



Bemisee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



CHAMPION'S JUMP. A perfect study of Fred Frith in the 1949 T.T. The master's control keeps the back wheel speed almost identical with the front. Note the unblurred background.
By courtesy of T. M. Badger

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Bemsee

Journal of
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.,

A. G. Reynolds. E. C. E. Baragwanath

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

Did you remember to send your sub. (£2/2/-) last month? To the many members who responded so promptly—Many Thanks. To the remainder—Will you please send by Feb. 25th. Failure to do so will mean that you will not get the March Issue.

EDITORIAL

BROOKLANDS. Comments on recent articles are that Brooklands, if restored, might be unpopular with the motor race going public. Such concern should not worry racing motorcyclists.

Every racing man desires Donington or some other road racing circuit made available in the mainland. Additionally, the country needs a "flat out" track for rapid testing and development of racing and production vehicles. Weybridge has possibilities, if there is something better we would press for that but let us do so with unanimity.

No one in his senses thinks the Club wants to purchase Brooklands. Even if we could command the capital, the first to object would be the Government whose policy seems to be to finance every National asset to the exclusion of individual effort. They will not expend public funds on providing thrills but there is a case for procurement of a 'flat out' track as witness the half way concession of Nuneaton. This is proving useful within limits and is ideally sited. Can it be banked and made generally and permanently available?

Reading elsewhere in this issue, the Brooklands speeds of 18 years ago, one realises we have nothing comparable today.

Motor racing sportsmen are generally keen but, on the subject of a 'flat out' track, amazingly indifferent. This apathy lost us Brooklands in 1946 and a few pessimistic voices now can only secure a further negation of British effort.

Since the war, British speed efforts have had to be made in Paris, Belgium, Utah and Indianapolis. With the exception of Car Records in Belgium and the unsuccessful motorcycle effort at Utah, the records attempted have been secondary ones. Those which really count and which have largely been held by BMCRC riders, are not attempted due to the difficulties and official obstructions met in attempting something for England far from home and factory resources.

Do British Racing Motorcyclists say that they do not need a 'flat out' track comprising a little motor world in itself; with workshops, tuning and supply facilities, where motors can be developed safely, without hindrance, for use in races and on roads anywhere in the world?

GAS TURBINES. Utmost credit is due to Professor Low that, 40 years after his own first efforts, the gas turbine is recognised as a practical proposition. Certainly Bemsee should act on the suggestion to be in the fore, as ever, in this sphere of development.

For members' consideration, the suggestion is made that we should all undertake to contribute a fixed sum, say £1, to be paid up and handed over to the first member who shall complete a lap of Silverstone at 50 mph on a gas-turbine driven motorcycle. If this meets with agreement, we shall have provided the incentive for a great achievement.

THE LITTLE MAN. The helping hands offered to less fortunate members by R. B. Bibby, J. G. Bound and 'Anonymous' are typical of Bemsee sportsmanship. Whilst this sort of thing is going on, let no one criticise the post-war policy which has made the Club so great

INTER-CLUB DANCE & SOCIAL EVENING

THURSDAY FEBRUARY 9th

Please bring a big party for a notable occasion.

(See last paragraph "Speaking Personally"—page 9)

THE A.G.M.

A good attendance of members at the R.A.C. on January 6th was greeted by Professor Low who had made a special effort to take the chair despite his illness. It is a pleasure and of inestimable worth to the Club to have such a magnificent guide and comforter.

Professor Low congratulated the Club on a successful year which had seen an increase in prestige. He welcomed Mr. J. D. Ferguson who had come specially to help in Financial and Company matters.

The Secretary reported on the years work, leaving the financial side to be dealt with as necessary by Mr. Ferguson. After describing the many successes gained by members, a tribute was paid to the memory of the exceptionally large number of members who had been lost through various causes.

The increased subscription rate had not had adverse effect on membership which was now 707.

Due to the organisation needed in handling two new tracks in one year there had been 13 committee meetings and 13 special committee meetings. Attendances had been:

E. C. E. Baragwanath 13 & 7, W. G. Jarman 13 & 6, L. P. Driscoll 12 & 8, A. H. Taylor 11 & 5, N. B. Pope 11 &

4, H. L. Daniell 10 & 5, J. O. Roebuck 8 & 3, L. R. Archer 7 & 4, H. J. Bacon 5 & 4, F. L. Beart 2 & 1, C. A. Lewis 13 & 13.

Appreciation of the excellent team work done by the committee was expressed.

The history of Haddenham was given. Before any racing had taken place, adverse comments anent Sunday racing from the locals, the L.D.O.S., the A.C.U. visiting inspector and the Timekeeper had unsettled the owners. Despite the BMCRC wish to adhere to Sunday, Counsel's advice was taken and the decision made that Sunday racing must be without admission charges. The first meeting was successful, resulting in a surplus over the day's expenditure of £921. The Club agreed that their share of such profit might be devoted towards capital charges including the cost of a tunnel which the owners had put in hand of their own volition immediately after the meeting.

The second meeting was also on a Sunday and again resulted in a small excess of £41. By this time, already £1126 had been written off the capital charge bill of £1949.

At this time, the Club was threatened with an injunction by the local inhabitants for noise and nuisance. Further, the

owners were determined to have Saturday racing with normal admission charges. In the event, the meetings of June 4th and July 2nd were both financially unsuccessful although much enjoyed by the competitors.

It had always been intended to hold the Hutchinson 100 at Dunholme. When told, at the end of April, that Dunholme would not be leased again, the committee decided to go to Silverstone. The owners of Haddenham wished to have every BMCRC meeting at Haddenham, and, on receiving assurance that the track would be widened, the committee agreed to have the Hutchinson 100 at Haddenham.

After the heavy losses of the third and fourth meetings, coupled with the fact that widening had not in fact taken place the decision was made to hold the Hutchinson 100 at Silverstone and to place the Haddenham accounts in the hands of Messrs Andrew Barr & Co. for final settlement. To date, the position was little advanced and, pending a move from the owners, the Club had been advised that it would be prudent to set aside a reserve of £1250.

The Secretary concluded that, while he would still like to see Haddenham developed, it was not going to be possible until charges were lessened, and the attitude of the local inhabitants be revised.

