



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



GEOFF. A delightful study taken immediately after winning the Senior T.T. at 92.27 m.p.h. with Record Lap 93.33 m.p.h. . . . In the background, our Chairman—Harold Daniell, fifth, and (half face) John Lockett, third. Harold Fielding smiles seraphically.
Photo by courtesy of 'Motor Cycling'

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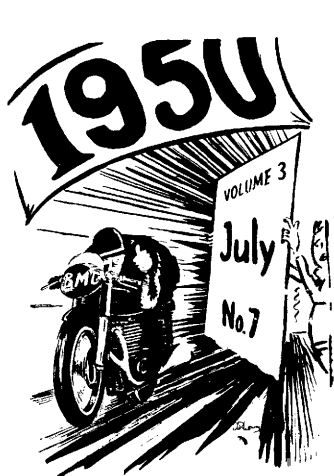
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Bemsee

Journal of
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

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EDITORIAL

The T.T. A magnificent event, beautifully organised for which full credit must be given to the A.C.U. The timekeeping was so excellent that another of the objections to a larger field than 100 would appear to be less valid. Certainly it would be nicer if entries were accepted up to, say, 120 without any reserve so that every man who travelled to the I.O.M. could feel that he was going with the definite object of racing.

Of the races themselves, we first of all thank every Bemsee member who rode, irrespective of how he fared. Then our heartiest congratulations go out to the Norton Team and especially to Geoff Duke and Artie Bell for two magnificent wins. Geoff means much to the members of Bemsee who have seen his remarkable progress over a short period and have been closely connected with him in all his I.O.M. ventures. His modesty and the serious way in which he takes his profession of racing should be an inspiration to all.

Our next thanks go to all those men who rode for B.M.C.R.C. as team members and who won for us two of the three team prizes and were only prevented from a third success by one of those inevitable misfortunes which can affect the best men.

Lastly, we would thank the firm of Norton Motors Ltd. for a stupendous effort. From the inception of Bemsee, the name Norton has always stood for something grand in our world. In good times and in bad, Nortons and racing have been synonymous and this year marks a culmination of the accumulated results of all those steadfast times. The firm gave the encouragement, their team worked as one, each sharing the joy of the other, to Joe Craig the highest tribute for having set a new high with a type of engine considered to be moribund and to Rex McCandless equal praise for setting a new standard in road holding. A perfect combined operation.

The description in this issue of necessity must deal but lightly with the Clubman's T.T., the future of which is controversial. The original intention seems to have been to provide a stepping stone whereby promising riders might find their way to the International Races. It is questionable whether, despite such good intentions, men are not riding in the International Races who would be better in the Clubman's and vice versa.

What is certain is that the introduction of the third day of racing to T.T. week has brought a great load upon the organisers and everybody concerned with the races. Virtually two entirely separate T.T. races are run in the time previously allocated to one. One is forced to ask whether too much is being attempted in the limited time granted by the Manx Government for motorcycle racing.

This is no problem for sorting out by a single letter or article. Obviously the best thing would be a meeting of members who are interested in the T.T. & M. G. P. to endeavour to obtain a well thought out series of proposals for forward submission. There is no time for such a meeting in what is left of this season but, if members will state that they are attracted with the idea, the Club could arrange such a gathering after the Hutchinson 100.

Some points of administration brought their difficulties which, one might have thought, could have been foreseen. For instance, the decision was taken that spectacles worn under goggles should be splinterless. Noone can quarrel with this safety measure but, to introduce it by means of an advertisement in the I.O.M. papers during practising week raised difficulties for those who had come unprepared. It was obviously impossible to obtain them in the time available.

Another decision, introduced by means of final regulations in the Clubman's T.T., for a start from cold will surely never ever again be allowed. The chaos and the damage caused by such a rule can be imagined by anyone with knowledge of racing conditions. Had the rule been announced in the early stages, something might have been done to help but in any case, it is ludicrous to mix up a regulation which might conceivably be interesting at a gymkhana, with a race being undertaken in all seriousness by some hundreds of young men.

250's. "Motor Cycling" suggests that we should arrange a 250 c.c. team for future Championship meetings. This magazine has done everything possible to encourage the British 250 movement and the results are beginning to show. The performance of our British 250's in the T.T. was amazing and at last the Italian supremacy begins to look in danger. Whilst nothing would please us more than to see an organisation to get such a British team into being, it must be realised that too much can be placed on the willing horse's back. Members will generally agree that a fair amount of work is already done from Club's Headquarters and, if we are to run this Lightweight team, it will be necessary for the first move to come from members.

The T.T.

To give a full report of the 1950 T.T. in a magazine of this size would be impossible. The following notes made during practise and the races concern men and machines in so far as the news is of especial interest to Bemsee members. The races have been dealt with so thoroughly in the Technical Press that anything further would be boring repetition to most readers.

The Club was magnificently represented. The restriction to 100 riders per race brought some disappointments. Probably the biggest test of enthusiasm was the response to the system of reserves. That so many men, who were given reserve numbers down to as far as twentieth place, should turn up and practise speaks wonders for the spirit which animates our sport but things will not be so easy for organisers should times become more difficult. A more satisfying arrangement devised now would be better than to allow the present state of affairs to drift on until a crash came.

Dickie Dale deserves full marks. With three entries made, he was balloted out of the class in which he has distinguished himself most in past years and was made last reserve in the Junior and third reserve in the Senior. Confident of his ability and thanks to the sporting outlook of his entrant Austin Munks; Dickie came over, practised, actually got a ride in Junior

and Senior and finished seventh in each race. Rumour had it that he might even be riding in place of Ambrosini on the latter's Benelli but this exciting piece of gossip proved false.

The whole Norton performance was magnificent. A new machine with new frame but otherwise in the traditional style was thought by many not to stand a dog's chance against the multis—generally considered to have displaced the single for efficiency. The 1938 Norton engine has long been held as a standard of efficiency for naturally aspirated engines. It would be a safe guess that henceforth the 1950 engines will be widely sought after by aircraft and other engineers as a yardstick. Of the new frame, probably George Morrison's description is the most apt yet heard. He felt that, at Ballaugh, the old type of frame leapt as well as any kangaroo but, when Artie Bell was just in front of him at this point, he thought that, by comparison, Artie went over the bridge like a caterpillar. The Norton teamwork was perfect and this does not refer to the riders alone. The preparation under the control of Joe Craig and Alan Wilson was just right. No hurry, no last minute changes, the whole operation must have been planned to the last degree and was run through to schedule as faultlessly as any King's drive for the state opening of Parliament.

A.J.S.'s were definitely haunted by

Gremlins this year. Of their speed and the ability of their riders, there can never be doubt. However, we all know that, sometimes the luck runs against us and there isn't much we can do about it. Carburation and ignition was a problem with the twins, evidently needing a lot of experimentation to get just right. The 7/Rs were as good as ever but the Norton's had found a little bit extra.

