



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



R. L. Graham at Haddenham. Details in this issue of his gallant but unavailing effort in 1949 Senior T.T.
Photo by courtesy of K. G. Jones, New Eltham.

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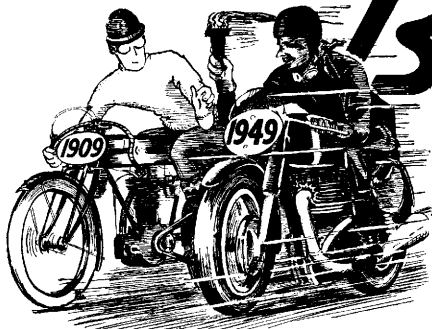
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Bemsee

Journal of the
British Motor Cycle Racing Club

Vol. 2. No. 7.

July, 1949

THE BRITISH MOTOR CYCLE RACING CLUB

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EDITORIAL

The T.T. The successful week concluded in the I.O.M. was a triumph for riders and for the A.C.U.

Excellently organised, the races showed advances on all Post War figures and approach to Pre-War speeds with Pool Petrol.

Reference to the results lists, elsewhere in this issue, speaks volumes for the good work done by members. No more need be said here other than to send congratulations to **every** member who went to the I.O.M.

The races emphasised the need for certain reforms applicable to all motor cycle racing. Post War conditions have produced a surfeit of intending racers who, while deserving every encouragement, need some consideration until they are in the first flight.

It was obvious in the International Races that the best men were at times impeded by those with less ability or speed. Many of the latter must have felt embarrassed as a result of the mixture of types of rider in an event of world importance.

Wednesday's races are an excellent institution, worthy of development. By virtue of the "No refuelling" arrangements, considered essential, it should be possible to telescope the Clubmen's events and the time so saved might be used with advantage for the benefit of men with racing machines anxious to develop their experience in races with men of their own calibre.

Haddenham. With similar considerations to the foregoing in mind, the programmes for the next meetings at Haddenham will help members to improve upon their riding style. It is intended to do this by selecting the competitors for the Hutchinson Hundred from the best men whilst, at the same time, permitting each individual meeting to be as full of opportunities for all as those previously held.

The meeting of June 4th is our justification for this procedure. Reference to the results will show that speeds of individuals increased as the afternoon passed on. Further, the simple handicap proved an immediate success well worthy of development. Whilst the methods used in the old days at Weybridge may have lead to a certain amount of "foxing," it is sincerely hoped that the new method tried out on June 4th will always permit the best man to win.

The Hutchinson Hundred. Due to the impossible position as regards Dunholme, your committee have now decided that the big race of the year shall take place at Haddenham. We have been offered the use of a neighbouring track subject to stringent conditions and, to do this, would mean shifting our plant etc. and also a change of headquarters just for one day.

Bearing the above in mind and also, the fact that Haddenham has exceeded expectations, it would only profit others and harm B.M.C.R.C. to remove the foremost meeting of our year to a rival venue.

The 1949 Hutch will accordingly be run under conditions to suit the circumstances but, by 1950, it should be possible to put on a bigger race on a much improved Haddenham circuit.

This is a long term policy for which, the full support of every member is needed. The remarkable entries are most encouraging and if they are maintained, we shall be assured of the "gates" to make the events financially strong. It is unfortunate that, in the last two events, both sidecar and 125 c.c. classes have been poorly supported and races have had to be abandoned. Similar races will be offered in the future but again, their happening will depend upon the volume of support.

Fully to develop Haddenham we must not only consider our own sporting side but we must endeavour to give a good show to those who come to watch and on whose support, the improvements to the track depend.

The T.T.

Your pardon is craved for any errors or omissions in the following account. The number of Bemsee members seen in the Island as spectators, mechanics and as riders is so great that it is impossible to mention all individuals.

Gordon Hatch was our representative in the practice weeks. All colonial visitors were welcomed by him and found accommodation as necessary.

Each was made an honorary member. We also had the pleasure of conferring membership on D. Ambrosini for the period of the races.

The course of the practising made the final entries substantially different from those first published. The following items are noteworthy:

Most of the reserves who went to the Island had a ride. Leslie Archer's non-appearance caused general regret. He would probably have ridden in accordance with all his entries, but one can sympathise with the reluctance of a firm who take the T.T. as seriously as Archers of Alder-shot, from embarking upon a voyage of chance.

Frank Fry fell at Gooseneck because of a burst oil tank and damaged his wrist. His Junior entry was taken by R. McDonald (A.J.S.) whilst his Senior Norton was posted N.S. A sad disappointment for entrant George Bryant.

Maurice Lockwood crashed on the last practising day with painful face injuries. Nevertheless he rode and finished in the Junior despite bandages and 17 stitches.

Ernie Braine had a ride through Meli's crash.

Don Crossley (Triumph) cancelled his Senior entry in favour of H. Pinnington (Triumph). Don intends to retain his Manx status for 1949.

Unluckiest Bemsee member was Jim Kentish who had to be operated on for appendicitis just before practising. T. F. Tindle (Velo) rode in his place in the Junior and also took over W. Gratton's Lightweight O.K.

Frank Fletcher (Triumph) was N.S. in the Senior due to the N.W.200 crash but was present as a spectator.

Vic Willoughby (Velo) crashed in the Junior sustaining shoulder injuries which prevented riding his Triumph on Friday. Luck has long been unkind here and to Vic and his entrant H.S. Marsden we all send sympathy.

Rod Coleman from New Zealand fractured his lower jaw on the first Friday evening and will be out of action for some weeks. A sad disappointment for one who had come so far and who, on the second day of his practising, had returned 29m. 49s.

The mudguard position of last year was repeated, with variations. It is now permissible to sit on the saddle or, failing that, to deflate rear oleos to bring the tips of the rear mudguard to the limits set by a straight edge passing through the rear spindle! The 'sitting on' test is still considered to be beneficial in the case of the Triumph Spring Hub.

The official leaders on time at end of practice were:

Senior—Artie Bell (Norton) 25m. 52s.

Junior—Les Graham (A.J.S.) 27m. 7s.

Lightweight—6 motor cycles all of whose names finished with 'I'.

Clubman's.

1,000 c.c.—G. Brown (H.R.D.) 27m. 13s.

500 c.c.—A Jefferies (Triumph) 28m. 27s.

350 c.c.—F. W. Haines (Norton) 30m. 40s.

250 c.c.—D. A. Ritchie (Velo) 33m. 46s.

The general summarisation was that in the Senior, the Ajays and possibly the Guzzis had not yet shown full form. In the Junior everything was most open with 3 pre-eminent entries each, of Norton, A.J.S. and Velo followed by a horde of more standard productions from the same factories.

In the Lightweight an Italian victory seemed assured the biggest doubt being the Italian riders' knowledge of the course.

With many fine English riders Italian mounted, the position seemed to have been well looked after. By contrast the English efforts were obviously at great disadvantage. Of the 2 novel designs, Geeson had taken the R.E.G. back to the mainland. After the immense amount of experimental work Geeson is wise in waiting until it shall be fit for racing. The L.E.F. was on pool for the first time and, after practising difficulties, was corrected only by the day before the race.

In the Clubman's the 1,000 c.c. class was rendered doubtful by fears expressed that H.R.D.'s would only complete two and a half laps on one tankful. The 500 class centered around Alan Jefferies and our own Geoff Duke. The 350 c.c. as ever was very open, the main impression being the extraordinary speed and reliability of the B.S.A.'s. A. B.S.A.-Norton duel seemed inevitable as neither the eligible types of A.J.S. nor Velo were quite fast enough for this type of event. The **Lightweight** was anybody's guess. In young D. W. Ritchie we have a coming rider, but there were a host of other good men mounted on older machines carefully preserved. The only new machine available seems to be the Velocette M.O.V. which was definitely not produced for racing.

