



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 2. No. 10 — October, 1949 ONE SHILLING



F. L. BEART BREAKING TEST HILL RECORD.—See page 8.

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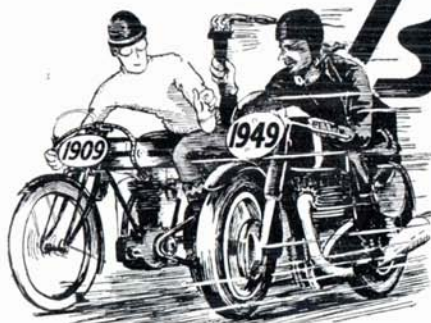
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## ARCHERS

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# Bemsee

Journal of the  
British Motor Cycle Racing Club

Vol. 2. No. 10.

October, 1949.

## THE BRITISH MOTOR CYCLE RACING CLUB

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Vice-Chairman: H. L. Daniell

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

### EDITORIAL.

Due to the work necessary to get Silverstone ready, this number of the magazine is small. October 8th promises the opportunity for a grand close to an eventful season. Any time saved by skipping the magazine is a mite towards the colossal work of putting over the Hutchinson Hundred. Members are asked to accept this slight hardship and, if at all possible, to give of their utmost to ensure that our day shall go down to history as another great Bemsee success.

The huge entry is deeply appreciated by your committee as a complete demonstration of the fact that, as a club, Bemsee pulls as one man.

**EVER UPWARD.** The Manx G.P. was another high light in the Club's phenomenal progress. With a 1, 2, 3, win by Bemsee members in each race, the winning of both Club team prizes and the advent of many promising newcomers; we can justly be proud. Racing is our life, and it is always a pleasure to see these proofs of the correctness of our forty year old adherence to a specialist policy.

Unhappily, mishaps at Blandford have struck hard at Bemsee; we have lost dear friends. No good can come from bemoaning what has happened, but their sacrifices will not have been in vain if the circumstances are studied with a view to ensuring no repetitions.

**DEVALUATION** will almost certainly affect British Motor Cycle Racing abroad. We can expect a very much lessened Continental Circus next year and, as a result, a bigger demand than ever for racing at home.

If this demand is to be served adequately, we shall need more good tracks and more first class events. Our riders are the fastest in the world and we can produce the machines to enable them to meet all opposition. Unless the opportunity exists for continued racing with the strongest competition, design might stagnate, with an adverse effect on our established reputation. The answer is to be found in more recognition by the Government of the value of British Motor Cycle Racing and some help to preserve that source of National pride and income.

Best of all, restore to us the only banked race track in the country. As it stands, it is a monument to 'dog in the manger' tactics. Do you ever discuss the point with your friends?

# SILVERSTONE. October 8th

PRACTISING OCTOBER 7th 10 a.m. to 4 p.m.,

This message to all members will give some outline of the work which has been done to arrange the best day's racing yet seen in this country.

Racing will start with ten lap event for the big machines at 10-30 a.m. promptly. This preliminary race will give some guide as to the speeds likely to be expected in the highlight of the day—the Brooklands 100 Miles race. The latter will start at 3-40 p.m. and the finish will be described by Graham Walker on the Midland Regional programme between 4-30 p.m. and 5-0 p.m.

A first class entry has been received; the full team of Works Ajays will be riding, also Harold Daniel, Geoff Duke, Charlie Salt (unfortunately at the time of going to press, Fred Frith is prevented from riding), Maurice Cann, Dickie Dale, Roland Pike, Stan Pike making his last public appearance before leaving for Australia on—of all things for such a well known little machine man—a big twin H.R.D. All those lads who harried Frith in the Ulster will be there on the Velos and Ajays:—Wheeler, Willoughby, Fry, Les Dear, whilst of course, L. J. Bayliss, the present holder, will be there to retain his title, if possible, to the Hutchinson Cup for another year.

The entry has been overwhelming, and some rearrangement has been made to avoid disappointments. The 350cc 100 Miles race has been heavily oversubscribed and, as the 250's are a little down, the excess 350's have been transferred to this race and the prize money in the 350cc class will be extended down to the tenth man to cover all the 350 men who will be riding.

