman's T.T.

Any previous winner of a 250cc. Clubman's T.T. may not enter that race again.

It has further been recommended that nominated riders in the Clubman's

T.T. races must not be, and shall not have been a motorcycle manufacturer, agent or sub-agent or have been in the employ of a motorcycle manufacturer. A strong recommendation was made that the latter disqualification should not apply to apprentices.

The T.T. Sub-Committee do not, at the moment, feel justified in dropping the Lightweight race and having an ultra lightweight or sidecar race in lieu.

Jenks warned the Sub-Committee that there was a possibility that the F.I.M. Congress might demand the inclusion of a race for all classes in Classic Races and pointed out that England was being left behind by Continental Competitors. The Council did not look with favour on the development of racing 125's which would not have a general market.

In developing their theme, the councilors feared the introduction of double o.h.c. four strokes with adequate finning which might, to use their own words "look like a Norton." Needless to say Bemsee has no objection, either to a well designed racing machine or any resemblance to current proved designs. If 125's as described can be made available in quantities sufficient to ensure reasonable entries, Bemsee will put on races for them which brings us back once more to the old cry for 125 singles, 250 twins, 500 fours.

Members who wish to be entered by the Club in the 1950 Clubman's T.T. should send in applications, for consideration by the selection committee, now.

B.M.C.R.C. Dates in 1950. At the moment, there is still no definite information to give regarding the use of Haddenham. Negotiations are being conducted on our behalf.

We have booked two open dates for Silverstone one in April (tentatively the 22nd) and one for September 30th.

Fred Frith. From remarks at Shelsley, we gathered that 1949 might be Fred's last competitive year. Now we know this is so, we salute the completion of a glorious career.

Nigel Spring, master of racing managers, has already formed his 1950 team as follows: Charles Salt, Frank Fry, Reg. Armstrong. No fear of any loss of Spring prestige in such capable hands.

The loss of Armstrong makes the choice of a 350cc. A.J.S. team on interesting problem. What about Peter Romaine, Bill Petch and Ted Iffland?

SHELSLEY WALSH SEPT. 24th, 1949

A happy day and one when duties did not prevent some note taking. The motorcycle performances were watched closely but the cars were not given such full attention. However some special notes were taken of our opponents in the Team event:—

Raymond Mays (E.R.A.) A magnificently prepared car, superbly handled seemingly just about as big as can be used to the full on this hill.

R. D. Poore, (Alfa Romeo) A monster with over abundant power requiring a genius such as Poore, who knows its every whim, to handle on Shelsley.

J. G. Fry (Freikaiserwagen). This peculiar layout seems to have least weight on the back wheels and is consequently very skittish in starting. Obviously, though, it has a great potential for the course.

Also the 1000cc. Coopers were very fast which forces the conclusion that the cars gain by light weight and moderate power whilst our own results show that the best motorcycle is a big one with sheer horse power, for this hill.

To understand all that Shelsley means it must be stressed that competitors are limited to three practise runs and two runs on race day. The best race day time counts in class and team awards. In consequence, among the car people, those with past experience are at an advantage whilst motorcyclists are affected by the fact that they only ride once a year and the veterans have only the years 1947, 1948 to their credit. Remembering this, the superlative "first ever" performance of Geo Brown will be realised.

In the comments which follow not all members will be mentioned but it must be said that every Bemsee entrant rode well and there was an unequivocal acknowledgment by everybody present of a show of fine sportsmanship.

Before the event the record stood:—

secs.
Cars—J. G. Fry (Freikaiserwagen) 37.35
M/C's—R. L. Graham (Matchless) 38.87

An improvement of 1/100th second is a great achievement, the momentarily stunned astonishment in which it was heard that Brown on Gunga Din, had knocked 22/100th's off Fry's record can be imagined. Graham also improved on his own time. The car record was not reached that day by a four wheeler.

G. Brown did not do too well on his 500cc. Vincent but his very first run on Gunga Din was simply amazing. Little

wheel spin, no lifting of front wheel yet pulled over to left side of road at start. This alone did not seem outstanding but the way his helmet vanished into Kennel bend and was momentarily spotted was terrific. This speed was maintained and the great power enabled the least hesitation through the Esses. Before he had finished, the commentator said he felt sure this would be a record climb and how right he was?