* * *

The **Junior Race** was undoubtedly the best since the war ended. Everybody was delighted to see Freddie Frith (Velo) win again, but it was appalling luck for Bill Doran (A.J.S.) to have clutch trouble in his last lap when he was leading the great rider. In a terrific field, interest as to the winner centred about 8 riders. In fact, only 2m. 9s. separated the first 7 men, yet no fewer than 43 finished within 10% of the winner's time, gaining silver replicas, and 31 more gained bronze replicas. It seems useless picking out our members only for comment. The very few who were not already in Bemsee share our views and will doubtless join us sooner or later. Neither Les Graham nor Dicky Dale were in luck, Les went out early on with gear box trouble after having led the race. Dale suffered that most unusual breakage—a top rocker on his Velocette. Bill Doran then took the lead closely followed by the 3 Velocettes (Frith, Lyons—riding in place of Ken Bills—and Bob Foster) and the Norton team. (Bell, Daniell, Lockett). And so this went on for lap after lap, these 7 with Ted Frend and Reg. Armstrong on two A.J.S.'s always just behind. The final was a wonderful show of team work on the part of R.M.N. Spring in bringing Freddy and

Ernie into first and second place on the only two machines entered by him. Then Artie Bell and Harold Daniell followed by Armstrong who just pipped Bob Foster for fifth place with Lockett and Frend seventh and eight. Looking at the list of finishers, special praise is due to Eric Briggs (Norton) and Arthur Wheeler (riding Jock Weddell's Velo as his own could not be ready in time) who, with Harold, completed our team and had an aggregate time only 7m. 22s. behind the winning Dublin Club team—Lyons, Armstrong and Barrington—to whom we send the utmost congratulations.

Also: To Eric McPherson, S. H. Jensen, H. Hinton and G. Morrison for a grand colonial effort in finishing 11th, 12th, 15th and 27th.

To S. T. Barnett—happily recovered from his Haddenham spill—in finishing 4th at 79.064 m.p.h.

To C. A. Stevens for a demonstration of consistency to be even bettered on the Friday.

To S. A. Sorensen, the plucky little Danish gentleman who at 77.54 m.p.h. took yet another silver replica.

To Dave Whitworth who, although he must have been in greatest discomfort with his so recently healed leg, finished 31st.

A fine race, demonstrating that today a motor cyclist can purchase a racing machine capable of performing well in the company of the best works specials.

The Clubman's Races. Probably the most interesting of the week, marred only by preliminary troubles somewhat similar to last year's.

The parrotwise repetition of such well worn statements as "Rules are Rules" or "If you gave way to one you must give way to the lot" becomes boring in due course. No one questions either, but sweetly handled by persons of reason, they should be capable of being used to secure mutual satisfaction rather than hard feelings over paras. in the most carefully prepared regulations which may not have foreseen every eventuality.

Points of dissension seem to have been the gear change on the B.S.A.'s and the tankage of the Vincent H.R.D.'s. Both should have been capable of a friendly settlement by correspondence between the manufacturers concerned and the organisers. Instead, anxiety was caused to riders at the last stage of their preparations for the race.

The 1,000 c.c. Race was farcical. 7 H.R.D.'s and 1 Ariel Square Four lined

up for the start. At the first lap C. Horn (H.R.D.) was well ahead followed by George Brown and Geoff Manning. Horn was noticeably faster than any. Dennis Lashmar, surprisingly, arrived at our viewpoint—just after the tenth milestone—3 minutes after Horn, although he had started 40 seconds earlier, the Ariel was obviously slow.

On the 2nd lap Horn came round entirely alone, going like a bomb but where were the rest? One does not expect to lose a complete field of riders, yet this seemed to have happened. Long afterwards, the rest of the 1,000's trickled through at much lower speeds. The Ariel was misfiring badly and George Brown seemed to have dropped out. He came through ten minutes later, misfiring and very slow. Horn, on his last lap was as fast as ever. Lashmar respectfully behind and the rest strung out with poor George Brown far in arrears. Horn later ran out of fuel and so Dennis, who was avoiding the excessive consumption of full throttle finished first at 76 m.p.h. with half a gallon of fuel in hand. 3 more H.R.D.'s and the Ariel followed.

The Junior Race was much more interesting. At the same spot the standard of riding was varied, some men seem to pick up the Island course immediately, others need long practice. Specially noted were A. C. Taylor (Norton) H. Clark (B.S.A.), E. T. Pink (Norton), Jack Simister (Norton)—a superb show by the son of a great rider—and George Robinson (Norton). One of the surprises was occasioned by the four Douglasses which, although not quite fast enough, gave a convincing demonstration of reliability and perfect steering. 3 finished of whom congratulations are due to Ferenc Pados—16th at 70.28 m.p.h. Jim Thompson rode his rear sprung competition A.J.S. well. C. C. Sandford of Gloucester undoubtedly rode his K.S.S. magnificently to bring the first Velocette home, whilst it was a delight to see Ted Pink ride strongly into sixth place on his Norton.

The Senior Race was watched from Kirk Michael. As our Geoff Duke was in this, it was for Bemsee the race of the day and, now that the tumult and the shouting has died, it is generally agreed by the experts that this was probably the best race of the week and one of the most outstanding demonstrations since Stanley Woods beat a horde of H.R.D. opponents in 1926.

First man through was L. Starr (Triumph) followed by T. P. Crebbin (Triumph) and then Geoff. No suggestion of

fireworks until we checked his time—already half a minute in front of the fastest man to date. Now we waited for Alan Jefferies (Triumph), another magnificent display and, by our timing, 5 seconds ahead of Geoff at this point. Of the rest good performances noted were M. S. Featherstone (Triumph), R. H. Sherry (Triumph), Phil Carter (Norton) and J. Bottomley (B.S.A.).

Second lap, Geoff. had obviously passed right into the lead being 35 secs. ahead of Jefferies. Crebbin running third and Featherstone fourth. Between Michael and the finish Featherstone came off letting Leo Starr into fourth and Carter into fifth places. The order continued except that Crebbin dropped back with a 31½ mins. last lap and finished fifth.

E. Andrew circulated very consistently into sixth place.

To Geoff Duke every member of Bemsee sends all congratulations and thanks on a magnificent show with the fastest winning speed of the day and with the second fastest lap (Horn lapped faster on his Vincent H.R.D.). A ride noticeable only for its quiet efficiency in the old Bemsee tradition, Geoff deserves and will have all our encouragement and support.

The Lightweight Race. Again watched from Kirk Michael, once more demonstrated the enthusiasm for the "250" class, which unfortunately is still uncatered for by our manufacturers. On the first lap C. V. Taft (Excelsior) had pulled up a lot on the five men in front of him. 19 year old D. A. Ritchie (Velo) and F. Purslow (B.S.A.) were nearly as fast but shortly after passing our point Purslow had engine trouble. George Wakefield rode well. B. J. Hargreaves (Velo) started first and kept this position in the field almost to the end of this two lap race when Taft passed him to win at a record speed, also gaining the award for the rider of the day to improve on the lap record of his class by the biggest margin. A fine show by one of the older men, riding in his first and last T.T. Both C. V. and brother Harry Taft were seen later, Harry looking well after his Dunholme spill, although he must still be convalescent for a period. Summing up, the Senior and Lightweight Races undoubtedly produced outstanding riders destined for works teams in later life. The Junior gave a demonstration of the reliability of production 350c.c.'s. The 1,000c.c. was farcical and, if the causes cannot be eliminated, the race should be scrubbed, and the time taken, devoted to the restor-

ation of the Lightweight International Race to Wednesday leaving an unimpeded road for the Seniors on Friday.

