



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



WINNER OF THE "HUTCH." Cyril Smith, aided by a perfect passenger, takes his Norton-Watsonian outfit close into the straw bales at Woodcote Corner at Silverstone. 'Motor Cycling' photograph.

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Bemsee

Journal of
British Motor Cycle Racing Club Ltd.

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EDITORIAL

The Hutchinson 100. From the report elsewhere, it will be seen that we had a disastrous day. Make no error, the Club will be bound to incur a very heavy loss due solely to the shocking weather conditions. Another set back was the Printers' Strike but it can safely be said that, thanks to the concerted effort of those members who saw that the whole country was posted with our notices, we should on a dry day, have had an attendance large enough to cover the extremely heavy minimum layout which is incurred in the renting of Silverstone. For nearly 3,000 motorcycles to have passed through the gates on such a day speaks well for the enthusiasm which exists all over the country for first class motorcycle sport.

Ignoring finance, the day was completely successful thanks to the great sportsmanship of our rider members. The soaking conditions, the miserably wet paddock and the consequent reduction in speeds might have been expected to produce long faces but not a bit of it. The many smiles, expressions of thanks and subsequent remarks that they thoroughly enjoyed themselves showed that our riders are today as good as ever they have been.

The army of helpers, who turned out from all parts of the country to stand for eight long hours in pouring rain, deserve and have our most heartfelt thanks but they will be the first to admit that their job was made easier by a well behaved crowd and co-operative press-men who were all anxious to make the best of the day in orderly fashion. People who say that motor crowds are disorderly, should come to see a motorcycle meeting at Silverstone.

One criticism only, concerns a very few riders who send in improper protests as to results. This time, one rider has voiced his feelings by way of nothing less than a grossly libellous outcry against a fellow who has achieved some success.

Another has stated without any formal protest that he considers the results are wrong in one respect and, unless he is given satisfaction, he will take a very poor view of the Club and officials.

Now a properly thought out system exists for the lodging of protests and, when such action is taken, the Club can be relied upon to do everything possible to see that justice is done. However, if members are going to use the method of innuendo and gossip to air their supposed grievances among their friends and acquaintances, then the time has come for them to review their own position and to ask themselves whether they wish to belong to Bemsee or if Bemsee wishes to retain their membership.

The two arts which every good member of this club is expected to learn to do gracefully are—To Grow Old and To Lose.

Brooklands. Last month's comments have brought a record number of letters of support. It is obvious that the loss of the Track is much more deeply regretted than the Press, whilst being subjected to pressure to keep silent, will allow to be made generally known.

Members agree that it is time that someone should press for an enquiry into the circumstances which attended the sale of our track. Such enquiry could not fail to bring general surprise in the changed National conditions which have come about since 1945, plus the much greater interest now shown by the British Public in Motor Racing generally.

This paper, with its limited circulation, has done as much as any to get such enquiries afoot. If our readers are in support, they should not write letters to the Editor, which is simply preaching to the converted, but should start a nation wide bombardment of every Daily Paper of every political hue with a demand for an enquiry as to why valuable aircraft lives are being risked at our only motor racing track while valuable motor racing lives are similarly being exposed to danger at perfectly serviceable airfields

THE HUTCHINSON 100

The most appalling day in which Bemsee has ever completed a race programme. A star entry, a very tight timetable even were the weather fine. Yet we ran through every race, only curtailing the last two. We started to time and finished well on schedule. The pessimists had said that Silverstone on a wet day would be sheer murder for motorcyclists. Well, we had only two mishaps that might have possibly been serious, neither was in effect a bad one. The irony of it all was that practising on Friday had been in perfect Springlike weather which had so far moved some B.F. from Epsom to forecast that Saturday would be as good. His forecast was nearly right as the Sunday fulfilled all his expectations. Naturally, this is a matter on which only our friends the L.D.O.S. may express views.

The knowing ones said that this was definitely a day for small bikes, "Bring out your 350 in preference to your 500," yet Dennis Lashmar on his 998 Vincent shook the crowd and earned undying fame for a show of shows.

Despite the complete collapse of our plans for advance publicity due to the printers' strike, some eight thousand people **paid** for admission and, if you know your Silverstone, you can apply the usual constant to find out how many were there. A tribute to the enthusiasm of motorcyclists for their wonderful sport. The marshals, timekeepers, stewards, judges, police, fire brigade, medical officers and nursing staff all stood by and did their job well, irrespective of damp extremities. Barry, with his splendid gang of scrutinising mates, coped with 216 riders—many of whom, had several machines to be examined—whilst Bill Huxley, Bob Winter and George Goodall walked miles in the paddock rounding up the lost sheep for each race.

A special word of thanks to Stan Bowen who brings along a beautifully maintained Triumph, obviously the apple of the Bowenorial optic, and covers well over 100 miles during the day in course marshalling duties. Cabby Cooper and Ted Frost were as active as ever with their course opening cars. One major disappointment, we unfortunately missed the very special treat of a demonstration run by Squirrel's partner—Rupert Instone—on a new 1000 cc. racing car which has been literally dreamt of, drawn and built in the bedroom and lowered through the window for its first road test. The car was there, Noel took it out for a trial on the Friday when the gearbox gave trouble such as might reasonably be expected of any new job. Work carried on all Friday night and the car was actually ready in time for its performance but, through no fault of it or its driver, the run had to be abandoned after all. A great pity yet, if this is a world beater, it has not required the National Debt or the resources of the entire motor industry to build.

In these opening paragraphs of praise, the highest word has been left until last; for the riders. You turned up, you rode, you got miserably wet, your machines got soaked in mud, you slid all over the place and you came in with faces wreathed in smiles and you said you had loved it all. To every one of you—Thanks a Million.