The Consolation Handicap for 50 miles has been so popular that it is absolutely impossible to attempt selection or differentiation. Consequently it has been confined to those entries which were sent in without an accompanying entry for a ride in one of the 100 miles races. By these means, everybody will get a ride and no one will have had his entry completely rejected. The return of surplus entry fees will be made at the earliest possible, but at the moment the essential thing is to get the show staged to time.

Will every entrant therefore please rest assured that he has not been forgotten.

**Competitors who are staying overnight.** Accommodation has been arranged for

one hundred of you, who will be notified. The conditions will be simple but comfortable. A good evening meal will be laid on for you on Friday night at 6-30 p.m., and Breakfast on the morning of October 8th will be between 7-30 a.m. and 8 a.m.

These arrangements are the best that can be made in accordance with the demand. Insufficient applications have been made for the other nights to make an extension of the scheme possible. Remember that the caterers have to cope with a very large public crowd when you are not being served, so will you please help by turning up for your meals promptly.

**Competitors Refreshments.** Will be available throughout the practising and racing hours at "The Sun Inn" which will be set up in the paddock area for competitors and officials only. Note that your committee has decided that on this occasion the very kind offer of United Lubricants Ltd. to provide Carburol Corner once more, must be declined.

This does not in any way indicate any lack of appreciation of the hospitality which has been enjoyed on previous occasions.

**To members who are not riding.** You will be welcome and should send a S.A.E. to Epsom for a windscreen sticker. This will admit your vehicle, but your admission to the public and members' enclosure will be by production of your current lapel badge and membership card. Don't turn up and say you have lost the latter as it will only cause hold ups at the gates and the poor gate keeper will be justified in directing you to a paying gate.

There will be a members' enclosure to which you will have access on display of badge as well as having access to the ordinary public enclosure. Note that the lady's gift brooches do not confer this privilege.

On no account will members be allowed to pass into the paddock area inside the course unless they have special duties there. It must be understood that the Members' Enclosure on the outside of the course is where all members may foregather, but it is not fair to competitors on a day such as the Hutch to have too many people looking on and moving about the area which is sacred to the work of preparation of machines.

If you are coming as a member, your services as a Marshall would be gladly used. Bill Jarman has a terrific job on hand and his most pressing need is a thoroughly sound team of programme sellers. We want to handle programme sales within the club, and any member or his lady who will help, either as a seller or an organiser, should write to:

W. G. Jarman,

153 Reigate Avenue, Sutton, Surrey.

Sellers will work from the 'No Man's Land' between the spectators and the riders. This patrolling space will afford quite the best view of the racing so that, in giving us your valuable help, you will also assure for yourself one of the best views of the racing.

All members who are coming as Marshals are entitled to a portion of the small allowance of petrol which the Ministry of Fuel is making to officials. The correct drill is to complete a form R.M.S 1 or 2 and to send it in with your registration book and letter from Mr. Jarman confirming your services to:

The R.P.O. Ministry of Fuel & Power,

S.E. Region, The Pump Room, Tunbridge Wells, Kent.

quoting reference BMRC/BI/MM/MC.

Note that the Ministry has allocated 100

gallons only for this event. This will not go very far, and a speedy application is advised.

The management of Car Parks is in the hands of National Car Parks Ltd. Here again, the services of a few good Bemsee members will be essential. We shall need gate keepers whose duty will be, not to take money, but to identify the persons who claim entitlement to free admission. Also a few Despatch Riders will be needed both to keep touch with the car parks and for work inside the circuit.

The course has been examined by Harold Daniell and is on an entirely different line to that taken by the car people. It should be a good deal faster and will avoid those paths made smooth by the power sliding tactics adopted by the cars.

In general, the prospects are for a great day. We want this to happen for the sake of our great club and it lies within the power of everyone of you to contribute some little or big item towards our success. Whether you come as a marshal, a flag marshal, a mechanic, a lap scorer, a programme seller or just as an onlooker, you can help the club by impressing the general public with a show of support. You will all do that, so thank you here and now for that help.

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**C. F. Smith.** 'Big-End' Smith was loved by all who knew him for his completely uncommercialised sportsmanship. Wherever there was a sidecar event, Charlie would be there with his big J.A.P. to 'have a bash.' Of recent months, his attention had been somewhat divided by the claims upon his time of a 500cc racing car of his own design but he never gave up his first love, the sidecar.

In his famous business, many members will still find cause to remember him but to his relatives and to his gallant passenger Ken Hustwick, we send our deepest sympathy and friendship in their time of loss.

