



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 3. No. 1—January, 1950

ONE SHILLING



E. N. IFFLAND winning the A.J.S. Race at Haddenham, June 4th, 1949. His 346 c.c. machine is a pre-war model, owner tuned and fitted with Telescopic Forks and McCandless rear springing. A remarkable private venture.

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FILM SHOW, JANUARY 27th, See Page 7

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Bemsee

Journal of the
British Motor Cycle Racing Club Ltd.

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.

1950. In a year of many difficulties, members have performed with distinction all over the world. The thanks of everybody goes out to all those who have done so much to make the club great.

Here's wishing continued success to everybody in the coming year be they riders, officials or the humblest supporters. This may be an old Club but, in its active and enthusiastic members young and old, we hold the secret of perpetual success.

Continental Circus The article this month by one who lays no claim to any outstanding success is an inspiration to members to seek similar experience. The sequel of this twelve month story, where the writer is making up his reserves to repeat the experiment is romantic and individualistic.

To those contemplating the same, certain possessions are essential. A good car as well as racing machines, a philosophic outlook and, if married, a wife with the necessary understanding.

Awards in 1950. The magnificent gifts announced by Messrs D. M. Glover and G. E. Tottey at the dinner are gladly accepted and give us good heart. We shall endeavour to give good return for the encouragement we have received. One award which we would value above all others would be the return of our track.

B.R.M.C. News has only just been received of the tragic death of Malcolm Davis, the founder of the scheme for a joint effort to produce a British Racing 250 c.c. In sending our sympathy to his wife, it is hoped that those who are left will close up the ranks and continue to a successful conclusion with the plans so rudely interrupted.

The A.G.M. January 6th. is the day when every member is wanted at the R.A.C. at Pall Mall. Members must have many ideas and suggestions and it is hoped they will be ready to supplement them with practical help. Such service from every member may make 1950 the year when B.M.C.R.C. was accorded the purely logical acknowledgement of its position as the pre-eminent body in the sport of Motor Cycle Racing.
SEE YOU AT PALL MALL NEXT FRIDAY.

Your 1950 renewal subscription, £2 2s. is now due. Please help by remitting at once to 55 South Street, Epsom. Thank you.

Note: New date bars will be sent to all lapel badge owners. Due to lack of records of Pre-War badge holders, please state whether or not you require a date bar.

THE ANNUAL DINNER

Bemsee's nomadic life continues. This year, the dinner on December 2nd. at Slater's Restaurant, Kensington was completely different from any other Post-War dinner but was generally agreed to have been most successful and the nearest thing possible to the old high spirited dinners of the Twenties and Thirties.

The whole affair was informal and friendly and we are indeed grateful to all our ladies who enter into the spirit of such an evening, putting us all at our ease. The jolly way in which Lady Guinness presented the prizes, "made much of" Andy and told us that she had loved every minute of the evening was a complete reward for the preliminary work inevitably necessary in ensuring that 285 persons shall sit down at a scheduled time for an evening of unmarred enjoyment.

And another thing. It was very naughty of him; but how like old times when Dennis Lashmar let off his jealously hoarded crackers at exactly the right moment! Fortunately, this time the trajectory of the bangers was not in line with the seat of Andy's pants.

There was a magnificent display of trophies. Geoff Duke had brought down the Clubman's Senior Trophy for all to see but a disappointment was caused by the non-appearance of the Silverstone Replicas. These were delayed somewhere in the post from Birmingham and arrived the following morning. All have since been posted to their recipients. Another melancholy aspect was that we could gaze upon the Hutchinson Cup but, due to an appeal which is in course of process, it was not possible to make the traditional presentation to the year's holder. In compensation for that, the scenes when Andy was handed a present can scarcely ever have been equalled at any other Bemsee dinner.

Sir Algernon Guinness was again in the chair and in proposing "The Club", expressed great pleasure in welcoming those present and in the way the progress of the club provided the answer to those of his motor friends who were puzzled as to his interest in motorcycles. He specially welcomed Mr. Marians of the A.C.U. and Mr. and Mrs. J. D. Ferguson. The work which Mr. Ferguson had done for the club would fill a book.

The membership was now 700, which counted for something. He thought the success of meetings depended on the strong action of every member of the committee

and all officials. He paid tribute to the fine work which had been done in this direction in 1949 and, in so doing, made special reference to Mr. Lewis and his sister Mrs. Oliver.

He was relieved to know the Club was at last Incorporated as a Limited Company. We had asked for two dates at Silverstone in 1950; the final decision regarding which, would have to be settled at an R.A.C. meeting on December 14th. It seemed certain that at least one date would be granted whilst the Club could rely upon the speaker's support as far as possible in the double request. We must not forget that 1949 had been a lucky year as regards weather and it might be that we got two horrible wet days in 1950. His chief remembrance of the Silverstone meeting was that he had never seen anything quite so fine as the way Geoff Duke had pushed himself up among the flying A.J.S's.

He warned the club that two big car races at Silverstone in 1949 had each cost £27,000 before the flag fell. He thought the Club deserved credit for risking so much and he thanked God the day had turned out successful. He gave all praise to the Committee for what they had achieved. At the same time, he asked members to note the help given by the R.A.C. and the Police. Apart from their work inside the track, the excellent signposting and traffic control outside was fully appreciated.

The speaker praised the successes achieved by members at so many races abroad as well as at home. The marvels which they had achieved had earned the Club respect in every country. He was glad to think Manufacturers had helped and would ask them not to forget the British Motor Show to be held in New York.

He had some excellent news for the Club in that Mr. D. M. Glover who had last year founded the Benevolent Fund with an initial donation of £105 and who, throughout the year, had given so many valuable awards for racing successes; was going to do even better for us in 1950. He had presented the Club with a magnificent trophy to be called "The Glover Trophy", for annual competition in a major race and, accompanying the trophy, were to be cash awards as follows £100 for the first man, £50 for the second and £25 for the third. (Loud Applause).

