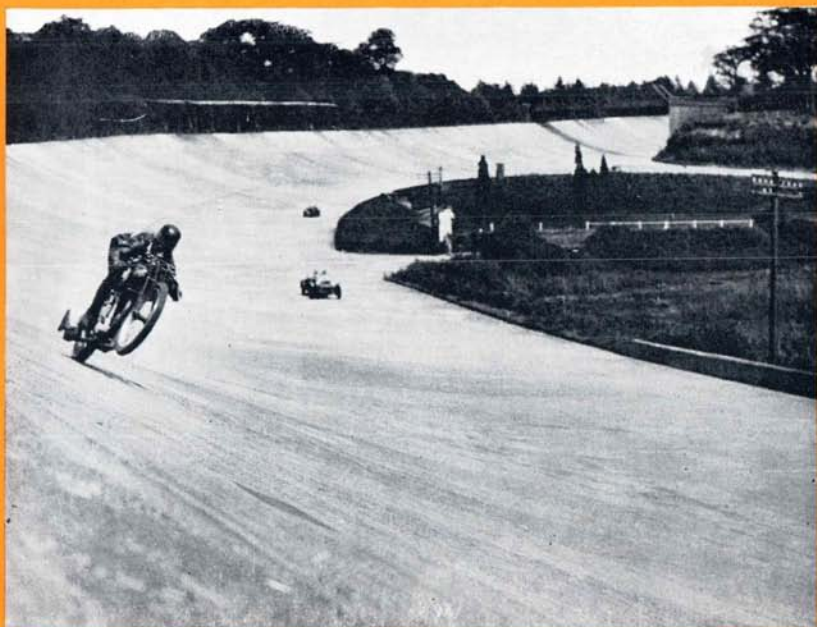




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 3. No. 9—September, 1950. ONE SHILLING



"All lost for want of someone strong enough to insist upon Brooklands Track reverting to the Motor Industry.

D. C. Minett's Norton (Beart Tuned) with front wheel 18 inches off the ground at the bump when breaking 750 c.c. Lap Record at 117.19 m.p.h. June 25th, 1938. The cars are patrolling to keep out interlopers during an individual record attempt. (See article inside).

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Bemsee

Journal of
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

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EDITORIAL

Blandford has gone the way of all flesh. Possibly Joe Fry was a little high spirited in his driving although Geoff Duke subsequently smashed to smithereens any suggestion that the track as such was a dangerous one.

The results has been as might have been expected ever since this country took unto itself a Safety First campaign. The main road speed trials and hill climbs of the twenties went the same way so now, we are faced with the prospect of England becoming still more, the laughing stock of the Continent for the pitiful inadequacy of its high speed motor facilities.

This will always occur while we have a section of the community making pious platitudes about 'Mind how you go' and then attributing any reduction in accidents to such tosh. Never, never, do the authors of these ditties credit motorists, least of all racing motorists, with common sense or a natural desire to avoid accidents.

The only prospect of respite seems to be the next war when the poster composers will presumably take up work of 'National Importance' composing martial songs beginning 'We don't want to lose you but'

The new airfield track at Chelmsford has promise and all credit is due to the Chelmsford Club and member A. Mullee for their work and success. All the same, it is an airfield to the usual recipe, certain to keep speeds down to a level which was old fashioned in 1930.

After the B.R.M. fiasco at Silverstone, we wrote as follows to three leading daily papers.

"The disappointment which will have been felt by the Nation at today's failure of the B.R.M. to make any showing at all at Silverstone is thoroughly deserved. Our motorcycles do better, thanks only to British riding skill as here too, the Italians are building faster machines thanks to the possession of Monza Track as a testing ground. Thank God, they can't produce riders like ours.

To attempt to build a car like the B.R.M. in a private works without a proper test ground, is madness. The sums of money which have gone into this single project have been made known to all.

Does the public equally recognise that Brooklands, the only place where the faults inherent in any new racing design could be found and rectified speedily and cheaply, was sold out of the British Racing Motorists' hands for £300,000? As an airfield, Brooklands will always be a failure and a menace to the locality.

It is time the outraged public said 'Stop this nonsense and restore Brooklands to all the private individuals who have the will and ability to produce racing cars and motorcycles by their own unaided effort'. Whether it is used as a race track or not is immaterial. It is a magnificent testing ground and, given the competition, we should soon find out who, from our unparalleled store of drivers and designers is best able to produce a British answer to the late German, and now Italian, menace."

Two of the papers regretted inability to publish but the Daily Mail printed the following with their own footnote:

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Daily Mail footnote:

"The Brooklands track and its buildings were requisitioned by the M.A.P. during the war for Vickers Armstrongs, the aircraft firm. In 1945 Brooklands (Weybridge) Ltd., sold the whole property to Vickers for £330,000 because: (1) The date of derequisitioning was uncertain; and (2) it would have cost so much to restore the track, which had been cut through, damaged, and built on."

We are grateful to the Daily Mail for this part publication, the footnote can of course be disregarded as it is a typical 'hand-out' designed to keep the less aggressive racing people quiet. What is of far greater importance is the extraordinary correspondence which has come into Epsom from the general public of which the following are specially noteworthy:

'I for one would far rather support a definite plan to regain the track for British enterprise and the Sport than the rather ill defined B.R.M. project.'

'In my humble opinion, the Campbell Circuit alone would be well worth the sum expended on the B.R.M.'

'I have inspected the track (without permission), the foundation is untouched except for the cut in the Byfleet and a big contracting firm could soon deal with that. The Bridge over the Wey on the railway side appears O.K. and that must be an important point.'

'I am sure the outer circuit revealed faults much quicker than running round an airfield.'

'Cannot Earl Hows do something? He has worked hard over Silverstone I believe, I wish he had worked as hard for Brooklands.'

'I am in full sympathy with the views expressed by you in relation to Brooklands.'

'If you are going to campaign for the return of the track, I and my brother will support you.'

Whether or not Brooklands is ever used again as a race track, it is an indisputable fact that it is the only place in England where a car could be held for a period at 120 m.p.h. plus and a motorcycle at 100 m.p.h. plus. Yet we are told to use airfields, at fabulous charges, with suitable undertakings to remove our vile bodies and restore the said airfield to operative conditions immediately our Safety First song writers have thought out a good word to rhyme with 'Korea.'

What a travesty and what a contradiction to those who maintain that Brooklands would have cost racing motorists too much to restore. Presumably those good people, although willing enough to contract to restore the airfields to wartime efficiency, have all paid from their own pockets the cost of the air raid damage to their homes in order to save the Government and Taxpayers the embarrassment of having to pay the compensation fees which they, in their turn, agreed at the outbreak of war both on intangible air raid damage as well as the physical damage which they deliberately caused as in the case of Brooklands!

NEW MEMBERS

P. J. Simpson (Coventry), H. Davies (Sandbach), D. J. Peace (Malvern), J. Mather (N. 15), M. S. Featherstone (Skegness), V. T. Williams (Holmes

Chapel), L. Southam (Bingley), W. E. Bury (Oxford), D. F. Oakley (Whetstone), L. C. Bolshaw (Holmes Chapel), H. H. Roberts (Stockport).

RACING NEWS

Blandford, August 7th. A meeting which gave the lie to the suggestions of danger which have resulted in our loss of this wonderful track. Geoff, faithful as always to the sport, and as friendly to his fellow competitors, gave one of the most public spirited of his many shows by winning one race at a speed higher than the existing lap record and setting up a new figure to be engraved on the tombstone in our memories of another old track.

In saying goodbye to Blandford—if in fact it is goodbye—let us first express thanks to the Blackmore Vale Club and to Jim Rendel for a fine post-war attempt to restore motor racing to Britain. Had the track been confined always to motor-cycles, we believe it would still be available as it was also a valuable recruiting medium and gave proof, if needed, to our military chiefs that England was still capable of producing boys of the right breed.

Peter Brown describes the meeting as follows:

A perfect day's racing, free from accident and with only one small incident without any serious consequence when team mates Foster and Lomas overdid things at Monkton.

The first event, for 'tiddlers,' started half an hour late. It was felt that a good book was needed to while away the time waiting for them to come round again. However, it seems that J. A. Hogan has instilled something into his Bantam which has so far eluded other competitors in this class.

R. H. Pike, with his beautifully prepared Rudge, led the 250 cc event from start to finish although W. G. Hutt, out on the Guzzi for the first time, pulled into second position from a poor start.

The heats were run off without mishap and the highlights of the day were the 350 cc and 500 cc Invitation Races. The results are given below.

