



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 2. No. 8 — August, 1949

ONE SHILLING



Harold Daniell, our Vice-Chairman congratulated by Mr. Gilbert Smith of Nortons after winning the T.T.  
Mrs. Daniell and Steve Lancefield on the right.

## COMERFORDS, LTD.

*The Motor Cycle Distributors and Buyers.*

Racing machines supplied including  
TRIUMPH, VELOCETTE, NORTON etc.

**CONSULT THE SPECIALISTS NOW !**

**COMERFORDS, LTD.** PORTSMOUTH ROAD  
THAMES DITTON, SURREY  
TELEPHONES. EMBERBROOK 2323 and 2324.

# ARCHERS

— THE VELO' FELO'S

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

*Sales and Service for —*

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



CAN WE HELP YOU?

## ARCHERS

*The Rider Agents*

VICTORIA ROAD — ALDERSHOT

PHONE 323

## Haddenham July 2nd, 1949

Another beautiful summer's day and again a garden party atmosphere. A good crowd but unfortunately not sufficient, giving definite proof that Saturday, in this modern world, is not the day for motor-cycle racing.

Practising went off well, starting an hour later. Even so, some officials were late in arriving, please watch the point next time as the whole course of events hinges upon your punctuality. Bill Jarman managed his marshals well whilst we are deeply grateful to Denis and Mrs. Minett and to Phil Irving and Irving Junior for their handling of the scrutineering. Mrs. Jarman sorted out all the paddock queries. What enthusiasts Bill and Linda are! Again the paddock had more people within its confines than was strictly necessary. Riders know the rules governing admission to the paddock and it is up to each to see that the general wishes are respected.

Carburul Corner was its usual sunny self and, with tables set out on the ground in front, the effect was Continental.

In addition to the many other aids for riders provided by Chartair Ltd., a welder is on duty in the paddock. A practical contribution by engineers who understand the modern riders constant demand for a "putting on tool." A general invitation was extended to all riders to visit the Airtech Social Club after racing. This was accepted by quite a big party and an enjoyable evening resulted.

We missed Barry who was on holiday. When members pause to think that dear old Barry has been on night shift work on jet engines for many years and that his regular attendances at committee meetings and races have been made in what, to us, is bed time; we thank you, Barry, from all our hearts. The years have made no difference to your outlook as the First British Motor Cycle Racing Sportsman.

Another official who does a 100% job every time is Os de Lissa in control of starting. His task was made difficult this time with the handicaps. Leslie Clifford dealt with the Public Address system in his usual efficient way. The characteristic drawl, gives a wealth of information enabling everyone to have an understanding of progress. The Mid-Bucks Club under their leader Mr. L. C. Baker, again manned every flag point whilst the ladies of Chartair handled programme sales with their usual efficiency.

Full though the programme was, at the last moment an urgent request came from

the Australians Harry Hinton and George Morrison to compete. It would be their only opportunity to ride at Haddenham before going back down under. In consequence, two invitation races were put on with specially good prizes and they were indeed firework displays.

Results elsewhere, comments here are:

George Brown was brilliant as usual, winning the four races in which he was riding. In the first invitation race, he was given the option of riding his 500c.c. or his 1,000c.c. H.R.D. as other 1,000c.c. H.R.D. riders were also invited. George used his 1,000c.c. and this was judged unfair to our guests so yet a third invitation race was staged, for 500's only. When this was held, George had set off home so E. J. Davis rode his 500c.c.

This third race was a disappointment in that it had to be made up from a rapidly thinning field and both men and machines were probably tired. In the first two races, the Aussies had already shown their mastery of the course although new to them. In running second to George Brown, George Morrison brought his 500c.c. Norton home at 67.43 m.p.h., the fastest 500 c.c. race speed of the day and a new record for the class.

In the 350c.c. event, Harry Hinton made the fastest winning time of the day although not quite up to Dicky Dale's record of 66.5 m.p.h.

Outstanding in the 250's was young C. C. Sandford who won both races. Sandford is blessed with an enthusiast father and the little M.O.V. has been well prepared. To beat a Guzzi into first place in each race is a most creditable feat. Unfortunately, Sandford's 350c.c. Velo broke down and he elected to ride the 250 in its place in the final handicap. This prevented him passing into the Hutchinson 100 at his first attempt.

Maurice Cann was in the saddle again but he is not fully recovered and wisely did not press the pace. Satisfactory to see Lessiter and Hutt doing well already. Both come from Oxford where Bemsee support is growing.

In the 350c.c. races, special credit is due to Iffland, Bayliss and Fletcher. Iffland and Fletcher have both made great progress this season. Bayliss showed that he can make a 350 go as well as he can push a 250. Jack Simister was going extraordinarily well. In the first 350c.c. race, the first time round the order was Fletcher, Bayliss, Simister. Fletcher dropped back to third place but atoned for this by win-



ning the last ordinary 350c.c. 5 lap race of the day making the best recorded time in these events.

In the 500c.c. race, George Brown seemed to hold his lead with little difficulty but Dudley Ward chased him hard all the way round and was only fractionally slower. It was a great pity the Australians could not ride in this race as we know Morrison had enough speed to beat Brown's time whilst Hinton was very little slower.

In the 1000c.c. race, once again George Brown lead but that dogged little cuss Dudley Ward held on like grim death again and improved on his previous time. There is very little between George and Dudley and their future contests will be well worth watching.

The ten lap handicaps were thrilling although, unfortunately, not exactly as intended. Due to a printing error not noted in time, half the 250c.c. men ran with the 350's and the other half with the 500's and 1,000's. A fair handicap was worked out but it had been intended to start each race in three steps whereas, in the event, they were sent off in two blocks.

The handicap for 250's and 1,000's was extremely well judged but it had its tense moment. The 250's were given a 2-minute start and were nearly round when the big men started. The riders had all been suitably briefed and the race went off well. Right up to the last lap, it looked like a 250 win until George Brown got ahead of Cragg and West on Guzzis. Dudley again went like an incensed bluebottle but just failed to get into third place. With such skill, Ebby truly follows in the foot-

steps of his late father and George Reynolds.

The other ten lap handicap was not so exciting as the 350's considerably exceeded their expected form and swamped the 250's out of the places.

The final invitation race for 500's only; produced such a poor field that several 350's had to be impressed to make up the number. The main opposition to the two Aussies came from E. J. Davis on Brown's H.R.D., D. Gregory, B. W. T. Rood and D. G. A. Clarke on 500 Nortons and H. B. Ranson and W. Ryan on 350 A.J.S's. In according congratulations to the Australians on yet another wonderful ride, full marks must be given to Humphry Ranson for chasing them all the way on his Boy Racer.

So ended a first class meeting of which perhaps the funniest incident was that caused by the panic of the press man who happened to catch Les Clifford's remark that Harry Hinton had only one eye. Said press man doubled to the control tower in distress to demand the whereabouts of the missing optic and an explanation as to why he had not previously been told this, in his opinion, one really important piece of news regarding the day.

He was duly referred to Bill Jarman who improved the shining hour by an intimate dissertation on the deficiencies of the Hinton anatomy. There were no headlines next day such as "He's only got one Tonsil but his Adenoids are good" so presumably the magnates of the Fleet River have let another golden opportunity slip through their hands.

## Results of Haddenham Meeting July 2nd

**Race 1.** 250c.c. solo 5 laps. m.p.h.  
1st. C. C. Sandford (Velo.) 61.32  
2nd. J. O. Cragg (Guzzi) 59.58  
3rd. E. A. Lessiter (Rudge) 59.46  
4th. S. R. West (DKW), 5th. D. M. Hutt (Rudge), 6th M. Cann (Guzzi), 7th G. R. Turner (Springbok), 8th D. J. H. Glover (Rudge), V. Easter, T. E. Bridges, W. Murray.