**D. Gregory.** Dave went the way he would have wished:—With his boots on and at the top of his form. We shall always remember his erratic but intensely companionable foibles. Only that afternoon he had finished in one race with his shirt acting as a windsock. In another race, he had to be reminded that the start would be in a clockwise direction whilst in yet another we all waited patiently whilst a glass of water was fetched.

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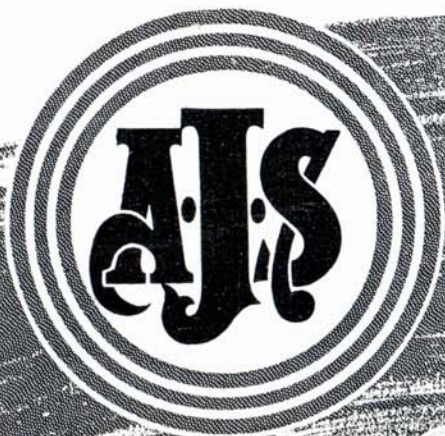
That was Dave all over. Just a high-spirited good scout and always game for anything. To his widow we send our friendly message of courage and comfort.

**J. Dent.** Good natured Joe will always be remembered for his kindness and understanding. To be Secretary to a big Club is not an easy task, there are always some persons with a grievance. Joe often had one too, but he was the most reasonable of persons in his complaints and, where he saw one's difficulties he went out of his way to ease them.

His only brother having been killed in the war, we send our sympathetic condolences to his mother coupled with admiration for a real sport.

**N. Croft.** Norman met with an accident whilst competing in Czechoslovakia. During the time of his membership of Bemsee, he had ridden mainly in road races in the I.O.M. and abroad and at Dunholm. We deplore the loss of another of the lads who have made the sport the best and cleanest in the world and send our thoughts and sympathy to his friends and relatives.

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## Racing News

**Some Ulster Afterthoughts.** Again R.M.N. Spring showed excellent team management, two entries finishing first and second in the 350cc class. There is doubt whether Fred Frith can get to Silverstone but in any case Charlie Salt will be there.

Norton fortunes were mixed but there was no doubt about Artie Bell's ride into second place, behind the flying A.J.S. but in front of the Gilera. Harold seems to have collected the local Gremlin. Bad enough to lose a megaphone but for a brand new H.T. wire to break in two is indeed 'rather much.'

John Lockett made sure of a number plate sufficiently robust for the most arduous conditions and had one made very ship shape in the great ship building works. This masterpiece in armour plate proved adequate for its job but, as it cut a tyre in half without wilting there is perhaps something to be said for 22 gauge sheet.

Arthur Wheeler was undoubtedly going well on his Velo, having a constant scrap with Salt, Willoughby and Armstrong and at one period second to Frith. Tailing Vic Willoughby, the latter's oil tank burst throwing all the contents over Arthur. It took Arthur nine miles hard going to catch up Vic and to signal him to stop during which time, by the grace of God there wasn't a seizure.

The sequel is generally sad. Arthur continued but at half distance his clutch ceased to work so he finished without. Vic however, having withdrawn moved over to Zandvoort in Holland where he found those last nine miles had wreaked havoc. Spares not being obtainable, he had to return to England and miss Lausanne.

**Blandford September 3rd.** The last meeting of the year was heavily overcast by the multiple misfortunes suffered almost wholly by members.

Racing was of a very high order; fastest laps recorded were 250cc M. Cann 76.18 mph, 350cc Bob Foster 83.12 mph and 500cc Syd Barnett 86.43 mph.

Geoff Monty's supercharged Triumph was going well, some development work is still needed to get the best from it. Hinton and Morrison were both out of form for this occasion. Troubles in getting started were mainly responsible for this. Roland Pike seemed to have the measure of Maurice Cann's Guzzi but trouble set in after he had held the lead for three laps and Roland even-

tually retired. Bob Foster's performance on his Velocette was as polished as ever but, after putting in a very fast lap at over 85 mph on his 500cc Triumph and looking a certain winner of his heat, his engine called halt. Outstanding in this heat were Ernie Barnett (Norton) who won it and C. A. Stevens (Triumph) who worked his way up from a very poor start to second.