Silverstone had been successful. Despite extremely short notice and very high costs, the meeting had been staged and run to schedule. A small profit had been made which had in fact been an essential for the Club's survival. Full acknowledgement was made of the assistance given by the R.A.C. both at the track and in sign-posting the roads leading to it.

A few members having made stupid remarks anent the committee "feathering their nests," the Secretary selected some figures.

During the year, members had paid in all by ways of subs and entrance fees to the club and to races £2,305. In return they had had back in actual cash or actual cash value £1409. The Club had accordingly got through a very difficult year with something like £900.

For 1950 the main effort would centre round two open dates at Silverstone on April 22nd and Sept. 30th. In addition to the Glover Trophy there was an anonymous gift. (Described elsewhere in this issue).

Shelsley Walsh had been a great success. Motorcycles now held the record for the hill.

The Midland Automobile Club wished BMCRC again to perform in Sept. 1950

but, to date, the Midland Centre would not grant a permit.

The I.O.M. The Manx leader—Mr. Gordon Hatch, had had the club's interests at heart throughout the year. His section was now nearly twice its size as at this time in 1949 and included some powerful personages in the I.O.M. motor-cycling world.

The speaker felt that more assistance should be given to the Club's ambassador in such an important motorcycling kingdom. He would like Mr. Hatch to know that his work received full approval and support from H.Q.

New Zealand. A suggestion for a separate section had been noted and deferred. The time was not yet opportune for such a major step.

The Magazine had been issued each month. Details of attempts to sub-divide the work of production were given. The reception given to it was mixed. The magazine had certainly fulfilled its purpose of getting the re-formed Club under way. Tonight would be a good opportunity for members to decide whether it should continue or be dropped.

The Benevolent Fund had made small but steady progress and had helped members.

The difficulties of registration had been considerable and it was now planned to place the fund in the hands of the Executor and Trustee Department of the Club's Bankers for administration.

The Limited Company. Describing the considerable work which had taken place to achieve Incorporation, the Secretary acknowledged the help which had been given by Major Lewis Jones, the Club's Honorary Solicitor and Mr. Ferguson.

As a mark of appreciation of his magnificent job, the Club had decided to make Major Lewis-Jones a Life Honorary Member, a unique distinction in the history of the Club.

Brands Hatch. With the Club's major commitments for 1950, it would not be possible for any other great amount of organising to be done. Realising the need on the part of some members for practice, the details of the newly surfaced Brands Hatch project had been secured. Three dates, in April, May and August would be available but all other Sundays were booked to other clubs. The views of the meeting would be helpful as to whether it would be the general wish to perform at Brands. In the event of an affirmative, it would be desirable to arrange for the extra work to be undertaken right away from the Epsom Office.

The Chairman thanked the Secretary

for his report which was adopted nem. con.

On the points in the report requiring members' opinions, the following advice and proposals were made:

Sunday Competition. The law was extremely complicated. It was believed the Sports Protection Association were trying to get a bill before Parliament to clarify the position. Pending this, the only thing left was to carry on cautiously.

Noise. An injunction as described, might result in a cost of £1000. The risk was great.

The Magazine. Proposed by the Chairman, Seconded by G. D. Brown:

"That the magazine be continued as at present." Carried nem. con.

Resolved. That the R.A.C. be sent the Club's thanks for their support at Silverstone and for making available at Pall Mall, conference rooms throughout the year whenever required.

Haddenham and Brands Hatch. Considerable discussion took place as to whether Haddenham could be successful, if used, when Brands Hatch would also be operating. The chairman acknowledged these comments which would be considered by the Committee.

The Glover Trophy. Members' views as to how this should be presented were heard. General agreement that it would be undesirable to confine the cup to a race for a few extremely fast men. If presented at one meeting, a handicap race similar to the Hutchinson 100 seemed the most popular. Other members wished the trophy to be awarded for aggregate performance through the season. It was pointed out that the Minnie Grenfell Memorial Trophy was for that purpose. A plea for sidecars was added.

Again, the chairman acknowledged these comments which would be considered by the Committee.

Election of Officers. Sir Algernon Guinness was unanimously re-elected as President.

Vice Presidents. The resignation of Group Captain Lawrence was accepted and the re-election of Professor Low was carried nem. con. On Mr. Ferguson's proposal, seconded by Mr. Pope, Mr. A. G. Reynolds and Mr. E. C. E. Baragwanath were unanimously elected as Vice-Presidents.

Thanking the meeting, **Professor Low** expressed his great pleasure in serving the Club. He regarded his re-election as a great honour.

Mr. Baragwanath in thanking the meeting, paid tribute to the work which had been done by the committee and the Secre-

tary. From personal experience, he knew how much these men had done for the Club, it had been exceptional.

Selection of Committee. This would be only for the guidance of the board of directors of the new Company. It was accordingly agreed that the old committee should continue as such for the remainder of tenure of life of British Motor Cycle Racing Club. The meeting recommended that all the names in the ballot papers would be acceptable, and it was left to the Company to select Directors at the first meeting.

Secretary and Treasurer. A similar decision was taken. C. A. Lewis to continue in office.

Transfer of Affairs. Mr. Ferguson outlined the position and responsibilities brought about by the forming of a registered Company without share capital. The first members were the subscribers to the articles who, at the first meeting of the Company, would duly appoint a Board of Directors. Mr. Ferguson then proposed, Mr. Baragwanath seconded:

"That the Club Funds and Assets, including the goodwill of the Club Name be and are hereby transferred to British Motor Cycle Racing Club Ltd., against the undertaking of that Company to discharge the debts or liabilities of the Club." The resolution was carried nem. con.

Mr. J. D. Ferguson. Proposed by Mr. Pope, seconded by Mr. Lewis "That Mr. J. D. Ferguson be elected a Life Honorary Member." Carried unanimously.

Mr. Ferguson thanked the meeting, it was always a pleasure to help the Club. He recalled his early experiences when he was called to take over the secretaryship at a few minutes notice. He would continue, so far as lay in his power, to help as necessary.