Les Graham had a 7/R AJS and the 500cc. Matchless—this year fitted with rear springing. In practise the AJS was superior with good acceleration and seeming to handle more easily in the bend. The sheet of flame from its megaphone at the start caused the chock man considerable anxiety for his eyebrows. Both machines made records in their classes, the Matchless beating its last years figure by 1.26 secs.

Fred Frith on his Triumph was very good indeed. On his second run it looked as though from his getaway he would make a record time but he slowed through the Esses. Fred rightly observed that he was not used to this type of event and with such restricted opportunity for practise, his performance was outstanding and his sportmanship in working hard for our team is acknowledged.

An unexpected pleasure was to see Jenks who had come as a spectator. As Surtee's passenger was unable to arrive for practising, Jenks offered to act in this capacity for the big Vincent outfit. This arrangement was satisfactory but there was a lack of speed and so Surtees could not start on race day.

P. V. Harris is a remarkable young man. With his passenger Billingham their girder forked Norton outfit is probably the most successful in England this year. Completely unruffled they just start and make F.T.D. That is all.

W. Ryan on a 1932 type DT JAP engine W.R. Special of unimpressive appearance made two extremely fast runs whilst, in practise he nearly got down to the magic 39 seconds.

J. Simister made good use of a G.P. Triumph.

H. B. Ranson brought a very lively Hartley Ariel which, in his first practise runs, beat all records for front wheel lift.

Bill Boddice showed that he can handle a solo equally as well as a sidecar.

A. L. Barrow. The very game secretary of the Stockport Club made a fine show on his new G.P. Triumph for one who

admits that he is "getting on a bit."

Eric Hardy was out of luck with both his new Nortons. The 350 had deep seated mag. trouble despite the very sporting assistance given by the Lucas representatives to do what they could for an instrument not of their make.

C. C. Sandford is undoubtedly up and coming. With an excellent first run and good practise times, his machine faltered on the second run. The negotiation of

those Esses calls for exact judgment every time to avoid delay between the two corners.

J. H. Parker is a Rudge connoisseur. With his beautiful 500cc. (radial front valves) he was little behind third place in his class.

Stan Pike rode the big HRD which poor Dennis Lashmar could not use because of his M.G.P. injury.

The full results are as follows. Practise times are given where known. Unfortunately not all this information was available.

Class 2. (350 cc.)

Position	Name & Make	Practise times (secs.)			Race times (secs.)	
		If known			1st run	2nd run
1st	R. L. Graham (AJS)	39.45	39.51	39.02	39.32	39.33
2nd	J. Simister (Norton)	42.79			42.09	42.73
3rd	C. C. Sandford (Velo)				42.81	44.81
4th	G. N. Ewer (AJS)				44.69	44.31
5th	E. V. C. Hardy (Norton)				46.00	47.27

Class 4. (500cc.)

1st	R. L. Graham (Matchless)	39.70	40.06	38.49	37.61	38.31
2nd	F. L. Frith (Triumph)	44.17	41.52	39.39	39.00	39.12
3rd	G. Brown (HRD)	46.39	43.15		41.68	39.96
4th	J. H. Parker (Rudge)				40.99	40.79
5th	W. G. Boddice (Ariel)				41.50	41.05
6th	W. Ryan (W.R. Special)	43.63	39.27		41.61	41.15
7th	J. Simister (Triumph)				42.10	41.32
8th	H. B. Ranson (Hartley-Ariel)				41.78	42.13
9th	E. M. Kempson (Triumph)				42.31	
10th	E. V. C. Hardy (Norton)				43.35	43.16
11th	A. L. Barrow (Triumph)				44.68	43.60

Class 6. (1,000cc.)

1st	G. Brown (HRD)	39.45	38.62	38.75	37.13	38.07
2nd	W. H. S. Pike (HRD)				43.96	42.34
3rd	R. E. Stokes (HRD)				45.09	44.34

Class 8. (Sidecars)

1st	P. V. Harris (596 Norton)	46.20	45.08	44.79	45.12	45.50
2nd	W. G. Boddice (596 Norton)	49.80	48.13	46.81	46.41	48.26

Results of Match Race. (Best run of each man counted).

