



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



Start of the Big Race, looking towards Members' Enclosure and Programme H.O. E. Hardy leads E. Maddox and F. A. Faulkner. Geoff Duke, although starting from a back row, is already out of the picture. E. N. Iffland (No. 23) has difficulty to get going yet finishes 4th. P. Romaine falls and retires.

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Bemsee

Journal of
British Motor Cycle Racing Club Ltd.

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TO ALL BEMSEE RIDERS IN THE T.T.
BEST WISHES FOR YOUR SUCCESS.

EDITORIAL

Silverstone. A milestone in the Club's progress. The decision taken last year to use Silverstone, despite many and varied objections, has been justified. The new course is a little slower than that used last year but the reduction of spills has justified the change.

The decision to join with 'Motor Cycling' to put on a popular 'Everyman's Day' gave enjoyment to many thousands of people. Our thanks are with every member of "Motor Cycling" and, in particular, to the Board of Directors who supported the day whole heartedly.

Of particular interest are the special awards, framed to give encouragement to men who are really intent upon striving to produce a performance above the average.

The Glover Trophy made no new discovery but, in Roland Pike, the prize has reached someone who has been fighting an uphill battle and who has never flagged in his belief in the British 250 c.c. machine.

The "Anonymous" Trophy has provided welcome help to another Bemsee member who achieves results in the traditional manner, without outside support or large capital resource.

The 'Motor Cycling' award has gone to another rider—again a member of Bemsee—who has achieved an exceptional performance by his own exertions.

Our position in the A.C.U. B.M.C.R.C. is affiliated to the A.C.U. as a Non-Territorial Club and as such, allowed two delegates to the General Council of that body—the Motor Cyclist's Parliament. These delegates meet with continued opposition in the Council and it has been intimated that, if we wish for peace, we should join a local Centre.

At the General Council of May 5th, activities of the Birmingham Conference of local Centres, which arranged privately how the voting should be done for the election of new members of the 1950 Competitions Committee, were allowed to pass as being in order although it was fairly clear that those in the highest places deplore the procedure.

Motorcyclists, and particularly racing motorcyclists, must realise that their sport is in the hands of the Competitions Committee of the A.C.U. For some years, motor cyclists have asked why it was that certain persons were re-elected again and again to the Competitions Committee. They have been voted into power, it is true, by methods of which all motorcyclists should now be aware.

At the General Council of May 5th, the councillor whom B.M.C.R.C. tried without success to nominate for election to the 1950 Competitions Committee, spoke of the attitude of an A.C.U. Steward at a meeting. The descriptions suggested Prussian Jack Boot methods yet all that happened was that the speaker's words were smoothed over and the matter was referred back to—of all places!—the Competitions Committee. Could anything more ridiculous be imagined?

The handling of our Shelsley Walsh case is described elsewhere.

When the General Council meets to vote in the new Competitions Committee for 1951, it will be up to motorcyclists everywhere to see that their wishes are recorded. The whole of the present Competitions Committee must be in power thanks to Birmingham Conference tactics. Next time there should be a complete change and those elected should be by the wish of motorcyclists and not by the rubber stamp votes of a party submissive to the dictation of one or two persons.

Silverstone Saturday, 1950

Will be remembered always as one of the most enjoyable Motor Cycling days known in this country and certainly the happiest Bemsee day ever.

For that, our thanks are due to innumerable people. There can be no selection of individuals but primarily our collective thanks go to God for providing a miracle of beautiful weather on our two days, sandwiched in between some of the most atrocious weather of the year. Secondly we unreservedly thank the proprietors of "Motor Cycling." It is so easy to offer support and to give a luke-warm showing. Every single person on the staff of "Motor Cycling" put their all into making the day a success and they succeeded. Our relations with all our Press Friends have never stood higher than as the result of this combined operation.

To take another view, we received the greatest courtesy and help from the R.A.C. and we certainly profited from the preparations which they had in hand for the Royal day on May 13th. Also, we believe that the successful completion of our meeting provided a dress rehearsal whereby the Police and Medical Staff, as well as the R.A.C. Executives could gain experience in anticipation of the very much greater crowd to be expected at the Grand Prix.

The course was considerably altered. Our own experts stated what they required and their instructions were followed exactly. On the previous occasion spills occurred due to slippery surface. All that was burnt off and resurfaced. An artificial bend was introduced and the course kept to a uniform width of fifty feet. When it was finished, Alex Scobie came over from Triumphs, gave it a final test and pronounced it excellent. Since the meeting there have been requests to remove the artificial bend in order to restore the higher speeds of last October.

The point has been carefully considered and the decision is not to revert to the old course. The general consensus of riders' opinion is that the extra bends avoid monotony whilst the improvement in the accident rate is incontrovertible. With practise, the lap speed record made by Geoff Duke will be improved but most important of all, we want you all whole, and fit to enjoy future meetings. A happy find was the system of marking the outside with breakable markers. The only fly in the ointment being the hilarious mood of certain Clubmen who thought it clever to try to break them.

Practising for such a large entry made Friday an essential. The concession to a few to practise on the Saturday was hardly worth while. A job like this must be undertaken thoroughly. Scrutineering of 300 odd machines is no mean job and all praise is due to Barry and his team of Squirrell, Dennis Glover (who got in his own practise as well), Chip, and Denis and Pamela Minett. To hear the arguments and wiles of those who would tell Barry 'how the job really should be done; one realises that the Grand Old Man combines the Judgement of Solomon, with the patience of Job and sufficient astuteness to quell the tricks of three wagon loads of monkeys.

In general, the paddock was one of the most orderly yet held and illegal visitors were few. There are, however, still some riders who try to smuggle their pals in like any schoolboy scrumping apples, rather than face up to the fact that all the officials are doing the job voluntarily and count upon help not hindrance.

Timekeeping was done well. By an arrangements whereby the Press were otherwise kept posted, the Timekeepers enjoyed less distraction from the job in hand and results came out quickly and accurately.

But the marvel of timekeeping was in the running off of the programme. In the hands of our very great little Bill Jarman, the entire paddock team did their job like clockwork. A special word of thanks, then, to Bill J., Double Knocker Linda, Bill Huxley, Trevor Smith with his 'Dictaphone' and, of course, Barry and Squirrel who, having done their allotted jobs, fell to and worked like Miss H. B. Merry to see fair play.

The funniest episodes were (a) the rider who tried to explain to Barry that the entire tribe disposed in various parts of his van were in fact merely plain Mr. X, the one gentleman so clearly indicated in Chinese calligraphy on the rider's entry form as his mechanic; (b) the gentleman who, having completed eight laps on the Friday, requested permission to do more practise on Saturday as, he said, he had failed to master the course. Upon Barry's rather sensible suggestion that, in such circumstances, by far the best thing would be not to permit so imperfectly informed a competitor to start; the whole geography of the course come back to the enquirer in one blinding flash and he found that he would have no difficulty in starting without need for further practise.

Although their services were very fortunately not in great demand, the excellent medical staff provided thanks to Drs. Gowland Hopkins and Gordon Hadfield all turned up promptly and manned their posts to the end. St. John Ambulance turned out in force and with the look of disappointment on their faces, one felt like severing an artery or some other simple little act of friendliness in order to make the day worth while for them. However, in all truth, we believe they enjoyed the day as much as we valued having them.

Lastly, how on earth did we manage to control such a large area? The answer here is mainly to be found in the remarkable response to our requests for help, given by members of the Metropolitan Police Social and Athletic Club and to the Mid Bucks M.C.C. Four coach loads of police came from all parts of London and did their job with the least instruction. As for Mid Bucks, over twenty four of them turned up and got on with the job at all the flag points.

Although the above have been mentioned first, it must not be thought that the response of our own members was overlooked. The team which Bill Jarman has built up and trained, now do their job so efficiently that the

work is liable to pass unobserved at the time but it is greatly valued by the Club, and, to each one of you, here are the thanks of all your fellow members.

On the Public Side of the track, seated quietly in his tent, Owen Roebuck set up his own little organisation which disposed of all the programmes. And what a good programme too! Once again, Leslie Newman turned out a first class job. Some programmes are left over and will be sent to any members, or to overseas readers, upon receipt of 6d. in stamps.