**Race 2.** 350c.c. solo 5 laps.  
1st. L. J. Bayliss (Ellbee) 63.26  
2nd. J. Simister (Norton) 63.11  
3rd. W. R. Fletcher (Velo.) 63.07  
4th. W. Ryan (AJS), 5th C. C. Sandford (Velo.), 6th E. Procter (Norton), 7th H. B. Ranson (AJS), 8th G. Edwards (AJS). A. Brown, J. M. Humberstone, R. F. Hodge, W. S. Corley, P. E. Nurser, E. H. C. Baker.

**Race 3.** 500c.c. solo 5 laps.  
1st. G. Brown (HRD) 66.87  
2nd. D. Ward (D. W. Special) 66.46  
3rd. D. Gregory (AJS-Norton) 65.60  
4th. H. T. Bostock (Triumph), 5th J. P. E. Hodgkin (Norton), 6th D. G. A. Clarke (Norton), 7th H. E. Gilbert (Triumph), 8th J. Simister (Triumph).  
R. H. Sherry, E. R. Ward, B. Carter, A. J. Hogg, D. W. Kendall, B. W. T. Rood.  
**Race 4.** 250c.c. solo 5 laps.  
1st. C. C. Sandford (Velo.) 61.36  
2nd. S. R. West (Guzzi) 61.32  
3rd. J. O. Cragg (Guzzi) 59.25  
4th. J. P. Driscoll (Rudge), 5th E. A. Lessiter (Rudge), 6th M. Cann (Guzzi), 7th A. H. Shaw (Ariel), 8th J. C. McCubbin (Excelsior).  
I. R. Muir, R. Grange, N. W. White, W. G. Hutt.

**Race 5.** 1,000c.c. solo 5 laps.

|      |                                                                                                                                                 |       |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1st. | G. Brown (HRD)                                                                                                                                  | 68.41 |
| 2nd. | D. Ward (D. W Special)                                                                                                                          | 66.67 |
| 3rd. | H. T. Bostock (Triumph)                                                                                                                         | 66.31 |
| 4th. | D. G. Lashmar (HRD), 5th G. Manning (HRD), 6th D. G. A. Clarke (Norton)                                                                         |       |
| 7th  | J. Simister (Triumph), E. R. Ward (Triumph), R. K. Smart, W. Ryan, B. W. T. Rood, J. B. Netherton, F. F. Parry, C. H. Pritchard, D. W. Kendall. |       |

**Race 6.** 350c.c. solo 5 laps. m.p.h.

|      |                                                                                                                           |       |
|------|---------------------------------------------------------------------------------------------------------------------------|-------|
| 1st. | E. N. Iffland (AJS)                                                                                                       | 63.70 |
| 2nd. | D. Gregory (AJS)                                                                                                          | 63.22 |
| 3rd. | R. H. Martin (Norton)                                                                                                     | 62.98 |
| 4th. | P. C. Cocks, (Norton), 5th J. Rampley (Norton), 6th J. P. E. Hodgkin (AJS), 7th E. Procter (Norton), 8th E. Marks (Velo). |       |

G. Monty, G. Edwards, K. Rickard, R. F. Hodge, A. Brown, A. F. Davenport.

**Race 9.** 350c.c. solo 5 laps.

|      |                                                                                                                                              |       |
|------|----------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1st. | W. R. Fletcher (Velo)                                                                                                                        | 64.23 |
| 2nd. | E. N. Iffland (AJS)                                                                                                                          | 62.66 |
| 3rd. | D. Gregory (AJS)                                                                                                                             | 62.55 |
| 4th. | J. P. E. Hodgkin (AJS), 5th P. C. Cocks (Norton), 6th R. H. Martin (Norton), 7th H. B. Ranson (AJS), 8th K. Rickard (Velo), A. F. Davenport. |       |

**Race 8.** 10 lap h'cap 250's and 1000's.**250c.c.'s 2 minutes' start.**

|      |                                                                                                                                                 |       |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1st. | G. Brown (HRD)                                                                                                                                  | 68.64 |
| 2nd. | J. O. Cragg (Guzzi 250)                                                                                                                         | 61.47 |
| 3rd. | S. R. West (Guzzi 250)                                                                                                                          | 61.17 |
| 4th. | D. Ward (DW Spl), 5th D. M. Hutt (Rudge 250), 6th D. Gregory (AJS-Norton), 7th D. G. Lashmar (HRD), 8th H. T. Bostock (Triumph), H. E. Gilbert. |       |

**Race 7.** 10 lap h'cap 250's and 350's.**250c.c.'s 35 seconds start.**

|      |                                                                                                                          |       |
|------|--------------------------------------------------------------------------------------------------------------------------|-------|
| 1st. | E. N. Iffland (AJS)                                                                                                      | 64.33 |
| 2nd. | R. H. Martin (Norton)                                                                                                    | 63.43 |
| 3rd. | J. Rampley (Norton)                                                                                                      | 63.38 |
| 4th. | E. Procter (Norton), 5th L. J. Bayliss (Ellbee), 6th P. C. Cocks (Norton), 7th E. Marks, (Velo), 8th H. B. Ranson (AJS). |       |

A. Brown, C. C. Sandford, A. H. Shaw.

The following pass to the Hutchinson 100:

E. N. Iffland, R. H. Martin, J. Rampley, G. Brown, J. O. Cragg, S. R. West.

The following records were made:

1000c.c. lap record —

G. Brown, 71.59 mph.

Best 1000c.c. Race time —

G. Brown (HRD), 69.91 mph.

ditto 500c.c. G. Morrison (Norton) 67.43 mph.

**500-1000c.c. Invitation Race 5 laps**

|      |                                                                                                                                                                                                                |       |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1st. | G. Brown (HRD, 993)                                                                                                                                                                                            | 69.91 |
| 2nd. | G. Morrison (Norton 499)                                                                                                                                                                                       | 67.43 |
| 3rd. | E. J. Davis (HRD, 998)                                                                                                                                                                                         | 66.15 |
| 4th. | H. Hinton (Norton 499), 5th D. G. Lashmar (HRD, 998), 6th G. Manning (HRD, 998), 7th H. T. Bostock (Triumph 498), 8th D. Gregory (AJS-Norton 499), Dudley Ward, J. P. E. Hodgkin, W. F. Beckett, R. H. Sherry. |       |

**350c.c. Invitation Race 5 laps.**

|      |                                                                                                                                                      |       |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1st. | H. Hinton (Norton)                                                                                                                                   | 65.21 |
| 2nd. | E. N. Iffland (AJS)                                                                                                                                  | 64.91 |
| 3rd. | L. J. Bayliss (Ellbee)                                                                                                                               | 64.05 |
| 4th. | G. Morrison (Norton), 5th D. Gregory (AJS), 6th E. Procter (Norton) 7th J. Simister (Norton), 8th G. Monty (AJS), H. B. Ranson, J. Rampley, M. Cann. |       |

**500c.c. Invitation Race 5 laps.**

|      |                                                         |       |
|------|---------------------------------------------------------|-------|
| 1st. | G. Morrison (Norton 499)                                | 64.84 |
| 2nd. | H. Hinton (Norton 499)                                  | 64.77 |
| 3rd. | H. B. Ranson (AJS 350)                                  | 63.57 |
| 4th. | E. J. Davis (HRD, 499), 5th B. W. T. Rood (Norton 499). |       |

The prize awarded by Mr. D. M. Glover of United Lubricants Ltd. to the rider in the Finals handicaps who should have beaten his handicap or the lap record for his class by the largest margin, was won by E. N. Iffland, A.J.S.

To members who did not get to Haddenham, some programmes of the above meeting are obtainable from Epsom. Send along your bobs and help the club.

## MUTUAL AID

**Wanted.** Timing case complete with magneto drive cover for 250 Rudge. Also pair of riding boots size 7 or 8. I. R. Muir, Suffolk House, Princes Road, Weybridge.