Cars:—

	secs.
J. G. Fry	37.40
R. Mays	37.56
R. D. Poore	37.47
TOTAL	112.43

Motorcycles:—

	secs.
R. L. Graham (Matchless)	37.61
F. L. Frith	39.00
G. Brown (HRD 1,000cc.)	37.13
TOTAL	113.74

Cars won by 1.3 secs.

MUTUAL AID

Sale. Pair Racing Boots (ex Cavalry Officer) size 9, instep laces, £3-10-0. Also size 7½ Cromwell Battle Bowler 25/-. Both excellent condition for sale only to fellow travelers. R. Pratt, 21 Midland Road, Worcester.

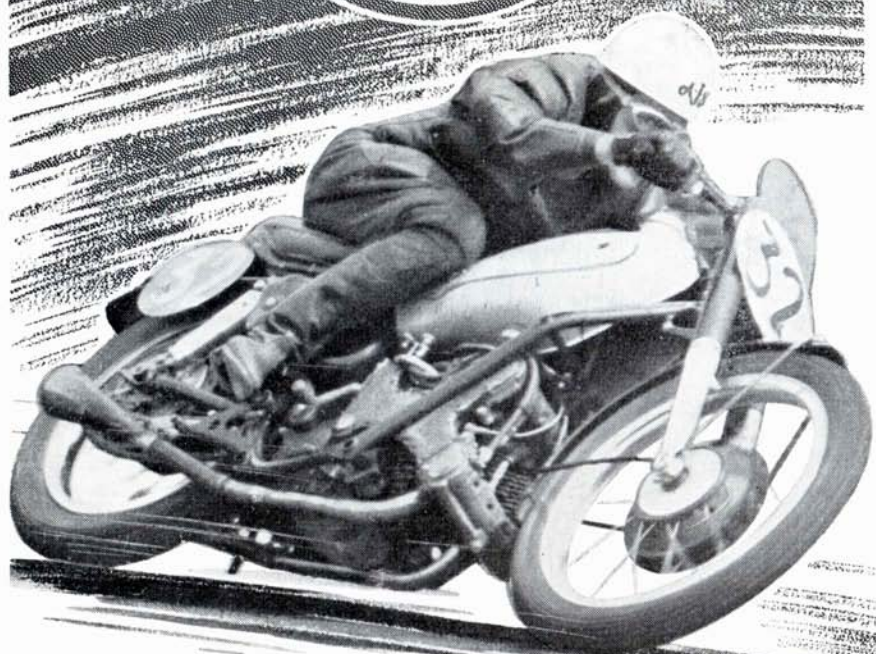
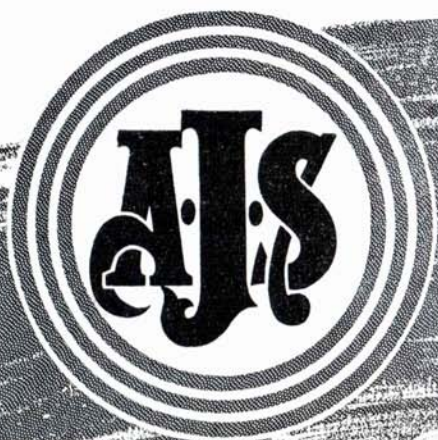
Sale. Fast 1949 7/R AJS. Pool and Methanol. Two 1st's Haddenham, 1st Swedish Inter, 11th Dutch T.T., places at Blandford. Offers to W. Sleightholme, 21 Frome Rd, Trowbridge, Wilts.

Lost. At Silverstone, raincoat and small black and white check scarf. Finder

please notify:—K. Gainsbury, 13 Moat Farm Road, Northolt, Middx.

Wanted. Rigid Frame, tele Forks and early type alloy rims for Manx Norton. For disposal numerous Norton bits and workshop tackle. R. H. Newman, 10 St. John's Villas, Friern Barnett Road, London, N.11.

Found at Silverstone. D. A. Wilcocks found in his kit on return a complete tool-kit believed to have been the property of a rider of a Rapide. Apply to:—The Cottage, Faircross Way, St. Albans, Herts.