There was an unfortunate passage on the Friday night. At the last moment, when it was seen that many members intended to camp in the Paddock area, we were told this would not be permissible. The news came too late for more than an appeal to be made to members to exercise care not to interfere with the amenities enjoyed by the resident farmer but, next time, we shall not be allowed to camp in the Paddock. However, before leaving Silverstone, it was definitely ascertained that other camping ground exists close at hand so that the trouble need not arise again.

The Practising.

Friday passed off well, nobody had difficulty in qualifying and in general there was a good report of the new course. Some of the resurfaced patches worked up loose stuff which was treacherous but, after practising had ceased, the whole track was swept again and the white markers were doubled at all points. Some thoughtlessness was shown by a few riders in using the runways for practise and showing off by committing lappery when the track was closed to us. That must not recur.

Saturday morning practise fulfilled its object to an extent. The general feeling was, however, that a course like Silverstone needs rather more than a half an hour in which to practise before a big race. The concession was in the main to Clubmen but one or two racing men had to take advantage of it, notably little Les Archer who got in practise on his 250, 350 and 500 c.c. machines.

F. W. J. Launchbury had a spill on his 350 c.c. Matchless on Friday and was sent to Hospital 'just in case.' Fortunately there were no complications and he rode on the following day.

The Racing.

Proceedings opened with an 8 lap scratch race for racing 250's. One of the surprises of the day was the altogether un-

expected size of the entry. Maurice Cann had a new "Gambalunghino" which was not yet exactly to his liking. Roland Pike had his Rudge, as well prepared as ever, many others showed signs of winter preparation and modification but quite the most outstanding in this respect was W. A. Lomas' Royal Enfield. The conversion to a 'double knocker' o.h.c. job is magnificent.

Lomas made an excellent start but, after a lap or two, seemed to lose just the edge of his tune with the result that Cann, Pike and Bayliss all finished in front in that order. Roland Pike made a truly fine effort and was only .83 m.p.h. slower than Maurice's winning speed of 73.9 m.p.h. In doing this, Roland made what was to prove the best improvement on handicap time to win the Glover Trophy and first prize, a very popular success. Len Bayliss returned 72.2 m.p.h. and Lomas followed 6 secs later, a fine show that deserves full recognition even though outside the money.

Next was a handicap race for Vintage Club members on Vintage machines. Ebby had had a difficult job in framing a handicap on rather scanty information and the result must be given an "excellent" mark when it is seen that 15 seconds only separated the first three home and 50 seconds the first six. Undoubtedly one whose speed had lost nothing with the passage of time was Mavro on his famous Scott which he was able to ride into yet another first place at 67.88 m.p.h. He led from the start but towards the last of the 5 laps, was being overhauled by Tomkinson on a Velo and, at much greater speed, by A. J. Bonnett whose old S.S.100 was really beginning to motor. One amusing episode at the start was to see 'Tich' C. E. Allen fly through the air with grace and abandon, to settle on the saddle of his big Brough by just about as much safety margin as the width of the eyebrows of a mosquito on strict diet.

The Third race was for Clubmen on production 350's fully equipped with lamps etc. Interest was in the appearance of the 90 Plus Douglasses. It was an open secret that the Douglas firm had performed wonders to get the new machines into production in time for our day and their performance was a matter for speculation. There was a good field of the other well known makes but Douglas and B.S.A. were in preponderance.

The event was a complete surprise. The 90 Plus's were evidently not yet quite at their top form but among the Douglas entry was one very standard looking sports

model. Its owner—D. G. Chapman of the Reading Ace Club, had evidently put all he knew into the preparation of his bike and, further, he rode it with good style. So much so, that he walked away from the rest of the field winning, not only the race, but also the 'Motor Cycling' award of £50 for his Club for an entry in the 1950 Clubman's T.T. or M.G.P. It is greatly to be hoped that the Reading Ace Club will put young Chapman in the Manx.

R. A. Smith (Leicester Query) finished second on a B.S.A. followed by W. Lilley (Wycombe Club) on a Velocette. The race was important in bringing into prominence men who can ride and tune well when all other things are equal.

The Fourth Race was for sidecars and three wheelers. From a field of nine, eight started, Bill Boddice having the rotten luck to have a sidecar tyre burst in the paddock. Fortunately Bill was quite safe thanks to his sidecar skid! Ha! Ha! Bill.

A big battle was expected between J. Beeton the Cadwell and Shelsley star and Peter Harris who has done equally well at Dunholme and Shelsley. That was how things went for a few laps when Harris' plug gave trouble leaving Beeton to have an easy win at 69.7 m.p.h. from L. W. Taylor and C. J. H. Smith. Nortons 1-2-3 (596cc, 596cc, 528cc.)

Fourth place looked like falling to ever popular C. Hale on his Morgan until he too had trouble. Particular credit is due to Rob Buxton and Stan Jenkins who pushed their 500 c.c. outfits to the limit in the face of 596 c.c. opposition all on Dope Fuel. Bob actually used pool for his job.

The Luncheon Interval passed in a flash and ended in one of the best staged secret shows ever seen. Spectators everywhere were surprised to hear, about quarter of an hour before racing was due to recommence, a throaty massed roar somewhat suggestive of a squadron of jet fighters doing some running up. They naturally hastened to the ropes when they were astonished to see a line up for a race not in the programme and like nothing they had ever seen before. Twenty Two riders, each with a beautiful numbered waistcoat and each mounted on a Corgi. But what a line up! Dark hair, fair hair, grey hair, white hair, no hair, all in the nattiest of Gent's natty suitings with caps, trilbys, without hats, sitting up to it, lying down to it and, most stately of all, one very dignified gentleman on a super-de-luxe luxury model complete with

fenders and fire-irons. Was it? Yes it was —Fred Dixon.

The race was a clutch start for one lap and not, as one evilly disposed person had suggested, from a 'folded up' dead engine start. And the riders, every one a past T.T. winner, ranging from Charlie Collier winner in 1907 to Harold Daniell. Unfortunately, Rem Fowler could only look on due to a recent illness. But the first T.T. winner (on a twin Norton) was so keen, he had suggested doing a lap on a Dominator.

Tyrrell Smith won rather handsomely but everybody did his lap except Freddie Frith who struck trouble of some sort. "Fastest Lap" Jim Simpson did not live up to his reputation and, we regret to have to say it, finished last. However, when it was all over, Jim was shown the cutest little lever on his Corgi which, had he but used it, would have found a much higher gear than the one on which he performed.

It was a star show, magnificently staged, and with no interference to the days programme. Full marks to 'Motor Cycling' for a slick display which caught everybody by surprise.

After Lunch. Things really began to hum with a fine line up for the first 8 lap 350 c.c. race for racing machines. The big tussle was expected between Geoff Duke and Peter Romaine, the former on his Manx Norton and Peter riding a Beart tuned Norton, both running on dope, with Les Archer, Arthur Wheeler, Humphrey Ranson, Eddie Kempson and many others expected to be somewhere near.

Both Romaine and Mick O'Rourke had bad starts and Geoff soon got a commanding lead. However, once Peter had got his engine started, his riding was magnificent and there can have been nothing between him and Duke for actual speed. Those who had not listened very attentively to Les Archer's clever commentaries, were astonished to see a comparative unknown named A. D. Pinckard, making things fly. In fact, Pinckard had been unable to start and, as Leslie announced, Bill Petch had been put in his place and rode really well into third place behind R. J. Hazlehurst whose Velocette was up to its usual form.

The Big Race of the Day was over 50 miles for solos from 400 c.c. to 1000 c.c. without fuel restrictions. At our previous meeting, 1000 c.c.'s had been banned with resulting loud protests. Today the protests were heeded but with the result that some 500 c.c. support was lost. Notwithstanding,

Geoff Duke and Harold Daniell turned up on 500 Nortons, Geoff using 80 octane fuel and Harold, dope. A great disappointment was the non-appearance of George Brown on Gunga Din using Dope. He had unfortunately, been involved in a road accident in the previous week. However, there were plenty of other 1000's including Dennis Lashmar whose Vincent was consuming 100 octane fuel to no mean purpose.