**Found at Haddenham.** Spectacles in steel case, gloves, scarf, haver-sack, goggles and plug box-spanners. Enquiries to Epsom.

**Leathers.** Last month's offer remains open for another month. Write to Epsom if interested.

**For Sale.** 1948 500c.c. Manx Norton, ready immediate racing, Manx gearbox. Equal to new. S.A.E. please H. E. Meier, 30 Anerley Hill, S.E. 19.

**Lost at Haddenham,** July 2nd, pair of spectacles which were handed to an on-looker when J. Rampley was receiving attention at Yolsom Bottom. Information to 9 Lyne Court, N.W.9.

**Lost at Haddenham.** Black crash-hat with two gold bands. W. R. Fletcher, 63 Priory Road, Hampton.

**Front Brake for 1947 T.100.** Can any one help Don Sleightholme with advice or parts to make up a Twin Brake Hub? 280 Burton Stone Lane, York.

**For Sale.** ex Pike 249 c.c. Rudge. Full racing trim. Lapped Dunholme at 74 last year. £80 or nearest. P. Starmer, 9 Cambridge St., Kettering, Northants.



# RACING NEWS

The past month has been essentially "Continental." During their tour of the various circuits, members have brought the greatest credit to England, particularly Freddy Frith is to be thanked for winning all three of the 350c.c. races in which he rode.

We are delighted that Bill Doran should get his first classic win in the Dutch T.T. at the very great speed of 95.25 mph. and that Les Graham on another A.J.S. twin, should win the Swiss. Ted Frend has not been in luck so far, here's wishing him a change for the Ulster.

The Nortons, although fractionally slower, have demonstrated complete reliability. A special word for John Lockett who has been up among the leaders every time on his 350 and to the Aussies Hinton & Morrison who have added still further marks to their record for their European visit.

Without naming individuals, the 7/R A.J.S. and the Velocette seem to be just about evenly matched and can always be relied upon to make a good race. Frith and Foster however, each seem to benefit from the wisdom gained from many years at the game.

Although not a member, we congratulate E. S. Oliver and passenger Jenks on their displays of "knowing how" plus guts. Their ride in the Belgian must have been a nightmare with Jenks holding a defective petrol pipe in position throughout the race. Nevertheless, they finished in the usual position.

Due to a shortage of space, the results are put in compressed form for reference in the future. A point which all should note is the attitude on the Continent as regards small engines. The Dutch and the Swiss had 125c.c. races but only the Swiss had a 250c.c. class. This was virtually a Guzzi monopoly although Dario Ambrosini certainly brought his Benelli right up to second place.

It is in the 125c.c. class that most interest lies. The Mondial and Morini o.h.c. four strokes appear to have a monopoly, chased hard by the M.V.'s which are normal 3 port two strokes made in Italy with a performance in advance of any other two stroke. In these days of buyers markets and looming depressions, it behoves motorcycleists who seek to race at low cost to investigate the 125c.c. position. And, when we can know that some machines with performances comparable to these Italians are available, we will gladly put on 125c.c. racing at Haddenham again.

## British Results Abroad—

### Swiss Grand Prix. July 2nd & 3rd.

**350c.c.** First Frith (Velo), 84.89 mph. 2nd R. L. Graham (AJS), 3rd W. Doran (AJS), 4th R. Armstrong (AJS), 5th T. L. Wood (AJS), 6th A. J. Bell (Norton), 8th J. Lockett (Norton), 9th E. Thomas (Velo), 10th H. L. Daniell (Norton), 12th K. Bills (Velo).

**Sidecars.** First Oliver & Jenks (Norton), 73.75 mph.

**500c.c.** First R. L. Graham (AJS), 88.06 mph. 3rd H. L. Daniell (Norton), 86.42 mph.

### Dutch T.T. July 9th.

**350c.c.** First Frith (Velo), 85.68 mph. 2nd. A. R. Foster (Velo), 3rd J. Lockett (Norton), 4th M. D. Whitworth (Velo), 5th E. McPherson (AJS), 6th E. J. Frend (AJS), 7th A. J. Bell, (Norton), 8th R. Armstrong (AJS), 9th F. W. Fry (Velo), 10th H. Hinton (Norton), 11th W. Sleight-holme (AJS), 12th C. W. Petch (AJS), 13th E. E. Briggs (Velo), 14th L. A. Dear (AJS), followed home by R. J. A. Petty, A. F. Wheeler, J. F. Kentish, J. W. Beevers, S. H. Jensen and R. H. Buxton.

**500c.c.** First Pagani (4 cyl. Gilera) 91.52 mph. 2nd R. L. Graham (AJS), 4th A. J. Bell (Norton), 5th J. Lockett (Norton), 6th H. L. Daniell (Norton), followed home by H. Hinton and O. S. Scott.

### Belgian Grand Prix. July 17th.

**350c.c.** First Frith (Velo), 89.58 mph. 2nd Foster (Velo), 3rd J. Lockett (Norton), 4th M. D. Whitworth (Velo), 5th (tie) E. McPherson and R. Armstrong (each on AJS), 7th E. S. Oliver (Velo), 10th T. L. Wood (Velo), followed by S. H. Jensen, G. Morrison, C. R. Bruguiere, C. W. Petch, A. F. Wheeler, D. S. Jenkinson, O. S. Scott.

**Sidecars** First Oliver & Jenks (Norton) 75.33 mph. 5th P. V. Harris (Norton).

**500c.c.** First W. Doran (AJS), 95.25 mph. 4th A. J. Bell (Norton), 7th H. L. Daniell (Norton), 8th G. Morrison (Norton), 9th S. H. Jensen (Triumph), 10th K. Bills (Velo), followed by A. F. Wheeler and O. S. Scott.

### Circuit du Limbourg. July 3rd.

**350c.c.** First C. W. Petch (AJS), 5th M. D. Whitworth (Velo).

**500c.c.** First E. E. Briggs (Norton), 3rd F. P. Heath (Norton), 4th C. W. Petch (AJS 7/R), 5th M. D. Whitworth (Velo 350).

**Scarborough. July 8th & 9th.** Dicky Dale was monarch of all he surveyed winning the three main classes on different makes of machine, 250 c.c. Guzzi, 350 c.c. Velo and 500 c.c. Norton.

Excellent sport was enjoyed by many members. Dicky Dale's Lap at 57.81 mph on his Norton being second only to the record for the course held by George Brown on the big H.R.D. at 57.94 mph.

A 125 c.c. race started proceedings with a B.S.A. 1, 2, 3, 4 win. Without detracting from the courage and good sportsmanship of our 125 c.c. riders, there is

not much point in glossing over the fact that whilst we continue to race standard 125 c.c. two strokes, we shall be some 25 mph. slower than the Continentals.

The 250 c.c. class was a fight between Dale and Roland Pike who finished second some 23 seconds behind. The 350 c.c. event was a scrap from start to finish, Dale winning by one second from Sid Barnett who is again riding as well as ever. In the 500 c.c. class, Dale had a very comfortable win over H. Clark (who won the Clubman's Junior T.T.) by about 1½ minutes.

## 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."*

In 1929 the B.M.C.R.C. held nine Brooklands meetings and had a monopoly of motor-cycle racing at the Track. Nine races were won at over 100 m.p.h., five riders qualified for the Gold Star for lapping at 100 m.p.h. or over (bringing the total to 32) and the traditional long-distance races produced some exceedingly close and exciting finishes. Further to enliven a successful season, J. S. Wright (Zenith-J.A.P.) twice came within an ace of winning the Club Trophy for lapping at 120 m.p.h. and on June 1st set the solo lap-record to 118.86 m.p.h.

Again, the races most attractive to spectators proved to be the Grand Prix events, which were held over the exciting "Mountain" circuit with the riders in view almost throughout and each race occupying less than half-an-hour.

