



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 3. No. 6—June, 1950.

ONE SHILLING



The Hutchinson Cup and its winner in 1949, Silverstone October 8th. Humphrey Ranson, 7/R A.J.S.
81.59 m.p.h. Improvement on handicap 3 min. 20.8 secs.
Photo by courtesy of Guy Griffiths, Kingston.

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Journal of
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

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The T.T. This year's contests will be keener than ever. In the sphere of Motor Cycle Racing, Britain can truthfully be said to lead the world. Our riders are pre-eminent and, except in the Lightweight Class, backed by live manufacturer interest.

Competition from abroad will be very severe but the trend of events follows a pattern well known in England. The major Italian opposition will come from machines built first and foremost as race winners. From our side, our machines are forced to be kept to a design somewhat near to production machines in order that the lessons of the races can be used for the export drive. And the extraordinary part which brings our men the greatest credit is that the contestants are well matched.

The best men will win, of that we may be sure, let us hope that the terrific strain which they will put into their victory may result in a continuation of the general satisfaction felt by users of British Motor Cycles which will ensure long prosperity to the industry and us all.

Finally, our special wishes go out to E. N. Ifland who, as the winner of the 'Anonymous' award at Silverstone will do battle with the giants of the Senior Race and to F. F. Parry who will carry the Club colours in the Clubman's races.

Prescott and "The Hutch." Elsewhere the main details of our two meetings are given.

Prescott bids fair to be a classic and certainly something entirely fresh. Our continuance there will depend upon the substantial support of members and the public.

Of course, much the same applies to Silverstone on September 30th.

Here, then, is a job for every one of you. Enter for these meetings and boost them in any way you can. Bring their details to the notice of all your friends and ask for all the support that they in turn can command from their friends.

When the A.G.M. comes round this year, it will be essential to say that the team work of B.M.C.R.C. has carried us through another year of success. Your work to this end, even if at personal discomfort, is worth while to us all.

A.C.U. Minutes. Elsewhere in this issue, D. S. Jenkinson enquires why certain passages were not minuted in the proceedings of the A.C.U.

When these minutes were brought forward for approval at the subsequent meeting, the representatives of the Non-Territorial Clubs voted that the minutes were not correct by virtue of the omission of these very passages. The other members of the A.C.U. voted that the minutes were correct despite their incompleteness.

Presumably the dissident vote will be minuted, other than that; unpalatable truths, it would seem, must be suppressed from the Union's records. Fortunately they have been reported elsewhere.

RACING NEWS

May 6th. Leinsier 200. Nortons all the way, 250, 350 and 500. Joe Glazebrook, whose riding this year has brought favourable comments from all sides, showed that he and his A.J.S. are all set for the season. The new course at Wicklow was generally approved as an improvement.

In the 500 c.c. race, Artie Bell, on one of the new T.T. Nortons won at 84.37 mph, over 7 mph faster than Louis Carter, second on a normal race Norton. Artie improved his lap speed again and again to a final record of 87.17 mph.

In the 350 c.c. event, John Lockett gave much the same demonstration on the Junior T.T. Norton. Again the lap speeds went up and up to a final of 82.26 mph winning the race at 80.83 mph. Joe Glazebrook and Arthur Wheeler (Velo) had a great fight for 2nd and third place, Joe finally finishing 45 seconds in front of Arthur at a speed of 77.37 mph. This performance placed Joe first for the Hutchinson Trophy Handicap.

In the 250 c.c. race Alf Shaw was on the Mead Norton whilst Ron Mead used his modified Velo (see last month's issue). These seems to be nothing to choose between the two, for speed. If anything, the Velo might be a shade faster. At any-rate, these two British 250's had a field day the Norton finishing first at 69.23 mph and the Velo 2 seconds later. Wilf Billington's Guzzi in third place at 59.86 mph was obviously off colour.

Quite the outstanding feature of the day was the ease with which the new T.T. Nortons improve their speed, lap after lap. A sure indication that in the I.O.M. this year, Bracebridge Street will be very much about the place.

May 6th Eppynt. To Ireland Nortons, to Wales Ajays. Another 250, 350, 500 win. Les Graham out with the new T.T. 350 was supreme. The early appearance of the T.T. machines has shown a marked improvement this year on what we have come to expect from the models previously raced. Les's 350 was so fast that he rode it in both 350 and 500 classes beating Syd Barnett in the latter class by less than 2 seconds for first place despite a record lap being set up by Syd at 70.65 mph on his 500 Norton.

