



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



Bemsee starts First in the 1950 T.T. R. J. Hazlehurst, one of our team receives the starting flag from Timekeeper Lumby. Canon Stenning studies a seagull while the Boy Scout tears off the sheet which will show that No. 1 is off on No. 1 lap of the First Race.

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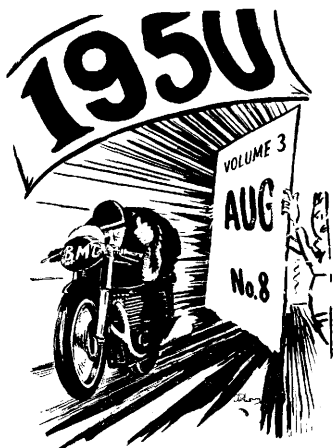


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Bemsee

Journal of
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB
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Secretary: C. A. Lewis, 55 South Street, Epsom, Surrey.

EDITORIAL

The T.T. The A.C.U. have quickly issued details of their suggestions and plans for the 1951 races.

Most of these concern the cold starting rules, and riders' degree of ability in the Clubman's events.

Actual cold starting is not ruled out although the use of kick-starters may be unnecessary. Riders must have finished in at least two ten miles or more road or airfield races, whilst those in the I.O.M. for the first time, are to be briefed by an expert. Old machines are to be barred and the 250 and 1,000 c.c. classes dropped.

For the International races, the only suggestion is that the Lightweight T.T. be run as a separate race.

In general, the T.T. sub-committee is reappointed as in 1950 (and as in 1949 but for the incidence of death), with power to co-opt.

That the cold starting rules of 1950 were going to present a mountain of trouble was never in any doubt to anyone outside Pall Mall, from the moment of their announcement. Whether the organisers considered that accepted racing practise could be disregarded will never be known but it is not too late for them to avoid a repetition of the many costly disappointments to riders experienced this year through engines wrecked by efforts to start with a racing plug and cold oil.

The desirability of a separate International race for 250's will be unchallenged, it is only a question whether the time factor will permit. Should a 250 entry alone be too thin, perhaps a class for 125's could be added, the two classes to go off by massed starts at a reasonable time interval.

Briefing by experts may not only be necessary for Clubmen and, rather than wait for the man with the scythe to rearrange the composition of the T.T. sub-committee, those so far appointed should take the utmost advantage of their power to co-opt. This would ensure that they are briefed by experts on every point where they may lack actual first hand experience of the problems of riders; and also of manufacturers of engines, accessories, fuels and lubricants.

Thus informed, it should not be impossible to conceive a means of making the character and timing of the Clubman's races entirely distinct from the actual International events. They could then be of educational value to the type of rider envisaged by the rules without temptation unwisely to emulate the feats of the experts.

Shelsley Walsh. Our appeal to the R.A.C. has been put back for consideration by the A.C.U. The Union's solicitor made the point that the business transacted by the General Council was of such an irresponsible nature to be unfit to plead against except to the A.C.U. itself. Presumably this is the genuine feeling of the A.C.U. regarding its General Council. The statement deserves fullest publicity.

Watch the Continent. The results of the Belgian G.P. and Dutch T.T. provided food for thought. In the 350 c.c. class, our lead is unchallenged. When cylinders of 125 c.c. capacity are used, British single or twin 500's seem to be at a disadvantage for sheer speed. Thanks to excellent road holding, our riders have gallantly pitted their skill to outride men mounted on faster machines.

It would be foolish to state that small cylinder capacities are essential for maximum power, with the memory of the T.T. so fresh in mind. Even though volumetric efficiency might conceivably be improved, there may be crankshaft, valve gear and transmission problems with multies in the constricted space of a motorcycle frame.

The V twin has always been an example of a design somewhat irrationally chosen for the motorcycle frame layout best suited for road holding. Similar considerations may still influence design departments.

SPEAKING PERSONALLY

Italy in Early September. Members contemplating a Continental holiday may like to know that an International Motor Cycle rally will be organised by the Motor Club—Rimini, Republic di San Marino on the 16th—17th September. An invitation is extended to any member who wishes to compete, with guarantee of prizes, free meal and reduced hotel charges. Write quickly to make arrangements.

Gas Turbines for Motor Cycles. Some interesting data from our member who is making experiments. Construction is feasible and a scale model is under way but, from calculations made, it is going to be a bit of a 'problem child' except for solo demonstrations or record runs.

Horse power should be 200, at 40,000 r.p.m. 'the lowest usable revs obtainable!' The turbine will start to function at 15-20,000 r.p.m., at which 'tick-over' speed, it will be pushing out a stream of neat kerosene, scarcely calculated to add to the joys of life for following riders in a race. A special gearbox is being designed as an ordinary stepped cog-swapper will be unusable at these revs. An univiting picture but who is to say this is the final word on the subject?

Dublin. Your secretary returned from the Skerries with happy memories of a beautiful country, with really friendly people and conditions entirely different from those to which we in England, are accustomed. Everything which we regard as scarce or rationed (including cars and motorcycles without purchase tax) is available in abundance. The only restrictions on buying come from the purse. Probably the biggest shock was caused by the genial waiter who, at breakfast, enquired whether he should serve four, five or six eggs with the bacon. And everything else on a similar scale!

Items which caused a chuckle were: A neatly typed instruction in the hotel bedroom to be sure to turn the taps off well, as the hotel water tank had run dry. Also, the extremely complicated looking signs and notices in Gaelic or some obscure script, because of which, the inhabitants have to search among their number for that rarity—someone sufficiently gifted to be able to decipher the messages thereon.

At the prize giving, a charming gesture—and totally undeserved—was the presentation of a nicely engraved model of the local war memorial as a memento of your secretary's visit. This will long be treasured. It was a real treat to see the anguished expression with which we were entreated not to enquire too closely as to which war was commemorated. Also, on thinking back, to recall that, before being aware of the intention of this splendid gift, our good hosts had been informed of the meaning of this early Egyptian symbol, replicas of which, local authorities all over these Isles seem to take such inordinate pleasure in erecting at the slightest provocation.

The Invalids.

Frank Fry. Is back at home and turned up at the Winning Horse. He looks very well.