The winners of the long-distance classics were:—

**200 Mile Class B/S Sidecar Race**  
F. G. Hicks (Velocette) 70.70 mph

**200 Mile Class F Sidecar Race**  
G. H. Tucker (Norton) 70.95 mph

**200 Mile Class G Sidecar Race**  
L. P. Driscoll (Norton) 77.15 mph

The 350c.c. Class B/S race was remarkable for the fact that Freddie Hicks won by a mere 2/5ths of a second! Nortons dominated the Class F 600c.c. race.

**200 Mile Class A Solo Race**  
C. S. Staniland (Excelsior) 79.20 mph

**200 Mile Class B Solo Race**  
A. Penly (A.J.S.) 89.20 mph

**200 Mile Class C Solo Race**  
G. E. Nott (Rudge) 100.27 mph

**200 Mile Class E Solo Race**  
R. Barber (Matchless) 90.64 mph

The Class A race provided an even closer finish than the Class B/S sidecar event, for Chris, Staniland won by 1/5th of a second!!

**Hutchinson Hundred:** R. Gibson (346c.c. Sunbeam) 85.33 m.p.h. Gibson beat Quinn's Triumph (93.81 m.p.h.) and Hall's 246c.c. New Imperial (77.45 m.p.h.). Pickford took the Private Owner's Award, averaging 68.2 m.p.h. on his Pickford-J.A.P. with one of the aged "square" V-twin, 976c.c. side valve engines, and Meeten the Grose Cup, on his 172c.c. Francis-Barnett-Villiers (62.74 m.p.h.) Eight others finished, a 172c.c. Baker-Villiers and a 173c.c. P. & P. Blackburne amongst them, and the preceding short races produced the following results:—

3-lap Passenger H'cap: J. D. Potts (HRD-J.A.P.) 81.37 m.p.h.

3-lap Private Owners, H'cap: A. L. Eggleton (O.K.-J.A.P.) 75.69 m.p.h.

3-lap 175c.c. H'cap: (Note this one!) C. A. Lewis (Baker-Villiers) 67.30 m.p.h.

3-lap H'cap: H. Standing (O.K.-J.A.P.) 75.34 m.p.h.

**Newman Cup:** C. W. G. Lacey (Grindley) 103.76 m.p.h.

During the Championship Meeting Lacey (Grindley) won the 350 c.c. race at the highest average speed at which such a race had ever been won—102.69 m.p.h.—covering four laps in excess of 100 m.p.h., the best at 103.54 m.p.h. Later both he and Denly lapped at over 111 m.p.h. on 500c.c. machines, Denly's A.J.S. averaging over 106 m.p.h. to win by the length of a cricket pitch; Denly then won the Class F race by a very narrow margin. Incidentally, in winning the Newman Cup Lacey worked his way through a big field from scratch.

Yet another close finish occurred in the 350c.c. Grand Prix, which was won by ten yards after a wheel-to-wheel struggle for the full 25 miles. 1929 certainly produced a crop of exceedingly close-fought races.



The best performance by a private owner fell this year to F. C. Kirby, while Ferni-hough took the Class A Aggregate Cup, Denly that for Class B, Gibson that for Class C, Horsman that for Class D, Wright that for Class E, Staniland that for Class B/S, Tucker that for Class F and our old friend "Barry" the Class G Cup. The "big-twins" were again largely in disgrace

throughout the season.

A notable record-breaking attempt at Brooklands was The Class A long-distance run of Hewitt and McCudden, when 14 records fell, the fastest the 3 hours, at 77.95 m.p.h.

(The next instalment will deal with the 1930 season.)

## SPEAKING PERSONALLY

**The B.B.C.** Writes to the B.M.C.R.C. that, following Mr. Frank Gillard's statement in 'Listeners answer back,' they have been inundated with correspondence asking for motor cycle racing commentaries and are taking steps to meet listeners' wishes.

**Professor Low.** We recently had the privilege of peeping into our Vice-President's private laboratory. There is a lifetime's work here and it is sincerely to be hoped that the Professor will one day write a book on his own experiments and successes. Who can recall the Low generator and the four cylinder two stroke motor cycle bearing his name?

In conversation, reference was made to a treasured cutting, a picture of the Professor about 1920 on a certain motorcycle and sidecar. It was typical that Dr. Low recalled this machine because its frame broke in two on the Great West Road one day. He could never attach blame to anyone with certainty as, he says, he might have cut the thing in two at some time for experiments, and forgotten all about it.

**Ginger Wood.** Spent a long time with Ginger during T.T. week. For a raconteur he takes some beating. Every inch of the T.T. Course is known to him by personal memories and he more almost than any other man, could tell the novice the things *not* to do. Ginger seems to have every corner indexed in his memory from an occasion when he bought a box there.

His tributes to the great Jimmy G. fill one with pride and admiration, and the story of Korpsfuehrer Huhnlein's actions after the tragedy show the better side of this German official.

Perhaps Ginger's star story is of his debut at Lea Bridge Speedway when, in his anxiety to impress the promoter with his (Ginger's) prowess, our hero slipped into the beautifully swept and levelled track at a private time when a star who had crashed and "who was just being put back into circulation after being recon-

ditioned at a cost of about £800" was being given a fresh try-out for the evening's sport. Ginger certainly gave an outstanding display of cinder shifting despite the frantic appeals to him of those in authority, to come off the course. The only successful result in this direction was after Stan had run into the said overhaul job, putting him back into hospital for another 800 quid's worth. Needless to say Stan didn't get taken on which only goes to show what the Speedway world has lost!

**Robin Law.** Will be out of action for a while. Came off on June 26th, cracking a thumb and dislocating a shoulder. Best wishes for a speedy recovery.

**C. J. Carter.** Has now got a Manx Norton springer frame in which he is mounting the engine from the famous Wicksteed Triumph. Now that the engine is unblown, fresh cams will be needed but C. J. hopes to have it fit for racing at Haddenham this year.

**J. P. Wrench.** Has been moved from Singapore to Kluang in Malaya. John is in charge of a number of Auster aircraft whose services are constantly demanded in that troubled part of the world.

At Singapore, he tried to get circuit racing started, but found the difficulties and local objections almost insuperable.

The Selangor Club put on a sprint meeting in Central Malaya on Whit Sunday, Singapore moved to the scene in an anti-bandit convoy consisting of floats, racing motorcycles and cars and ordinary touring vehicles. Unfortunately, the Selangor ace had omitted to bring any change of cog-gery for his K.T.T. and he certainly wasn't wearing the right one. As a result he failed to shine, but the Malaya standing start  $\frac{1}{2}$  mile records both 350 and 500 were broken by a field containing anything from an L.E. Velocette up to International Nortons and Rapides. The Singapore convoy remustered and returned with trigger fingers unencumbered by any need for holding the team prize, although they had set out with the intention of bringing it back.



In his peculiar world, John finds "Bemsee" comforting and he sends wishes to all members for continued success at Haddenham.

**Max Klein.** Does not expect to be able to race any more this year. His shoulder, damaged in the I.O.M., has been operated on and is progressing well, but there must be a long period of convalescence.

**J. P. E. Hodgkin.** All credit is due for his average of nearly 75 m.p.h. in the Junior T.T. He fell in the first lap and lost a footrest. He spent about 9 minutes fixing up a temporary affair, but this fell off within half a mile. Thereafter he rode the remaining six laps without footrest. A case for the Nisbet Trophy were it still offered.

**Les Newman.** Our friend who prints everything to time (and what a game we lead him!) has now bought an L.E. Velocette whilst Mrs. Newman has a B.S.A. Bantam. Each is highly delighted.

**Jock Forbes.** Has promised to send a first hand account of the Laconia meeting. Some news from him of two old friends. **Spug Muir** had been in Africa during the war and came back to England in 1946. He had a very bad attack of influenza which affected him so greatly that he never recovered. **Anthony Rawlence.** (Of O.M. car fame) is now making a steady recovery from a long illness. He is with his father at Blindley Heath and hopes soon to be at business.