The Senior Race. Royal weather to complete a week of sunshine. Obviously the popular hope is for an A.J.S. win, preferably Les Graham. The Nortons look as neat as ever, well prepared by Steve Lancefield and embodying the accumulated experience of years. Monday's race had been bad for Ajays through gearbox trouble. It is not thought this can apply to the twins whose reliability has been tested over long distances. There are two beautiful Velos ridden for Nigel Spring by Frith and Lyons (we now know that Lyons has agreed to ride for Spring whilst Ken Bills is out of action. Bills was present, in good spirits but has a long period of convalescence before him). Lastly, the mystery of all times—Bob Fosters' Guzzi. Is it so fast? Is it reliable? No doubts about Bob.

A.J.S.'s have only 3 twins: Graham, Frend and Doran. Armstrong has therefore to be mounted on a 7R. type enlarged to 358c.c. whilst—a typical example of Jock West's co-operation—Eric McPherson having been given the chance to take D. V. Troman's place, yet another 358 A.J.S. is made up for him also.

A royal start with the pomp and ceremony appropriate to such an occasion. Our team is again Harold, Eric, (Norton this time) and Arthur Wheeler (Triumph). Alas not to be so lucky.

The race was watched from Bray and some notes on road holding were made. At the fastest part of the hill the Nortons were definitely steady fore and aft, the Triumph rear hubs looked near ideal, although the front wheels seemed to paw the air. Unexpectedly, the A.J.S.'s did not look steady at the rear yet their riders showed no discomfort. The Guzzi was frightening to the onlooker, but Bob Foster seems unperturbed. The first laps were tense with the A.J.S. Guzzi tussle. Modern riding is to such high standards that at lap two, Frend, Graham and Foster were level in the lead. Bill Doran running about half a minute behind with Harold and John Lockett keeping a watching brief in the rear. Artie Bell's machine is down on performance but never far in the rear.

Nortons this year have great reliability, but seem to have secured this at a speed fractionally below that of the fastest. After a second lap at 89.75 m.p.h., Bob Foster holds the lead for four laps, when clutch trouble puts him out. In later conversation with Bob, it is learned that he

was riding the Guzzi to instructions and was of the opinion it could have lapped faster. Frend has a spill at Glen Helen and retires, but Graham and Doran are circling regularly. Mechanically, the Ajays seem dead reliable. Frith has engine trouble early on and Lyons, who is riding better this year than ever before, is keeping station in the rear ready for eventualities if they happen—and they do.

Bill Doran has a bout of plug trouble after his fourth lap and loses valuable time. Graham looks a certain winner and, from the comments of the crowd, nothing could be more popular. Harold and Johnny Lockett slip up into 2nd and 3rd place and Ernie is tight behind in 4th. Then it happens. At the bungalow, Les is seen to have difficulties in passing other riders he is forced up the bank but regains the road to the relief of the spectators, but shortly afterwards his engine stops and he must push in from Hilberry. Harold, John and Ernie finish in that order with Artie Bell some way behind. A very popular victory and a demonstration of our Vice-Chairman's riding skill and judgment.

Much of the above will be known to many members, this description of the afterguard will particularly interest Bemsee.

First and foremost, let us give all possible credit to our colonial riders. Sid Jensen of New Zealand, brings his Triumph into fifth place at 83.17 m.p.h. an outstanding performance for a new comer to the course. Sid wins the Visitor's Trophy, presented by the Motor Cycle, and thoroughly deserves it. Harry Hinton (Norton Australia) finishes ninth at 81.78 m.p.h. Eric McPherson brings his little A.J.S. home at 80.70 m.p.h. whilst the third, Australian, G. Morrison (Norton) has frame trouble and pushes in from Hilberry to complete his team and to finish at 75.096 m.p.h. to gain a bronze replica. Generally an outstanding show by fine riders and good team mates.

Of our own team unfortunately Eric Briggs has engine trouble early on and has to retire, whilst Arthur Wheeler suffers a complete engine blow up after leading Ernie Lyons for nearly two laps. A sad finish to a magnificent ride. Once again the Dublin team—this time Bell, Doran, Lyons—win the team prize and once again we say well done.

The utmost credit is due to C. A. Stevens who rode his Triumph into sixth place at 82.9 m.p.h. and Phil Heath (Norton) Bill Petch (Triumph) and Guy Newman (Norton) who finished within

one and a half minutes of each other—11, 12 and 13th, all over 80 m.p.h.

E. V. C. Hardy (Norton) had trouble with his float needle. By coincidence the same sort of difficulty occurred in Monday's race, yet Eric persevered and on both occasions earned a bronze replica.

Les Dear. (Norton) retired after two laps with seized clutch push rod.

S. Lawton. (Triumph) came the father and mother of crashes at Union Mills but got up apparently little hurt. It would, however, rather set back the value of an advertisement in the T.T. Special offering the Triumph for sale after the race.

Joe Dent. Went through his entire stock of racing plugs, changed over to a warming up plug, after which his Norton ceased misbehaving and he gained a finisher's plaque. A lesson here.

The Lightweight Race. There is but little doubt that an Italian machine will win. Question is: can Lorenzetti or Ambrosini outride Englishmen on similar machines who will probably have a better knowledge of the course. The new Gambalunghina's are faster but do not seem quite so comfortable as the old Albatross Guzzis, whilst the Benelli is terrifically fast and beautifully made.

The answer to our question is apparent at once from the excellent and very safe massed start. Guzzis hold the first five places, but Manliffe Barrington and Tommie Wood lead Lorenzetti, followed by Dickie Dale. (All on Gambalunghina's) and Ernie Thomas (on an Albatross). But, mark this, at the end of lap one Les Martin (C.T.S.) on one of the only British works machines lies sixth. Ambrosini has had a spill at Governors Bridge and retired. Later Lorenzetti drops out and the rest move up. Dale puts in a record lap in 28m. 9s. and leads Wood. Next time round Tommie is in front and to do so has repeated the record. Dale, not to be beaten, does another lap at this speed and, it is later learnt, without a foot rest! He passes into the lead for the fifth and sixth laps and looks a certain winner when his motor packs letting Wood into the lead. In the last lap Barrington comes up and just beats Tommie Wood into first place by 11 secs. whilst Roland Pike on his old and faithful Rudge makes a good third at 72.794 m.p.h.

R. A. Mead on the Cann double knocker Norton, reduced both in bore and stroke, is fourth, a good show and well deserved by one who has had bad luck this year. Despite a painful crash on the penultimate practice day, he rode on Monday but suffered gear box failure, today has brought its compensations. Soren-

sen, our Danish friend, finishes fifth, goodness knows how many replicas Sornie has taken to his home country. Ernie Thomas, as good company as ever, is sixth, Stan Pike on the Rudge which suffered damage at Blandford is seventh despite a stop on his fifth lap to fit a new push rod. Bayliss on the L.B. is eighth. These old English bikes are wonderful. Ellbee has justified our trust, although Bemsee team luck is out. We had three teams:

- A. **Dale** retired as stated.
Ambrosini retired as stated.
Bayliss good old faithful.
- B. **Sorensen** see above.
Martin. Les held fifth place till fourth lap then retired with engine trouble.
- H. Hartley.** On an "As new" radial Rudge finished 11th at 68.037.
- C. **W. H. S. Pike** see above
D. W. J. Harrowell. A last minute change of carburettors enabled the little L.E.F. to bring words of praise from all until trouble in the very last lap.
W. N. Webb retired after four slowish laps. His Excelsior was not up to form, but it was very good to see that Norman's leg was quite well again.