From the start, Harold set off to a good lead closely chased by Sid Barnett on his doped Triumph. Geoff was having bad luck in grid balloting and again had a difficult start from a rear position. However, to see him wriggle his way through a crowd of slower men would put heart in the oldest eel eaten up with rheumatics. In a few laps, Geoff was up to Daniell and Barnett and then, having slipped past Barnett there began the battle royal between Gaffer Harold and the new boy Geoff. For lap after lap, less than a machine's length separated them. Geoff said that, due to choice of gearing, he had a slight advantage at corners but, on the straight the advantage lay with Harold. At the tenth lap, it happened. Harold tried to do a bit of inside overtaking at Stowe, hit a bump and his megaphone touched the track bringing him down with a bump which very much bent the Norton's handlebars although, happily, Harold appeared to be little more than bruised. There-after, the perfection of Geoff's riding left him with a comfortable lead to finish the winner of the fastest race of the day with the fastest lap of the new course at 85.24 mph.

That is the story of the winner but the rest of the field produced fine riding and surprises. An outstanding performance was that of T. A. Westfield whose Triumph was actually on Pool and not on P/B as declared. This lad does his own tuning with the support of an enthusiastic mother and there was general surprise to see him leading the rest of the field to finish second in front of Ted Davis on a big twin Vincent. The fourth man home was Ted Iffland on a Norton prepared by S. S. Lancefield, followed by Geoff Manning and then Dennis Lashmar both on Vincents. Incidentally, Dennis lost no opportunity to continue his agricultural research work. A particularly pleasing thing was to note Joe Glazebrook's riding. Parental responsibility, plus a winter's hard work on his Triumph seem to have given Joe an all round improvement in performance. Sapper Archer completed a hard

days work by collecting his third finishing plaque. To turn up from barracks in the morning, practise on all three machines and ride home 6th, 6th, 9th is a show anyone can be proud of. Sid Barnett's luck was not in, after his flying start the Triumph's speed dropped off and he passed out of the picture.

The lesson as regards 1000's remains obscure. Are they faster than 500's? No-one can say unless George Brown is riding. Are they heading the same way as the big twins did at Brooklands? Should there be separate races for 1000's? The whole problem is filled with difficulty.

The 500 Clubman's Event was looked forward to with interest by many enthusiasts. The twin brigade were confident that a twin must win. The more conservative single fans, didn't feel so sure. What does the new Norton Dominator go like? That was the question on everybody's lips. In a close race where nine men finished within one minute of each other there were 2 B.S.A.'s, 3 Nortons and 5 Triumphs. But the special interest was that the winner, young Bryan Millman of West of England Club on a single cylinder B.S.A. achieved the excellent speed of 71.71 mph. followed home by two Norton Dominators who rode so closely that one fifth of a second only separated them and then our own Streamlined Mortician on a Triumph.

The Second 350 c.c. Race had an imposing field with Les Graham on the 1950 T.T. A.J.S. with the new armchair saddle, Harold Daniell, on a 350 Norton on Pool, rode despite his earlier spill, Sid Barnett, Ted Iffland, Frank Fry and Charlie Salt on Nigel Spring's Velos. Maurice Cann and R. H. Sherry who is on top form this year. Les Graham made a terrific getaway and lead from start to finish. A superb performance at 79.45 mph. It is a pity that Geoff was not drawn against Les as his own start in the first 350 race had been poor due to a bad grid position yet his total time was only 3.6 seconds more than Graham's. A match race between these two riders would be something worth seeing. Again there was a Barnett, Daniell duel but this time, Barnett's Norton kept up its speed throughout the distance whilst it must be generally agreed that Harold's ride in such painful circumstances was heroic. The finish was Barnett 78.5 mph and Harold 77.48 mph. Since the meeting it has been found that a bone in the T.T. winner's hand was chipped and he must be immo-

bile for a period until the parts join together.

The fourth man home was Ted Iffland on his wonderful pre-war A.J.S. just three fifths of a second behind Harold, he won the unanimous approval of the judging committee for the award of our 'Anonymous' prize of £50. As Ted is riding in the T.T., the choice could not possibly have been more suitable or more highly acclaimed.

Of the remaining men who got home in finishing plaque time, Bill Lomas finished fifth going really well after an indifferent opening on his Velo. Young Sherry came 6th to win the second part of the Glover Trophy and to be given third marking in the 'Anonymous' selection. Jack Simister was followed closely by the two 'Spring Chickens' Salt and Fry, next C. C. Sandford, another of those to be watched, then Pop Glazebrook, Westfield, John Frost and Jim Crow.

To close the proceedings there was a Clubman's event in two sections for machines 501 to 750 c.c. and above that up to 1000 c.c. In the first class, G. T. Salt brought the only Thunderbird entered to the starting line and consequently had a walk-over.

Of the horde of Vincents, one man—G. P. Douglass of the Vin. H.R.D. Club towered above his rivals and finished nearly one minute in front of the next man thereby winning the 'Motor Cycling' award at 74.19 m.p.h. Our own Alan Wynes had infuriating difficulty in making his kick start and lost a full minute. When he got going he really bent the model round the corners but could not manage better than seventh place. This was the fastest Clubman's race of the day, as the second man was slower than the winner of the Clubman's 500 c.c. event this gives a pointer as to relative speeds of the two capacity classes in the hands of ordinary riders.

The programme was set to finish at 5.30 p.m. To allow for hitches the Police had been told to expect proceedings 'to close' from 5.30 to 6.0 p.m. In fact, the last man of the last race, crossed the line at 5.30 p.m. dead, a satisfactory conclusion to a wonderful day. Thanks to everybody concerned, riders, officials, the crowd control people and most of all the spectators. There has been universal admiration from visiting experts for a well run and orderly meeting and for so well behaved an audience.

So closed 'the happiest day of our life.' In an attempt to give as fair a description

all round, no attempt has been made to set out all the detail results as they have already been posted to all concerned.

As a final observation let us give full marks to:

1. **D. M. Glover Esq.** For providing a Prize which gave every B.M.C.R.C. competitor an incentive. Winners:

1st Prize Trophy to be held for one year plus £100 cash.

R. H. Pike, Race 1. 250 c.c. Rudge.
2nd Prize £50 cash.

R. H. Sherry, Race 8. 350 c.c. A.J.S.
3rd Prize £25 cash.

G. Manning, Race 6. 998 c.c. Vincent.

2. **Graham Walker** for making a Broadcast Commentary which was enjoyed on two Home Services and the Latin America service, despite considerable pain due to a hand badly gashed by being pushed through his B.B.C. 'studio window.'

3. **The Judging Committee.** Jim Kentish, Squirrel, Johnnie Waite and A. L. Warren who tackled their job seriously and produced, without any prompting, decisions which are universally approved.

4. **Sir Algernon and Lady Guinness** who

stayed to the end and seemed to enjoy every race although they must have been dreadfully tired.

5. **To all our friends** from far and wide, whose deeds in the Motor Cycling World were performed from the earliest days of the Century, who came along to watch and encourage the 'new boys.'

6. **To our Two Youngest Members.** Masters Daniell and Glazebrook who spared a moment from the consumption of their thumbs and toes to signify their full approval of the day by the most forthright demands for their suppers 'and make it snappy.'

Results. Any members who have not had results sheets can be supplied with the same on receipt of a S.A.E.

Correction. Vintage race. We regret an error in 4th and 5th places. R. A. Beecroft 4th at 13 m. 44.4 s. and P. L. Pratt 5th at 13 m. 52.2 s.

Event 3. P. Simister 22 m. 49.4 s. This places him between A. Duffy and T. G. J. Peacock.

Apologies in both cases, due to a clerical error.

RACING NEWS

Blandford, April 29th. An excellent meeting with some extraordinarily close racing. Star performer was undoubtedly Geoff, this time out on the 1950 T.T. 500 c.c. Norton. The whole machine is so graceful and appears to be down to the bare essentials. The new frame and rear springing seem to give just the right results. When Geoff comes past ahead of everyone, one gains the illusion that he is travelling slowly. From the longer induction tract and shortened exhaust pipe with small megaphone, it is a reasonable guess that Norton are out to improve the volumetric efficiency for 1950 over the 1938 and onward design which has been generally held as a top standard for naturally aspirated engines in aeronautical and other circles.