In the 250 race, Wilmot Evans on his new 7/R with a Triumph 250 c.c. engine fitted just got home in front of Roland Pike whose Rudge seemed to slow towards

the end. The new A.J.S. is certainly one of the neatest and prettiest of the British made up 250's.

F. Purslow, came into his own with a win in the Clubman's 350 and 4th in the Lightweight on his B.S.A's.

P. V. Harris had another success on his Norton sidecar outfit. It is a pity that racing sidecar entries are so restricted, our plans for the Hutchinson 100 meeting are designed to give some encouragement in this category.

Winning speeds: Clubman's 63.38 mph, L/wts 63.17 mph, 350's 68.38 mph, 500's 69.61 mph, sidecars 58.54 mph.

May 7th Zandvoort. Holland. The Bill Petch and Vic Willoughby partnership was interrupted after Mettet, due to Vic having wrecked his gearbox; necessitating a departure for England for spares. Accordingly, Bill rode at Zandvoort with O. S. Scott as his companion and they had a field day. Bill won the 350 c.c. International race on his A.J.S. at 75.12 mph with a record lap at 76.95 mph which just beat the previous record set up by Morrison last year. This turned out to be the fastest performance of the day, as it rained for the Senior event. Bill completed the last five of the 25 laps with his rear brake anchor plate adrift. Scott was fourth on his Velocette 1m. 22s. later.

In the Senior event, Petch again rode his 7/R. Scott was this time on his 500 Norton. Bill was lying second until his front brake cable nipple pulled out and he had to retire. Scott finished second, the winner being Veer on a Triumph at 71.6 mph and Scott's speed was 70.5 mph.

Immediately after Zandvoort, Bill set off for Ostend to pick up Vic with the repaired gearbox for the next week's business at Floreffe.

May 7th. Roubaix. (Paris). Another big Bemsee entry in the 350 c.c. race with lively opposition coming from Fergus Anderson on a 250 c.c. Guzzi. Reg. Armstrong on his Velo won at 71.3 mph, Anderson was second, then P. Monneret followed by L. Harris both on Velos then Phil Heath. Pip Hylton, new to the Continent, brought his A.J.S. into 10th position.

In the 500 c.c. race, Behra won at 74.9 mph, followed by Anderson both on Guzzis. Albert Moule was third and Ted Frost whose sporting return to the game has excited pleasure everywhere was fifth on his Norton.

The following fastest laps were returned:
350 c.c. Martin 82.93 mph.
500 c.c. Graham 86.19 mph (record for course).
Sidecars Oliver 69.56 mph (record for course).

FUTURE DATES

Prescott Hill Sunday August 20th.
Plans are well advanced. Thanks to the kindness of the Bugatti Owners' Club, the hill (near Cheltenham) will be put at the disposal of the Club for the whole day. The meeting will be a 'Motor Cycles Only' day, practising from 10 a.m. to noon and racing starts at 1-30 p.m.

This is a most interesting hill & very difficult—a miniature Alpine pass. A sketch is on page 5 and every competitor must first walk up the hill to see exactly what he has to tackle.

Entries will be limited to 120 maximum and there will be events in every solo class and also sidecars. Riders will be despatched singly and will have two race runs.

Every competitor must also make at least two practice runs.

Awards will be given for F.T.D. in each class and finishing trophies as far down as possible. After the contest is over, there will be a special event in which the fastest man and runner up in each class may each make an attempt to better the fastest time so far recorded. The actual best time thus reached during the day will be engraved on the F.T.D. Shields which will be prepared for each class. These shields will be competed for at subsequent hill climbs and will make a perpetual record of progress—or otherwise.

The present record for the Hill is held by S. H. Allard on a 3700 c.c. Allard in 44.42 secs. The next best time is that of young Stirling Moss on a 996 c.c. Cooper-JAP in 44.77 secs. The measured distance is 880 yards and surely no half mile contained more twists and turns. Timing is done by the operation of an electric contact at starting and the breaking of a light beam at the finish.

There is an excellent return road to the paddock which enables a continuous flow of riders to be maintained.

The approach from the start to Orchard Corner is a deceptively continuous left curve. Orchard is an acute hairpin with a moderate gradient but from Orchard to Pardon is a rise of about 1 in 6 and Pardon is not quite so severe but there is a constant climb from it to the other corners.

