



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



EVERYTHING UNDER CONTROL. A lesson in riding together with full details of a 1949 partnership which won the World's Championship — Les Graham and his 500 c.c. A.J.S. in the 1949 Senior T.T.

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Bemsee

Journal of
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

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A. G. Keynoids E. C. Baragwanata

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

FINAL NOTICE. If you have not already paid your subscription
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EDITORIAL

WHITHER, NON TERRITORIAL CLUBS? At first sight, the proceedings of the A.C.U. General Council of February 10th appear to have been straightforward. An agenda had been prepared and was followed through. One disturbing item was a motion, which had been put in at the request of B.M.C.R.C.:

"That this Council reviews the position of Non-Territorial Clubs in the light of a decision made by the Midland Centre of the A.C.U. on May 13th, 1949".

This arose from the attitude of the Midland Centre in wishing to stop us from ever performing again at Shelsey Walsh. It was clear that the majority of those present were in sympathy with Bemsee. The Midland Centre reaffirmed their attitude, and Mr. G. R. Allan, taking a purely legal viewpoint, was inquisitive as to how the motion had got on the agenda. He contended the subject should never have been discussed, and held that it would mean the revision of a rule if it **were** discussed.

Notwithstanding, our motion was discussed, and the matter has been referred back to the Competitions Committee. We have therefore, to an extent, received fair consideration, as is only to be expected from a democratic body such as the A.C.U.

Since that memorable meeting, facts have come to light which indicate why the intrusion of a B.M.C.R.C. motion on to the agenda was opposed, and reveal a position which, if allowed to continue, will undermine the authority of all Non-Territorial Clubs and will bring the general conduct of the Union into discredit.

Proof is held that a course of action on the major contents of the agenda of the General Council of February 10th had been agreed between the delegates of 16 Centres—one other Centre supporting—at a meeting held in Birmingham on December 10th, 1949. The Chairman at that meeting was the Chairman of the T.T. Subcommittee, whilst the Secretary was a Vice-President of the Union and the person who raised the above legal quibble. Although the A.C.U. stated they had no cognizance of this Birmingham meeting, it is now pretty clear that (with one minor addition) everything which was to be voted upon had been agreed outside the meeting, and the result was a foregone conclusion. A councillor who, in the eyes of most motorcyclists, would be eminently suitable for the job, was forced to decline nomination for election to the Competitions Committee because of his Centre's attitude.

By the rules, the Union consists of Local Centres, N.T. Clubs, National Clubs and Honorary Members.

A Non-Territorial Club is one with activities not of a local character and composed of at least 100 members. Each N.T. Club is granted two delegates to the supreme body of the Union—the General Council which is appointed for the direction of the Union's policy.

Local Centres are allowed delegates according to the number of clubs within their provinces, ranging from two to a maximum of five.

It is now known that the total of affiliation fees paid to the Union in 1949 was £1465, and that there are 585 clubs in all. This represents an average affiliation fee per club of £2-10-1. The B.M.C.R.C. paid an affiliation fee of £35-7-0 in January 1950.

The total number of Centres may not exceed 24, which gives an average payment per Centre, of £61. Therefore, N.T. Clubs—including one at least which is more than half as big as an average Centre—have been flouted at this General Council at which, it is now known, delegates from 17 Centres were seated with the following Order of the Day 'stressed' to them:

"The obligation entailed upon every Centre participating in these Meetings to support (Birmingham) Conference Nominees and refrain from making any additional nomination at Council, several delegates emphasised the vital principle concerned in this issue. It was decided to again impress on all Centre Boards and their Individual Councillors the necessity of honouring their obligations in this matter".

Can a Vice-President of the Union seriously view with consternation the prospect of having to revise a rule when his own action at this Conference would seem to have rendered Rule 2, item 21—"The object of the Union is to act as the controlling body of the sport of Motor Cycling"—as dead as a door nail?

The Conference at Birmingham, if allowed to pass unchallenged, would call for the need of all Non-Territorial Clubs to combine and to go into secret conclave with the preparation of an agreed line of conduct to be taken at every General Council.

Bemsee is by no means the biggest N.T. Club, but, with all consideration for our fellow N.T. Clubs and the Centres, there is no intention here of ever descending to the sordid level of party politics. Unless the delegates at the General Council are allowed to act freely, with an understanding of the needs of their own members and not the needs of a party caucus, then the spirit which has earned for motorcyclists, general recognition as the cleanest of sportsmen, will die.

The A.C.U. General Council

The meeting of February 10th was the most important of the year as new officers were elected.

Professor Low, in the chair, reported excellent progress, which he would like to see maintained. The membership was now 37,500. Most gratifying was the amicable spirit existing with the R.A.C. The days of petty quarrels were gone.

In ensuing discussions, the following items of interest were noted:—

Agreement was drawing near with the British Standards Institute on the specification of a crash helmet and the A.C.U. pattern would be the accepted one.

The Blandford event on April 29th would be supported by the *Daily Express* with whom the A.C.U. would negotiate direct.

Non-Territorial Clubs might affiliate their branches through Local Centres as well as being affiliated as a non-Territorial

Club. This would not, however, permit the N. T. Clubs to have any control through Centres.

Due to the Scarborough dates clashing with those of the M.G.P., it had been decided that Scarborough should be one week later, even though it clashed with the I.S.D.T.

The subject of timekeeping is to be reviewed and a sub-committee will make recommendations which will come into effect in 1951.

The T.T. and I.S.D.T. had both been unprofitable, but the Moto Cross had shown a profit.

Insurance experiences in the year had been bad. Rates would be raised for 1950 and sundry revisions made, of which the most interesting for us were: Stewards must now inspect the course before racing starts; Warning notices must be more plentiful; Marshals must be properly

briefed and meetings are to be stopped should the spectators encroach on the course.

International licences can be issued to 125 c.c. riders where required, subject to the usual proviso as to satisfaction of the A.C.U.

The T.T. Mr. Norman Dixon reported no serious criticisms had been received regarding the Clubman's regulations. The International Regulations had been finally approved the previous day.

Starting in the Inter. would be singly at 10 seconds intervals, fuel would be 80 octane, Ramsey Hairpin had been radiused and the approach to Quarter Bridge resurfaced, permanent structures at certain point on the course would be made for First Aid etc. £1500 would be allocated to overseas riders. Already Eric McPherson, Harry Hinton and George Morrison had indicated their intention to ride.