Again, he made acknowledgement of the help given to the Benevolent Fund by a donation from Messrs Brown Brothers Ltd of £50. He was deeply grateful that our friends in the trade took such kind interest in a very fine cause.

Finally, he would like to thank Mr. G. A. Reeve, (unfortunately, not present) for his action at Silverstone in finding and restoring one of his most cherished possessions—his Bemsee "President's" badge.

In calling upon Harold Daniell to reply, the Chairman wondered, from his own knowledge of having raced 7 times in the Tourist Trophy races and with vivid recollections of the surface and the corners, how on earth Harold had managed to get round that course faster than a motorcycle could lap Silverstone. He would ask Harold to speak for the riders but would conclude with his own opinion that he would like to see more of Haddenham and he did not think that course should be forgotten.

Harold Daniell in a typically business like speech summed up the rider's outlook. He thanked Sir Algernon for his kind remarks and hoped the Club would continue to progress in 1950. There had been snags at Haddenham which he still hoped would be smoothed out for the new season.

Silverstone had been first class. He thanked the R.A.C. and looked forward to more meetings. A few complaints came from members but the only serious 'moan' had been at regulations which had resulted in one class of machine being unable to ride in the 100 miles races at Silverstone. In this case, a programme had been devised to suit the majority. The day had been a fine one, and although of course the riders deserved first praise for their splendid show, he thought we should appreciate the great help given to us by the B.B.C.

Concluding, Harold on behalf of the committee, thanked Sir Algernon for his kind remarks and the members for their support. If they had constructive criticism or suggestions, they would be welcomed by his colleagues in the committee.

Proposing the Ladies Professor Low was as witty as ever. Feeling that this was the only toast which mattered, he proposed to keep as close as possible to his subject. In these days of problems of Empire, A. Bombs and Ground Nuts, he found hard work essential to keep an orderly mind and had been intimidated that evening by charming ladies who had told him to behave himself.

He recalled a recent lecture he had given in an Art Gallery where his fascinating

audience wore dresses largely held up by strength of mind. He was to be followed by a thought reader who, sitting in the audience, fixed him with a nasty look throughout his lecture on Ultra Sonic Sound.

He spoke of the influence for good which women had had on motorcycle design and, speaking as a humble member of the A.C.U., he hoped Bemsee would do something to encourage training and to bring in the interest of the ladies.

Commenting on a somewhat unfortunate decision taken by the designers of the Festival of Britain when they proposed to build a complete flower garden which would revolve in juxtaposition to a beer garden, the Professor concluded with a humorous anecdote anent a Parrot subjected to somewhat similar bewilderment.

Replying, Linda Jarman made an extremely brilliant maiden speech. Her prayers for a relaxed throat had not materialised and she must therefore face her worst critic—Bill.

The ladies enjoyed being able to share this evening and she wished that their men-folk would also let them share their gazettes. "Bemsee" was a paper which the ladies would like to see. She welcomed all the riders but, with their clean hands and faces, they looked so different tonight.

With a story very much after her audience's heart and which she was later commissioned to set out at length, for retailing by another lady present at a forthcoming ladies festival, Linda sought enlightenment from Professor Low as to the meaning of the term "Double Knocker" whose recent use had caused her some perplexity.

Concluding with a note of thanks, Linda hoped that the premier motor cycle racing club would not have to go much longer without its own track.

Proposing the guests Leslie Archer Sen. welcomed everybody with special reference to Jim Rendell—unfortunately prevented from coming—and wishes for continued Blandford meetings and to the Lincoln Club of whom Mr. & Mrs Harry Francis were present with a sincere wish that Dunholme might be brought back.

He expressed thanks to L. J. Baker for the help which we had had from the Mid. Bucks Club, to Sam Rogers of Haddenham, to the A.C.U. and R.A.C. and to Mrs. Oliver for the great work she had done to help Cliff. He concluded with special appreciation of the encouragement and support which the club continued to receive from Mr. Glover and hoped that others would follow his example.

Mr. D. M. Glover in thanking **Mr. Archer** for his handsome words said that at this, his second dinner with club, he felt a part of it and followed our activities throughout 1949 with enjoyment.

The Benevolent Fund had not been a terribly great success but it had made positive progress and had already influenced some trade people to support it. In seeking this support he was reminded of the vicar who always failed to obtain a donation for his charities from the local motorcycle agent who said that, while he admitted his debt to his maker, God was the only one who was not pressing him at the moment.

He was delighted to hear of the hope of a Spring meeting at Silverstone. In horse parlance, it would be a good thing to have a Lincoln as well as a Manchester handicap.

Alan Taylor in proposing The Press said the Club valued very seriously the fine work which had been done on their behalf by the Press. We had held five meetings and the success of the same had been in large part thanks to the Press.

Sometimes we dissented but this was always in good spirit and never did it suggest that we did not need the support of our friends.

The loss of Brooklands was bad. He considered it essential to regain it as all other countries had their tracks whereas here we had to go to sand races and speed trials. To regain our track and the consequent prestige, press support would be imperative. Before the war it had been so easy to put on a meeting once a month at Brooklands, today we had the example of the great difficulty in putting on one meeting at Silverstone.

In coupling his toast with the name of **D. S. Jenkinson**, **Alan** gave praise to the Motor Cycle, Motor Cycling, the Daily Graphic, Express and Mail and all the other daily and weekly papers both National and Local.

Jenks, who was received with tumultuous cheering and made to stand on a chair in the middle of the room; regretted that, due to the poor acoustics, he hadn't heard one word of **Alan's** speech but he thought he knew the general tenour. He explained why he had been selected to respond because he could be considered as an eminently neutral journalist thereby ensuring the avoidance of any clash between rival papers either daily or weekly.

He kept his audience in fits of laughter in relating his experience at an extremely

select and decorous Continental Prize Giving when the organisers had put on a special prize for the sidecar passenger. Curiosity overcoming patience, **Jenks** opened the parcel whilst amongst the assembly to find he had been presented with a magnificent shaving outfit.