Special laurels to (1) Ernie Barrett who turned up on the line, five minutes late, on a 500 cc, for the 350 cc race. (2) to the uncanny foresight of the commentator who amazed everybody by his accurate prediction, soon after the starting flag had fallen, that 'they will all come round again.'

Bemsee members were placed as follows: 125 cc 1st J. A. Hogan (BSA) 56.01 mph; 4th R. W. Marsh (M & F).

250 cc 1st R. H. Pike (Rudge) 73.84 mph; 2 W. G. Hutt (Guzzi); 4th R. J. A. Petty

(New Imp).

350 cc 1st R. H. Dale (AJS) 81.59 mph; 2nd C. C. Sandford (Velo); 3rd L. A. Dear (AJS); 4th R. H. Pike (AJS).

500 cc 1st G. E. Duke (Norton) 86.5 mph; 2nd J. Lockett (Norton); 3rd R. H. Dale (Norton); 4th C. A. Stevens (Triumph).

350 Invitation. 1st G. E. Duke (Norton) 84.31 mph; 3rd R. H. Dale (AJS); 4th L. A. Dear (AJS).

500 Invitation. 1st G. E. Duke (Norton) 89.59 mph; 2nd J. Lockett (Norton); 3rd R. H. Dale (Norton); 4th P. Romaine (Norton).

Record Race speed set up by G. E. Duke at 89.59 mph. Record lap G. E. Duke 91.03 mph.

Goodbye **Blandford**. We shall always thing kindly of you and our friends in Dorset.

The Ulster Grand Prix, August 19th.

As ever, Bemsee was to be the fore in most everything except the 125 cc race. Our record would be better but for Bob Foster's statement of principle which shall ever be respected. Whilst Bob always wishes the Club well, it his desire only to belong to local clubs.

The performance of the Italian 125's indicates a field worthy of private development by our member-designer-riders. They put up averages that would not disgrace a 350 cc. The answer seems to be a joint Bemsee effort (not merely in contributions of cash but a pooling of knowledge and resources) to help men like Geeson and Harrowell to put up a British challenger.

Once again, Geoff demonstrated his matchless skill by winning this real road race (by no stretch of imagination could the course be said to approximate to a track) at an average speed of nearly 100 mph with a record lap at 101.77 mph. This included one stop for refuelling and a period of ten minutes during which it rained heavily.

At the same time, every honour and credit is due to the men who followed him home. Les Graham's terrific show on a Porcupine at 98.92 mph and the performances of John Lockett and Dickie Dale on Nortons were equally superb. A fine act of sportsmanship was that of veteran Jock West. At a loose end for a third man for the AJS 500 team, Jock let sales go hang for a day and rode at short notice, finishing fifth at 93.59 mph, ahead

of the two surviving Gilera fours from the team of three entered.

In the 350 cc class, Bob Foster made another magnificent show which firmly established him and Velocettes as 350 World Champions for 1950. Reg Armstrong deserves extra praise for chasing the master from start to finish whilst Harry Hinton completed a magnificently successful season on his 350 Norton by finishing third.

In the 250 cc class, Maurice Cann walked away with things on his Guzzi, prepared with the skill and precision to be expected from an engineer of Maurice's calibre. Ambrosini was second, over 4 mph slower on the only Benelli to finish whilst Wilf Billington was third very little behind the Benelli on a more standard 'Albatross' Guzzi. Roland Pike surprised everybody by riding a Benelli but he still thinks it a mystery why ever Ridges were allowed to cease production.

The races have been well described elsewhere, the following notes are of special interest to Bemsee:

It is good that certain members whose ability we have long commended have now received the recognition of more or less permanent inclusion in works teams. We refer to R. H. Dale (Norton), C. C. Sandford (AJS), Eric McPherson (AJS), and H. Hinton (Norton).

Norman Webb entered three teams for us as follows:

250 cc. M. Cann, W. N. Webb, R. A. Mead. (Cann 1st, Webb 8th, Mead retired with broken return spring).

350 cc. H. Hinton, E. McPherson, C. C. Sandford. (Hinton 3rd, McPherson 4th, Sandford 5th. Won team prize).

500 cc. G. E. Duke, J. Lockett, E. J. Frend. (Duke 1st, Lockett 3rd, Frend retired with broken petrol pipe).

Our thanks go out to everyone of the above riders for a grand show which every member proudly appreciates.

Hard luck **Vic. Willoughby**, crashed badly in practise, suffering head injuries. His Velocette was extensively damaged.

Arthur Wheeler (350 Velo) was lying 7th when his foot brake lever broke. He completed six more laps to finish 10th. Incidentally he'd never have started at all but for the tolerance of the sporting Ulster M.C.C.

At the weighing in, Arthur's Velo had a broken rocker. He was allowed to take it to a top storey garage workshop and a new rocker was fitted in by 3 a.m. on race day. In order to see whether it would fire, the lift door was opened thereby giv-

ing just that extra distance to enable it to be push started inside the building! It is believed that several residents in an adjacent hotel had a slightly disturbed night.

The **Velo works team** was Wheeler, Foster and Lomas. In a dust-up with Ernie Lyons (also on a Velo), Bill Lomas touched handlebars at Tully Corner so that was that so far as the Velo team went.

Jim Kentish had trouble with his Norton frame grounding on a severe bump. The rider made a graceful dive through a hedge whilst the machine cast its footrest away in disgust. Jim continued and finished 11th. He must be awarded laurels as the racing man of 1950 who competed the greatest race distance without footrests (See also our T.T. report).

Norman Webb came off at Knotts Corner but nevertheless finished with a best lap of 74½ m.p.h.

The 125's were so fast, they were actually passing certain 500's.

C. G. Lambeth and **R. D. McConnell**, two Australian members in England on a working visit, both entered. Hitherto, they had never ridden on anything more than 2 mile circuits. Both rode 7/R's. Lambeth returned on his 10th lap with gearbox trouble, McConnell finished at 70.45 mph. They then went on to Enniskillen where again Lambeth had trouble and McConnell finished. Possibly not outstanding but the right spirit and good practise in anticipation of Silverstone where they will both ride.

Bemsee Results.

500 cc. 1st G. E. Duke (Norton) 99.56 mph; 2nd R. L. Graham (AJS) 98.92 mph; 3rd J. Lockett (Norton) 98.46 mph; 4th R. H. Dale (Norton) 97.01 mph; 5th J. M. West (AJS) 93.59 mph; 8th F. P. Heath (Norton); 10th E. A. Barrett (Norton); 11th J. F. Kentish (Norton); 12th F. Fairbairn (Vincent); 13th E. Braine (Norton).

350 cc. 2nd H. R. Armstrong (Velo) 91.24 mph; 3rd H. Hinton (Norton) 90.57 mph; 4th E. McPherson (AJS) 90.09 mph; 5th C. C. Sandford 89.23 mph; 6th H. L. Daniell 89.22 mph; 9th L. A. Dear (AJS); 10th A. F. Wheeler (Velo); 11th A. J. Glazebrook (AJS); 15th E. R. Evans (BSA) 17th J. Simister (AJS); 18th M. Klein (AJS); 19th R. McDonald (AJS) 20th E. V. C. Hardy (Norton); 21st D. G. Lashmar (Velo); 24th R. D. McConnell (AJS).

250 cc. 1st M. Cann (Guzzi) 82.73 mph;

3rd W. Billington (Guzzi) 77.64 mph;
4th K. A. Burton (Excelsior) 76.57 mph;
7th C. Tattersall (CTS); 8th W. N. Webb
(Excelsior) 9th E. F. Cope (AJS); 11th
W. M. Webster (Excelsior) 13th Wilmot
Evans (Ace-AJS); 14th P. F. McGovern
(Excelsior).

B.M.C.R.C. won Club Team Prize and
B.M.C.R.C. riders Duke, Lockett and Dale
won the Manufacturers Team Prize for
Nortons. Winners of handicaps:

500 cc A. E. Barrett; 350 cc M. Klein,
250 cc W. Billington.

Prescott, August 20th.

The day was marred with rain from
first light until almost the close of the
meeting. The public attendance was in-
evitably poor but riding members turned
up almost to a man. F. S. Mort was un-
able to make it due to the sudden death
of his father, a famous P.T. expert.

The twisty nature of the hill surprised
everyone and emphasised the wisdom of
the rule 'Walk up it first.' Geo. Brown
found Gunga too fast and too valuable
to risk giving it its head whilst one of
his practise runs on the 500 Vincent re-
sulted in a spill and broken rear brake
back plate.

Olga Kevelos had rotten luck when her
Norton dropped a valve inside at the start
of her first practise run. Jim Thomson
sportingly offered the loan of his A.J.S.
but not until practising was finished. Re-
gretfully but inevitably, we had to say
'No.'

