



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 3. No. 4—April, 1950.

ONE SHILLING

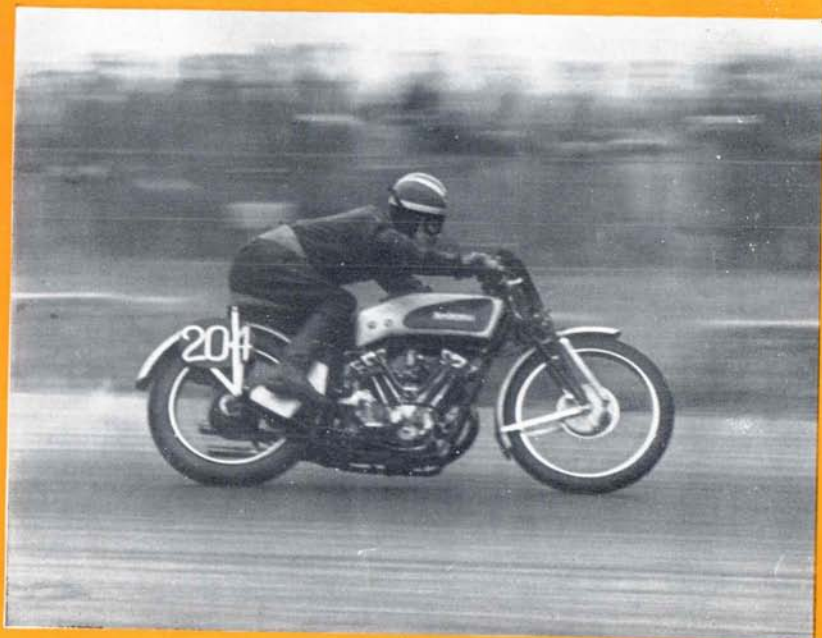


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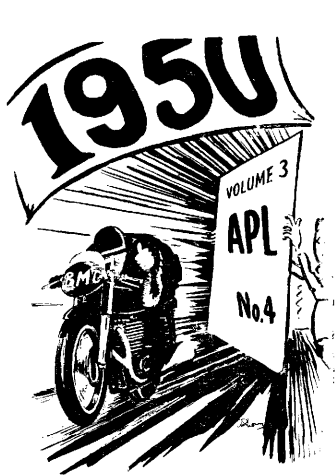
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Bemsee

Journal of
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

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

A. G. Reynolds E. C. Baragwanath

Chairman: H. L. Daniell Vice-Chairman: N. B. Pope

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

Some recipients of this Magazine have STILL not paid their subscription (£2 - 2 - 0) for 1950.

It is believed this is purely due to negligence, and members are asked to help avoid the great work their inattention might otherwise bring to an already overworked office. See Rule 40.

EDITORIAL

The work entailed in connection with Silverstone, due to the introduction of the new International Regulations, caused delay in the despatch of last month's Bemsee with consequent similar effect on this month's number. Members are reminded of the great load of work which now falls upon the Club Headquarters. Any help to lighten that load will be greatly appreciated.

Silverstone. The scene is set for what promises to be one of the biggest Post War events. The very conception of the day—one when the most experienced can compete and when—also, relative newcomers will have an opportunity really to find out what they can do—fulfils an obvious need.

The arrangements whereby all fuels may be used, whilst onlookers will have the opportunity to compare performances, will go a long way to provide a practical answer to a problem which could be argued by correspondence ad infinitum. We have a shrewd feeling that the public will judge the riders' performances and will not be at any loss to understand where an advantage is gained by the use of dope fuel. The best riders always come to the top.

We are fortunate to have as our partners in the project, the proprietors of 'Motor Cycling' and we are very conscious of the great work they are doing to help us and the Sport. Each one of us, by doing his own part conscientiously, will be able to share pride in the accomplishment of a major operation. On Saturday April 22nd, Silverstone is **our own** track. Every member can help by guarding jealously this cherished right. Any misbehaviour on the part of the visiting public can be guarded against by the vigilance of all our members, whether they are in the role of marshal or of spectator.

Gas Turbines. The correspondence from members Foster-Pegg and Professor Low is vitally important. Too often in the past fifty years have man's gloomy predictions as to 'what might happen' proved fallacious. At this stage, we feel the project for a small gas turbine for a motorcycle is impracticable. We might look very stupid ten years hence.

Professor Low instances one practical unit not excessively bulky. The subject is worth investigating, and the most needed thing is some incentive. It would not cost members any immediate outlay to back a scheme for a pound a head, payable to the successful inventor and producer of a practical power unit. We need a body fired with sufficient enthusiasm to press the thing through, and don't let us keep on saying 'it can't be done.'

RACING NEWS

The International Sporting Code of the F.I.M. All of you who are competing at Silverstone have pledged yourselves to be bound to the above code. Not unreasonably, one or two persons have asked what this code is.

Investigation and requests reveal a peculiar state of affairs as all that has been made available to the Club is a booklet dated January 1950 interlarded with references to Appendices A. B. C. D. E. F. and G. and also a galley proof of Appendix F. What the others contain must remain one of those unsolved mysteries.

Here are a few interesting facts:—

The eminent International (and presumably multilingual) Body that has compiled this strange document, states that a "DRIVER"—is "a person licensed to control a motorcycle in competition."

Referring to our old friend Mr. Webster, whose dictionary of the English Language can be assumed to be reasonably authoritative from the English National standpoint, we learn that a "driver" is a person sitting in a vehicle and having part control thereof whereas a "rider" is a person sitting on a vehicle or animal and having full control of it. Doubtless there is some subtle distinction which escapes us but is probably clear to the Controlling Body of our Sport.

Terminology is as follows:

F.I.M. (Federation Internationale Motocycliste) The sole international body for, inter alia, the encouragement and control of the sport of motorcycling.

F.M.N. A national motorcycling organisation—the sole governing body of the sport in its own territory. (In other words; for England, the A.C.U.)

F.M.N.R. The F.M.N. etc. etc. which is the particular F.M.N. responsible. (In other words; the A.C.U., when running the T.T. and the F.M.B., when running the Belgian Grand Prix).

Considerable space is devoted to the description of an International Competition all of which is fairly well known. It is also interesting to note that for an event termed an "Extra National Competition" you can do almost everything, short of murdering your Grandmother, that the Code otherwise forbids, on payment of a fee of £1.

On the subject of National Competitions, the Code has a maidenly reticence. As far as can be seen, a National Meeting—which is what we are enjoined to call Silverstone—is our old friend an Open

meeting with the latest distinction that we are now told that we may not permit our members resident in Ireland to take part in it. We are, however, allowed to admit riders (beg pardon) holding a Scottish A.C.U. Competition licence.

One particular delightful passage is paragraph 43 in Appendix F which enjoins 'Organisateurs' in every I.R.R.M. (fortunately we are spared that distinction) to publish Supplementary Regulations which shall give the following information:

(d) A list of the Competitors entered in each Race.

This delightful fragment will doubtless be of incalculable value to that panel of eminent biologists who have been debating for so many years, the order of precedence as between the hen and the egg.

Silverstone, April 22nd. This magazine has had to be delayed because of the extraordinary amount of work in preparing for the above. A record entry of over 300 will guarantee a first class day's sport and entries have been received from every grade of rider, famous and not yet famous.

The course is retained at a width of fifty feet all round, a new R.L.R. bend is introduced at Club Corner and the surface is being remade at those points where previously there was criticism due to its high polish.

The Big race for 400 c.c. to 1,000 c.c. solos will be broadcast by the B.B.C. in the Midland Regional Home, the Light and the Latin American Service. Time of broadcast 3-0 p.m. to 3-45 p.m.

In addition to prizes already announced, finishers plaques on an 11/10th's basis will be awarded in the three racing solo classes.

The 350 c.c. racing event has had so much support that it is being divided into two races each of 8 laps with equal prize money in each case.

The success of the meeting is due to the work of many people to whom all thanks are given here and now. In the first place we are indebted to the proprietors of 'Motor Cycling' who have entered into the spirit of the game and have sponsored an event which should give encouragement both to the top liners and the body of aspirants who have hitherto had little chance to take part in first class Motor Cycle Racing events.

Secondly it is a pleasure and privilege to acknowledge the great incentive and attraction which has been provided by Mr.

D. M. Glover in the form of the Glover Trophy. Magnificent as the prize is in itself, the outstanding attraction is in the fact that the terms of its presentation puts the winning thereof within the bounds of possibility for **every** member competing, be he Internationally famous or as yet completely unknown.

Lastly, it will be due to the efforts of a vast army of marshals and helpers that the day will be possible of accomplishment and to each one here and now, we say Thank you for what you will do for the Club and for the Sport.