The racing went as follows:

First race. 350 c.c. 8 lap scratch. Scheduled to start 10 a.m. Starting-time 10 a.m. Met. report—WET. Of a field of 50 nearly 40 turned out to see what things were like and 26 finished within 4½ minutes of the winner. Cecil Sandford on A. R. Taylor's Velo led throughout but a really good show was put up by two 7/R riders who would have been more at home on their

famous 250's today. Basil Keys and Roland Pike were close behind the Velo followed at a bigger interval by Monty Lockwood and a whole party bunched tightly together. Dickie Dale, on one of the latest 350 Nortons was good at the start but went out of the picture. Any man who has been engaged in first class road racing this season may well be excused such a disappearance on a day when conditions were so abnormal.

Second race. 250 c.c. 8 lap scratch. Schedule and actual start time 10-35 a.m. Met. report—WETTER. Some of the boys had sampled the course in the previous race. Tommy Wood was out for his first run. He and Maurice Cann gradually drew ahead of Roland Pike, these Guzzis look slender enough but their road holding is outstanding. Arnold Jones equally, rode well on a Guzzi. The biggest surprise in this event was that, of the English brigade, Roland was unable to hold his early established lead and Harry Pearce overtook him and gained 9 seconds on him in the closing laps. That Triumph which behaved so creditably at Prescott certainly has got something.

Third Race. 500 c.c. 8 lap scratch. Started on time 11-10 a.m. Met report—HAEMATIC HORRIBLE. A shaker if ever there was one, giving further proof that there are lads of great promise among the lesser of Bemse's lights. Geoff brought out his beautiful Norton, but after one lap, retired having failed to keep his matches dry. Although all the Norton boys—Geoff, Harold and Dickie—had entered of their own accord, Joe Craig was an interested watcher and, after this happening, he counselled withdrawal from further racing. A decision which must have been very hard to make but with much common sense behind it.

To revert to the contest, the surprise was occasioned by two 'unexpecteds' harrying Dickie Dale. Bill Ryan on his W.R. Special which your Secretary has valued on countless occasions, the market fluctuating between 12/6 and 17/6, and Ernie Barrett on an almost equally decrepit looking Norton. At the end of the race, both had overtaken Dickie when Barrett fell and, although he remounted at once this dropped him back to 11th place. Another outstanding ride was that of Robin Sherry who, by finishing third on a Norton undoubtedly gained experience, put to use later in the day for one of the most runaway wins.

Fourth Race. Sidecars and 3 wheelers

handicap, 5 lap. Starting time on schedule. Met report—JARMAN JUST JUICE. Here timekeeper Lumby took the place of indefatigable starter Ken Gainsbury in order to start the drivers off at their handicap intervals. The handicappers had duly recognised the prowess of World-Champion Oliver and freely-tipped-challenger Peter Harris but there was an atmosphere of the old track days in the handicaps given to Jack Surtees and Don Slate. Jack has not had much luck recently and so his 998 c.c. Vincent started among what might be called the average 596 Norton men. Don had a little more start which it is unlikely will happen again for some time. From the way Slate forged ahead, it was obvious that, given no mishap, he must win. However, biggest surprise—and indeed a most pleasant one—was to see Jack Surtees thundering round, to finish second, Eric Oliver rode in his best manner. Although, starting from scratch, he did all that he knew to overtake the field, his speed was actually slower than Slate's so that, with the addition of a 35 second handicap, Eric finished 51 seconds behind the winner.

This race was one of the most stirring of the day. Water in ignition may possibly stop a three wheeler but never was there more convincing proof that, given first class passengers as we saw at Silverstone, the sidecar is the safest vehicle existent for wet weather driving.

A luncheon interval followed during which there was a space of minutes in which no rain fell. The Celestial Plumber speedily rectified whatever defect had affected the heavenly ballcock so, smart to time and evenly moistened within and without, we started as before:—

Race Five. The second 350 c.c. 8 lap scratch race. Profiting from his knowledge gained as to the navigable channels, Robin Sherry made a terrific start and continued to stretch out his lead from so formidable an opponent as Bill Lomas on Dickie Wilkin's Velo. Probably the most exciting scrap here was between Len Bayliss, Bill Ryan and Don Williams who finished in that order with 1.2 seconds separating the trio. Among the 24 finishers, a special word should be said for Tom Williams who finished very creditably in his first ride at Silverstone on a BSA and P. R. Sproat whose 90 Plus was the most impressive of that make out today.

Race Six. The first Invitation Race 350cc. 17 lap. Massed start, sealed handicap for the Mellano (Hutchinson) Trophy.

Met. report—NOAH HAD IT A LITTLE WORSE.

The AJS team consisted of Frennd, Graham, Doran and Featherstone. Because of his well deserved appointment to the AJS team, Mick had foregone two earlier riders on his privately entered Norton so this was his first time out today. Charlie Salt rode one of Nigel Spring's Velo. Bill Doran was a welcome figure, now happily recovered from his I.O.M. spill but having a rotten day for his return to the game. Sid Barnet, out for the first time today set off at a really good pace on his Norton, Robin Sherry's blood was now well and truly up and Mick meant to pick no water lilies on the way. Early on, Sid ran out of road at the deceptive Abbey Curve, his bike was damaged but he was unhurt. Robin hard behind could not avoid the fallen Norton and, unfortunately suffered a much harder fall with a lot of damage to the bike and a small leg injury, fortunately not serious. Poor Mick simply could not avoid the mix up and he too came to earth, without hurt but with damage to his machine. His very genuine dismay at this ending to his first work's ride was pitiable. He refused to be too downcast and, thanks to the advice and encouragement of Jock West, rode his Porcupine later on and proved his worth.

Meanwhile Les Graham, moving faster than anything yet seen, streaked home a winner with less than 29 seconds separating the next four men. As a foretaste of things to come, Denis Lashmar on Dunham and Haines' Velocette was 1.2 seconds only, behind Charlie Salt. The first Invitation Race had justified itself, a well matched battle with the win to the best man.