Then, with appalling luck, poor Bill Doran was put out of the race through a practise crash. The twin is not a machine to be taken over by a newcomer and it was unfortunate that Jock West, the only man considered sufficiently familiar with the model to do so, was not permitted to ride in Bill's place. As a result, the A.J.S. works team could not be made up in the Junior and, in the Senior, Eric McPherson on a 358 A.J.S. was placed with Les Graham and Ted Frend. The team finished intact. Graham's performance was faultless, Frend had sheer bad luck with rear chain trouble while Eric finished just ahead of Ted. Velocettes also had their troubles. With Frank Fry out of it due to a crash, some last minute team changes had to be made. Ernie Lyons could not manage to get away from his business so the final teams were made up by a combined effort on the part of entrants Spring and Wilkins and others. The 'a' team was made up of Foster (Wilkins), Salt and Armstrong (Spring) and the 'b' team of Sandford (A. R. Taylor Garages), Lomas (Wilkins) and Whitworth (E. T. Pink Ltd.) When all this had been arranged, one spare works engine was left over and was loaned to Ken Bills on David Whitworth's entry. Ken thus "fell into" a last minute alteration of entry both in Junior and Senior. As a result he was the first Velo home in the former and the first Vincent in the latter.

Vincent's deserve utmost credit for results achieved despite a mountain of difficulties. George Brown rode like the good sport he is, in practise, in the hope of being able to ride in the race but he was not sufficiently recovered from his accident. And so, Ken Bills took his place after a week of rumour. The new H.R.D's have got the power alright, rather more than had been expected and some strengthening up must follow. A decision to change to Albion gearboxes towards the end of practising week was another headache. It should be safe to say that, next time, the Grey Flash should be a formidable opponent for the best we now know.

The 250's provided the most varied design interest. Highlight of the week was Bob Geeson's twin R.E.G. The whole of this machine has been built up privately

largely from the raw material by a man with limited production facilities and definitely limited means.

A standard centre frame has a specially made Dudley Ward rear springing with channel section swing arm closed to box formation, the front forks are Matchless and the wheels are presumably standard productions. Apart from that the whole job is a private venture. The Geeson engine now has a one piece crankshaft made from Nitralloy forging. It is mounted in three main bearings. The centre bearing is a plain Hiduminium alloy one 1 3/8 in. diameter, taking all end thrust. The two outer bearings are roller races retained by locking plates. Hiduminium con-rods have self metal bearings for the big end whilst the pistons are from R.R. 53 forgings supplied by High Duty Alloys. The cylinder block is as seen previously but the cylinder head is entirely new, made from Magnesium alloy and machined all over. The plugs are located in the hottest part of the heads and the inlet ports are directed to give cooling of the plug by the incoming charge. In addition to machining all ports, faces, flanges &c., even the fins on this head have been milled out with special 'own-product' end mills. Two 7/8 in. choke carburettors are used with a single float chamber and long induction stubs, a practise which is now fairly general and reminiscent of the wonderful Ridges turned out by G. L. Hack in the 'Thirties..

There are two o.h. camshafts driven by a train of ten timing pinions all Geeson made and with all ball race housings bored out on standard Milwaukee vertical miller. Lubrication is by gear pumps. The delivery feeds to two points. The first leads into the end of the timing side crankshaft to the first web whence one vertical drilling breaks into one transverse hole which, in a straight line, passes through each crankpin and also the centre journal. The feeds to the big ends are through short holes breaking out on the lightly loaded side of the bearing. The second delivery is by external pipe to a distributor on the end of the inlet camshaft. This distributor feeds oil in turn to each of four points, providing lubrication for each cam when it is about to hit its rocker. A drain from the top rocker box leads to the sump whence a scavange pump returns all oil to the tank.

The R.E.G. ran well and finished in the Lightweight. It was slowed by the breakage of one of the external oil pipes necessitating frequent stops for oil. The design is obviously sound and should develop well.

Ronnie Mead's Velocette is also interesting. His 250 c.c. Norton was going great

guns but, after the N.W. 200, had been out of action. The Velocette has an M.O.V. flywheel assembly in a Mk. 8 K.T.T. crankcase. The timing side crankshaft has had to be adapted to take the o.h.c. bevel drive. An M.O.V. dope piston is used with a K.T.T. cylinder barrel with special sleeve. Eventually, it is hoped to obtain a Wellworthy type bi-metal barrel. The cylinder head is a standard K.T.T. casting machined in every detail with a $3\frac{1}{2}$ in. Myford lathe. K.E. 965 valve seats are used with 1 1/16 in. choke carburettor. Alloy rims with 3.00 x 20 rear and 2.75 x 21 in. front tyres, standard K.T.T. rear springing and Webb forks which are found to be excellent with the light front wheel.

Roland Pike had problems with the special Light Alloy Rudge engine which he had brought over for the Lightweight. Further development with be needed and so 'Old Faithful' was again used and, as ever let down neither Roland nor the Club for the team prize.

Maurice Cann had a selection of Guzzi's. The new 5 speeder 350 c.c. did not shape to Maurice's liking so he used a basically standard 250 with larger bore for the Junior. In the Lightweight, his own double knocker conversion of a standard 250 was not yet quite to liking and so the Gambalunghino was used.

In all of these experiences, the tragic loss of a home testing ground is doubly shown. Men bring over new designs which they have had little chance to test on the mainland. To enter a T.T. to try out one's ideas seems a needless expense for one who takes the job seriously.

D. J. Beasley and L. J. Bayliss both had new light alloy frames with L.A. tanks and many other L.A. components. Both machines were examples of English craftsmanship, the Ellbee finishing 5th whilst Beasley's Excelsior struck engine trouble and retired. Incidentally, what a fine gesture of the Excelsior Company to enter a Lightweight team consisting of Sorensen, Webb and Beasley. But for Beasley's trouble, an English Manufacturer might have taken the prize. It is to be hoped this means still further support of 250 racing by manufacturers.

Other good 250's were the L.E.F., generally neatened up in the frame layout. John Harrowell retired at the Bungalow on his fourth lap with engine trouble.

H. Hartley's Radial Rudge with shrunk on ally jacket to the top of the barrel was as well prepared as ever. He retired on his fourth lap.

Ambrosini's Benelli was immaculate. Little can be gained as to the inside construction but the engine has the usual massive finning arrangements with an ob-

viously very thorough oiling system with special deliveries to every point of the intricate valve gear. The rear mudguard extension acted as a supplementary fuel tank, thus avoiding any pit stop, whilst the enormous brake drums have a spoke flange on their periphery with very short spokes laced in peculiar fashion to give tangential effect.

Two very special A.J.S.'s were those of Wilmot Evans and game old sportsman E. F. Cope. The former has a Triumph engine which component forced the rider's retirement on his fourth lap. The Cope A.J.S. kept on keeping on, to bring its rider one of the most creditable second class replicas of the day.

Ray Petty's Grand Prix New Imperial must be one of the best examples of this model left. This year a complete rear suspension system, made up by Petty himself, a small megaphone and one of the new streamlined rear mudguards were fitted. Unfortunately a rocker broke on the first lap.

The Clubmen's Races were all interesting in their way but entirely different from the International events. General impressions were as follows: Nortons always old trusties and safe for a good ride. Triumphs exceptionally fast but dogged with an epidemic of tank splitting. B.S.A.'s surprising fast reliable. Douglasses, an interesting new design which as yet requires more opportunity than the Mainland affords to test out racing conditions. Even so, the Douglas firm rallied round all their clients with some good results. Vincents, surprisingly good starters but obviously affected very much by the no warming up rule. Despite the Thousand's speed, it seems fairly clear that—at least for Clubmen—the lighter 500 has an advantage on the T.T. course. But for Wicksteed's retirement, it looks as though the 500's would have been faster than the 1000's.