The T.T. News is beginning to trickle in. For the Lightweight, J. Driscoll (Rudge) and M. O'Rourke (O.K.). For the Junior, L. R. Higgins (Douglas) E. Barrett, Max Klein and M. P. O'Rourke (A.J.S's) L. B. Ranson (Norton entered by Vic Horsman). For the Senior, L. R. Higgins (Triumph), E. Barrett, Max Klein and E. M. Kempson (Nortons). For the Clubman's, apart from our own nomination of F. F. Parry (Senior Triumph) the following members are known to be riding C. W. Davis (Junior B.S.A., West London M.C.C.), H. S. Hall (Junior Velo., Wood Green Club) and E. H. Baker (in the Junior). These are definite news items reported to the office.

The Clubman's T.T. entries closed on April 8th and it is believed there has not been so big a response as in previous years. The firm decision was taken that Bemsee would only make one entry in the event, a decision which will stand until it is clearer that multiple entries are no longer to be the subject of ballots.

Help during the T.T. Bill Quinn informs us that Victor Horsman Ltd. will again provide transport facilities for members machines from any Liverpool station to the Ship, providing sufficient notice is given. This year, there must be a small charge to cover expenses, a change which no one will begrudge who remembers the consideration and guidance which Bill always shows on these occasions. If you want to take advantage, write at once to:

A. R. Quinn,

Victor Horsman Ltd.,

65 Pembroke Place, Liverpool 3.

Tommy McEwan now has a fully equipped workshop in Onchan Village where he can offer facilities for members during T.T. period at £1 per week. This is too good to be missed. Write quickly to 78 Royal Avenue, Onchan, I.O.M.

Crossing over on race days. The boats do tend to get just a wee bit full. Those wishing to travel in comfort should note that "Group" Air Travel and Charter

Services, 1 Hargreaves Road, Lark Lane, Liverpool 17, will operate a limited air service from Speke at a return fare of £4-3-0 per passenger. Those wishing to use this service should write at once for details and include a deposit of 8/6d per passenger. This is going to be a useful service but don't leave it till the last minute. **Book now.**

Daytona. Once again, British machines have been pre-eminent and, once again, Bemsee members have been behind the scenes. Congratulations to Francis Beart and Ernie Nott on the successful outcome of their visit and, at the same time, the heartiest congratulations to Bert Perrigo and Cyril Halliburton who, although not members, did an equally good job for B.S.A.'s as Beart and Nott did for Nortons and Triumph. To go over to the most highly mechanised country in the world and to wage successful battle with the products of their magnificent factories is a reason for pride in British Motor Cycle Racing. The results were:

200 Miles Expert Race. Matthews (Norton) 88.40 mph (record), Klamforth (Norton), McDermott (B.S.A.)

100 Miles Amateur Race. Coates (Triumph) 81.26 mph (record), Curtner (Norton) and McCluney (Harley) tied for second place, Minet (B.S.A.).

Blandford, April 1st. Another outstanding day with Geoff Duke on top of his form, a good omen for the rest of the season. Another joy was to see Mavro secure a long deserved win on his 250 Guzzi. Basil Keys' 250 Norton was slower but is probably one of the most reliable British 250's. He just managed to pip A. J. Targett on his magnificent radial 250 Rudge.

For Geoff Duke to average 85.06 mph at the first meeting of the year at a track where the lap record is 88.46 on a 1,000 c.c., is some little indication of the quality of Geoff's riding, and if anyone likes to call it 'driving' that's their pigeon.

Results:

125cc. 2 laps. R. W. March (o.h.v. M & F) 51.35 mph.

250cc. 10 laps M. N. Mavrogordato (Guzzi) 70.35 mph.

350 cc. 16 laps. A. R. Foster (Velo) 81.15 mph.

500cc. 16 laps. G. E. Duke (Norton) 85.06 mph.

Ansty, April 1st. Another good day although the weather was not at all good. Space prevents a full description sufficient to say that P. V. Harris demonstrated his amazing consistency with his 596 c.c. Norton sidecar by winning the two 6 lap races,

each at exactly 67 m.p.h. There is no doubt that in this excellent combination of driver (yes by all means) and passenger Billingham, we have something likely to rise to the greatest heights. Sid Barnett and George Brown won the 500 c.c. and 1,000 c.c. solo races each at just over 73 m.p.h. George suffered from a bad start but there was little doubt of his speed with Gunga Din.

Shelsley Walsh. The latest developments are obscure. The A.C.U. Competitions Committee having met and considered our position, wrote a letter to the Midland Automobile Club that "in an endeavour to overcome the difficulties which have arisen in connection with the proposed event, the committee is prepared, subject to the approval of the Midland Centre, to grant a permit to the Midland Automobile Club for the motorcycle section of the meeting."

To which, the Midland Automobile Club have replied: "If a permit is granted to the M.A.C. to organise the Motor Cycle section of the Hill Climb, and as we do not cater for Motor Cycles or have the call on the best riders, we should invite B.M.C.R.C. to collect the entries on our behalf, as they are in a much better position to do so.

If you are agreeable to this procedure, which must be our final word in this matter, as time is getting short, I shall be glad to hear from you as soon as possible, as the matter must be settled one way or the other.

My committee would be very sorry indeed if this Mixed Meeting had to be cancelled, as it considers that the healthy competition on the same terms, of the two and four wheelers, is all to the good of the Sport."

And there the matter rests at the time of going to press.

Bedwell Hey, April 16th. The Cambridge U.A.C. ask it to be made clear to all members that this meeting, to which we are invited, is a joint promotion of the C.U.A.C. and the Ely and District M.C.C. Due acknowledgement and thanks are made to both Clubs.

Ceylon, January 22nd. An imposing brochure to hand from member A. P. Miranda who was Clerk of the Course at the first road race to be held in Ceylon at the Nuwara Eliya Road Circuit. The circuit looks good but most important of all, obviously an energetic spirit pervades the Ceylon M.C.C. There is no doubt that the Club deserves to, and

will, go from strength to strength. Keep it up A.P.M. and please keep us posted of your progress.

FORTHCOMING EVENTS

Thruxton, April 10th. Will be over by the time this magazine is distributed. The course looks good and all credit is due to the Southampton and Dist. M.C.C. for great enterprise. With a perimeter width of 50 feet, it is a pity that part of the course has to be on the 52 yards wide runways.

Leinster 200, 6th May. On the new Wicklow Circuit of 8.34 miles. Details now available, the race is an International one, practising taking place early Wednesday and Thursday morning from 5-30 to 7-15 a.m. Whilst the actual race is at 4-0 p.m. on the Saturday. Write Leinster Motor Club Ltd. 27 South William St. Dublin.

This race does not bar riders from the M.G.P. There will be the usual class awards plus handicap awards and Fastest Lap prizes.

Skerries 100, July 1st. Race regulations expected from printers shortly. This will be an "Extra National" race. (Kindly leave Hatchets, Coshes and Shillelaghs with the Customs Officer). Proposal being considered to erect a Grand Stand in Strand St. The good old Skerries will be as bright as ever. Write to:

Dublin and Dist., M.C.C.

W. V. Bowie, 37 Exchequer St., Dublin.

Scarborough, July 13th, 14th and 15th. It is expected that some £4000 will have been expended on improvements to the circuit before this meeting takes place. Regs not yet available but let Jack Claxton know if you want them, send him a note to 77 Westborough, Scarborough. Provisionally, the second meeting is planned for September 14th 15th and 16th.

Eppynt, May 6th with practising May 5th. Regulations now available. Event for Clubmen, the usual racing classes and also a 4 lap race for Sidecars. Limited to 30 starters solo and 15 sidecar in each race. Write E. T. M. Stephens.

22/3 Water Street,
Carmarthen.

Racing Calendars. We are very glad to be able to report that, after all, these have been printed and are available to all members on application to Epsom. Thanks are due to the Proprietors of Motor-Cycling for again permitting Bemsee to have an allocation of these invaluable lists. The supply is limited, if you want a copy, send off a S.A.E. at once.

COMMITTEE NEWS

There have already been two meetings since the last issue was written.

Feb. 20th, 1950. Present Messrs. Daniell, Pope, Baragwanath, Jarman, Archer, Roebuck and Lewis. Apology received from Mr. Taylor.

After reviewing past minutes the first resolution was made:

"That members residing outside these Islands, including those resident in the I.O.M., should be entitled to membership of the Company at an annual subscription of £1-1-0 plus an entrance fee of 10/6 in the case of new members."

A recommendation for a reduced subscription of £1-1-0 for non-active members in the homeland was not accepted.

Silverstone progress was considered and steps taken to ensure that riders could only compete for the Glover Trophy in one class where they had made multiple entries.

A suggestion for a selection committee for judging the winners of the two £50 awards was put forward.