A pleasant surprise was to see L. R. Archer on a 500cc Norton. This seems to be an excellent combination and, besides winning his heat, Leslie had established a terrific lead in the ill fated final which brought the meeting to an untimely close.

An 'up to 150cc' race produced a motley assembly of old fourstrokes and new two strokes. A very old New Imperial given an imposing new title, proved that the old designs were pretty good by running away with the race at a very fair speed.

Pressure of work makes it impossible to give all the results this month. Your consideration is requested until after Silverstone when it is hoped there will be time to go into these matters.

### ATTEMPTS ON RECORDS.

**Noel Pope.** Bad luck has overtaken Noel on his very game effort. From a television news-reel it is clear that the beautiful streamlining fitted to his Brough is wrecked beyond repair and so the present attempt must be stopped, at least until new streamlining can be made.

Fortunately, nothing but shock and light injuries resulted to Noel when his machine crashed as the result of side winds but it is certain that he returns from America with a better understanding of the problems attendant upon this very technical subject of streamlining than almost any other living person.

We all join in wishing Noel a happy welcome back to England (E.T.A. Sept. 20th), great success, health and prosperity and better luck next time.

**H.R.D.'s.** At the moment of writing, Phil Irving and George Brown are in Belgium with Gunga Din for attempts on various worlds and Belgian records. Some knotty problems arise as this famous warrior is now on an Alcohol Fuel whilst the swirl of air from the back wheel has been found to cause uneven cooling of the cylinders. Here's hoping that, by the time this magazine is being read, success will have attended the effort.

**The Manx Grand Prix.** An amazing tale of successful riding by our members. Bemsee members 1, 2, 3 in each race and such races too! All records gone by the board and a demonstration that we have two most evenly matched riders in Cromie McCandless and Geoff Duke. Of the two, possibly Cromie is a little the faster but it must be remembered that about two months back, Geoff had a broken leg and the effects made themselves apparent.

Gordon Hatch looked after Bemsee interests to the utmost making up four teams in the Junior and five in the Senior from which we had the honour of winning both Club Team prizes with our A teams. Nice work Gordon and nice work **all** of you riders.

Again pressure of time prevents a full commentary but the following high lights are worth special mention:

Cromie won the Junior race at 81.82 mph with a fastest lap at 85.683 on his Norton. The last is probably one of the most outstanding efforts of the week.

Geoff won the Senior at 86.063 with a fastest lap at 87.48 on his Norton which definitely brings him into the top grade.

In each race, there was a neck and neck fight between these two and in each case the other man was second due to last lap trouble.

Don Crossley rode his Junior A.J.S. into third place at 79.30 mph but retired on his sixth lap on his Senior Triumph when lying fifth. Don's riding this year came in for very favourable comment.

C. Horn brought his Senior Norton into third place at 82.834 mph thereby proving still further the skill he displayed in the Clubman's T.T. on his big H.R.D.

The terrific pace set by Duke, reduced the number of Senior replica winners to eight.

Bob Pratt rode his Velo well in the Junior as a member of our A team finishing 8th at 77.2 mph but had engine trouble on his Senior Norton.

Jim Crow was riding better than ever but luck was not with him. A slight fall at Quarter Bridge in the Junior brought him down from a very good third to seventh position whilst in the Senior, a wasp in his goggles again delayed him to finish tenth.

Peter Romaine made a really successful first visit to the Island and showed consistency with skill by finishing 4th in the Junior and 6th in the Senior on the same A.J.S. at 79.02 and 79.04 mph respectively. (Also first 350 home in the Senior race).

One of our surprise men who Gordon Hatch unerringly picked as a good team bet in both races was F. Norris who finished at 75.57 mph on his Junior Velo and at 76.13 mph on his Senior Norton, a tip top performance.

And what can we say but "Well done" to Johnnie Boynton of Birmingham who was only just outside replica time on his Senior Norton at 78.11 mph.

Dennis Lashmar showed his mettle in the Junior when lying about seventh on the last lap, he fell at Governors Bridge. He got up, pushed off and finished 13th and, when he dismounted from his bike, found that his right shoulder was dislocated which will put him on the sick list for some five weeks. This will put him out for both Shelsley and Silverstone but latest news is that Stan Pike will ride in his place in both events.

Our winning teams were:

Junior. G. E. Duke (Norton), F. Norris (Velo) and R. Pratt (Velo).