**D. W. J. Harrowell** writes to apologise for failing to finish in our Lightweight T.T. Team. Despite the hurried changes at the eleventh hour, the motor of his L.E.F. went well and should have finished the course but his primary chain disintegrated at Ballaugh on the last lap. Bad luck and thanks for a great effort.

**TRIUMPH OWNERS.** Member R. M. Preston is forming a Triumph Owners' Club to make up teams in various events. If you wish to join, write him at Cothill House, Frilford Heath, Nr. Abingdon.

**Harvey Pilling** has again entered for the Ulster in his 21st year of racing. He sends out a plea for any other members who rode in 1928 to enter and make up a "Gaffers' Team" with him. Any offers will be forwarded. What a grand sport!

**Trevor Smith.** When our fee went up to 2 guineas decided it was not worth while for an old timer. He came to the last Haddenham meeting and did a marvellous job of work on the Loud Hailer for the paddock. He will now join us again, so heres' looking at you Trevor.

**Theresa Wallach.** More most interesting news. From Roanoke, Virginia over the Shenandoah Mountains to Washington. At the Newfound Gap Highway, the road reaches 5,000 feet, often above the clouds. Arrived at Washington, she is in camp on the bank of the Potomac River with the temperature 95 degrees in the shade. She attended the 81st Congress at both the House of Representatives and the Senate and heard the passing of the Taft-Hartley law. She saw the Independence Day celebrations and saw the moon through the U.S. Naval Observatory's big telescope. Next move will be back to New York after covering the whole continent in two years and the Norton is still going as well as ever.

How about more members getting them bicycles and going places? At any rate we salute you Theresa for your courage and as an ambassador for the British Motor Cycle Racing Club.

**A. W. Dobbs.** Had to miss Haddenham on July 2nd due to transport troubles. Has entered in both Senior and Junior M.G.P.

**Cabby Cooper.** Poor old Cabby had similar misfortune on July 2nd. The things Cabby said about the driver of his truck doesn't lead one to believe that we have another Dick Seaman there.

**Geoff Duke.** Crashed in the Skerries and has a minor fracture to his leg. It will be in plaster for about six weeks. Geoff will be O.K. for the Manx and we have entered him in the Senior whilst he has entered as a Bemsee rider in the Junior.

As a token of appreciation for all his great work in the Clubman's T.T. a wrist watch has been sent to him from all of you.

**Thierry Holst.** Not too good news from Amsterdam. Mr. Holst's paper *De Motorwereld* has ceased publication but you can't keep a good man down and we except to be hearing more of him in other spheres later.

**W. Lilley.** Reports on his findings at Haddenham on June 4th. He broke a valve spring on his 350c.c. Blackburne engine and managed to fit a new one without dismantling. This proved to be "the wrong mistake" as the guide had been damaged and consequently he suffered damage to piston and valve seating.

Since then he has fitted his own rear springing and a most workmanlike job too. 4 1/2" working movement on a balanced oleo system and a maximum chain variation of only 1/8" between centres.

His success with Blackburnes prompts the thought that it would pay others to work on these grand old engines.

**H. C. Mack.** In joining us sets up a long train of memories. He started riding in 1909 on a 1902 Chater Lea-Minerva. The usual run of machines up to 1914 when his eye fell on the Scott. He rode these "till they spoil the model by scrapping the open frame," and then in 1924 transferred his allegiance to P. & M.'s to which he has been faithful ever since.

Likes "To Refresh Your Memory" and recalls he was working at Vickers when Vic Horsman and Curly Quinn were out with their Triumph. Recalls Bert le Vack with the Duzmo, Temple's Camel, Barry, Dixon, Worters, Wright, Lacey, Emerson and "the poor old 'Count' C. T. Ashby" with whom he was associated with Tommy Bullus in the 1925 T.T. his entry being a Panther sidecar ridden by the Tinklers. Ashby and Bullus were on P. & M.'s in the Senior.

Was with Tinkler in 1924 with a Mat-dor Bradshaw sidecar and again in 1927 with the Tinkler Special. This was scratched out of the Senior after an argument with the A.C.U. (Unbelievable. Ed.)

Has been to the Island every year since 1911 and was a D.R. in the 1914 show-down.

**Bob Pratt.** Is riding in both M.G.P's and wishes to make up a team with other Bemsee riders. Should be glad to have details of all intending riders in order that we can pick at an early date first class teams to repeat last year's success.

**J. L. Frost.** Could not get his 500c.c. Norton to Haddenham due to ignition trouble. He has now obtained a new K.T.T. Velocette which he is entering in the M.G.P.

**Jim Kentish.** Is fully recovered from his appendicitis trouble which prevented his riding in the T.T. He rode in the Dutch T.T. along with a huge crowd of Bemsee people.

**Sam Rogers** from Haddenham who helps your Secretary at every meeting in a most efficient manner was recently the victim of back luck. A cold chisel, carelessly dropped on the road got caught in Sam's rear wheel. He was admitted to hospital with bad head injuries but fortunately latest reports are of steady progress and he should be "as good as new" for next meeting.

**E. H. C. Baker** on the subject of grading riders writes very sportingly. With full realisation of his own limitations, he would willingly submit to any such scheme designed to benefit meetings generally.

**Barry.** After a long and full life, Barry is at last retiring from engineering. His work for the Club over nearly forty years, has been colossal. We are indeed happy to know that, with this change, Barry still intends to devote time to our well-being and we shall hope and endeavour to make no unreasonable demands upon his good nature.

We send you, Barry, our kindest thoughts and wishes that you may enjoy at last the leisure you so thoroughly deserve.

## BOOKS and BADGES

**Autocycles.** Of little interest to members but possibly just right if you have any friends who come to you as "an expert" to determine whether it should be 16 parts of petrol to one of oil or vice versa. A copy of "Your Autocycle and How to get the Best from it." (2/6d. Iliffes) will provide the answer to all those questions and, in view of the scarcity of reliable manufacturers' literature understandable by the verdant green, it is a job thoroughly well done.

**They Made Your World.** A book by our Vice-President, Professor A. M. Low, is always a pleasure. This one is doubly so as it presents an interesting insight into the personalities of those great men who reasoned out from nothing, the theories and laws which have stood ever since in all scientific progress. Boyle, Faraday, Gilbert, Davy it is tempting to think that, now we know so much, they had an

easy time in making their research and discoveries. The illustrations are magnificent and must have taken the author months to collect. This is well worth reading (7/6 John Gifford Ltd.)

### Geoff Davison's Books:

|                         |     |
|-------------------------|-----|
| The Story of the T.T.   | 9/6 |
| The Story of the Ulster | 9/6 |
| Racing Reminiscences    | 9/6 |
| The Story of the Manx   | 8/6 |

### Slide Rule's Book:

|                  |     |
|------------------|-----|
| Tuning for Speed | 6/- |
|------------------|-----|

Each of these available from Epsom on demand.

**Badges, Just obtained:** a miniature lapel badge in the form of a brooch for presentation by members to their friends. A perfect replica. 5/6d. each post free from Epsom.

|                          |           |
|--------------------------|-----------|
| Lapel Badges             | 7/6 each  |
| Car or M/C badges        | 15/- each |
| Transfers for crash hats | 1/9 each  |



# Carburol<sup>Regd.</sup>

## CORNER



### AT HADDENHAM

extends a special welcome to all Bemsee Entrants  
Free Admission Tickets to the Carburol refreshment  
tent will be available for each meeting to riders and  
mechanics only.