Applications to be entered as the Club's rider in the Clubman's T.T. were considered. The decision was made in favour of F. F. Parry on a 500 c.c. Triumph.

The list of Honorary members was reviewed and the following were elected for 1950—Messrs L. H. Cade, J. M. Brooks, E. McPherson, Rev. E. H. Stenning, W. Harding, F. A. MacNab, Thierry Holst, H. Hinton, R. W. Coleman, S. H. Jensen, G. Morrison, G. B. McLeod, G. W. Walker, A. B. Bourne and H. Steele.

The invitation of the C.U.A.C. to the Club to perform at Bedwell Hey on April 16th was noted and accepted.

Negotiations were approved to be set in hand with the Bugatti Club for the use of Prescott Hill for one day in 1950.

The work of the Secretary was considered. Extra help was agreed an essential. The Secretary stressed the advantage of having assistance from members of the Committee.

The uncertainty surrounding the future of Messrs. Archer and Bacon as serving members of the committee was noted.

New members were elected. The meeting was, declared closed.

March 20th, 1950. Present Messrs. Daniell, Pope, Baragwanath, Taylor, Jarman, Roebuck and Lewis. Co-opted Messrs. D. J. H. Glover and K. Rickard.

Letters were read from both Mr. Bacon and Mr. Archer. Mr. Bacon thought it unlikely he would be able to continue,

Mr. Archer, however had no definite news. Resolved therefore to let the two offices stand for clarification at the next meeting but to co-opt at once, Messrs. Rickard and Glover on to the Board of Directors. A message of welcome was given to the new members by the Chairman.

Auditor's fees were agreed. The Company's auditors had sent a very generous message of understanding and desire to assist the Company in its development stages.

Progress with Silverstone was considered. Plastic markers which should serve to make the course clear at the wide bends were approved as suitable.

The one copy of certain F.I.M. Sporting Code details which the Secretary had obtained, to be displayed in the Scrutineer's tent.

The entries were considered, there had been excellent response with the exception of sidecars and the bigger Clubman's category. In each case, it was decided sufficient had been received to make a race. The 350 c.c. Racing event had attracted nearly one hundred entries. It was resolved "That the 350 c.c. event be divided into two separate races, each of 25 miles, each taking 50 competitors and with full prize money for each event. The allocation of riders to these two races to be by ballot."

The 500 c.c. 50 miles race to be Broadcast and accordingly to be timed to take place between 3-0 and 3-45 p.m.

Due to a number of requests a concession to permit practising for a limited number of Clubmen for one half hour on Saturday morning April 22nd between 10 a.m. and 10-30 a.m. was granted. It was stressed that the times quoted must be adhered to exactly.

The previous suggestion for Judging Committee had not proved practicable. The names of six other gentlemen were noted, the Secretary to endeavour to arrange for a party of four from this list.

Resolved that lady riders for the Clubman's races would not be acceptable.

Brands Hatch. A reply had been received from the proprietors. This would require further clarification.

Shelsley Walsh. Progress was reviewed.

Bedwell Hey. A report on the track was given. The course would not be suitable for races of first importance but would form a useful practising ground.

Prescott Hill. The results of early negotiations were reported upon. Tentative arrangements to be made for Sunday, August 20th.

An expression of appreciation of the work done by Messrs. Beart and Nott at **Daytona** to be conveyed to both gentlemen.

An interview had been held with a lik-

ely candidate for the post of assistant to the Secretary. Terms were agreed for continued negotiations.

New Members were elected. A report was received of behaviour detrimental to the Club, by one member. The Board ordered that the name be struck from the list of members. The meeting was declared closed.

Members' views from all Quarters

From **R. W. Foster Pegg** who takes special interest in Professor Low's remarks on Gas Turbines as he has been engaged on work on such units at Rolls Royce for some years:

"It is quite a practical proposition for a lash up to be made of an exhaust driven supercharger in a car chassis, to perform a stunt lap but the fuel consumption would be more like 9 g.p.m. than m.p.g. When it comes to motor cycling, I cannot see how a sufficiently small gas turbine could be made to fit in, and if it could be designed, the development costs would be out of all proportion to the reward.

The problem of building a small gas turbine that works is all to do with a number invented by a man called Reynolds. The gist of this is that the larger you make a Gas Turbine, the better it will work and the smaller the worse until you get down to the smallest sizes where such high temperatures are required to make the thing go round at all, that it either melts or disintegrates.

I assume that we should eliminate turbines using fuel containing their own oxygen, which can be made to operate without need for a compressor and that we should be limited to atmospheric oxygen turbines.

Reply from **Professor Low** to the above.

I fully agree with Mr. Foster Pegg but, because these faults exist today, it does not follow that they cannot be overcome by research. In the early days of the Internal Combustion Engine, it was said that nothing could be made less than 1,000 c.c. if it was to be of any real use in a car and there is also the example of the Boering Turbine which is not vastly heavier than some of the large motorcycle engines. Its H.P. is about 200.

You will also remember that it used to be said most positively that a speed of 60 m.p.h. would inevitably cause heart failure in any human being. My point is that nearly everything we have today was said

to be either mad or impossible not many years ago.

From **Stan Pike** in Australia.

We had a very good trip out. We sailed round the coast of 'Aussy' and I had a good look round all the motorcycle dealers at every port of call. There's plenty of enthusiasm but they're worse off than home for road circuits. To enter all the races out here, you would wear a good car out in a couple of seasons. Can you imagine going 1300 miles to a race, then making your way back.

I'm working for P. & R. Williams in Newcastle who made us feel very welcome. They held a party and gave nice presents to my wife and kiddies and presented me with a brand new 7/R all tuned to dish out 35 bph on dope. They entered me for the South Australian T.T. etc. but I just couldn't get down there with a trailer to make and a house to find etc.

Still I'm all set for Bathurst which is the most important race of the year. (Editor's note. Latest news is that Stan had mechanical trouble in this race). I really thought I was getting away from all this "Tear House" stuff but I'm up to my neck in it again. This "Motor Cycling" is the only "League of Nations" that really works.

All the very best to you and all the members, may you have an even better season than last year.

From **J. P. Wrench** at present in Malaya.

We had a bit of fun recently. This district has been flooded by the rising River Pahang and for several days, we were cut off. It was decided to sail up the river to the next town to collect rations and mail. Yours truly being asked to stand in as bosun. Our propulsion was by out-board and, as marine affairs are no one's pigeon in the Army, the engine had suffered the ravages of hamfists and climate. However, it responded to half an hour of motorcycle practise and soon the "yowl" of a rorty two stroke echoed back from the jungle as we struggled upstream.

As we navigated the more acute bends, the current was often too much for the engine screaming away at full throttle. We were once swept two-hundred yards downstream in the time taken to change a plug and re-start the motor. We could only make headway by edging along close to the bank, hoping that the propeller would not foul submerged bushes.

After pressing hard, we reached our destination—fifteen miles in seven hours! We would have been glad to stay the night but, though dusk was falling, we had to return and, although now running downstream darkness was on us before we were half way. Soon all that I could see to steer by was a black wall of vegetation ahead. By a series of rough guesses, we found the safe channel and, within half a mile of home, the engine cut dead. Out with the oars and, aided by the current, we were soon tied up at our moorings.

You may wonder how the tale of this jaunt has anything to do with the sport. Surely there is an analogy somewhere—complete reliance upon a small capacity engine to overcome obstacles whether man made or natural—to succeed or fail. I'm glad that we succeeded.

Thanks for sending "Bemsee." It provides a valuable link with the sport of sports.

From **Theresa Wallach** from her base in Columbus, U.S.A.

I am sure that, when the Club was reformed in 1947, no one thought that by 1950 your efforts would have resulted in successfully launching a Limited Company. The top-flight riders and the brain boxes of the industry should be grateful for Bemsee.

May 1951 give you another great opportunity of bringing with you, some Bemsee boys to represent us over here. The possibility is not so remote . . . if the A.M.A. join the F.I.M. then maybe I'll be seeing you here sooner than you yourselves have dreamed of.

I was naturally sorry to have to miss Mr. Beart. He didn't visit our workshops

and I managed the place whilst every one else from here went down to Daytona (Needless to say it was with the motive of saving up for my next venture). The success of his machines and his own popularity here is a tonic.

Graham Walker's book 'Motor Cycling' apparently circulates in South America for a couple of lads who read my story in the September issues have contacted me with the idea of doing the very same sort of journey. They are now on the boat and expect to arrive in New York on March 24th. I have every intention of preparing a Norton sidecar outfit for them to take over when they come to Columbus which is to mark the start of their journey.

Thanks for the gazettes, all the lads read them. Keep sending.

From **H. J. Stoate** Hamilton, Ontario.

The Americans and Canadians are a swell bunch, they really do make one feel at home, even if their idea of a snappy motorcycle is totally different.