On the Semi Circle, the cars seem to

have a certain disadvantage which may not affect motorcycles as, due to the continuing curve and climb, they do not appear to have much speed for the last straight to the finish.

Entry fees will be 10/- per rider, per machine, plus a compulsory P.A. Insurance in the sum of 8/- per person per race. (A 'race' consists of practice for the class, the two competitive runs and the final speed test run, if eligible).

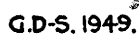
Will members who intend to compete, please notify Epsom at once. Regulations are being vetted by the A.C.U. and some advance information as to the numbers who will compete will be of material help. Remember that, as this is a first meeting we shall be setting up a completely new set of records. Let us make them worthy of the respectful consideration of our hosts and friends, the car competitors.

The Hutchinson 100 at Silverstone on Saturday September 30th, will be on fresh lines. This open meeting will include 5 scratch races for the usual classes of solos (2 of them will be for 350's). Additionally, there will be three Handicaps run on the old Brooklands lines. For the Mellano (Hutchinson) Trophy, there will be two separate races each of Fifty Miles in order that 100 competitors may be accommodated. The first will be an Invitation Race, open to solo motorcycles of all capacities, the riders to be invited by the Club in accordance with a list of qualifications for eligibility. The second race will be for members only. Further, there will be a 5 lap sidecar handicap, designed with the object of encouraging the smaller engine machines to compete against their bigger brethren. In all three handicaps, the men will be despatched at intervals in accordance with the printed handicap so that the first man over the line is the winner. The winner of the Hutchinson 100 will not be known until the second 50 miles race is finished as the handicap for the two events will be framed as one for the Hutchinson award and it may not follow that the scratch man in one race has the same handicap as the scratch man in the other and so on.

Entry fees will be at £1 per race and Personal Accident Insurance will again be compulsory and at the same rates as were charged on April 22nd.

Again, will members please be indicating their wishes as regards the Hutch now? The same applies as regards the regulations as in the case of Prescott and they will be distributed at the earliest possible.

(NOT TO SCALE)
880 YARDS



SPEAKING PERSONALLY

Jenks. Writes happily from Brussels. The arrangement described last month, whereby he will act as passenger to the Belgian rider Marcel Masuy is now made a permanent one. The machine is a 600cc. push-rod B.M.W. with Belgian Precision pushrod. As it is on the right of the machine, Jenks says he has to do all his stuff 'cackhanded.' Jenks writes:—

"I see no reference in the minutes of the first A.C.U. Council Meeting of 1950 to the discussion about the Birmingham Conference. Surely anything which is discussed at a Council meeting must be recorded in the minutes. I should be interested to hear whether the point was raised at the Council Meeting of May 5th and, if so, what the reason for the omission was.

Our friend Messervy seems to have different information anent Montesas to that which I received recently. I rode a Montesa at Barcelona and, while not as fast as the Italian machines, the Spanish bicycle handles a lot better and I have every admiration for the steering and roadholding of the racing model. I also had a day out on a production Montesa and had a dust-up with two of the works' boys on similar machines. It was wonderful, just like any dice one has in England, along a road which had 100 corners in 12 kilometres and the boys knew the way. I took extreme liberties with the little machine, did not come unstuck nor did they get away from me and they really tried.

The racing bicycles do **not** have megaphones but straight through pipes of enormous dimensions. 7250 r.p.m. is the speed for last year's engines, the new ones we used at Barcelona now do over 8000. Experimental work is done on a delightful little Heenan & Froude test-bed, mounted on a shelf on the wall of the racing shop.

Should think Messervy's reference to ten racing machines is arrived at by counting modifications. Only four exist in the flesh but, with changes of spring frames, forks, engines etc, photographically I expect you could count ten models. The max. speed is not as high as 80 m.p.h., it is 122 kph which I make 76 mph. Having spent two hours on a road near Barcelona trying to get the rev-counter higher and higher, I have quite a good idea of the speed of the little machine. The information anent a new 250 c.c. machine interests me but I heard nothing of it.

I see a small misprint in the article on Tiddlers. It is that Lambrettas are building a 150 c.c. racer whereas it should of course be 125 c.c.

I must agree with Prof. Low in his reply to Foster Pegg. While F.P. obviously knows the Turbine racket, the Prof. is perfectly right when he says that most of the things that were considered impossible or mad are now commonplaces. It is rather like the Island lap record which cannot hope to be broken on Pool, or the fact that racing now is not as fast as pre-war. Providing Bob Foster does not have the Guzzi break on him, we shall see what we shall see. Ask Les Graham about the new Guzzi—and then step back.