He concluded with an assurance from his own knowledge of behind the scenes, that the Club could count on continued Press support while it put on such good shows.

Lady Guinness then presented the trophies. It will be appreciated that, in addition to the following, well over one thousands pounds in cash has gone out to members as prizes this year.

Associated Motor Cycles Challenge

Trophy - **R. L. Graham**, winner of Brooklands race at Silverstone.

Glover Trophy - **P. Romaine**, winner of Dunholme race at Silverstone.

B.M.C.R.C. Trophy - **M. Cann**, winner of Silverstone race at Silverstone.

Comerford Cup - **A. E. Shaw**, best performance by a member at Silverstone who had not won any first place in any race or handicap throughout the year.

Minnie Grenfell Memorial Trophy - **George Brown**, member making best aggregate performance of year on a marking basis.

Carburol Trophy - **R. H. Pike**, member making best British 250 c.c. aggregate performance throughout the year.

A.J.S. Cup - **E. N. Iffland**, winner of A.J.S. race at Haddenham June 4th.

Charles Markham Trophy - **G. E. Duke**, for maintaining the Clubs' highest traditions for speed and sport in 1949.

Fastest Lap Tankards - **H. R. Armstrong**, **P. Romaine**, **W. H. S. Pike**, **E. J. Davis**. Following these speed awards, two special presentations were made:

To **Mrs. Oliver**, for help and work for the club throughout the year.

To **Castrol Andy**, as a mark of esteem on his retirement. The cheers when **Andy** came up for his ordeal were deafening and his words in reply were not easily heard. At anyrate, he was given musical honours and then chaired round the room preceded by a piper in full regalia.

That the Club's action brought pleasure to **Andy** is proved by the following note since received:—

"I wish to thank everyone for their kindness and good wishes also for the wonderful presentation on Friday last at the Club's Annual Dinner and I assure you that I was very deeply touched.

My best wishes to the B.M.C.R.C. and everyone associated with it.

Most sincerely yours E. J. Anderson."

Following the excitement of the Andy parade, the Secretary thanked Lady Guinness for her kindness in presenting the prizes which resulted in her simple and friendly statement that "she had loved to do it".

The party then settled down to an evening's amusement for which purpose Don Mac Bain had been good enough to bring his own friends who gave a first class cabaret show. We finally parted after midnight with general agreement that it had

been "one of the best nights ever."

George Tottey had journeyed from Liverpool and so thoroughly enjoyed the evening that he has promised the Club £50 for a cup for a race in 1950.

In reading the apologies for absence, a very special thought was given to Mr. A. G. Reynolds who simply could not manage the journey although so anxious to be there. By unanimous consent, a special message was sent to George and it is a great joy to report that his reply has been received with a gift of Three Guineas for the Club's Funds. From all of us, 'Thank you George and God Bless you.'

SPEAKING PERSONALLY

A. J. Glazebrook. Congratulations to Joe and Mrs. Glazebrook on the safe arrival of a future T.T. rider and Bemsee member. Both Mother and Member Minimus are doing well.

For 1950, Joe will again be riding his Triumph and 7/R but, in addition, he will have an o.h.c. 150 c.c.

John Lock. Pre-War members will recall John's cheery smile. For the last 21 months, he has been kept in hospital and, although, happily, he is now making good progress, it will be some time before he is about again.

This experience has had no adverse effect on John's good spirits, he is rejoicing us and points out that, if he can't ride himself, he can put two good lads on bikes. His enthusiasm for motorcycling resulted in two of his doctors and one nurse coming to see Silverstone.

Bill Beevers. Is now getting about reasonably well and hopes to be fit for the new season. His views on Silverstone are, as is generally agreed, that first attention must be given to the surface.

R. B. Bibby. Bernard reports a further ban by his medico for 1950. In consequence, he intends to mount promising jockeys on his 350 and 500 Nortons in as many events as possible. Any enquiries will be forwarded.

Jock Weddell Back at home, reports that his shoulder is at last beginning to heal. Next year, he hopes to compete in local events as soon as possible. Reason for diminished programme is that he is starting his own motorcycle business in which we wish him all success.

Address: Netherpark, Uddingston, Scotland.

Fred Frith. Most welcome news that he has been put on the T.T. Sub-Committee. Racing motorcyclists can feel assured that their problems will be treated with full understanding.

David Whitworth. Is also in England. Next month we hope to have some news as to his future plans.

E. V. C. Hardy. Eric is a trier if ever there was one but he has had more than a fair share of trouble in 1949. Next year Cabby Cooper is mounting him on 350 and 500 Nortons in the T.T. Best wishes for all success, a good partnership.

The R.E.G. Bob Geeson reports that the experiences of the past season have necessitated a big modification programme. To do this, he has moved near to his works. This keeping on in face of all difficulties must, finally, lead to success.

Alf. Shaw. The winner of the Comerford Cup at Silverstone reports that his 250 c.c. Excelsior Manxman had a rigid frame and was lent to him for the day by Bill Jenness who was agreeably pleased with its excellent performance in the hands of a relative stranger.

Stan Pike. Reports safe arrival in Australia and a most hospitable welcome. He sends Xmas greetings and wishes for success in 1950 to all Bemsee members. The same to you, Stan.

H. J. Stoate. Our member and friend in Hamilton, Ontario; went to the flicks and saw the Silverstone News Reel. Came out feeling, he says, as though he must catch the first boat back to England.

R. G. Bethell. Writes that he is now completely fit but so busy that it is uncertain when he will be able to race again. Meantime he sends kind wishes to all

tremely grateful to Mr. Masterton for a timely present. Not much has been said about the Benevolent Fund but it has done good work throughout the past year and it remains a rock on which those in distress can find protection. The difficulties

in the way of effecting registration are being tackled from a new angle and with the powerful support of such backers we certainly have built up a little but not to be despised, nest egg against racing motorcyclists' rainy days.