The 1950 Annual Dinner. Advice was asked from the members as to the type of event wanted also, details were given of plans for continued dance evenings after the forthcoming event on February 9th. After discussion, the following sub-committee was appointed:

Messrs. N. B. Pope, W. G. Jarman, D. McBain and D. J. H. Glover.

Other Business. Professor Low vacated the chair in favour of Mr. Baragwanath. Barry's first action was to call for a vote of thanks to Professor Low for his action in coming to the meeting at personal inconvenience. The response to this was exceptional.

Professor Low. Replying advocated that the Clubs should do all in its power to encourage development of the Gas Turbine. In 1910, he had made a Gas Tur-

bine which ran for 8 seconds. He still carried the marks of that experiment. There was a race between Britain and the U.S.A. to make the first car so propelled and he believed Goodwood were offering a prize of £1000 for the first car to make a 60 mph lap of the circuit. He felt the Club should do something on the same lines for the motorcycle.

Brooklands. Steve Lancefield asked the position regarding the injunction for silencers. The Chairman told him it was a permanent ruling.

M. D. Whitworth and F. W. Fry opposed any thought of trying to regain the track. They felt that, were it to be restored, it would be unpopular.

D. S. Jenkinson opposed this view. That three leading manufacturers had had to go to Montlhery in 1949 was absurd. The country needed its own track. After further comment:

Professor Low said that surely, if Brooklands were to become available everybody would want it.

Dunholme. In reply to **Mr. Glover**, there was no news of any progress. Should the track be obtained, it was fairly certain that BMCRC would be invited to use it.

Donington Park. Replying to **Mr. Harrowell**, **Mr. Ferguson** said latest information was that it would take five years to derequisition and that the road was ruined.

Grading System. Messrs. D. G. Lashmar, L. R. Higgins and M. D. Whitworth advocated a grading system. **Mr. Driscoll** thought the opportunities to race in England were insufficient at present for such a scheme.

Mr. Ferguson proposed **Mr. Dally** seconded a vote of thanks to the Chairman and Committee for the great amount of voluntary labour which they had expended on the Club's behalf in 1949. This was carried unanimously with applause.

The Chairman declared the meeting closed.

MUTUAL AID

Leathers wanted reasonable price, 5ft. 6in. P. J. Fetherston, White House, Llanidloes, Mont'y, N. Wales.

T.T. or M.G.P. If anyone has ideas of entering a rider, please remember G. W. Robinson. Preferably with machine but can provide own if wanted. 45 Fairfield Drive, Whitley Bay.

Guidance wanted for newcomer to road racing. Has bought new Mk. 8 V.e.o. Old timers, please help A. W. D. Woods, 5 Cecil Parade, High Rd., Ilford, Essex.

Mutual Help. H. E. Gilbert wants to ride another make in addition to his Tiger 100. If you have a spare machine and will agree to loan it can, in return, offer transport for 5/6 solos and 8/10 passengers to race meetings. 9 Crewdson Rd., Brixton S.W. 9.

Loan of 500cc. Engine. R. B. Bibby will have a spare 499cc. Norton engine (pool), possibly double knocker, which can be loaned to any 350 Norton rider in the Junior T.T. who would also like to ride in the Senior.

Also wanted: One Norton spring frame any condition, 13 Highview Gardens, Edgware, M'sex.

125 racers. Jim Bound is building up three. Will loan one to a young member unable to afford to buy one. 32 Vicarage Road, Watford, Herts.

Leathers. Wanted serviceable suit 5ft. 10in., 38in. chest. R. W. Foster-Pegg, The Cottage, Aston-on-Trent, Nr. Derby.

A.J.S. for sale. 1949 350cc. A.J.S. rear springing mileage under 1000, finished in 1949 Clubman's T.T. Road trim but could be used in the Island in 1950. £150. J. A. Thomson, 37 Junction Road, S. Croydon.

Wanted. Leathers for 6ft. 1in. rider. Also, cam followers for 350 cc. C.S. Series, 1929 ohv. Blackburne. M. Peal, 69 The Close, Salisbury.

Continental Partner. Gerry Edwards wishes to race on the Continent this year, has bike and funds but no transport. Who will partner with a van? "Sabrina," Booker, High Wycombe, Bucks.

Pre-War Cammy Ajay Spares. 1938/7.r. Pistons complete: standard Dope, standard Pool, Plus .030in. 50/50, Plus .020in. Dope. Also, girder forks complete and rocking pedal (Sturmey). Ifland, 26 Gorst Road, Wandsworth Common, S.W.11.

STOP PRESS:—The Hutchinson Cup. Appeal allowed H. B. and L. B. Ranson restored to list of results. H. B. Ranson wins Hutchinson Handicap.

Racing News

Competition Licences. The new licences being issued by the A.C.U. at 5/- to Club members, only apply to events, held within this country and Ireland, of the normal type. International licences will cost 10/- and will be issued subject to consideration. Broadly, this should result in a system of grading.

The effect will be of particular interest in connection with the International Event at Blandford on April 29th and will also have a bearing upon the selection of the winner of the special T.T. award at our April meeting.

Shelsley Walsh. The position for 1950 is a complete mystery. We are informed that the fact that the Midland Centre refuses to grant us a permit is a "domestic matter." No one has told us of our misdeemeanour and there is certainly complete unawareness of domestic infidelity on Bemsee's part.

Belgium. The following 1950 dates are taken from the latest edition of Moto Magazine.

April 30th—Circuit de Mettet.

May 14th—Circuit de Floreffe. (Some uncertainty here, regard as provisional).

May 21st—Circuit du Limbourg.

May 28th—Circuit des Frontieres.

June 25th—Circuit de Gedinne.

July 2nd—Belgian G.P.

July 9th—Circuit de la Cambre.

The Swiss Grand Prix. July 23rd. The Geneva course is to be modified.

The Clubman's T.T. From the new regs. the major question is as to who will be eligible. Those who have been excluded are:

"All starters in any International T.T., all M.G.P. replica winners, all placemen in previous Clubmans T.T. races except

Lightweight and all riders who have ever finished in 3 M.G.P.'s or 3 Clubman's T.T.'s. First place men in previous Lightweight Clubman's T.T. races may not again ride in the 250 class. Further, no manufacturers registered dealers or sub-dealers or employees of such persons may ride the makes which they have represented in trade in the past twelve months.