Race Seven. The first 17 lap handicap for all sizes and solos or sidecars followed. Starting again to time. Met report—DEEP DEPRESSION OVER DADFORD. Indeed a momentous race, the experts had forecast disaster from allowing sidecars and solos to be on the track together. With five sidecars and several 250cc. solos with 7½ minutes start on Dennis Lashmar (in solitary state as scratch man), it was decided for safety reasons to start the whole boiling by a massed start, putting the sidecars on the back line, and making subsequent adjustments for the handicaps as printed. The decision proved good in every way.

The sidecars had a great advantage and the man whose chances looked quite the worst was Dennis on his big 'un. Yet he

proceeded to turn up the wick in a display which frightened everybody except D.G.L., to run through the field and finish first at 68.87 mph with the fastest lap of the day at 71.13 mph. In making this astounding performance, the Count fell off about half way through but, as becomes a good paratrooper, he speedily bounced back in the saddle and wiped off a deficit of some dozen places occasioned by this argument with G.

Another unfortunate was H. L. Stephen who explored the tractless regions surrounding Woodcote Curve. As he was dazed, he was taken to hospital but discharged O.K. since when he reports that his fall was due to 'sheer carelessness, trying to take Woodcote 3 times faster than Geoff. Duke with less than one-tenth of his experience.'

A few extra details anent Dennis are justified here. His had been the only entry for the 1000cc. 8 lap race received up to the time when that race was abandoned in favour of a second 17 lap handicap and so, his success is doubly well deserved. Also, although the order of the day in the mixed races was for the sidecars to overtake the solo's on the corners. Denis was having none of that and he was overtaking the three-wheelers—and enjoying it!

Among the sidecars, a special word for Stan Jenkins and his passenger N. S. Lee. Due to fork breakage three weeks before at Brough, both were still a bit groggy, broken ribs prevented the usual canary like hopping from perch to perch for Norman whilst Stan had combated the effects of a broken thumb by a welded extension for his clutch lever. They coped sufficiently well to finish sixth on handicap at the creditable speed of 57.79 mph on a 490cc. Norton outfit.

Equally meritorious and, probably largely influencing the judging committee in their careful observance of all contestants for the Anonymous Trophy; Ernie Barrett went like one possessed, actually taking the lead at the time of Dennis' disembarkation, to finish second. When the handicap adjustments were worked out, Dennis was placed third and Ernie ninth whilst Jack Beeton on his sidecar had some 43 seconds advantage over Max Klein.

The whole race was most exciting, it must have cheered the sidecar boys no end and it finally shot away the foreboding of those who had prophesied Silverstone dangers for mixed or wet races.

Race Eight. The second Invitation Race for 500cc's brought certain tribulations.

The exhilarating effect of so much liquid refreshment moved our indefatigable team of marshals to get the race lined up **ahead of schedule**. Due to the Met report — **PRECAUTIONS FOR SPONTANEOUS COMBUSTION CAN NOW BE RELAXED**—it was decided, with the agreement of the riders, to cut this event to eight laps. The paddock had been warned and all starters were assumed to be on the line when Ken Gainsbury dropped the starting flag some four minutes ahead of schedule. As the men started, a spectator cried 'Where are the AJS men?' and it was realised they had not lined up. Simultaneously, Jock West came to the line, he had not heard the announcement. The race was stopped at once and restarted. George Brown registering displeasure by refusing to re-start. In this race, Sandford and Featherstone were on Porcupines, Ted Friend too but Les Graham—who had previously said he had had no intention of using a Porcupine—started on a 7/R AJS. The regulations specified a capacity limit of 400 to 500cc. and, after a protest, Les, who actually finished first at a slower speed than his previous win, was excluded. The selection of riders in this gruelling race had been in accordance with successes achieved this year and had worked well. John Hodgkin with Cadwell successes, Mickie Featherstone an obvious man to watch, Phil Carter of Clubman's T.T. fame, Harry Bostock a game lone hand with Finnish success recently in mind, Don Williams, 'Red' Harrison and Phil Heath, all justified the confidence which had been shown in their selection for the race. And so to

The Ninth and Last Race. Another allcomers 17 lap handicap, again all starting together, with sidecars in the back row. The **Wet** report being—**THE DAY MAY BE CONSIDERED POOR FOR OPEN AIR DRYING**—it was decided to cut this race to 8 laps, the riders unanimously approving. The last of the four races to decide the winner of the Mellano Trophy, this proved to be the race which held the new holder for 1951. For the first time, the giant trophy has gone to a sidecar and, in this event sidecars filled the first three places on handicap, whilst they were also actually the first (E.S.Oliver) and third (C. Smith) finishers R. H. King being the second man home. Bill Ryan was fifth by place and 6th by handicap on his AJS whilst Jon Boulter on his 90 Plus finished thirteenth and 8th respectively. Some exceptionally thorough research—it may have been agricultural or

geological—was made at Abbey Curve by G. S. Hubbard using his 250cc. Rudge as a trowel to gather specimens. It is believed that, under the lorry load of soil samples which G.S.H. took home, his Rudge was somewhere to be found. The rider surveyed his work with smiles of satisfaction sufficient to make anyone unacquainted with the make-up of motorcycle sports, utter remarks about "lunatics" and "imbeciles."

So ended a day in which the elements completely failed to damp the dauntless spirit which has made Bemsee the power in the land which it undoubtedly is. Two other happy events marked the closure of the day. Despite such miserable conditions, our programme sellers turned out and disposed of a large number of the really beautiful programmes which were much admired. A certain quantity was, of course, unsold, if you require one for yourself or some friends, why not help to remedy slightly the inevitable deficit, by sending your bobs for as many copies as you need?

Lastly, encouraged by the excellent showing of the sidecars, Mr. Ronald Watson—who generously presented the Watsonian Cup for the winner of the Sidecar Handicap—has now promised the club a permanent trophy for annual competition at further Hutchinson 100 meetings. The terms and conditions of its presentation will be made known by the time of the Annual Dinner.