All for now Cliff.

Cheers,

JENKS.

Harold Daniell. The spill at Silverstone has had more serious results than was anticipated. Although Harold's fall was slight it happened in such a way as to chip a bone in the hand. It will be recalled that he rode immediately afterwards in the 350 c.c. race and at the time the injury was thought to be trivial. After X rays, Harold has had to keep his hand in a plastic strengthener and this is only due for removal at the time when T.T. practise starts, given good progress. We all join in hoping that this will come about.

Noel Pope. Events have again dealt Noel a bad hand. Mrs. Pope has been to hospital but we are glad to be able to record that she is making really fine progress and we hope she will soon be completely fit. Meantime, with two lusty youngsters to be cared for, Noel has had his hands very full and his plans for racing for 1950 have had to be temporarily shelved.

Always cheery in the face of all obstacles, Noel's attitude and outlook for the future are most inspiring. No more can be said at this stage but here certainly is an example of the saying that you can't keep a good man down.

Wilmot Evans. The beautiful looking 250 c.c. 7/R which Wilmot has been riding has a Triumph T.70 engine which has been developed by Frank Baker who has also had a lot to do with the Ellbee engines. The combination looks dead right and, by its show at Epplynt, its looks don't belie it.

A. R. Foster Pegg. The Supercharged Ariel at Silverstone was an object study. Surely no single motorcycle has ever accommodated so many gauges, coolers etc, etc. The performance is not yet to the rider's liking and there must be a lot of experimentation before the correct boost arrangements can be found. A clear case where the use of Brooklands for a week would probably result in the good performance which can now only be attained by costly experiments on the few occasions when a track can be secured for a race.

Sidecar Gold Stars. At Silverstone the opportunity arose for the three holders of this award to be together and a photograph was taken. Now, the identity of the photographer is unknown. If he should read these lines, will he please remember that at least four copies are wanted at Epsom.

J. E. Greenwood. Congratulations to our learned member, now a full blown solicitor practising in Huddersfield. With enough of these motorcycling legal types, it should soon be possible to prove that megaphones suck in, making noises quieter than silence. Leastways that was the theory of the Brooklands can.

Syd Barnett. After a good show at Eppynt, journeyed to Cadwell for May 7th. Here he was hit on the thigh by another competitor. This has necessitated a stay in bed but no serious consequences ensued.

Who will help A. L. Barrow His T.100 went well at Silverstone until Push Rods started coming adrift. This is not the first time and the usual aids do not bring any improvement. Please send advice to 88 Bramwell Street, Stockport, Cheshire ?

Geo. Brown. George is about but will be forced to convalesce for a long time. His prospects of riding in the T.T. are practically nil which George takes very sadly. With his continued disappointments in the Island, he feels that Anno Domini may prevent him from earning a longed-for Replica.

We are all in full sympathy but a man's as old as he feels so cheer up George and remember that Barry got his sidecar Gold Star at the age of 51. So there's life in the old dog yet.

Bill Quinn. In a recent talk, Curly spoke with affection of the times he had with his boss Vic Horsman. Vic was out after sidecar records for one hour and over but kept having mechanical failure of passengers. (The vehicle was hardly well sprung). In desperation Vic told Curly (who was much over the planned weight)

to get in. Bill says that he remembered seeing the signal go up to show they had taken the one hour record and then passed out. Recovering, he would have attempted to get out but Vic turned to him, smiled and pressed on his shoulder. This so encouraged Bill that he stayed put for the rest of the record attempt.

Sidecar Passengers. Speaking of this hardy breed, was ever there a more imperturbable person than Barry's ballast—Arthur Arber? Rides in the Brough chair can never have been very dull yet always, Arthur emerged from the streamlined coffin without the slightest trace of emotion and chewing in the most matter of fact way. A phlegmatic individual.

Tilbrook Sidecars. Confirmation has been received that these Australian sidecars are made by Tilbrook who used to be known to paddock habitués at Brooklands. He will be remembered for his mass production of Brooklands Silencers, a particularly unlovely design which, unfortunately now appears to be receiving a certain amount of favourable consideration by vendors of gadgets for 'improving' standard road motorcycles.