Dealing with our own riders. First and Foremost, hats off to Geoff! On his first appearance in an International T.T. to finish second in the Junior and 1st in the great Senior is a feat which has never been done before and which confirms the opinion of hundreds that he is the finest all rounder in living memory. Next, congratulations to Artie for reversing the order and getting 1st in the Junior and 2nd in the Senior. Lastly well done all the other members who finished so well. The list is given at the end and here are a few comments.

Junior Race. Our team consisted of Geoff, Harold and R. J. Hazlehurst—starting No. 1 on his reliable Velocette. First lap, Les Graham rode like a tiger averaging 86 m.p.h. to keep the lead. The Norton riders may have been laying low as, after

that first lap, Les' speed tended to fall a little each lap whereas the Norton speeds rose so that Artie's winning average speed is higher than the first lap figure.

Were there a trophy for the biggest struggle against adversity, the prize would undoubtedly go to Jim Kentish. On his 3rd lap he hit the War Memorial at Brad-dan, breaking off his foot rest yet he continued; to finish well in second class replica time. At the end of his ride, Jim was practically a cripple.

George Morrison's rear chain broke on his last lap, he managed to retrieve the side plates, rivet them up by the roadside and to finish although outside replica time. Up to his sixth lap, George was lying about ninth.

Harry Hinton finished his last lap with clutch inoperative. R. J. Hazlehurst stopped on his first lap at Sulby, toured in and retired with a broken spindle, thereby our team hopes went for the Junior. The New Zealanders Jensen, Swarbrick and Dale rode well and finished intact, winning the team prize. Heartiest congratulations.

Johnnie Lockett's megaphone came adrift and he had to spend time at his pit adjusting it on his normal stop. This told badly on his final position.

Bob Foster had been timed at 120 m.p.h. and was expected to be amongst the leaders. After a second lap which beat the pre-war P/B record, Bob retired at Quarter Bridge.

Harold Daniell rode as cleverly judged a race as ever. Harold is now the watch-dog of the Nortons team, always ready to step in should the contestants do a little overfighting. His policy proved very successful in the Junior. When Les Graham's A.J.S. slowed a little at the end, Harold moved up from fourth to third position in front of Les on the last lap.

Tom Tindle, riding a Velocete in place of Dennis Hovenden whose Douglas could not be got ready, had everything happen. Rear suspension and rear mudguard unit collapsed and clutch became U.S. Nevertheless, he carried on to finish in bronze replica time.

Bill Petch retired at Ballacraigne on his 3rd lap with extremely costly sounds from the power station. A casual glance was sufficient to assure Bill that he would need no spanners to prepare an estimate of the cost of repairs necessary to his A.J.S.

Roland Pike had a tough experience on his 7/R when, on his 5 lap, a flying stone broke his goggles. The safety glass allowed chips to fly off but Roland was wearing his unbreakable spectacles which took the impact and were badly scored. He carried on to win a silver rep. at over 80 m.p.h. Good show.

Arnold Jones, riding a Norton in place of Beasley was going well until his last lap when engine trouble spoilt his chances for a bronze.

Roy Evans had bad luck with his B.S.A. which split a tank after a good opening lap.

Chris Tattersall had a hectic ride on his Velo. His chain came off at Ballacraigne on his 4th lap, he nearly bought it at Kirk-michael yet continued to finish and win a bronze.

Fernando and Helsham from Ceylon both finished and were satisfied to do this in such a gruelling race over a course with so many surprises.

W. Hall (Velo) overdid the filling of his Oil Tank on his pit stop and had to stop at Quarter Bridge to empty it. He was only five minute outside silver replica time, a loss which may well have been due to this unfortunate occurrence.

Ernie Barrett had entered for both Junior and Senior. He was ballotted to a reserve position in the Senior but drew a place in the Junior. His bike was primarily a 500 c.c. but he obtained a 1935 350 c.c. engine which was fitted for the Junior. He had 2 pit stops, used in all 15 gallons of petrol, broke a carburettor banjo after 4 laps, spent 15 minutes repairing it in Glen Helen and finished 10 minutes outside bronze time.

Mickie O'Rourke was kept in indecision as to whether his reserve ride on a Velocete in the Junior would be granted. He was made to turn up to the starting tent with leathers and all equipment to be told eventually that he could not start. Disappointing for one of our coming lads.

The day was a very hot one and, towards the end of the race, there was a great deal of trouble with melted tar, Signpost Corner being particularly bad in this respect.

The Clubman's T.T. Undoubtedly the cause of most disappointment here was the cold starting rule. Nothing had been said about this in the first Regulations but a paragraph was put in the Final Regulations leaving no time for anything in the way of a protest against an obviously ill conceived rule. It was thought that twins would have an advantage over singles but this was not always the case and some twins were as long delayed as singles at the starting line. After feverish consultation of old "Workshop and Open Road" articles, riders turned up on the line fit to give a "Long swinging Kick" to the most stubborn kickstarter (or official) but, in many cases, to no avail. Strangely enough, the lightweight seemed to suffer more over the cold starting than any but in any case, only starting difficulties were seen at the start. The number of retirements due to engines damaged through

inadequate warming up must have been considerable. Two riders broke their kick-starters on the line but one of them was able to prod his engine into life with the remaining stub. Camfield on a Douglas, probably without realising the enormity of his crime, started his Douglas in accordance with the prescribed methods but in the enclosure off the course at the end of the pits. This lapse provided an enjoyable opportunity for the leader of the A.C.U. Ballet to trip a graceful 'pas a seul' to the gate, to indicate with sylph-like gesticulations that the lad had 'had it.' The occupants of the Grand Stand, almost to a man shouted 'let the boy have his ride' but of course, they didn't understand. The riders generally appreciated at its proper value, the work done on their behalf by the officials manoeuvred into office by that famous "riders' forum"—the Birmingham Conference.

THE SENIOR

Our own rider F. F. Parry found the course very difficult to memorise. His Speed Twin Triumph was at first with rigid frame but, after practise, a spring hub was fitted which helped a great deal. On race day, starting was good but power not up to expectations. Nevertheless, Fred rode to finish which is everything one can expect on a first outing in the I.O.M. and certainly far wiser than casting the model away in an excess of zeal.

Phil Carter's win in the Senior was very popular. He lost about 2 minutes in starting and received no signals as to his position. Although the mist was troublesome with his spectacles, Phil pressed on to the end and was thoroughly surprised to hear he had won. A grand performance and congratulations to an enthusiastic pair. Of course old man Carter was as happy as ever over his son's victory and anxious for the next Clubman's to include a class for tractors which he would doubtless enter personally.

'Wick' was going like the clappers on his Triumph, only a split tank on his last lap prevented him from making F.T.D.

Another find is Mickey Featherstone who rode his Triumph superbly in practise. On race day, he disappointed his supporters from the start; it was ultimately found that an early tank leak caused ignition trouble until finally the tank split. Mickey will be joining us.

Johnny Boynton, as a B.S.A. rep, had to ride another make. He chose a 500 Norton but had a hectic ride although in practise he had been one of the fastest. He broke a footrest at the Highlander on his 1st lap, and on the second was pushing things to such purpose that the cylinder

head developed chronic migraine.