Ted Frend had the new 350 A.J.S. and also the Porcupine but the latter had persistent trouble and did not get going well. However, the new 7/R is a grand job and the race between Ted and Bob Foster on his equally good Velocette was perfect. For lap after lap these two ran side by side and both must have been fully extended for the full ten laps of the final, the A.J.S. winning by inches. Troubled as at Silverstone by a bad position on the starting grid, Geoff Duke lost a lot of ground

in the first laps. However, once clear of his immediate rivals, he set down to overhaul the two black tankers who were so much in the lead. Had the race been but one lap longer, Geoff would have caught them although how he was to have passed two men riding side by side on a twenty foot wide course is a thought best left as a thought. In any case, in his fine effort he set up a new 350 c.c. lap record.

In the 250 c.c. race hopes ran high that Roland Pike would at last beat a Guzzi in a flat out contest. For seven laps he held the lead which was initially a considerable one, due to Maurice Cann's bad start on his new Gambalunghino. For a period it looked as though C. C. Sandford also had got the legs of Maurice and he laid second. After two rather poor laps, the Guzzi started settling down and slowly overtook Sandford but still Pike had a good lead. This popular state of affairs could not last indefinitely. Once in its stride the Guzzi must have been considerably faster but it took everything Maurice could get out of it to pass the Rudge in the last mile from home.

Dickie Dale was really going well on his 500 Norton, winning one heat and being second to the Iron Duke in the final. Young Sandford uses a novel method of

starting with the right hand on the mud-guard pad at the moment of first pushing off to get the most effective initial movement. It looks crude but it undoubtedly works.

Notable absentees were Harold Daniell whose injured hand from Silverstone prevented his riding and George Brown holder of the lap record at 88.46 m.p.h. Geoff saw to that during the day making the figure 88.88 on the new Norton, his winning speed in the Senior is a race record for Blandford.

Results:

125 c.c. 3 lap. 1st G. J. Hardy (Pankhurst Spl) 55.91 mph. 2nd. J. A. Hogan (B.S.A.) 3rd R. W. Marsh (M & F.)

250 c.c. 8 laps. 1st. M. Cann (Guzzi) 72.06 mph. 2nd R. H. Pike (Rudge), 3rd. C. C. Sandford (Velo).

350 c.c. 10 laps. 1st E. J. Frend (A.J.S.) 80.77 mph. 2nd A. R. Foster (Velo), 3rd G. E. Duke (Norton).

500 c.c. 10 laps. 1st G. E. Duke (Norton) 87.87 mph. 2nd. R. H. Dale (Norton), 3rd. M. D. Whitworth (Triumph).

Passenger 5 laps. 1st T. Bryant (Morgan) 67.70 mph. 2nd. L. W. Taylor (Norton), 3rd. C. Smith (Norton).

Daily Express Trophy. (handicap) 1st M. Cann (Guzzi 250), 2nd M. D. Whitworth (Velo 350) 3rd R. H. Dale (Norton 500).

Lap Records set up:

350 c.c. G. E. Duke (Norton) 83.37 mph.

500 c.c. G. E. Duke (Norton) 88.88 mph.

The T.T. As ever, there will be a great number of Bemsee riders in all races. Gordon Hatch will be there to give all help possible to members whilst we hope to take up station in our usual Headquarters at The Hydro Douglas. The space taken up by Silverstone leaves little to be said about the T.T. this month.

Sufficient to wish every member the best of success and a good ride. The new Nortons will give added interest to the usual Norton Ajay duel whilst the four cylinder M.V. will ensure keenest competition in the Senior.

In the Junior it should be a safe guess that Nortons will be improved on similar lines to the new 500's. If so, with the known speeds of the new Ajay's, the Spring Velocettes and the very fast new 5 speed 350 c.c. Guzzi, another battle royal is due.

The 250 c.c. class will be watched with open interest. In opposition to the Benelli and the well known English riders of Guzzis, we have Roland Pike on his tried and tested Rudge, Arnold Jones on the Mead Norton, Len Bayliss on the good old Ellbee Special, Wilmot Evans on his

tool-room-job A.J.S. with Triumph engine, Harrowell on the twin L.E.F. and Geeson on the twin R.E.G. Whatever the outcome, it must be admitted that, in the absence of British Manufacturer interest, British Racing Motor Cyclists have done wonders to meet the foreign challenge.

T.T. Bemsee Gathering. Thanks to the good offices of Gordon Hatch, there will be a get together on Saturday night June 3rd at the Falcon Cliff Hotel. The evening will be purely a social one with as little formality as possible. Accommodation will be provided for 150 persons with a running buffet. Tickets will be obtainable from Gordon Hatch, Hillside, Linden Grove, Douglas or from the Hydro, price 4/3d. per head. Every member in the Island will be welcome.

The 1950 World's Championship. The following events are those to be used in marking results this year:

The T.T.—June 5, 7, 9.

Belgian G.P.—July 2nd.

Dutch T.T.—July 8th.

Swiss G.P.—July 22-23.

French G.P.—August 6th.

Ulster G.P.—August 18th

G.P. des Nations at Monza—Sept. 10th.

In addition to the usual entries made by the Norton and A.J.S. factories in the 500 c.c. class, Barrington and Armstrong are already entered to compete against a massive Italian Challenge from the Gi.era and M.V. teams together with a number of individual Guzzi entries due to the fact that the Guzzi factory is not officially participating in racing this year.

Presumably there will be less competition in the 350 c.c. class but the single challenge of Lorenzetti on the new 350 Guzzi must not be disregarded.

In the 250 c.c. Class, there will again be a number of Individual Italian entries on Guzzis: Ruffo, Lorenzetti, Plebani, Mastellari, Scopigno, Francone, Casprini and Baviera against whom there will be Anderson and Tommy Wood, also on Guzzis. This makes the English position look pretty bleak and, if he can put Arnold Jones into the competition—everyone will wish Ronnie Mead even better success than he had last year with the Mead Norton.

The 125 c.c. class, at the moment, is flooded with Mondials and M.V's. With the present concentration on producing existing designs for export, the prospects of any immediate challenge from England is remote.

The Munster 100 July 15th. Further to the paragraph in the March issue, a few extra details are to hand. The actual course is 6m 154 yds round and was lap-

ped by Rene Dreyfus on a Delahaye at 92.95 mph in 1937. It is thought that, given good conditions, the course should be lapped at 100 mph by 500 c.c. solos.

Prize money in each of the three 100 miles scratch races will be 1st, £50, 2nd £25, 3rd £15, 4th £10, 5th £6, 6th £4.

In the Handicaps, the prizes for each class will be 1st £15, 2nd £10 and 3rd £5. All races to be run concurrently. Entry fees £2-10-0 to be refunded to each cross-channel competitor who completes one lap of the course.

Write W. O'Brien, Sec. Munster M.C. & C.C., 98 Oliver Plunkett, Cork, Eire.

Racing Calendars. In case you missed last month's notice, calendars are available from Epsom on receipt of S.A.E. They give a complete guide to every forthcoming event of interest to Bemsee members and are an essential part of every racing man's equipment.

Shelsley Walsh. The subject was discussed at the A.C.U. General Council of May 5th. The Competitions Committee had made a proposal to the Midland Automobile Club that they would grant that club a permit for a motorcycle section subject to the payment to the Union of a token payment by way of 2½% levy.

The Midland Automobile Club had replied 'that owing to the most regrettable attitude adopted by the A.C.U. generally in connection with the Mixed Meetings at Shelsley, my Committee has decided that until such time that you can settle your internal differences and allow B.M.C.R.C. to accept our invitation on the same terms as in the past, the invitation to Motor Cyclists to compete will be withdrawn. My Committee greatly regrets having to take this action, but under the circumstances has no alternative.'