SOCIAL OCCASIONS

Hendon Nov. 25th. Chief Supt. Taylor and all his staff at the Metropolitan Police Motor Driving School, really exerted themselves, with complete success, to make our visit enjoyable. In an inspection of the School, we saw an example par excellence of individual initiative. As far as could be gathered the growth of the school and its apparatus has been due to its own unaided efforts.

The curriculum must ensure that every constable passed out is a valuable asset to the police force in this motor age. The condition of the hundreds of vehicles in the garage was uniformly spotless. There were Triumph Twins with over 50,000 miles on their clocks and some with a tenth of that mileage yet each looked equally new. The cars, mainly pre-war, were completely free from dirt; outside, under wings and under bonnets yet they had been in use up to a few hours before our arrival. The assortment of makes and the refreshing comments of the instructors on Pre-War and Post-War products were interesting. The school's special love—a 1929 4½ litre Bentley—has had only one replacement—a clutch disc—since being taken on the strength.

Quite the feature most dear to the hearts of true racing men was the spotless condition of the workshop floors.

A merciful veil is drawn over the death dealing potentialities of our members as measured by the "driving reaction" apparatus which seems to be a combination of a 'what the butler saw' machine and one of those fascinating scales at chemists' shops which pronounce on the effectiveness of baby's diet.

After the inspection, dancing took place in the social room with first class band, excellent bar service and highly diverting M.C. all provided from the strength. Any lingering doubts as to a copper's humanity and sense of humour went, once and for all, for the Trenchardian Burton. A simple competition had several prize winners including ever popular George Brown whilst Harry Bostock nobly sang his party piece.

Superintendent Taylor in a homely speech made us all welcome and hoped that we could come again and that we would let the world know our feelings regarding Hendon. Cliff Lewis responded suitably.

The only criticism is that the place is a bit awkward to find when directed by a fellow member to turn right by the Daimler Showrooms. It is a little 'ard when, at possibly the tenth enquiry, one learns the said showrooms were demolished some ten years back. Future visitors would be advised to bring their own archaeologist.

The Winning Horse Dec. 15th. As big a gathering as ever with, in addition, Ron Becroft and E. G. Oxenham of the Vintage Club. It had been hoped to have C. E. Allen with us to arrange an informal Vintage Racing Quiz. In his absence, tentative plans were discussed for something like it, in the North London district later. The Winning Horse section acknowledges deepest gratitude to Pop and Alan Wynes for providing the perfect meeting place. Next meeting Jan. 12 1950.

The White Lion, Edgware Dec. 12th. The attendance was again small. Members have asked again and again for a North London meeting place yet, when a few good scouts arrange one, the attendance is bad. There must be dozens of racing men in the area. Please, all of you, turn up on January 9th. and make it a bumper evening. It happens at the Winning Horse, why not at the White Lion?

A Film Show on January 27th. Thanks to Sam Coles and Reg Tanner, a show specially attractive to Bemsee, is to be given at the White Lion Edgware, start 6.45 p.m. Ken Rickard is arranging the hall and Sam will bring his T.T. film, The Motor Cycle film and, for the first time, some Haddenham pictures.

Reg, is loaning an Esso film with a very fine section of our Silverstone meeting. This was seen by a small party of members in December and is definitely good.

Write in to Epsom or better still, call to see Ken Rickard at the White Lion, Edgware on January 9th. Please book your reservations as chance callers may be refused admission.

An Inter Club Dance. Feb. 9th. Bemsee will stage a dance at Slater's Restaurant, 18, High Street Kensington, S.W. 8 time 7.30 p.m. to 11.30 p.m. This is possible

thanks to Don MacBain who is providing his own band and will act as M.C. There will be buffet and licensed bar. Tickets 8/- single and 15/ partner to be obtained from Epsom.

Parties from other clubs are invited, it is planned to make this a public function wherein motorcyclists can really get together.

MUTUAL AID

Sale or Exchange 1938 250 H.R. 11 Racing Excelsior. R.N. carb, genuine B.R. B.R. engine ready to race, with spares. £125 or exchange 1939/48 Mk. 8 Velo cash adjustment. Also good 1936 standard 250 Manxman, electrics, spares £65 cash. Sparrow, 13 New Street, Wem, Salop.

Disposal Several new and slightly used spares for Manx Norton & 7/R A.J.S. Also racing tyres, plugs, jets. Particulars. F. P. Heath Glenfield Frith Drive, Leicester.

Wanted. Good suit leathers 6ft. rider. R. G. Phillips 435 Stockport Road, Longsight Manchester 12.

Design Work. If you have plans, E. C. House offers his services as a draughtsman, to any fellow member. Chestnut Cottage, Charlton Adam, Taunton, Som.

Wanted. 500 Norton suitable for 'Circus' events around £150. Mason, Gable Cottage, 68 Skinners Lane, Ashted, Surrey.

Wanted. Senior Manx or Inter pieces, particularly lower half and gear box, alloy hubs. Condition immaterial, pre-war will do. Also 197 c.c. Competition model. Send price and details. Also for sale: A.J.S. 7/R, Alloy rims, all latest mods. little used. Offers or exchange. G. W. Robinson, 45, Fairfield Drive, Whitley Bay.

Continental Circus. Norman Webb seeks a partner to share a Utility Van with trailer for a round of Continental race meetings in 1950. 46 Matlock Way, New Malden, Surrey.



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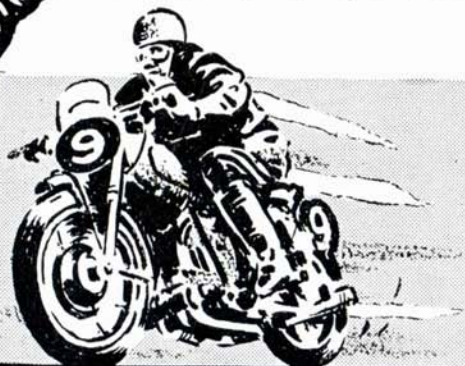
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'Pool' or 'Dope'?