When all those conditions have been satisfied, this years races are certainly going to find out new blood.

There will be two races each of 2 classes. One at 10-30 a.m. and one at 2-0 p.m. the same day. The classes will be: 250cc., 350cc., 500cc. and 1000cc.

Fairly obviously one race will take the 350's and the other the 500's. Presumably, the 250's and 1000's will make up numbers to best advantage. Only 100 starters will be permitted in each race. The usual rush of entries and balloting may be expected but clubs may enter more than one rider.

The relaxations and restrictions as to equipment are a little peculiar. Valve and Ignition Settings and Compression Ratios may be varied. Yet the effective length of the Induction system must not be varied. One would have thought that a regulation which practically invites the fitting of special cams or followers, would not have made the stipulation anent induction systems.

Any members who wish to be entered should study the above and write in to Epsom by February 10th at latest.

Silverstone, April 22nd. Although official confirmation that we may use the track is still awaited, plans are in hand for a popular day's sport. In addition to 4 or 5 races for puka racing machines, we plan to have three Clubman's events on standard machines, also a race for Vintage machines.

The above is by the way of previous warning, full details will be issued as soon as we know we may use the track.

Silverstone, September 30th. The date is assured and will consist of another Hutchinson Hundred day.

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SPEAKING PERSONALLY

New Year Wishes. Thanks to the many members who have sent goodwill messages, all of which are reciprocated. Special thoughts for all fellow members were expressed by Chris Tattersall, Gordon Hatch, E. Goodwin, D. R. O'Donovan, Ruby & Eric McPherson (Australia) and Gordon Hadfield.

G. Skipworth of Walsall, whose 1939 500cc. Rudge caused raised eyebrows at Silverstone, did development work with Flight Refuelling Ltd during the war. The Rudge has sodium filled exhaust valves, L.A. rod, flywheels with integral shafts all made up in George's own workshop. Additionally, it has L.A. head, 8:1 compression ratio (Pool), 1½ in. dia. exhaust pipes and special brakes.

At Silverstone, he records 107-110 mph down Hangar Straight but overgeared for the whole course. Having ridden at many of the big post-war events, George is very conscious of the need for more riding practise.

D. R. Sleightholme. A trying invalid our Don. His own doctor giving the job up as hopeless, passed him to the local hosp. for a Class I mod. The surgeons did a natty invisible mend, closing up their investigations with fourteen stitches and about 12 spring clips cunningly positioned where Don could not satisfy his curiosity as to their type and make. He had hoped to get a bit of bonus off Terry's.

At anyrate, after 14 days, our old pal managed to fix up quite a satisfactory 'tooning depot' for his 250 Velo in his ward until Sister was sufficiently inconsiderate to have an inspection during a valve grinding session. Plastic sheets, which can be hosed down, with patient in situ, are now being sought.

Don intends to be at Silverstone but is a little worried at the loss of his contact breaker, coupled with an unfortunate snapping noise which happens just under the 13th stitch, whenever he does certain flexions. Ah well Don, these things will pass.

The I.O.M. With Colonel Graham Oates as well as Dr. Pycraft, Gordon Hatch now has a really strong team to help him in his excellent work for the Manx Section.

Jenks. Reports that Eric Oliver and he will defend their Sidecar World's Champion title on the double knocker 600cc. Norton outfit presented by Norton Motors Ltd. after the Monthery record attempt. Their biggest rival will undoubtedly

be the 4 cylinder Gilera. The air-cooled version, so far, appears to be more potent than the water-cooled.

The rumours that the Belgian G.P. would be moved to Mettet now appear to be groundless although Francorchamps circuit will be modified. The Swiss G.P., to be held in Geneva, is over a difficult course which includes tramlines. Although the G.P. is removed from there the Circuit of Berne, remains at this delightful course as in 1949.

Describing 1949, Jenks was full of praise for the pertinacity of Charles Bruguere and Syd Mason. Both rode to finish whenever they could in a sporting manner which delighted the crowd.

H. J. Bacon. Is taking up farming at Bishops Stortford. Despite the cares and anxieties of Calving and Muck Spreading times, Bert will still keep an eye on our progress. That means a lot to us.

Vic Willoughby. Is another Circus man busy earning in England, the where withal for next season's round of races. Vic finds business in the North very good but he feels rather far from home.

R. Foster-Pegg is experimenting with boost pressure on the 500cc., blown, four cylinder Ariel. Present boost is 3 lbs but all pressures up to 11 lbs are to be tried. Interesting points are Compression 6.8:1, very close ratio gearbox, M.41 Ferodo lined brake shoes set up on brake plate and ground true, frame (which is used as radiator for Glycol cooling) metal sprayed to give best heat transfer.

D. W. J. Harrowell. John was at the A.G.M. practically completely recovered from his Silverstone spill. The 250cc. twin L.E.F. should be much better for the work that has been done on it. The L.A. head seen at the end of last season has been successful and the unit is now mounted in a lighter frame of revised layout with a gearbox with ratios more suited to a 250cc. engine than was the first one.

B. J. Bentley of Lincoln is another pre-war Cammy Ajay owner who hopes to ride at Silverstone this year.

F. Hayward. Having recovered from his Scarboro crash, has plans, in conjunction with Gordon Bruce, for a full season's racing in 1950.

G. N. Ewer. Will again be riding F. H. Rae's 7/R in short circuit and Bemsee events and also in the M.G.P.

S. R. Southin has been sent to Calcutta. His first leave will be in 1952 and, using the best old soldierly tactics, Stanley intends that it shall include the essential

June week. Temporarily he is not motorcycling for, he says, 'in India one definitely needs some sort of Armoured Car to protect ones anatomy from the ravages of the world's most inconsiderate and dangerous drivers, buffalo horns and the odd stream of red betel juice spat out unconcernedly by passers by.' This seems a case for a motorcycling suit made up out of Don S's plastic sheeting.

Bemsee is very welcome out in India and Stanley sends his congratulations to George Brown for his Shelsley effort.