Mr. Perrey, of the Midland Centre, then rose and read from correspondence which he had had with the Midland Automobile Club in December 1949 as a result of which, the Midland Centre stated, they had made arrangements with three leading manufacturers to take part in a 1950 Shelsley event which they, the Midland Centre, would organise. Then the Midland Automobile Club wrote in Jan. 1950 that, because the Midland Centre had not produced a list of riders, the Club withdraw its invitation and would either invite the B.M.C.R.C. or appeal to the R.A.C.

Mr. Perrey deplored the method adopted by the Midland Automobile Club and contended they had been discourteous to the A.C.U. and also untruthful because from an article in the technical press,

the Midland Automobile Club had said that the A.C.U. had been awkward. Mr. Perrey alleged that the 1949 entry had been of poor quality.

Sqdn. Ldr. Day asked how, in the face of such evidence, the B.M.C.R.C. could ever again step over the dead body of the Midland Centre to compete at Shelsley. Peter Chamberlain said it would be more appropriate to know how the Midland Centre had ever come to negotiate with the M.A.C. over the dead body of B.M.C.R.C.

Mr. Belsey (C.S.M.A.) said that, whilst the Competitions Committee might have done the right thing legally, the General Council was concerned with the good of the sport and the movement had lost an opportunity. He suggested that a resolution be put to authorise the B.M.C.R.C. to accept the invitation of the M.A.C. to compete at Shelsley.

Describing the position as now standing, the Chairman of the Competitions Committee said the M.A.C. had been given the necessary permit, subject to a token payment of levy which, it was stated would be sufficient if it were only 2/6; to enable them to invite B.M.C.R.C. The Midland Centre Board had said 'Yes, for goodness sake give them this permit,' the Midland Centre, the Competitions Committee and the General Council were all anxious for there to be a motorcycle meeting at Shelsley Walsh and had done as much as they might in this direction, the next move resting with the M.A.C.

Cliff Lewis said that he had no information of the Dec. 1949 correspondence referred to by the Midland Centre but he took up the statement made by the Midland Centre that the 1949 entry at Shelsley had been of poor quality. It had contained good riders and entries from as many manufacturers as quoted by the Midland Centre.

Particularly, he protested at the constant reference to a 'token payment' of levy from the Midland Automobile Club and the continued disregard of the fact that the B.M.C.R.C. had paid no token payment of levy but the full sum as laid down by the G.C.R.'s of the A.C.U. on the occasions when it had performed.

A resolution was put from the Council that the action taken by the Competitions Committee be upheld as correct. Cliff Lewis gave notice that if the matter were to be left at that, the B.M.C.R.C. would appeal to the R.A.C. The meeting voted and, except for the Non Territorial Clubs, the voting was in favour of the resolution. Cliff Lewis confirmed that an appeal would be placed.

SPEAKING PERSONALLY

Last Month's Cover. By mutual check it is now fairly certain that A. F. Norris' twin New Imperial is the Ginger Wood model and that Bob Burnie rode it on some occasions before the war. Bob writes:

"The machine was the first 500 c.c. twin to cover 100 miles in 1 hour, in 1935. The main trouble was to prevent it taking all the tread off the rear tyre by the end of 50 miles.

"I rode it, by courtesy of the factory, on two occasions. First at Southport in September 1936 where it won the Gold Badge for 100.76 m.p.h. with a large knob-bly Dunlop Sports Cover on the rear wheel. It was a very wet day and, after one run, it filled its rear carb. with sand and I was a bad fourth in the race between the two fastest cars and two fastest motorcycles.

"The second time, a little later at Pendine, the works sent it to me with an awful warning that on no account must I do anything to it at all and that it was completely prepared for the job. The first thing that happened was that the engine fell out on the floor as they had omitted to put nuts on the front engine bolts.

"It was an absolutely first rate machine to ride on the sand, and steering so long as you were going dead straight, was entirely satisfactory. From my log, the only information I have is that it had a C.R. of 12:1 with Prattis racing Ethyl. Track type carbs with no needle fitted and main jets 700. Plugs, K.L.G. 689 front and 646 rear. Tyre pressures 25 lbs. front and 22 lbs. rear."

G. I. Boulton. Reports considerable work during the winter, and we may see something rather special in the way of an Ulster Rudge with much 'added lightness' and other benefits of light alloy.

G. J. Weatherley. Will be convalescent for some time after an operation. He has been working on a pre-war 350 cammy Ajay which may provide an interesting contrast to that used by Ted Iffland.

A. L. Barrow is anxious to form a N.W. Cell of Bemsee. Will be recalled for his sporting ride at Shelsley last year. Providing these cells can get together and make some constructive contribution to the general welfare of the Club, the idea is excellent. 88 Bramwell St., Stockport, Cheshire.

Drivers and Riders. Apologetic explanations by the elite at the recent A.C.U. General Council for having to use the term "Driver" shows how completely this magazine is read by those who 'would have none of us.' Until the F.I.M. takes over control of private publications such as this, we shall continue to side with 'Horse and Hound' in the use of the verb 'to ride.'

L. G. Martin. Has been ill for more than six months but hopes to be completely fit for his ride on a C.T.S. in the Lightweight T.T.

George Brown. Glad to be able to report that his injuries were not so severe as first rumoured. Denis Minett reports that George had no fractures, but both shoulders were dislocated and the spine badly bruised. George was walking about on April 23rd and left hospital on the 27th. He must take things easily for 4-5 weeks. On behalf of every member of Bemsee, here's wishing you a full recovery, George.

Crasher White. Pat Kirby hoped to bring our old pal from seclusion at Oxford, to Silverstone. Crasher could not manage it but wishes to be remembered to all old friends and—perhaps next time!

Mick O'Rourke. Has been going exceptionally well at Brands Hatch and, on a 350 is only 2 seconds outside the fastest recorded time (on a 500 c.c.) An excellent omen for a good show in the Lightweight T.T. where Mick will ride Les Graham's old O.K. which has been carefully prepared by Bill Stewart.

L. R. Higgins. Will not ride in the T.T. after all. Although the plans mentioned last month did not materialise, Les was entered by Jim Thomson on a 350 Norton but failed in the ballot.

Dickie Dale and his entrant Austin Munks, must surely be the most disappointed of this year's T.T. would be riders and entrants. Having actually obtained a 250 c.c. Benelli, a 7/R A.J.S. and a 500 Norton, Dickie was entered in all three races. Result of ballot—250 c.c. eliminated, 7/R last reserve, Norton 3rd reserve.

F. F. Parry. Our own Clubman's entry will have the guidance of 'Pud' Stevens during his visit to the Island.

Gas Turbines. Glad news that at least one member has work in hand on a unit. After witnessing progress from the bicycle to the A. bomb in a half century, who dare say he is bound to fail?

Canon Stenning. We are happy to report that, after eight weeks in hospital, The Reverend Canon Stenning is slowly recovering. By the time these lines appear he will be back in the I.O.M. so that, in all probability, we shall enjoy his genial encouragement as usual.

Professor Low. Our Vice President has been extremely ill, yet he made a determined effort to attend A.C.U. General Council. He will be visiting Spain on A.C.U. business almost at once. A great tax on his health but in all motorcycling matters, the Professor puts the sport before all other considerations.

H. T. Bostock together with Dudley Ward, left on April 29th for Finland to ride in the Finish G.P. on May 7th. Dudley will ride Geoff Monty's 7/R whilst Harry will be on his T.100 Triumph. Due to the Dock Strike, the machines had to be taken as Passenger's luggage, the route being via Copenhagen and Stockholm.

V. Davey reports that he must give up riding for a period. He hopes to resume in the near future on a 500 c.c., more suited to his 12½ stones than his 250 c.c. Rudge

H. S. Hall. Spent Easter in the I.O.M. where, with Gordon Hatch's help he learnt a good deal about the course which should be of material help when he rides his Velocette in the Junior Clubman's T.T.

W. M. Couper. Who acted so ably, in conjunction with Ted Comerford, as judge at Silverstone; has written appreciatively of that day and, as an old Bemsee rider who enjoyed it all, he has marked the occasion in a practical manner as can be seen in the Benevolent Fund return for the month.