Bill Doran. Is also making good progress and was seen happily dancing at Scarborough on the occasion of the July meeting.

Stan Hall. Is at home but handicapped in that he must use his left hand. However, he is making excellent progress and seems full of beans.

D. N. Hutt. Is home and getting along fine. He will be his brother's mechanic at Silverstone.

Les Martin. Is still at Nobles Hospital and any member who can, should

write to him. Les is undergoing a very painful treatment to restore the freedom of movement of his back which will take some time to be completed. In the meantime, although his wife is a regular visitor, poor old Les is debarred from seeing his new daughter as it is against hospital rules for her to be brought inside.

On behalf of you all, messages and gifts have been sent but, if you can find time to drop him a line you will be doing him as much good as the best doctor in the world. He expects to get up at the end of July.

Row Dear. Was at the Winning Horse looking very fit. He must, however take things steadily for a few weeks.

W. Hall. Crashed in the Belgian G.P. and suffered injuries to his head, collar bone and back. Bill has insisted upon coming home and is already working hard at his work as a transport manager. There never was a finer display of determination to carry on but some rest will of course be essential.

Artie Bell. Was flown from Belgium to London on July 14th. Latest reports are that his recovery must take a long time, and we must not count on seeing the Junior T.T. winner in action for many months. In the meantime, every member will join in wishing Artie good health and happiness as soon as nature will permit. He is at the London Clinic, 20 Devonshire Place, W.1. to which messages should be sent.

G. Morrison. Crashed in the Dutch T.T. and suffered wrist and shoulder injury. This looks like putting George out of action for a while, very bad luck with such a short stay on this side. Fortunately he is making a good recovery.

W. Raffeld. The Belgian who was involved in the accident in which David Whitworth was injured, is now well recovered from his serious injuries.

Mr. Lenoble of F.M.B. has written expressing the sorrow and sympathy of all in Belgium at the events which marred the Belgian G.P. He sends best wishes for a safe recovery of our invalids and particularly regrets that, in Bell's case, he should have come into contact with a solitary cabin on a straight road where all trees had been cleared away (to a total of 1,100) to provide the utmost 'running off' space possible.

D. G. Lashmar. Reports there is a prospect that, in addition to riding his own H.R.D., he will be mounted on a Velocette, entered by Dunham and Haines of Luton, at Silverstone.

Mavro. Is so appreciative of his win at Silverstone that he sends a gift of £5 towards the expenses of Prescott to mark his pleasure that the Club enabled him to achieve a 25 years ambition—to win a race on a Scott.

G. W. Robinson. Reports his leg is now completely mended and he will ride in the Manx and at Silverstone. George says that whilst having to wear plaster he lost nearly 2 stones in weight and is getting more like the human pipewire every day.

R. F. Walker. Apologies to Roy for having omitted to mention in the T.T. Report, his achievement in securing a Silver Replica in the Junior. In the Senior Race his luck was bad in that he had to change a float on the 3rd lap whilst his rear chain came off in the sixth. He effected repairs and having put in one lap in 26m. 51 secs. managed to finish.

M. S. L. Brierley. Good to report that Maurice is now completely recovered from his crash in Oct. 1949. He has joined us and will be riding at Prescott.

Olga Kevelos. Hats off to our sporting lady member who will be riding at Prescott, thus becoming the first lady to ride in a Post-War Bemsee event. Good luck and a record run with the best wishes of us all.

F. W. Johnson of Twickenham. Is a new member who isn't having all the luck. Owns a big twin Vincent and a 250 Velo. Was run into by someone 'Duking' on a 197 c.c. Excelsior. Result, the Excelsior rider is no more, F. W. J. is unhurt but the Vincent is a write off. Heavy work now needed on the Velo, which was being prepared for racing in any case, but prospects of riding at Prescott and Silverstone are now nil.

Prescott. Two last minute items of news. Coaches, should they turn up, will be found parking room at £2 per coach. As there is no charge for admission to the hill, this must be considered a very reasonable proposition.

Secondly, the Cheltenham Motor Club have most kindly extended to the Committee, Officials and Competitors, an invitation to make use of the amenities of their Club House, at Priory Lawn during the weekend of the meeting. All will be welcome and the Bar will be at their disposal. If you have been hanging back in your decision as to whether or not you should offer Bill Jarman a helping hand, let's hope this may finally decide you to do your stuff well and truly.

Water Injection. From time to time, the aircraft people, car designers and now

the correspondents in the Motor Cycle Press, advocate the use of water injection as though it were something quite new. It has in fact been used for industrial and marine powerplants right from the earliest days, a certain Mr. Duffill of Hull was making injectors for motorcycle engines in 1921 and for a certainty races were won at Brooklands with motorcycles so fitted before 1930. As someone said recently, every new invention can be found to have been thought of previously; this is the age of development.

The Manx. The Douglas Holiday Camp Ltd, Victoria Road, Douglas send details of their plans for September. Accommodation will be at the reduced 'end of season' rate from 95/- to 105/- weekly. Free garaging and other amenities are available to members of clubs affiliated to the A.C.U. and there are special terms for party bookings.

Drivers. Oh, how we are slipping! Latest official pamphlet on this absorbing subject suggests 'that drivers riding in the Island etc., etc., etc.' This should be reported to Lord Lonsdale and the Stewards of the Jockey Club.

Winning Horse. Another good attendance on July 13th which must be considered particularly creditable as the weather was so bad. In his joy at seeing Frank Fry and Row Dear, Bill Jarman worked himself into a frenzy of enthusiasm presenting spring onions to the party. In addition to the deleterious effects of this practice likely to result in the case of those experts who "breathe on" engines, Bill was so far carried away as to offer one of these luscious fruits to a common or garden visitor to the 'Horse' who was not a member of our charmed circle. Next meetings will be August 17th and Sept. 21st.

White Lion, Edgware. Meeting on July 10th another success. A subject of conversation was the serious one anent the large number of persons who wear their badges without date bars. Every paid up member is earnestly requested to see that his date bar is attached. Henceforward every member who is not wearing a date bar will not be afforded entry rights at the Club's meetings, etc.