# Carburol<sup>Regd.</sup>

A GOOD  
"FILL-UP"  
FOR RIDERS

### PUTS PUNCH IN YOUR PETROL



ANOTHER FINE PRODUCT OF UNITED LUBRICANTS LIMITED  
BENTLEY MAUDESLEY AND COMPANY LIMITED  
FARLEIGH HOUSE, LAWRENCE LANE, LONDON, E.C.2

(A subsidiary of UNITED LUBRICANTS LIMITED)

# LIST OF NEW MEMBERS FOR JULY

- R. M. Preston.** (Abingdon). Keen Triumph enthusiast intending to race this season. An Oxford school master, we think of Crasher White.
- C. W. Cohen** (N.18). Well known to Edmonton Motor Cyclists. Manager of well known Agents.
- J. V. N. Shelley** (N.W.9). A Toolmaker preparing his standard machine for racing.
- D. G. Chapman** (Reading). Participating in local events as a stepping stone to bigger ones.
- A. H. Shaw (Plumstead).** Well known on the grass and at Anstey. Will ride at any road event where there is no fuel restriction.
- D. J. Armstrong** (Mitcham). Keen 125 enthusiast. The 125 men ought to get together.
- C. K. Cranshaw** (South Ascot). Saw Haddenham and decided immediately to join us.
- F. A. Faulkner (Enfield).** Having seen various short circuit events wishes to race at Haddenham.
- H. C. Mack** (Uxbridge). See separate article in personal.
- A. J. Hogg** (W.2). Very keen to ride at Haddenham. Has a 500 c.c. Ariel prepared with L. W. E. Hartley's assistance. Organiser of various other club events.
- W. C. Mitchell & L. J. Mitchell.** (Both of Wimbledon.) A very keen Father and son who wish to support us at Haddenham.
- K. Button** (East Bexley). Motor cycling for over 20 years. Recently come back to the game. Hopes to ride at Haddenham.
- H. J. Cronan** (Rugby). Donington before the war; entering M.G.P. this year.
- K. G. Gordon** (St. Albans). Works with the Georges Boulton and Weatherley at the De Havilland Factory. Doubtless the way they natter about bikes together explains why De Havilland find out how to make things go fast.
- J. O. Cragg** (Leicester). Was seen at Haddenham on his Guzzi when he rode well. Started riding in 1925.
- R. McDonald** (Belfast). Joined us after visiting the I.O.M.
- W. T. L. Holt** (Leamington). Owns a 7R. Finished in N.W.200 and intends to ride in the Manx and at Haddenham.
- K. H. Grossmann** (Thame). We welcome a visitor to England.
- L. S. Eldridge** (W.12). Very keen on racing at Haddenham, but does not favour Saturday racing. Competition Secretary Bayswater M.C.C.
- H. S. Wolseley** (Rugby). Known to every Bemsee member as the Lodge representative.
- D. Ambrosini** (Italy). Another friend from abroad. His 250 c.c. Benelli was one of the most impressive machines seen in the Island this year.
- G. J. Corley** (Loughton). Brother of W. S. Corley. Owns 7R. AJS which he intends to ride at Haddenham.
- J. P. LeGrand** (Isleworth). We are honoured to welcome to our ranks yet another of those who rode in the first T.T. The years have made no difference to Mr. LeGrand's enthusiasm.

The intake is as strong as ever. Due to pressure of space, it is impossible to give more than names and towns of the friends who joined in June.

**A. E. Grasby**—Aylesbury.  
**J. F. Swanborough**—Bath.  
**R. A. Hall**—South Harrow.  
**K. J. Faulkner**—Harrow.  
**S. Franklen**—East Ham.  
**D. A. Thomas**—Surbiton.  
**F. S. Ponsford**—Belvedere.  
**D. C. Fastnedge**—Watford.  
**D. Taylor**—Orpington.  
**H. Rowsell**—Morden.  
**E. S. Porter**—Bromley.  
**E. G. Fogg**—Bexleyheath.  
**R. K. Smart**—Welling.  
**B. E. B. Johnson**—Bedford.  
**I. J. Burgess**—Bletchingley.  
**R. Munyard**—Honor Oak Park.  
**W. Hall**—South Harrow.  
**P. W. Gill**—Oxford.  
**J. Forbes**—Boston, Mass.  
**H. W. E. Fruin**—Kenton.  
**E. R. G. Earles**—Kings Norton.  
**H. O. Matthews**—Regents Park.

Send all your enquiries for typing, duplicating etc. to

## SECRETARIAL SERVICES

(Mrs. D. W. Bartlett).

5 STATION APPROACH, Redhill, Surrey  
 Redhill 3438.

Personally recommended as the producer of original Bemsee News Sheets.



# VICTORY VENUE

Ted Frost wrote me a letter saying that now I had become a Bemsee member the least thing I could do was to do him an article for our book.

I am very glad to comply with this request and chose a recent race with a background serving the dual purpose of telling the story of a fine example of real sportsmanship and telling you something about our new track at Zandvoort.

---

You may or may not know that in Holland "the greatest sport in the world" counts numerous friends; equally you may or may not be acquainted with the fact that we have many good, even excellent courses where for years on end very good sport has been given. Of course you all know about the Assen circuit (16,361 Km), where our—"classic"—Dutch T.T. has been held for more than 20 years. Bemsee-ers are regular and welcome visitors, many of whom have made friends with their Dutch fellow-motor-cyclists.

That, besides Assen there are beautiful circuits at Etten, Tubbergen and Zandvoort is perhaps less known, although Zandvoort is rapidly acquiring an international reputation because of its ideal nature as a track, favourable situation (16 miles from Amsterdam) and beautiful surrounding (seaside-resort, beach, dunes, etc.). During the war Zandvoort was for the greater part destroyed by the Huns for war purposes. From its rubbish and ruins the Zandvoort track with pits and grandstand were built.

On May 8th, watched by over 40,000 people the first racing of the season took place at Zandvoort where Huub Pellikaan won the experts' 350 c.c. class, a victory with a history and a background which, although not exceptional in our sport, is worth telling.

It is unusual that any sportsman achieves his maximum at the age of 41. Pellikaan rode motorcycles when he was 14 years old and his father had a filling station attached to his drugstore. Many a time young Huub got smacked for his desire to be on board of a motorcycle belonging to a client of his father's. When he grew up and owned his own bike he rode in trials with alternating success till the moment when the girl-love-marriage combination put an abrupt end to his motor-cycling activities . . . more or less.

This of course is a situation which could not possibly continue indefinitely and by

and by A MOTORCYCLE began to occupy his thoughts, the process culminating in the purchase of a wheezy two stroke, the only thing he could buy without endangering the harmony in his castle. So far so good. He was on the roads again, be it in a somewhat unsatisfactory way. Then, one day Fate stepped in and gave him a nasty shock when his two stroke tried to contradict a 5-tonner on a certain corner. The result of this encounter was the end of the two stroke and a narrow escape of its owner. The latter now had all the arguments on his side because it was undeniably proved that a small bike did not give any guarantee against accidents, a fact which his wife had unshakably believed in up to that moment. In 1946 a 500 c.c. O.H.V. B.M.W. took the two-stroke's place and other bikes came to complete the stable. Huub Pellikaan soon became an expert scrambler and trials-rider.

Then, in 1947, a friend of his lent him a well-tuned Triumph 3T with which he had his first dice. He did not go too well in his own opinion and would certainly not have continued his road racing efforts had not some of his friends perceived many good qualities in his riding and persuaded him to go on. His second race was no race at all as the piston of his home made machine threw a spanner in the works on the very first lap. His next experience was more serious when he came off while practising. Fortunately machine and rider were undamaged and although his riding had considerably improved and his gift for regularity was evident his machine lacked the necessary knots to be in the front places.

In 1948, after riding in two smaller national races where his style and technique showed a marked improvement, his first real success came in his first international race: the 500 c.c. class of the Dutch T.T. at Assen, achieved thanks to an example of real sportsmanship. Huub had a Boy Racer on order which unfortunately did not arrive in time for the event. Piet Knijnenburg therefore lent him one of his B.M.W. "Rennsport"'s and with this machine he finished in a well defended 7th position as the second Dutchman home after his friend Knijnenburg. Not only this 7th place but, even more, his general performance even proved beyond doubt that, given the machine, he could do even better. The Boy Racer arrived and a period of intensive practice commenced. Kni-

jnenburg and Pellikaan became very close racing-friends and the former, recognising Pellikaan's capability, gave him a training which continued during the latter half of '48 season and was resumed in March '49 when the Zandvoort circuit became available for tests and practising on several Saturdays.