Does Methanol increase the charge weight?

Alan Taylor sets another problem

Sir,

In his article on Alcohol Fuel, Mr. Hartley stated, in the tenth paragraph that "...for a given volume the weight (of air) is obviously increased by a reduction in temperature." Now the volume of air drawn into the engine depends on the resistance of the induction passage, port and valve, the characteristics of the inlet cam and the piston velocity, and is constant for a given engine speed. This volume of air will be of a definite total weight just prior to entry into the carburettor. Contact with the methanol will not begin until after the centre line of the jet, and evaporation of the fuel may possibly still be incomplete at the commencement of compression when the inlet valve will have closed. The evaporative cooling of the air by the methanol takes, therefore, a comparatively long time with very little proportion of the process being effected actually during the passage of the air through the carburettor and quite an appreciable amount during the valve closing period. It is during this latter period that the resistance to suction begins to increase, thus slowing up the air induction velocity and certainly preventing any possibility of increasing the total weight of the charge. Now, although the high latent heat of the methanol will reduce the temperature of the air—as your Author quite rightly stated—it will not increase its total weight, it can only increase the density. The total weight of the air ultimately in the cylinder just prior to compression is the same as the weight drawn in at the carburettor mouth. If we wish to improve the weight of this charge of air we can either (1) reduce the resistance to induction, or (2) artificially cool the air outside and so increase its density before entry to the carburettor, or (3) in extremis, fit a supercharger.

Mr. Hartley continues "...the charge weight is 10% greater.". It is the density which has increased, and accepting 64.7°C vapourising temperature, 10% is about correct. But all things being equal, it is agreed that there is a power increase when methanol is used. If there is no increase in air charge weight, what is the explanation?

If more power is being extracted from an identical charge, then that charge is burning at an improved thermal efficiency, which is favourably reflected in the indicated efficiency and the indicator diagram. How can we correlate the use of a fuel of high latent heat and improved efficiency?

The more methanol we can pack into the engine (without overstepping the rich mixture mark), the more we can reduce the air temperature by evaporative cooling, and having a cooler charge before compression to start with, the temperature of the whole cycle will be reduced. Now where the thermal efficiency of an expanding gas is given by the expression $1-1/R^X$ (R being the expansion ratio) the exponent X increases as the maximum or combustion temperature is reduced, thus improving the efficiency. Tables are, it is believed, obtainable setting out the values of the exponent in the expression for efficiency and the corresponding maximum temperatures. Here, then, we have one explanation for the power increase, but there is another factor contributing to this increment—there is a greater increase in specific volume of the gas after the combustion of the air with methanol as compared with other fuels.

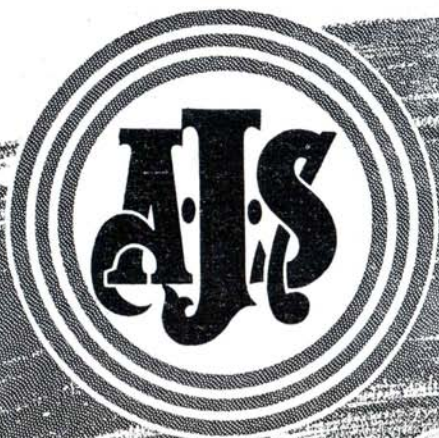
Finally, as Mr. Hartley has stated, the volumetric efficiency (reckoned on absolute temperature) is improved according to the extent of the evaporating cooling by methanol. Further, the higher the compression ratio, the less this volumetric efficiency (and the reduced temperature before compression) is impaired by the unavoidable contact with the residual hot gases in the cylinder.

A last word—the question of this cooling by fuel is rather misleading, and one must not be too dogmatic, since the whole subject of the petrol engine is fraught with so many variables and possibilities. Furthermore, it must be remembered that there has been some very notable research carried out during the past thirty years.

Yours, etc.,

ALAN TAYLOR

Owing to pressure on space, articles on this subject from Roland Pike and Bill Jenness are held over until next month.



*Quality Motor Cycles
with the Race-bred Reputation*

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members and looks forward to "Bemsee" each month.

Daytona. The races this year will be on February 18th. Again, Francis Beart will be there to watch over the Norton boys. Noel Pope reports that the impression he made in America last year, has endeared Francis to thousands of our U.S.A. friends and has given British Motor Cycle Racing a terrific boost. Thank you Francis, for a magnificent job and here's wishing you still greater success this time.

Brooklands. A propos last month's articles, the following official statement has been received: "area which comprised Brooklands is now finally disposed of to various commercial firms and the restoration is now beyond possibility."

What have members to say to that one? Supposing Mr. Woolworth wanted to build a store there or Henry Ford wanted to erect a factory, would they find their proposal 'beyond possibility'?

E. N. Frost. Had a postcard from Ted dated Nov. 22nd, from Mentone, en route for Rome. Yet, we had his cheery company at the dinner on Dec. 2nd. Ted must be one of the most travelled of our members, visiting the Continent several times every year.

Steve Lancefield is now starting in business on his own. Harold Daniell will continue as heretofore at Forest Hill. It is going to take some time before we get used to the idea of this new arrangement but we shall be able to draw on the great experience of both, a facility of value to every racing man. Here's wishing full prosperity and success to both of our friends.

G. W. Robinson. George is so far recovered as to have his leg in a light walking plaster. Future plans are to sell his 7/R and to build up a 500 dope Norton. Until he can ride the latter, he will ride a 197 c.c. Competition Model, to keep his hand in and despite the caustic remarks of racing confreres.

J. Emmott. Rather a sad letter that both Mrs. Emmott and John, while making good progress still have to miss events such as the dinner and A.G.M. We can be sure of willing help at all meetings as soon as ever John is fit.

H. Unicombe. Congratulations and best wishes for all success following his recent marriage.

Last month's Number.