In the Clubman's, the refuelling might be given more scope by use of larger containers than just two gallons. The decision to exclude men who worked for agents had been chosen as a fair measure which would help to reduce the pressure of entries. Mr. McNulty commented on the bad luck of one who finished second in his first Clubman's T.T. He must then move to M.G.P. or T.T. and would never have the chance of a first in the Clubman's.

Blandford, April 29th. Mr. Anstice gave details. There would be one each, races for 125 c.c., 250 c.c., 1000 c.c. and passenger machines. 350's and 500's would each have two heats and a final. The day would close with a handicap for the first five men in each class.

Acceptances would be on the basis of priority for Foreigners and those prominent in 1949. A ballot might have to be used. Fuel would be 80 octane petrol. Starting time 1.30 p.m.; practice in the morning. Prizes: 125 to four places; 250 and 1000 to six places; passenger to three places; 350, 500 and Final Handicap to eight places. Passenger race over 10 laps, no side-cars in the handicap.

Financial matters were discussed. The surplus, although less than 1948, was a satisfactory one.

On the election of officers, Professor Low and Messrs. G. R. Allan and R. J. Holloway retired and were re-elected to the Management Committee. Professor Low was unanimously re-elected chairman of the Council and Mr. K. S. Topping again to the position of Treasurer.

The next item was for the election of

six members to the Competitions Committee to take the place of Mrs. M. L. Anning and Messrs. Anstice, Chamberlain, Greene, Woodhouse and Wright. This was the most important item as nominations were to be made on the spot. Immediately, Mr. Allan proposed the reappointment of the same six with the exception that Allan Jefferies should take the place of Mr. Greene.

Mr. B. Marians said he did not like to think this matter had been arranged outside the union and nominated our Les. Archer. Unfortunately, although he said he would be only too delighted to serve if possible, the impending call to the forces of young Les. made the offer impossible for Les' acceptance.

C. A. Lewis then nominated Harold Taylor who said that he could not accept the position as his committee had already agreed to vote with the other people. The six named were accordingly returned, making the strength of the Competitions Committee for 1950 as follows:—Mrs. Anning, V. C. Anstice (trade), P. Chamberlain, Allan Jefferies (trade), J. Woodhouse, F. Wright, J. C. Lowe, H. P. Baughan, E. Damadian, C. H. King, H. S. Perrey (trade) and T. E. Ryan. No voting took place on this matter.

Two honorary members were elected and future dates for council meetings confirmed.

The council was then asked to consider a request by B.M.C.R.C. for review of the position of Non-Territorial Clubs in the light of a decision made by the Midland Centre in May, 1949.

C. A. Lewis outlined the position regarding Shelsley Walsh. "Bemsee" had performed well on two occasions they were invited to compete in 1950, but the Midland Centre refused to grant permission stating that they were capable and had the right to perform there. They would therefore not again grant permission to B.M.C.R.C. to come into their territory and organise motor-cycle events.

H. S. Perrey said the Centre only agreed to permit B.M.C.R.C. to ride in 1949 due to shortage of time (note permission was granted Feb. 13th for meeting on September 24th). There had been a unanimous decision at the Centre Board Meeting not to permit B.M.C.R.C. again to use Shelsley and he felt the Midland Centre ought to arrange the meeting.

Considerable discussion ensued: it seemed the general feeling that B.M.C.R.C., having got these meetings going, should carry on. Mr. G. R. Allan ques-

tioned the propriety of the minute which, he said, if heeded, might necessitate an alteration to one of the Union's rules. Peter Chamberlain said the A.C.U. had a duty to every Club including the Non-Territorials and that, by rule 352, there was a right of appeal.

It was finally agreed to put the matter

back to the Competitions Committee for reconsideration. (They had once before refused to take action in what they considered to be a "domestic matter").

New affiliations were considered, including another Non-Territorial Club—the Triumph M.C.C.

The meeting closed.

RACING NEWS

All the signs are that 1950 will be as busy as ever, with plenty for Bemsee. Quite the most important news is that our Silverstone date of April 22nd has been finally granted, and that the meeting will be sponsored by our good friends 'Motor Cycling'.

An effort will be made to put on the first post war meeting of universal appeal in line with the old days at Brooklands and Donington. It behoves everyone, professional, amateur, trader, manufacturer, or that vast population of race fans whose own business activities lie right outside the motor game, not to miss this eventful day. **April 22nd, 1950.**

In particular, a race is on for the Vintage boys. Many of the bikes which come into the vintage category are capable of near the hundred mark. This is their opportunity to show their paces on a modern race circuit.

The track has been most thoroughly inspected by Harold Daniell, Leslie Archer and Arthur Wheeler. The wide corners will have narrower and correct courses clearly marked, and the surface will receive attention.

Additionally, an interesting R.L.R. bend has been introduced into Club Corner.

Racing starts at 11 a.m.; practising will be all day on Friday, April 21st.

Here is the programme:

- 8 lap scratch race for racing 250's.
- 5 lap ditto for sidecars and 3 wheelers.
- 17 lap ditto for racing 350's.
- 17 lap ditto for racing solos 400 c.c. to 1000 c.c.
- 5 lap handicap for Vintage solos.
- 8 lap scratch race for Clubmen on fully equipped production 350's.
- 8 lap ditto for 500's.
- 8 lap ditto for 501 to 1000 c.c. This race will be divided, with equal prizes for up to 750 and over 750 c.c.

There will be ordinary prizes in all races. Cash in the racing events and trophies in the Clubman and Vintage events. Fuel will be without restriction in the

racing and Vintage events, but Pool Petrol only in the Clubman's races.

Over and above all these straight prizes, most attractive prizes have been designed which will give everyone a chance.

The Glover Trophy is a Bemsee award to be given to the Bemsee winner of a sealed handicap which will take into account fuel used, arranged over the whole of the four racing events. The Trophy is to be held for one year, and the holder receives £100 cash.

To the rider in another capacity class who makes the next best improvement over his handicap there will be a cash prize of £50.

To the rider in one of the two remaining classes with next best improvement over handicap, a cash prize of £25.