Date of next meetings August 14th and September 11th.

NEW MEMBERS

'Thousands have entered this beautiful place and there's room for Thousands more'

A. Fitton (Rochdale).
A. D. Brown (Market Harborough).
R. F. Austin, (Shepherds Bush).
M. S. L. Brierley (Speldhurst, Kent).
A. B. Mullee (Ingatestone)

F. W. Armstrong (Dublin).
H. L. Williams (Worcester).
W. N. C. Salmond (Douglas, I.O.M.).
L. Perks (Wolverhampton).
J. H. Price (Newtown, Mont.).
C. E. Belcher (Chipping Norton).
F. W. Johnson (Twickenham).
M. C. Tomkinson (Tewkesbury, Glos.).
Ion Boulter (Quedgeley, Glos.).

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Committee News

July 17th, 1950. Present: Messrs Pope (Chair), Baragwanath, Taylor, Roebuck, Jarman, Glover, Rickard, Lewis, Brown (assistant to secretary).

Apologies were received from Mr. Daniell, still on the Continent.

Prescott progress reported. The entry list was less than expected but sufficient to make a good day's sport. Requests by certain 350 riders to ride in the 500 class not allowed. If any increase in number of rides could be made, it must apply to all. Mr. A. C. Squillario had agreed to act as Steward. Agreed that riding members of the Cheltenham Club, which Club had given valuable offers of help on the day, and also Mr. F. S. Mort, who would travel a great distance to compete should be granted honorary membership for the day.

Timekeeper's instructions and dispositions agreed. Mr. Brown to take charge of programme sales. Parking fees for B.M.C.R.C. and also Bugatti Club members agreed at nominal rate of 2/6d. per car and 1/- per m/cycle. Identity of Bemsee members to be made by wearing lapel badge with 1950 date bar.

Concluding report, the Secretary stated that the work of the office was growing so rapidly as to become unmanageable. He would do the best he could but wished the committee to be warned.

Hutchinson 100. Selection committee for 'Anonymous' award had all accepted office. Members wishing to compete for this award to be asked to give personal details in final regulations sheet.

Plans for consultations with police at Northampton and with track manager completed. The A.C.U. had been requested to make a change of Steward. List of those to be invited for the invitation race finally approved.

Shelsley Walsh Appeal. A further submission had been made to the A.C.U.

East South Wales Centre. Wished to apply for an open permit for a race meeting in a park on the same day as the Hutchinson 100. Mr. Anstice of the A.C.U. was handling the plans. A query had been sent as to whether B.M.C.R.C. had any objection to this other event on our day. No objection.

Isle of Man. Reports on all injured members given. Messages and gifts had been sent to those left at Nobles Hospital.

A questionnaire circulated among I.O.M. members regarding a proposed 24 hours 'Le Mans' type event was noted with interest. Providing official formalities could be satisfied, every support would be forthcoming although the event would be primarily an I.O.M. one.

New Members were elected. The **Monthly account** approved.

Other business. Questioned regarding any reduction of entrance fee for those joining after June, the committee confirmed the present rules must stand, suitable concessions being made after October 10th.

More Officials' equipment was requisitioned.

Arrangement for bulk purchase of prizes approved.

The meeting was declared closed.

MUTUAL AID

The Manx. Will someone with good knowledge of racing engines give assistance to Tony Toher this year? Suggestions and offers to A. A. P. Toher, 2 Stephen Street, Sligo, Ireland.

Mount wanted. Preferably good 500, for Ulster. Own machines U.S. and no prospect of a ride unless some good Samaritan comes forward with an offer. R. Pratt, The Bungalow, Moseley Road, Hallow, Worcester.

Sale. Triumph Speed Twin as used in 1950 Clubman's Senior, but now running on 2 pots. Countless spares. P. Fetherston, Streamlined Mortician, White House, Llanidloes, Mont. N. Wales.

Sale. 1948 7/R A.J.S. brought right up to date with latest mods. 22nd Belgian G.B. and 16th Dutch T.T. £235. A good bike for the Manx. J. F. Kentish, Lane End, Headley, Borden, Hants.

Wanted to Borrow. 350 or 500 for Silverstone. 500 preferred. Offers to E. V. C. Hardy, 135 Birmingham Road, Water Orton, Nr. Birmingham.

Wanted loan or purchase of a good 499 double knocker Norton engine in time for M.G.P. G. W. Robinson, 45 Fairfield Drive, Whitley Bay, Northumberland.

Wanted. Velo Mk. VII or VIII K.T.T. for M.G.P. Borrow, hire or buy. P. L. Pratt, Pembroke College, Cambridge.

Sale. Really good 250 Excelsior with original B.R.B.R.115 engine with which it scored 4th 1936 Lightweight T.T. 1st 1939 U.G.P. (record lap 80.48 mph) 1st Ulster Road Race 1946, 3rd U.G.P. 1947, 1st Belg. G.P. 1947, 3 silver T.T. replicas. Gearbox, chain, tyres, alloy rims etc. as good as new. Best over £225. L. G. Martin, Nobles Hospital, Douglas, I.O.M.

RACING NEWS

The Skerries 100. July 1st. A splendid race in a country with the most charming and interesting people. An event at which enthusiastic riders with the shallowest of purses should have a reasonable chance. The machines were interesting for, in addition to the usual over the counter modern racers, there were many home prepared efforts. G. Brockerton's 'Bitza' had an old Sunbeam 493 c.c. engine in a duplex frame with swing arm rear suspension. The girder forks had no dampers and the Andre dampers arranged for the rear suspension weren't arranged to do much trade. A rear spindle failure occurred in practice but this was rectified.

There were many similar lovingly prepared home jobs including a Triumph twin ridden by J. H. Lindsay with MacCandless duplex frame with rear springing which had obviously been the inspiration for the 1950 T.T. Nortons. This had a very small petrol tank just in front of the saddle peak and the frame tubes constituted the oil tank. The engine was sloped forward and the whole outfit steered better than the average. Lindsay, who is a cousin of Reg. Armstrong, finished fourth at 72.47 m.p.h.