P. J. Simpson, a new member, con-
nected with the experimental department
of Riley Cars Ltd, showed skill both in
riding and machine preparation. The en-
closed valve gear of Harry Pearce's 250 cc
Triumph looks like a manufacturer's
original job and not something added
privately. He had trouble on his first
run but his second time was excellent.
Quite the surprise of the day in the 250 cc
class was the consistent excellence of R.
Woodham on an old 250 cc Sunbeam.

Jack Difazio was barred from riding
solely due to a faulty crash hat. A heart-
breaking disappointment after travelling
a considerable distance with both a 350
and 500. George Oliver was consistent
every time. W. Ryan again caught every-
one napping with the surprising speed of
his rough looking W. R. Special. A. J.
Barham made a very fast get away whilst
H. L. Williams was generally excellent.
H. J. Kemp topped the list for noise if
not for speed.

George Brown on the Grey Flash made
f.t.d. Pip Harris had arrived late and had
the scantiest practise. Nevertheless his

sidecar performances improved with each
run and he was the only man to better
his previous effort in the final Match
Race. This time, to everyone's amaze-
ment, Pip made the second fastest time,
only .31 secs. behind George Brown's
record.

In general, the hill took most entrants
by surprise. They had not imagined that
such alpine conditions existed anywhere
in England. If there is another meeting,
riders will come with gearing better suited
to the occasion. No more than two speeds
should be necessary.

The action of the Bugatti Owners' Club
in making the hill available is greatly
appreciated. Also the provision of such
excellent timing by Mr. L. E. Bachelier.
The apparatus worked perfectly despite
initial misgivings as to whether motor-
cycles would work the beam apparatus
at the finish.

The thing that impressed most was the
enthusiasm of the riders. After the first
series of runs, the rain was so intense
that they were asked whether they wished
to abandon the event. The decision to a
man, was to wait for an improvement and
when the rain did stop, they turned out
and made their second runs nearly all of
which were improvements on the first.

M. C. Tomkinson made a star run on
his Vintage Velocette and a special bou-
quet to Mavro and C. N. Camfield for
producing and riding a most formidable
1000 cc square four with Marshall super-
charger. Lubrication trouble spoilt its
performance but all credit is due for a
bold attempt to get out of the modern
rut.

When all was over we had nowhere
beaten the car record of 44.25 secs. but
we had well and truly achieved the main
objective. We had had a happy day to-
gether and had demonstrated convincingly
that motorcyclists are just as keen as ever
for friendly meetings freed from red tape,
formality and avaricious vying for prize
money. The results were:

250 cc	Name	Machine	Runs	
			1st	2nd
	G. Newman—Rudge		59.46	62.25
	W. T. Flook—Excelsior		59.89	crash
	P. J. Simpson—Triumph		59.38	61.64
			3rd	59.70
	R. Woodham—Sunbeam		59.29	61.77
			3rd	59.59
	R. J. Penney—Excelsior		Non starter	
	F. Hayward—Imperia		60.31	61.50
	H. A. Pearce—Triumph		76.87	59.59
	L. Perks—Velo		Non starter	
	D. Riley—A.J.S.		65.02	66.53
	Winner of event R. Woodham also		F.T.D. plaque 59.29 secs.	

350 cc

Name	Machine	Runs	
		1st	2nd
C. Matthews—Excelsior		67.01	—
A. F. Davenport—A.J.S.		63.27	n.s.
A. J. Barham—Norton		60.69	61.58
J. A. Thompson—A.J.S.		77.66	n.s.
W. Ryan—A.J.S.		n.s.	n.s.
J. Difazio	B.S.A.	n.s.	n.s.
E. V. C. Hardy—B.S.A.		n.s.	n.s.
E. A. Woods—Norton		59.22	59.29
C. C. Sandford—Velo		n.s.	n.s.
P. J. Simpson—Triumph		58.20	55.16
3rd 56.19			
C. W. Davis—G.E.C. Jap		59.16	59.15
N. J. Lake—A.J.S.		71.51	71.51
L. Perks—Velocette		n.s.	n.s.
O. V. Kevelos—Norton		n.s.	n.s.
G. Oliver—Velo		59.43	58.50
A. B. Brown—A.J.S.		n.s.	n.s.
M. C. Tomkinson—Velo		60.21	58.47
3rd 57.78			
J. Boulter—Douglas		62.29	63.64
A. H. Taylor—Norton		n.s.	n.s.
Winner of event P. J. Simpson also			
F.T.D. plaque 55.16.			

500 cc

R. W. Foster-Pegg—Ariel	n.s.	n.s.
W. Ryan—W.R. Special	65.87	54.92
J. Difazio—B.S.A.	n.s.	n.s.
G. Brown—Vincent	55.81	53.38
3rd 54.69		
E. C. W. Stapleton—Scott	69.26	72.66
H. J. Kemp—Norton	57.39	59.53
R. A. Beecroft—Norton	70.95	67.94
H. L. Williams—Norton	56.27	54.31
3rd 55.26		
G. Oliver—Mercury	62.49	57.78
G. Skipworth—Rudge	70.56	72.14
E. V. C. Hardy—B.S.A.	n.s.	n.s.
J. H. Parker—Rudge	57.14	57.83
F. F. Parry—Triumph	n.s.	n.s.
F. S. Mort—Triumph	n.s.	n.s.
Winner of event G. Brown also F.T.D. plaque 53.38.		

1000 cc

D. Peace—Vincent	67.83	66.84
3rd 66.39		
G. Brown—Vincent	56.21	n.s.
M. S. L. Brierley—Vincent	n.s.	n.s.
C.N.Camfield—Ricardo. S.	66.95	n.s.
F. W. Johnson—Vincent	n.s.	n.s.
Winner of event G. Brown also F.T.D. plaque 56.21.		

Sidecars

C. Hale—Morgan	n.s.	73.84
C. Smith—Norton	58.51	59.80
3rd 55.74		
P. V. Harris—Norton	56.77	54.36
3rd 53.69		
W. E. Bury—Douglas	65.10	65.82
Winner of event P. V. Harris 54.36.		

Winner of F.T.D. plaque P. V. Harris 53.69.

The Hutchinson 100 Sept. 30th. Things are working out gradually for one of the best meetings yet held. The response to the 8 lap 1,000 cc race was so poor that it has been scrapped in favour of a second 17 lap handicap. With two 17 lap Invitation races, the whole day should be superb.

The Invitation Races will include Duke, Daniell and Dale on works Nortons, four A.J.S.'s in each class, Maurice Cann on a 500 Guzzi, three Nigel Spring Velos and Bill Lomas riding for Dickie Wilkins. George Brown will ride a 500 Vincent but will also have Gunga in one of the 17 lap handicaps as he was particularly badly affected by the decision to scrap the 8 lap 1000 cc race. Denis Lashmar will ride a Velo for Dunham & Haines. The sidecar race bids fair to be sensational with Eric Oliver, P. V. Harris, J. Beeton and C. Smith along with a total field of thirteen. Most of these sidecars will also feature in the handicaps so that, after a lapse of years, we shall again see a Bemsee race with solos and sidecars performing together.

We have been hit by the Printer's Strike as our advertisements of the race cannot appear. Every member, therefore, who can show a poster, is asked to write in for one. At the same time, if you wish for free admittance as a spectator, as is your right as a member, you must send a S.A.E. to Epsom for a vehicle sticker. You yourself must wear your lapel badge with **1950 date bar**. This is felt to be the fairest way of reserving privileges to the members without abuse from outsiders.

Practising is on Sept. 29th and racing starts at 10 a.m. on Saturday the 30th. There will be a members enclosure for Bemsee members only and special guests. One point must be made clear. The number of people who get into the paddock on one pretext or other, is ridiculous. Maybe you do know competitor A. but he has his hands full with racing preparations and he'd be glad if you would chose some more convenient moment in which to speak to him. So please keep out of the paddock unless you are doing useful work there and please help us to make the public obey the same ruling.

The prizes are numerous. In addition to the Mellano (Hutchinson) Trophy, there will be:

The A.M.C. 100 Guinea Challenge Trophy to the winner of the 500 cc 8 Lap Race.

The Comerford Cup for the best performance of the day by a member who has not won a first place at any meeting throughout 1950.

The Carburol Cup, to the winner of the 250cc 8 lap scratch race.

The Watsonian Cup to the winner of the Sidecar Handicap.

The Cade Cup. To the fastest man in the two 350 cc 8 lap scratch races.

The 'Anonymous' Award of Fifty Pounds towards the expenses in the 1951 T.T. Races of the rider who shall not have previously achieved a place in an International Event but whose ability and determination today convince the selection committee of his fitness for the award.