'Motor Cycling' Cup. To the Clubman winning by the greatest margin over the runner-up in his race. A trophy presented by 'Motor Cycling'.

B.M.C.R.C. Anon. Award. To the Bemsee member who, not having previously achieved any outstanding performance in a Major Race, gives a notable demonstration of merit—the sum of £50 cash towards his expenses in the 1950 International T.T., M.G.P. or Ulster Grand Prix.

'Motor Cycling's' Award. To the Club whose nominated rider in the Clubman's races makes the most meritorious performance of the day—the sum of £50 cash towards the expenses of any rider nominated by that Club as a competitor in the 1950 Clubman's T.T. or M.G.P. races.

These special awards make the races attractive for everybody. Let us have a first class entry. Forms will be posted as soon as possible.

Entry fees will be moderate, but compulsory Personal Accident Insurance cover must be taken out. The rates will be:

Clubmen and Vintage entry fees 10/-
Racing entry fees £1

Insurance extra—per 5 lap race 12/6;
per 8 lap race 15/-; per 17 lap race
£1

And, if you can't ride but are willing to help the club, there is a job for every man Jack of you—see Bill Jarman's article. Naturally, all paid-up members will be admitted free with vehicle.

April 1st. There will be a meeting at Ansty. There is also a possibility of a special restricted day at Blandford, to which all B.M.C.R.C. members will be invited to ride. Note this down as a good possibility only, as, at the time of going to press, final approval of the regs is awaited.

April 10th (Easter Monday) will see the first meeting (an Open Event) at Thruxton, the new airfield circuit discovered by the Southampton Club.

April 16th is a definite Bemsee date. The Cambridge University A.C. are holding a special restricted race meeting at Bedwell Hey. Bemsee members are invited to compete. The circuit is 1503 yards long and rather narrow (twelve feet opening out to twenty feet at several places all round). This will be quite an interesting training ground, and is remote from all likely local objectors. In other words, just the thing the bemoaners of lost Haddenham seek.

Due to the proximity of Silverstone, enquiries must be sent to our good friend and member, Peter Pratt, Pembroke Col-

lege, Cambridge, through whose work for us the races have become possible.

Brands Hatch. Enquiries are in hand: see committee news.

July 8th. Blandford Open Race Meeting.

July 15th. A brand new Irish Circuit at Munster is being opened, to which we are specially invited. The course is 7 miles round and based on the three mile straight used by Joe Wright in his record attempts in the Thirties. Each end of the straight is linked by a fairly considerable curve to another road parallel to the straight, but more winding. This promises to be a real good 'do'. Good prize money, and we hear talk of start money. Usual classes with an overall handicap. An open event under M.C.U.I. jurisdiction. Write for details to W. O'Brien, Sec. Munster M.C. & C.C. 98 Oliver Plunkett, Cork, Eire.

August 7th and September 23rd. Blandford Open Race Meetings.

Racing Calendars. Unfortunately these will not be printed this year. An effort will be made to keep members informed of events as information comes into the office. Club Secretaries who can help, please do so.



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COMMITTEE NEWS

The business of transferring the assets to the Limited Company is progressing steadily. At the first general meeting of the Company, all subscribers were present with the exception of Mr. Driscoll and Mr. Beart (who was then en route to America).

With Barry in the chair, it was resolved that the number of Directors should be not less than eight nor more than ten, and the following were appointed first directors:

E. C. E. Baragwanath, H. L. Daniell, H. J. Bacon, A. H. Taylor, N. B. Pope, W. G. Jarman, L. R. Archer, C. A. Lewis, J. O. Roebuck.

At the first Directors' Meeting, Harold Daniell was appointed Chairman, and Barry retired from that post which he has held so splendidly since March 1947. Noel Pope was appointed Vice-Chairman. C. A. Lewis, Secretary.

It was then resolved "That all the members of B.M.C.R.C. at 31st December, 1949, together with any members newly joined between that date and the date of this meeting (Jan. 30th), be appointed Members of the Company subject to their paying an annual subscription of £2-2-0".

It was further resolved "That any other person of such standards as the directors may think appropriate, duly proposed and seconded, be elected to membership of the Company on the payment of an entrance fee of 10/d. and an annual subscription of £2-2-0".

You will thus see that, **provided you have paid up your sub**, you are members of the Private Company of British Motor Cycle Racing Club Limited, and that, by that token, you are all limited as to your liabilities to a maximum of One Pound

should the Company be dissolved or wound up. Will all members of the Company please take notice of this official statement of their position. The liability exists while membership is held, or within one year afterwards.

Messrs. Andrew Barr & Co. were appointed the official auditors. Messrs. Forsythe, Kerman & Phillips and Major A. Lewis Jones were jointly appointed Honorary Solicitors to the Company.

As the Club still exists in name, although all its assets are now the property of the Company, the following resolution was made as regards our President and Vice-Presidents, who are not, of course, concerned with the affairs of the Company: "That the President and Vice-Presidents of B.M.C.R.C. may be permitted to attend the meetings of the Board of Directors of the Company, at the invitation of the Board, as ex-officio members without vote".

Progress with Silverstone was considered.

It was decided to open negotiations with the proprietor of Brands Hatch as regards three dates in the mid season.

The position regarding Shelsey Walsh was reviewed. The Club had received an invitation from the Midland Automobile Club, but the Midland Centre of the A.C.U. would not grant permission for B.M.C.R.C. to come into their territory.

A letter from member E. W. Trappitt advocating the abolition of sidecar skids was considered. There could be no relaxation of this regulation, which was considered a safety essential by experts at the meeting.

Progress with the forthcoming Dance and the results of the past film show were reviewed. New members were elected and the meeting closed.

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SPEAKING PERSONALLY

B. W. T. Rood, of Loughton, has both 250 and 350 plans for 1950. Is building up a new engine for his Excelsior Manxman with L.33 cylinder head and barrel, with shrunk-in liner and valve seats. Also obtaining a new Mk. 8 Velo.

C. C. Sandford, another 250-350 man. Entrant A. R. Taylor has worked hard on both Velos during the winter and hopes to have C. C. in the T.T. on "one or more" models.

H. A. Pearce, of Surbiton, has worked on his Triumph 250 to some purpose. It will be seen with completely enclosed hairpin valve springs with a new metalised finish to head and barrel for best heat transfer.