Wilf Billington's Guzzi was as spotless as ever with a clever storage plate for a spare set of hairpin valve springs. Wilf won the 250 c.c. class at 64.21 mph, all the other 250's retired. He was 18th in the general placing.

We entered two teams:

(A) R. T. Matthews, F. Fairbairn and H. Clark.

(B) W. Billington, C. F. Edwards and E. Andrew.

Of these Matthews (350 Velo) won his class at 73.83 mph finishing third. Fairbairn (500 Vincent) lost 2½ minutes by a bad start which put him outside time and he received the flag with one lap still to go and Clark (500 Norton) when in the lead at ten laps, retired with a flat back tyre. Cliff Edwards (500 Norton) dropped a valve inside on his fourth lap whilst Andrew (500 Norton) was 3rd in his class at 74.63 mph and 6th in general placing.

Bert Morris (350 B.S.A.) and Tony Toher (7/R AJS) were also going well, Bert retired for an unknown reason but Toher finisher manfully although rather far back.

There are some fine riders among these Irish boys of whom special mention should

be made of Louis Carter on his 1937 single knocker 490 Norton with own rear swing arm suspension, own grafting on of a modern L.A. tank, engine plates and bolts. He started level with Ernie Lyons on a Triumph from scratch and finished 53 seconds ahead of the old warrior. Speed 76.86 mph with fastest lap of the day at 77.68 mph. Ernie's speed was 76.01 mph. In general placing, they finished 10th and 17th.

C. Gray of Belfast on his AJS was another good 350 man finishing 2nd in his class at 73.03 mph. Most surprising however was young F. C. Dickson of Dublin on a very ordinary 350 BSA who went like the wind from the start finishing first in general placing and 3rd in his class at 69.04 mph.

Full marks to Bill Bowie, Fred Armstrong and all their gang of supporters for having put on exactly what the boys wanted.

The Belgian Grand Prix. July 2nd. The Spa course proved to be even faster than Ted Frost had estimated and must be the nearest thing to a race track. The Stavelot bend, in addition to being altered in radius, was slightly banked. As a result the Senior race was won at over 100 mph and holds the proud title of the fastest road race. Unfortunately, our own riders had tyre trouble and the Gileras, who have the advantage of Monza for test purposes had arrived with tyres suited to the job.

From our Brooklands days we know that tyres can be made to stand these speeds on a track but doubtless, when road racing conditions apply, some further research would be necessary. If only we still had Brooklands!

The 350 c.c. race was very much an English affair and Bob Foster brought home to everybody the full implications of that T.T. practise when his Velo recorded 120 mph at Sulby. Bad luck then put him out of the race. This time everything was right and he won at 97.26 mph after a scrap with Artie Bell who put in the fastest lap at 98.33 mph. These two finished nearly half a minute ahead of Geoff Duke who had a battle royal with Bill Lomas (Velo), definitely one of the coming lads.

Regrettably at the last circuit, David Whitworth who was lying sixth behind Charlie Salt, came off receiving injuries which subsequently proved fatal.

Harold Daniell, who was having a private war with Ted Frend, finished a fraction of a second ahead to sixth place.

Results: 1st A. R. Foster (Velo not BMCRC) 97.26 mph. 2nd A. J. Bell (Norton) 96.62 mph. 3rd G. E. Duke (Norton) 95.76 mph. 4th W. A. Lomas (Velo not BMCRC) 95.42 mph. 5th C. F. Salt (Velo) 94.88 mph. 6th H. L. Daniell (Norton) 94.75 mph. 7th E. J. Frend (AJS) 94.74 mph. Other Bemsee finishers in order: E. McPherson, V. H. Willoughby, H. Hinton, R. H. Dale, S. H. Jensen, G. Morrison, A. F. Wheeler, J. Swarbrick, J. F. Kentish.

The Sidecar Race. Eric Oliver once again on top of form, Pip Harris doing remarkably well for his first Continental race and great opposition from a Four Cylinder Gilera and also a single. Oliver led from start to finish, Frigerio on the four cylinder Gilera provided the biggest opposition finishing second. Haldermann and Vanderschrick the two Swiss on 596 Nortons lay third and fourth until the latter had one of the most frightening looking crashing on record. Pip was beating up Milano on the Gilera single for fifth place and came in for universal approval but his brake gave trouble and he finished ninth. Oliver won at 82.50 mph with fastest lap shared with the Gilera four at 83 mph.

The 500 c.c. Race was the occasion for our regrets and reverses. It had to be fast, no one doubted the speed of the Gileras whilst one M.V. four cylinder was also about the place. Pagani and Masetti on the Gileras seemed to have all the speed and then some but Geoff put up a typical display making up for what his Norton lacked in speed by using to the utmost of his skill, its beautiful steering, in which respect the Nortons had the advantage over the Italians. After half distance, Geoff put in the fastest lap at 103.84 mph and established a firm lead which he held until the twelfth lap when the tread came off his tyre, fortunately without harm to the rider. After that Masetti and Pagani were unchallenged to the finish but Ted Frend rode really well to make the only other over 100 mph finisher.

The rest of the field were having difficulty. John Lockett also gave the Gileras a terrific chase in the first laps. Tyre trouble set in early with him, again without harm to the rider.

Les Graham was tucking in behind Bandirola on a Gilera when his wheel touched the Italian's. Bandirola knew nothing of this but Les was thrown to one side leaving his machine in the path of

Artie Bell. The ensuing crash was exceptionally severe the sum total being heavy injuries for Artie, both machines wrecked, a P.A. box damaged. Fortunately Les was little the worse for his fall.

Special praise must go to Harry Hinton for riding a very ordinary looking Norton into sixth place at nearly 99 mph. Bob Foster was not quite so much at home on the Porcupine, evidently this beastie takes some learning. Reg Armstrong (Velo) and Dickie Dale (Norton) both finished at high speeds.

Results: 1st U. Masetti (Gilera) 101.09 mph. 2nd N. Pagani (Gilera) 100.42 mph. 3rd E. J. Frend (AJS) 100.39 mph. 4th Bandirola (Gilera) 99.97 mph. 5th Artesiani (MV) 99.83 mph. 6th H. Hinton (Norton) 98.82 mph. Other Bemsee finishers R. H. Dale (Norton) J. Swarbrick (Norton) S. H. Jensen (AJS) F. P. Heath (Triumph) A. F. Wheeler (Norton).