As you remember, I am buying a Norton (double knocker delivery in May) and I contacted the Norton agent here in Hamilton. His name, Ted Sturgess, will be familiar if you studied results last year. His store is like a breath of old England, not a big flashy affair but the typical Club meeting place store, a mass of second hands in the show room and motorcycles in various stages of repair. I told him what I wanted and he said 'come on down in the basement,' which is the workshop. The first thing that struck my eyes was a Manx Norton being prepared for next season, not looking quite as it did when leaving Bracebridge Street but still very easily recognised and what a friendly bunch of guys. Just like the other side of the drink, all with their own ideas of the ideal machine and so on.

I really enjoyed it and have paid many visits since. Bill Matthews is a visitor there too but I haven't met him yet. As a whole, they seem very enthusiastic about British machines. More power to British Motor Cycles and all members of Bemsee.

THE BENEVOLENT FUND

Acknowledgements made with thanks, of the following contributions:

J. A. Lock	... £1 - 1 - 0
R. Offiler	... £1 - 1 - 0
S. A. Coles (by way of donation sent from the Grasshoppers Club in return for a film entertainment)	£2 - 2 - 0.

SPEAKING PERSONALLY

Ft. Lt. B. W. Parsons. Congratulations on the award of the A.F.C. Basil is prevented from active participation in races due to Staff College Examinations, the preparation for which take a slice out of his life. During the past four years, he has covered 100,000 miles on a Matchless. He hopes to be finished with exams in time for Silverstone. Here's wishing a successful result.

H. Weslake. Members who remember the speed of Gordon Cobbold's Sunbeams and the carburettor, which should never have gone out of production and still has probably the best compensating device, —The Wex,—will be gratified to hear of another example of the value of Bemsee and Brooklands to the Automobile World generally. Mr. Weslake says that, the Austin A.70, A. 90, Sheerline and Princess, The X.K.120 record breaking Jaguar and the 3½ litre Jaguar cars all have Combustion Chambers made under Weslake patents. He hopes, one day, again to have a go at motorcycle racing engines.

And, remember also Jack Emerson is working in the Jaguar Experimental Department, further proof that motorcycle racing is the finest training ground.

How's this for an ideal set up? Pick any first class motorcycle, make Nigel Spring the team manager, Harry Weslake on the design side and you can pick a dozen Bemsee characters to do the final preparation and riding. It just couldn't go wrong.

Lt. O. C. Wright, R.N. is not easily deterred from his favourite sport. Posted to a destroyer navigating round the Med, Oliver has sold his motorcycles and purchased a new Enfield Bullet which goes where the ship goes. At every stopping place, the Bullet comes out and, besides being a nice road machine, is fast enough to be entered in any local events which may be organised.

Ted Frost. Forget all you were ever told about Mountains out of Molehills. Ted has reversed the process by a rigorous winter devoted to dieting and exercise Result 39 lbs. lighter, some very loose clothes and every probability of another Continental year in the saddle.

Les Graham. Another who believes in keeping fit, spends a period every Thursday in training in company with the Charlton Athletic team. This fitness pays big dividends.

Peter Cocks. The Army have caught up with our Peter. Prospects for racing this year are uncertain, it all depends on the

C.O. It's up to you Pete, to show them that our game is the thing.

G. Messervy. Godfrey has met Senor Bulto, manufacturer, of the Spanish Montesa motorcycles. Production's limited but quality is kept high. The racing 125cc. Montesa is a single cylinder two stroke with one exhaust pipe with Megaphone, giving 9 b.p.h. at 7250 r.p.m. As the whole machine weighs about 120 lbs. the top speed is just over 80 m.p.h. Senor Bulto says the Italians are faster on the straight but he gains low down. (Presumably due to the simple exhaust system?)

10 of these racing jobs have been made, one of which Senor Bulto races personally. He has offered Godfrey a ride in a Spanish race and it is known that Jenks will also ride one in the period when Oliver is out of action due to his damaged ankle (caused through a back fire when kick starting a road machine).

Another Montesa in the experimental stage is a 250cc. side by side twin two stroke, engine lying horizontal, rotary inlet valve and total weight under 200 lbs. h.p. said to be phenomenal.

E. J. Lewis. After a first appearance at Haddenham last year passed out of our ken. He is now once more fit to do battle and tells a very humorous tale of the trials and tribulations of the past twelve months.

After racing was finished that day, E.J. set off homeward on his 500cc. H.R.D. merely pausing long enough to fit a silencer and some number plates etc. He was pressing on at about 5800 revs. when the Small End voiced a long felt antipathy to its big partner down crankpin way. The parting was abrupt and, during the ensuing months the results have been assessed at broken crankcase, barrel, piston, magneto (cut in two) and gearbox case whilst the wheels became very distant relations. Time the healer, seems to have worked the trick and amity once more prevails. All fine and dandy provided this fraternal feeling does not result in a demonstration of solidarity.

Les Archer. Celebrated his 21st birthday with a big party at Aldershot on February 27th. The future will be very full as the Army claims him on April 13th yet he hopes to ride in several races including the T.T. and Silverstone. His wedding is planned for June. There won't be many dull moments round Aldershot way this year.

S. C. H. Davis. On his retirement from the 'Autocar,' a greeting was sent from the Club. Sam recalls his early days with motorcycles when he rode Front Drive Werner, Zenith Gradua and also one of the few S. L. Bailey o.h.v. Douglasses at the Inter Services meeting at Brooklands about 1915. During the last war, he acquired in best Army fashion, a very special B.S.A. Twin and also a Matchless.

Canon E. H. Stenning. All members will join in wishing him a safe and speedy recovery from the illness which has kept him in a London Hospital for some weeks.

J. L. Frost. John is now quite recovered from his Silverstone crash and will again be riding a Velocette for Redheads Ltd. in most National Events in 1950.

E. R. Ward. Will be seen this year on a new K.T.T. purchased from Frank Fry.

E. J. Porter. R. Munyard writes that E.J.P. too, is completely recovered from the effects of his Silverstone spill and will be back in the saddle this season. Munyard has moved from London to a pig and poultry farm which is all very well but he has the greatest difficulty in training the hens to lay one egg a month and the pigs to put on an aggregate of 2 ounces of flesh per week, to comply with statutory requirements.

J. Grenfell. Latest message. Jack was en route to Italy, pausing to see the Geneva Show. It is known that he is building up a composite machine with 500cc. Bianchi frame and G.P. Triumph engine. This visit may have interesting results.

R. R. Jeffery. Gets less and less time for racing due to his aviation work. Suggests it might be a good idea to get a Miles Aerovan for nothing else but transport of racing motorcycles to various sites. If any of you approve this idea, drop a line to him at the following address:

R. R. Jeffery,

Hunworth Rectory,

Melton Constable, Norfolk.

R. A. Benton. (I.O.W.) has worked very hard for the past year with adverse effect on his health, on a pretty little Hydrofoil Boat propelled by a motorcycle engine driving an airscrew. Ron is getting better but the project looks like falling for want of backing. The idea is good and its worth some keen young members' consideration who seeks a new line of development.

Ben Drinkwater Ltd. are loaning Arnold Jones the various machines from Ben's stable for the 1950 season in order to keep Ben's name alive among the types he knew and loved. Moving spirit is Ben's widow, now, happily, Mrs. Watts.

Cyril Quantrill writes and drives quickly. His latest exploit, with Fred Whittle driving a 600cc. P & M sidecar outfit from Lands End to John o Groats at an average speed of 37 m.p.h. is something not to be passed over lightly. An amazing show, accomplished in the face of many difficulties including really bad weather and fog.

Jack Emmott has extended a typical Yorkshire invitation to members who may be visiting meetings in the North. As far as is reasonable, Jack and Mrs. Emmott will provide accommodation to those who give previous warning to them at 72 Spencer Street, Keighley. This is 70 miles from Scarborough.

Incidentally, Eric & Mrs. McPherson arrive here from Australia on April 22nd and will be staying for a few days with the Emmotts before moving on to the I.O.M.

Chas Robinson. Members who remember Charles efforts in the 1948 T.T. to find a new 'line' at Ballaugh, will be glad to hear he is quite fit again and will be riding a "90 plus" Douglas in the Junior Clubmans T.T., this year.

I. M. Hay. Ian has been on a business trip to Egypt, Arabia and the Persian Gulf. He is now looking forward to Silverstone and the T.T.

Gordon Cobbold. Our star programme purveyor has had a sudden call to hospital. The old story of a bed becoming available at an unexpected notice. Although we shall sadly miss his efforts at Silverstone, none the less, we all wish him a good recovery and there is just a possibility that he may be able to attend although he will not be fit enough to do programme work. So if you can organise a job like Littlewood's Pools in ten minutes, please let us be hearing from you.