J. A. H. Hiscock is approaching the 250 problem from a fresh angle. His modified K.S.S. Velos, with short stroke, are planned to have a "plurality" of gears. Latest report is seven. Anything that J. A. H. turns out in this line can be relied upon to be good. He has a reputation as an expert on Pre-Selector gearboxes, and is one of the few people who can cope with the Hayes gearbox used in certain Austin cars. J.A.H. also has his own Heenan and Froude test brake.

P. F. McGovern. Pat, who recently joined us, has ridden in practically every post war Irish road race. As he keeps the Melvin Hotel, Garrison, Co. Fermanagh—which is called 'The Anglers Paradise'—it is hoped that lots of members will improve their acquaintance with him during the season.

Bob Burnie has left Dunlops of South Africa and is now Assistant General Manager of Fine Wool Products Ltd. of Uitenhage. Bob sends details and photos of his one time possession—a 500 twin New Imp. Comparing notes with Tony Norris, this is probably the machine Tony rode at Silverstone. Bob rode it at Southport in September 1935 when he got the Gold Badge at 100.76 mph. He sends some interesting details, of which more later.

Len Good, from Massachusetts, sends the Club and the Committee his best wishes. He says:

"The achievements of the Club under your guidance have been a triumph over adversity, and have served to vitalize everybody connected with the sport. The few who have resented the urgency with which problems have been tackled by the Club's officers and the odd detractor, should not be

allowed to cause any deviation from the line already taken".

Many thanks, Len, and wishing you all success in dollar land.

J. A. Hogan. John is building a genuine racer 125 c.c. two-stroke for Blandford and any events possible in 1950. This is a very serious effort, and, as one old two-stroker to a new boy, Good Luck all ways.

A. A. F. Burton. Arthur will ride a B.S.A. in the Junior Clubman's T.T. for the West of England Club.

R. B. Bibby. Bernard reports progress with regard to his recent offer. Jack Netherton, who will ride his own Vincent in the Clubman's T.T. for the West Ham Club, will ride Bibby's 499 Norton in short circuit events. A rider for the Norton in the Senior T.T. is not yet fixed. No definite information is yet available regarding the user of the 350 Norton. Negotiations are in hand.

A. C. Squillario. Squirrel, who has recently rejoined us, recalls that when he first joined Bemsee, his proposer was his 'boss', the late and well beloved Frank Longman. Recently, Squirrel has been testing cars at Silverstone. One always remembers him for his descent of the Test Hill on roller skates, a feat from which the most daring would shrink. All went well until the bottom was reached in all directions. Poor old Squirrel!

Squirrel often rode Calthorpes. How many readers remember the occasion when Calthorpes had an advertisement covering the front page of the Daily Mail? An essay into advertising which has never been repeated in the Motor Cycling World.

North Ireland. **R. MacDonald**, of 64 Shore Road, Belfast, is anxious to help and to get to know all members whenever they come over for the Ulster and other races.

Eire. **W. J. McGowan**, of Iona House, Main St. Donegal, extends a similar invitation to members racing in the South. Although not a member, Bill will be known to most Irish riders, as he never misses watching a classic, and has written a section of Geoff Davison's new 'Year Book'.

Bill says that at one handicap a Bemsee member made some remark that, had his name been Murphy or O'Donnell, his handicap would have been better. Don't take us too seriously over there, please, and to all members, remember not to let a joking remark be made which might be

given the wrong interpretation by our very good and most sporting Irish friends and hosts.

John Lock. John is out of hospital, and although still far from recovered, is in much better health than was expected. The doctors regard the effect of Barry's visit, and rejoining the Club as having cheered John to make a miraculous and unbelievable recovery. Keep it up, John.

C. S. Mason reports the horse shoes are paying so well that he hopes to have a 1948 Beart tuned 499 Norton for the 1950 Continental Circus. Can it be that Syd has read the old story about one penny for the first nail, 2d for the second and 4d for the third, etc., and has he found a colony of suckers? At any rate, nice work!

Graham Oates. After a demob. holiday in Balmoral, Graham is intent on helping Gordon Hatch to make a 'do' of the I.O.M. Section. The Island Section is so important, it is up to every member to rally round Gordon this June. We must put on a good and informal dinner.

Jim McKimm, of Belfast, has bought Jack Sparrow's racing 250 Excelsior. It is most gratifying to see the work which is being done by Bemsee members everywhere on 250's. Let's hope that one day in 1950 we shall see a British job put it across the foreigners.

W. L. Clark, of Brigg, is another with a new Mk. 8 Velo for 1950.

Don Sleightholme. Episode two of this gripping real life story. Released from hospital, was extremely gratified to note that dear firm had ordered a major facial operation to the works car to remove the ravages of Don's driving skill. At the same time, a new engine was fitted. In the short space of time since his letting loose, Don reports the engine has passed from 'Run In' to 'Dun In'.

Fortunately, in anticipation of the time when he will be really able to deal with something with half the wheelage, Don says the revered Velo is now 'lying in state' in the front bedroom. This room has hitherto been rather selfishly monopolised by Don's brother, who has relieved the congestion by getting married. It is not recorded whether there is a spare nook or cranny in the house where Pop and Mom can get the odd kip.

And—deeper and deeper—Don's nurse in hospital has now secured a home close to the ancestral Manor! Deep enough to sink the Queen Mary without trace.

M. P. O'Rourke will get as many rides as the R.A.F. will allow this year. Uncle J. W. Oliver, who has unfortunately been

a very sick man, has bought a new 7/R on which he intends to enter Michael as often as possible, including the Junior T.T.

R. H. Rudge, of Irish Road Race fame, intends to compete in as many more events as possible this year. Will definitely be in the N.W. 200, and hopes to ride in his 5th successive Manx.

Ron wishes to correspond with members in his area with a view to making up a party for Irish events. Further, an offer to all members: Ron has a good farm in the Wye Valley, with good camping fields and facilities. Anyone, particularly road racing men who can talk shop, will be given a warm and entirely free welcome to camp during the season at Church Farm, St. Weonards, Nr. Hereford.