The Beart Cup. To the rider making fastest lap of the day.

Souvenir Plaques will be given to those in the Invitation Races finishing within 11/10ths of the winner's time and not receiving a place award.

The permanent office having been removed the Clerk of the Course will be installed in a very beautiful caravan loaned to us thanks to the sportsmanship and courtesy of Berkeley Coachwork Ltd, 175 Gt. Portland Street, W.1.

The Manx Grand Prix. September 12th and 14th. Once again we have a huge entry of members and once again, due to the proximity of Silverstone, your Secretary cannot be with you there as he would have liked.

Gordon Hatch, who has many personal affairs of extreme importance happening at this time, has nevertheless promised to look after the boys once more and to arrange our teams.

Here's wishing you all the best of good luck and greatest success.

Monza, September 10th. Will be another great day and the one to decide the World's Champions for 1950 in every class except 350 cc where Bob Foster is supreme. The most interesting contest will be in the 500 cc class where Masetti on the Gilera has 22 points and our Geoff is second with 19 points. The winner takes 8 points and there will be few racing motorcyclists in this old country who will not be praying for Geoff's great success on the day.

In the 250 cc class, Ambrosini has a great lead but Maurice Cann is second eight points behind. There is therefore a possibility that Maurice may tie for the Championship.

In the sidecars, Eric Oliver has a lead with 16 points against Frigerios second

place with 12 points. Such is Eric's consistency that one feels confident that, unless extreme bad luck overtakes him, he will retain his lead and thereby achieve the great honour of being Champion for two years in succession.

The 125 c.c. is obviously Italy's. Ruffo has a commanding lead and should probably secure victory over Ubbiali who is six points behind in second place.

In the actual race at Monza all our best riders are performing as usual. Doran has not been able to ride after all so the third A.J.S. will be ridden by Foster in the Senior and Sandford in the Junior.

Outstandingly interesting entries are Reg Armstrong on a 500 cc M.V. four cylinder who may ride this make in 1951 and gallant Roland Pike who is pitting his wonderful but no longer youthful 250 cc Rudge against 24 Guzzi's, 4 Parilla's, 4 Benelli's and one unknown make—a Carru. If he does nothing but start, Roland deserves a George Medal for his action on behalf of the old club and country.

Protective Clothing. A recent A.C.U. announcement amends Appendix M. Regulation No. 87 as follows:

'As and from 1st October 1950, for all racing on roadways or similar hard surfaces, the protective clothing shall invariably be of leather. Only under very special circumstances shall these requirements be varied, and then only by the Competitions Committee of the A.C.U.'

Boreham Aerodrome September 2nd. The Chelmsford Club's first meeting, with members of B.M.C.R.C. competing by invitation, was very successful. Brief details were given of this event in the August Bemsee but the meeting was arranged so hurriedly that inevitably some who would have liked to compete were unable to do so.

George Brown had a field day and speeds were high. The track is considered to approximate to Silverstone. Roland Pike split the tank on his Rudge and rode his A.J.S. only. He was leaving almost immediately for Monza taking his best 250 Rudge. Alan Taylor had his Norton lock up on him so was once more cheated of a day's sport.

There were some vintage machines competing including a 1928 E.S.2 Norton and a Velocette two stroke with tapered petrol tank. One who confirmed recent expressions of coming ability was young John Surtees Junior. He was lying third in the 500 cc race when a primary chain broke. We shall be seeing him perform at Silverstone.

It is not possible to get results for this issue but it is understood there may be several meetings at Boreham in 1951 to which members of Bemsee will be invited to compete.

The Supercharged H.R.D. for the World's Record Attempt. This is to be ridden by Roland Free at a place unstated in America, probably Utah. The machine is basically a Black Lightning with blower, by Shorrocks Brothers, driven off the clutch sprocket and running at a ratio of 1.6:1. That is, Blower revs will be 4,000 at the approximate maximum engine revs of 6400.

A 2½in. bore S.U. carburettor will be used, probably with a pressure chamber to allow for the build up with a 50 degree twin. The blower sprocket has one of the new multi spring shock absorbers as fitted on the 1951 mainshafts. At present standard cams are used and the special pistons give 6.31 C.R. and have extra thick crowns. As this is the standard atmospheric ratio, tests may call for variations.

The main frame has been lengthened six inches to take the blower which obviously makes the machine a 'straight run' job.

The best wishes of all British Motor Cyclists will go with this bold venture but it is indeed a thousand pities that, when it comes to the actual running tests, the mechanism must be thousands of miles from factory and resources whilst there is no possibility of one of our own good English boys having a go at the job.

The Pinhard Prize. The collection made in respect of the Pinhard Memorial Fund will be used to endow an annual competition to encourage newcomers to the sport. The competition will be a lasting

memorial to the late F. W. Pinhard and has as its object, the encouragement of novices.

Clubs must submit, before October 31st, the name of one member who has been adjudged to have been the most meritorious novice of the year. (The first year will be as from September 1st, 1949 to August 31st 1950).

All the submissions will be considered by the trustees who will select the prize winner.

The winner must be a novice, defined as follows: 'A member of an affiliated club who has not won a Premier, capacity class, or first class award in a trial, or been placed in a race or scramble, other than in an event open only to the members of one club. He must have been under 21 at the 1st September 1949. The Prize shall not be awarded to the same person more than once.'

The selection of such a person is a tricky job; the committee have ideas but, with a membership of nearly one thousand, they may have overlooked someone of whom you have special knowledge. If therefore, you would like to suggest someone as our nominee, will you please send in to Epsom **at the earliest possible**, the name, date of birth, details of status if in any way connected with the motorcycle trade, full details of the event which you consider to be worthy for consideration, date and make of machine and whether or not it was the rider's own property. The latest time to receive suggestions will be October 20th, 1950.

The prize may not necessarily be awarded to one who has done well on the competitive side. A young member who has done well for the club in other directions would be equally fit for consideration.

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SPEAKING PERSONALLY

The Annual Dinner. This year will be at Wandsworth Town Hall on Friday night December 8th. Full details in next issue, meantime reserve the date and prepare for a sooper dooper do. Accommodation will be ample for the biggest crowd and there will be a lot of prizes to be collected. The above is all the definite information available at time of writing, the cost of tickets will not be high.

Parking facilities are good and the place is served by railway stations at Clapham Junction, East Putney, Wandsworth Town and Southfields with excellent bus services past the door of the Town Hall. Incidentally, you will also be within a half mile of your Secretary's birthplace so that anyone wishing to lay a wreath on the spot will be afforded every facility to gratify his wish.

Les Martin had his first walk, or shuffle, on July 20th, he persevered and was discharged from hospital early August. Life is going to be very difficult for some months so the friendship of a letter or the help of putting any business his way will be appreciated as a fraternal Bemsee action. Les was very pleased to find his new daughter Christine (named after Chris. Tattersall) doing fine. Address: L. G. Martin, Port St. Mary, I.O.M.

Vic Willoughby. The bad luck looked like lifting at the Belgian G.P. when he was the first Non-Works 350 to finish—one fifth of a second behind Eric McPherson (A.J.S.) He was second N-W rider in the Dutch T.T. and in both races he had starting trouble making him last away.

Now, after crashing in Ulster practise and practically writing off his famous Velo, he is convalescing at Bennet House, Helens Bay, Co. Down, Northern Ireland. If you can do so, drop him a line.

D. J. Givons. Is now recovered from his Haddenham upset and will be riding at Silverstone.

H. L. Williams. Don was accepted for the Senior Manx but not the Junior. His excellent riding at Prescott confirmed the portents of the Clubman's T.T. that he is a worthy son of a very famous father.

Eric McPherson. Sailed for Australia on September 6th with Mrs. McP. and George Morrison whose injuries will prevent his riding again this season. Before sailing, Eric sent a message to all Bemsee members thanking everyone for the good

times which the Aussie boys have enjoyed and only saying 'Cheerio' until the next time. Naturally, we fully reciprocate those sentiments.

Incidentally, Eric was sorry that George Morrison's trouble had prevented our Ulster team being all Australian. However, in George's absence, both Harry Hinton and Eric took C. C. Sandford to their hearts as a team mate of the right sort to bring home the bacon.

Harry Hinton's movements for the end of the season are not yet known.

Bill Doran, who dispensed with his crutches when spectating at the Ulster, apologises for 'being a clumsy clot.' He will be having a try at Scarborough.

Frank Fry gamely went over to have a bash at the Ulster but the doctors ruled that he must still wait a little longer.