Our Chairman. Congratulations to Mr. and Mrs. Daniell on the safe arrival of a son and heir. Everything is progressing well and the new model is generally reported to be in excellent fettle although a bit noisy. All we can say is, just wait till he "gets on the Mega!" At anyrate, if he does as well as his illustrious father, Bemsee of 1968 will bless the year 1950.

C. W. Petch. Bill will again join with Vic Willoughby for a Continental season, starting at Mettet on 30th April. Bill has obtained a new 499cc. Norton which he expects to ride in the T.T. Geo. Bryant is entering him and will also mount him on a 350 in the Junior, if possible.

F. A. Spencer of Lincoln has been working through the winter on his own construction 250cc. This will be o.h.c. (chain

driven) and will be a home built job, frame as well as engine. The work still outstanding will not permit its being used until toward the end of this season.

H. J. D. Boynton. John is now leaving the production side of B.S.A.'s and taking the road as outside rep. Pity that the Birmingham members don't rally round him more for the formation of a Birmingham cell. Address once more.

H. J. D. Boynton,
271 Moor Green Lane,
Moseley, Birmingham 13.

Pip Hylton. Has decided to have a Continental season. Is starting off with Mettet and hopes to carry on from there with the rest of the Circus boys. It seems the only way to start for the first time and the decision was taken at very short notice. Best of good luck always, Pip.

Tommy Wood. Started the season well by a win at Marseilles.

The Pioneer Run. George Goodall, Bob Winter and Don MacBain formed a Bemsee team and all got through satisfactorily. Unfortunately, Bob, on his four cylinder F.N. had a stoppage and lost marks. The weak link looked like being Don on his old Kerry yet it performed very well indeed. George Goodall also had a trouble free run on his Centaur.

The Winning Horse. Meeting on March 16th as usual made sleepy Claygate look like Piccadilly. The main topic of the evening was Silverstone, everyone seems to be going. Bill Jarman has made good progress with obtaining volunteers for marshalling duties but still requires blokes who will bring sidecars for patrolling duties. So, if you can help, please turn up at Silverstone and contact Bill.

The White Lion. The meetings are becoming more popular. It is evident that at last something is stirring and the perseverance of Ken Rickard and Dennis Glover is being rewarded. Next meeting May 8th. Please come with a party.

Quiz at the White Lion, March 9th. Unfortunately, the delay in posting last month's Bemsee, due to reasons beyond our control, prevented many members from turning up. Even so, a good hundred enjoyed a really bright quiz at which some of the secrets of the old days came out with a vengeance. Barry, Rex Judd, Gus Kuhn and Eddie Ventura were on form and some old time designers must have turned in their graves at what was said. Of an outstanding evening, the most vivid memory is of Barry's speech of thanks to our friends the Vintage boys. The obvious sincerity and simplicity with which Barry said that "we used to like our bikes but, now that you have got them, you **love** them," was something it was worth going many miles to hear.

Peter Reeman. In the Antarctic, Peter gets his Bemsee. Apparently the mail is flown out from time to time from the Falklands Islands. Despite Whales, Ice and Shivers, Peter has ordered a Grey Flash and is longing for the time when he can crack three figures again.

D. W. Jones of N.W.11. has been transferred to the Azores. He will be out of the country for some years and writes to express appreciation of Bemsee. His main link with what is going on at home. David reports that his present Island location—Fayal—is quite unfit for any motorcycling but he hopes to get moved to a station where he can get in just a little riding to keep himself ready for home and racing.

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KNOW YOUR OWN PRESIDENT

We all appreciate the firm but gentle guidance given to us at our meetings by our President and Chief Steward but probably few members realise the great work that Sir Algernon Guinness has done for the motoring movement since the earliest days.

A President of Bemsee for longer than the writer can remember, Sir Algernon always has had great esteem for Ebby whom he remembers as the man who gave the boys cheap racing at Brooklands—and clean racing too. He also mentions Colonel Lindsey Lloyd, who let us have the use of the track with a very small profit, if any; George Reynolds and Barry.

Whilst everyone will endorse these very fine sentiments, the following details of Sir Algernon himself may be unknown to some of our oldest members.

What would we not give to hear accounts of the early experience with Antoinette number 18 and with the 200 h.p. Darracq? In those days it is quite true to say that a man who flew an Aeroplane or drove a fast motor car was considered an uninsurable risk.

Steward of the Royal Automobile Club.

Vice-Chairman of the Club.

Vice-Chairman of Competitions Committee.

President of British Motor Cycle Racing Club.

Vice-President of Brighton and Hove Motor Club.

Vice-President of Hants and Berks Motor Club.

On Executive Committee of "The Order of the Road."

Owned No. 18 Antoinette Monoplane—flew with Latham in the early days. Started driving racing cars in 1904—drove his own English made Darracq in Eliminating

Races for the Gordon Bennett Isle of Man, 1905. Owned the 200 h.p. Darracq; first car to do 2 miles a minute. Broke the record for the Gaillon hill-climb on this car, 1906. Timed on same car at 118 m.p.h. on the road at Ostend, 1906. In 1907 at Brooklands, timed at 112.2 and 115.4 in both directions. In 1909 timed at 122 m.p.h. at Saltburn, Yorkshire, his brother, K.L.G., acting as his mechanic. Raced a great deal abroad driving Darracqs. Minervas and Mercedes. Second in 90 h.p. Darracq, Circuit des Ardennes. 1907 third in Liedekerke races in a Minerva—passed Jenatzy and won the fastest 100 kilometre prize. Drove the English built motor boat Despuzol II. with a 450 h.p. Sunbeam engine in the British International Motor Boat Trophy final held in the Solent, 1905, Gordon Bennett Eliminating Trials, eighth with 100 h.p. Darracq. 1905 Tourist Trophy; finished third. 1907, Darracq leading Tourist Trophy until two miles from finish when ran out of petrol. 1908 Tourist Trophy, Darracq, finished second; average speed 50.0 m.p.h. 1914 Tourist Trophy, second until end of second day's racing with Sunbeam; then universal joint collapsed. 1922 Tourist Trophy, first in 1,500cc. section with Talbot Darracq during heavy rain; average speed 53.5 m.p.h. Finished 1st, 2nd and 3rd out of seven races in the Isle of Man.

Retired from active racing at the age of 39 in 1922.

Was a permanent steward of Brooklands.

War Service 1914 War.

Acting Lieut. Commander R.N.V.R. at sea.

World War II. Flight Lieutenant R.A.F.V.R. Air Sea Rescue, mentioned in dispatches. Now acts as R.A.C. Steward at most of the big events.

Books You Can Buy

The Story of Brooklands. Volume III will be available on May 12th. Every member of Bemsee should have a copy of this almost unique work of reference as regards our track. The latest edition assesses fairly, the loss to the Industry and the Sport occasioned by the change-over to private hands. 13/- Post Free from Grenville Publishing Co., 15 City Road, London, E.C.1.

The Isle of Man. One of the series of County Books by our own Canon E. H. Stenning is probably the only authoritative work on the Island in print. Apart

from its great attraction to us for the T.T. and M.G.P. (which subjects are dealt with in a chapter on sport), the Island is full of objects of geographical and geological interest and has an amazing history.

To the many motorcyclists who must have thought of the desirability of dwelling permanently in this little country, the book is an invaluable guide. Written in Canon Stenning's inimitable style, subjects which might otherwise be dull, become of first interest. Price 15/- from Robert Hale Ltd, 18 Bedford Square, W.C.1.

MUTUAL AID

Wanted. First class Station Wagon. Suitable for business, Bemsee and Bedding. Post War Big. Liz preferred. Jarman, 153 Reigate Avenue, Sutton, Surrey.

Junior T.T. Who wants a jockey? Ted Iffland is ready and willing. One of the coming lads. Drop him a line 26 Gorst, Road, Wandsworth Common, S.W.11.

Sale. Barbour 1 piece International Suit 5ft. 10in. good condition except hole in elbow. £2 A. Baker, 179 Clarence Gate Gardens, N.W.1.

Sale. 1947 348cc. Manx Norton and 1947 T.100 Triumph both in racing trim. Owner called up. P. Cocks, Park House Farm, Castle Bytham, Nr. Grantham, Lincs.

Sale. 350 Norton built last year for short circuits. Square head, conical hubs, many spares, perfect, ready to race. Also

one piece horse-hide suit 5ft. 8in. 40in. chest. R. H. Newman, 10 St. John's Villas, Friern Barnet Road, N.11.

Silverstone Hospitality. Hank Lilley will give overnight accommodation with-in reason, to members travelling great distances. Also offers loan of workshop with 16in. swing lathe, grinding equipment, welding and cutting plant and usual small tools. Write W. Lilley, 10 Western Road, Bletchley, Bucks (¼hr. from the track by road).