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SPEAKING PERSONALLY

F. Norris. A special appreciation of his work for the club in the M.P.G. A member of both our successful teams, he ran out of petrol at Governors Bridge in the Senior on his last lap. He pushed home, thereby losing his replica but finished 18th at 76.126mph. thus completing the team finish.

Jenks & Oliver. Back in England Jenks gives brief details of their successful season. Took part in Twelve races—obtaining ten firsts, one fifth (Monza), one retirement (Metiet). Jenks has promised an article on the fantastic post war history of Monza. Wrecked as the result of the war, our former co-belligerents rebuilt the track on a greatly improved scale in three months.

What Rome has done so can Weybridge do. Who sold out on Brooklands? If anyone has reliable information it can be printed in this magazine.

Robin Law reports his damaged collar bone means no racing until 1950. Norton being prepared but present transport, a mobile solarium.

W. J. Netherwood has been debarred from racing this year due to a hand injury which healed in time for Silverstone.

Doug. Williams of Australia. Congratulations and best wishes on your forthcoming marriage in December. Doug regrets having to discontinue membership and has enjoyed the club. His last racing effort was in connection with a 7/R AJS for use on dirt surfaces. This to be fitted with straight exhaust, geared blower, and suitable riding position. Any news of the results obtained will be welcomed.

M. O'Rourke. Michael is in the R.A.F. and sadly misses his racing. His letters contain a constant demand for metal polish. Does this mean tuned jets?

The Belgian Records. Referred to last month.

Rene Milhoux rode Gunga Din — Brown's famous HRD—with a sidecar and established the following world's records.

5km—flying start	126 mph.
5 miles	106 mph.

L. Cavanna on a 125cc. all enclosed Mondial set up the flying mile and kilo at 100 mph.

Bob Berry, on his Brough, beat the Belgian flying kilo at 153.7 mph. Incidentally the fastest unsupercharged speed yet recorded. Well done Bob.

Bob Wolton is anxious to get in touch with a reliable band of 125cc. riders with genuinely fast machines (not standard

productions) in order to be able to guarantee good entries for 125cc. races. So far he has one blown 2-stroke and one Double knocker fourstroke. All others please enrol now with R. Wolton, 7 Gilmore Road, Lewisham, S.E.13.

The Ulster. Following last month's para. John Lockett wishes to emphasise that his number plates were exactly as issued by the organisers.

O. S. Scott is in Ards hospital, Newtownards after his crash in the Carrowdore 100. Scottie hopes to be coming home soon, is making good progress and has received the utmost kindness during his enforced idleness.

Angus McGregor is taking up the Army as a career and has entered the R.M.A. Sandhurst. Congratulations and best wishes for success. Angus' enthusiasm for the sport and the club continues unchanged.

Noel Pope arrived back in England too late and not completely fit to ride at Silverstone. The story of his attempt at Utah is a very sad one. The Brough arrived in good condition but the streamlining had been so damaged in transit that the break joints in the main structure had nearly 2ins. gap on the offside.

Mechanics worked day and night to true the body but it was away from the original works and they had the job of finding a centre line on which to work, as best possible.

In the first run the outfit seemed to work well up to over the 100 mph. mark but above this it started drifting off the smooth course. Noel's main concern was to let the speed fall and to release the hood. Fortunately the catches of the latter did function as planned but the drift, which required much greater physical force to counter than one man could supply carried the machine on to the rough salt and disaster.

Noel was thrown clear but his leathers burst and his skin was chafed with cement-like salt and must have been agonising.

Two comments he made are that, with the heat and noise, he feels that top enclosure would be unendurable. Also he acknowledges the wisdom of George Elston who, on seeing the layout, advised that any form of tail fin was to be eschewed.

Noel is rapidly regaining health and skin so, if there is to be a next time, Good Luck and God Bless.

At the Show. An event of particular importance to Bemsee was the gathering of your committee on Tuesday Oct. 25th, finally to sign the articles of the new company B.M.C.R.C. Ltd.

Major Lewis Jones had journeyed specially from Liverpool bringing with him the work which has taken months of his time and he gathered thereon a collection of signatures which would make the average autograph hunter green with envy.