R. J. A. Perry brought his New Imperial into 10th a good show considering the machine's age. Bill Webster's modified Excelsior Mechanical Marvel was out of the race in the fourth lap and L. R. Higgins wrote his Velocette off rather badly coming down the mountain. Chris Tattersall also retired in his fourth lap but his efforts for British 250's were not completely in vain, the third member of his team—R. Edwards—finished ninth at 68.63 m.p.h. The difficulties of this "make and mend" business with what British 250 c.c. material is available must be heart rending.

Do not let us finish on any note of pessimism. The work done by members such as Tattersall, Geeson, Harrowell and the Pike Brothers shows that Bemsee only awaits the dawning of the light amongst British manufacturers.

Results of the T.T. Races, 1949.

Senior.	m.p.h.
1st H. L. Daniell (Norton)	86.92
2nd J. Lockett (Norton)	86.19
3rd E. Lyons (Velocette)	85.496
4th A. J. Bell (Norton)	83.829
5th S. H. Jensen (Triumph)	83.17
6th C. A. Stevens (Triumph)	82.9
8th W. Doran (A.J.S.)	82.31
9th H. Hinton (Norton)	81.78

10th	R. L. Graham (A.J.S.)	81.639
11th	P. Heath (Norton)	81.426
12th	C. W. Petch (Triumph)	80.919
13th	G. Newman (Norton)	80.791
14th	E. McPherson (A.J.S.)	80.699

All the above are B.M.C.R.C. entries or riders and all receive first class replicas. In addition, the following members finished:

J. P. Hodgkin (Norton) 78.349 mph.
A. A. Fenn (Norton) 75.736 mph, C. H. Francis (Norton) 75.604 mph, E. V. C. Hardy (Norton) 75.497 mph, G. Morrison (Norton) 75.096 mph. All these bronze replicas. Finishers: L. F. M. Fenning, A. J. Glazebrook and J. D. Dent.
Fastest Lap: A. R. Foster (Guzzi) 89.75 mph.

Junior

		m.p.h.
1st	F. L. Frith (Velocette)	83.149
2nd	E. Lyons (Velocette)	82.916
3rd	A. J. Bell (Norton)	82.621
4th	H. L. Daniell (Norton)	82.553
7th	J. Lockett (Norton)	82.220
8th	E. J. Friend (A.J.S.)	81.031
9th	E. E. Briggs (Velocette)	79.810
11th	E. McPherson (A.J.S.)	79.325
12th	S. H. Jensen (A.J.S.)	79.233
13th	S. Lawton (A.J.S.)	79.228
14th	S. T. Barnett (A.J.S.)	79.064
15th	H. Hinton (Norton)	78.969
16th	G. Newman (Velocette)	78.514
19th	C. A. Stevens (A.J.S.)	78.018
20th	A. F. Wheeler (Velocette)	77.885
22nd	R. H. Pike (A.J.S.)	77.840
24th	S. A. Sorensen (Norton)	77.540
25th	S. M. Miller (Norton)	77.472
26th	C. Harrowell (A.J.S.)	77.457
27th	G. Morrison (Norton)	77.446
29th	L. A. Dear (A.J.S.)	77.265
33rd	O. S. Scott (Velocette)	
36th	J. E. C. Purnell (A.J.S.)	
38th	F. P. Heath (A.J.S.)	
39th	I. M. Hay (A.J.S.)	
40th	N. Croft (Norton)	

All the above are B.M.C.R.C. entries or riders and all receive first class replicas. In addition the following members finished:

47 A. F. Hanson (Velo), 49 R. J. A. Petty (A.J.S.), 49 M. V. Lockwood (Norton), 52 F. Fairbairn (A.J.S.), 53 A. A. Fenn (A.J.S.), 54 J. Hodgkin (A.J.S.), 55 J. Boardman (Norton), 58 H. B. Ranson (A.J.S.), 59 R. Hazlehurst (Velo), 62 W. Evans (A.J.S.), 64 L. Harris (Velo), 66 E. Braine (A.J.S.), 67 E. V. C. Hardy (Norton), 72 J. D. Dent (A.J.S.), 73 W. Billington (Norton), 74 L. F. Fenning (A.J.S.), 75 R. MacDonald (A.J.S.). All these, bronze replicas

Fastest lap: F. L. Frith 84.21 m.p.h.

Lightweight.

		m.p.h.
1st	M. Barrington (Guzzi)	77.985
2nd	T. L. Wood (Guzzi)	77.905

3rd	R. H. Pike (Rudge)	72.794*
4th	R. A. Mead (Mead Norton)	71.675*
5th	S. A. Sorensen (Excelsior)	71.004*
6th	E. R. Thomas (Guzzi)	70.70

Those marked * are members of Bemsee.

7th W. H. S. Pike (Rudge) 69.076 mph, 8th L. Bayliss (Elibee) 68.835 mph, 10th R. J. Petty (New Imp.) 68.139 mph, 11th H. Hartley (Rudge) 68.037 mph. All these are Bemsee members.

Fastest lap (and record):

R. H. Dale (twice)	}	80.44 m.p.h.
T. L. Wood		

Clubmans Races.

1000 c.c.:

		m.p.h.
1st	D. Lashmar (HRD)	76.30*
2nd	J. Wright (HRD)	72.68
3rd	P. C. Wilson (HRD)	72.19
4th	C. Howkins (Ariel)	65.61
5th	G. Brown (HRD)	49.67*

500 c.c.:

		m.p.h.
1st	G. E. Duke (Norton)	82.97*
2nd	A. Jefferies (Triumph)	80.79
3rd	L. Starr (Triumph)	76.15
4th	P. H. Carter (Norton)	75.69*
5th	T. P. Crebbin (Triumph)	75.65
6th	E. Andrew (Norton)	74.99*

8th R. H. Sherry (Triumph), 21st R. McDonald (Norton), 31st K. R. James, (A.J.S.). Each of these a Bemsee member.

350 c.c.:

		m.p.h.
1st	H. Clark (B.S.A.)	75.18
2nd	J. Simister (Norton)	74.51*
3rd	A. C. Taylor (Norton)	74.32
4th	R. Hallett (B.S.A.)	73.97*
5th	C. C. Sandford (Velocette)	73.52*
6th	E. T. Pink (Norton)	73.41*

16th F. Pados (Douglas) 70.28 mph, 17th J. Difazio (BSA) 70.11 mph, 23rd D. H. Gray (AJS) 68.87 mph, 24th S. Franken (AJS) 68.78 mph, 28th L. Bertorelli (Enfield) 67.56 mph, 29th W. Barker (BSA) 67.53 mph, 30th G. Robinson (Norton) 67.03 mph, 36th W. S. Corley (AJS), 39th C. W. Davis (BSA), 43rd E. Procter (Matchless), 45th J. Thompson (AJS), 48th E. H. Baker (BSA), 51st R. H. King (Matchless), 58th Angue Herbert (Matchless). Each of these is a Bemsee member.