Senior. G. E. Duke (Norton), F. Norris (Norton); H. J. Boynton (Norton).

Other teams were:

Junior B: C. Horn (AJS), R. W. Thompson (Norton), S. W. Robinson (AJS).

C: D. Langton (Norton), G. Mayne (Velo), J. A. Thomson (Norton).

D: 'S. Franklen' (AJS), J. L. Frost (Velo), H. A. Pearce (Norton).

Senior B: D. G. Crossley (Triumph), E. T. Pink (AJS), J. M. Crow (Norton).

C: R. Pratt (Norton), S. W. Robinson (Norton), C. Horn (Norton).

D: L. G. Tedder (Norton), N. White (Velo), C. H. Davis (Velo).

E: 'S. Franklen' (AJS), R. H. Rudge (Norton), A. Herbert (AJS).

To all those other members who rode so well, congratulations and apologies that more cannot be said just now in appreciation of your efforts.

# SPEAKING PERSONALLY

**Barry.** Our Chairman is having a busy retirement. Silverstone places a constant demand on his services. The response is never failing. Furthermore, certain developments in the City of Nottingham are taking place under his supervision.

Barry has the welfare of motorcycle racing as much at heart as ever and, if Brooklands were by a miracle to be available, it would be a good bet that he would still lap it with a chair at 100.

**P. E. Irving.** Phil will be leaving us for Australia after Silverstone. He sails on October 13th with his family to return to his native land where he will act as representative for H.R.D.

We are losing a good friend and one who has done more than most towards the development of Post War motorcycles. We say Goodbye with the utmost gratitude and every wish for happiness and prosperity down under.

**W. H. S. Pike.** Stan too is leaving for Australia. He will have his last ride in England at Silverstone in the Consolation Handicap and on a new mount for him—a 998cc H.R.D. He sails with his family on October 20th. It is sad to lose such old friends but let us hope there will be many letters telling us of progress and prosperity in the New World.

**W. L. Clark.** Reports that he has had a very good season on one of the green Beart Nortons. In these days when racing machines all have a similar performance, it is refreshing that there are still one or two magic names which we can associate with tuning skill as we used to think of O'Donovan, George Dance, Jack Emerson and all that.

**Cliff Edwards.** Apologises to any other rider inconvenienced when he skated about at Blandford on August 1st. The cause was later found to be a broken frame.

**M. V. Lockwood.** Good report from Maurice that his recent injuries have healed well and we shall be seeing him at Silverstone.

**E. V. C. Hardy.** Eric is now the proud possessor of two Double Knocker Nortons on which we shall see him at Shelsley and Silverstone.

**D. W. Allen** of Thetford has been working for some months on a 250 cc Velocette. It is nearing completion and the care which has been put into the job deserves our wishes for his success in this neglected class.

**D. G. A. Clarke** of N.14 has had a sorry year. After wrecking his T.T. engine at Haddenham, he managed to get the damage made good thanks to the consideration and help of Alan Wilson and Norton Motors Ltd., although the failure had been due to the fitment of a non standard part.

He was then involved in a road accident when riding as passenger which resulted in a broken left arm (he is left handed). So now there can be no Silverstone but he is determined to ride in the 1950 T.T. Good luck to you this time.

**Peter Reeman.** What they *do* do to our members! For the next ten months Peter will be working in the Antarctic for the Ministry of Food. When he comes back, he should be able to make a delicious ragout from any discarded corsets. Never mind Peter, whilst you're there perhaps by studying the spouting of a whale, you will be able to devise a really effective air vent for a petrol tank.

**Phil Heath and Rob Buxton** are back in England after a successful season on the Continent. They returned a little better off than when they left. Their outfit has consisted of a Norton sidecar (Buxton's) and a 500 Norton and 7/R A.J.S. for Heath. They concluded their tour at Lusanne. Heath was third in the 500 class, both other machines having to retire.

Incidentally Lausanne was a great day for members Tommy Wood winning the 250 class on a Guzzi. Dave Whitworth just pipped Tommy for first place in the 350 (both on Velos) whilst Fergus Anderson won the 500 cc class on a Guzzi. F. Fairbairn on an A.J.S. finished 7th in the 350 cc class.

**T. A. Westfield** has had his wrist in plaster ever since the Easter spill at Cadwell. It will be strong enough for the shorter races at Silverstone but it is not deemed advisable yet to use it for a 100 miles race.