Lightweight T.T. Eric McPherson wants an extra ride this year. Who will take up this offer from a leading Australian visitor? Letters to Epsom will be forwarded.

Wanted. Oil Tank for 350 c.c. E.R.12. Excelsior, L.H. Filler cap. D. A. Williams, 118 Kenneth Road, Chadwell Heath, Romford.

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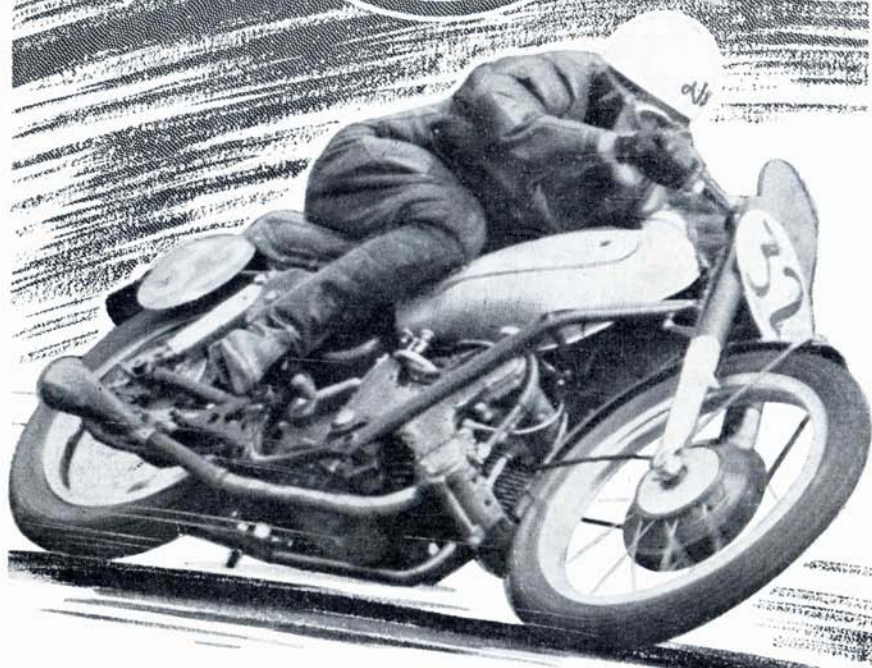
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THE TIDDLER CLASS

(A review of the 125 class by one of our foremost Continental circus Members).

My first knowledge of people racing 125cc. machines was very shortly after the war when I came across some photographs, in a continental magazine, of a 125cc. race taking place in Spain. The photograph of the winner being flagged home looked most peculiar, for you could hardly see the diminutive motorcycle and the engine looked like a toy. The first impression was that racing these little machines was nothing more than a novelty, and one that should be indulged in privately, for surely they would be pathetically slow and dull to watch.

When, in 1948, I first saw some of these little 'uns in action, I found them quite fascinating, for the sound of a high revving two stroke has always appealed. They were not very quick, but they looked liked racing machines and were nicely turned out. There were various ideas about how to make a two-stroke go quickly, some had expansion chambers near the exhaust port, others had silencers while some even had megaphones. Shrunk-on finning of aluminium to keep the head cool was popular and, of course, all efforts were made to reduce frontal area, while there were all sorts of ideas to enable the rider to tuck himself right away out of the wind. Some of these machines were using tuned proprietary engines, and others had engines designed from scratch as pukka racing units. Two and three speed gearboxes were popular and clutches were a mere 4in. in diameter. Whilst watching these little two-strokes buzzing round I became very conscious of the real fascination of this little-machine racing, but I could not help feeling that there was no real reason why machines of this size should be made exactly the same as full size racing motorcycles, such as Nortons or Velocettes, four-strokes with o.h.c. spring frames etc. It seemed obvious that if this class of racing was going to be taken seriously then scaled down pukka racing models would be inevitable and sure enough that was how it turned out. For some unaccountable reason is was left to the Italians to be the first to take this racing really seriously and once started they streaked away with development at a pace that was unbelievable. The result has turned out that the Italian scaled down racers are supreme in 150cc. racing.

1949, with the 125cc. World Championship in operation, saw the small class an important part of any "Classic" worthy

of the title. This year we can expect to see even more interest in the 125cc. class, for the Italians have taken it right out of the realm of novelty and made it something that just has to be taken seriously or it is a waste of time attempting to compete. As all this activity was in the International field, all development was done on commercial benzine" as available at the pumps. The two major contestants for honours in this field are the F.B.-Mondial and the Moto-Morini; they both employ the four-stroke cycle and use overhead camshafts. The Mondial has totally enclosed valve gear, with separate camshafts for inlet and exhaust, operating direct onto the valves and driven by spur gears. The barrel and head look large enough for a respectable 250cc. model. A four speed racing gearbox is used and is essential for the little engine peaks at over 10,000r.p.m. and seldom drops below 7,500 r.p.m.

The other top-line 125cc., the Morini, has a single overhead camshaft, driven by an enclosed chain and the valves are operated by diminutive rockers. Valve and springs are exposed on this model and hairpin springs are used. At the moment link type forks are used, for weight is of vital importance on these little machines, their all up weight being around 70 kilos, or 154 lbs, and that is complete with rear springing, fourspeed box, rev-counter, dry-sump lubrication, oil cooler and really powerful brakes. These machines certainly are scaled down big racers. Close behind these two four-strokes models have been the Italian M.V.-Augusta machines, which at present are two-strokes, and probably the most highly developed unblown two-strokes ever made. Capable of over 80 m.p.h. these bicycles are considered to be too slow for serious racing this year and the works are busy on four-stroke "double-knockers." Another four-stroke "double-knocker" is the Moretti, a machine made in Turin and although only one was in action last year, it is highly likely that others will be in the field this year. The inevitable outcome of developing a fast 125cc. motor-scooter, as Lambrettas have done, is the appearance of a 150cc. racing motorcycle from the same firm, and their model for this year will be seen in the International races. Retaining the two-stroke cycle, similar to their record breaking "scooters" this model is unusual in that it has shaft drive. While the

advent of shaft drive in this class is praiseworthy as any advancement is, it seems hardly likely that a 125cc. two-stroke can develop enough power to allow for the losses involved with shaft drive.

The Italians take a great delight in making small motors really go and it is not surprising that they have outstripped all other competitors with their four-stroke "tiddlers." The Dutch Eysink firm, presided over by Dick Renooy, have been putting up a game fight with their two-stroke models, as have the Spanish Montesas, but they just cannot cope with "double-knockers" and presumably they will change to four-strokes if they cannot obtain any more power from their existing engines.

At present all the four-stroke models are essentially the prerogative of the "works" riders, but M.V., and Morini market over-the-counter 125cc. two-stroke racing models and as soon as production costs become reasonable then the Cammy models will become available. We in this country appear to be completely disinterested in this class of racing, from an official angle, and one can hardly expect amateur private owners to achieve very much in comparison with the Italian factories. There is little doubt that given the initiative our factories could produce machines to beat the Italians, for already tuned standard models have been made to do around 70 m.p.h. so that a pukka works job should be capable of dealing with any foreign two-stroke opposition. As far as

the real racers are concerned, it has always been a claim of this country, especially pre-war, that we knew more about getting power from a small engine than anyone else, particularly with small multi-cylinder motor-car engines, such as the M.G. and Austin; after all, one cylinder of a "twin-cam" Austin was 186cc. capacity, so tiny cams and valves are nothing new to us, and recall Fernihough efforts with 175 cc. J.A.P's. At last some of this apathy for 125cc. racing is being overcome, for Blandford are catering for the little 'uns and if you go through the National calendar for the coming season there are enough events to warrant having a real go at making a 125cc. racer, and not just souping-up your Bantam or your Flea. Please do not make the excuse that time does not permit building a 125cc. bicycle from scratch, for if I told you how long it took one small Italian firm to build a bicycle from scratch you just would not believe it. It can be done if you have sufficient enthusiasm and drive. People these days only want a little whip-pig up, the spirit of getting things done which won the war has not died completely, as witness our own Clubs efforts at putting on race meetings.

The 125cc. class has not **just** come to stay, it has been with us a long while, but this country is only just waking up to the fact. We must not waste any more time, or it will be too late, we do not want another 250cc. fiasco.