Bob Wolton says that his register of 125cc. would be racers is coming along well. There are few pukka racers, many riders concentrate on tuning standard jobs. Bob may possibly be seen on something nifty at Blandford. Incidentally, read Jim Bound's generous offer in Mutual Aid.

E. Briginshaw one of our new members is being entered in the Clubman's T.T. by the London Douglas Club. It is a real treat to see Douglasses performing as creditably as ever, credit is due to the determination and drive of the new Company, many of whose members are members of Bemsee.

Steve Darbshire. Has rejoined us and does not let his very important duties have any adverse effect on the old sense of humour. Steve threatens to come over to the Island and give a potential winner his customary quick fill up of 3mins 47secs. (Just time for two quick ones!)

Last month's Cover. Incensed letter to hand from Geoff Monty that he and Dudley Ward have been done wrong. Ted Iffland's rear springing is their own special product and not as otherwise stated. Abject apologies all round. Due penance has been done, all hair shirts are now at the wash.

The Benevolent Fund. Many thanks to J. C. East and R. A. Hall, each of whom has sent a pound for the fund. Help from members in every way is of value. Don't think merely in terms of dipping in your own pocket. The fund is something for our rainy days, if you will only boost and support it, you will be doing a service to every member.

Laurie Fenning. Will not be able to get to the T.T. this year, but will ride his senior Norton in as many Irish events as possible starting with the Leinster on May 6th.

L. Gramlich. From New Barnet has displayed supervative enthusiasm in joining us. Reports that he had to sell the piano to find his sub, but took the first precaution of removing the bass wires as they would make good hair-pin valve springs. an eye injury which caused him constant

pain in the Consolation Handicap at Silverstone, where he went well on his standard 350 Matchless being flagged off at 15 laps. Will be seen on a pukka racer this year.

Dave Tromans. Pleased to report Dave is at last making progress from his N.W. 200 crash. It will be another 2 to 3 months before he will be in circulation and he is unlikely to ride at least until the end of the season.

Gordon Hadfield. It was a pleasure to see Gordon at the A.G.M. his demob has come about and our honorary medical officer is once more in the country.

J. P.E. Hodgkin. Congratulations on his marriage on January 14th. John says he will be riding a Grey Flash and a 7/R. sponsored again by Ross Motor Ltd, of Hinckley.

T. E. Bridges. Trevor is building his own special 250. Progress is good except for want of special cams. Once more Trevor offers his assistance to any member who is stuck for want of special welding work, on which his resources and experience are probably unique. A dress—6 Montrose Avenue, London, N.W.6.

P. C. Cocks. Peter writes that his Norton is now ready for the season and converted for Methanol. He also hopes to ride in the Clubman's T.T.

Theresa Wallach. A letter arrived just in time for the A.G.M. Had it not been that we are separated by water, Theresa says she would have ridden the old Norton to Pall Mall. Her latest job is running the service workshop of United Motor Cycles of Columbus Ohio. The owner of this business is the entrant of Dick Klamforth who won at Daytona Beach last year. Dick also works at United Motor Cycles and wins consistently at all American events. Theresa's Norton is on show and evokes surprised remarks from all who learn that, in the hands of a woman it should have covered such a huge mileage.

H. J. Stoate. Writes from Canada. Whilst motorcycling is very popular, not all motorcyclists are well informed as to what goes on in England and Bemsee is read with interest by many. Some riders over there had not realised that Harold's 91 mph T.T. lap is an average. They thought it referred to his maximum speed and were therefore thinking their American machines were as fast.

Toronto, on the other hand, is very British minded with trials, sand and airfield races on British lines. Here, British machines do well every time.

Motorcyclists' fashions would hardly go down over here. Built in headwinds consisting of big Flanders bars with a fox

tail hanging at each tip, all the headlights that can be crammed on, massive windshields ornamented with 'pin-ups' and tooled leather panniers. One machine complete the Xmas tree by having an electric bulb between each spoke of front and rear wheels.

Silverstone. After and future thoughts. J. M. Varlow was credited with insufficient laps in the Dunholme race. He actually covered 31 laps in the time of 1hr. 9m. 7.8 secs.

Next time, a specially interesting award is the anonymous gift of £50, to be devoted to the expenses of entering in the T.T., a BMCRC member who, although not having previously achieved any special success, shall show promise at this meeting.

F. A. Burton impressed by Jenks article on Monza, cut it out and posted it to his M.P. In the fulness of time, the following came back from the Ministry of Supply: "It is generally accepted in the motorcycle world that the ideal site is Donington Park which, unfortunately, is likely to remain under requisition for sometime. The War Office hopes eventually to be able to release it, but they will not be able to do so before 1952 at the earliest.

"The motorcycle manufacturers appreciate the present position, and I am assured that the industry is not seriously handicapped by the present lack of these facilities in this country . . .

"Until the present facilities available at Silverstone and Nuneaton are improved, or Donington Park is returned, the motorcycle industry must, I am afraid, continue to make some use of tracks on the Continent."

This official pronouncement is of the utmost gravity. Who, does the writer suggest, is to carry out the improvements to Silverstone and Nuneaton? And how?

L. H. Cade. Our great friend has been ill since September but is now happily recovered. We are promised that there shall be a Cade Cup for competition in 1950 and it is hoped to get a number of other gifts of cups to enable us to have a Cup Day in the old style.

The Winning Horse. The meeting of January 12th was not so well attended as usual due to heavy fog. Jim Thompson, however, was on top of his form and gave a highly technical dissertation on the perils of valve bounce. Jim feels badly about being instructed to time his valves to open to a half degree when, as he puts it, the cam gives the poor old valve a helluva clout from which the said P.O.V. takes so much time to recover that the cam whirls round about three times in fresh air until the rocker, or tappet is ready to receive yet another bash. Jim

demonstrated his point by accompanying his verbal description of the blythe abandon of the care free cam with a swing of the arm reminiscent of an old Charlie Chaplin silent film. Next meeting February 16th.

The White Lion Edgware. Had a 'best ever' attendance on Jan. 9th. The place is getting known and there should be a record turn out for the film show on January 27th. After that date if you live in North London—come along chaps always on the second Monday in the month. Next meeting February 13th.