A. Lewis-Jones. At a visit to Liverpool, our revered legal luminary displayed a very nice taste in road vehicles—an Austin engined Reliant Three Wheeler with carrosserie a la Village Dustcart. The most important fitment on this equipage was a Bulldog paper fastener, affixed to the engine shroud beside the driver.

Attired in that supreme emblem of respectability and integrity—a Bowler Hat—our one and only passed through rows of bowing and respectful menials. Seizing a moment when eyes were turned at the emergence of some lesser notability such as a puisne Judge, we nipped smartly into the Reliant by lifting sundry door hooks and turn buttons. The meaning of the Bulldog clip then became apparent as a holder for the solicitatorial Derby, whilst an extremely greasy 'Gor Blimey' was substituted. We then (three) wheeled our way, unheeded and beneath consideration, to civilization, Chips and Chop Suey.

Guy Ashenden wants to trace Arthur Greenwood, who used to ride Broughs at Saltburn and Brooklands. Was a radio officer with Guy in R.A.F. Ferry Command, but since the war they have lost touch. Home address believed to be in Huddersfield. Can any member help, please?

R. (Peanuts) Watts. After a spell of overseas service is demobbed and has joined the firm of Ben Drinkwater Ltd. Hopes to attain for that firm the target set by Ben—an object which every member will approve.

P. Featherston, of Llanidloes, combines humour with the most amazing enthusiasm. In spare moments from dicing, Phil performs the duties of builder and undertaker for the district, and is known as the "streamlined mortician." It is be-

lieved that the victims are walled up under the time expired patents in the name of Edgar Allan Poe. It is not quite clear whether attention is paid to the preliminary formality of ascertaining whether intake and exhaust have ceased.

At anyrate, we are promised an article and from what Don Jacquett says, there should be no need to wear crape at the reading thereof.

L. G. Clifford Les, our assistant announcer, radio expert and general well-wisher, writes interestingly. In private life a school master, he provides new light on controversial topics.

Reading Roland Pike's comments that fuels other than liquid have been tried, Les refers to Sir Hiram Maxim's book of 1908. Sir Hiram describes his own father's work in 1856 on the possibility of flight, saying: 'He admitted that there was no motor in existence light enough, but thought that one might be invented worked by a series of explosions in the cylinder—even if Fulminate of Mercury had to be used.

Peter Cooper, of New York, thought out an identical machine, using Chloride of Nitrogen as his explosive agent. His work was soon brought to an end by the loss of one eye'.

Later in the book, discussing Braytons crude petroleum engine of 1876 which developed 1 hp./hr. per lb. of fuel, Sir Hiram says 'The shaft that worked the valve gear was parallel to the cylinder'.

Lastly, marking recent exam. papers, Leslie came on the following priceless answer to the question: "Describe two methods of cooling a petrol engine".

The answers were:

(a) Pouring water on it.

(b) Stopping it.

One is tempted to ask what honest examiner could fail to give full marks? The revelation of what was done and thought in the mid Nineteenth Century can be best appreciated when one realises that these men had no previous text book. Yet we see the I.C. engine and the vertical cam-shaft conceived years before they were regarded as possible.

R. G. C. Messervy. 1950 will be a year of exams. for Godfrey. He has one of the special Hiscock 250 Velos on order, and hopes to be free to race in 1951.

The Benevolent Fund. Donations are gratefully acknowledged:

R. G. C. Messervy £1-1-0; **D. S. Jenkins** £2-2-0. (The latter by a very happy thought for us. Jenks lectured to the Grasshopper M.C.C., who duly registered their approval by, at Jenk's suggestion,

remitting as stated. An idea worth bearing in mind by other B.M.C.R.C. V.I.P.'s).

Noel Pope has now got a good example of a racing 250 Excelsior Manxman. Will probably ride both this and a 7/R in the T.T.

Les Archer Jun. Little Les joins the Army at the start of March. Considerable hilarity and consternation at his 'medical' when it was found that L. R. had not treated his Railway Warrant with all the respect and care due to such an important official publication. It is felt that Governments, or even Nations, may fall unless the precious document can be recovered from its present repository.

Did you lose a raincoat at Silverstone? News has only just been received of the finding of a coat and scarf. If it is yours, send in identifying details to Epsom.

Press Publicity. Harry Bostock has a very kind letter from the Daily Mail promising that 'the men who have put up such a fine show for Britain in the Motor Cycling World' shall not be forgotten in their series of Ross sketches.

Continued letters to the Daily Press resulting in such good feeling cannot fail to be to our advantage.

Australia. A terrific welcome given to Stan Pike and Phil Irving. Stan, who is to be Superintendent at P. and R. Williams Service Station at Newcastle, Sydney, has already been issued with a new 7/R for the Australian T.T.

Phil had the misfortune to have scarlet fever shortly after arrival, but reports are that he is making good progress.

Australian Land Speed Records were set up at Kingston, South Australia, where there is a straight road of sufficient length to permit attempts up to 10 miles! A Black Lightning raised their record for the mile solo to 139.38 m.p.h., and, with a very beautiful Tilbrook sidecar (is this the Tilbrook we used to know at Brooklands?) the mile sidecar record was raised to 122.6 m.p.h.

With Phil Irving, Stan Pike and this magnificent stretch of straight road, it is reasonable to expect further record attempts, although apparently the place is very remote and subject to uncertain weather conditions.

SOCIAL OCCASIONS

The Film Show, Edgware, January 27th. Was completely successful. A splendid selection of films included a coloured one of Haddenham which followed the riders for nearly a mile, giving a true impression of the racing.

The Silverstone film not only gave excellent racing shots, but close-ups of many

personalities, including several quickies of one very well known 'Double Knocker Job'.

About 200 were present at the really beautiful Hall, and, thanks to the extreme kindness of Sam Coles, who provided apparatus and films as a free gift to the club, to the Anglo American Oil Co. and Reg Tanner, who loaned us the Silverstone film, together with its astounding 'synthetic' commentary, and to the unflagging and sporting efforts of Dennis Glover and Ken Rickard, who worked hard to get the whole show set out for our comfort, a really happy and inexpensive evening was enjoyed.

A 6d. collection was made which just cleared the cost of hiring the hall, plus, thanks to one or two generous friends, a balance of 10/6. Nice work.

Of special interest was the display of a Holden four cylinder and a T.M.C. four cylinder motorcycle, by Rex Judd. Both were years before their time, the Holden with its contact breaker in the rear hub is really a double acting twin. It has amazing design features.