Our white markers proved their worth repeatedly. It is significant that the two places where there were incidents—Abbey and Woodcote—were the only ones which had been deemed not to need markers. This will be altered next time. At the close of racing, about six to ten had been broken by riders but, on the following morning when we went to collect in the hundreds which had been laid down, less than one dozen were intact the remainder having been deliberately smashed by the 'Silverstone Gleaners.'

And so, jointly and severally, to bed. By means of a hot bath, blankets and whisky we managed to avert what looked like a very serious onset of flu, or worse, for Barry whilst Sir Algernon Guinness, who was barely recovered from the effects of an equally soaking car T.T. meeting in Ireland, went home damp but undaunted and proud of his motorcycle club which he so strongly supports in spite of the ribald comments of his car racing acquaintances. In this respect, we of B.M.C.R.C. are fortunate to have so many

friends who, being well known in the car world, have done so much for us in Post War years to improve our relations with our four-wheeled friends. Names which immediately come to mind are Mike Couper, Teddy Comerford and indefatigable Squirrel. If you have never heard Squirrel's story of the occasion when, having left his crutches at home, he was fixed up with the loan of a pair said to be 'for a tall man' and reminiscent of a Stirling undercart—well, that is one of the experiences in life which no good member should allow himself to miss. So, get hold of him next time and make him spill the plot.

There are certain officials whose unflinching good humour and assistance are too much taken for granted by this scribe. In closing, a very sincere message of thanks is sent to every friend who helped us to succeed in keeping on top and afloat at the first really wet race meeting ever to be held at the R.A.C. Silverstone Circuit. The full results are as follows:—

Event 1. (350 c.c. 8 lap.)	m.p.h.
1. C. C. Sandford—(Velo)	62.55
2. B. E. Keys—(AJS)	61.99
3. R. H. Pike—(AJS)	61.68
4. M. V. Lockwood—(AJS)	59.61
5. M. Klein—(AJS)	59.37
6. J. Simister—(AJS)	59.28

Event 2. (250 c.c. 8 lap.)	
1. T. L. Wood—(Guzzi)	63.66
2. M. Cann—(Guzzi)	62.22
3. H. A. Pearce—(Triumph)	61.16
4. R. H. Pike—(Rudge)	60.75
5. D. W. J. Harrowell—(L.E.F.)	60.51
6. A. W. Jones—(Guzzi)	59.76

Event 3. (500 c.c. 8 lap.)	
1. W. Ryan—(W.R. Spl.)	64.97
2. R. H. Dale—(Norton)	64.96
3. R. H. Sherry—(Norton)	64.02
4. H. L. Williams—(Norton)	63.93
5. R. H. King—(Norton)	63.65
6. P. H. Carter—(Norton)	63.64

Event 4. (3 Wheeler 5 lap handicap)	
1. D. Slate (nett), (Norton 596cc.)	67.47
2. J. Surtees (nett), (Vincent 998cc.)	64.32
3. E. Oliver (nett), (Norton 596cc.)	66.08

Event 5. (350 c.c. 8 lap)	
1. R. H. Sherry—(AJS)	67.80
2. W. A. Lomas—(Velo.)	63.89
3. L. J. Bayliss—(Ellbee Special)	63.48
4. W. Ryan—(AJS)	63.45
5. H. L. Williams—(Norton)	63.42
6. W. C. Storr—(AJS)	63.24

Event 6. (350 c.c. 17 lap Invitation)	
1. R. L. Graham—(AJS)	68.12
2. C. C. Sandford—(Velo)	66.78
3. W. A. Lomas—(Velo)	66.12
4. C. F. Salt—(Velo)	66.11

Event 7. (First 17 lap handicap)	m.p.h.
1. J. Beeton (nett) (Norton s/c 596cc.)	59.71
2. M. Klein (nett), (AJS 348cc.)	63.10
3. D. G. Lashmar (nett) (Vincent 998cc.)	68.87
4. R. McDonald (nett) (Norton s/c 490cc.)	58.19

Event 8. (500 c.c. Invitation, reduced to 8 lap)	
1. J. P. E. Hodgkin—(Vincent)	64.80
2. M. S. Featherstone—(AJS)	64.59
3. P. H. Carter—(Norton)	64.41
4. H. T. Bostock—(Triumph)	63.57

Event 9. (Second handicap, reduced to 8 laps)	
1. C. Smith (nett), (Norton s/c 596cc.)	65.43
2. E. Oliver (nett), (Norton s/c 596cc.)	66.19
3. L. W. Taylor (nett), (Norton s/c 596cc.)	60.84
4. R. H. King (nett), (Norton 490cc.)	65.56

WINNERS OF TROPHIES

THE MELLANO (HUTCHINSON)

TROPHY

Winner: C. Smith—596cc. Norton-Watsonian s/c.

Second: E. Oliver—596cc. Norton-Watsonian s/c.

Third: L. W. Taylor—596cc. Norton s/c

THE CARBUROL CUP

T. L. Wood—248cc. Moto-Guzzi.

THE ASSOCIATED MOTOR CYCLES LTD. CHALLENGE TROPHY

W. Ryan—498cc. W. R. Special.

THE WATSONIAN CUP

D. Slate—596cc. Norton s/c.

THE CADE CUP

R. H. Sherry—348cc. A.J.S.

THE BEART CUP (fastest lap)

D. G. Lashmar—998cc. Vincent
71.13 m.p.h.

THE ANONYMOUS AWARD

E. A. Barrett—499cc. Norton.

THE COMERFORD CUP

M. Klein—348cc. AJS.

EVENT 6. SOUVENIR PLAQUES

L. R. Archer A. E. Moule
H. B. Ranson O. P. Hartree
D. G. Lashmar T. L. Wood
J. Simister

EVENT 8. SOUVENIR PLAQUES

R. E. D. Harrison F. P. Heath
H. L. Williams

RACING NEWS

The Supercharged H.R.D. Following last month's item of news, Geoff Manning states that, while the details of the machine are correct the rider and the site for the proposed attempt on the present World Maximum Speed Record have yet to be finally settled. The rider will not be Roland Free who is only concerned with American Records.