M. D. Whitworth. David is now opening his own tuning and repair business at 4 The Croft, Harlesden, N.W.10. Phone Willesden 5444. Specialities will be Triumph, Velocette and all J.A.P. engines and he will be assisted by Les Trim who was a dirt track rider and is well known in connection with J.A.P. tuning.

Roy Jervis of Chesterfield will be riding a 2 Knocker Manx Norton this season.

J. Swanborough. Has been disappointed during 1949 by being drafted to Catterick in the Tank Corps. John hopes for a posting nearer to his home town (Bath) in which case we shall see him on his H.R.D. in races.

H. W. Dawes of Hatfield, has a Vincent Comet on which he has made sundry experiments and reports a promising performance. At present Harold is keeping the machine on the road but the results have decided him to race it next season.

Brooklands. Referring to Bill Jarman's 'Post Cards to M.P.'s' campaign,

H. S. Hall would prefer messages sent to a leading statesman. Were all our members to write to M.P.'s, this would be approximately 2 p.c.'s per M.P., an effort unlikely to command much notice.

A Newcastle Cell. G. W. Robinson wants to start a party on Winning Horse lines. All interested members, please write him at 45 Fairfield Drive, Whitley Bay. Incidentally, despite a leg still in plaster, George has been doing the odd spot of rough stuff riding.

A. A. Fenn. Another member is taking up the game, this time as a motorcycling agent at 41-2 New Street, Burton-on-Trent.

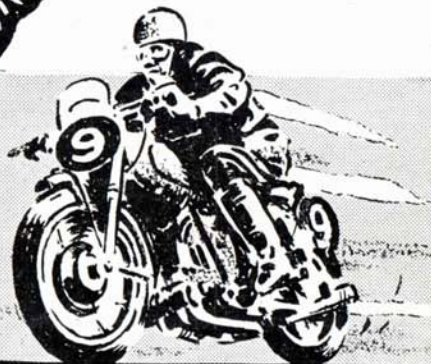
The Inter Club Dance. If, when you get this, you have not already taken a ticket, there will still be time to write in to Epsom. The attendance is expected to be very large. Place: Slater's Restaurant, 18 High Street, Kensington, W.8. Time 7-30 p.m. to 11-30 p.m. Tickets 8/- single and 15/- partner inclusive of buffet refreshments. Licensed bar. Music by Don Mac Bain's own dance band. **MAKE A NOTE OF THE DATE. THIS IS THE FIRST, MORE WILL FOLLOW IF YOU DO YOUR PART.**

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MARSHAL'S MUSINGS

This "leap-frog" business of writing notes nearly a month before publication can easily land one in the mire.

We have a very special meeting on the 9th. February (which is the birthday eve of someone who is still trying to get a genuine non-technical explanation of double-knockers). Gentlemen of the B.M.C.R.C., you owe it to your ladies to see that they are invited to the licensed Buffet-Dance on the 9th. February. There's just time to make sure of your tickets.

I'm really enjoying the article on liquid fuel which member Hartley started. I wonder if Steve Lancefield and Francis Beart will wade in with contributions? Personally, I feel every gas-works should do something about benzole recovery plant, especially now that we have a Gas Board and a Ministry of Fuel and Power. Petrol might not last for ever, and the more "home-made spirit" produced the better for us as a nation.

It must be gratifying to this indefatigable Secretary of ours that members are proving they can write as well as ride. Some recent contributions to this journal have been extremely interesting, but I feel that a few of our Trade men are holding back. A *nom-de-plume* can always be used in the case of controversial subjects.

Glad that several old-timers are sponsoring young men to jockey their mechanical mysteries. There are some fine youngsters in the club who deserve all the encouragement you can give. So if the reflexes are slow and the bike is too quick, you know what to do, to bring in a few more 'Bouquets for Bemsee'.

I recently had the good fortune to be invited to visit Alston in Cumberland. What a magnificent T.T. could be held in that area without causing much inconvenience to anyone. If only the government will realise the incredible feats performed by our racing motorcyclists despite official indifference and the lack of proper facilities! Almost every country in Europe holds road races—except England. Sooner or later we must have both road and track events in England. The road race should be in the 100 m.p.h. class, and the track must be in the world record category. Given these two requirements, our export trade and prestige will go much higher.

Several cards arrived at "Alcohol House" during the recent Christmas/New Year period. Thanks to all senders for the memory.

Now for an appeal. Members of B.M.C.R.C. must take care not to become mere watchers and listeners in this age of radio-television. We need more Marshals for 1950. Don't be a watching listener—DO SOMETHING! Believe me, it's much better to be a 'Bemsee Marshal than an ordinary spectator (even if you are a member in the special enclosure) Take a look at our 'Peter Pans' at the next meeting. You will find them doing an active job of work regardless of their age. If Marshalling doesn't appeal, please help with the Programmes and enjoy the mental satisfaction which follows a successful show. Ask Messrs. Cobbold and Roebuck!

Thank goodness we are now a Limited Company. 1949 wasn't exactly a pleasant year for the whole Committee. Most of them were very worried indeed including me, so if at times we appeared to be a bit "crackers", you know the reasons by now. The Secretary gave a pretty comprehensive report at the A.G.M. which—although it clashed with a Porcupine Party at Plumstead—was, as "Pro Low" expressed it, really well supported. We now also have a Town Pub not a million metres from Pall Mall. Lashings of Lashmar and Co.

We seem to have nominated places in Surrey, Middlesex and Central London. What about it Kent and Essex? The Edgware cell is growing and the Film Show will, I hope, ensure that the Middlesex members get a big gang like the W.H. Surrey types. We must ask the Committee to consider a Relay Race between these two sections. Losers buy the ale. By the way, the White Lion is near Edgware Tube Station, if you're short of 'bang-water'!

So the motor maestro Tazio Nuvolari has decided that A.D., Racing and reflexes do not dovetail. Let's hope he will continue to visit the various circuits in some capacity. I cannot imagine this all-rounder—yes, he could ride as well as drive—merely watching a race. Anyway Signor, a large number of our members do not forget you and we all wish you well now that the prefix "EX" has been so well earned.

If you know what has happened to some of the other retired speed-men of the twenties and early thirties, drop a note to the Secretary at Epsom. 'Bemsee' likes information for transmission to all the membership wherever they may be. Cliff will confirm that we now have roots in almost every country, except Russia.