A suggestion to hundreds of others who may have felt the same way. Why not send along your contribution to the fund to help these lads who are keeping the Bemsee flag flying so high?

Peter Reeman. The surprise man of the year sends letters from the most remote parts of the world and then slips away from the task of skinning a whale carcass, to turn up bright and happy at Silverstone. And he enjoyed it too—see Ben Fund again.

C. V. Bedingfield sends news of an opportunity for records aspirants in North Rhodesia. A motor race meeting for cars up to 3½ litres and motorcycles was to be held on April 23rd to establish records for that country over the measured mile. Prior to the meeting, the all high record stood at 18.96 m.p.h.! We can almost imagine the advertisements and headlines—"All records shattered."

R. A. Mead. Having done so well in last years Championship contest, it is not surprising to hear that Ron has had a busy winter on some British 250 c.c. machines. The Mead Norton will emerge with a new cylinder head and many internal modifications and will be ridden by Alf Shaw in the Lightweight T.T. Ron will be riding a 250 c.c. Velocette. Afterwards, they both hope to join the Continental Circus for the rest of the season.

P. Wagstaffe in explaining his inability to get to Silverstone, Pat pays tribute to the help given to him at all times by E. Andrews. He says that the workshop of Humphrey and Andrews at 2 Albert St., Mansfield is a local motorcyclists' Parliament. So, if you want to get to know some pals in the Nottingham District, here's your chance.

Silverstone Lap Times. The results sheets as posted are as informative as is possible. With 3077 racing laps completed and a total of 9625 miles covered, obviously not every figure can be quoted. Ebby very kindly points out that, where the information is genuinely wanted for tuning purposes, he will do his best to answer individual queries which **must** be accompanied with a S.A.E. and, preferably, should contain a form setting out clearly exact information wanted i.e. Racing number, number of race etc.

Queries should be sent to A. L. Ebbelwhite, Esq., 29-31 Aldgate, E.C.3. and you are specially asked to treat this offer with moderation.

P. J. Fetherston. The Streamlined Mortician is adding a laboratory to his plant. Having been given a most confidential formula for a new fuel while at Silverstone, he finds his present apparatus adequate only for dealing with the solids. Special steps must be taken to handle the solvent recommended.

Having heard some secrets of his other profession, we should say that Phil will find the solution.

Castrol Andy. As a result of an appeal, a token of appreciation was sent to Andy after Silverstone. It had been hoped to present it to him on the day. Andy replies: "I tender my most heartfelt thanks to all my friends who have contributed. It gives me very great pleasure to read the list of names and some of them, I imagined had forgotten me ages ago. It's really grand to know they have not."

Jenks. Despite Oliver's absence from the Continent due to an injured ankle, Jenks has already gone 'over there' and has joined up with the Belgian rider Masuy

as passenger in his 500 c.c. B.M.W. outfit. He has been passenger in the Flying Kilo meeting at Waterloo, at the Circuit of Pau and at Barcelona. At the latter meeting, Jenks took out a Spanish Montesa 125 c.c. on which he chased the Italian Mondials for some distance but apparently Spanish mice are as partial to Spanish Two Strokes as their English brethren.

The Circus. With the season just started, it is difficult to assess form but there can be little doubt that the British riders have a big task in settling down at a place where their rivals are more 'at home.' The loss of Oliver to the sidecar races is a serious one. Tommy Wood at Barcelona and Les Graham at Mettet have secured 350 wins but in the 500 and 125 c.c. classes, the Italians have so far had the advantage with Nello Pagani on his Gilera and Mondial very much in the limelight.

At Mettet, there was a thrilling finish to the 500 c.c. event, Graham being just pipped at the end by Lorenzetti on a Guzzi.

All the boys are out there again, Reg. Armstrong, Bill Petch, Bill Doran, Phil Heath, Syd Mason (yes the horseshoes made the dividend), and others. Albert Moule is having his first experience of the circuit whilst there is no news yet of Pip Hylton's activities.

Eric McPherson. Has written very cheerily and by now will be in the I.O.M. where he will meet Gordon Hatch. His fellow Aussies are taking different routes, Harry Hinton arriving two weeks later and George Morrison will fly over via America.

As before, all three have been made honorary members of Bemsee, we hope they won't leave England at least until after August 20th.

Journeying to the Continent. Surely nothing cheaper or more convenient has ever been made available than the "Air Ferry" service specially for motorcyclists provided by Silver City Airways Ltd. between Folkestone and Le Touquet. Charges are for solo motorcyclists at an "all in" rate. That is to say, machine, rider and baggage £4-2-0 single or £8 return or, with one additional passenger £6-4-0 single and £12 return. The short notice type of booking is catered for but 3 to 4 days warning is preferred. Address 1 Great Cumberland Place, W.1. Phone: Paddington 7040.

The Winning Horse. Considerable alarm and despondency on the Claygate front on April 27th as the date of the April meeting was not recorded in last issue. Nevertheless, by the time Pop Wynes did his best to say 'Time Gentlemen Please,' the attendance was as big and busy as ever. Main topics of conversation were the success of Silverstone and the bidding of a tearful farewell to Harry Bostock on his departure for hidden dangers in foreign parts.

The company were very sorry not to have Noel Pope's presence. Due to the illness of Mrs. Pope, Noel is very much tied to home and family. Here's wishing you both a speedy and happy return to good health and the usual daily round.

Date of next meeting May 18th.

The White Lion, Edgware. The next meeting on June 12th will be just after the T.T. An opportunity for those who didn't manage to go to the I.O.M., to meet those who did and hear their experiences. Roll up all of you.

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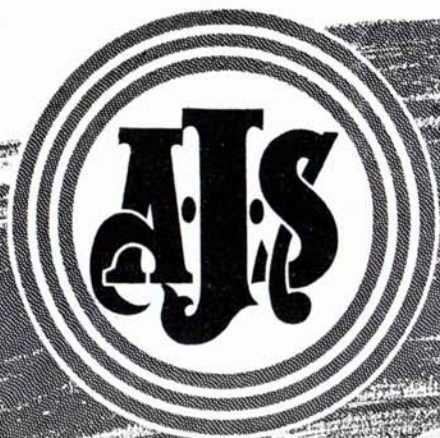
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COMMITTEE NEWS

There are again two meetings to report:
April 11th, 1950. Present: Messrs Daniell (Chair), Baragwanath, Pope, Taylor, Jarman, Roebuck, Rickard, Glover, Lewis.

The minutes were read. Alterations to the Board were finalised. A definite resignation was read from Mr. L. R. Archer. The Board noted with appreciation, Mr. Archer's message that, when he should be released from Military Service, he would be happy again to serve if required.

Brands Hatch. Agreement not yet reached over admission for members. The first suggested date would now be impossible of achievement. If the outstanding matters could be settled, an appeal to go out to members for a working committee.

Silverstone. Final reports by Chief Marshal, Programme Controller and Secretary. Final decision made as to Judging Committee to decide winners of £50 awards.

Secretary. Reported extraordinary pressure of work and the feared complete loss of part time assistance. Suggestions for help considered, Mr. Pope to take immediate action.

Mr. G. G. Murdoch. sent a message registering disapproval of the use for certain of the Club's business, of envelopes bearing the markings of a certain company.

Reply to be sent 'The Directors—— are completely satisfied with the way the affairs of the Club have been handled in this instance. If Mr. Murdoch could see his way to give similar assistance, it would be equally appreciated.'

New Members were elected.

Resignations accepted from Messrs F. G. Smith, C. Fody, K. E. Carter, E. E. Briggs, S. H. Foster and D. Marshall.

I.O.M. Section letter setting out suggestions for 1950 plans noted. Section to submit formal and detailed estimates etc.

Rule Books. draft of new issue, to suit new Company Conditions, to be prepared. The meeting was declared closed.

May 1st, 1950. Present: Messrs Baragwanath (Chair), Taylor, Roebuck, Jarman, Rickard, Glover and Lewis.

Apologies. Were read from Mr. Daniell whose injured hand was troublesome, and from Mr. Pope. A special message of sympathy to be sent to Mr. Pope.

Mr. Baragwanath elected to the Chair.