Artie Bell was visited at the London Clinic. He is making steady progress despite pain from severe injuries. By the move of flying him to London, Artie was put in the hands of the finest doctors and thanks to that and a wonderful constitution, his recovery is certain. He was quite cheery with his old smile and, in the last week (September 2nd to 9th) has made exceptional progress. He realises it must be a long job and thanks all friends who have sent messages or written.

O. P. Hartree. Best wishes from every member for every happiness from his marriage at the end of July. In addition to a first rate wife, Oliver has acquired a good Mk. VIII Velo—an improvement in every way.

Theresa Wallach. Latest news is that she is working in a Radio Factory in Chicago pending establishment in a job as special tester and inspector for a group of high quality English cars over there. She might come to England for a short lecture visit but nothing is yet settled. She has met W. Froggatt, an old time rider at the track. He now holds New York agency for Hillman and Morris cars.

R. W. Foster-Pegg. Had to scratch the supercharged Ariel at Prescott but expects to have it fit for Silverstone. Recent modifications to the bottom half resulted in a speed of 105 mph at 6000 r.p.m. when one big end dispensed with its rollers. These were found 'like molten solder,' which gives some idea of the not insuperable problems attending such a major alteration as supercharging an atmospheric engine.

G. W. Robinson. Will ride the Velo ex Jim Purnell and the G.P. Triumph ex Tommy McEwan in the Manx. Having not long discarded his leg plaster, Robbie hopes they won't be too fast for him. Knowing him, we should say they will not.

W. N. Webb. Norman has done good work in Ireland. He arranged our Ulster teams successfully whilst having his hands very full coping with the following rides and successes: **Munster 100**, July 15th Second to J. Netherwood in both 250 class and handicap. Netherwood also won the general handicap. **Mid Antrim 150**, July 19th outright win, including handicap. Speed 69.25 mph. **Ulster G.P.** spill at Knotts corner but remounted and finished 8th in 250 class. Best lap 74.5 mph. **Enniskillen 100**, won the handicap and made fastest 250 lap. Good work on an ageing Excelsior Manxman.

C. C. Sandford. Strong rumours that Cecil may be astride a Porcupine at Silverstone. If this is right, it is a well merited reward for an outstanding season's riding. He has already ridden the works 350 A.J.S.'s at Ulster and Monza.

C. W. Petch. Congratulations on a well deserved win in the 350 cc class at Zandvoort on August 6th. Bill presses on throughout the season yet finds time to write an interesting report for Bemsee. Thanks pal.

R. H. Sherry. Robin thanks all Bemsee friends for held after his monumental crash at Scarborough. Particularly, he mentions Dudley Ward, Geoff Monty, Harry Bostock and others from the Kingston area who saw all his kit delivered to his home at Chigwell.

W. F. Beckett. Bill will not ride for some time whilst recovering from a spinal operation. Meantime, he will see his nephew D. A. Jarrett has all the rides possible. Definitely not a wicked uncle.

I. R. Muir will ride R. B. Bibby's 500 Norton in the Senior M.G.P.

A. C. MacDonald had a transmission seizure at Scarborough at 85 m.p.h. Despite 2 broken ribs and left knee and ankle twisted, he will be O.K. for Silverstone.

J. L. Frost. Johnnie must rest for a year or more due to recent eye trouble. Although he will miss his riding, John sends thanks to all those in Bemsee who work to bring enjoyment to so many members. For our part, we all wish John the speediest recovery possible.

Barry. A complete stranger wrote in for some gen on J.A.P.'s. We referred him

to Barry who journeyed to Ringwood and gave advice. Now a letter has come from the delighted enquirer who says, 'He recognised all the parts of the engine he had made and gave, from memory, tuning details and all fitting clearances; which shook us a little. We now have more power than ever before.'

How many, nowadays, could give equal help with a high efficiency piston engine and, additionally be able to fit a new set of turbine blades in a modern jet engine? So, when at Silverstone Barry gives your bike the once over, don't think 'the old codger is past it.' And, if he wants to see your 'Turtle Doves,' don't try to put him off with the pair of chummy leather ones you were married in. He likes them 'powerful.'

E. W. Trappitt. sustained serious head injuries when practising at Brands Hatch on July 1st. He has made steady progress and should be discharged from hospital at the end of September. Best wishes for a satisfactory convalescence.

H. S. Hall. Stan's arm is now out of plaster. He hopes to ride his road machine soon and will help Barry at Silverstone. At the Ulster, was impressed with the enthusiastic Irish boys who line the road from Belfast out to the circuit. He was elated to act as pit attendant to Ernie Barrett and Max Klein, both of whom collected handicap awards.

J. A. Hogan. Advances an argument for 125 cc racing with 3 port two strokes. He points out that, altogether, he has only spent something like £100 which included 6 different exhaust systems, 5 cylinder heads, 4 inlet lengths, 3 carburettors and 3 cylinder barrels as well as countless incidentals. He has achieved a maximum speed of 70 mph on his B.S.A. this season. A very good show although it would be nicer to see Bemsee riders somewhere near to the class record speeds.

D. A. Williams will ride a 350 Excelsior in the Manx this year. Although familiar with the Island, this is his first competitive venture. The Excelsior will have his own rear springing using Dowty units off a Mk. VIII Velo. The engine, cylinder head and lubrication have all been modified by the enthusiastic owner who has fitted an alloy oil tank.

Overheard in the Bar. 'When . . . speaks, all the bulls take cornflour in desperation.'

Wally de Zylva. Those who met our cheery Ceylon member in the I.O.M. will be pleased to hear that, on August 13th, he won the Senior Racing Class of the

Ceylon Championship at Ratmalana Airport, using the same Tiger 100 which he rode here. He made fastest lap and won at record speed of 72 mph.

Wally paid tribute to the help and advice which he had been given by racing men while in the Island. A happy remark, we hope to do more for him next year.

E. N. Frost. Postcard received from Ted who is now well and truly in the 500 car racket. Was on his way to San Sebastian for 3rd September and thence to Paris for another race on the 10th.

Gordon Hatch. September looks like being quite a busy month. Gordon has had many domestic worries, not least being the serious illness of his mother. Known as she is to hundreds of Bemsee boys, it is a pleasure to state that she is slowly recovering.

Additionally, Gordon is turning his business into a Limited Company and his marriage to Eileen Moughtin takes place on September 21st at 2-30 p.m. at Kirk Braddan. On behalf of every member, best wishes for success and happiness.

Despite all this, the boys will find the usual kindness and help in all Grand Prix matters this year from our cheery I.O.M. chief.

An Important Date. On Saturday, October 21st, our good friends the Traffic Patrol Police of Bow District Garage are holding their first Motor Cycle Gymkhana. The time will be 2 p.m. and the place **No. 3 District Sports Ground, Chigwell Hall, Essex.**

Demonstrations will be given by mounted patrol men after which visiting Clubmen will be invited to improve upon these performances if they can.

A cordial invitation has been extended to every member of Bemsee and we are assured of a first rate entertainment with hospitality laid on. Further particulars from W. Mold (Secretary), Bow District Police Garage, Wellington Way, Bow, E. 3. (phone ADVance 2844).

Please do everything in your power to turn up for this special sporting occasion at which we hope to be able to show the police how very much we have appreciated all the work they have done for us at Silverstone on every occasion that we have performed there.

The Winning Horse. Meeting of August 17th coincided with our host, 'Pop' Wynes birthday. Pop looked very fit and there was a cake in celebration. One of the best attendances yet, including A. J. Barham from Worcester, J. C. J. Knott (taking a day off from snaffling all the prizes at Bisley) and all the old gang. Next meetings September 21st and October 19th.

White Lion, Edgware. Meeting of August 14th largely taken up with discussion of preparations for the Manx. A record number of members from the Edgware district are competing. Ken Rickard is having a bash with his 7/R. Next meetings October 9th and November 13th.

Obituary

H. S. Marsden. Harold Marsden was an enthusiastic member, a friend of us and of our sport. Blessed with better financial resources than some, he brought happiness and the chance of success to many younger members.

He will always be remembered too for a dozen and one acts of encouragement to your Secretary and the Committee in prosecuting the affairs of the club generally.

His sudden death, after a relatively simple operation, at a young age is a great loss to the movement. To his widow and two children, we extend heartfelt sympathy.

C. H. Whorwood. Young Colin was so keen, it seems an utter tragedy that his life should be ended as the result of a road accident in France. He was spending his annual holiday on a round of visits to Circus events on the Continent.

To his mother and relatives, we send our sympathetic condolences. We are glad however that, of such a short life, we have had the pleasure of friendship and company of one whose heart was in motorcycles and who left us happily riding his own beloved model.

Mrs. Whorwood would like to communicate with any old time Army friends and letters sent to Epsom will be forwarded.