The Dutch T.T. July 8th. The results of the Belgian were largely repeated. The 350 race was almost exclusively an English event with Bob Foster again triumphant. The 500 c.c. race was another calamity for England, tyre trouble eliminating both AJS and Norton teams. As the winning speed was below that of the T.T., evidently the exceptionally hot day had made the difference. There can be little margin of safety with a racing tyre at present day speeds.

Special mention should be made of Harry Hinton who once again on that very old fashioned looking Norton finished third, thereby preventing an absolute Gilera victory in the 500 race, and his fellow Australian Eric McPherson who finished 5th.

There were two 4 cyl. M.V.'s one of which was ridden by Reg Armstrong. Reg can do justice to the fastest machine but so far the M.V.'s appear to need a certain amount of finalisation. Artesiani retired on one whilst Reg finished rather far behind. Ted Frend had an unfortunate start, being pushed into a ditch by an enthusiastic Dutchman which caused his early retirement with a damaged petrol tank. As his team mates Foster and Graham later retired with tyre trouble, Ted may have been saved similar difficulty.

Dickie Dale had the honour of taking over Artie Bell's place in the Norton team in both races. Tyre trouble put out his three fellow 500cc. riders so Dickie was flagged off for safety reasons. One day, luck will turn for the Boston lad. When Geoff's tyre gave trouble, he was brought off, fortunately without hurt.

And so our 500cc. lads either fell out



Consistency. A steady stream of photographers as well as the same man (you'll never see the same who) but different occasions with different photographers. It's a bit of trouble with these things but they will keep changing scenery.

Top picture: 1950 Senior T.T. Signpost Corner. Photo by courtesy of T. M. Badger.

or limped home at reduced speeds Arthur Wheeler having particularly bad luck to have a fall on his last lap. Syd Jensen's AJS with Triumph engine was certainly novel but not yet fast enough for the job.

In the 350 race Foster led from start to finish followed closely by Les Graham for some distance. The Nortons seemed to be taking up a watching brief behind these two and never attempting to head them but Bill Lomas came into the picture and had a great duel with Geoff. Graham had engine trouble, slowed and retired. Once again Harry Hinton put up an exceptional show and again, also, Arthur Wheeler had bad luck having to retire.

The 125 c.c. Race. Was a purely Continental affair. o.h.c. Mondials and one Morini taking the first four places the fifth as luck would have it, being taken by a two stroke M.V. when two o.h.c. M.V's had retired. The racing lessons are that, for speed, four strokes have an immeasurable advantage over three port two strokes. He who would race a 125 must be well equipped with this world's goods and a good workshop if he wishes to achieve the best results. Particularly so if he wishes to convert a touring 3 port two stroke to compete with the 4 strokes.

Results: 350 c.c. Race. 1st A. R. Foster (Velo) 88.41 mph. 2nd G. E. Duke (Norton) 87.92 mph. 3rd W. A. Lomas (Velo) 87.05 mph. followed by J. Lockett (Norton), H. R. Armstrong (Velo), H. Hinton (Norton), R. H. Dale (Norton), E. J. Friend (AJS), C. F. Salt (Velo) and V. H. Willoughby (Velo). Fastest lap Bob Foster 89.95 mph.



500 c.c. Race. 1st. U. Masetti (Gilera) 91.70 mph. 2nd N. Pagani (Gilera) 91.33 mph. 3rd H. Hinton (Norton) 90.02 mph. followed by C. Bandirola (Gilera), E. McPherson (Norton), S. Jensen (AJS), F. P. Heath (Norton), A. E. Moule (Norton), H. R. Armstrong (M.V.), J. Swarbrick (Norton), van Rijswijk (Triumph) and A. F. Wheeler (Norton). Fastest lap Bandirola 95.56 mph.

125 c.c. Race. 1st B. Ruffo (Mondial) 75.07 mph. 2nd G. Leoni (Mondial) 73.08 mph. 3rd G. Matucci (Morini) 72.62 mph. Fastest lap. Ruffo 75.92 mph.

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Redcar July 8th. George Brown on Gunga Din set up a record over the flying Kilo course at Middlesborough at 136.4 mph.

Blandford August 7th. Once again Blackmore Vale will hold their own meeting. The International event in April necessitated abandonment of the proposed race day on July 8th. There will be a 4 lap race for 125's, three ten lap races for 250, 350 and 500 c.c. solos and two 50 miles invitation races for 350 and 500 c.c.s. Practising at 10 a.m. racing commences at 1 p.m.

Prescott, August 20th. Due to the Ulster, many members will be unable to compete but this should leave a fair field for those who might otherwise feel diffident in riding at this essentially friendly hill-

climb. The entries, while less than hoped for, include, among others, G. Brown, J. Difazio, C. C. Sandford, H. L. Williams, G. Oliver, G. Skipworth, P. V. Harris and J. H. Parker and a thoroughly good days sport may be expected. George Brown is bringing both Gunga Din and his 500. For the reference of all of you, Sidney Allard's record for the hill is 44.26 seconds.

If you are not riding, please be sure to come along to the hill for a day of informality and relaxation. If you can't think of a bloke's name, you will find him to respond readily if you just say 'Oy you.'

All members will have admission to the special enclosure reserved only for members of B.M.C.R.C. and the Bugatti Club. Their vehicles may also stand in this special enclosure but a nominal parking charge will be made of 2/6 for cars and 1/- for motorcycles and sidecars.

Identification of members will be by lapel badge with 1950 date bar. You **must** have your date bar displayed to secure the above privileges.

Thruxton August 27th. The Southampton & District Club will stage a series of races for the usual solo classes 125cc. up to 500cc., also a non-experts solo race for all sixes up to 1,000 c.c. presumably a handicap. There will also be an eight lap sidecar and three wheeler race.

Entries close August 5th. Practising Sunday morning 9-30 a.m. to 10-45 a.m. Racing starts at 12-30 p.m.. Entry forms available from Epsom.