The Inter-Club Dance, February 9th. The weather was indeed unkind, yet, despite one of the worst nights imaginable, about one hundred guests turned up for a really jolly evening at Slaters, Kensington. Surprise guest was Charles Brackenbury, who with some difficulty was restrained from a Fred Dixon prank which might well have given the bar keeper a heart attack.

Don MacBain and his orchestra were first class. There is no doubt that everyone present had a most enjoyable time. The pity is that there were not more. Next time we must have a bigger turn out.

The White Lion, Feb. 13th. Despite the excellent attendance for the film show, the gathering on Feb. 13th did not attract as many more as had been expected. It was a good crowd this time, but the idea of Bemsee members meeting here seems like a delicate plant needing careful nurture. Here is an ideal meeting place and first rate company. For your sake and for the Club's sake, please turn up on March 13th to show your appreciation.

The Winning Horse, Feb. 16th. Another good night. Due to the calls of Silverstone, the writer could not be present. Everyone present was pleased to hear that April 22nd is now 'in the bag'. Next meeting March 16th.

A Vintage Racing Quiz. Make a note of the following provisional date: March 9th at the White Lion, Edgware. This issue goes to press too early to be able to say quite definitely, but it is almost certain that there will be a Quiz, with questions put to a team of old time racers.

This is being organised by Ron Beecroft and Dennis Glover, and should be something to be remembered for all time. Watch the Motor Cycling papers for confirmation nearer to the date—**Thursday, March 9th, 1950.** Turn up in your hundreds.

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THOUGHTS ON FUEL

by R. J. Ginn, M.B.E., A.M.I.MECH.E.

The contribution in the December number of *Bemsee* on alcohol throws light on a subject which seems to be one of the greater mysteries, but I feel that your contributor, in presenting a very lucid and informative article, could stand addition, and, dare I say, some slight correction.

By force of circumstances we no longer have with us P.M.S.2. and R.D.1. Both these "dopes" were largely composed of ethyl alcohol (ethanol) which is now a raw material for certain types of plastics which were unknown before World War II; so we must be content with commercial methyl alcohol (methanol).

This material, formerly known as wood alcohol, as it was first obtained by the destructive distillation of wood pulp, is now synthesised; from petroleum by-products amongst other things. There are many alcohols; methanol is the simplest in molecular structure. It has the one major drawback as fuel of being practically immiscible in petrol although it is completely miscible in benzole (and water!). Therefore if a blend of petrol and methanol is required a blending agent must be used. The most common agent is benzole. Generally speaking methanol requires an equal amount of benzole when blended with petroleum spirit, e.g. if a 10% methanol blend is required the fuel formula will be 10% methanol, 10% benzole, 80% pool.

The reason for the smaller quantity of air required by methanol is solely due to the fact that oxygen is part of the fuel.

The cooling effect of methanol is very great and can reduce operating temperatures enough to effect seriously the efficiency of the engine and, in consequence, power output. Obviously an engine designed to run efficiently on petrol will be over-cooled when using a high alcohol content fuel. This can be offset somewhat by increasing the power output by raising compression ratio and thus increasing the quantity of heat being handled by the engine. This will obviously raise operating temperatures. Again methanol is difficult to vaporise (also due to its high latent heat) so an over-cooled engine will not digest the fuel, with consequent loss of power, to say nothing of the affect of unburnt fuel passing the piston.

Methanol, due to its comparatively high boiling point (64.7°C) and the effect mentioned above, can cause difficult starting from cold. Pool petrol and any other normal motor fuel has a low initial boiling point around 35°C . The factor most affecting cold starting is the 10% distillation point, that is, the temperature at which 10% of the fuel has boiled away; an average figure for pool is 60°C whilst pre-war petrols averaged around 55°C . It may be seen therefore that methanol does not meet this requirement as its initial and only boiling point is some 5°C higher. The addition of small amounts of acetone, which has very similar properties to methanol, allied with a boiling point around 45°C , successfully overcomes this difficulty and may also help the vaporisation trouble mentioned earlier.

Mineral oils are completely immiscible in methanol but experiment has shown that the latter has a very great washing action on all oil coated surfaces whether the oil be mineral or vegetable. To my mind, from the point of view of the fuel, it is unimportant whether a mineral oil or castor is used in "dope" engines. If neat methanol is getting past the piston the results with either oil are likely to be equally unhappy. If a castor base oil then the engine will be lubricated with a thin liquid composed of castor and methanol; if a mineral oil then presumably slugs of methanol will chase slugs of mineral oil through the oil system. In any case bore wear will be very high under such conditions.

A weak mixture with methanol can be more dangerous than with petrol as due to after-burning very high local temperatures can occur which will tend to burn pistons and valves although the overall engine temperature remains low.

The artificial limit imposed on racing engine design by the low octane value of Pool petrol made high-conductivity materials necessary for cylinder head and barrel, but if these are made available to the sporting rider, and it seems that this will be so, surely this is merely the march of progress.

We can hope for vastly improved petrol to be made available within the next three or four years; if engine design is not to stagnate, full advantage must be taken of this to increase engine efficiency

To handle the high heat outputs from these fuels the alloy barrels and heads will be necessary if the cry is still for more power from a given size of engine. Fuel comparable in octane rating and sensitivity to prewar 50/50 petrol benzole

is by no means an idle dream and engine design must go right along to use these superior fuels fully. Remember that General Motors have produced a 12:1 compression ratio car engine which is quite an economic possibility.

To refresh your memory

A Brief Survey of Past B.M.C.R.C. Achievements by W. Boddy
Editor of "Motor Sport", Author of "The Story of Brooklands", etc.