Committee News

August 15th, 1950. Present: Messrs Pope (Chair), Baragwanath, Roebuck, Glover, Jarman, Rickard, Lewis, Brown (assistant to Secretary).

Apologies were read from Mr. Daniell, still out of the country.

Prescott. Final arrangements checked and approved.

Hutchinson 100. The committee's previous request to the A.C.U. for appointment of a local steward with consequent travelling economies, to be repeated.

Letter from Mr. Skipworth noted.

Entry lists were considered. The 17 lap handicap was heavily oversubscribed whilst the 1000 cc 8 lap had only one entry. Resolved that the latter be scrapped and a second 17 lap handicap substituted. The rearrangement of the Invitation Race into two separate massed start events was approved.

Progress with B.B.C. reported. Due to the demand for football broadcasts, the Corporation would be unable to broadcast the Hutchinson 100. Negotiations to be continued for consideration as possible.

The action of Dr. Gowland Hopkins in giving his services without charge was reported and expressly appreciated. Dr. & Mrs. Hopkins to be invited to the Annual Dinner.

Final arrangements made at visit to Silverstone on August 4th were approved. Resolved that the Chicane at Club Corner should be reserved for Clubman's Days but, for the Hutchinson 100, Club should be left an ordinary curve.

Other tracks. Consideration was given to other projects. To be investigated further as possible.

Office. The purchase of a typewriter was approved.

Nobles Hospital, Douglas. A letter from the matron was read, the action taken on behalf of members was noted with appreciation, suitable reciprocal action to be taken.

Pinhard Trophy. Details noted, an appeal to be sent to all members by the magazine for their views.

H. S. Marsden. The untimely death of this popular member was noted with deep regret. Should this affect Mr. Wiloughby's entry for Silverstone, due action to be taken to assist the rider.

The monthly account was presented. New members were elected. The chairman declared the meeting closed.

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CORRESPONDENCE

J. S. Norris paid a visit to the Belgian G.P. and the Dutch T.T. and has since sent this appreciation:

Dear Cliff,

Went to Belgium and Holland and, as you know, apart from Bob Foster, we had a rough time owing to tyres. Should like to know the final outcome of these tyre troubles.

The hospitality in Holland is something we didn't know existed. Everybody was at your convenience. One man on the Assen Committee deserves a cup. It is Ron Boverius, his tireless work on behalf of British riders never ended, especially for those down on their luck. Putting in a good word for those who did not qualify and getting starting money for those excluded. He might have been a special ambassador from Bemsee. Also his good wife always had time to make a cup of coffee for all callers at his home. He found everything from timing discs to twist grips.

Of our riders, Scott, to single out a private entry, rode really wonderfully. This fellow is a real trier and a small carburettor defect kept him from finishing a wonderful ride in the 500 c.c. class. To see him giving it the last bit when all the works riders were out made you feel really proud of him.

Wilf Sleightholme was also really good to watch in the 350 c.c. Dutch T.T. Pip Hylton was one who was helped over all sorts of difficulties by Ron Boverius.

Cheerio, Cliff, I had a wonderful time.
Jack.

The Isle of Man Times has had correspondence anent the A.C.U. proposals for a rearrangement of the Senior and Lightweight T.T. This led Les Martin to send the following to that paper:

Noble's Hospital.

Dear Sir,

12th July, 1950.

Since I was the first rider actively to oppose (in my 1948 T.T. Prize Distribution speech) the decision of the A.C.U. to "MIX" the Lightweight and Senior Races, I read, with great interest, your editorial in the "Daily Times" in which it was suggested that the Clubman's T.T. be dropped and the International Lightweight Race re-instated on the Wednesday.

My main objections to this "blending" of two such important races were, first that it prevented a senior rider entering the the Lightweight Race and vice versa, and secondly, the danger of putting in the field two types of machines, which require different methods of handling, i.e. certain

kinds of slow corners are invariably taken FASTER on so called Lightweight machines than on Seniors, and conversely Seniors will take most of the "flat-out" bends at higher speeds for obvious reasons.

This has, happily, proved more of an inconvenience to both classes than an actual danger to either, but this must however, be attributed more to the restraint of riders, who were making the best of a bad job, than to anything else.

Furthermore, I contend that the Lightweight Race, whilst admittedly not so fast, ON THE STRAIGHTS, is of equal importance to that of both Junior and Senior and in some ways more so.

I refer to the main purpose of the Races, namely that of improving the breed, and in choosing the Lightweight event for this I would point out the ever increasing trend of design in the direction of small cylinders and many of them.

It is a well known fact in the above connection that most aircraft engine manufacturers develop their huge multi-cylinder engines from tests carried out on single cylinder types.

Finally, it is the stated intention of the A.C.U. to safeguard the riders in every way possible, and certainly this should be their first concern if only in the interests of the continuation of the series.

Therefore, (as stated by the A.C.U.) they limit the international entries to 100 for each event IN THE INTERESTS OF SAFETY and yet they permit, nay encourage, Clubmen, many of whom are amateurs, to use 1000 c.c. machines!

Yours sincerely,

(Signed) Les Martin.

C. W. Petch has sent the following, in a short spell in England between his peregrinations over the Continent with fellow conspirator Vic. Willoughby. It is a very real pleasure to record here that Bill won the 350 c.c. class at Zandvoort on August 6th.

Kettering.

July 16th.

Dear Cliff,

Sorry I'm a bit late with my spot of 'Circus' news but the Gremlins have had their feet under the table ever since the T.T. and I haven't had a spare minute.

Vic. and I rejoined the Circus at Spa with 2 Nortons, a Velo and an Ajay between us. We found the course much altered and no doubt the fastest road race. Whilst the Giler boys are in favour, the chances of a private entry finishing

well up are now nil as the ratio of ability to sheer speed is out of proportion. To see our own Works riders doing battle with their much faster rivals left no doubt as to where the best riders come from! The sight of Duke leading the pack of screaming Gileras in the 500 race was one to warm the heart of any patriot. As I spent most of this race sitting on a wall, I had a good view of the proceedings.

I, personally, had the misfortune to seize a big end on the last lap in the 350 c.c. race and an oil pump 'kaput' in the 500. This little packet of trouble cost me a ride at Assen the following week as I had to strip both motors completely and wait for spares from England. However, the kindly Belgians came to my aid and offered me a ride in the local 'Bois de la Cambre' event, a delightful little short circuit do in a Brussels park. As is his custom, Fergus walked off with both 350 and 500 events with his grey Guzzis.

A word of praise here for Leon Martin won't be out of place for, in the 500 race and riding his 350 Velo, Leon really came out and made the fastest lap and had Fergus in sight over the line. His mechanic was appalled when he viewed the remains of Leon's tyres! It was whispered that the ghost of Grizzly had been seen that day. Perhaps Leon knows more about that.

The next week, we should have gone to Porrentruy but, owing to vague answers from the promoters, we called it off. Then, for the Swiss G.P. I was offered a start in the 350 class only and Vic none at all. We have decided to give the Swiss a wide berth in future.

So with a gap of three weeks, we decided to return home and start off again with Zandvoort on August 6th. Vic is doing the Ulster with his Velo but I hope to stay and find a few more Continental events before returning for Silverstone. By the way, Leon has two very nice machines for sale, a 250 Benelli and a

500 Saturno Gilera, the prices are high but both machines are in beautiful order.

Last week-end, Vic and I paid a call on Jenks at his Brussels hide-out. He is off to Munich this week with his 'guvnor' Masuy, to collect a new 500 B.M.W. engine, their old one having been conspicuously short of horses this season. An amusing feature of our tea-party with Jenks was that, unknown to us, friend Masuy had switched on a wire recording outfit. When this was played back to us, we listened to a running commentary on suspension systems good & bad, in strong London language with an odd word now and then in a Northants accent. We were very relieved to find that the recording gadget had missed some of the conversation!

Later, we had the experience of being driven home by D.S.J. in a V.8 through the back streets of Brussels. Ye Gods! Enough said!

Cheerio,

Bill.

IN PASSING

You must admit that not many people get past Foster. I know that Artie passed him in June, and I'm telling you that I did the same. Few fellows can make that claim but that's my story, and I'm sticking to it. Not that I want to boast mind you, and if you don't believe me, you can ask Foster.

I came up behind him just before a slowish right-hander and had to tuck in for a while. Did'nt realise at first who it was, but when I spotted the number it was a pleasant surprise. Coming out of the bend I saw my chance as we both went a bit wide to pass someone stopped at the side of the road, and I overtook, taking a quick look as I went by. It was Fearless right enough and he grinned recognition.

We had a very pleasant chat as he pulled up and got out of his van.