The Hutchinson 100 September 30th. Entries are already coming in well and the event bids fair to be as popular as ever. Due to difficulties over the invitation Race, efforts are being made to alter this into two separate races one for 350's and one



Middle picture: 1950 Senior T.T. Craig ny Baa. Photo by courtesy of Motor Cycling.



Bottom picture: International Meeting Blandford April 29th, 1950. Photo by courtesy of T. M. Badger.

for 500's each to have a massed start with sealed handicap. By the time this is being read, it is hoped the necessary arrangements will have been completed.

Here again, in addition to competitors, the concerted effort of all members to help with the organisation will be needed. If you have not yet done so, please sit down now and offer your services, if they are available, as a marshal to Bill Jarman.

153 Reigate Avenue, Sutton, Surrey.

Scarborough July 14/15th. This goes to press too soon to give full details but outstanding features were E. Andrews' course record at 60.48 mph. Sid Barnetts' 500cc. win at 58.55 mph, Jack Brett's terrific ride through the field on his 350 Norton after a stop which put him right at the back, to finish in fourth place, an All British 250 race won by P. Shaw on his Velo with R. H. Pike on the new Aluminium Barrelled Rudge second and last-

ly P. A. Hogan one who really appears to have found some speed in his 125cc. B.S.A. Bantam. It would be interesting to hear the inside story of the superiority of this little engine over its other rivals.

Boreham Airfield September 2nd. Late news to hand that the Chelmsford Club are endeavouring to arrange a meeting at which Bemsee members will be invited to compete. By the time this appears, the final details may be fixed. The perimeter is over three miles with events for all classes.

It must be understood that the above at the time of writing are tentative plans but, if you wish to compete, it will not hurt to write for regs to Secretary A. Mullee, Chelmsford & Dist. Auto Club, "Mill View," Mill Lane, Stock,

Ingatestone, Essex.

If the plans are turned down, he will not reply to your letters.

Obituary

M. D. Whitworth. David was founder member no.70.F. He started at the Track in 1933 on, if memory serves, Rex Acmes. He soon took a liking for the T.T. at which he competed up till 1939 having the advantage of Ted Mellor's guidance. In 1939, he also started Continental riding and consequently was one of the first riders to join the Circus after the war.

It is a tribute to his kindly and unassuming ways that he was loved and is deeply missed in every European country as well as by us in England.

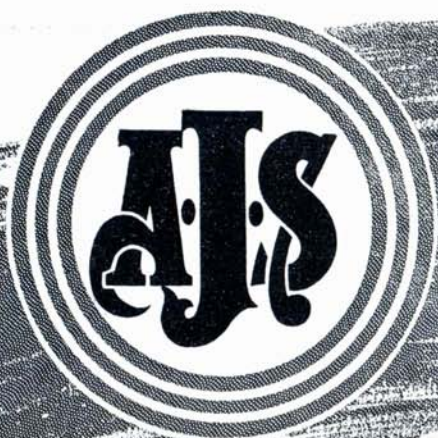
His scrupulous politeness both when speaking as a friend and when putting over excellent points with force and sincerity, will long be gratefully remembered. Memories too, are of his wanderings over the roads of Belgium and France with a decrepit looking Riley which always arrived to time. David was a certain starter.

His T.T. record was one of consistency. Although he never attained his ambition

to finish first, he did finish 2nd in the 1947 Junior. Always, after the war, he rode a Velocette or Triumph. The last memory for the writer is immediately after the 1950 Junior T.T. when David was elated at having finished the race with an outside tank, made by himself, without stopping. He thought at the time that he had got home before any of the double knocker Velos but in the final count, it proved that Ken Biils had finished 9th just over a minute before David who was 11th at 81.81 mph.

The most sincere sympathy of every member of Bemsee has been sent to his wife Margaret who has asked that mention be made of her deep gratitude for the kindness which has been shown to her by countless members of the Club.

Although she will answer each letter personally in due course, she is not able at this stage to convey, other than by these means, the message which she has at heart.



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MARSHAL'S MUSINGS

The old homestead is more or less an office once again what with Prescott on the 20th August and Silverstone on the 30th September.

Now the 20th August is a Sunday so we want to see every member of the old Club at this famous hill complete with wives and girl friends. The latter are invited to flog the programmes and see the racing in the "Keith Prowse" positions. In case you don't know where Prescott is make for Cheltenham and ask the way to Gotherington. The rest is simple.

With regard to Marshals, please send me a post-card, if you can help because a Speed Hill like a rattlesnake needs about fifty good men on the job. Those who know first aid are Grade One in my Stud Book. It would amaze you to know the people who hold certificates in this important subject. It is not essential but, at least for Silverstone, you must know the Flags as laid down in the F.I.M. Code, viz:—

National—Start.

Red—Stop.

Black with Drivers No.—That driver to stop.

Yellow—Danger.

Green—Course clear.

Blue—Give way to driver about to pass you.

Chequered Black and White—Finish.

Everyone, please memorise these colours.

I had the good fortune to meet some of the important people in Show Business when in the I.O.M. They could not understand why the Clubman's Races were sandwiched in the middle of the week. Their idea was Monday for the Clubmen building up to a mighty climax. If you agree please send your comments to the A.C.U. who are asking for everybody's views. Another item these people of the theatre, etc. suggested was a T.T. Forecast Pool or Competition run by the Manx Government. The possibilities are colossal.

Our President and his Lady are very proud of the members of the great Club.

They are good, very good, B.M.C.R.C. Ambassadors both before and behind the scenes and we can take as much pride in them as they do with us. It's quite mutual and as Sir Algernon said quite recently, "We have done, are doing and will continue to do, 'Our Bemsee Best' wherever we are!"

Now for a few words about Silverstone. Will all those Marshals who can do a similar job to that which they did last time, please send me a card? Postcards please. Don't follow up the card with a letter because I don't want paralysis of the throttle hand. Just say if you can come for one or two days. If you're camping, there will be a special place set aside for you and I expect Don McBain will be O.C. Camp because he is experienced in camping, marshalling and he's a nice big chunk of masculinity. You cannot camp in the Paddock any more. I should also mention that unofficial practice on the track or runways will only lead to trouble and exclusion from the races. Official practice is on Friday the 29th September 10 a.m.—12 noon and 2 p.m. to 4 p.m. Dot it in your diaries because it is of no little importance.