The 1933 Brooklands season went with a swing. Bemsee held five Saturday meetings and four "Practice Meetings" on Wednesday afternoons. Thirteen riders took Gold Stars:—J. M. West (499 Rudge), H. Stevenson (498 Grindley-Peerless), P. A. Refoy (498 Excelsior), N. B. Pope (996 British Anzani), B. L. Pickford (996 Zenith), A. C. Dobson (499 Douglas), J. M. Muir (490 Norton), E. Ovens (490 Norton), E. Nelson (498 Bickell-J.A.P.), L. N. Gregory (Grindley-Peerless), E. C. Fernihough (344 Excelsior), C. B. Bickell (344 Excelsior), and M. B. Saunders (246 Excelsior). Isn't it interesting how riders whose names later became household words had their first taste of 100 m.p.h. lappery as B.M.C.R.C. riders seventeen years ago? Another notable show was Spuz Muir's capture of the Bacon Cup for the first non-trade rider on his own bicycle to cover 100 miles in the hour—his home-tuned 498 Norton did 101.15 m.p.h. for the 36 laps.

On Cup Day, L. J. Archer (Velocette) won the 5 lap Wakefield Trophy Handicap and private-owner L. R. Courtney (493 Sunbeam) the 10 lap final of the Mountain Handicap at 66.86 m.p.h. Alan Bruce appeared on a Vincent H.R.D. J.A.P. outfit complete with banking side-car operated by the passenger through a car-type steering wheel.

The classes long-distance races were won as follows:—

100 mile Junior Grand Prix—L. J. Archer (Velocette), 69.17 m.p.h.

100 mile Senior Grand Prix—L. J. Archer (Velocette), 70.39 m.p.h.

An artificial road course was used, but entries were confined almost entirely to B.M.C.R.C. members.

Hutchinson Hundred—L. J. Archer (Velocette), 100.61 m.p.h. There were 19 entries and this race was won at a three-figure speed for the first time.

25 lap Junior Mountain Championship—J. Forbes (Velocette), 69.05 m.p.h. There were 11 entries and Forbes, Daniell, Archer and Newman ran within 100 yards of one another for the first 10 laps, Forbes

breaking the 5 lap record at 67.93 m.p.h. Archer took a toss and Forbes won by a small margin.

25 lap Senior Mountain Championship—R. Harris (Norton), 69.97 m.p.h. 19 starters and another very close finish, Daniell lying second until the last lap when he ran out of fuel, letting H. E. Newman (Velocette), "Ginger" Wood (Velocette) and C. T. Atkins (Inter-Norton), running on petrol Benzole—an innovation in those days—into 2nd, 3rd and 4th.

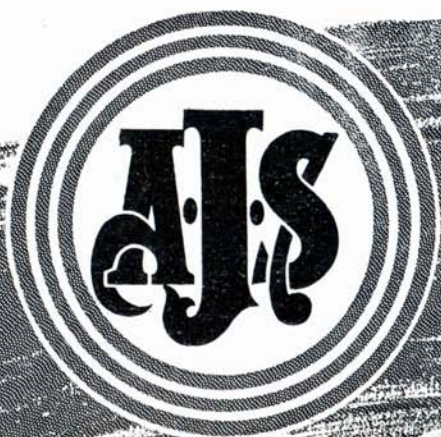
At the final meeting of 1933, Forbes set up a new record for a non-trade rider by lapping at 109.46 m.p.h. on Muir's Norton, while Miss Blenkiron (A.J.S.), won by 50 yards a three-lap all comers race. This meeting was noticeable in that George Brough only just missed getting his Gold Star on one of his own side-car outfits, while Ferni raised the 175cc lap record to 84.84 m.p.h.

At the B.R.D.C. Empire Trophy Meeting, a 50 mile motor-cycle handicap was won by Archer (Velocette) at 98.04 m.p.h. and only four seconds divided the place men, Lamacraft (Velocette) being 2nd and Fernihough (Excelsior) 3rd. Moreover, Bickell (Bickell J.A.P.) came in 5th from scratch at over 100 m.p.h., after a grand ride.

New lap records established in 1933 were:—250 c.c., M.B. Saunders (Excelsior) 102.48 m.p.h.; 350 c.c., L. J. Archer (Velocette) 104.85 m.p.h.; 1,000 c.c. s/c., E. C. Baragwanath (Brough), 103.97 m.p.h.

The new 5 lap records on the Mountain Circuit were:—350 c.c., H. E. Newman (Velocette), 5m.7s.; 350 c.c. s/c., E. G. Bishop (Excelsior), 6m.12.8s. All these records were broken during races.

C. B. Bickell, that polished rider of polished machines, won the special award for the best aggregate performance, E. G. Mobbs that for the best by a non-trade rider, the other "best aggregates" being: Class A., F. W. S. Clarke; Class B., L. J. Archer; Classes C. D. E., C. B. Bickell; Sidecars, E. C. Baragwanath. (The next instalment will deal with the 1934 season).



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PETROL

The following correspondence in "The Times" between Lord Cherwell and the Minister of Fuel is published. We should like to be included among those who "do not appear to understand the petrol situation".

Sir,—To double the petrol allowance we received last year only 470,000 tons of petrol would be required, costing, even at 10d. a gallon, less than £6m. If obtained from sterling sources the dollar element in this would be small. When we consider the £400m. spent in the dollar area every year it is really rather shocking that the Socialist Party should have tried to scare the public with the banner headline: "Petrol or Bread."

There is, however, another quite conclusive argument. Of the 40m. tons or so, of oil produced and refined outside the western hemisphere by the British-Dutch companies, many million tons go to soft currency countries. Whatever dollar element is included in this, we pay. In return we receive either soft currency—i.e., currency of which we already have more than we need, or often merely our own pounds which we have given, or lent, or prematurely released to the countries in question. To divert from soft currency countries the 500,000 tons needed to double the private motorist's allowance might at the worst reduce our soft currency surplus by £6m. In no circumstances could it cost the United Kingdom one extra dollar. The question the Government have to answer, therefore, is why they prefer that our people should go short while they are selling for soft currency so much petrol that most of the countries in question have been able to abolish rationing. Unless they can give a straight-forward reply to this, they must not be surprised if motorists conclude that they are actuated by political prejudice.

Yours faithfully,

CHERWELL.

Christ Church, Oxford, Feb. 15th.

Sir,—Lord Cherwell does not appear to understand the petrol situation. Of course we could increase the standard ration by using ourselves the extra production that is now becoming available from British-controlled companies. But we have decided that in our present dollar position we cannot afford to do this, but must use this extra petrol to replace imports from dollar sources and so save some of the 600 m. dollars a year spent by the sterling area on oil.