**A. H. Taylor.** Our respected rider member and committee man is dead out of luck. Somebody's central heating system has gone wrong in Calcutta (just fancy ever wanting to be warmed up there!) and Alan has the task of flying out there and putting on a new wrapped joint or whatever you do with these things. The bitter irony is that his returning plane will touch down at Heath Row as the starters flag is about to fall for the first race at Silverstone and so he must miss the race of the year. Bad luck Alan but don't forget to take your tools.

**R. W. Wagstaffe.** Will be remembered for his old 500cc racing Guzzi. The steering has not proved too good and so he now has a 350cc Norton which gives great satisfaction.

**Norman Webb.** Made a flying visit to Norway with his 250 cc Excelsior where he was given the utmost hospitality. He rode in a race in which there were no other 250's and finished very creditably. He reports that **S. A. Sorensen** was about and welcoming and helping all and sundry despite the fact that he broke his neck in the Dutch T.T. The said member is suitably stayed with a few turnbuckles and a lot of plaster but a little thing like a broken neck would never make our gallant little Danish friend "Sorry."

**C. H. Pritchard.** Pritch runs a small engineering business which he hopes to expand. So any North London members who have machining jobs to put out, will be helping a good friend and member by consulting him at 35 Snells Park, N.18.

**Theresa Wallach.** A cheery postcard from New York. End of an across America tour which deserves our congratulations and admiration. She is at present writing and making preparations for the future. A first class show Theresa, why not have a look at South America?

**Olga Kevelos.** And congratulations to another sport. Olga's gold medal in the International Six Days is another demonstration that we have the most gallant and sporting lady members of whom we are justly proud.

**Cromie's Outside Flywheel** caused some consternation in the Island. One very well known tuner pardonably made the mistake of telling the rider he had forgotten to remove his timing disc.

**Jim Thomson** was extremely fast in the Junior Manx until put out by a loosening union nut. The cause of his speed does certainly seem to be linked with that excellent Brown and Beagley swing arm rear springing which works evenly without any trace of movement other than in the springing plane.

**Cabby Cooper.** Latest news is that Cabby is back home from hospital but will have to take things steadily for some weeks. We are glad to hear you are getting on so well old sportsman.

**The August number.** To correct the article "To Refresh your Memory" note that the 1929 200 Miles Class G. Sidecar Race was won by L. P. Driccoll not on a Norton as stated but on an A.J.S. This was the 734cc single cylinder engine and it was the only occasion it was ever seen in a race.

## SOCIAL GATHERINGS

**The Winning Horse** again seemed full to the brim on September 15th despite the absence of many friends in the I.O.M. We took the opportunity to celebrate a resounding Bemsee victory and to drink the health of Geoff and Cromie and all the other members 'over there'—in short, the whole blooming entry. Next meeting October 20th same time. Bring your pals to discuss the results of Silverstone.

**The White Lion, Edgware.** The meeting of September 12th was much better than all previous ones with a really good turn up of members. Dennis Glover was on top of his form despite the desolation brought about by a wrecked 250cc for which spares are practically non est. Others present were Ken Rickard, I. F. Telfer, R. F. Hodge, E. A. Barrett, R. H. Newman and K. Faulkner. Next meeting October 10th and this time bring the whole of North London with you.

**The Annual Dinner and Prize Giving.** Note the date in your diaries: Dec. 2nd at Slater's Restaurant, 18-24 High Street, Kensington, W.8, at 7 p.m. for 7-30 p.m. This will be strictly an informal and friendly dinner and there is room for 300. All members and their guests who can, should come. Full details next month. This will not be a starchy or expensive gathering. The actual price of tickets cannot yet be stated but will be in the region of £1. It will help if those who intend to come can notify the Secretary at once.

**Harvey Pilling.** After a successful and positively last ride in a road race at the Ulster, Harvey is persuading his brother to take up the game and also he intends to persuade Harvey Jun'r. to take up the game. Hence the offer of the old Mark 7 in this issue as a new K.T.T. is on order for son.