There is much activity going on behind the scenes always with the hope of being able to announce something good sometime. One great difficulty is that so many good ideas do not reach fruition due to circumstances beyond our control. However we never give up trying to get ourselves properly fixed up and one day—who knows? Your guess is as good as mine at the moment but if you know a place like Donington which is going cheap I'll ask Lord Nuffield to buy it for Bemsee. Again who knows? His Lordship knows quite a lot about bikes as well as cars and we get oak trees from acorns.

Do any of you know of a millionaire who ought to belong to this club? No replies last month!

W. G. (Bill) Jarman.
(Still Optimistic)

THE BENEVOLENT FUND

The following contribution is gratefully acknowledged:

R. Pratt 10 - 6.

Members are most earnestly asked to refer to the list of Invalids and then to the free facilities granted to all by the

Mutual Aid columns.

Surely you must all agree that it is your bounden duty to send a regular contribution to the Benevolent Fund. That fund may be your lifeline one day. It is worthy of your attention **now**. Please hesitate no longer.

MODERN FUELS. Part II.

Mr J. C. Matthews of Ross Laboratories, Dorking, analyses the effect of Combustion by-products and advocates Water Injection, Efficient Filtration of Lubricant plus Forced Crakcase Ventilation.

Fuels designed for high performance engines require sensitive mechanical adjustments in order that the full benefit may be derived from their different physical and chemical properties.

The first of these requirements is that the fuel should be appropriately balanced for the type of engine on which it is to be employed. Next, full consideration should be given to the type of work the engine is expected to perform. The ingredients of the fuel may then be chosen to suit these two factors, the final constituents under working conditions. The oil and filtration mechanism will depend largely on the type of fuel and the nature of the work; very efficient oil filtration is necessary in an engine burning say petrol-benzol mixtures in which the benzol fraction is predominant, without the addition of alcohol to the mixture. This is particularly necessary in an engine running on low load of stress or at low revolutions i.e. of the order of 1000-2000 revs., or alternatively at low temperature. These conditions lead to incomplete combustion resulting in heavy carbon deposition and a disproportionately high rate of acid production eventually the latter is infinitely the more harmful. Heavy carbon formation is frequently the cause of oil fouling not due merely to the presence of the carbon but mainly from its ability to retain corrosive compounds absorbed onto the surface of the particles—the powers of absorption or carbon are typified by the gas mask, in this instance gas absorption.

With high duty engines running at maximum load or stress for considerable periods either of these factors may well be the ruination of the engine. Modern by-pass oil filters do much to overcome these difficulties; many contain an amphoteric compound capable of neutralising both acid and alkali, at the same time removing the finely divided carbon particles which are the cause of so much indirect damage. The Fram Filter is a typical filter of this type.

Of all vehicles, motorcycles in particular ignore the need for efficient filtration and it is on these engines that efficient filtration is so necessary. Partial and complete seizures would be reduced to a minimum with an oil free from carbon and acid, apart from the reduction in wear.

Where fuels other than petrol are used, particularly when of higher flash point the nature of the spark is of great importance, the larger and fatter the spark the more complete the combustion of the fuel. The greater the compressibility of the fuel then the larger the gap the plug points will stand for a given coil voltage. This, of course, only applies assuming no alteration has been made to the standard compression ratio.

Considerable information on combustion conditions may be obtained from an observation of the condition of the plug electrodes and insulator after some miles running, with a hot engine. Plug insulators are designed to operate at the self cleansing temperature of 550°C on petrol at which temperature the insulator should be of light brown colour, a white insulator indicates too weak a mixture. On alcohol or appreciable percentages of alcohol although the mixture may be correct, if the engine is over-heating then it needs to be richer. Hence little information is available in the case of alcohol. With correct mixture strength an overheated engine will yield a white insulator, as will also excessively retarded ignition or wrong type plug. Except in the case of alcohol or alcohol mixtures a white insulator will lead to plug failure.

A black insulator usually means too rich a mixture but may be due to a variety of other causes i.e. the plug gap may be too wide for the mixture yielding a weak spark and consequently incomplete combustion of the fuel, this will be indicated by high speed missing, if the gap is too narrow then missing will occur at low speeds.

If the mixture is too strong it may be weakened by the normal mechanical means or by increasing the alcohol or acetone content of the mixture in which case the plug gaps may need widening.

Where, for high speed, high compression ratio engines; it is desired to run on a rich mixture, plug condition may frequently be maintained at normal by means of water injection which also appreciably reduces engine temperatures and carbon deposition. A relatively high percentage of alcohol will enable the plugs to withstand a stronger mixture than would be possible in an engine running on a mixture containing little or no alcohol.

The use of upper cylinder lubricants minimises engine failure due to faulty cylinder and valve lubrication, particularly in the case of alcohol fuels where the best results are obtained if the upper cylinder lubricant is added by controlled drip feed into the induction manifold. Hydrocarbon upper cylinder lubricants, when added to a fuel mixture of hydrocarbon and alcohol, should be mixed with the hydrocarbon before admixture of hydrocarbon and alcohol fractions of the fuel. Further reference may now be made to the effects of water and water injection on combustion conditions etc. Water particles and vapour catalyse combustion, reduce the formation of side chains, increase the effective latent heat of vapourisation of

the mixture, absorbs part of the resultant heat of combustion thus reducing the temperature of the products of combustion, also a large number of corrosive substances produced on combustion are preferentially water soluble and remain in solution in the water droplets and are expelled with the exhaust gases instead of forming a partial solution in the hot engine oil adhering to the top of the cylinder walls.

We are now completing a revolutionary method of water injection which finally overcomes all previous complications giving adequate saturation together with numerous other advantages. A description of the method will be given in a later article.

To be continued.

CORRESPONDENCE

L. E. Good sends the following description of the Laconia 100 Races from his Massachusetts address:

June 24th.

I thought you might be interested in a few notes concerning the Laconia National 100 Miles Race run on June 18th. and which ranks on a par with Daytona as far as American racing goes.