The 1950 date bar is a pretty little job. Jack Grenfell suggests the small link should be silver soldered to eliminate risk of loss. Why not also sweat a disc at the back of the buttonhole cam piece?

One other message to any of our chaps who are unlucky enough to be in Hospital. Let's hear from you or your pet nurse. Somehow or other we will try to get you in touch with the nearest member so that you are well 'genned up' etc. etc. A page of this journal is allocated to

personal items, which gives a special opportunity to other folks to show that there is more in this outfit than the payment of a subscription.

Finally, if you get a decent win in one of the Pools, don't forget your own Benevolent Fund which is just something I hope you will never require.

W. G. (BILL) JARMAN.

P.S. See you at the Bemsee Buffet-Dance on the 9th.

To refresh your memory

Rain, which is comparatively rare today and financial depression, which is not, did their best to spoil the 1932 season, but the B.M.C.R.C. triumphed, as usual. True, one Meeting was twice postponed due to the weather, the riders in the 'Hutchinson Hundred' were nearly washed away, and the Mountain Championships due to take place that day were prudently put off.

But on the whole it was a good season. Ten more riders qualified for Gold Stars by lapping at over the ton (tun?—and how, please, did this expression originate, Cliff?). They were:—H. J. Bacon (490 Rudge, R. K. Barber (346 A.J.S.), J. O. Britton (498 Cotton), J. H. Fell (498 Douglas), W. Kilminster (498 Grindlay-Peerless), H. Levings (490 Norton), A. G. Mitchell (348 Velocette), W. H. Rigg (490 Rudge), H. G. Tyrell-Smith (346 Rudge), and S. Wood (348 Norton). Nice work, especially on "350's"!

At the *Motor Cycle Clubman's Day* a combination shed its riders at the Fork hairpin, ran on riderless, and went through the railings into the enclosure. It wasn't even seriously damaged and neither were the riders. Who says motor-racing is dangerous?

The April Meeting was notable for Bickell setting the Class F sidecar record to 93.44 m.p.h. with his Bickell-J.A.P., and Baragwanath equalling his own Class G sidecar lap-record of 102.9 m.p.h. in the course of it.

During June the ladies had a race of their own (remember this one, Cliff) the "fastest" amongst them 74.66 m.p.h. Then pre-1914 machines (loud cheers from C. E. Allen!) had their turn, G. L. Reynolds' 1909 Triumph 'winning from scratch at 38.16 m.p.h.—over 3 laps of the mountain circuit.

Cup Day saw M. B. Saunders beat his 250 c.c. lap-record at 99.01 m.p.h., while Bickell won a race at 105.97 m.p.h., doing his *standing lap* at 98.62 m.p.h. and his

best flying lap at 110.68 m.p.h.—eighteen years ago, chaps! There was also a false start. The classic races were:—
100 mile Junior Grand Prix. Tyrell-Smith (Rudge) 70.64 m.p.h.

100 miles Senior Grand Prix: G. E. Nott (Rudge) 72.54 m.p.h.

Nott rode half the race with a broken foot-change, necessitating changing gear by hand!

Hutchinson Hundred: Bickell (Bickell-J.A.P.) 99.61 m.p.h. That in blinding rain, in a race of only 7 finishers out of 30 starters.

25-lap Junior Mountain Championship: Tyrell-Smith (Rudge) 65.0 m.p.h.

25-lap Senior Mountain Championship: Daniell (Norton) 67.29 m.p.h.

Daniell finished 1/5 of a second ahead of Williams' Douglas.

During 1932 only two lap records remained unbroken, the 350 c.c. and 1,000 c.c. solo records, The new records were:—
250 c.c. L. J. Archer (New Imperial) 100.41 m.p.h.

500 c.c. W. J. C. Hewitt (Excelsior-J.A.P.) 115.29 m.p.h.

350 c.c. s/c L. J. Archer (Velocette) 84.84 m.p.h.

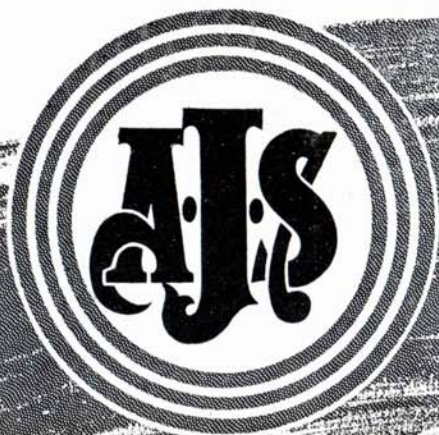
600 c.c. s/c C. B. Bickell (Bickell-J.A.P.) 93.44 m.p.h.

1,000 c.c. s/c E. C. Baragwanath (Brough-Superior) 103.11 m.p.h.

Note that Hewitt's 115 was done during a race, "Barry's" sidecar 103 during a race and rain. Fastest time over 5 laps of The "Mountain" (no lap-record was recognised) was 5m. 2.8s, by Bickells Chater-Lea.

L. J. Archer won the Special Award for highest aggregate marks, and the other "best aggregates" were: Class A: Fernihough, Longman and Walker; Class B and B/S: Archer, Class C: Bickell and Loweth; Classes D and E: Davies; Class F: Driscoll; Class G: Lones.

(The next instalment will deal with the 1933 season.)



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"POOL OR DOPE"

Roland Pike steps into the arena

In these days of austerity, when even 'Pool' is hard to come by, there is naturally much thought about alternative fuels, especially when they hold out the promise of greater power.

Other fuels than petrol have been tried ever since the I.C. engine was made—Acetylene, Naptha, Coal Gas, Methane, Producer Gas, Calor Gas, Alcohol, Paraffin, Benzole, &c. Some countries with little petrol and plenty of wood have tried making gaseous and liquid fuels from trees but, by and large, petrol as we know it is used all over the world, sometimes with Alcohol or Benzole added.

In this country we are endeavouring to sell cars and motorcycles to all markets so, of course, the average model is turned out to run on petrol; some, going to the U.S.A., are set to run on higher octane petrol than we use here. On the whole, petrol can be called the universal fuel for cars and motorcycles. Therefore, our manufacturers must study the science of getting maximum power and economy from it.