Secretary. A report was given of the assistance received from Mr. P. Brown as a result of Mr. Pope's offices following last

meeting. Resolved that Mr. Brown be offered post as Assistant Secretary forthwith for trial period.

The Minutes were read.

Silverstone. Many reports considered. General comments had been appreciative. The day had been successful. Special points noted:

Programmes. Detailed statement submitted by Mr. Roebuck. The day's work had been successful but on future occasions regional tents and not sidecars to be used to keep sellers supplied. Unanimous expression of thanks to Mr. Roebuck for his work.

The Chairman expressed thanks to all who had helped to make the day so successful.

Mr. D. P. Lush instructions given for his comments to be published Mr. Lush wrote: 'I had a very enjoyable day at Silverstone but could do with a lot more experience.'

I made a very serious mistake in not turning up for Friday's practise seeing that Silverstone was my first attempt at racing. I learned how essential it is to have ones machine fully prepared in advance with a day or two to spare."

Leavesden M.C.C. Protest anent non permission for their member to start in a race noted. Verified the rider concerned presented himself at the paddock gate after the race had started.

Press. Plans to ensure more satisfactory arrangements with future visiting press officials agreed.

Mr. R. H. Pike. Comments on 250 c.c. prize money noted for future attention. Suggestion to eliminate artificial bend at Club Corner not agreed.

Crash Helmets. System of double checking in future.

Sidecars. Future races to be handicaps to encourage those with smaller engines.

Vintage Handicap. At any future time, to seek guidance from Vintage Club in determining handicap.

Competitors' Badges. Any future cases whereby these are found to be misused to entail risk of exclusion of rider from the races.

White Markers to be repeated.

Brands Hatch. A reply had come to hand from the proprietors that, if B.M.C.R.C. could not hold the first of the suggested meetings, the Directors of Brands Hatch felt they must cancel all fixtures for 1950. The letter held no information on the subject of admission for members which was in query.

Letter to be sent to Brands Hatch noting the abandonment for 1950. The Club had not discounted the possibility of using Brands Hatch but must first, have agreement on the matter of members' admission.

Mr. Rickard offered, in the event of any arrangement being made, to give his services as far as possible to organising meetings.

Prescott. Instructions given for Immediate action in regard to August 20th. Sub-Committee appointed.

Hutchinson 100. The same Sub-Committee to prepare regulations for Sept. 30th.

New Members were elected.
The meeting was declared closed.

MUTUAL AID

Sale. 250 c.c. Rudge as raced by W. H. S. Pike in 1949 T.T. (7th). Excellent, ready to race. V. Davey, 18 Mayflower Rd., S.W.9.

Foreign Holiday Companion. Fellow motorcyclist sought for tour of Southern or Central Europe. Starting in 5 weeks time. I am well used to foreign travel and speak French & Spanish. A. Cunningham, Greville House, Chorleywood Road, Rickmansworth.

Sale. Modified 1947 Mk. II K.S.S. Velo. Girders, McCandless rear, 10.TT Carb 1-3/32", 17/10 & 17/8 cam assy for

straight pipe and meg. K.T.T. (Mk. 8) & K.S.S. flywheels and barrels, pool & P/B pistons, rev counter, dynamo, lights, horn, speedo and spares. Price about £185 dependent on spares. O. P. Har-tree, M.5. First Court, Christs College, Cambridge. Wanted K.T.T. Mk. 8 for M.G.P., buy or borrow.

Lost at Silverstone Brown leather coat in the Paddock. £1 reward paid to finder if he will return to: E. Withers, Douglas (Sales & Service) Ltd., Kingswood, Bristol.

BENEVOLENT FUND

Acknowledgements made with thanks of the following contributions:

	£	s.	d.
Dover and District M.C.C.	...	1	1
(as result of R. H. Pike's lecture)			0
W. M. Couper	...	5	5
Peter Reeman	...	5	0
F. Wastell	...	10	0

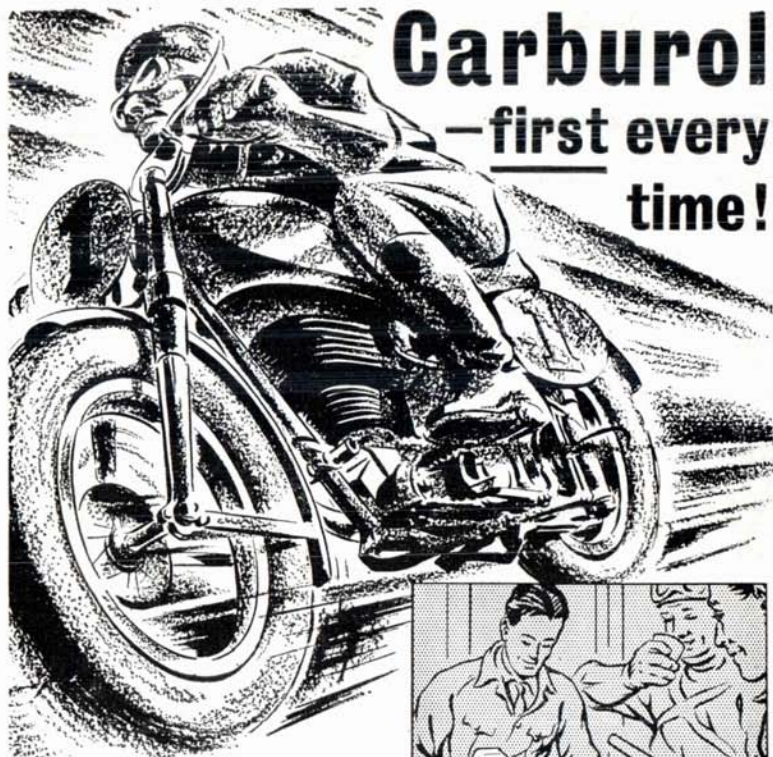
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To refresh your memory

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.

1935—yes, that season had its Clubman's Day too, and it attracted 607 entries. Brooklands was alive with motor cycles and Sidcup & D.M.C. carried off the Team events.

The usual Wednesday and Saturday Meetings were held and much history established. A new Double Gold Star, for those who lapped at over 120 mph., was introduced this year and Noel Pope collared the first one, getting his blown Brough round at 120.58 mph., at the June 26th meeting, after having lapped at 115.82 mph. in May. This was, of course, a motorcycle track record but it was short-lived, for during The Mountain Championship Day Eric Fernihough lifted it to the stupendous speed of 123.59 mph. Alas, his rear tyre protested by striking Ferni a nasty blow on the back and smashing his saddle. Stirring days! No-one else qualified for the "Double Gold" but 100 mph "Stars" were secured by B. de Mattos, H. Trevor Battye, J. C. Gaythorne, R. G. Borradaile, W. J. Shortt, A. Paul, R. Somerville Sikes, J. H. Greenwood, E. C. Nicholls, P. R. MacIver, G. Brockerton and J. P. Wakefield.

The last Wednesday Meeting saw some excellent handicapping, Laird's 1.096 c.c. Morgan winning an easy race, but one in which eight riders followed him over the line in a bunch. Bickell attempted the 350 c.c. lap record and went over the top of the banking but escaped with a bruised knee but the bicycle caught fire. Miss

Shilling again upheld the fair-sex against the mere males during the season. Aggregate award winners were: Bickell, Classes C,D,E. (best total); Class 6 N. R. Illingworth; Class B. M. D. Whitworth; Passenger class, E. G. Bishop; Mountain events only, Class B, R. Harris; Class C, C. K. Mortimer.

Amongst the long-distance races were:—
Senior Mountain Championship Race:
Ginger Wood (492 New Imperial).

Hutchinson Hundred:

Noel Christmas (348 Velocette) 97.46 mph.

In this event Jock West was second at 100.01 mph. but Wood, averaging, 115.82 mph on his New Imperial, came off. He escaped with slight bruises.

The following new records were established during the season:—

Outer circuit lap records:

Class E. 1,000 c.c. E. C. Fernihough (Brough-Superior) 123.58 mph

Class B/s. 350 c.c. and sidecar. L. J. Archer (Velocette) 87.68 mph.