Tilbrook has a factory in Australia with some sixty hands making sidecars with Torsion Bar Springing and also, the only Australian made motorcycle. In addition, he manufactures a range of motorcycle accessories for the Australian market.

What a strange state of affairs if he were to set up another 'Brooklands-can' plant and start exporting the infernal things to disturb the peace of the old country! !

Curly Dryden. Many thanks to Curly for sportingly turning up at Silverstone with his 500 c.c. Cooper to act as a Track Closing car. With this Beart-Norton engined car, Curly won the 500 c.c. race at Goodwood in early April.

The B.R.M.C. Little has been heard of an organised 250 c.c. effort since the loss of Malcolm Davis. With the 250 c.c. wins at home and two recent examples on the Continent where an Italian 250 has chased our own 350's, the writing on the wall may as well be noticed. It we go back to the 500 Miles Race in 1921, the 250's nearly beat the 350's. Surely the class is deserving of more recognition. Roland Pike has pointed out with justice, that the well matched racing in the 250 c.c. class at Silverstone compared well with the widely varied showings in the other solo classes.

In the above light, special good wishes are hereby sent to Bob Geeson, John Harrowell, Roland Pike and all others who so

worthily uphold the Lightweights, in the forthcoming T.T.

D. R. O'Donovan. A letter from Don let's a little light on some of the "secrets of tune" of the old days. In the early twenties, he had won the sidecar championship at the track at 74 mph on his 490 c.c. outfit, with Cyril Pullin and Vic Horsman in close attendance. Shortly afterwards, he had the same outfit out for the Wakefield Cup race (distance 10 miles) and Ebby had him well taped from his previous speed. Don had so much up his sleeve that he won at 84 mph. He says the engine was a 'special,' that he had not even let Denly know its full capabilities and it could have lapped at somewhere near 90 with a sidecar.

Later, when he was with Raleighs, he prepared a 600 c.c. for C. J. Williams who took the 5 and 10 miles records—at that time held by Dougal Marchant on a Moto-sacoche—at about 108 mph. While they were at the track, C. J. lapped at 114 mph with a 7 gallon tank fitted. The engine was further developed and another 6 b.p.h. obtained but Raleighs had by then decided not to support racing. Speaking from memory, this must have been about 1930-1.

The Winning Horse, Claygate. Apologies to all habitués that the last edition of the magazine was delivered after May 18th, the arranged meeting time. There was a good party although smaller than usual, Noel Pope was in form and there was universal interest in details of an improved model of the Vincent Black Lightning and other American innovations. Eddie Ventura was about the place as usual and Bill Jarman and Linda of course were there. Talk was mainly about preparations for the T.T.

The next meeting will be immediately after the T.T. on Thursday, June 15th. A date which none should miss. Also, to make more certain of things, the July date will be Thursday July 13th. Everybody is welcome from any quarter of the country.

The White Lion, Edgware. Will precede the Winning Horse meeting by a few days on June 12th the following meeting to be on July 10th. An interchange of members between the Winning Horse and White Lion parties is recommended. Bill Jarman is a most helpful supporter here and, despite the long journey, endeavours to come to the White Lion meetings on every occasion.

MUTUAL AID

For Sale. 1947 T.100 McCandless springing, Dual seat, 21in. front, large in. valves, twin carbs, Vokes filters, just re-sprayed. All standard equipment, carb manifold, sprockets, guards, tyres, 19in. front etc. Offers. D. R. Sleightholme, 280 Burton Stone Lane, York.

Wanted. Entrant for Ultra Lightweight or Lightweight short circuit races. First

year of racing. D. Baker, 136 Blundell Road, Burnt Oak, Edgware, M'sex.

Help Your Club. The paragraphs of 'Mutual Aid' are a service and privilege for Bemsee members only. Everytime you benefit from the Mutual Aid Columns, please record your appreciation by sending a contribution to the Benevolent Fund. Remember, the Benevolent Fund relies upon **your** support.