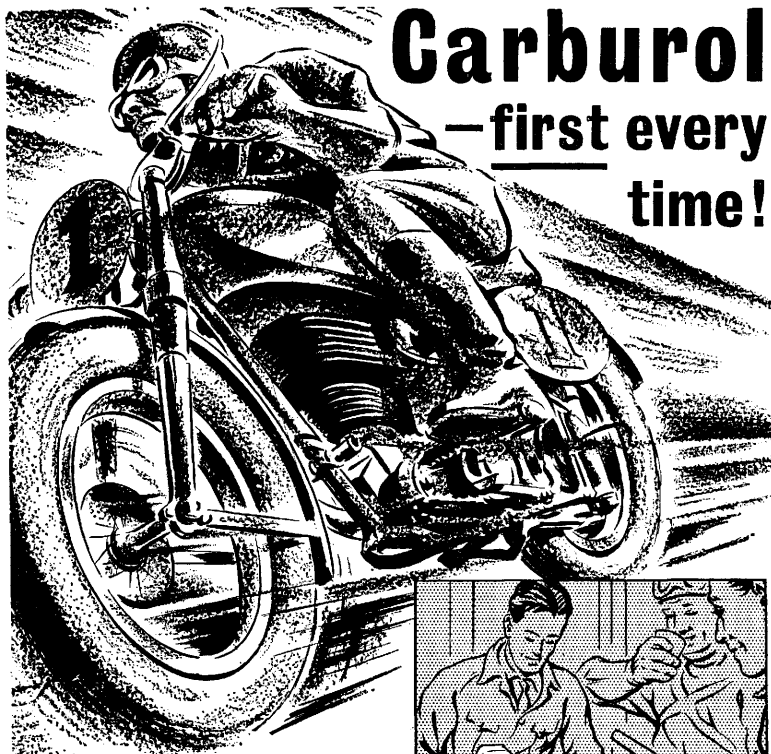
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MARSHAL'S MUSINGS

The 'Bemsee' season opens 22nd April with many bangs. Competitors, you may expect the same fine team of Marshals to support you as before. The C.O.C., sorry "SIR-C.O.C.," will be our own Cliff Lewis. Barry will be looking for loose nuts, Starting by de Lissa Brothers and Gainsbury. Bill Moore 1/C Paddock an Messrs. Cobbold and Roebuck, plus "Camshaft" Moore, flogging all the programmes before racing starts. Ballot by the usual "Double Knocker" method, Trevor-Smith on the Loud Hailer and Don Sleightholme with the big "M" on his broad back. Les Archer on the public address, helped by young Clifford, who will also provide Press Liaison. Medical Services by Doctors Gordon Hadfield of B.M.C.R.C. and Gowland-Hopkins with the first rate St. John men and women. What a team! The County Constabularies from the Northampton and Buckingham Shires will again enjoy themselves packing us in and getting us out with true motorcycling co-operation. Remember last October! Don MacBain will be in charge of Sidecar Marshals (six more volunteers please, your services are badly needed for programme parade) and our old friend "Mid-Bucks Baker" with his boys will have the Flag and 'Phone points. Course Marshals from B.M.C.R.C., the M.P.M.D.S. and other good types from various branches of the 'Blue Lamp' area together with real enthusiasts from the Vintage M.C.C.

In case you think you're being overlooked we have Fire Fighters, Timekeepers, Telephones, Stewards, Car Parks, Refreshments, Press, Judges, Spotters and lots of others all operating as a fine team under the watchful eye of our President, Sir Algernon Guinness who will be Chief Steward. I mention these things so that you have some idea of what Mister Lewis does with his time. He thinks nothing of a hundred hours a week, this Secretary of ours. He literally eats, drinks and sleeps with the B.M.C.R.C. and **I particularly want this to be put into print for all to see because it is 100% true.** I know!

Right you say, "what can we do to help?" Send me a P.C. to 153 Reigate Avenue, Sutton, Surrey, to say whether you or your wife, daughter or girl friend will sell programmes and help in such very necessary chores which bring the advantage of privileged positions to watch the racing. The genuine pleasure in **volunteering** to do a good job must be experienced

to be believed. Lets have that post card and don't forget your name and address.

Now for a brief review of what is on our plate for 1950. By that I mean the 'Bemsee' plate. Two Silverstones, April and September. Two Hill Climbs (D.V.) Three Brands Hatches and sundry invitations, Blandford and the Cambridge University A.C. Race Meetings. Not so bad is it? The Greyhounds and Bloodhounds can look forward to lots of worship at the shrine of Mercury. Your Committee and Secretary have quite enough in hand for this year because in addition we have a big interest in lots of other National and International Events in which our members will be competing. All these things mean plenty of work and Cliff Lewis is always at the receiving end of everything which goes on. Our goal keeper!

Heavyweights take heart. Ted Frost has knocked off a lot of unwanted surplus by diet and exercise. He now requires a new set of leathers prior to re-entering the two wheeled racing firmament. What a man! Other members report sundry reductions by skipping and Turkish Baths. Some complain they are too light to keep the back wheel on the ground which seems to indicate light weights for Lightweights and heavy weights for Seniors and Thousands. Ah me!

I propose to start a society for the prevention of cruelty to petrol engines. The other day I saw a tandem cycle with baby sidecar and a 50 c.c. job on the carrier. All three seats were occupied and this little lot was doing 20 m.p.h. on the level. I have since spoken to Daddy who tells me they've only worn out three "rollers" in a year. He did not know the mileage but said, "they easily got 180 m.p.g. or more but the pedals had to be used **UPHILL**"

I often wonder how many of our older members—have looked over their glasses and ticked off a youngster by saying, "In my young days . . . ?" It's so simple for the old-timers in recalling their better moments to forget the bad ones. It's a safe bet until the youngsters challenge the over forties by saying, "Can you prove it?" All of which leads up to an idea that I want to put over. Sons, get your fathers to help and Daddies tell your sons to join in making this Club such an organisation that our future is secure from generation to generation. I can think of no better way of keeping 'Bemsee' in front and on top.

In conclusion may I thank all those enthusiasts who have already volunteered to help. We need more, especially older members who know the racing game to instruct the keen youngsters who have not yet been able to get a piece of fast ironmongery. It is a fine thing for the up and coming lads to be versed in the Adminis-

trative side of first class racing. Frankly a big meeting is a pretty wonderful piece of genuine planning comparable with almost any sporting spectacle in other spheres. When the competitors come up and say, "Thanks for everything!" it makes it so worth while.

W. G. (Bill) JARMAN.

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.

"There are certain missing details if you can fill in the gaps please do so"

1934 was another good season at Weybridge. Five Saturday Meetings were reinforced by three "Private to Members" informal practice meetings on Wednesday afternoons. During the "Clubmen's Day," L. J. Archer (250 Velocette) covered 5 laps of the Mountain circuit at 61.04 m.p.h. a new class record. "Cups Day" proved memorable, for Rhodes (996 Morgan-J.A.P.) and Muir (348 Norton), both from "1m. 5s," dead-heated in the final of the 5-laps outer circuit race.

At the second Wednesday Meeting Archer, now on a 250 New Imperial, raised his 5-lap Mountain record to 64.21 m.p.h., and Bickell (Excelsior-J.A.P.) did 70.91 m.p.h. for this course, of the classic long-distance races the results were:—

Lightweight 100 mile Grand Prix:

E. C. E. Fernihough ()

Junior 100 mile Grand Prix:

L. J. Archer (New Imperial) 76.57 m.p.h.

Clubmen Junior 50 mile Grand Prix:

M. D. Whitworth () 69.96 m.p.h.

Senior 100 mile Grand Prix:

L. J. Archer (Velocette) 80.28 m.p.h.

Clubmen Senior 50 mile Grand Prix:

Spreadbrow (Norton) 73.17 m.p.h.

The admission charge that day was one shilling!

Hutchinson Hundred:

E. C. E. Fernihough (173 Excelsior)

Ferni was on limit, was never challenged, and lapped at the class-record speed of 83.83 m.p.h. In a 3 lap Non-Trade Handicap the same day Miss Shilling came in 4th from scratch on her home-tuned Norton, on which she had "gold-starred" at 101.85 m.p.h.

25-lap Junior Mountain Championship:

H. L. Daniell (Norton) 64.6 m.p.h.

25-lap Senior Mountain Championship:

Forbes ()

These races were run over a wet course and poor Bickell failed because of rain on his goggles, to see a signal, and, slowing, he lost a place and both his Class Aggregate Award and Best Aggregate of the Season by two marks.

There were 13 riders who gained 100 m.p.h. and Gold Stars in 1934 as in 1933, these being: Miss Shilling (490 Norton), Miss Blenkiron (498 Grindlay-Peerless), (where are the girls these days?), J. H. White (348 Norton), H. C. Lamacroft (348 Velocette), T. A. Rhodes (996 Morgan), H. J. Bacon (348 Velocette), H. E. Newman (348 Velocette), J. M. Muir (348 Norton), D. W. Ronan (498 Rudge), R. Harris (490 Norton), C. K. Mortimer (996 Brough), F. W. S. Clarke (498 O.E.C.), and H. Clifton (344 Grindlay-Peerless).