The Alcohol Fuel Article, was of course written by our good friend and expert L. W. E. Hartley. Sincere apologies for

having omitted to state the authorship under the title.

Incidentally, the interest created by this article has been phenomenal and other technical articles will be gladly welcomed.

The Shelsey Reminiscences. C. G. Pullin writes to point out that the Douglas rider who responded to his wave by going up the Test Hill was Hansie Glover and not Tommy Allchin. Many thanks for this correction, it will be appreciated the talk was in reminiscent vein and scraps of news and corrections such as this are invaluable in compiling a reliable history of the good old track.

The Freikaiserwagen. Phil Heath adds some really hot evidence here. In 1938, he obtained a very special Morgan fitted with a 1,000 c.c. o.h.v. Blackburne engine. He raced it at Donington and once at the track. He bought it from a garage in Brownhills and was given to understand it was the late property of Robin Jackson who won his Gold Star with it circa 1932. Due to the uncertain lubrication system, the engine was in bad condition after the above race meetings and Robin approached Phil and bought the engine back off him.

This undoubtedly all fits in with what Barry and Squillario had surmised. Surely no other "one off" engine has ever had such a long and continued succession of first class wins.

B.M.C.R.C. Ltd. A member has written voicing distrust at the move made to make the Club a Limited Company. To reassure all members once and for all, the new Company is one without share capital motive behind its formation. On the contrary, the procedure has been a long and costly one which was approved at the A.G.M. last January.

Were the precaution which has been taken, left undone for any longer period, members should know that the liability, which would have had to be shared by all members, in the event of a heavy claim succeeding for damages for which no insurance had been taken; would have been unlimited. As it is now, members can rest assured that our liability in the event of winding up, is set at a maximum of £1 per member.

It is most devoutly hoped that the protection available will never have to be sought but the move has been a wise and provident one and it has its parallel in the case of many other motor and motorcycle Clubs.

The Benevolent Fund. Has received further powerful assistance in the form of a cheque value £50 from Mr. J.T. Master-ton of Brown Brothers Ltd. We are ex-

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.

The Trade Slump hit the 1931 season rather badly, but you can't suppress The Bemsee boys. So some quite good racing happened all the same. Indeed, the same number of 100 m.p.h. "gold stars" (eleven) was awarded as in 1930, and five of the riders to qualify were private owners, whereas before 1931 only four private owners had done the job since the introduction of this coveted award ten years earlier, when Le Vack was the first to lap at over 100 m.p.h., in 1922.

The 1931 "gold star" riders were F. K. Anderson (heard of him?) N. A. Anderson, C. B. Bickell, H. Clifton, L. Courtney, W. C. Marshall, W. H. Phillips, and J. H. Pringle in the 500 c.c. solo class, G. Davies in the 1,000 c.c. solo class and L. J. Archer and E. C. E. Baragwanath in the 350 c.c. solo and 1,000 c.c. sidecar categories, respectively. Anderson F. K. and Pringle were riding in a Brooklands race for the first time!

C. B. Bickell was the outstanding Brooklands rider of the year, winning eight races and being placed in eight others. L. J. Archer was also in the news, gaining two wins and six second places, besides winning the B.M.C.R.C. Speed Trophy during the Invitation Brooklands Motor Cycle Championship Race. He also netted a couple of 'thirds' as well, yet he spent some time out of the saddle with a broken shoulder blade as a result of a crash in a 50-mile race at the fourth B.M.C.R.C. Meeting.

M. B. Saunders won three races and was placed on four other occasions; Driscoll, McCudden and Lones won three times each, while Courtney, in his first season's riding, won two races, and was placed in five others. Those who won two races each included F. W. Clark, A. L. Loweth, G. W. Cox and A. H. Walker.

The winners of the long-distance classics were:—

50-mile 350 c.c. solo handicaps: M. B. Saunders (246 Excelsior J.A.P.)

50-mile over-350 c.c. solo handicap C. T. Atkins (494 Douglas).

50-mile passenger handicap: L. P. Driscoll (588 Norton).

Hutchinson Hundred: J. M. Muir (349 c.c. Velocette).

A 25-mile handicap for bicycles over 245 c.c. was run off at the August Meeting, C. B. Bickell (498 Bickell J.A.P.) winning and C.W.G. Lacey (588 Norton) taking the special award for highest speed at 105.52 m.p.h.

The September Meeting saw Special Speed Trophies awarded for the fastest three laps from a standing start, and they were won as follows:—

Solos up to 175 c.c. E. C. Fernihough (Excelsior J.A.P.) 76.85 m.p.h.

Solos up to 250 c.c. M. B. Saunders (Excelsior J.A.P.) 89.09 m.p.h.

Solos up to 350 c.c. L. J. Archer (Velocette) 93.44 m.p.h.

Solos up to 500 c.c. M. V. McCudden (Rex Acme Blackburne) 104.41 m.p.h.

Sidecars, up to 350 c.c. L. J. Archer (Velocette) 75.75 m.p.h.

Sidecars, up to 600 c.c. C. B. Bickell (Bickell J.A.P.) 87.07 m.p.h.

The years Aggregate Cups went to Saunders in Class A, Archer in Class B, Bickell in Class C, Lacey in Classes D and E, Archer again in Class B/S, Driscoll in Class F, and to Lones in Classes G. and H. Bickell gained the Total Aggregate Cups.

The fastest lap made during 1931 by a solo rider was 110.19 m.p.h. by McCudden's 498 c.c. Rex Acme. The best 3-wheeler lap was Baragwanath's 102.69 m.p.h. in the blown Brough-Superior combination. The Best laps in other classes were:—

1,000 c.c. solo: G. Davies (Brough) 101.64 m.p.h.

750 c.c. solo: C. W. G. Lacey (Norton) 108.27 m.p.h.

350 c.c. solo: L. J. Archer (Velocette) 101.85 m.p.h.