We, pressmen, often went to these practises, to clock the riders and so to compare chances for the first day of racing of the season on May 8th last. The 350 c.c. lap record for the circuit stood at 2m. 06.4s. and it was soon clear that Pellikaan and Knijnenburg, now both on new Boy Racers, were actually time and again making laps at about the same speed.

Race-day came. Our best men were lined up for the start. When the flag fell Pellikaan's machine was not too quickly off and on the first lap he had to pass many riders to approach Knijnenburg and v.Rijswijk (K.T.T.) who were fighting for the lead. Afterwards Huub told us that the ease with which he took up with the two leaders gave him the conviction that he could win this race and strengthened his morale to pass v.Rijswijk and Knijnenburg on the next lap. Our watch showed a lap-time of . . . 2m. 05.2s., finally proving that, barring trouble, Pellikaan had this race in the bag.

On the 3rd lap Huub had taken an 8 seconds' lead which hardly varied during the rest of the race. Knijnenburg and van Rijswijk continued battling for second place during which the latter set up a new 350 lap record at 2m. 04.2s. which showed that, when at the end of 20 laps Pellikaan received the winners flag, his victory was a very real one, obtained in the face of determined opposition.

Afterwards we had a chat with Huub who told us that he was a lucky fellow who owed his success to Knijnenburg's training. "It is through Piet," he said, "who told me how to go and where to go, who moreover lent me his machines to practice before I had my own A.J.S. that I won by first big race."

This story of a man's success is not exceptional in our sport. As an example of fine sportsmanship on the part of Knijnenburg and of courage and perseverance on the part of Pellikaan it is, I think, worth telling. Moreover it provides a good opportunity to study the map of the Zandvoort course (2.6055 miles) on which some of our members will I hope have a chance to ride on the occasion of the international races on August 27th or 28th organised by the K.N.M.V., 179 Bezuidenhout, The Hague, Holland.

Thierry Holst.

## LATE NEWS

**Blandford.** Bank Holiday meeting completely successful. Another meeting on September 3rd. Entry forms available shortly.

**Bouley Bay, Jersey.** Regulations and Entry forms for open Motor Cycle Hill Climb on September 1st now available from Epsom.

**For Sale.** 125 c.c. Two Stroke racer. H.C. heads, 3 carburettors, 2 exhaust systems several tyres including 3 new road racing covers and tubes winner of Premier awards. Peter Clarke, 12 Oakdene Close, Brockham, Betchworth, Surrey.

## THE MOTOR CYCLE SPECIALIST . and EVERYTHING FOR THE MOTORCYCLIST **ANGUS MOTOR CYCLES**

A. S. HERBERT, A.M.I.M.I

Service  
Accessories  
Repairs  
Insurance

**STATION PARADE**  
**Phone SEVENOAKS 3338**  
**KENT**

Used Machines  
Part  
Exchanges  
H.P. Terms

**Main Agent and Spares Stockist for all the Leading Makes**

The Personal Attention and Advice of the Proprietor, Angus Herbert,  
the well-known South Eastern Centre Rider.

Fully equipped workshops able to undertake all types of Repairs



Ernie Lyons  
at speed on  
his Model 7R



## Model 7R

### 348 c.c. O. H. C.

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

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

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

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

## *The Race-bred Motor cycle*

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

## FUTURE EVENTS

**The Ulster. August 20th.** A thrilling entry has been received. The 500 c.c. class will have the three teams, Norton, A.M.C. and Spring's two Velocettes. Bob Foster on his Guzzi and Louis Carter (Norton) will want watching.

**The 350c.c.** entry is very large with the following Bemsee riders: H. Andrews (Velo.) S. T. Barnett (AJS), W. T. Holt (AJS), Frank Fry (Velo) and Les Dear (AJS), T. F. Tindle (Velo), H. Hinton (Norton), J. F. Kentish (AJS), A. E. Moule (Norton), G. Morrison (Norton), V. H. Willoughby (Velo), C. A. Stevens (AJS), R. McDonald (AJS), H. Pilling (Velo), H. B. Ranson (AJS), J. P. E. Hodgkin (AJS), A. F. Wheeler (Velo), official Norton and AJS entries.

**250c.c.** L. J. Bayliss (Ellbee), M. Cann (Guzzi), R. A. Mead (Norton) R. H. Pike (Rudge), C. Tattersall (CTS), W. M. Webster (Excelsior), W. Evans (Triumph and D. Ambrosini (Benelli).

**Haddenham.** As stated in the Editorial pages, the future dates are as yet uncertain. Definitely there will not be another July meeting and the next meeting is expected towards the end of August. Entry forms will go out to all members as soon as possible.

**Shelsley Walsh.** Will take place again on September 24th, practising to take place on September 23rd. In addition to

the class awards of £10 fastest and £5 second fastest in each class (four classes 350 c.c., 500 c.c. 1000 c.c. and sidecars) there will be some exceptionally big Premier Awards as follows:—

**Fastest Motor Cycle Time of Day—£50 & Challenge Trophy** plus a further £25 presented by the Carburol Company.

**Second fastest Motor Cycle Time of Day—£30 & Challenge Trophy.**

**Third fastest Motor Cycle Time of Day—£20.**

Also, to the Motor Cycle Rider who shall break the existing motorcycle record for the hill by the greatest margin in the actual competition—a sum of £25 presented by the Carburol Company.

This should indeed be a day of thrills. Entry forms available from Epsom. Please notify your wish to enter and please complete your entries with the least possible delay. The number of riders is restricted to a total of 35 made up as follows:

|                             |    |
|-----------------------------|----|
| 340 c.c. to 350 c.c.        | 10 |
| 351 c.c. to 500 c.c.        | 11 |
| 501 to 1000 c.c.            | 7  |
| 490 c.c. to 1000 c.c. s/car | 7  |

All enquiries to 55 South St., Epsom, Surrey.

# PINKS

of HARROW

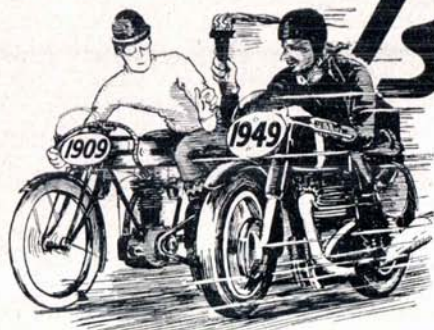
THE **COMPLETE** MOTORCYCLE SERVICE

NEW and USED MACHINES  
SPARES : ACCESSORIES : REPAIRS

**E. T. PINK (HARROW) LIMITED**

221/5 & 168 STATION RD., HARROW, MDX.  
Tel. HARR. 0044/5 Spares Dept. 3328





# Bemsee

Journal of the  
British Motor Cycle Racing Club

Vol. 2. No. 8.

August, 1949

## THE BRITISH MOTOR CYCLE RACING CLUB

President: Sir A. Guinness, Bart.

### Vice-Presidents:

Professor A. M. Low, D.Sc., A.C.G.I.,

Group-Captain G. K. Lawrence, D.S.O., O.B.E., D.F.C.

Chairman: E. C. E. Baragwanath

Vice-Chairman: H. L. Daniell

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

## EDITORIAL

**Haddenham.** In assessing the value to the club of Haddenham, it must be realised that the owners require to see some return for their outlays. Our job is to make the place pay.

The first two meetings were successful, albeit they revealed a weakness in spectator control which was overcome at considerable cost.