Spike Rhiando was an interested spectator at Silverstone. In conversation with Barry he paid us the compliment of saying that this was the finest meeting and the best example of organisation which he had yet seen. From such a famous and experienced personality, the words are greatly valued.

O'Don. Had a magnificent display of racing cycles on the Carlton stand at Earls Court. The workmanship and thought which goes into a high grade cycle is worth the attention of every engineer whilst, as a medium for keeping fit, there can be nothing more suited to a motorcyclist. Don, at 72, can still cover 190 miles in 12 hours on a pedal cycle and can do 25 miles in 1 hour 18m. He still follows with a deeply interested eye the progress of motorcycles of which more may be told later.

At anyrate, if any of you seek to keep fit and you **must** be fit nowadays, O'Don's recipe, which has been the recipe of many other famous motorcyclists, is a sovereign one.

Andy. This is just nonsense. Castrol Andy writes that he is retiring but we've heard that sort of tale before. Someone said recently that Barry was retiring but these chaps ought to know that "They can't do that there 'ere."

We have been delighted to have George Williams as well as Andy and we feel confident that our major lubrication problems will be handled just as well as ever by George who we gladly take into our bosom. However, we refuse to believe that Andy will not drop in now and then to ease the old valve guides with U.C.L. (No make, no pack drill.)

Anyway, bless you Andy and thank you for the work you have done for us boys since—Blimey! Is it as long as that? Your presence amongst us has been one of those delights in our pastime which the uneducated, who regard us as definitely 'nuts,' can never understand. If only we could celebrate the occasion in the old paddock with a formal change of Government at the foot of the flagstaff by the Castrol shed—running down the yellow flag of 'And-R' and running up the green one of 'Will-XL' to our National Anthem of "Four-Stroking with a

Faint Blue Haze" on the Bemsee Band of Two-Strokes!

Harry G. Steele. The Editor of the American paper "Motorcyclist" made every possible provision for the welfare and assistance of Noel Pope on his recent adventure. We extend the hand of friendship to Mr. Steele and trust we may have continued happy contacts with our friends 'over there.'

Some Books. "The Lighter Side of Motoring." Too long have we of the motoring world noted with regretful admiration, the advantageous position of other sporting movements in the possession of farsighted cartoonists. Thanks to Russell Lowry, that position was changed when he introduced the Motor Club and it was indeed one of the tragedies of the Post War depression to lose that lively monthly. Russell has brought out a wonderful little booklet comprising his best cartoons, some we have seen before but all are evergreen and doubly enjoyable in the latest layout.

Get one (they only cost half a crown) from J. A. Breckell & Sons, 65 South John St., L'pool, 1. but, for the love of Mike, tell your pals to shut themselves in a room when they read it. The constant chortles of mirth and remarks such as 'Oh I love this one' are most disturbing and hindering to one doing his utmost to 'Bridge the gap' in accordance with the complicated instructions of our betters.

"Between You and Me." Wilfred Pickles has started his life story. It is appearing in serial form but the complete book will be available (publishers Werner Laurie) on November 17th at 8/6d. (special edition 21/-). All who can should read the fascinating tale of a member whom we all know.

With the Approach of Xmas remember the following Evergreen stories, always available from Epsom:

Geoff. Davison's books:

The Story of the T.T.	9/6d.
The Story of the Ulster	9/6d.
Racing reminiscences	9/6d.
The Story of the Manx	8/6d.

Also Slide Rule's book:

Tuning for Speed	6/-.
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Do you know how to get the best results from Snuff and Brasso? If you don't, you should get the "Story of the Ulster" to see how this useful mixture will bring energy to the most sluggish power unit.

SOCIAL GATHERINGS.

The Winning Horse. Another good meeting was held on October 20th. As your Secretary was having a few days holiday, there is little he can report except that the next meeting will take place on Nov. 17th.

The White Lion, Edgware. An altogether bigger attendance on October 10th at which Bill and Linda Jarman were present to hear some very useful comments anent Silverstone. Next meeting is on November 14th. This has definitely caught on, so roll up in your hundreds henceforward.