The "Aggregate" winners were:—

Total Aggregate: E. G. Mobbs, "Non-Trade": E. G. Mobbs, Class A: E. C. E. Fernihough, Class B: E. G. Mobbs, Classes C. D. E: C. M. Brooks, Sidecar Classes. E. G. Bishop. Mobb's "triple" is notable! Records broken in 1934 were:

Outer circuit laps records

175cc. E. C. E. Fernihough (Excelsior)
86.92 m.p.h.

5-laps of the "Mountain"

250cc. L. J. Archer (New Imperial)
5m. 28.2s.
500cc. C. B. Bicknell (Excelsior-J.A.P.)
4m. 52.8s.

(The next instalment will deal with the 1935 season).

NEW MEMBERS

- F. J. Aubrey (Newcastle, Staffs).** A Norton fan who has bought a new Inter. Will probably ride at Silverstone.
- E. J. Johnson (Hemel Hempstead).** After 16 years riding, taking up racing this year for first time.
- P. E. Morgan (Tamworth).** Has bought Austin Monks 1949 500 c.c. Norton. Has ridden twice at Ansty. A dark horse of the true sort. Watch him.
- F. H. Desborough (Wolverhampton).** Present mount 250 Excelsior and is working on a supercharged 125. Very anxious to have a crack at the racing game.
- E. F. Cope (Birmingham).** Well known trials and racing rider. Pre-War Gold Star at Brooklands. 6th in 1948 Clubman's T.T. L'wt and 7th in the 1949 race.
- J. K. Parr (Chatham).** After 4 years watching is now going into the racing game under the watchful eyes of Bill Jenness and Roland Pike. Has one of the old 1933 Rudges with semi radial head which has been developed with Roland's guidance. A bike which should be good for a first rate performance even though it is 16 years old.
- A. F. Mills (Rushden).** Generally interested and anxious to help us in all ways possible. Close to Silverstone so will help us on April 22nd.
- C. Gunnell (York).** After ten years riding bought a 7/R A.J.S. last year and is anxious to have a go at short circuit events this year.
- D. S. Campbell (Stoneleigh, Surrey).** A newcomer who wants to start racing and is sponsored by Ted Frend and John Lockett.
- E. I. Pantlin (Iver, Bucks).** Has ridden in trials, scrambles etc. since leaving Army in 1946. Now intends to have a go at short circuit stuff.
- P. J. Richardson (Surbiton).**
- D. Baker (Burnt Oak).** Riding 500 c.c. A.J.S. and Bitsa 125 c.c. 4 str.
- G. Walls (Rickmansworth).** Riding in Clubmans T.T. for Watford Club on 350 c.c. B.S.A. Gold Star.
- J. Illingworth (Shiptonthorpe).**
- A. D. Bassett (Buckingham).**
- T. A. Ward (Brackley).** Will use 250 c.c. O.K. Supreme this season in all 250 c.c. races possible.
- R. A. Keane (Hitchin).**
- A. P. Brooks (Bury).** Old Man's Pilling's latest protege.
- B. C. Norwood (Tunbridge Wells).** Obtaining one of the new 90 Plus Douglasses for first efforts in road racing after previous experience in grass track and scrambles.
- E. A. Mortis (Oxford).** Already loudly welcomed into our midst as one who will have a bash at the "rigors" of the game.
- B. A. Barker (Chadwell Heath).** Will act as mechanic to D. A. Williams this season with a view to starting on own Mk. 8 Velo in 1951.
- C. G. Griffiths (Uckfield).** Rode in 1949 M.G.P. Senior. Now anxious to have several go's in 1950.
- A. C. MacDonald (Shewsbury).** Ridden at Eppynt, Scarborough and Ansty. Intends to have a full year in 1950.
- J. G. Darbshire (Rugby).** Steve's brother and evidently from his letters has lost none of the family characteristics.
- J. J. E. Porter (Sydenham).** With one season's experience on grass, J.J.E. has recorded an extraordinary percentage of firsts. It will be interesting to see how he shapes in road racing.
- F. G. Smith (Streety).** Will ride at Ansty and Silverstone.
- T. C. Sqaunce (Leeds).** Scrambles in 1946. Short circuit races in 1948 rides 250/350 Specials and 500 Manx Norton.
- R. R. Craft (Harrow).** After considerable sport whilst with the services has been loaned a 125 c.c. by Jim Bound and will ride it at all possible events in 1950.
- C. J. H. Smith (Stechford).** Grass tracking since 1939, last year won the sidecar cup at Cadwell and intends to press on with the small band of sidecar enthusiasts.
- A. F. Winstanley (Hatfield).** Aeronautical Student intending to branch out into road racing.
- G. H. Jones (Rustington).**
- P. M. Hall (Derby).** A buddy of Pete Romaine.
- A. W. Jones (Manchester).** Known to most racing men in the North. Arnold rode at Donington from 1936 onwards and has had numerous post war successes. Hoping to ride in Junior and Lightweight T.T.'s under the Ben Drinkwater colours.
- E. B. Harvey (Torquay).** Another Douglas fan.
- F. Purslow (Shrewsbury).** Known to everybody in the Midlands an enthusiast and a confirmed B.S.A. fan. Watch him at Silverstone.

- J. B. Gunn (London).** After a great deal of trials and tribulations of preparation, is now ready to start road racing on a Spring Frame 490 International. Good luck.
- D. A. Riley (West Wickham).** Branching out to road racing from previous grass efforts. A protege of Bob Geeson.
- A. C. Taylor (Oldham).** 3rd in 1949 Junior Clubman's. This year intends to ride in most short events and M.P.G. and N.W. 200.
- D. Thomson (Retford).** Regular competitor at all events in North Country since 1947. Rode at Silverstone and is having another basinful.
- F. D. G. Sandford (Blockley).** Father of C.C. and a confirmed enthusiast. C.C. is lucky to have such a true backer on the home front.
- R. F. Walker (Sheffield).** An old member who has rejoined after a year's absence.
- C. J. Hazell (Swindon).** Really keen on anything on two wheels. In addition to modern road machines, retains a very fast Douglas sidecar outfit. This is a Brooklands job with both 600 and 800 c.c. engines. Also owns a 1910 F.N. four and a 1918 Indian.
- D. P. Lush (Friern Barnet).** Owns 500 Manx Norton which is being rebuilt for the season, including the Manx. A chemist and metallurgist.
- D. J. Elbourn. (Royston).** Present mount speed twin Triumph. Intends buying a pukka racing job. Student at D.H. Technical College.
- Don Whiting (Gloucester).** A great friend and supporter from North Wilts. Known to all and sundry as "Splyt Pin." Nearest size is 1/32 in. by 1½ in. One of the sort of blokes who will go through fire and snow for the club. Over to you, Bill Jarman.

Correspondence

Sir,

As a delegate to General Council of the A.C.U., representing a Non-Territorial Club, I was most interested to read your remarks in the March issue of Bemsee regarding the Local Centres meeting in Birmingham which is held to "arrange" the voting of the A.G.M. of the A.C.U. I was always under the impression that the motorcycling club world was run on a sound democratic basis, but can we believe this when such things as you have exposed in your article are true. I can confirm your remarks, for I have made some inquiries and have been somewhat shaken in my belief of the A.C.U. by my findings.

There are a great number of Non-Territorial clubs affiliated to the A.C.U. with delegates representing them at General Council, the C.S.M.A., the British Two-Stroke Club, all the various 'one-make' clubs, the Vintage M.C.C. and many more.

They are all motorcyclists who should, through their delegates, receive the same treatment as any motorcyclist affiliated through a local Centre. It is high time that the nasty odour, which smacks of 'cinema politics,' was chased out of the organisation of the motorcycle world if our sport is to retain its clean reputation. It is my feeling that the average Clubman has no knowledge of the true working of his controlling organisation for, if he had, then the present state of affairs would not have been allowed to have come about. It is high time that the ordinary clubman began to ask questions and not take everything for granted. If the B.M.C.R.C. intend to take this matter any further, then I can assure them of the support of another small but keen Non-Territorial Club.

D. S. JENKINSON.
for the British Sporting
Sidecar Association.

THIS MONTH'S COVER

A. F. Norris (500 c.c. New Imperial) at Silverstone October 1949. The actual machine on which Ginger Wood won 'The Motor Cycle' Cup at Brooklands in 1935. Later Bob Burnie rode it to win a Gold Badge at Southport. 90 degree twin, duplex frame (unsprung), two carburettors, pistol grip tank, Webb forks. Norris retired after 9 laps. He was a member of both successful Bemsee teams in the 1950 M.G.P.

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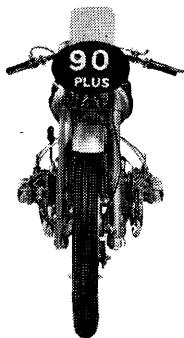
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