250 c.c.:

		m.p.h.
1st	C. V. Taft (Excelsior)	68.10*
2nd	D. A. Ritchie (Velocette)	67.43
3rd	B. J. Hargreaves (Velocette)	66.84
4th	G. S. Wakefield (Triumph)	64.23
5th	L. C. Bolshaw (Triumph)	64.21
6th	A. B. Barton (Triumph)	63.34

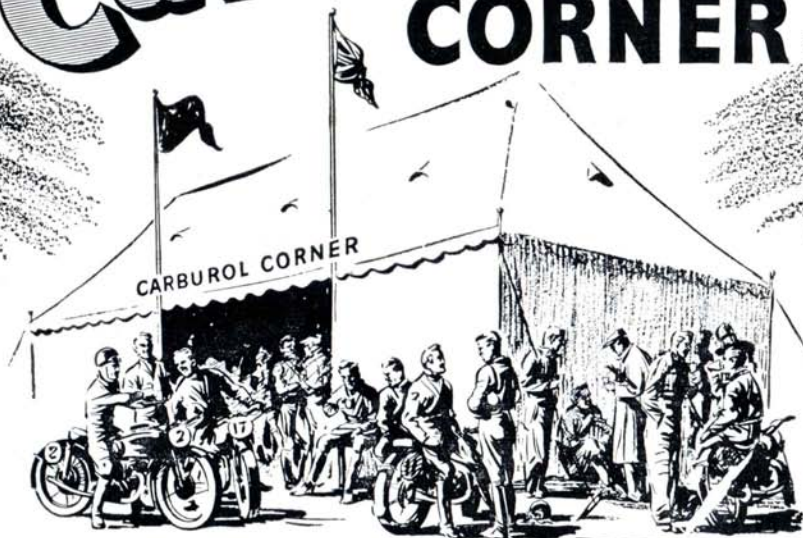
Those marked * are members of Bemsee. All places given after sixth refer to known members of Bemsee.

Fastest Laps:

1,000 c.c.	C. Horn (HRD)	85.57*
500 c.c.	G. E. Duke	83.7*
350 c.c.	H. Clark	75.81
250 c.c.	C. V. Taft	68.7*

Carburol^{Regd.}

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.

A GOOD
"FILL-UP"
FOR RIDERS

Carburol^{Regd.}

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)

Results of Haddenham Meeting June 4th

Race 1. 350 c.c. solo 6 laps. m.p.h.

1st E. N. Iffland (AJS).	59.03
2nd R. H. Martin (Norton)	58.84
3rd J. Rampley (Norton)	57.32
4th R. F. Seymour (Velo), 5th E. Procter (Norton), 6th E. Marks (Velo), 7th D. A. Storr (Norton), 8th P. Cocks (Norton), 9th D. Langton (Norton), 10th A. F. Davenport (AJS), 11th J. M. Young (Ray Special).	

Race 2. 350 c.c. solo 6 laps. m.p.h.

1st W. R. Fletcher (Velo)	59.60
2nd D. Gregory (AJS).	59.32
3rd M. P. O'Rourke (O.M.)	57.68
4th K. Rickard (Velo), 5th E. A. Woods (Norton), 6th P. E. S. Webb (O.K.), 7th G. Edwards (AJS), 8th W. F. Becket (AJS), 9th P. E. Nurser (Excelsior), 10th A. Brown (AJS), 11th C. C. Kennedy (Norton), 12th W. Kinrear (Ariel).	

Race 3. 350 c.c. A.J.S.'s 6 laps. m.p.h.

1st E. N. Iffland	60.59
2nd W. F. Becket	59.60
3rd G. Edwards	57.43
4th D. Gregory, 5th R. Woodham, 6th A. F. Davenport.	

Race 4. 350 c.c. Velo's 6 laps. m.p.h.

1st W. R. Fletcher	61.56
2nd E. Marks	60.22
3rd J. M. Humberstone	60.06
4th N. R. Stephenson, 5th B. W. T. Rood, 6th G. W. Cheshire, 7th J. L. Kendall, 8th W. Austin, 9th K. Rickard, 10th N. W. White, 11th R. F. Hodge, 12th P. L. Pratt.	

Race 5. 350 c.c. Norton's 6 laps. m.p.h.

1st J. Rampley	61.43
2nd R. H. Martin	61.36
3rd P. Cocks	60.85
4th H. J. Boynton, 5th B. W. T. Rood, 6th D. A. Storr, 7th C. C. Kennedy, 8th D. Langton, 9th W. Hall, 10th E. J. Porter.	

Race 6. 500 c.c. solo 6 laps. m.p.h.

1st D. Gregory (Norton)	64.27
2nd N. R. Stephenson (Excelsior)	62.96
3rd H. E. Gilbert (Triumph)	62.42
4th R. F. Seymour (Norton), 5th M. P. O'Rourke (O.M.), 6th E. R. Ward (Triumph), 7th J. L. Frost (Norton), 8th E. Maddox (Norton), 9th R. K. Smart (Triumph), 10th A. MacGregor (Matchless), 11th E. G. Fogg (Triumph).	

Race 7. 1,000 c.c. solo 6 laps. m.p.h.

1st Dudley Ward (D.W. Special)	66.17
2nd W. F. Beckett (HRD)	64.76
3rd E. J. Davis (HRD)	64.75
4th H. T. Bostock (Triumph), 5th H. E. Gilbert (Triumph), 6th D. Gregory (Nor-	

ton), 7th J. L. Frost (Norton), 8th E. R. Ward (Triumph) 9th E. G. Fogg (Triumph).

Race 8. Sidecars 5 laps.

1st W. Boddice (Norton)	53.68 mph.
2nd P. A. Seymour (Thorpe Douglas)	10m. 45.2s.
3rd P. V. Harris (Norton)	11m. 48.6s.

Race 9. British 250 c.c. solo 6 laps.

1st J. H. Parker (Rudge)	54.55 m.p.h.
2nd J. P. Driscoll (Rudge)	54.54
3rd H. A. Pearce (Triumph)	54.30
4th D. Taylor (A.J.S.), 5th R. Grange (O.K.).	

Race 10. All Comers 250 c.c. solo 6 laps.

1st H. A. Pearce (Triumph)	56.65 m.p.h.
2nd J. H. Parker (Rudge)	55.69
3rd S. R. West (D.K.W.)	55.35
4th G. R. Turner (Springbok), 5th N. W. White (Velo), 6th W. Austin (Velo), 7th J. C. McCubbin (Excelsior) 8th P. A. Kirby (New Imp.), 9th D. N. Hutt (Rudge), 10th F. A. Spencer (Spencer Spec.).	

Race 11. Vintage Solos 3 laps. m.p.h.

1st P. L. Pratt (Velocette)	54.09
2nd F. D. Booth (Ariel)	53.65
3rd I. B. Wicksteed (Douglas)	51.09
4th R. Bovingdon (Norton), 5th R. A. Beecroft (Norton), 6th L. F. Bovingdon (Norton), 7th S. A. Johnson (Norton), 8th J. D. McKay (Scott), 9th R. Thornton-Rigby (BSA), 10th W. J. Lawrence (AJS).	

Race 12. Winners' Handicap 10 laps.

1st E. N. Iffland (350 AJS)	64.30 m.p.h.
2nd M. P. O'Rourke (350 O.M.)	64.19
3rd E. J. Davis (HRD)	65.65
4th D. Ward, 5th N. R. Stephenson, 6th W. F. Beckett, 7th J. Rampley, 8th R. H. Martin, 9th P. Cocks, 10th J. M. Humberstone.	

Fastest Laps Recorded at Haddenham on May 15th:

125 c.c. J. Difazio (BSA)	43.91 m.p.h.
250 c.c. R. H. Pike (Rudge)	64.74
350 c.c. R. H. Dale (Velocette)	68.89
500 c.c. G. Brown (HRD)	71.59
1000c.c. D. G. Lashmar (HRD)	69.68
Sidecar P. V. Harris (Norton)	62.21
Also of special note:	

Dudley Ward (500 D.W. Spec.)	69.68 m.p.h.
W. Sleightholme (350 AJS)	66.51

Speaking Personally

Epsom. The work in connection with Haddenham has slowed development. Peter Rees is now assisting with the office work. Barry and Jack Grenfell have each given much needed furniture, the former four very comfortable chairs and the latter a long needed and large boardroom table with three chairs. Tom Harding has made alterations to give more shelf space and now A. J. Duffell has promised to decorate the rooms during the winter.