Angus Herbert started in the Senior race with bad toothache. He came off at Ramsey remounted, but had to retire on his 3rd lap when lying second.

THE LIGHTWEIGHT

Frank Fletcher's win was universally popular. After competing again and again in the Manx, it was a treat to see him score his first big success in the Island and to see the joy of Mrs. Fletcher at her husband's win.

A. J. Wellstead had been posted as having failed to qualify. His 250 Triumph had been built by Bill McVeigh only a week before race day and time had run short. Eventually, he did start and finished a very creditable second.

The Junior Race, run in the afternoon, brought the biggest crop of starting troubles. Apart from those described, C. Silva, who must have come many thousands of miles to ride his B.S.A., had appalling luck.

The unfortunate rider simply kicked and kicked until, after 30 minutes of this process, the engine suddenly woke up. He rode as one possessed but obviously too late to do any good and was flagged off at the end of three laps.

B. A. Jackson won the Junior after a thoroughly consistent ride. Sponsored by Roy Evans, Jackson was always on the leader board but his B.S.A. was not quite so fast as that of K. R. V. James which led for two laps, then slowed and finally passed out on the last lap. Engine trouble was the cause, probably another victim of the 'no warming up' rule. Jackson is another who intends to join us.

W. S. Corley had difficulty in starting his Norton but, once under way rode to finish well up. J. A. Ure and G. R. Brown, two new members, were both having their first experience of the Island and both finished well. Brown had a good start, Ure's was protracted, and when he came in to refill on the end of his first lap, he had some difficulty in taking evasive action to miss the odd marshal. He had to fit a new gear lever as a result which component, fortunately, he carried as a spare and eventually finished with the flag flying. The flag in this case being his shirt tail.

C. E. Robinson on a Douglas was an exceptional performer. He lost some three minutes in starting and also fell at Governors Bridge on his last lap. Even so, he finished fifth, recording the fastest Douglas laps in the race. J. R. Clark, who finished in front of Robinson, had an uneventful start and ride and was on the leader board for the whole race.

Noted down Bray, Jackson (the ultimate winner) went extremely well. The other fast men were Robinson and A. D. Brown on a Norton. Silva was obviously waiting about for no one but 30 minutes is a lot to catch up in four laps. A solitary E.M.C. was slow and noisy and F. Sheene on a Douglas sounded as though his engine were disintegrating yet he finished the course. Stan Cooper was another fast Douglas man.

THE INTERNATIONAL

SENIOR T.T.

This was such a stupendous race and has been so thoroughly reported, broadcast and televised that little need be said.

Nortons put in two teams although they need never have worried as their first team was so good. The second team consisted of Harold, George Morrison and Harry Hinton all of whom finished. The only manufacturer's team which did not finish was the Vincent.

Harold's opening lap at 25m. 16s. surprised everybody, the only one beating the old master on this round being Geoff himself. At his first pit stop, Harold reported a clutch not working properly, which trouble was with him to the finish. Fifth at 89.78 m.p.h. is a wonderful show for a man of Harold's years, and he is the perfect complement to a team which embodies the stars of today.

Of Geoff, little can be said which doesn't end in 'est! We can be confident that the Club will always be well represented while Geoff is about. Artie Bell's riding was superlative, also that of John Lockett.

Les Graham probably rode one of the finest rides of his life. With all the difficulties which had come in preparation and despite some hectic moments in the race, Les was never off the leader board and finished a good fourth just behind the Nortons. Reg Armstrong came in for general praise finishing 6th on his 498 Velo at 86.83 m.p.h.

Special praise for Arthur Wheeler who, having won a silver replica in the Junior on his Velo at 81.24 m.p.h., also won a bronze on his Norton in the Senior at 80.26 m.p.h. despite a delay on his second lap. Les, Archer, spending his honeymoon in the true motorcyclist's paradise was another two replica man, this time both bronzes.

E. N. Iffland, who won the B.M.C.R.C. T.T. prize at Silverstone, had had difficulty in practise, his 500 c.c. Norton, having developed troubles which could not be rectified in time for the race. Thanks to the co-operation of Francis

Beart, Iffland was able to borrow and enter a Norton intended for use in the forthcoming Manx and tuned by Beart. Iffland really rode the job well but overdid things at Waterworks Corner on his fifth lap and retired with facial injuries fortunately not serious. He was lapping at under 28m 20s up to the time of his crash.

And thank goodness that Vic Willoughby at last had a favourable turn of the wheel of fate. With two expensive set backs at Mettet and Floreffe, he had returned for the T.T., and had his clutch fail in the Junior on his Velocette but finished at 80.62 m.p.h. on his Norton in the Senior. A bronze replica for so much trying seemed a poor reward.

For the Senior, our team consisted of Geoff, Dickie Dale and Cromie McCandless. Needless to say we won the prize and our thanks are due to all three men who rode as a team. The lap times of each man are faultless varying only a matter of seconds except at their pit stops. **The Lightweight T.T.** The massed start was mildly impressive and the order at Quarter Bridge at the first lap is interesting: Pike, Bayliss, Tommy Wood, Beasley, Harrowell, Ambrosini, Hartley, Tattersall, Edwards, Mead, Horne. Note that Maurice Cann had a bad start and was not placed at all yet he moved to the lead which he held until right at the end. No doubt that massed start make the races far more understandable for the spectators.

Mick O'Rourke, riding the O.K. which used to belong to Les Graham retired on his first lap. Roland Pike was slowing towards the end but he kept going in order to save the team prize for the old Club. Nice work all of you, Maurice Cann, Ronnie Mead and Roland Pike. To finish 2, 3, 4 was a job that every member will appreciate.

Little Sorenson kept going on his Excelsior to collect another bronze replica—he had done the same with his Norton in Monday's Junior race. Norman Webb kept on with his Excelsior although he lost a lot of time on his fifth lap. His object was to bring the Excelsior manufacturer's team home but unfortunately Beasley had already retired with a split oil tank. Geeson kept on and finished although covered with oil from the broken oil pipe which had necessitated several pit stops. There was no doubt of the speed and power of the R.E.G.

The finish was in doubt until after Governor's Bridge on the last lap. It was obvious that Ambrosini was overtaking Cann but whether he had enough in hand to get in front of the Englishman was in doubt right to the end. A most exciting finish and whilst, presumably, the time-

keepers must give the difference in times at their minimum spacing of one fifth of a second, in fact the difference must have been a matter of much smaller space of time.

The results, so far as Bemsee members are concerned, were as follows:—

Junior T.T. 1st, A. J. Bell, 86.33 m.p.h. 2nd, G. E. Duke, 85.73 m.p.h.; 3rd, H. L. Daniell, 84.33 m.p.h.; 4th, R. L. Graham, 5th, E. J. Frend; 6th, J. Lockett; 7th, R. H. Dale; 8th, W. A. C. McCandless; 10th, H. Hinton; 11th, M. D. Whitworth; 12th, A. F. Wheeler; 14th, R. H. Pike; 16th, S. H. Jensen; 17th, S. T. Barnett; 19th, O. S. Scott; 20th, D. W. J. Harrowell. All in silver replica time.