He is also completely wrong about the British-controlled companies' trade in other countries. They do not supply petrol to so-called "soft-currency" countries in return for worthless currency. The whole of the British-controlled companies' foreign sales of petrol of over 3m. tons a year go to hard currency areas, to areas such as Persia, in which the oil is produced, to countries such as Argentina and Denmark, with whom we have trade agreements and from whom we get in return essential foodstuffs or raw materials, or to a few countries, such as Greece, where political or strategic considerations make it essential for us to continue the supply.

It is, therefore, not true, as Lord Cherwell suggests, that we have maintained restrictions on consumption in this country so as to increase supplies to soft-currency areas and enable them to abolish rationing. Most other countries in Europe which have dropped coupon rationing have had to take other measures to restrict petrol consumption—usually by a substantial increase in price.

Yours faithfully,

HUGH GAITSKELL.

Ministry of Fuel and Power, Feb. 17th.

MARSHAL'S MUSINGS

At the excellent "White Lion" Film Show, a member was kind enough to thank me for the monthly contribution—cheerful chatter he called it—and went on to say that character comes out in writing whether the author intends it or not. As he did not use the prefix "good" or "bad" I'm still wondering.

Mark your 1950 diaries "22nd April, Silverstone." Send a P.C. to me if you are willing to be a Track or Flag Marshal. We also need lots of Programme Marshals (masculine or feminine). This is the best job of the lot because you simply sell out and then enjoy the racing, in a very special position of course. A P.C. to 153 Reigate

Avenue, Sutton, Surrey, indicating name and address, etc., is all I require.

For those who are interested, the B.R.M. is a Vee 16—1½ litre, double knocker, 2 stage supercharged job. It runs on alcohol with pump injection and is capable of 7 to 10,000 r.p.m. Four coils and distributors, value £150,000 to date, which all goes to prove that the F.I.M. is right in banning blown bikes. The thing which appeals to me is 16 pots for 1½ litres.

By the time you're reading these words we shall have another Government. Maybe our pleas for proper road and track circuits will be favourably considered. As for the P.C.'s. to M.P.'s. campaign, members are not alone as this suggestion has been put to some 70,000 other motorists and motor-cyclists. If you wish to bombard the Minister of Transport and other V.I.P.'s., by all means go ahead. That's what M.P.'s. and Ministers are for anyway. Never overlook this fundamental right of the citizens to appeal to their elected representatives at Westminster. Keep on keeping on! Whilst we are on this subject may I recall the words of Sir Duff Cooper who recently said: "Literature withers and dies under a tyranny," even motor-cycle literature. Let us, therefore, resolve to express our opinions, provided they're decent, and let our M.P.'s. know what we think, even if we do use P.C.'s. for lots to see "en route!"

Good luck to G. W. Robinson, who is attempting to form a "Bemsee Cell" up in Durham. As I have experienced some wonderful hospitality from the "Geordies" may I add a little encouragement

and ask all Newcastle lads to rally round "Robby," who lives at 45 Fairfield Drive, Whitley Bay. We can always set space aside for the social occasions which are so essential to any club, even if it is a Limited Company. Surrey, Middlesex, I.O.M. and now Durham! What about it Midlands, Lancashire and Yorkshire, etc.?

I recently wrote a paragraph about the payment of a club sub. as though it wasn't enough. Nothing unkind was meant. I realise our younger members have to count the coppers carefully. (No, not *that* way!) What I should have said was something to the effect that one can only get the best out of any organisation when the best is put into it, *apart from the subscription*. Apologies all round.

To conclude, I have been asked to say what is expected from a Race Marshal. Waterproof clothes for a start, real enthusiasm for the sport, knowledge of the regulations, use of flags, patience and common-sense. A first-aid man is always welcome and invariably makes a good marshal. We always try to put an apprentice with an experienced man, who will be only too willing to pass on all he knows. You will also get to know some of the finest types of men, aye, even in this fiddling era, which is only a phase sent to test our powers of resistance. We shall need at least a hundred members around the Silverstone Circuit, apart from the Programme Section which, I sincerely hope, will again be under the efficient care of the two types, G. C. and O. R. What a pair!

W. G. (BILL) JARMAN.

MUTUAL AID

Wanted: JAP cams for 250 c.c. T.T., 24.55—65.25 and 27.67—67.27. T. E. Bridges, 6 Montrose Avenue, N.W.6.

Sale. 1948 7/R A.J.S., late mods. Re-built after season's racing. 1st class throughout; ready immediate use; £250. F. P. Heath, Glenfield Frith Drive, Leicestershire. Phone Anstey 2724.

Wanted. 3-speed S.A. gearbox; 4-stud fitting for 1948 T.T. rep Norton; must be Close Ratio. W. O. Dally, 22 Villiers Avenue, Twickenham, Mddx.

Wanted, a Ride in Jun. and Sen. T.T. 4 post war M.G.P. reps, 8th 1949 Jun.

M.G.P.; member of Bemsee winning team 2nd in first Clubman's. R. Pratt, The Bungalow, Moseley Road, Hallow, Worcester.

Disposal or Swop. Officer's leather flying jacket, lined lamb. £5 cash or exchange for leather racing jacket 40/42in. C. W. Davis, 8 Oakhill Court, Honor Oak Park, S.E. 23.

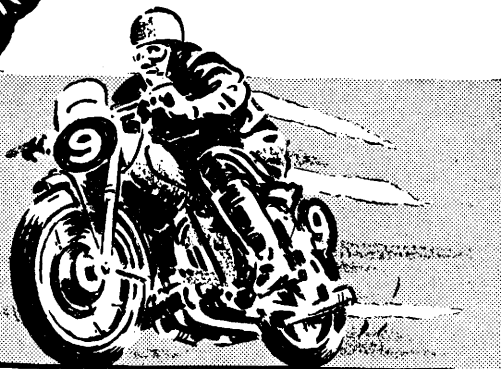
Birmingham Cell. Who will join with John Boynton to get the section going? Wanted, members who will give active support. H. J. D. Boynton, 271 Moor Green Lane, Moseley, Birmingham 13.

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Regd.



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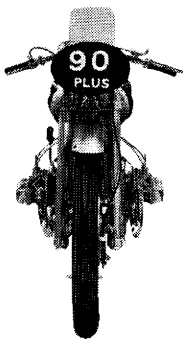
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