The effect of this year's Daytona races could be immediately discerned as instead of the six or seven British machines entered last year twenty one of the fifty five entries for 1950 were British mounted on Norton, Triumph, B.S.A., and Matchless motorcycles.

The course is situated in the White Mountain district of New Hampshire amidst magnificent scenery and is held on roads comprising part of a reservation area. These roads, in the main, are of indifferent quality with one stretch of about 200 yards being loose gravel. One lap comprises six ninety degree changes of direction and the longest straight is about 250 yards.

These short courses are well liked here and one can immediately detect from the riding styles that most of the riders are at home on short courses with loose surfaces.

It is much of a spectators event, the paddock being open to the public up until a short while before the start although one could legitimately complain that for an admission charge of 17/6 a public address system capable of keeping everyone around the short course informed as to lap times and leaders should have been possible.

The start was prompt the riders being dispatched in batches at short intervals. This was a desirable feature as the course is fairly narrow and jockeying among a field of 50 odd riders would have been extremely precarious.

Many of the riders dropped a precautionary foot on most of the corners and the spectacle of a rider laying a big Harley over and virtually sliding a fast curve on hard road at about 60-70 mph was a sight to see.

The British machines should have had a considerable advantage with their lighter weight and superior braking but these factors did not seem to be utilised by more than one or two riders. It was not an uncommon sight to see machines coming up to a dead slow corner with the rear wheel locking and the rider changing down on the apex of the corner to accelerate away. How some of the riders on the big Harleys held their machines so steady when their braking foot had to be removed from the rest and brought forward about 9ins. to use the brake pedal without support and simultaneously change gear by hand is a mystery, but they did and to such riders as Joe Weatherley there was obviously no problem involved as he appeared the steadiest at all points where I watched.

By my very amateur timing the fastest man on the course at around the half way mark was Ed. Kretz on a Triumph, but he dropped out as did another very neat rider F. Webb on a B.S.A.

As the race proceeded the gruelling nature of the course was accounting for numerous victims through spills and

mechanical failures; at two or three laps from the end only twenty riders were left with the ultimate winner firmly established in the lead although the second man J. Weatherley was lapping at the same speed but could not recover time lost at the beginning of the race.

The fastest lap I timed was that of Kretz on the Triumph at 70 seconds for the mile circuit. This gives an idea of the course.

The first three men were all Harley mounted with Tommy McDermott fourth after a hard ride on a not too rapid B.S.A.

There was considerable jubilation among the spectators at the result as they naturally considered it a vindication of American machines. The implication of course is that the heavy bikes could take the terrific pounding better than the lighter British bikes and looking at the results impartially this view appears valid. It would be interesting to see how Eric Oliver or W. Nicholson mounted on a good 350 would fare in this race.

D. S. Jenkinson writes from Belgium.

I cannot tell you how pleased I am to hear that Bemsee are running a meeting at Prescott. I have always preached closer co-operation between the car and bike racers and am glad that Bemsee is continuing to bring England into line with the other race concious countries.

It is commonplace over here, to run both types of race on the same circuit. Examples are Pau, where the bicycles race on Easter Sunday and Grand Prix cars on Easter Monday, Chimay & Aix-le-Bain where bikes and cars are all mixed into one day's orgy of racing at Whitsun, similarly at Erlen while, of course, the

classic event is the Grand Prix de Suisse with a speed orgy Saturday and Sunday for bikes, sports cars and Formula 1 & 11 cars. The hill climb at Mont Ventoux of course runs bikes and cars up the same hill after each other.

Were the A.C.U. to run a proper Grand Prix race to count for the World Championship race instead of the glorified National event they keep putting on in the Island, things would look really promising.

All for now.

JENKS.



"Should you break the chain of this letter your present good luck will cease, and calamity follow in its wake . . . !"

By courtesy of "Reveille"

The above was sent by Les Martin. Read in 'Speaking Personally' about Les' present circumstances and you will agree this bloke has a real sense of humour.

PINKS

of HARROW

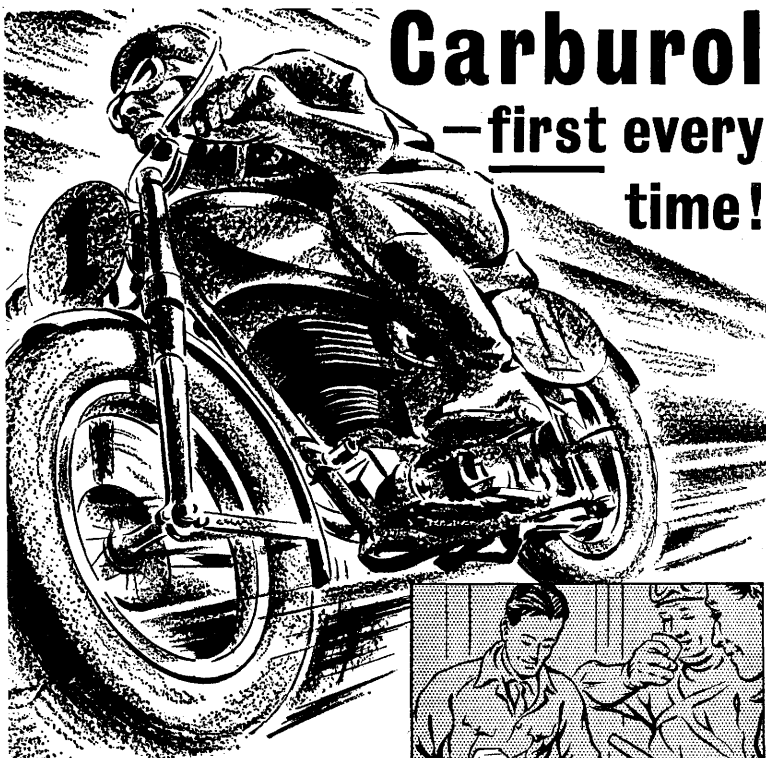
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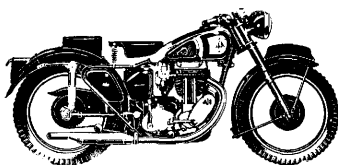
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