Free has ridden his unsupercharged Black Lightning at Utah both with and without a streamlined shell. With the shell, he came to grief but without streamlining he has exceeded many present American record figures up to ten miles. Due to difficulties over matters of procedure, these may or may not be recognised as records.

The Manx Grand Prix. Another successful series of races was marked by the usual star performances by Bemsee riders. The main contests were always between Don Crossley, Peter Romaine, Mick Featherstone and Harold Clark. Robin Sherry proved that here we have one of the men 'to be watched' while another dark horse who is not, as yet, a member of Bemsee is D. E. Bennett an Ariel tester who rides Nortons.

We entered teams in both races but were beaten in the Junior by the Peveril Club and, in the Senior, by the Mont Christie to both of whom we send sincere congratulations.

The Junior looked as though it would be a duel between Don Crossley and Peter Romaine but Don—who has certainly foxed us all this year by the reports of his ill health—turned up at the weighing in with a huge tank to enable him to make a non-stop run. In general, Don's strategy proved completely successful. He just had sufficient fuel and his riding suggested that his physical condition was good enough.

Peter Romaine led for the first three laps but, when he stopped to refuel, the race was lost if the Ramsey man's calculations were to prove correct.

Robin Sherry deserved a third place which position he was holding well until the very last lap when forced to retire with gearbox trouble. Fellow Cambridge men Peter Pratt, Neville White and Rupert Lucas made brave efforts. Peter finishing on his new Velo, Neville finishing after a fall at Quarter Bridge in his fourth lap whilst Rupert—forced to use an extremely aged Velo due to a frame break-

age in practise—failed to finish due to the inordinate thirst of his old pensioner.

Jim Crow was creeping up to fourth place until his retirement in the very last lap, other Bemsee men who retired being R. H. Rudge, H. J. Cronan, H. R. Penton, W. J. Netherwood, K. Rickard and J. A. Thomson. Poor L. Perks, who is taking up racing in deadly earnest, seems to be having bad luck. The tyre of his Velo burst on his last lap, putting him in hospital and out of action for a few weeks to come and thus spoiling his chances for Silverstone. E. A. Mortis is another Junior rider out of luck. 'Rigor' crashed in practise sustaining a temporary stiffening of his right arm. It will take some time to recover the use thereof but he expects to twist a pretty grip in 1951.

We entered three teams as follows:

A. P. Romaine, P. H. Carter, H. J. D. Boynton (All 3 finished).

B. G. W. Robinson, G. N. Ewer, J. A. Thomson (Only George Robinson finished, a good 10th although his recently recovered leg went stiff for the last 2½ laps. George and the Velo pressed on notwithstanding. Good team play).

C. H. R. Penton, C. G. Griffiths, D. Langton. (Penton and Griffiths both rode well, specially so on the part of Griffiths who, though not all that young, sets about the racing game seriously. Dennis Langton had engine failure riding up to the start and, although the Manx Club did everything possible to enable him to start, was unable to effect repairs in time and had to spectate, a disappointing experience).

Bemsee riders finished as follows:

1st D. G. Crossley (AJS) 82.59 mph, 2nd P. Romaine 82.39 mph (and fastest lap at 83.5 mph), 7th H. L. Stephen (AJS) 77.0 mph, 9th C. G. Griffiths (AJS) 76.74 mph, 10th G. W. Robinson (Velo) 76.01 mph, 13th A. D. Brown (AJS) 75.37 mph. All in replica time.

17th E. Andrew, 19th Angus Herbert, 21st A. A. P. Toher, 23rd E. R. Ward, 24th P. Simister, 25th J. Darbishire, 29th P. L. Pratt, 33rd H. J. D. Boynton, 34th N. W. White, 40th E. Goodwin, 45th G. H. Jones, 47th P. H. Carter, 48th J. M. Crow, 49th A. Davenport, 51st J. S. Wilson, 52nd W. Jenness.

In the Senior Race. Peter Romaine, again on a Beart Tuned Norton, had no surprise challenger with a non-stop fuel tank. The Norton was the one which Ted

Iffland rode in this year's Senior T.T. It went well despite the spill sustained in June, leading from start to finish although below the record speed of 86.06 mph.

Our new star, Mick Featherstone was always second and, up to half way, was keeping a close station by dint of sheer riding skill as his machine was somewhat slower than Peter's. After the half distance, the gap began to widen and, although Mick kept ahead of the rest of the field, his motor was obviously slowing toward the end.

Denis Parkinson, the most experienced M.G.P. competitor, had bad luck to retire on his fifth lap when comfortably third. R. M. Lucas succeeded in repairing his race Velocette but failed to finish the course, Angus Herbert ran out of fuel on his fourth lap and pushed his Norton in from Hilberry to refuel. A brave effort but too much time was lost thereby. V. J. Holcroft, E. Goodwin, Don Crossley, P. L. Pratt and E. Procter all retired. Phil Carter was slowed by a leaking fuel tank and J. G. Darbshire had to stop for adjustments. A. F. Norris, who was a successful member of both last year's teams, faded out of the race early on, reason unknown. N. V. Young, a new member, was earning high praise for the handling of his Triumph but passed out of the picture about half way. C. G. Griffiths made another good show—two finishes in the week can be counted as a really fine performance for our friend from Uckfield.

I. R. Muir, riding R. B. Bibby's Norton, averaged approx 73 mph until the bottom bevels packed up at Greba on lap 5. Ian hopes to beat his bad luck next year.

George Robinson's Triumph was much below his expectations and, finally, an oil leak made him ease up on the bends too. Robbie's Ma had cleared two places on the mantelpiece for a pair of replicas but she will have to make do with a plaque in one space until George restores the balance next time.