M. V. Lockwood; S. A. Sorensen; J. Simister; H. B. Ranson; J. F. Kentish; C. C. Sandford; J. Swarbrick; G. Newman; W. Hall; L. R. Archer; W. Maddrick; E. F. Cope; J. H. Dale; C. H. Davis; C. Tattersall; M. Klein; T. F. Tindle; A. Brown; G. R. P. Helsham; L. B. Ranson. All in bronze replica time.

Senior T.T. 1st, G. E. Duke, 92.27 m.p.h. 2nd, A. J. Bell, 90.86 m.p.h.; 3rd, J. Lockett, 90.37 m.p.h.; 4th, R. L. Graham; 5th, H. L. Daniell; 7th, R. H. Dale; 8th, W. A. C. McCandless; 10th, H. Hinton; 11th, G. Morrison. All in Silver replica time.

E. McPherson, E. J. Frend, E. R. Evans, J. Swarbrick, M. D. Whitworth, J. Simister V. H. Willoughby, A. F. Wheeler, L. R. Archer, G. Newman, R. F. Walker, F. P. Heath, S. T. Barnett, E. V. C. Hardy, H. B. Ranson, C. F. Salt, All in bronze replica time.

Lightweight T.T. 2nd, M. Cann, 78.07 m.p.h.; 3rd, R. A. Mead, 75.60 m.p.h. 4th, R. H. Pike, 74.14 m.p.h.; 5th, L. J. Bayliss; 6th, A. W. Jones. All in Silver Replica Time.

S. A. Sorensen, E. F. Cope, W. N. Webb, C. Tattersall. All in Bronze Replica Time.

Fastest Laps. Senior. Geoff Duke. Norton 93.33 m.p.h. (Bemsee Member.)

Junior. Artie Bell. Norton 87.31 m.p.h. (Bemsee Member.)

Lightweight D. Ambrosini Benelli. 80.91 m.p.h. (not a Bemsee Member.)

All the above were records.

Club Team Prizes.

Junior. New Zealand: Dale, Swarbrick, Jensen.

Senior. B.M.C.R.C.: Duke, McCandless, Dale.

Lightweight. B.M.C.R.C.: Cann, Mead, Pike.

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MARSHAL'S MUSINGS

A good archer is not known by his arrows but his aim"—(Fuller)

You were represented at Aldershot when Sapper Archer fitted the daintiest little sidecar imaginable. Cliff Lewis, Maude Oliver, D. K. and I were there in glorious weather. Cliff left during the reception to attend a full committee whilst I missed my first meeting since you elected me, I feel it was justified. I hope the archway of exhaust pipes provides a good photo or two.

A members writes, "Come on Bill, give us the 'gen' on what's cooking behind the scenes with the twin 250 and 500 four, etc." I wish I could, but if the little confidences which come in my direction were once made public, well there wouldn't be any more, the Technical Press is the right place for such announcements. The attention now being given to the 250 class may make it the most important in Europe, if not the whole world.

These notes are penned prior to the T.T. so I can only wish the Racing members all they wish themselves. Specially, let us thank the Marshals who do such a fine job around that wonderful Island circuit. Remember that they go to work as well. They deserve credit for the best bit of marshalling around any racing course, anywhere.

Congratulations to the Borough of Scarborough and the Motor Club. They're literally giving motorcyclists the freedom of the town for a week in September. It's good to know there are a few progressive Councils in this tight little country where we find it so difficult to find a permanent home for the B.M.C.R.C. One day we might get a millionaire member who will help with this item.

We now have four regular Sidecar Marshals—God bless 'em! That's fifty per cent., so come along four more and make us completely happy for all future high speed occasions.

Now for a few words of special interest to members who belong to their local club.

You will have read of the serious flaws which have been allowed to creep into our "Motor Cycle Parliament." Much of this distasteful business could have been avoided if all affiliated Clubmen had made sure of their representatives at Centre level. We should then be fairly certain that each Centre in turn elected the right types of men (or women) to go to Pall Mall and so on. The government of motorcycle sport is in your own hands, or votes; use them properly this year and in future

Bemsee is non-territorial and must remain in that sphere but if all clubs were to take as much care as we do with regard to representatives there would be no room for complacency in high places. Neither should we hear of private elections prior to the proper occasion. Think it over Clunmen!

No apologies are offered for the foregoing paragraph. The matter is serious and deserves the closest consideration at every Club meeting. I am therefore, asking all members of the B.M.C.R.C. to act as ambassadors on behalf of motorcycle sportsmen, to ensure complete elimination of things which are not 100% fair and square. This is the first time I've ever introduced anything of this nature in a good many years of writing.

Having no axes to grind, my motive is simply because I love motorcycles and most of the men who ride them. This philosophy, which hasn't changed for more years than I care to remember, is my only reason for asking you for mutual action. Thanks a lot!

In case you still have a 1950 Diary, mark the 20th August (Prescott), and 29/30 September (Silverstone). Other dates will have to be obtained from the list which Mister Lewis will send you for a S.A.E.

Some really beautiful post cards have been coming in from various parts of the Continent. Doubtless two or three will be arriving from Mona's Isle. It will be interesting to see how they compare.

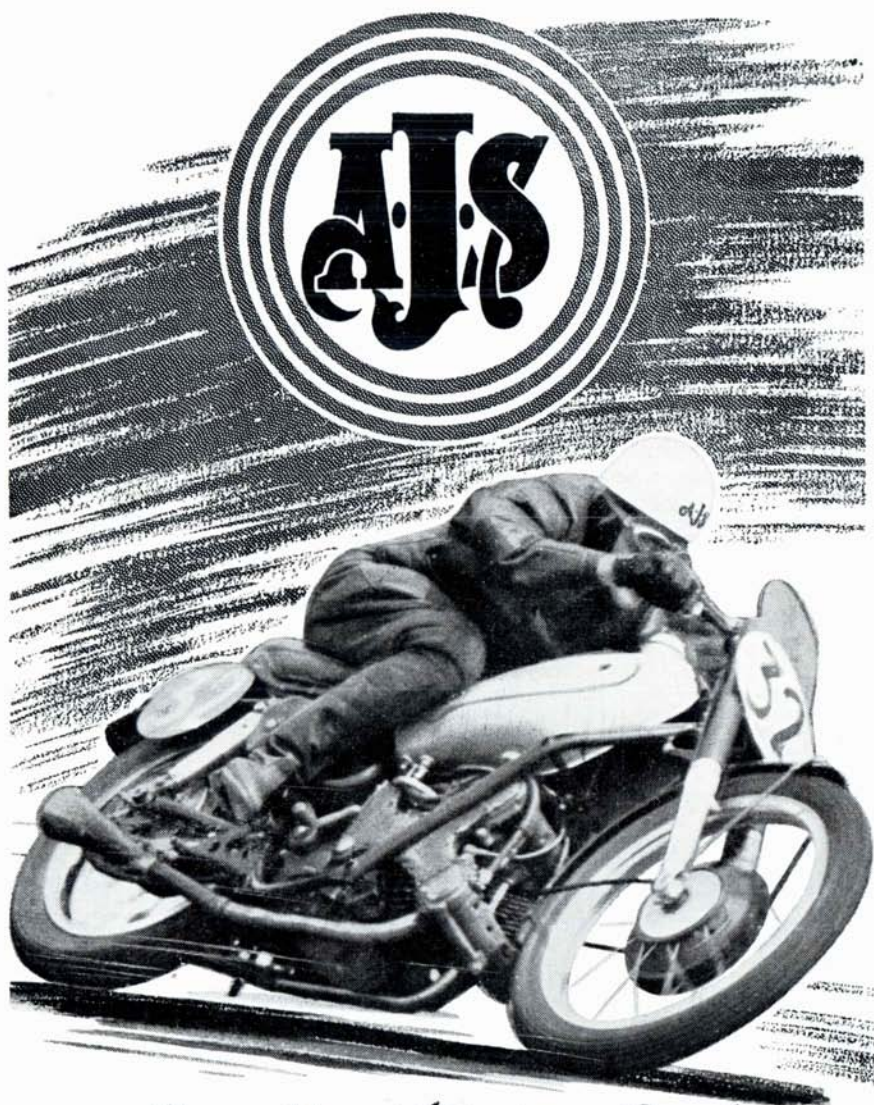
Phil Irving is now settled at "Greengate", Fortesque Avenue, Seaford, Victoria, Australia. Keep in touch and Australian members, please note.