S. N. Shilton.

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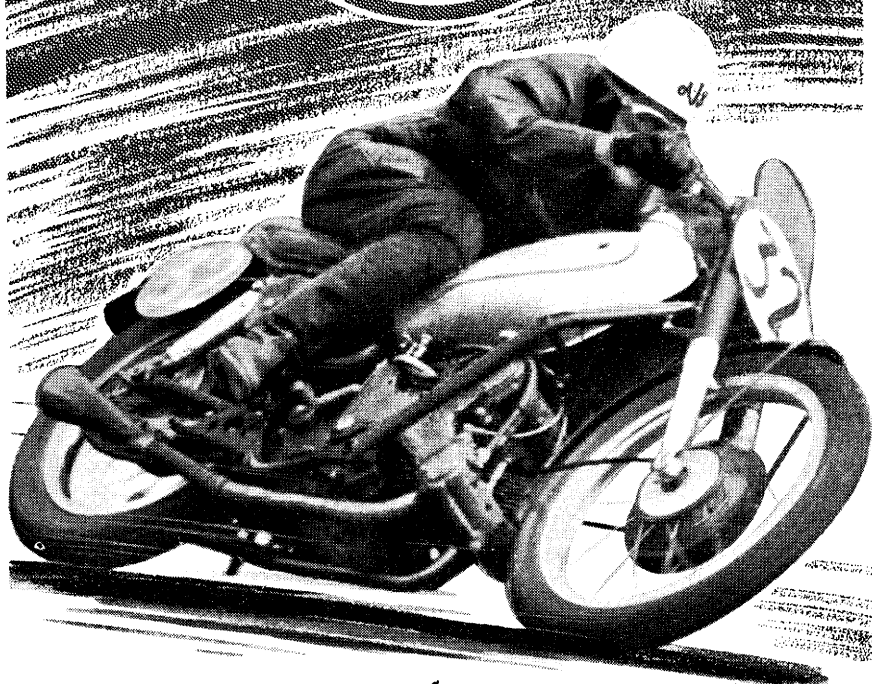
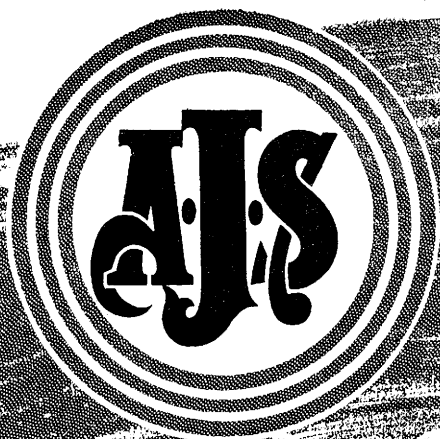
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MARSHAL'S MUSINGS

These notes might be called, "After Prescott—Before Silverstone." We shall need every Jack and Jill for the "Hutch," judging by the quality and quantity of the entry.

Here are the rough details of the Marshalling System used at Silverstone, the C.O.C. is the "King Pin" and we try to co-operate with him without causing any "flaps." This gives me a little kennel next to C.A.L. and from this control point quick signals can be sent out all round the circuit. From the kennel there are contacts with the eight corners, the commentator and the police who have S.W. radio communication with officers at the gates and at bottleneck points on all approach roads to the track.

The eight corner points operate with a pair of Flag men and a Telephone marshal apiece. We shall also require a good Sidecar marshal at each of these corners, a few volunteers still needed. In between the eight points we aim at placing one good Course marshal every fifty yards. With this system working at its best it is only a matter of seconds before a signal is made and received at the Control Point. In case all the diabolical devices break down we still have a car or two, a sidecar and a solo stationed at the Control.

The foregoing involves fully three hundred people who need to be briefed and labelled. The paper work to cope with such a programme can be imagined. Additionally, there is the Programme Sales Organisation which Messrs Roebuck and Cobbold have built up with the co-operation of a fine team of men and women who know that they are just as necessary as the riders.

The "Hutch" will close the racing season bringing thoughts to the Annual Dinner, the A.G.M. and next year's racing. If you have any bright ideas, send 'em to the Secretary to put on the Agenda for the next Committee Meeting.

Now for a few words about our Benevolent Fund which is apt to be overlooked. Next time you win a decent prize, football or otherwise, send a few bob to your own B.F. The Committee are not too happy about collecting at a Race Meeting so I'm wondering if we could run a competition to swell the fund.

What do you think about it? Don't forget, when you use the Mutual Aid small ad, to send a "small add" to your

own fund. During the winter some of you will be asked to give talks to various Clubs. This is a grand chance to take the hat round for "Bemsee Ben." Please keep the subject in mind. I sincerely hope that your efforts to swell the fund will prove successful and that the more you put in the less you get out. Best of all —**nothing at all.**

The last meeting at Blandford was well attended even if the atmosphere was somewhat subdued. Our members put up a really fine show and set a standard which must be a good example to all. To see the top notchers going the rounds, in more ways than one, must have been very encouraging to newcomers to the game. Geoff Duke was a case in point. He went all round the paddock with a friendly greeting for those he had not previously met as well as his old friends. This isn't easy for a chap like Geoff who is somewhat shy until he is on a racing saddle. Bemsee can be just as proud of Duke as he is of the Club. There is lots of room for a few more peers in the aristocracy of the worlds oldest and foremost motorcycle racing club.

Now for a few hints about Silverstone and the "Hutch." You will need your buttonhole badges **with date bars** and membership cards. Failure to produce will mean payment for entry. This procedure will now apply at all our meetings in view of some of the tricks which have been attempted.

I particularly wish to hear from those good "bloques" who can come to Silverstone for Practice on Friday the 29th September. Those who have already sent a P.C. need not do so again. They will get the usual document a few days before the great occasion. I am concentrating entirely on the Marshals, Messrs Roebuck and Cobbold look after the programmes and programme sellers.

Finally if you haven't fixed yourself up with Bed and Breakfast for the night of the 29/30 September please do so immediately. All the available places not far from the track are being booked up quickly. The alternative is camping in the special place being set aside for this purpose.

By the way we hear all sorts of funny stories about Donington. If any member living nearby can give us the up-to-date dope, not forgetting the Official Secrets Act, it will be most helpful. What are

the roads, fences and gates like? Is the Army still using the place to any great extent? Could a meeting be put on if the Park were de-requisitioned? Now that Blandford is off the list perhaps the Army and Bemsee might get together at Donington for a "Guinea Pig Race Meeting" or would it be a Moto-Cross?

Members who remember the "Ace of Spades" in pre-war Brooklands days will be glad to know it has, at last, got going again. Thanks to member Geo. Goodall I have been able to pay a visit but managed to avoid a duck in the pool with

clothes on. We are not so boisterous as in 1066—F.W.D. to note.

I hear that "Aussie" Pike is coming back. Apparently he has not got over this homesickness which affects the racing motorcyclist when they cannot meet their pals every now and then. Several other people have told similar stories from all parts of the world. Some fellows get over it—some don't and that's all there is to it. Doubtless the right age to emigrate is in the 'teens or early twenties or before delivery.

W. G. (Bill) JARMAN.

D. C. MINETT

Denis is tucked away at Stevenage building Black Lightnings and his pre-war prowess is inclined to be forgotten. It is believed that some of his rides at the track were records up to the closure and details are given below. If any member can supply similar information regarding other performances and records established up to the end of Brooklands, it would be gratefully accepted in an effort to bring together information which was lost through E.A.

Of the following figures, three are thought to be existing records:

March 4th, 1938. Averaged 110.68 mph for 58m. 30s. in an unsuccessful 2 hour record attempt. This is believed to be **record 1**—the greatest distance ever covered within one hour at the track.

April 2nd, 1938. Raised the 500cc. lap record to 116.36 mph. This figure was later broken by I. B. Wicksteed and the late Freddie Clarke.

Outer Circuit.

cc.	Date	Rider
175	6-10-34	E. C. Fernihough
250	26- 8-33	M. B. Saunders
350	9- 8-33	L. J. Archer
500	2- 4-38	D. C. Minett
750	25- 6-38	D. C. Minett
1000	27- 7-35	E. C. Fernihough

Sidecars

600	7- 5-32	C. B. Bickell
1000	12- 4-38	N. B. Pope
1100	12- 5-34	T. A. Rhodes

Mountain Circuit (Time for 5 Laps)

175	26- 9-34	E. C. Fernihough
250	2- 4-38	L. J. Archer
350	25- 6-38	G. Newman
500	25- 6-38	R. Harris
750	25- 6-38	D. C. Minett

Sidecars

350	25- 4-36	L. J. Archer
600	23- 9-36	E. G. Bishop
1000	18- 4-31	J. Douglas

June 25th, 1938. 750cc. lap record at 117.19 mph. Believed to be a 750cc. record although the supercharged 500cc. Triumph exceeded the figure.