We entered four teams:

A. P. Romaine, A. F. Norris, J. M. Crow. (Norris retired others 1st and 5th).

B. G. W. Robinson, P. H. Carter, H. R. Penton. (All these finished).

C. J. A. Thomson, N. Young, R. F. Austin. (Young retired).

D. H. L. Williams, A. J. Barham, C. G. Griffiths. (All three finished).

Bemsee riders finished as follows:

1st P. Romaine (Norton) 84.12 mph (and fastest lap at 85.55 mph), 2nd M. S. Featherstone (Norton) 82.80 mph, 5th

J. M. Crow (Norton) 80.43 mph, 6th E. Andrew (Norton) 80.42 mph, 8th H. L. Williams (Norton) 79.81 mph, 9th H. J. Kemp (Norton) 78.83 mph, 10th P. E. R. Morgan (Norton) 78.55 mph, 13th R. H. Sherry (Norton) 77.68 mph, 14th P. H. Carter (Norton) 77.48 mph, 16th H. J. D. Boynton (BSA) 77.35 mph. All in replica time. 19th R. H. King, 21st H. R. Penton, 24th G. W. Robinson, 25th C. G. Griffiths, 27th A. C. Taylor, 28th E. Carter, 30th R. H. Rudge, 31st P. Simister, 35th R. Jervis, 36th N. W. White, 43rd A. W. Zealand, 45th J. A. Thomson, 47th D. C. Langton, 48th A. J. Barham, 56th A. D. Pinckard, 57th R. F. Austin, 59th J. G. Darbshire, 61st W. Jenness, 62nd A. Davenport.

Other meetings have been held at **Ansty** and **Castle Combe**. Details to be given next month. Both were more fortunate with the weather than we were at Silverstone.

The A.C.U. have reserved August 6th for their 1951 International Road Race meeting. Report has it that they are favourably disposed towards Boreham Airfield, the Chelmsford Club's new hunting ground.

Two Strokes. Elsewhere in this issue are details of certain British private racing ventures. Whilst the results are creditable in extreme, some doubt may be expressed as to whether we are near the limit of two stroke capabilities when the record figures established on September 14th at Montlhery by the team of three Italian riders—Ruffo, Leoni and Alberti—on a 75cc. Guzzi two stroke are considered.

Ranging from 10 kilometres at 66.93 mph to 1000 miles at 63.97 mph, probably the most outstanding figure is that of 100 miles at 71.16 mph.

Literally 'tailored' to suit the riders, the little machine had one of the most perfect streamlined enclosures yet seen on a solo. A tail fin was used which, probably due to calm weather and the low maximum speed, gave no trouble. Points of particular interest are the knee rests in place of footrests, handlebars at the base of the steering head (was it Brocklebank or Searle on the Sheffield Henderson who used this device in the Twenties?); pressed steel link forks with a front brake and air-ducts with suitable baffles to give forced cooling draught over the longitudinally finned cylinder. One would guess that the latter component must represent the welcome solution of many design points which have worried other two stroke engineers. It will be recalled that the little 75cc. Guzzi uses a rotary inlet valve.

250 cc. Records. On September 17th, whilst still at Montlhery, Ruffo, Leoni and Fergus Anderson broke ten 250 cc. records from two hours up to eight on a Guzzi. By a small margin, they cleaned up most of the present record list removing all the records held by Monneret and Tinoco and most of those which have stood to the credit of Ferni and Charles Mortimer since 1935. The 9, 10, 11 and 12 hours still stand to the latter whilst the 24 hour and 1000 miles record set up by Hommaire and Sourdot on a Monet Goyon in 1929 remain unbroken.

On the 20th September, Fergus Anderson setting out by himself lifted the two hour record from the figure of 93.98 mph

established a day of two previously, to the remarkable one of approximately 99 mph. A stupendous show but how it would have raised the eyebrows of the bonus hunters of old!

The Minnie Grenfell Trophy. Marking has taken place throughout the season but it has been quite impossible to print figures to date. As we go to press, the marks for the Manx, Prescott and Silverstone have still to be added but, as far as can be seen, Geoff Duke with a total of 38 marks, has a commanding lead over the runners up—R. H. Pike—16, Lockett and Romaine—12 each and Graham and Sherry with 11 each.

COMMITTEE NEWS

September 11th, 1950. Present: Messrs Pope (Chair), Baragwanath, Glover, Jarman, Taylor, Roebuck, Lewis, Brown (assistant to Secretary).

Apologies. Mr. Daniell at Monza, Mr. Rickard in the I.O.M.

Prescott. The results were reviewed, A loss would be inevitable but not so great as had been expected.

Letters of approval from Messrs Blandford and Skipworth and Notwen Oils, noted with appreciation. The club to mark its gratitude to the Bugatti Owners' Club when the final account should be complete.

Hutchinson 100. Reports of progress with Car Parking, catering, printing, programme sales, marshalling made and studied.

Plans for previous publicity had been spoilt by the Printers' Strike. Concentration to be on poster distribution and approach to the National Press.

The presentation of The Watsonian Cup by R. Watson Esq., to be awarded to the winner of the 5 lap Sidecar Handicap, was noted with pleasure.

Annual Dinner. Plans for the hiring of Wandsworth Town Hall for the night of December 8th approved. A sub-committee—Messrs Pope, Jarman and Lewis—to complete negotiations with freedom to arrange a dance if thought fit also a simple competition.

The price of admission to be kept as low as possible with reduction for double tickets.

Ulster Grand Prix. The success of Messrs McPherson, Hinton and Sandford winning the Club Team Prize was noted.

Mr. McPherson had written regretting that the injury to Mr. Morrison had prevented an all Australian team riding for the Club.

Resolved that in 1951 a Club Award should be prepared and presented at the close of the season to all Overseas Members who had represented the Club at International Events during the year.