Hendon November 25th. This is an official Bemsee date. Our party can be mixed and there is no limit to the numbers who will be welcome but we are asked to be assembled not later than 7 p.m. at:

The Metropolitan Police Motor Driving School, The Hyde, N.W.9.
when we shall be shown round the School and then given a social evening. There is one essential, the names of all who intend to come must be sent to Epsom by the 19th November in order that they can be made "Honorary Members" for the occasion. Our thanks are due to Don MacBain for having made the preliminary investigations and to Captain Minchin and Superintendent Taylor for the preparations for what promises to be an exceptionally enjoyable evening.

Please use the enclosed notification form for both Hendon and the Annual Dinner.

The Annual Dinner, Dec. 2nd. Following last month's announcement will take place as stated:

The Oak Restaurant,
Slaters & Bodega Ltd., 18-24 Ken-
sington High St., W.8.

This is between John Barkers and the Empress Rooms. Parking space is available behind Barkers. The evening will be strictly informal and instructions have been given for beer to be available as water at Niagara Falls, the wine list is eminently reasonable. This will be an evening for racing motorcyclists and their friends, we have a certain amount to say and some prizes to give but the keynote of the evening will be—Enjoy yourself. If you are an old member, there will be many with whom you can exchange reminiscences but please let us in, on your talk, for copy for the book. If you are as yet a little unused to the queer ways of Bemsee, come along and see for yourself that we are essentially a very ordinary lot of sporting types and not a bunch of social outcasts and throw-backs as so touchingly described by the subscribers to "Editor's Correspondence" in the Technical Press. And, if you have enjoyed a season's sport, please come along and have a good time.

Whoever you are, your presence will be welcomed. None should stay away and the price of tickets:

15/- single.

25/- with lady partner. (Dress informal) is aimed at ensuring that every one of the 300 seats available shall be filled. The party will go in until midnight.

An application form is enclosed, please get down to it at once and post it off with your remittance as necessary.

Owing to pressure on space, the List of New Members has
again been held over.

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MARSHALS' MUSINGS

The first part of these notes are being scribbled in the middle of the night when it should be nice and quiet, but it definitely isn't due to the intense activity which is going on—thanks to "Gold and Silverstone." The former is what we hope to have in the 'Bemsee' Banking Account after the latter has become another subject for great mechanical arguments.

Before we go any further, it is impossible to thank all those volunteers who guaranteed to give a hand, not only for special occasions but always. Several of these types have written to say that they will turn up, even if their "Poole Patheique" is all used. The push-bike division can put a 50cc. job on the carrier and run it on "hootch."

One letter from a well-known racing member nearly made me weep. He wrote "Both of my racing engines are fit for salvage. I am therefore willing to become an 'Apprentice Marshal' just to learn the job whilst I save some money for "spare parts!" I would conclude by thanking the marshals who turn out all over the British Isles, aye even in the middle of the night and then go to work like those in the Isle of Man.

'The time has come when we must find a couple of enthusiasts who will help with the sale of Programmes. Owen Roebuck and Gordon Cobbold responded to our appeal at short notice but obviously they need a pair of first-class mates so that there will always be 'King-pins' on the spot. (Speaking of 'King-pins' may I thank Messrs. Baker and Frost who bring their sporting cars to look after all the Flag and Course Marshals respectively). The Programme job is, without doubt, one of the most important branches of marshalling duties and, now that we are doing it ourselves, we must retain the businesslike methods employed at Silverstone. Those ladies and gentlemen who actually do the selling will receive very special consideration in future, both near the course and on a commission basis (if they so desire). A Register of Programme Marshals will be prepared for 1950.

I often wonder if some people realise what is involved in putting on a big meeting like Silverstone at comparatively short notice. Believe it or not, a handful of people have given all their spare time to help Cliff Lewis to do in a few weeks, that which normally takes months. It is always the same when a special event is being organised for the first time. Honestly, I do not know of any kind of sport-

ing occasion which requires so much detailed work before, during and after the great day. The biggest worry in the case of Silverstone, has been the time factor in relation to the colossal quantity of paper work. In these circumstances, it is all too easy to overlook something and thereby upset the smooth-working of a very precious machine.