F. L. Beart. Beart 500 Nortons have secured the following results in Europe: Rider A. Vitvar.

Podebrady G. P. First.

Ostava Circuit First.

Mannin Circuit First.

Rider V. Bubenchick.

Prague G.P. First.

As a token of appreciation of his work at Daytona, your committee presented Francis with an autographed cigarette case.

H. T. Bostock. Writing appreciatively of Haddenham gives an insight into the difficulties successfully contended with, by this very active member. His Triumph is a 1939 T.100 with own rear springing and A.M.C. forks Original C.R. of 73:1 is retained and all parts standard although the camshaft has been gazed upon in a dreamy way. C.I. cylinder heads and original barrel sleeved for economy's sake. He has to keep the bike in the hall and hopes against hope he will one day get a set of G.P. gears. Hearing these limitations, all the more credit is due to Harry both for his tuning and riding ability.

Miss Wallach. Theresa is in Florida with the Seminole Indians who, never having signed a peace treaty, are still technically at war with the White Man. A primitive but very kind race but the temperature is a little too too for Theresa who is seeking cooler regions.

D. Hovenden. Dennis writes that he has been accepted for the A.M.A. 50 miles race at Boston, Mass. One mile to the lap with a short stretch of dirt surface. Dennis writes that he looks forward to the meeting with interest but that his heart and thoughts are also with the boys in the Island. He hopes to enter for Haddenham August or September.

The R.E.G. Although it could not perform in the Island, the short practise brought favourable comments from many.

Bob Geeson, Gordon Allen and Trevor Bridges deserve full marks as a team who have stuck together and will continue to do so, until they have a worthwhile British 250. Let us look forward to the day when Guzzi's will not think it worth while entering because there are already teams of R.E.G's and L.E.F's running.

C. H. Francis. Harry has taken delivery of another new K.T.T. Velo. His stable now holds: One each 350 c.c. and 490 c.c. 1947 Nortons, 1949 Velo, 1948 350 J.A.P., 1947 500 c.c. J.A.P. and the 1948 Speedway machine. He was entered in the Senior T.T. by Pip Hylton's firm.

J. P. Crocker. Excellent progress being made after his crash at Blandford. His rear wheel locked solid and he knew nothing more for a week.

W. Boddy's articles. The regular reviews of the old days are appreciated by everybody. A masterpiece of writing. We are eternally grateful to the Editor of Motor Sport. New riders value these spotlights on happenings of which they might otherwise never hear whilst to the older riders, they make Bemsee a most attractive paper. In confirmation of this, in the Island this year your Secretary met W. A. Jacobs, with J. P. leGrand who rode with W. A. in the first T.T. There were also there, Frank Applebee, Rem Fowler and Jack Marshal to whom the sport is still the sport. All spoke well of Bemsee.

Additionally, Mr. Boddy has presented the club with a collection of pictures of Brooklands events secured when he bought the effects of the old B.A.R.C. These are now on the Clubroom wall and evoke continuous remarks such as "Well I'm blown there's old ———."

K. Fisher. Joined the club with the set purpose of procuring and racing something good. After many snags he now reports the acquisition of a good Velo. Best luck to a sincere member.

R. W. Wagstaffe. His Guzzi had ignition trouble at Ansty on the 5th lap. Is awaiting a spring frame conversion after which, he hopes to bring it to Haddenham. This first rate sample of the old 500 c.c. single will be watched with interest.

T. A. Westfield. Following his Cadwell spill, came out of hospital towards the end of May. His wrist must be in plaster for a period, he had hoped to be fit for Haddenham July 2nd.

Bill McVeigh. Reports of slow progress. All members send to Bill their heartfelt thoughts and wishes for as short a convalescence as is absolutely necessary.

Ken Bills. Ken was seen in the I.O.M. His injured shoulder will debar him from riding for sometime. Although we can guess his disappointment, Ken was cheery as ever and delighted to see Ernie Lyon's excellent performances in his place.

J. C. J. Knott. The story of that starting pistol at Haddenham on May 15th is a tribute to John's keenness. John provided pistol, blank cartridges and licence on the day. Service with a smile and thank you.

Haddenham. The Club have contributed towards the Haddenham Community Centre's Fete as a token of appreciation of the good will and fellowship extended to us by all the people of Haddenham at race times.

The Race Committee at Chartair Ltd. are extremely disquieted at the feeling gained by some Bemsee ladies that their services so willingly offered as programme sellers on May 15th were not wanted. This is a wrong impression which the Committee are anxious to dispel. If you will help with selling programmes, your services will gladly be accepted.

A special word of thanks to **Sam Rogers** of Airtech. After doing a very full day's work with the firm, Sam spends his evenings as voluntary Bar Keeper for the Social Club and a jolly fine job he makes of it too. On race days, he acts as assistant to the Clerk of the Course and has little difficulty in coping with any tangled situations.

Most of all, our thanks go to **Mr. R. J. Willis** who copes with the organisation of preparing the track. The speed with which his working parties set up the field is a fine example of teamwork, little appreciated by those who arrive on the day and depart immediately racing is finished.

Practising at Haddenham. If you wish to do this on Non Race days you should first write to Mr. R. J. Willis c/o Chartair Ltd, Haddenham, Bucks. giving ample notice of your wishes. Practising cannot start until after 6 p.m. and it does not follow that it can be done every day.

The Mid Bucks Club. Bemsee members appreciate and honour the work done on their behalf by the above club. If we have another invitation meeting, we shall certainly not forget our sporting friends.

Haddenham Prize Money. By the time

this issue is in members' hands, all prize monies will have been distributed. Various members have grumbled at the delay. They are asked to realise that, since May 15th, two more race meetings have been put on and the T.T. has been covered. The preparation of programmes is equal to the production of another Bemsee and in any case, in pre-war days prizes were given out at the annual dinner.

Members are asked to consider what is being done for them. If they feel there is any idling, the remedy is in their hands.

M. E. K. Peal. Reports sundry trials and tribulations at the last Haddenham meeting. His 500 c.c. Vintage Triumph was bent considerably due to the rear wheel slewing round. The old Triumph has a cross over countershaft drive causing this trouble.

Martin had difficulty with his Cotton Blackburne. Since the meeting, member W. Lilley, an expert on Blackburne engines has taken him under his wing.

Phil Heath. After a short chat with Phil in the Island it was learnt that his Continental ventures in partnership with R. H. Buxton are proving most enjoyable. Their "Sports-wagen" holds two solos and a sidecar and both will be off again immediately after the T.T. first call Swiss G.P. Meantime, Phil's partner Joe Dent keeps the home fires burning as regards their business.

Harold Daniell. We are all delighted at Harold's win. Ajay fans were justifiably grieved at Les Graham's rotten luck with victory in his grasp, but there it is. Racing motorcycles and women, there is little to chose between them. Harold rode his Norton with tact and mastery and, at a time when the critics wrongly talk about "being past it," he must have been pleased to put the lie to this unfair comment. All best wishes for further success in the "Swiss."

Bob Berry. Bob says that a completely new engine (not supercharged) is being supplied for his Brough which he intends taking to Pendine again. He speaks very highly of the prone riding position and considers Pendine the ideal spot.

D. G. A. Clarke. Wishes to correct the impression that he was unable to qualify in T.T. practise due to riding inability. The true position is that, due to a blow up, his replacement engine arrived too late. D. G. A. feels that he should be able to master the course sufficiently to manage one practise lap within the statutory 35 minutes.

A Birmingham Section. Member J. D. Boynton would like to get up a series of monthly meetings on the line of the Winning Horse gatherings. He has a venue in mind, will all those interested write to him at

271 Moor Green Lane, Moseley, Birmingham.

Any resulting meetings will be published in these columns.