250 c.c. solo: M. B. Saunders (Excelsior J.A.P.) 96.90 m.p.h.

175 c.c. solo: E. C. Fernihough (Velocette) 80.20 m.p.h.

350 c.c. sidecar: L. J. Archer (Velocette) 83.28 m.p.h.

600 c.c. sidecar: C. B. Bickell (Bickell J.A.P.) 90.55 m.p.h.

1,100 c.c. 3-wheel: H. G. Lones (Morgan J.A.P.) 96.71 m.p.h.

No records were broken at Brooklands during 1931

(The next instalment will deal with the 1932 season).

MARSHAL'S MUSINGS

A resolution for 1950? Yes sir! To make "Bemsee" better than ever and vigorously to oppose anyone who has any ideas of sowing seeds of dissension in the best club of its kind in the world. Don't misunderstand me, please; **constructive criticism** keeps the committee up to scratch. The **destructive** stuff merely wastes everybody's time, including that of the top flight of racing motorcyclists in whom man's highest qualities can be found.

A member has written to me on the 125 Single—250 Twin—375 Triplet—500 Four subject. He says, "Any manufacturer who constructs a Revolutionary motorcycle won't avoid the Official Receiver—the bike must be Evolutionary!" Dear dear, this is getting a bit involved, so a visit to the Science Museum is indicated if only to ascertain if there really is anything new since Dr. Otto gave Reynolds the idea of "Bemsee". To the latter, a very special vote of thanks and all the best for 1950 onwards.

I hope you enjoyed the provocative article in the December issue from our old pal, "Fuel" Hartley. If you have your own views, get busy with pen and paper, especially now that the long hours of darkness make outside jobs unattractive.

"Jenks" effort in that same issue almost made me choke at the thought that 'Bemsee' is still homeless. Please write to your M.P. about it on a big post-card, the only method available to us at the moment. Get your pals to join in the "P.C. to your M.P." campaign to get Brooklands back. I don't like to mention politics but, when the General Election comes along, we must get every motorcyclist and motorist to tackle the candidate on this subject. The Motoring fraternity, with at least two million voters, can be reached through the clubs. Its worth passing on for action, as they say in the Services.

Talking of clubmen generally, we must never forget the genuine supporters who put all they have into the movement regardless and rewardless. Sir Noel Curtis-Bennett sums it up:—"The joy is not in winning but in taking part." Without this enthusiasm there can be no real racing, or any other kind of competition for that matter. We have quite a lot of people of this calibre in our club, but we need a lot more. Your conscientious clubman is a

most genuine type and very quick to respond to a decent appeal. Not only will he accept it for himself, but he will pass it on for his friends. I only ask for P.C.'s to your M.P.'s, about our track.

Our visit to the Metropolitan Police School at Hendon was most enjoyable; the time went all too quickly. The keen men who teach, as well as those who are being taught, are really interested in the B.M.C.R.C., not for any ulterior reasons I can assure you. Those members who were unable to go this year can only hope for another chance in 1950. It really was grand to be mixed up with so many people with similar ideas all under the same roof. I cannot forget the superbly kept cars and bikes, most of them pre-war, and in use every day.

That Beautiful British Bentley, 20 years old! It is worth going a long way just to gloat over a grand car which even so, is only one of a fine fleet. The motorcycles, despite big mileages covered, were a picture, and it wasn't easy to tell the year of manufacture without careful checking.

Hendon is a fine example of public funds carefully used to produce tip-top drivers and riders for almost any occasion. To the M.P.M.D.S. staff and students may I quote John Gray's famous lines:—

"In every rank, or great or small
Tis industry supports us all."

This issue should reach you prior to the A.G.M. on the 6th. January 1950 at the R.A.C. Let us pack the lovely big Committee Room and here's hoping that member Wilfred Pickles can attend. I have often wondered if he could arrange one of his famous "Have a Go" programmes for us. The A.G.M. is a grand occasion to discuss such an idea. Book the date Wilfred please, and if you can make it, we'll B.B.C.-ing you.

If there are any rebels in this high speed outfit, please make a point of coming along. The vast majority of the members do want to know who is for or against this, that or the other, especially those who have axes to grind on our emery wheels. Above all be prepared to substantiate any statements good or bad!

This contribution is being concluded and dedicated to all those big-hearted

people, masculine and feminine, who have helped us during 1949. On behalf of the riders, may I tender a simple sentence of real appreciation to one and all for the many kind thoughts and actions without which it would have been impossible to put on any meetings at all.

To the gentlemen in the trade and technical press it is impossible to record

adequate words of gratitude. As "Jenks" puts it, "The crossed 'Jacks are a passport to great things, including something money cannot buy." Without doubt he meant two wonderful things **ENTHUSIASM AND FRIENDSHIP.**

Lots of horses in 1950 (wot no tax?)

W. G. (BILL) JARMAN.

MADAM'S MUSINGS

I am willing to do all I can to help "Bemsee", but they shook me rigid just before the Annual Dinner by asking me to speak for the ladies after the inimitable, "V.P. Pro-Low".

To describe the mixed feelings of pride and sheer wind-up as the time approached is beyond me. Now I know why some fellows do some peculiar things prior to a big event. All I wanted was the good earth to open and swallow me up. Knock! Knock!

The wonderful relief when the ordeal was over was "just one of those things," and if you understand what I mean, that's fine! My only wish is that the B.M.C.R.C. goes on to even greater things in the year 1950, which might prove to be a turning point for all of us.

For the good fellowship, help and encouragement extended to me by the members and their ladies, a very sincere "Thank You for everything". Its 100% mutual.

LINDA V. JARMAN.
(Dec 1949)

NEW MEMBERS

This month there is more news than ever and as big an intake of new members. With demands on space, we must confine all future announcements of new members to the bare statement of name and town.

Should space become freer, a reversion to the old method of introductions will always be made.