W. G. (Bill) JARMAN.

OBITUARY.

T. A. Westfield. Alan was one of those quiet lads who was just getting into his stride. Already this year he had run second to Geoff Duke at Silverstone and had performed exceptionally well at the International meeting at Blandford and later in the N.W. 200. He had learnt motor racing the hardest way and had always been helped by a sporting mother who helped him in all his preparations and never got in the way at race time. These are the lads who are making British sportmanship so widely recognised in the motorcycle world.

We can ill afford to lose him and our sympathy goes to his parents who have taken the blow with the utmost fortitude.



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RACING NEWS

The Continental Circus. Things are really beginning to move and the following messages have come to hand:

Syd Mason. Writes from Berne where he is attending hospital after stepping off his 500 Norton and cracking an ankle. He will be out of action for a fortnight. His story runs:—

April 30th. **Schaffhausen** rode his 350 Velo. Made a bad start but finished 6th. The Velo has been "seen to," by David Whitworth to Syd's joy.

May 7 **Erlen.** Rode his 500 Norton which was overgeared. The course was difficult and after 10 laps the brakes tired. In lieu of slip roads, the local authorities provide extremely hard boards which Syd obligingly tried twice, got scared stiff and then fell in a thunderstorm. General effect seems to have been bad for the nerves.

May 14th **Olten.** Rode Velo and Norton. Secured 5th place in the 350 c.c. race. In the 500 event was lying 2nd for five laps, then slipped back to 3rd for another five, when the oil tank split and then the rear tyre deflated. Finished 6th notwithstanding.

May 21 **Dubendorf.** Rode the Norton, with good start was fourth for 21 laps. Clutch packed up, stopped at pits for repairs and was then last. Set off, broke the lap record and finished 6th.

Took a weeks holiday in the Alps and then to **Berne.** Entered both 350 and 500. Practise times were good and placed in front line for start of 350 c.c. race. Battle all the way with Ernie Thomas, Cordey, Gerber and Leon Martin. Rode neck and neck with the latter but piped on the line so finishing 5th.

In the 500 race start was not so good but lying about tenth and having a private ding-dong with Radler, an Australian rider of a Triumph. Going into a fast curve, the rear tyre deflated putting Syd among the straw bales and so to hosp. with little damage except to the ankle. The doc. says it will all be fit for the Dutch T.T.

Ted Frost. Had a postcard from Ted who was enjoying Austrian scenes en route to Gedinne. Shortly afterwards, Ted dropped in for an hour or two. Gedinne had been cancelled as they could not get permission to close the roads and so the who's Circus has a spell of idleness.

In his short period in England, Ted has bought a 1100 c.c. Cooper chassis for which he has a 1100 c.c. JAP engine and is also trying to get a Double Knocker

Norton when he will take the whole outfit c.c. Scramble Norton, with McCandless springing and his 500 c.c. Norton racer. With the latter he has so far had the following results.

4th at Roubaix, 3rd at Olten, 5th Austrian G.P. Also, at Tarane, near Lyons was lying 2nd when he came the father and mother of "Guzzas" covering 1,000 metres smartly on that part of the anatomy better suited to the same posture when static.

Fergus Anderson won the 250 c.c. and 500 c.c. classes in the Austrian G.P. and also the 250 c.c. class at Ferrara against the cream of Italian opposition. To the best of Ted's belief, this is the first time an Englishman has won an International race, other than in the 350 class, for 20 years, against the Italians on their own ground.

Ted expects speeds to be higher than ever in the Belgian G.P. The Stavelot hairpin has been altered to a fast second gear bend and he expects a lap speed in the region of 100 m.p.h. The Norton team are travelling in an estate car with the mechanics and machines following on a large van.

In Germany. B.M.W.'s are getting an atmospheric engine racer under way. In the meantime the available B.M.W. and N.S.U. racers are supercharged so the Germans are using English racers for the time being: Nortons, Triumphs, Velos all of which are obtained on a Government grant. The re-entry of Germany to racing will be very interesting.

So far, the M.V. 500 c.c. four cylinder has not been seen in any races on the Continent.

Pip Hylton. Also called in for a few minutes of a flying visit to England in the Gedinne interval. Pip has his van in which he has arranged sleeping accommodation and travels many hundreds of miles between races. Should the other Circus boys be stuck for transport, he helps as possible. The sort of thing which makes the Circus such a friendly affair.

Pip speaks especially highly of the kindness extended to British riders by the Belgians and especially by Mr. Lenoble of the F.M.B. Mr. Lenoble has worked hard with the Belgian Government to secure a tariff concession for racers bringing commercial vans.

Pip has ridden his 7/R where possible both in 350 and 500 races and reports the following:

Barcelona. Tenth in 350 race. Overdid chain oiling with resultant oil on tyre.

Schaffausen. Front brake trouble in practice which could not be put right until Les Graham should bring a new wheel at Floreffe. Meantime, anxious to ride where entries had been made. At this race spent a lot of time rushing through straw bales and surprised to be 8th.

Nice. A bit of luck as course not too hard on brakes. 6th in 500 race.

Roubaix. Brake got worse. 10th in 350 and then to wait for Les' arrival.

Floreffe. New wheel fitted. Rode in 350 and 500 races but had to retire in each race. Rear oleos needed servicing which work was done well by local A.J.S. representative.

Limbourg. In 350 race, throttle stuck and could not be shut off. In 500, defect rectified. Yet in both races finished 8th. There is a moral here.

The Belgium Grand Prix on July 2nd.

Should be a terrific affair. In addition to all the Circus boys, Nortons and Ajays have their teams in both 350 c.c. and 500 c.c. races whilst there will be all the Australian and New Zealand lads. Jim Kentish, Arthur Wheeler, Ray Petty and Wilf Sleightholme are also having a bash and Jenks, in addition to passenger for Masuy, will ride a 500 Norton. The sidecars should be interesting. P. V. Harris will be there as well as Eric Oliver and Rob Buxton. Young Harris has all the makings and there should be a battle royal.