The Benevolent Fund. A special vote of thanks to Bill Jarman. In the terrific amount of work entailed in arranging the marshals etc. for Haddenham, his postage bill etc. amounted to £2-4-10. He asks this to be paid into the fund.

The fund now stands as follows:

April	£122	13	0
May		2	16 0
June:			
W. G. Jarman		2	4 10
A. G. Reynolds		1	1 0
First 2 meetings			
at Haddenham	20	0	0
	£148	14	10

The Winning Horse. The meeting on June 23rd had the usual huge attendance. We have now got to the stage where the parking field is inadequate to hold all vehicles. Date of next meeting July 21st.

Forthcoming Dates to Note.

Scarborough. July 7th to 9th.
Circuit de Gedinne (Belgium)
July 24th.

Blandford August 1st.

Next Haddenham meeting in August.
Details of each from Epsom.

W. Sleightholme. Was invited to compete in the races at Erikstoppel, Near Stockholm. Wilf reports that he won the 350 c.c. class but came unstuck in the 500. He is performing in the Dutch T.T. after which we shall see him at Haddenham.

A Book of Interest to you all. "A Racing Motorist" written by Sammy Davis recalls in the most vivid way the trials and joys of the old days and then surprisingly brings home to us how the work done in those early years matured in the relative comfort and efficiency of the recent war thanks to real mechanisation and the formation of that wonderful corps R.E.M.E.

Sam knows, he experienced both the wars as well as the breaks for peace and his writing is just as we like. It is particularly interesting to us as so much of S.C.H.'s racing history is intimately linked with one of our own committee men. The book is published by Iliffe, there is only one comment—Buy It.

OWING TO PRESSURE ON SPACE THIS MONTH THE LIST OF NEW MEMBERS HAS BEEN DEFERRED.

Marshal's Musings

These notes are being scribbled just before the third Haddenham Meeting and prior to the T.T. where Linda and I have a sporting high-speed engagement. This explains our absence on the 4th June. If you have helped Cliff Lewis and Bill Huxley, please accept the grateful thanks of 'Bemsee' and get a great deal of mental satisfaction from doing a good job really well.

To the men of Mid-Bucks, a special word of praise. It is not generally known that these big-hearted blokes, have covered all seven of the Flag-Points and the eight sections in between. They are so keen, that they bring their food and refreshment and stay at their posts even during the two hour break between practice and racing.

A member has written to me asking what is excepted from a Marshal. This isn't an easy question to answer because there are so many kinds of jobs which can all be put in the same category. Just

as Observers are so necessary for Trials, so are the Marshals with Racing. (Note the capitals please Mr. Editor). Good Marshals almost know what to do by instinct but in case they don't, Cliff Lewis supplies us with a nice lot of instructions for distribution to those men who are new to the job. Normally any man who hasn't done it before is put with one or two others who have. The duty calls for tact and polite firmness such as one would expect from a first rate Police Officer. A Marshal is almost a Special Constable in his sphere and at Haddenham he will find quite a few of the Shire Police always ready to help. These good fellows are now really well versed in the great art and science of motor-cycle racing. Have a chat with them sometime and you'll be surprised at what they know about all kinds of sport. Your Club and its Committee are rather proud of the County Constabulary of Bucks.

Talking of "Bucks"—what a lovely word—watch the boys and their bikes **very** carefully at the next meeting. If you can, get down low and just observe the model with your eyes in line with the wheel spindles. Then get lower still and watch the tyres. You will be amazed at what a modern piece of racing iron-mongery will stand. Yes, gentlemen, "Bucks" is the right word. Think it over!

This is the sport which breeds bodies as well as bicycles and what is more, it all helps with the export of excellent machinery. We get a lot of motorcycles from a ton of metal and it is therefore, the duty of every motorcyclist to keep on telling the world, that we deserve a few bouquets from Parliament and Press. The days of brickbats ended before the

war and we must never allow them to come back again.

"Bemsee and Chartair" of Haddenham are now a formidable combination. "Airtech and Carburol," make it a quartet of no mean calibre. Very well then Mr. Marshal, pat yourself on the back and make a vow that each meeting is going to be better than the last until we have a circuit which is the best of its kind in the world.

In the years to come you will be pleased to say to your grandson, "Aye my boy I remember when they used to lap at sixty odd, not a hundred and sixty odd."

Cheerio and thanks a lot. See you at the next meeting. Saturday again!

W. G. (Bill) Jarman.

MUTUAL AID

Wanted. K.S.S. or K.T.S. Velo alloy head cpte with bevel box, bevels, camshaft and rockers. Best condition possible but will not say no to worn stuff. W. R. Fletcher, 63 Priory Road, Hamton, M'sex.

For Sale. 1939 ex Works 250 c.c. Racing Manxman, rigid frame, unit construction, alloy rims, Elektron gearbox, R.N. carb etc. Third in 1946 and 1947 M.G.P.'s Exceptional condition, one of the fastest English 250's extant. £185. W. N. Webb, 46 Matlock Way, New Malden.

Leathers. A limited supply of suits are available at special prices. Horsehide, black or brown £19 10 0. Chrome, black or brown £16 15 0. Delivery 7 days. Write in to Epsom if interested.

OBITUARY

BEN DRINKWATER

We have lost a good friend. Ben could always be counted upon to finish well and was an ideal team rider. We remember him for his 4th position in last year's lightweight T.T. when he rode a Guzzi as a member of our team. His first experience in the I.O.M. was in the Manx in 1937 at the age of 25 since when, he was a regular competitor up to 1947 when he turned over to the T.T. races. His successes came invariably on 250 c.c. machines.

This year the fates were against him on a Norton in the Junior race when he gave way to another competitor at Cronk Bane. By his sporting action, the movement loses a trustworthy friend. Ben was married and had three children and the Club's deepest sympathy goes out to his loved ones in their times of sadness.

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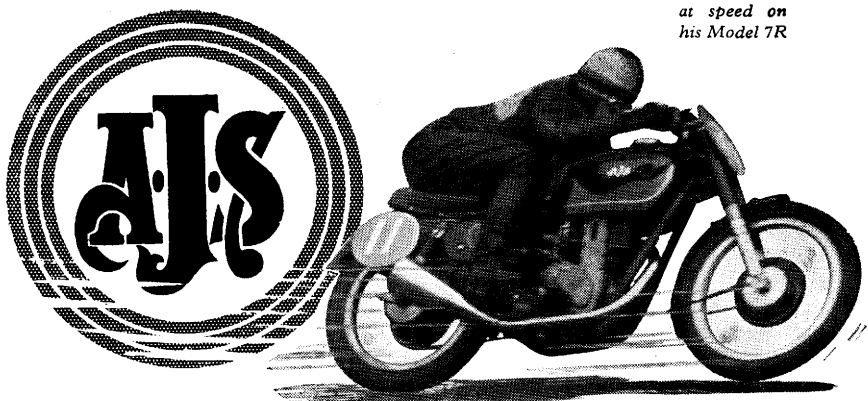
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Ernie Lyons
at speed on
his Model 7R



Model 7R

348 c.c. O. H. C.

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

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

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

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

The Race-bred Motor cycle

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

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," etc.

Of the 1928 season the B.A.R.C. Year Book observed: "With the exception of the Essex M.C.—which included three motor cycle races in its October Meeting—no other club now runs motor cycle events at Brooklands, and the B.M.C.R.C. may be regarded as the official body catering for this section of the sport at the Track." Moreover, it was a very good season, even if rain did interfere with two of the scheduled eleven meetings.