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## "OUR COVER PICTURE"

**A historic record.** The Test Hill Record at Brooklands stands to the credit of F. L. Beart who covered the distance from a standing start in 6.99 secs. on his Grind-

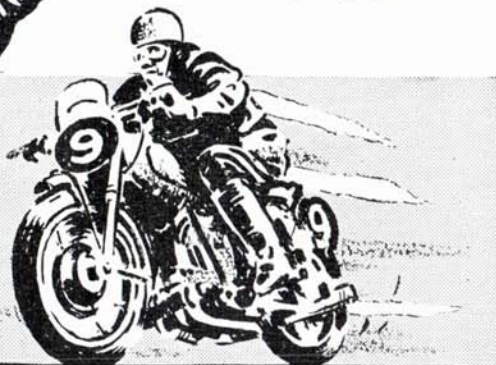
lay Peerless-J.A.P. on June 9th, 1936 speed 34.36 mph. Beart leaving the ground at the summit of the hill. Note there was only a matter of 100 yards in which to pull up.

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# TO REFRESH YOUR MEMORY

*Continuing the Concentrated Account of Past B.M.C.R.C. Racing,  
by W. BODDY, Editor of "Motor Sport," author of "The Story of Brooklands."*

1930 was another very successful season, nine B.M.C.R.C. meetings being run off and eleven new riders qualifying for Gold Stars, against 5 in 1927, 7 in 1928 and 5 in 1929.

The opening meeting was remarkable for a vast crowd, which damaged the pits and insisted on lining the top of the Members' banking and parts of the inside edge of the track. This was the result of a coupon from **The Motor Cycle** entitling the holder to admission for 1/3d. Relay races and match contests were included, besides the ordinary handicaps. Nott's Rudge beat Dunfee in a Ballot car, Horsman's Triumph combination vanquished Tucker's Norton outfit, and Worter's team won the Relay Race. The other winners that memorable afternoon were Staniland (Rex-Acme Blackburn), Hieatt on a similar mount, Denly (AJS), Staniland (Zenith-Blackburne), Loweth (Norton), Baragwanath (Brough Superior) and Staniland, again on the Zenith, tuned like his other machines, by Worters.

The new Gold Star men were H. C. Jones, R. R. Jackson (Morgan), W. J. C. Hewitt, M. V. McCudden, Gus Grose, A. R. Quinn, J. Levene, J. D. Duncan, L. P. Driscoll, C. T. Atkins and E. C. Thomas.

The Grand Prix races again drew big crowds and provided many thrills, whilst the Wakefield Silver Cup Race upheld its reputation of being a very fast event, Lacey (Norton) who won it, doing his best lap at 112.42 mph, the fastest race-lap of 1930 and best ever by a 600cc bicycle.

The winners of the long-distant classics were:—

## 200 Mile Class B/S Sidecar Race:

F. G. Hicks (AJS) 73.12 mph

## 200 Mile Class F Sidecar Race:

V. E. Horsman (Triumph) 75.33 mph

## 200 Mile Class G. Sidecar Race:

J. M. Waterman (Coventry Eagle-JAP) 74.50 mph

Unfortunately B. L. Hieatt was fatally injured when he lifted his goggles in

rain-storm and hit the fencing at the outer-edge of the track as he came off the Byfleet banking. This was the first fatality in B.M.C.R.C. racing since the war.

## 200 Mile 175cc Solo Race:

T. G. Meeten (Francis-Barnett) 54.36 mph

## 200 Mile Class A. Solo Race:

C. S. Staniland (Rex-Acme) 78.02

## 200 Mile Class D. Solo Race:

J. A. Baker (AJS) 91.58

## 200 Mile Class C Solo Race:

A. Denly (AJS) 97.26

## 200 Mile Class E. Solo Race:

A. R. Quinn (Triumph) 94.32

Again rain fell, the smaller machines competing under bad conditions in the morning and the races for the bigger machines being postponed until the following Wednesday.

## Hutchinson Hundred:

A. G. Mitchell (Volocette) 94.68 mph

In addition, three 25-mile races were held for 1,000cc machines or 1,100 cycle-cars, the solo event being won at 92.06 mph by R. H. Hopkins (Chaterlea). The trade passenger race by Horsman's Triumph, at 85.57 mph and the private owners' passenger race by A. J. Dussek (Norton) at 79.30 mph.

The year's Aggregate Cups were awarded as follows:—

Class A, C. S. Staniland; Class B, C. B. Bickell; Class C, J. D. Duncan; Classes D & E, A. R. Quinn; Class B/S, L. J. Archer; Class F, C. S. Staniland; Class G, E. C. Baragwanath and the Non-Trade Cup to H. C. Jones.