Much unnecessary work in the office has to be performed because people omit their addresses and simply sign off, "Tom, Dick or Harry." During the past few days, I have also seen several telegrams which Sherlock Holmes could not understand. Fifty per cent of the Entry Forms have to be checked against files and/or Card Index Records because details are missing. All these things take time which could be more appropriately used on other jobs. Think of your pals when you communicate with the office and block print your initials, surname and address. It really does help a great deal especially if Mister Lewis is fifty miles away. This fellow is becoming an expert at hieroglyphics and calligraphy but it's a bit of a strain sometimes. As far as I am concerned a Post Card volunteering for marshal work is sufficient, provided you don't forget the name and address!

Part two of these notes being penned immediately after Silverstone and following a visit to Northampton Hospital, with the Secretary. We arrived in time to see Bill Beevers and Reg. Armstrong 'en route' for home. They were still cheerful in spite of painful cuts and bruises. The other fellows, Messrs Frost, Stephenson and Brierley were reasonably comfortable when we left for home at 2 p.m. Davey expected to leave soon after us.

The rest of my thoughts are a weird mixture of incidents which may be worth recording:—

The large number of Press Photographers who took photographs which the papers didn't print.

The programme seller who sold all her copies and then sat on a straw bale knitting until the three "Porcupines" made her look up and drop a few stitches.

The superb Medical Services which were the best I have ever seen operating at any speed event.

The splendid Programme organisation get up at short notice by Messrs. Cobbold and Roebuck. They could have sold twice the number. What a team!

The gallant blokes who marshalled the course they came from near and far to help.

The brilliant co-operation of riders in the Paddock who made it possible to get back forty minutes and enable G.W.W. to get 'on the air' as agreed. The B.B.C. just didn't think it could be done.

The new section of Bemsee—"Fox hunting by racing motorcycle." Details from "DEAR LESLIE." Very expensive.

One rider who asked who was the "double-knocker job" doing the ballot. His embarrassed expression when told.

The help given before, during and after the meeting by the R.A.C. Track Manager and his staff.

The Fire Party who only had a minor call. We hope they were not disappointed as we were very pleased with them.

The Public address people who operated under somewhat difficult conditions due to the "mikes" being sensitive enough to pick up everything.

The Catering People who managed to cope with a very large crowd despite splendid isolation in lovely country.

The way in which everyone went home especially the motorcyclists who used their brains and by-ways instead of main roads.

The cheer when Cliff Lewis allowed his 'tummy' a Gin and Orange.

The old-timers who turned up, many

of whom were members long before the 1914 war.

The amazing tyre fitters doing their job in a barn or the field.

The efficient work done by the men with Derrington's beautifully equipped Mobile Workshop.

The chap who always hands out chewing gum when it's needed most.

The men from the penny papers who ask the most amazing questions.

The rider who, when shown a request in big block letters, said he couldn't read.

The Timekeepers Bus which nearly got bogged down to the "top weight."

The "dicer" who said he enjoyed a pint AFTER a long distance race.

The kind people who brought food and refreshment to our hut and refused to take payment. (This doubtless explains a bill to hand, for £3-8-1. Ed).

The Black Allard which now has so much compression that it prefers a push start. Most appropriate!

The unusual spectacle of the Senior T.T. winner doing duty as a Starter.

The parting remark heard here, there and everywhere—

"See you at the Show"

Cheerio and thanks a million for what you all did.

W. G. (Bill) Jarman.

OBITUARY

Tommy de la Haye. Although never, as far as can be remembered, a member of Bemsee, the passing of Tommy will be regretted by many members. His greatest moment was when he won the first Post-War T.T. in 1920, thereby setting ablaze a controversy which lasted until the 1930's—whether a Norton or Sunbeam was faster. Always interested in Sunbeams, Tommy took great interest in the achievements of men such as Cobbold and Williams at the track but his own feelings towards the track were antipathetic as he preferred road events.

G. H. Taylor. We have lost a friend and supporter of the first order by George's crash due to a broken wheel spindle at Brands Hatch. In our first efforts to get Haddenham in the lime-light, much was achieved on our behalf by George's friendly offices.

To his widow and family, we send our sympathy.

Henry Pinnington. Because of a road mishap, one of the young men of promise has gone from our number. A tester at Vincent's Henry was a believer in the racing game and we mourn his loss.

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