5-laps of The Mountain.

Class B. 350 c.c. L. J. Archer (Velocette) 5m. 5s.

Class B/s. 350 sidecar. L. J. Archer (Velocette) 6m. 5.8s.

Class F. 600 c.c. sidecar. E. G. Bishop (Excelsior) 5m. 40.4s.

Cyclecars——— H. Laird (Morgan) 5m. 31.8s.

(The next instalment will deal with the 1936 season).

Correspondence

Sir,

The number of fatal accidents at Blandford cannot be dismissed as bad luck or unhappy coincidence and we must face the obvious fact that the circuit—or more particularly the stretch from Engineer's Corner to the finish—can be dangerous to some riders.

I suggest the following alterations should be carried out:

1. An artificial corner should be inserted before Engineer's Corner such that it is impossible to reach a gear higher than second for the actual Engineer's Corner.

2. The concrete posts and wire fence alongside the exit line from Monkton Corner should be altogether removed.

3. Certain posts, drain covers and telegraph poles on the outside of the road between Engineer's and Monkton could be moved to positions less potentially dangerous.

I appreciate that many people regard the 'slowing down' of a course as a policy calculated to stifle real racing, but I contend that in this particular case there is ample answer to such a contention.

Yours etc.,

Oxford.

P. A. KIRBY.

MARSHAL'S MUSINGS

"Thanks for the memory." Silverstone was worth all the hard work which preceded it.

Yes, we made one or two errors, but they're all noted for future reference.

When the "Hutch comes along, you will find more improvements, we are determined to make our events as good as possible. Please don't try any clever, crafty stunts, such as a van load of "mechanics," because you will find the Police and Marshals quite firm but fair. One or two black sheep can easily be picked out from an otherwise white flock. Keep the party pure!

With pleasure, I actually heard complaints that the Marshals were becoming too efficient. One man was found with a Haddenham Armlet. It is not generally appreciated that we have a hundred and sixty Police Officers whose names are in our Marshal's Stud book. We can actually count on fifty per cent of these enthusiasts around the course doing a first class piece of work. The co-operation now established between the County Police of Northants & Bucks and "Bemsee" is something in which we take pride. As it would be impossible to put on a Silverstone meeting without people like this, I'm very glad to know they are too efficient. Marshals now you know how good you are. Lap it up and keep it up.

Stan Bowen deputised for Don Sleight-holme at very short notice and covered over a hundred miles as a Solo Travelling Marshal. In between practicing and racing, he whipped off the electrics and fitted an M plate. In at least two cases, complete machines were re-built during the night. Another member actually went to Birmingham for another frame and fitted it on Friday night. He finished fifth in his particular race. The "Boys of the Bemsee breed" are worthily upholding our traditions. Sir Algernon, A.G.R. and "Barry" must have felt (secretly) very proud on the 22nd April.

At last we have solved the confusion caused by the two Leslies'. Young Archer is now known as "Sapper" and I hope it sticks even if he does get promoted. People will not ask whether its Daddy in the Box and the Boy on the Bike or vice versa.

Talking of boxes, G.W.W. got so worked up in the broadcast over the Daniell-Duke duel that he pushed the window out and gashed his hand badly. That didn't stop him or Murray, they just put it over

like the couple of good ambassadors they are. The B.B.C. broadcast was excellent thanks to good team work.

The work and worry before a big meeting is something of a strain and some delegation of duties is essential to the well being of certain people on your Committee. Sir C.O.C. now has a nice big pup to keep whilst Owen Roebuck took over the Programmes leaving me free to concentrate on the Marshals. I do hope Gordon Cobbold, Owen's fellow gangster, will be well enough to help next time. He had to go to hospital just before Silverstone Saturday. Owen has ideas for section offices for his excellent programme team. This will leave the Sidecar Marshals free to concentrate on the job of towing in. The Course Car can then make one circuit to check up on each of the sections and corners etc. Ted Frost and Cabby Cooper please note and thanks for the slick job you did last time.

Now for one or two items which are essential for future occasions. We need a few good types to volunteer for certain duties so that we can put them down on the schedule in a semi-permanent way. For instance we have two regular members as Solo Marshal, another two on the bridge and two more on the level crossing gate. We must have pairs on places like the Members' Enclosure, Grand Stand, Approach Road and so on. With regard to Sidecar Marshals, we can use eight at a track like Silverstone. Are you interested? If so, send me a post-card and every effort will be made to fix you up. Please don't ask me what to do with the wife or girl friend. Hand 'em over to Owen Roebuck who will see that his Programme Team operate in the best places.

By the way, quite a lot of Marshals have taken Bemsee Armlets home. Please post them back because they will all have to be date stamped before they can be used again. As we have a colour code for each meeting, it's no use having an unstamped armlet without a special memo in your pocket and the correct badge in your lapel.

I've been having a very serious chat with Les Graham on the subject of Handicap Racing. He says that it should be possible to frame a handicap to be published **before** the race with a view to letting every competitor know what is expected of him. His idea is that to win from scratch is one of the greatest things

in the racing world. He does not object to sealed handicap provided the "frame" is displayed **after** the race is over. You might have lots of different ideas on this highly controversial matter and a few letters expounding your theories might provided material for a jolly good article later on.

Now for an important suggestion with regard to next September. I have ascertained that quite a lot of accommodation in and around Brackley, Buckingham and Towcester, is already reserved for the "Hutch." Make sure of a bed if you're staying overnight because it won't be any

use writing to the office on the subject. Be prepared for practice on the 29th and racing on the 30th September.

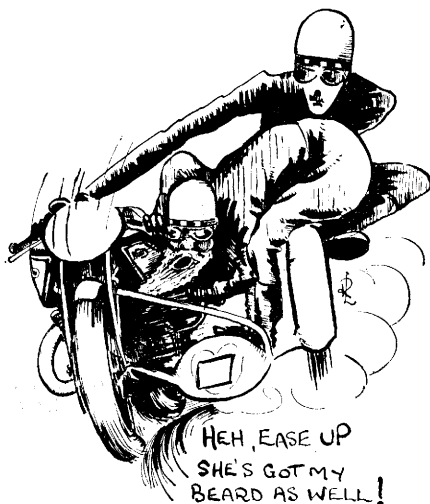
Some of our younger members have not grasped the principles of Scrutineering. With the examination goes a card which is signed, if all is well (part one). After qualifying, the Practice Lap Recorder signs again and the completed card may then be exchanged for a Programme (part two). Don't slip up next time because the A.C.U. and Club Stewards must see the job right.

W. G. (Bill) JARMAN.

NEW MEMBERS

E. C. Smith (Hayes)
T. J. Rowbotham (Chapel en le Frith).
N. J. Lake (S.W.18).
A. G. Briggs (Derby).
J. Butler (Leamington Spa).
P. Simister (Macclesfield)
J. B. Hill (Illinois)
L. J. Baker (Tring)
C. G. Lambeth (Luton & from Australia)
R. D. McConnell (Luton & from Australia)

A. J. Liddiard (Wednesbury)
M. J. Hennessey (Ilford)
D. Cartwright (Keighley)
P. T. Hennessey (Ashford, M'sex)
W. Howard (Warrington)
J. Holdsworth (Kettering)
A. Hutchinson (Blackburn, Lancs)
J. W. Baer (Berkhamsted)
L. Wood (St. Albans)
N. Gray (Chatham)



By A. R. LOWRY.
(In memory of the 1949 Belgian G.P.)

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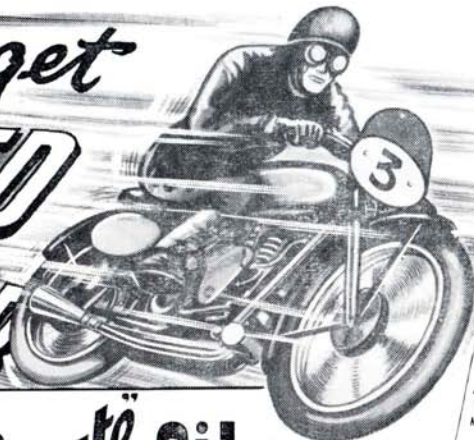
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