Prescott. August 20th. Entries are coming in nicely. Posters will be available by the time this magazine is delivered for members who will display them. Please do all you can to make the meeting a success. If you cannot ride, your assistance as a

marshal or programme seller will be invaluable to Bill Jarman. As the event is on a Sunday, the occupants of all visiting vehicles will have free admission to see the hill. Car park charges will be 5/- per motorcycle and 10/- per car. Every member is asked to support us in this respect and to bring as many friends as they can. See the reports on committee activities for details of an extra prize for 500 c.c. sidecars.

Silverstone Sept. 30th. Regulations should be distributed shortly and from the response to last month's announcement, we can expect a record entry. Mr. F. J. Sercombe of the Red Lion Hotel, Brackley, Northants (phone Brackley 28) writes that he has a limited amount of accommodation available, with good food and moderate prices. This may be of value to the first bloke who can grab the phone the day he gets this magazine.

The Annual Social Evening in the I.O.M. June 3rd. Was completely successful with over 140 present including our beloved President and Lady Guinness. The party was informal and a welcome was extended to all the Australian, New Zealand and Sinhalese visitors with their ladies. The only speech was from Sir Algernon Guinness, welcoming the visitors, wishing success to all riders and congratulating the Club on its growth. A novel interlude was the passage of our Lady President down the assembly room in queenly state on her glass slipper coach. Unfortunately the faint blue haze from the said state coach was somewhat disconcerting but everybody seemed to be thoroughly happy and cheered by the occasion and, if you think it might have had any beneficial effects upon the races well!—just look at the results.

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I. B. Wicksteed would like to borrow a good 500 or 350 c.c. for the Hutch. Anyone foolish enough, please contact Meridian House, Royston, Herts.

Sale. 1950 Clubman's Inter Norton 490. Used only in Island and completely overhauled by works, complete road equipment. Offers near list price. Waders size 10, R.A.F. outer suit, crash hat size 7, 2nd hand 21 ribbed & 20 studded racing tyres, 2.75 x 21 Universal, 20 in. Norton rear rim, pair Manx petrol taps, Volt. control unit, ammeter, horn, Black & Decker electric die grinder.

Offers any or lot to H. J. Boynton, 271 Moor Green Lane, Mosely, Birmingham 13.

Sale. £85 1937 racing camshaft O.K. Supreme 250, bronze head, alloy barrel, levers guards, camshaft tube & nuts, foot change lever. New valve inserts, sleeve, piston, big end & mains. Racing mag, 15 T.T. carb. New racing tyres & tubes. Few spares including cams. Grange, 6, Maple Gdns., Burnt Oak, Edgware.

THE BENEVOLENT FUND

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WRITE FOR INTERESTING EXPLANATORY BOOKLET GIVING FULL INFORMATION

SPEAKING PERSONALLY

The Archers. There can never have been a happier or more completely motorcycle minded family gathering than at Aldershot on May 22nd when little Les was married to Julianne Dockerill. Bill Jarman describes all that took place elsewhere. Sufficient here to wish the happy pair, the greatest success and happiness in the years to come.

P. A. Skinner of Hendon also was married on Whit Monday and another Bemsee couple decided that the I.O.M. was the correct place for a honeymoon. Very right too and best wishes to both from Bemsee. **Peter Reeman** back in England permanently has sent a snap which he secured at Brooklands at the first race on the Campbell Circuit. It is of unique value as it catches the moment after Les Archer and Tyndall on a B.M.W. touched and nearly crashed. Unfortunately, the print is too small to reproduce but it is a valuable record. The riders can just be seen to be straightening out. At the Winning Horse, Peter brought a unique present for Cliff Lewis in the form of a walking stick made from the jawbone of a whale with the handle formed from a whale tooth.

Don Sleightholme is slipping fast, the little Winged Archer (not from Aldershot) has been doing deadly marksmanship hence last month's Triumph Advert. Feared something like this must happen ever since Don's visit to hospital. Glad to report that the little lady is a true motorcycling fan. There will be no slackening of enthusiasm but concentration will in future be on the 250 c.c. Velo.

Gordon Hatch. Congratulations and the best wishes of the Club to our worthy I.O.M. rep. on his engagement to Eileen Moughtin. During the whole of the T.T. period, Gordon worked continuously for all our members helping them with workshop accommodation, getting spares and finding billets. In particular, he watched over the interests of all the Colonial Visitors each of whom was made a member of the Club for the period of his stay in Europe. Lastly, your Secretary wishes to thank Gordon for the way in which he was helped both on duty and by acts of friendship off duty. It is thanks to Gordon's good offices that the supper function was staged at the Falcon Cliff Hotel.

The I.O.M. Invalids.

D. N. Hutt, when last seen, making excellent progress. Face injuries would take some time to disappear but general health excellent.

Les Martin as cheery as ever despite

atrocious luck to have hurt his back after so many years racing in the I.O.M. and only three weeks after the arrival of a baby daughter.

Bill Doran making good progress. Leg healing as fast as nature and an excellent constitution will permit. Back badly abraded and uncomfortable.

Frank Fry, has suffered a heavy blow and both his head and eye will take time to heal. Progress must necessarily be slow.

Stan Hall, got up too hurriedly and had to return to bed to enable his arm to set more firmly. Stan writes cheerily realising he must be patient. He reports the nurses as being a very nice crowd, so Bemsee beware.

Row Dear, returned to the mainland and making excellent recovery.

E. N. Iffland. Ted was little hurt from his spill in the I.O.M. and, on his return has joined the A.J.S. team of racing mechanics. An excellent post for one who has done so well with A.J.S.'s in the past.

Edgar Maddox. Unfortunately had a bad spill while testing his Norton. This will put him out of racing for 1950 but he will help Bill Jarman at Silverstone in September.

H. J. Stoa writes amusingly from Canada. Had entered for an airfield meeting being arranged over a 1½ miles course on May 24th, hoping that by that time his Manx Norton, ordered sometime ago, would be delivered. If it is like that over there, our overseas members had best put their orders through some of the agents who advertise in Bemsee.

Watching an American trial, H. J. was impressed by an American machine which must have weighed some 600 lbs and had everything attached bar the kitchen sink. Among the spectators, he observed one 14 stone rider with female accomplice, both strikingly attired with pullovers bearing the inscription 'The Twist Grip Devil'.

They were sleuthed to the car park when it was found that the two of them got on one 125 c.c. Francis Barnett!

Freddie Frith. Congratulations on the award of the O.B.E. No true racing motorcyclist will hesitate in acclaiming this distinction as completely right and thoroughly well deserved. Well done Freddie may you continue to prosper.

Wilfred Pickles. Bemsee members will also be delighted that another of us has been

granted the same honour as Freddie Frith and equally well deserved. The pity is that Wilfred's engagements prevent our seeing more of a member whom we all know and love.

D. Rose, of Corby, Northants has obtained a bronze head for his 250 Velo which he will ride at Silverstone.

Sidcar Gold Stars. Further to the paragraph last month, the identity of the unknown photographer has been established as our good friend H. S. Marsden. The resulting print of Barry, Noel and Freddie Dixon is not good enough for reproduction. Next time one of our photographer members spots the trio together, please make another effort to get a really first class snap.

Bob Pratt. Came over to the T.T. with a 350 Manx Norton as 12th reserve in the Junior. Bob did not get a ride but he gave valuable assistance to Don Williams, the son of Eric Williams, who was lying sixth in the Clubman's Senior when he had to push in from Governors—in competition with Pusher Plews. Don lost the push contest and finished 10th which must be considered a jolly good show for a lad in his first season's racing.