The third and fourth meetings were on Saturdays and were not so well supported, although good racing was seen. The attendances dropped by a proportion which experts say must be expected in these Post War times as between Saturday and Sunday meetings.

To meet the wishes of hundreds—riding members, members who will act as marshals and the public—we are reverting to Sunday meetings. Before the new plans can be announced, a meeting is to take place as between B.M.C.R.C. and Chartair. That is why this issue contains no news of the next meeting.

When it was heard that Dunholme was not available, the terms for the use of Silverstone were enquired and found to be more than we could afford. Not only should we have the same work as at Dunholme in preparing for the race but, instead of our labour benefiting a Service charity, the payments to the leaseholders would almost certainly alter the whole balance sheet.

With these considerations before them, your committee decided to keep to our own track for our big meeting, including the Hutchinson Hundred, on October 8th. (Note this will be a Saturday in any case). This has caused "Motor Cycling" to say that "Haddenham is not a suitable course for very fast machines which should compose an international entry."

That is the view of one who, with respect, can only be called an onlooker. To take the view of ourselves—men of property—we are entrenched at Haddenham, it is freehold and free from Ministerial interference. The owners will help us to make the track best suited to our races as found necessary in the light of experience which is being watched over by a special committee. Where money must be expended, obviously the owners will wish to see that it is not being spent in vain and this will be achieved if the next meetings receive good public support.

The track is over two miles round—little shorter than Brooklands and comparing well with the Geneva circuit, sometimes used for the Swiss Grand Prix, in all those respects in which it is criticised by Motor Cycling. Haddenham, if Bemsee to herself do rest but true, will be lapped at over 90 m.p.h. in the seeable future.

Every member of Bemsee and most emphatically our Press Friends can help to make future meetings at Haddenham successful. Given the proper demonstration of the public that they enjoy the good racing which we will always put on there, everything else must follow and we shall have paid our way.

It is worth striving for, the aim should be clear to everybody. *We have gained something, we intend to hold it.*

# Marshal's Musings

"Though I am always in haste, I am never in a hurry" — John Wesley.

So much good natured banter has come my way since I quoted R.L.S. in the *Jupe* issue that the old grey matter has been working overtime for something better. It is hoped the above words will appeal to the membership especially those men who have mastered the art of going quickly in such a subtle way. They are backbone of the racing game who do not know when they are beaten **OR** know when they are not beaten.

The placemen will always tell you that there is always someone in the chorus who can sing "solo" when the principals need a rest. So "Master Racer"—keep on keeping on (two meanings here) and you are bound to take the lead sooner or later, A.D. only excepted.

The Surrey Cells of "Bemsee" who foregather at Claygate and Thames Ditton feel that it's time to form other cells. We might compete with one another at sundry games until Cliff Lewis has enough dope to start a kind of Social calendar. Travelling members can then be sure of meeting a few pals here, there and everywhere.

By the way, I have recently called on three of our agent members. In each case they had the new transfers either on the glass door or showroom windows. This is an idea which might be copied, and even extended to windscreens, etc. One bright lad told me he is cellulosing his crash helmet the correct colour prior to putting the Union Jacks in front where they rightly belong. Mister Lewis will be delighted to sell you some transfers and it all helps the club.

I have had some pathetic letters about Saturdays at Haddenham so you will all be glad to know that our next meeting will be on a Sunday. This will enable some of you to explore the lovely villages in Bucks. Call at some of its grand old inns and listen to the local lads. They

will probably give you a new slant on life and beat you at most of the games like darts, dominoes and shove-halfpenny. You will also find they know quite a lot about cricket and most of them will say that they play on Sunday afternoons as well as Saturdays. They cannot understand why there should be any controversy especially when some of the anti-motorcycle racing minority play or watch cricket, tennis and golf. Their knowledge of things mechanical is most surprising. These sons of the soil are, without doubt, the Yeomen of England.

Sons of the others! Have you noticed how they are coming along? The scene changes or is it unchanging? Youth comes into "Bemsee"—age becomes a Marshal or a spectator. The types persist and the styles continue. This racing game gets into one's system and stays there. If you're in doubt, talk to some of the members who were racing *before* the 1914 war. How well they carry their age and look you straight in the eye. A chat with men like Messrs. Applebee, Fowler and Marshall, etc., will give you a lot of pleasure as well as a great deal of knowledge. There is very little that is new to these young old-timers who will soon convince you that the real members don't change much. They are only different manifestations of the eternal changelessness of life. The advent of the I.C. Engine provided a common bond which proves their point and put the B.M.C.R.C. where it is today.

Those who do not understand may think us a crazy race apart. There is however, one thing that those who dislike our sport and industry will never comprehend, viz. **ENTHUSIASM!** Doctor Otto certainly "started something."

In conclusion may I remind you that if you're not racing at the next meeting you have a job to do just the same. Yes sir, a Marshal.

W. G. (BILL) JARMAN.

---

## Stop Press News

**Winning Horse Claygate.** August 21st another completely successful meeting.

Decided that the Winning Horse Trophy be awarded to Bob Geeson and Gordon Allen for their stout effort in the T.T. Congratulations all round for Johnnie Lockett on his successful Continental Tour. General good wishes to Noel Pope for success in his forthcoming venture. Date of next meeting August 18th same time.

**A Meeting Place, North London.**

Ken Rickard proposes to be at The White Lion, Edware at 7.30 p.m. every second Monday in the month. The first date will be August 8th. Members who wish to join in these social evenings please go along on the 8th and help Ken to get something really hot on the way.

**The Benevolent Fund.** Latest Gift from Bob Wolton—10/- acknowledge with grateful thanks.



# H. L. DANIELL

Proprietors: H. L. DANIELL (1938 and 1947 Senior T.T. Winner)  
and S. S. LANCEFIELD

The Motor Cycle Specialists

**MAIN DISTRIBUTORS FOR NORTON**

*Official Norton Spares Stockists  
Accessories*

*Machines supplied for  
Touring, Trials and Racing*

*Agents for—*

**Norton, A.J.S., Excelsior, Triumph, Velocette**

**65 DARTMOUTH ROAD**

FOREST HILL, S.E.23

Telephone: FOREST HILL 5895

## K.L.G. *FIRST in 1949*

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★  
★ 1st, 2nd & 3rd IN SENIOR T.T. AND JUNIOR T.T. ★  
★ 5 Team Prizes and all 500 c.c. Cups in the Scottish 6 Days Trial, ★  
★ Colmore, Victory, Kickham, Hurst and Cotswold Cup Trials. ★  
★ 500 c.c. and 350 c.c. Winners in the Northwest 200. ★  
★ 200-Mile National Championship. ★  
★ Daytona: 100-Mile Amateur Championship. ★  
★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

All won with

SMITHS  
**K.L.G.**  
PLUGS

'the fastest plugs on earth!'



SMITHS MOTOR ACCESSORIES LTD., CRICKLEWOOD WORKS, LONDON, N.W.2.  
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.



# Comerfords Ltd.

*The Motor Cycle Distributors and Buyers*

•  
FINEST SELECTION OF NEW  
& SECONDHAND MACHINES

NORTON - VELOCETTE - A.J.S. - B.S.A.  
MATCHLESS - ARIEL - TRIUMPH, ETC.

•  
Exchanges and Hire Purchase arranged on  
the spot. Delivery of any machine in  
five minutes. ————— No Red Tape

•  
ALL OUR STAFF ARE PRACTICAL  
& ENTHUSIASTIC MOTOR CYCLISTS

First-Class Spares and Service  
Organisation. Tuning for Speed

**IT WILL PAY YOU TO DEAL WITH THE  
SPECIALISTS OF 30 YEARS' EXPERIENCE**

Largest Postal Dealers in the South

•  
**COMERFORDS, LTD.**  
**Portsmouth Road - Thames Ditton - Surrey**

TELEPHONES. EMBERBROOK 2323 and 2324.