June 25th, 1938. Established 750cc. 5 lap Mountain record at 71.45 mph. **Record 2.** this still stands.

June 25th, 1938. In Gold Star Scratch Race, put in a standing lap at 100.01 mph on 750cc. Norton. **Record 3** believed to be the fastest standing lap for any single cylinder.

All the above performances were on Beart Nortons. Denis also owned a 500cc. T.T. Rudge which was the fastest privately owned Rudge at the track with a lap speed of 112.75 mph.

Looking through his cuttings, Denis came across photographs of the Brooklands Circuit Record Boards taken in August 1938. At that time the figures were:

(Lap Records).

	Make	m.	s.	mph.
175	Excelsior	1m	54.6s	86.92
250	Excelsior	1m	37.2s	102.48
350	Velocette	1m	35.0s	104.85
500	Norton	1m	25.6s	116.36
750	Norton	1m	25.0s	117.19
1000	Brough Sup.	1m	20.6s	123.58

Sidecars

600	Bickell JAP	1m	46.6s	93.44
1000	Brough Sup.	1m	33.44s	106.60
1100	Morgan	1m	35.4s	104.41

Mountain Circuit (Time for 5 Laps)

175	Excelsior	6m	11.6s
250	New Imp.	5m	13.4s
350	Velocette	5m	1.8s
500	Norton	4m.	44.2s
750	Norton	4m	53.0s

Sidecars

350	Velocette	6m	00.6s
600	Excelsior	5m	36.8s
1000	Douglas	5m	59.0s

MODERN FUELS. Part II.

One of the most important questions to-day deals with the neutralisation of the corrosive products of combustion. There are several methods for the control or reduction of corrosion. The first line of defence at present accepted is the filtration and purification of the oil, this however is only treating the matter at the stage when contamination has already occurred, it may be appreciably reduced by efficient forced aeration of the crankcase. This has a dual function in that further oxidation of the products of combustion is brought about and any waste gases are forced out of the crankcase before they can attack the oil or metal surfaces, to a lesser degree it helps to coil the oil and engine generally.

Considerable attention should be paid to the position of the existing breather fitted to the engine, the idea being to obtain an efficient flow of air across the base of the cylinders thus sweeping away any volatile products that have passed the pistons and rings before condensation or solution can occur in the cooler crankcase.

The controlled combustion conditions of an internal combustion engine differ considerably from the simple burning in air of fuels. The performance of an engine may suffer appreciably from alterations in barometric pressure or from the humidity variations of the atmosphere. Barometric variations may be minimised by low pressure supercharging, humidity as an interference factor may be eliminated by supersaturating the air with moisture before it reaches the carburetters, that is to say by a system of water injection. Thermostatic control of cylinder head, water and oil temperatures then renders the engine unit independent of external factors and provides one of which one may be certain of constancy of performance under almost any conditions.

Saturation of the air with moisture before it reaches the combustion chamber produces a buffering effect on combustion. This is explained as follows. Slight variations in temperature, plug gap spark voltages, evenness of burning of gases and distribution in individual cylinders etc., are all smoothed out or buffered giving a far greater uniformity of combustion conditions throughout the engine. Some of the ways in which this is obtained can now be described.

Water vapour particles in the gas mix-

ture between the plug points provide a conducting path along which the high voltage spark may travel. Doubtless many people have experienced the greater shock that is sustained with wet hands than with dry, the analogy may be readily appreciated.

In the fields of chemistry and physics water is accepted as the most universal solvent and catalyst for a vast number of chemical and physical reactions. A large number of reactions between two or more chemicals will not occur in the absence of water. In other reactions, of course, water will act as an inhibitor. The burning of fuels in an internal combustion engine is a controlled chemical reaction where heat in the form of a spark provides the necessary energy for the oxygen of the air to react with and oxidise the fuel. The oxidation of an organic compound such as petrol may usually proceed in several different channels producing different compounds or end-products and from each reaction different amounts of energy are released and frequently in a different manner. It is always desirable to obtain the maximum amount of energy from a fuel and to release this energy at a rate at which it can be absorbed by the travel of the piston. When the products of combustion detonate energy is produced too rapidly and is normally dissipated, in other cases energy may be produced too slowly, or the reaction itself may produce less energy than it would have produced had it been directed into other channels.

Water not only acts as a catalyst increasing reaction velocity in the desired direction but also acts as an inhibitor to a large number of undesirable side chain reactions. Side chain reactions are not only undesirable from the viewpoint of pinking, detonation, carbon deposition etc, but also as a loss of power and economy through fuel wastage as no useful end-products are formed in these side-chain reactions. Wastage is particularly obvious in the case of carbon formation but this is considerably reduced when the air is water-vapour saturated. It may be said that water in this instance is not a true catalyst, as a catalyst is defined as a substance which increases the reaction of velocity without altering the final equilibrium of the reaction i.e. the end products are the same in nature and quantity. This, however is only a matter of definition and does not in any way influence the effectiveness of water

in combustion actions. The point with water is that it both acts as catalyst and inhibitor in the same reaction series it thereby directs the course of the reaction and maintains it in that path.

The analogous behaviour of the alcohols may be seen from the effects of the ethial and methyl alcohols on combustion. The benefit derived from their presence of the hydroxyl group which they have in common with water, the main difference between this and water injection is that the water vapour is mixed with the air, this as already pointed out is of great benefit as the water does not associate itself with the larger fuel molecules and consequently does not lose its efficiency.

Dual fuel systems of this type have also been tried in America, in most cases an auxiliary carburettor has been used and frequently a water-methanol mixture has been used instead of just water, here the only practical advantage is the increased efficiency of dispersion other than the

fact that the methanol itself is of course combustible. Our own researches on our new system have shown this to be unnecessary. It is mainly the final state of division of the water particles that counts. Methanol apart from its effects as a fuel has a far lower surface tensions coefficient than water and aids in the dispersion of the water vapour into smaller particles. This, however, can be accomplished by purely mechanical means.

In the same way as modern petrol engines now have by-pass filters as a standard fitting, so will they in future be fitted with water injection equipment and low pressure fed crankcase ventilation.

As petrol rationing has now been lifted Ross Laboratories are now able to supply any technical information required and can prepare and supply special fuel to requirements and also any of the common-or fuels e.g. benzol, methanol etc. treated by their own special processes.

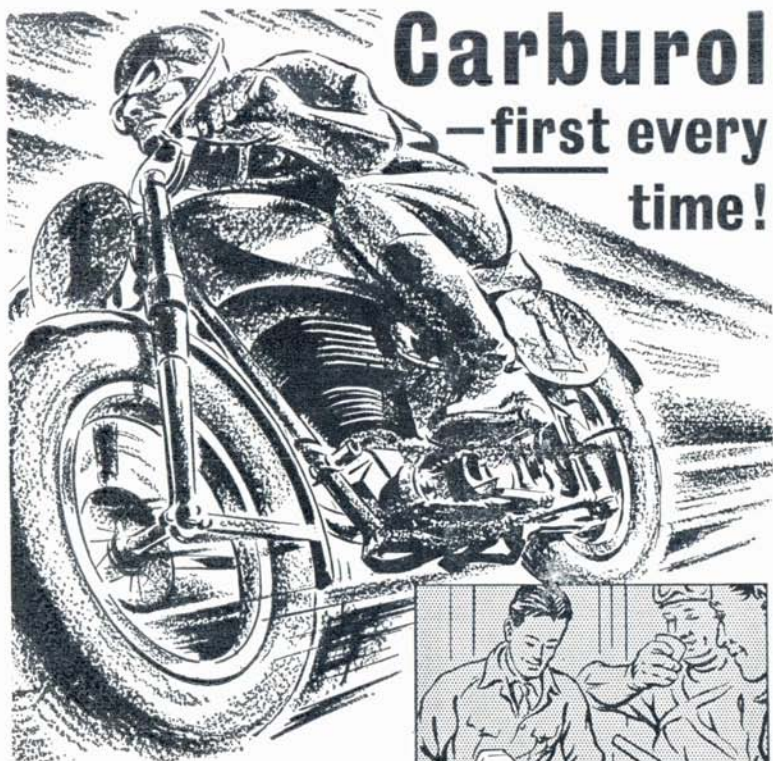
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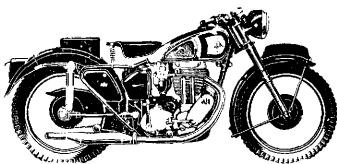
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