Police Functions. Details of invitations extended to the Club to be presented at the Bow & District Gymkhana, to be held at Chigwell on October 21st and of another social evening at Hendon later in the year noted and to be accepted. The Secretary to write suitably.

Benevolent Fund. Certain recommendations made for the consideration and action, if approved, of the Trustees.

1951 Dates. In response to an A.C.U. Circular, two dates for the Club's major events of 1951 to be booked for April 21st or 28th and September 29th or October 6th.

The Secretary. Gave notice of his inability to carry on the work of the Club. On being questioned, he undertook to see the Committee through to the end of 1950 but asked them to make suitable plans for 1951.

Mr. Wilfred Pickles. On the proposal of the Secretary, the election of Mr. Pickles to honorary membership was carried nem. con.

New members were elected but only a verbal report could be given, instead of the usual monthly account, due to the pressure of work in the office over Silverstone. The Chairman declared the meeting closed.

SPEAKING PERSONALLY

Gas Turbines. Professor Low can, very rightly, afford himself a smile at the expense of those who have laughed at his experimental work over twenty years. This is but one field wherein our distinguished Vice-President has been a pioneer. The pity of it all is that the only place where the scoffers concede credit is generally the Obituary Column.

The Professor urges that the time is now proper for the Club to offer a prize for the first G.T. motorcycle. This can certainly be done. Points to be borne in mind are that the machine must be road-worthy, not unduly heavy and capable of covering a reasonable distance of the circuit at one of our race meetings, either in competition or by demonstration run, at a reasonable racing speed.

The member who has already given some details of his investigations, hopes to bring a wooden mock-up of his design to the dinner on Dec. 8th. It is 2ft. 10in. long and 1ft. 2in. high and should excite much discussion. Installation in a two wheeler may require careful thought. If the main shaft is in line with the frame, the problems of bevels and indirect drive on all gears arise. George Brough certainly had something with his twin rear wheeled four cylinder job. Who knows? The ultimate drive for a motorcycle may be hydraulic, in which case, we should be able to arrange two wheel drive with a hydraulic motor in each hub.

R. A. Beecroft. Pressure of business will regrettably prevent Ron from continuing as Secretary of the Vintage M.C.C. next year. Possibly his position will be taken by R. C. Chawner another old Bemsee friend.

The formation of regions has not been easy for the V.M.C.C., a fact which all governing bodies might very well note, bearing in mind the chaos that goes with all National Government which has the expensive luxury of "Regional Control." Off Caps and God Save The Minister!

B. A. Barker (of Chadwell Heath). As an Engineer Officer in the Merchant Navy has been unable to get to meetings this year. He has now got things in line, and also a 350cc. Beart Norton, for a crack at the racing game in 1951.

L. G. Martin. Les has made remarkable strides in the face of injuries which have literally threatened to wreck his home life. It is a pleasure to report that he has kept bravely cheerful, can now almost walk without the aid of a stick and can

put on his shoes and socks—a performance which was not expected for at least a year. Les sends a particular message to the hundreds of members who have written to him. All letters will be answered personally, he can only manage a few at the time.

To add to his woes, Les is now troubled through his Insurers asserting that he was not covered as his accident was not in the actual race. This despite the fact he fell in practising time when the roads were closed. Members are counselled to take heed of this and to make sure that no possible loophole can exist for repudiation of what one would obviously consider a legitimate accident claim. When in doubt, take your Insurance Policy to a solicitor for vetting to make sure that you will be entitled to the cover for which your expenditure of money is intended.

Vic Willoughby. This bloke has been through all the troubles possible but remains his cheery self. Vic will abide by his doctor's decision as to when to ride again but his comments on his physical condition make it clear that, whatever else has been bent, the efforts of M.V2 has completely failed to make any impression on his sense of humour. How's this for a typical Vic line?

"My personal damage included a fractured skull, broken nose, damaged right eye and various associated symptoms. One of my chief worries at the present, is the proneness of the damaged eye to disagree with its partner whenever it feels its 'had enough.'

They tell me I'm extremely lucky still to be in his world—apparently I got as far as the Pearly Gates but it must have been early closing day!

Glad the lads wiped up the 500 and 350 Monza races. Why the Hell don't we also give serious attention to the 250 and 125 classes? Yes, Bill Petch is one of the coming star men, particularly on the ear-holing type of course!"

Write him in similar vein—
c/o Bennet House, Helens Bay,
Co. Down, N. Ireland.

Mrs. Whorwood. Is especially grateful to all the Bemsee boys who have sent messages of sympathy. She writes that, at all times, she would appreciate a call from any members, concluding with the remark 'Colin's friends are our friends.'

So, if you have the opportunity, drop in for a few minutes at 9 Nower Hill, Pinner, M'sex.

Passes. We were assured of an excellent 'gate' at Silverstone as the usual thing upon issuing any 'Privilege' pass, was to receive a note from the recipient asking for more. Those delightful little slips on the final regulations which merely needed a signature if the signer wished to be judged for the Comerford award were also largely used to give an added demand for a free pass for 'my wife,' 'my fiancée,' 'Roger the lodger' etc. etc.

Probably the most endearing footnote, added by one competitor to the proviso—'It is understood that if I win a first place, this application is to be ignored,' consisted of the words 'and that the age of bloody miracles is again upon us.'

Also remarkable, our correspondent appeared to have sharpened the point of his barge pole before dipping it in the inkwell and his signature could be distinctly deciphered.

Definitely letting the Club Standards down!

Jack Emmott. As the result of last month's Mutual Aid request, Jack is now working with Eric Williams at Worcester. Yet another member in a corner of England where we always find good friends and warm welcomes similar to that given to us by all the West Country people at Prescott.

Here's wishing success and prosperity from the new appointment.

Silverstone Caravans. Despite the appalling conditions, the office work was carried out safely and comfortably thanks to the magnificent action of Berkeley Coachwork Ltd in loaning us two Ambassador caravans for use as temporary offices at the start and in the centre of the circuit.