T. V. Brockley - Redcar .

L. Williams - Wirral.

G. E. Tottey - Wirral.

D. J. Southon - West Wickam.

M. H. Eagle - Claygate.

P. B. Woodyard - Chelmsford.

P. J. Fetherston - Llanidloes.

A. Prince - Blackheath.

P. Romaine - Derby.

Dr. W. E. Pycraft - I.O.M.

R. W. Foster-Pegg - Ashton-on-Trent.

R. J. W. Marr - Weybridge.

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CONTINENTAL CIRCUS

The following letter to the Editor is of such absorbing interest that it is printed in full with grateful acknowledgements to Syd Mason.

Dear Cliff,

Having been a member for a year, during which time you haven't seen me, you may have thought I was just a "hot air" merchant. You may therefore like to know that my wife and I have carried the Bemsee badge around Europe this year in the Continental Circus.

As we decided that one cannot work and race seriously, I gave up my job in March, loaded the old Packard with K.S.S. Velo and a 125 c.c. Enfield and set off for the Continent. The first event was the "Florefe" at Namur, Belgium where I managed to finish about 18th. due to covering most of the final laps in third gear, the selector of the Velo having given up the ghost.

The next week, headed for "Zaandvort", Holland with the Enfield. This was the only 125 c.c. British rider entry and hopes were high as Enfields had "played ball" and let me have a lively model. As I had been employed in Germany, the D.K.W. boys played with it too and I thought it went fairly well, its maximum speed being around 68 m.p.h. Alas, at Zandvoort, the Eysinks just flew by me, due to the strong wind that blows off the sea and my 13 stones weight. I was therefore somewhat relieved when the motor packed up, forcing retirement. We decided there and then that I was far too heavy for a "125" and so, although I love two strokes, we regretfully had to dump it in Brussels and cancel any further rides with it.

The following week saw us at "Sambre & Meuse", Mettet, Belgium. I really fell in love with this circuit and jovial Jules Tacheny, the organiser, who helped us considerably. Due to the fast circuit, I finished well at the back but every minute of our stay at Mettet was enjoyable.

Next week we jogged along to the Circuit de Erlen in Switzerland, another very good course although a little narrow. The ride was wet but especially enjoyable as I managed to finish sixth behind Oliver. To say my wife was elated is putting it mildly although, I was lucky to get placed as the McCandless legs of the Velo went soft and the rear wheel started collapsing with consequent poor steering. The hospitality of the Swiss people here was smashing.

The following week saw us still in Switzerland for the Circuit de Olten, an-

other street race, very narrow with the addition of two hefty bridges and railway lines!! Again luck was my way as I finished eighth although the back wheel again collapsed and this time the frame broke as well so that the steering got very erratic. Jenks said later that it was frightening to watch.

The came a mad dash back to the Island and, incidentally, to my greatest disappointment. New rear spring legs were not immediately available. After much correspondence, a service pair were obtained but they only arrived on the last day of practise and so, I was out. The Witley Club had seen fit to enter me, you can guess my despondency at having to let them down.

After this we had a check of funds and found that, as we had been living like hermits, we had saved enough from the little start and prize money earned, to make up the balance of a part exchange of the K.S.S. for a new K.T.T. Velo. This accomplished, we set off for Assen, Holland and the Dutch T.T. This is a really lovely circuit and wonderfully organised but, alas, luck was out as I lost four minutes at the start with an oiled plug. I got cracking and overhauled a few back markers to finish 24th. The K.T.T. was superb after the K.S.S. and, apart from the trouble at the start it was a most enjoyable ride.

Next was the Belgian Grand Prix amid lovely country at Spa. Got away to a good start but was a bit hectic on a fast bend and ran out of road. Did a bit of "90 per" scrambling, but held it and regained the course to finish 23rd. just ahead of old Bill Beevers. On examination there were two lovely flats on each of my rims.

Staying in Belgium for a week, the next event was the Circuit du Gedinne. I liked this course, short and plenty of bends, corners etc. The Velo was now going very well and I managed to get my own back on Jenks. The previous week-end he had simply flown by me in the Belgian, this time I managed to nip past him on a bend and never saw him after that. For the most of the way I was in the first eight or so but in the two final laps another rider cut me up on a bend, necessitating rapid avoiding action during which I hit the straw bales. Got going again with difficulty due to the road being

uphill and finished, I believe, 12th. Again a thoroughly enjoyable ride and I was beginning to understand the K.T.T. better now.

Took a couple of weeks holiday and then, off to Lausanne, Switzerland for our final race of the season. Another delightful course with the same hospitality and first class organisation. The Velo was now going really well, managed to work up to about 6th. place until brake fade set in, dropping back to 8th. which position I held until the last lap. When I came round, both 'last lap' and 'finish' flags were out together. Thinking that perhaps I'd missed the orange flag the previous lap, I shut off and a bloke passed me. Realising the mistake, I set off but just couldn't catch him and he beat me to 8th place by 1 second. Later it was learnt that the finish flag was for Whitworth who was just behind me. You live and learn don't you?

After this, we returned to England hoping to do Silverstone but, alas Cliff,

after paying all expenses we were broke and couldn't rake up the entrance fee. I'm very sorry.

So now we both have jobs for few months—I as a blacksmith of all things—and are saving like hell to get cracking again next year. We both really enjoyed every minute. We didn't make any money but we did pay for the new K.T.T. and I'm very happy to have been acquainted with the "Circus boys". Special appreciation goes to Tommy Wood, who took me under his wing and showed me the way around. I feel that, due to his guidance and the experience gained by weekly racing the whole venture has been well worth while.

Was more than pleased to read that Charles Mortimer is with us again. I used to be his 'oil rag' at Brooklands pre-war and how I loved the days there with him!

Cheerio Cliff.

Yours sincerely

C. Syd Mason.

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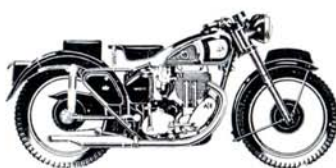
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