Do you use Methanol? With memories of ruined paintwork on Dope Burners, the attention of members is drawn to a new lacquer which can be painted or sprayed on to synthetic or cellulose finishes and which will resist alcohol fuels. A suitable solvent can also be supplied for removing the lacquer if required. 'Lacalex' made by Alexander Eng. Co. Ltd., Haddenham, Bucks.

Acceleration. Who noticed the relative get-aways of the Nortons, Guzzi and Ajays in the Senior? The twins both appeared to have such a surge of power that their front wheels progressed for a short distance in a series of hops right off the ground. The singles did not seem to have this difficulty and looked slower getting off the mark. But, were they? Unofficial timing over the Sulby straight put the speed of the Senior Nortons at nearly 130 m.p.h.

Incidentally, on the subject of acceleration, there is somewhere in the country a photo of two thoroughly scared motorcyclists on a high powered Vespa pawing the air from a standing start. The driver Cliff Lewis and the passenger George Brown, who swore he had never been so completely unnerved!

The Winning Horse. Meeting of June 15th largely devoted to talking over I.T. experiences. A special welcome was given to Johnnie Lockett with congratulations on his riding. Jim Thompson, on his usual form, said 'a few words' on behalf of John. To quote the parliamentary reporters, the speaker was 'heard with difficulty' but, as far as could be gathered, Jim spilled the beans at a party at the time of the N.W. 200 when judging took place of a beauty chorus. As Owen Roebuck will be away for Prescott, Linda Jarman very sportingly undertook to share with Gordon Cobbold, the task of programme sales organisation. Needless to say they will be very glad of some willing helpers. The dates for the two next meetings at Claygate are July 13th and August 17th.

The White Lion, Edgware. Attendances on July 12th was much greater than previously and included Barry. This was one of the first get togethers since the T.T. and various views were expressed. The most controversial subject is undoubtedly that of the Clubman's T.T.

Dates of Next meetings July 10th and August 14th.

And then there was the really rapid Clubman who was asked what compression ratio he was using.

He replied "Blimey! have I got one of those?"

T.T. photographs. Mr. T. M. Badger, who will be remembered for his excellent photographs of Graham and Frith, has sent a few copies of some of his photographs taken this year. As usual, they are first class and on this occasion he can supply postcards at 1/-. If you have any enquiries regarding any rider it would pay you to write to 189 Chiswick Village, W.4.

NEW MEMBERS

Due to pressure of work, the list of members includes those for the preceding month whose names could not be given in the June issue.

D R. A. Walton (Oxford)
E. T. Hopgood (Goring on Thames).
G. H. Stevens (Greenford, M'sex.)

K. C. Morris (Liverpool).
H. J. Kemp (Westminster).
G. R. Brown (Boston, Lincs.)
J. A. Ure (Stirlingshire).
A. C. Keeble (Leiston, Suffolk).
P. R. W. Mayo (Windsor).
J. Bewsey (Hampton, M'sex.)

Committee News

May 22nd. 1950. Present: Messrs Pope (Chair), Baragwanath, Taylor, Glover, Rickard, Lewis, Brown (assistant to Secretary). Apologies were received from Messrs Daniell (T.T.), Roebuck and Jarman.

Silverstone. Letters from the Castle Motor Club and Mr. O. S. Scott were dealt with. The progress of the account was reviewed. T.T. The Secretary was given instructions as to duties in the I.O.M. and for added insurance of the Club's rider in the Clubman's race.

Shelsey Walsh. Preparation for the lodging of an appeal as the result of the General Council decision of May 5th were approved.

Prescott. A report was given, regulations were approved, the decision was taken that the meeting on August 20th must be an informal and friendly affair without cash prizes but trophies instead to as many places as would be possible.

Hutchinson 100. Draft regulations were approved for submission to A.C.U.

New Members were elected.

Resignations accepted from M. O'Leary, G. Wilson, H. H. Wheelhouse. The names of five members were struck from the list. **Secretary.** Secretary reported on the present financial position. He had refrained from drawing part of his salary due to the difficult position generally. The Club could now afford to pay some arrears and he asked for his arrears for the year 1950. He was instructed to draw his arrears for 1949 as well as for 1950.

The meeting was declared closed.

June 19th 1950. Present: Messrs Pope (Chair), Baragwanath, Taylor, Glover, Rickard, Jarman, Roebuck, Lewis, Brown (Assistant to Secretary).

T.T. The Secretary reported on the races and the successes which had come to the Club and Club Members. A message to be sent to Mr. Gordon Hatch expressing thanks for his work and asking him to call on all members while in hospital on the Club's behalf. The committee moved that appreciation be recorded for the work done in the matter of team arrangements and team performances.

The Annual Function at the Falcon Cliff had been highly successful; the account for the function was approved.

Letter from Mr. Harvey Pilling was noted.

Silverstone (April) Accounts were still coming in. An estimation of the final account showed that only a very small profit was to be expected.

Hutchinson 100. The A.C.U. require-

ments with regard to the regulations had been complied with. This had entailed considerable alteration.

An offer of a prize of £50 for the successful rider on similar terms to the conditions laid down in April had been received. The offer to be accepted with appreciation and the same selection committee to be asked to perform as in April.

Letters from Mr. G. J. H. Smith and the B.S.S.A. regarding sidecars noted. Impossible to make any changes as regards the Silverstone arrangements already laid down but suitable amendment to be for Prescott (see next para). Letter from Mr. L. H. Lumby, timekeeper, noted **Prescott.** Resolved that, in addition to prizes as already quoted, a trophy should be given to the fastest 500 sidecar outfit on the day.

A poster was approved and car parking charges agreed. Progress with negotiations for catering was reported.

Admission charges and arrangements with Messrs Auto Parks were agreed.

Shelsey Walsh Progress with the appeal to the R.A.C. was reported. The appeal to be heard on June 23rd. (Late news. The appeal has been heard and referred back to the A.C.U.)

New Rule Books. Final layout to cover the new constitution of the Club in conjunction with B.M.C.R.C. Ltd. approved.

Secretary. Reported that he had taken his arrears of salary for 1950. As regards 1949, the position to be reviewed in the light of the financial position at the end of the year. The Secretary reported to the Committee his disappointment at the attitude of certain members who had stated in conversation with others that they thought the Secretary had secured for himself undue benefits from the Club Funds. The Committee gave instructions for reference to this passage to be made in Club magazine with the added statement that the Secretary was paid for his services and any members disapproving of that arrangement was invited to express his disapproval at the A.G.M.

Secretary's Assistant. The trial period having expired, the present arrangement to continue until after the Hutchinson 100 when the position would be finally reviewed.

New Members were elected. The resignation of Mr. C. E. Williams was accepted.

Skerries 100. An invitation to the Secretary to attend this race to be accepted.

Suggestion for the use of certain Airfields noted. Further enquiries to be made.

The meeting was declared closed.

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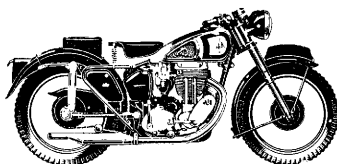
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