Incidentally, 1930 was the year when the exciting public enclosure at the outside edge of the track was dispensed with and spectators at the Fork were accommodated in the former competitors' enclosure, the competitors now assembling alongside this enclosure in the Finishing Straight. The record attendance at the first meeting was variously estimated at 16,000-22,000.

(The next instalment will deal with the 1931 season).

## MUTUAL AID

**Mk. 7 K.T.T. Velocette** for sale in good racing condition, about £170. Harvey Pilling, 11 Georgiana Street, Bury, Lancs.

**350 Manx Norton.** Wanted bottom half of engine, state price and condition. J. A. Thomson, 37 Junction Road, S. Croydon, Surrey.

# MARSHALS' MUSINGS

Members of Bemsee—you have a big event on your hands, and it is your bounden duty to come to Silverstone on the 8th October. If you're not racing you have a job to do and you're in good company with the lads of Mid-Bucks, plus members of various Police Clubs who are off duty. We are taking no chances and there won't be any personal glorification for the finest team of Marshals who ever volunteered for such a responsible task.

Drop a P.C. to me at 153 Reigate Avenue, Sutton, Surrey, and say if you can come on the 7th for practice and/or the 8th for the great day. **Above all wear your badge with date bar and carry your membership card.** If you don't, it will be a case of cash at the gate. You have been warned!

Some interesting queries have come in this month. One young member asks a lot of questions about telephones, flags, broadcasting, first aid and so on. Believe me, your Committee (with a Secretary who thinks everyone should work a hundred hours a week) have been more than busy on this mighty effort for many weeks. Every idea, suggestion or criticism is duly recorded in black and white. The acorns have been planted, now they're being nursed, and on the 8th Oct. we should have our "Oaks" but not at Epsom. Backed by the R.A.C., A.C.U., M.C.M.U. and 'Bemsee,' the 8th Oct. can be the finest track event ever held. Even if you have to shut up the shop for the one and only Saturday, do so and tell your prospective customers why. Better still, organise a coach-load of spectators like some Agents are doing.

For those who cannot get to Silverstone the B.B.C. will be giving snippets from the Midland Region with the inimitable Graham Walker at the 'mike'—Note "AT" the 'mike' for G.W.W. is another fellow who doesn't object to the hundred hour week. This tempts me to suggest that payment of a club subscription is not enough, and the modern trend

of leaving it to the other bloke must not be allowed to rear itself in this organisation, unique as it is. There can be no drones in the 'Bemsee Beehive,' and when an appeal is made, the Committee have a right to expect an enormous response from its own members. There is an old saying that he who never made a mistake never made anything else, but the moaning minority overlook the important point that we have in the B.M.C.R.C. a miracle of motorcycling history, despite world wars and peace in poverty. Think it over!

If I've hurt someone's feelings, remember that he who never made an enemy never made a friend. There are a few carping critics about, but we can afford to ignore these cynical so-and-so's if the whole membership continue to stand by one another in all kinds of weather. It's the foul weather friends who are the salt of the good earth. Talking about salt, don't overlook your fellow clubman at Utah, who is a splendid example of what I mean.

Please don't worry Cliff Lewis about Marshalling at Silverstone. He is up to his eyes in correspondence, etc., and swamped with matters appropriate to a Secretary who is also Clerk of the Course. Furthermore, if you feel like blowing off steam about the B.B.C.—write to the B.B.C., not the B.M.C.R.C. If it's petrol, send a P.C. to your M.P. Postcards, large ones, are seen by so many people 'en route.' But when it comes to Marshals, send your P.C. to me so that your name can go into our "Stud Book." When there are a hundred volunteers recorded, the limit will have been reached, and we are well on the way to the century already. What a club!

All those good people who are coming on the 7th and 8th will receive special stickers when available. They will be sent out about the time these notes are turned into print.

Thanks a lot, and God Bless.

W. G. (Bill) JARMAN.

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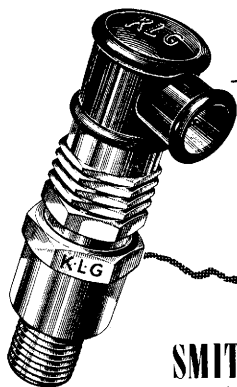
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