PINKS

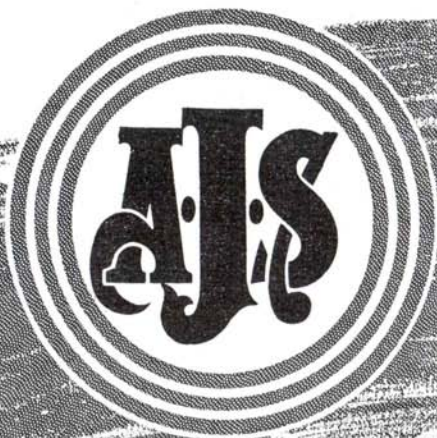
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May 7th. Erlen. (Switzerland). Tommy Wood strode boldly into a very Continental Camp here and won the 500 c.c. International race on his Norton. His speed for the forty laps was lower than in the 250 and 350 c.c. classes due to very bad weather conditions after the thirtieth lap. A 250 c.c. Guzzi ridden by Mastellari actually made the fastest race time of the day. Lorenzetti on a 500cc. Guzzi crashed with multiple injuries. They are not believed to be serious but may prevent his riding in the T.T.

Syd Mason rode both at Erlen and at Schaffhouse, the previous week, at which event, Tommy Wood won the 350 c.c. race on his Velo.

May 7th Finland. Harry Bostock and Dudley Ward made their visit a completely successful one by getting placed in the 500 c.c. and 350 c.c. events in the International G.P. races. Ernie Thomas was also over with a Junior Velocette and a G.P. Triumph. In the Junior race, Ernie Thomas took the lead from the start and Dudley had great difficulty in starting and lost a great deal of time. However, once his A.J.S. did get going, Dudley rode in a manner which brought general praise and worked his way through the field into third position behind Ernie who won, followed home by another local rider of a Velo.

In the Senior, Harry Bostock took the lead which he held for threequarters of the distance when his oil pressure ceased to register. Fearing the worst, Harry eased off, to find in due course that it was only a gauge failure. However, the easing off just lost him the lead to a local Triumph rider who won at a speed a few seconds faster than the previous record and who also made the fastest lap of the day. Harry finished second. Ernie Thomas was troubled with misfiring early on and retired about half way through the race.

The Finns made all our riders welcome and Harry says that the Bemsee badges were recognised at once and their wearers treated with every courtesy as worthy and welcome contestants. The actual speeds, although known to have been cabled, have not yet reached England.

May 14th. Floreffe. Another interesting letter from Bill Petch. Vic Willoughby seems to be fated with ill luck. Bill writes:

"The works Ajays were unopposed and had easy victories in both classes, both machines going like a bomb. Armstrong (350 Velo) was in a good position until the loose grit on Floreffe Hairpin made

him drop it gently. Its a fine course and they intend to resurface it for next year, but will not, we hope, bank the corners. Poor old Vic had more trouble with the gearbox and was out in the first 2 laps. He had just returned from England with a new box and his bike would have really given the first three meh some trouble as, when Vic gets a Velo motor-ing, it does crack along.

"The Norton boys had some frame trouble but Phil Heath got himself a very nice 2nd in the 500 class. August Goffin was rather upset as he had a broken con-rod which neatly slitted the front down tube after wrecking the whole of his engine, most expensive!

"In the sidacar event, Eric Oliver christened his new passenger by winning from Vanderschrick by 3 minutes, **what** a christening! The Norton boys have now gone to Luxembourg, Pip Hylton and I are replacing some lost horses prior to going to Limbourg after which, Pip goes to Chimay and I to the T.T. See you over there. Bill Petch."

The summary of the race is:

350 c.c. Start—Armstrong leads, Willoughby loses one minute at start. Second lap Graham leads Armstrong, Doran, Leon Martin and Fry, 3 lap Graham breaks record, 4th Leon Martin makes fastest lap of day but rear suspension trouble prevents his taking advantage of his performance, 7th lap Armstrong falls, continues to pits and retires, last lap Graham has big lead but eases up. Doran, 31 seconds behind, presses on and passes Graham just at the finish.

1st Doran (AJS) 82.25 mph; 2nd Graham (AJS); 3rd Fry (Velo); 4th Petch (AJS); 5th Van Ryjswijk (Velo); 6th Martin (Velo); 7th Moule (Norton).

500 c.c. Start—Graham leads Goffin and Armstrong, 4th lap Goffin retires as described in Petch's letter, Heath now second, followed by Armstrong, Van Ryjswijk, and Martin and Petch on Velos. Sixth lap, Graham beats the record set up Guthrie in 1937. Final positions—

1st Graham (AJS) 85.76 mph; 2nd Heath (Norton); 3rd Armstrong (Triumph); 4th Van Ryjswijk (BMW); 5th Martin (Velo); 6th Petch (Velo).

Sidacars. Oliver took the lead from the start followed by Vanderschrick and Masuy. Oliver increased his lead throughout, but maintained his high speed without slackening, breaking his own lap record in so doing. Masuy retired early on.