To this end, the F.I.C.M. & A.C.U. decided to stipulate the use of an almost standard fuel for International Races after the war. When this was first announced many, including myself, were horrified, having in mind the terrible results we got from our road vehicles—the knocking, pinking, heavy consumption, burnt valves and leaded up plugs. With the I.O.M. in mind, the future promised trouble.

I resolved, therefore, that as the T.T. was the most important race on my calendar, to use 'Pool' in most small races to find out what really did happen when a racing engine was run on this stuff. The C.R. was dropped in easy stages until the engine would just pink and no more; this came out about 8.2:1 and maximum speed was just over 90 m.p.h. This seemed quite good; now the problem was to try for improved filling with reliability. By gradual, and sometimes costly, experiment the performance was improved; at the same time the C.R. was again reduced.

I have come to think that, at least with present day engines, certain firmly held pre-war theories are not so important as we thought. For example: before the war every effort was directed to using highest possible C.R. even to exclusion of other aspects of the job. It was commonly believed that small engines with small bores required higher C.R. than the bigger ones.

This does not seem to be so true with 'Pool'.

As, with lower C.R.'s, the filling is better and, with the consequent better shape combustion chamber, burning is better; very good results can be achieved with lower C.R. Further, since the smaller cylinders have bigger proportionate valve areas, they will obviously have better filling than the larger cylinders. Thus, the C.R. for best results on a 250 may be lower than that of a 350.

The benefits of the lower C.R. upon the engine are more definite than obvious, for all, except special race engines, possess little ability to convert the sudden pressure rise of high C.R. into power at the shaft. Thus, the use of 'Pool' has given many an old engine a new lease of life, besides leading to the discovery of other ways of increasing power. The highest authorities on the subject have agreed that, after a little research, 'Pool' power output has exceeded expectations.

Some people object to the large alloy fins on modern racers on the score of expense. Isn't this really just prejudice? Alloy heads are now appearing even on trials and dirt bikes, the object being lightness, much the same as in the T.T. With familiarity in production of these heads, manufacturers are getting them made for very little more than cast iron. In fact, if iron and steel are Nationalised, the alloy head may be cheaper!

Another point with 'Pool' and lower C.R., with the flatter piston, the gain from a tuned exhaust system is more noticeable. This is probably due to less congestion round the valves at overlap time, with consequent gain of volumetric efficiency.

Whilst on the subject, it might be as well to ask if we really understand the significance of compression and C.R. anyway. Why should higher C.R. give more power and does it? I don't think it always does. There seems to be infinite room for experiment in design of combustion chamber and piston top shape; we may never know the whole truth.

But I am sure the answers are more likely to be found whilst we are forced by the use of 'Pool' petrol to experiment on these lines to the ultimate good of the whole industry rather than by a race to get the highest C.R. and highest power for a brief moment with some weird witch's brew as a fuel.

R. H. P.

Sir,

After nearly forty years of motor-cycling, I feel I must reply to the article by Mr. Dictator Hartley. His fourteen points were most impressive, but I object to the short notes at the beginning and the end, and also the implication that those who prefer the total use of Pool Petrol should be considered unfair and untruthful.

I regret the loss of Brooklands as much as anyone, but we still have the T.T., the Manx and many small road circuits. Does Mr. Hartley not like road racing in this form? Perhaps it is because he has not been so successful in his tuning in that direction.

The majority of circuits allow any fuel, which challenges the statement that riders are not allowed to experiment with fuels. Could Mr. Hartley build a machine, running on his super fuel capable of lasting

seven laps of the Island course and beating H.D.'s record lap?

Whilst the International Races are run on Pool, research is turned into the channels most likely to help the industry as a whole. Progress cannot be held up to suit a few who seek to combine dirt, grass and road racing with one machine. As the majority of Bemsee riders have modern road racing machines, it is asking a lot to expect the Club to frame its fuel policy to suit a few.

Living in a good grass track area, I have had ample opportunity to study the reliability of these dope motors. Believe me, it is not all that Mr. Hartley would have us believe. Give me Petrol-Benzole three hundred and sixty five days of the year.

Thanks Mr. Editor for your kind indulgence.

Yours sincerely,
BILL JENNESS.

Sir,

I'm afraid Alan Taylor's really got hold of the wrong end of the stick. L. W. E. Hartley is correct in what he has stated.

Alan Taylor says, correctly, that the volume of air drawn in per stroke is fixed by the mechanical design of the engine; also, that the extraction of the latent heat of the methanol cools the charge and increases its density.

He then says (though why, I cannot tell) that the mass of charge will not increase.

If in a space (the cylinder head) there is a gas (the mixture) and we increase its density without altering its mass, then its volume must decrease. Therefore, more gas will be drawn in if there is any inlet to the space. In this case of course there is. And if Alan is a good and conscientious type, it consists of a highly polished induction tube and a great big K.E. 965 valve with stacks of room for a nice strong draught all round it.

Thus, much to our delight, the charge weight is increased and the volumetric

efficiency is also improved by reason of the lowered temperature.

It does not matter in the least whereabouts the cooling of the charge takes place; as long as the inlet valve is open when it does. If the valve is open, more mixture *must* be drawn in.

Actually in my own experience, and I expect in that of many other "chronic alcoholics" in Bemsee, most of the cooling appears to take place between mixing chamber and inlet valve. In the case of very large cylinders (e.g. aircraft) icing frequently results. This in fact was one of the main reasons for fitting fuel injectors instead of carburettors to aircraft engines.

I have seen an S.U. carburettor iced up on 50-50 petrol benzol on quite a mild day this year, due to an exceptionally high rate of flow into the engine (a Riley 1100 c.c.)

Please don't let Alan get me wrong. I thought his article very sincere but I simply want to point out a fallacy of reasoning.

Yours &c.
Patrick A. Kirby.

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L. Bertorelli
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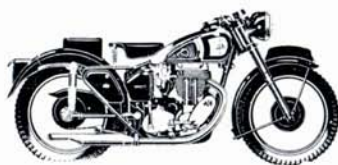
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