Speeds were high and at the very first meeting le Vack won a 500 c.c. 3 laps race at 103.97 m.p.h., accomplishing his flying laps at 108 m.p.h. At the second meeting Lacey lapped at 107.34 m.p.h. on his 488 c.c. Grindlay Peerless-J.A.P., doing his standing lap at 95.23. Colgan did 102.27 m.p.h. but later his 498 c.c. Zenith-Blackburne went over the top of the Byfleet banking, leaving Colgan, unhurt, on the track. The race winners on this occasion were Lacey, Staniland (Excelsior), Baldwin (Zenith), who **averaged** 102.92 m.p.h., le Vack (New Hudson), Gus Grose (Excelsior)—does he remember how I once, some years later, cleaned and polished his brother's Excelsior-Villiers with loving care, only to be told off for my pains?—and Price (Douglas).

These speeds were maintained as the season wore on, Freddie Hicks (Velocette) lapping at 101.02 m.p.h. on a "350", later at over 103 m.p.h. for two laps on the same machine, while the irrepressible Lacey won a 5-lap race at 107.10 m.p.h., his best lap being at 109.46 m.p.h., on his Grindlay-Peerless (s.s. lap at 98.23).

The long distance classics were held again, the results being:

200 Mile 350 c.c. Sidecar Race.

F. G. Hicks' (Velocette) 70.84 mph.

200 Mile 600 c.c. Sidecar Race.

A. Denly (Norton) 78.73 mph.

200 Mile 1,000 c.c. Sidecar Race.

E. C. E. Baragwanath (Brough) 73.95 mph.

During these races Hicks broke the 3 hour class B/S record at 70.79 m.p.h., Denly the one and two hour and 200 mile Class F records, at upwards of 78.79 m.p.h., after an epic duel with le Vack's New Hudson, which retired. Other excitements occurred when the front down-tube of Kempster's McEvoy broke and when Baldwin's chair stood on its nose in a cascade of sparks on the Byfleet banking.

200 Mile 250 c.c. Solo Race.

C. S. Staniland (Excelsior) 74.34 mph.

200 Mile 350 c.c. Solo Race.

W. H. Phillips (Grindlay) 86.69 mph.

200 Mile 500 c.c. Solo Race.

H. le Vack (New Hudson) 94.85 mph.

200 Mile 1,000 Solo Race.

L. P. Driscoll (588 c.c. Norton) 87.07 mph.

Two unusual accidents happened, Fernihough hurting his foot against the handlebars of a machine stationary at the track-side and Walker's Chater-Lea hitting Thomas' Rex-Acme handlebar, causing him to break his arm. In the 500 c.c. race le Vack turned the tables on Denly, the Norton retiring this time. The V-twins were disappointing throughout the season, and Driscoll easily beat Baldwin's Zenith, the only "big fellow" to finish, in the 1,000 c.c. race.

Hutchinson Hundred Handicap.

P. Brewster (495 c.c. Matchless) 93.52 mph.

The smaller bicycles were well up, Hicks' astonishing 348 c.c. Velocette finishing second and Fernihough's 246 c.c. Excelsior 3rd, at 92.57 and 77.45 m.p.h., respectively. In the preceding short races the victors were Hicks, Dicker (Rudge), Hicks again and Baragwanath (Brough sidecar), although Hicks would have probably won this one too only he mis-counted his laps. Staniland lapped at nearly 80 m.p.h. on his 175 c.c. Excelsior—remember, please, that all this took place over twenty years ago.

Newman Cup Race.

R. H. Hopkins (Chater Lea) 76.85 mph.

During the season the aggregate cup winners were Staniland, Hicks, Lacey, Denly, Baldwin, Tucker and Baragwanath, Hicks scoring in both Class B. and Class B/S.

Two outstanding records established during 1928 were the 500 c.c. "Hour" by Lacey's immaculate Grindlay Peerless-J.A.P., at 103.30 m.p.h., rewarded by a complimentary luncheon and a watch presented jointly by the B.A.R.C. and B.M.C.R.C., and Ernie Nott's 200.46 miles in two hours on a 500 c.c. Rudge.

(The next instalment will deal with the 1929 season)

ONLOOKER

Haddenham. 4th June, wind fresh S.W., weather fine, programme full, not very well supported by spectators, run off smartly, organization now really well oiled.

Due to absences in the Island, speeds not up to usual except in Sidecar and "Handyscrap" events which were both 'worth a guinea a box.' You rider blokes tried hard, Iffland, Dudley Ward, Michael O'Rourke, Martin, Rampley, Fletcher, Pearce, Harris, Seymour and Boddice all deserving a special mention. But, we did miss the high speed scraps between the Stars, next time, doubtless we shall see the absentees again.

'Handyscraps,' never a favourite of mine, certainly would appear to be the thing at Haddenham and the last race of the day was splendid, fairly contested and a tribute to Ebby's skill.

In the early races, Young's Ray Special had acceleration but lacked top speed. Iffland's old o.h.c. A.J.S. surprised everyone and obviously had received expert attention to be able to beat Bill Beckett on a modern 7.R to win the A.J.S. race.

Both the Velocette and Norton races had close finishes which sustained the race interest even though speeds were lower, as to be expected. W. R. Fletcher and J. Rampley deserve congratulations on their respective wins.

The big races were a fight between Gregory (Norton) and Dudley Ward (D.W. Spl.) Gregory won the first but had to push in to finish the second. It was noted that speeds were mounting throughout the day as the weather conditions improved.

The sidecars provided one of the biggest thrills of the day. Everybody in this race had a go at leading so you can imagine the fun. John Surtees came round with grass on his chair, then Boddice and Seymour fought it out — both on the grass past the finishing point. P. V. Harris seemed to have the race in his pocket only to strike trouble and fall back to third place.

Pearce gets an early lead in the "British only" 250c.c. race. Glover and Parker press through though Glover strikes trouble and Parker very nearly lost the race to Driscoll, who came up well, through shutting off before crossing the finishing line. In the All Comers' 250 race the quiet of the day is disturbed by the roar of West's

D.K.W. Parker is well in the lead until he strikes trouble. All praise to Pearce who rode with judgment, to win on his very much worked on Triumph.

Now we have the Vintage Bikes and a jolly fine lot they are, it reminds me how old I am to look at them, big port Ajays, the early Cammy Velos, the long Nortons, the Dirtish looking Duggy and well, just a lot of sweet memories of the past, all credit to the chaps who maintain them in such fine fettle to the tune of a 54.09 m.p.h. winning speed.

Now on to the tit bit of the day, a 10 lap handicap for the winners. The 250's first, then the 350's followed by the 500's and 1000's. O'Rourke and Iffland scrapped all the way through, Davis & Ward meanwhile were going it hammer and tongs and towards the last few laps a couple of hundred yards only separated the first 4. All results are given elsewhere.

I read Count Lurani's article in "Motor Cycling" with great interest and recommend it to any who have not seen it. Obviously one can't just mix up all these capacities because, when you race, you race to win. Take for example the first suggested Class A: 75c.c. s/cgd., 125c.c. o.h.v. and 2 strokes and 250c.c. s.v. I don't know which but obviously one of the three would be the best bet. Imagine that it's the 75c.c. s/cgd., then the lads interested in that class will get busy developing these little babies and from then onwards, nobody will bother about the rest of the available types.

The same applies throughout the range, or am I leading you up the garden and would it be a good thing and bring development of each type?

On fuels. You may say, for example, that it's a waste of time developing Pool engines when we may soon have 50/50 back. This argument can be carried on indefinitely. I do think that racing should be done on an average No. 1 Pump fuel. I cannot agree with all this 6/- &c. per gallon Dope which only develops sprint engines which gobble up fuel at a ridiculous rate. It all needs careful thought, and we should certainly have our say as the premier Motor Cycle Racing Country, and by far and away the biggest manufacturers of Racing & Sporting Motor Cycles.

Cheerio for now,
Ted Frost.

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