1st Oliver (Norton) 65.82 mph; 2nd Vanderschrick (Norton).

THE WOODEN SPOON

A ONE ACT PLAY by Megaphone

The year is 2002. A world, shattered by the upheavals of the Industrial Age, the Quarrelsome Age, the Nationalism Age, the Atomic Era and the Jive and Be-Bop dynasty, is settling down once more, to the peace and comfort of the good old Hip Bath and Septic Tank.

The scene is Bogwheel Grange, recently thrown open to the nation (for a consideration) by its owner—Duke Ballcock, head of the nationally famous plumbing family whose riches and titles, gained in the years of National Resurgence, are slowly crumbling in coping with the demands of an unbending Chancellor for the wherewithal to ensure equity of social status among mankind, mice, monkeys and civil servants.

Tappet: (Butler to his Grace ever since the abolition of The Faint Blue Haze as the registered trade mark of Oil Baron Earol) is conducting the first party of visitors through the rooms of the stately pile.

‘And now, ladies and gentlemen, we come to the private den of his grace’s beloved son and heir—the late Honorable Hector Pool Plugge. It will be recalled that this gallant upholder of the old, and now happily extinct, craft of sportsmanship; met his death as the result of a tragic motor racing accident in an old hostelry known as Schloss Minza in the Isle of Man.

‘The study, by the orders of his Grace, has been left exactly as the so adventurous youth left it on his departure for the scene of his many previous triumphs.

‘On this subject, you will observe on the walls, the trophies won by the Honourable Hector in a crowded life of conquest with time. Starting in the right corner, is the exquisitely wrought medalion presented to him on the occasion of finishing One Hundred and Twenty Third in the 1954 Junior Clubman’s T.T. Next, is his award in the 1955 race when, it will be observed, a great improvement was recorded in that he finished One Hundred and Ninth. It will be recalled that 1955 was the year when there was a sharp fall in entries for this race, from 130 to 110. Later years have shown that this fall was

due to the imposition of the tax introduced for those who might possibly be responsible for any increase in the birth-rate. Although primarily directed at the already well taxed bachelor classes, the tax was abolished in the following year when it was found that it also bore heavily upon other members of the com-

‘In the next panel, we see the award won by the young master in the year 1956. This is generally regarded as the crowning achievement of his career. The story is well known but, for those who may possibly have forgotten it, I would recall that this prize for finishing One Hundred and Forty Ninth was only secured after the most exciting battle with the third son of Lord Muckrake. For lap after lap these two gladiators waged conflict, urged on by the encouraging cheers of the enthralled multitude. Although the Honourable Hector did actually cross the line behind the Muckrake colours, it was afterwards found that the piece of tin some two inches long, attached to the tip of the Muckrake Mudguard, in accordance with the International Sporting Code of the F.I.M., had fallen off at Governor’s Bridge earning its owner’s exclusion and bringing the victory to our own hero. No others left in the field of 155 starters was able to head Hector. It was shortly, (very shortly) after this battle of giants that the young master met his tragic end.”

A Visitor. (a male over 18 years of age and with prominent upper jaw features only)—‘Gee, those must have been powerful days. Tell me, what was the name of the guy who managed to win the race despite the opposition of the Honn Heck?’

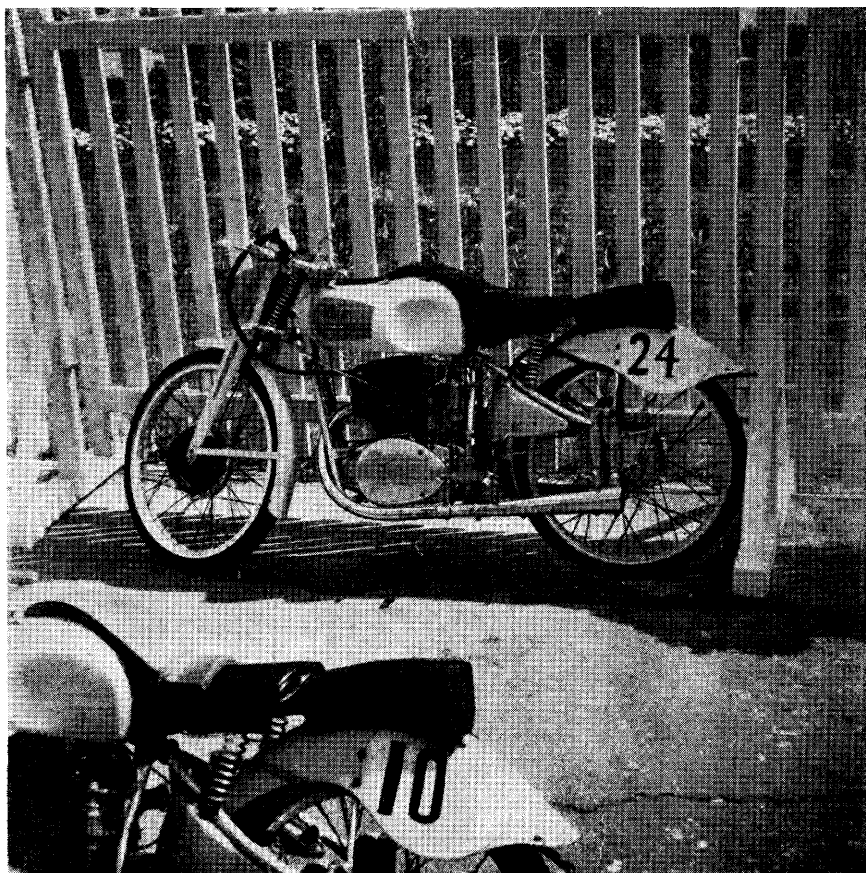
Tappet. (turning to an urchin of five) ‘Kindly replace the emery cloth. How fondly I recall the young master using that actual piece for polishing his ports—an operation which, he always assured me, facilitated ingress of the gases. (Sighs).

‘To you, Sir, well the name of the winner is not readily recalled but I think it was some lower member. If memory serves, the name was either Daniuke or Fostham.

‘Passing to the next room, ladies—”

The Curtain Falls.

Apologies for an error on Page 8 of the May issue. Reference is made to the Mead Norton being ridden by Arnold Jones; this should have read—Alf Shaw. Jones is a reserve on the Drinkwater Guzzi in the Lightweight T.T. Since the article was written, news has come to hand that Shaw will not, after all ride the Mead Norton.



The latest 125 c.c. Mondial seen at Barcelona. Note rear springing, small megaphone, light wheels, girder forks, large brakes and the new style 'tailored' tank.

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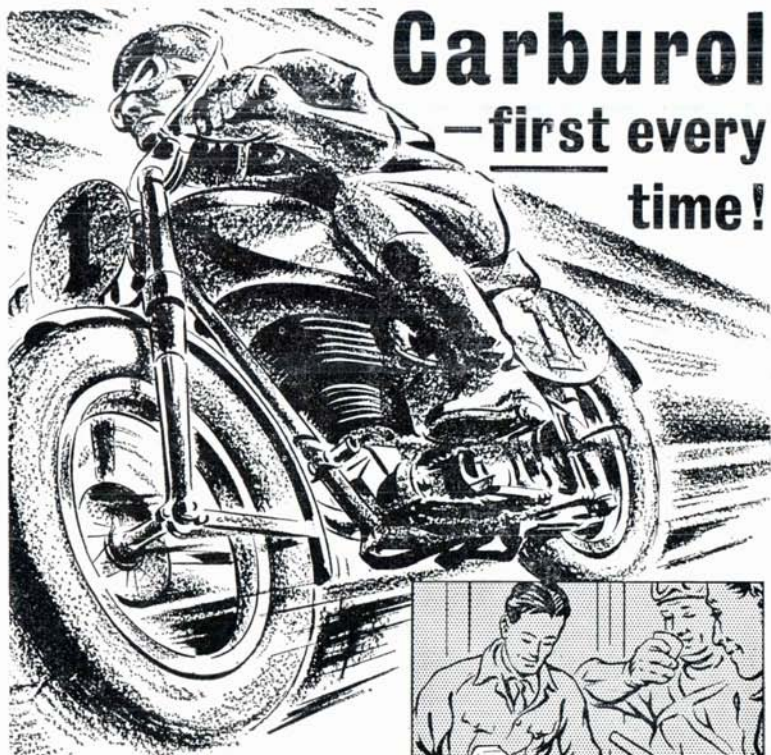
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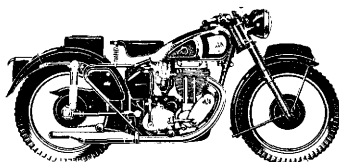
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