There was general surprise and approval at the beauty of the workmanship and the ingenuity of these caravans which can be towed by a Standard Vanguard but which have two double beds in two rooms, hot and cold water, bath, shower-bath, gas stove and oven, sink, lavatory and writing bureau. A house on wheels, one of these caravans would solve the problems of many homeless people nowadays.

The A.C.U. Benevolent Fund makes good progress and now has a balance of £1694. Details are given elsewhere of our own Ben. Fund which although not so great, must surely have done good work of an unprecedented order during 1950 if one considers the grants made on a percentage basis. Don't you think it a good

thing to support a fund definitely devoted to the cause of racing men only?

The Annual Dinner. Brief details were given last month. Here is the full story:

Annual Dinner, Prize Distribution and Dance at The Wandsworth Town Hall, London, S.W.18 to take place on Friday, December 8th, 1950. Doors open at 6-30 p.m. close at 12-45 a.m. Saturday.

There will be seating accommodation for 300 and we want every seat filled.

Tickets will be 18/6d. single and 34/- double.

A car park is attached, with attendant, the police do not favour the arrival of resplendently dressed revellers on 7/R's 'mit the megaphone' so, if you don't possess any other motor vehicle than your racer, you will be relieved to hear that buses, trolley buses, trams and every other known form of public conveyance stop outside the door. Your best Railway Station would be Clapham Junction from Waterloo although you can take the District (Wimbledon Service) getting off at East Putney. (Yes, you wouldn't be the first.)

Dress will be optional, provided you conform to the minima laid down by the Ministry of Town & Country Planning and no development charges are incurred.

There will be the usual table of ironmongery to be dispensed and, after hearing a few short speeches, we shall adjourn to the ball room where Don MacBain with his band will ensure a first class night's dancing in the biggest and best Town Hall in the City of London. If you can't dance, there will be lots of others like you and the bar will be going all the evening. A good time for all is certain.

Having read so far, reach for the notepaper and your cheque book and seal the fate of yourself and your partner for THE Motor Club Night of 1950. DO IT NOW.

The Police Gymkhana 21st October. This magazine is delayed due to the work entailed in connection with Silverstone. Main details of this excellent social afternoon were given last month, the starting time has been advanced to 1-30 p.m. otherwise no change.

All Bemsee members are cordially invited as guests and to compete in friendly contests with members of the Traffic Patrol at: No. 3 District Sports Ground, Chigwell Hall, Chigwell, Essex.

Already many of the most successful riders in events at home and abroad have agreed to be present. If you have not yet

promised, please turn up too. Enquiries to W. Mold (Secretary), Bow District Police Garage, Wellington Way, Bow, E.3. (ADVance 2844).

The Winning Horse. The meeting on September 21st was too close to the Manx and to Silverstone to enable a full attendance. However, all the regular visitors were there again. The next meetings of October 19th and November 16th should see the party back to its usual full strength. Bill Jarman has taken what they so quaintly call in 'THE SERVICE' (Off Caps, clots) 'a week's leave.' Judging by the rude postcards which have been dripping into the office from various foreign quarters, he should keep the party regaled with reminiscences next time.

The White Lion, Edgware. Attendance on October 9th was no more than usual. There must be some 150 members who are sufficiently close to be able to come to the monthly gatherings yet only about a dozen turn up regularly. There is always so much of 'the usual bull' to discuss. If you live in Edgware, Hendon, Harrow or any nearby districts, please resolve to be at the White Lion on November 13th and December 11th.

R. W. Thompson. Reg thoroughly enjoyed the Munster 100 despite a mishap which damaged his left foot. That is now quite O.K. and he will ride at Silverstone. He was 15th in the Munster at 68.80 mph. Humphrey Ranson also pranged and, being given an outsize in bandages, this was promptly autographed by most of the riders.

The recent comments on the care free Skerries have brought several similar comments. Reg says of the Munster that practise started one hour late, the race 25 minutes late, the prize giving (billed for 11 p.m. Saturday) took place at 4 a.m. Sunday but everybody had a good time.

H. J. Stoate, writing from Hamilton, Ontario, sends congratulations on the Club's T.T. successes. He is still disconsolate at the non arrival of his long overdue Manx Norton. At the last Edenvale race meeting, support of both competitors and public was disappointing although there were some interesting machines there, including a 500 cc pre-war push rod, racing B.M.W. and a pre-war o.h.c. A.J.S. having two separate chains to two camshafts. This interesting private alteration did not perform too well and was probably in need of development. A Vincent Grey Flash won most of the events.

The main spring of enthusiasm in Canada seems to be the British Empire M.C.C. of Toronto, manned almost entirely by new motor cycling arrivals from the old country. One detects a note of apathy

creeping into the Canadian side of affairs, a pep visit by our star teams would probably work wonders.

A new type of motorcycle racing is developing out there, using 125 cc two strokes on a polished dance floor of fair size, with a chair to mark each corner. H. J. says you must see the way these little things slide to believe what excitement is provided. We should guess the words of the owner of the polished floor would be quite exciting.

Tommy Wood. Home after a very full season on the Continent, Tommy sends his 'score' as a 1950 Circus Hand:

Marseilles—1st 350 (Velo). 500 cc record lap.

Blandford—3rd 350 (Velo) 2nd 500 (Norton).

Pau—4th 500 (Norton).

Barcelona—1st 350 (Velo) and race and lap records. 5th 500 (Norton).

San Remo—6th 500 (Norton).

Schaffhausen—1st 350 (Velo) and race record.

Nice—2nd 500 (Norton).

Erlen—1st 500 (Norton).

Olten—2nd 350 (Velo).

Tarace—1st 350 (Velo) and race and lap records.

Brussels—2nd 350 (Velo).

Porrentruy—1st 350 (Velo) and race and lap records.

San Sebastian—1st 350 (Velo) and race and lap records. 3rd 500 (Norton).

Silverstone. Unfortunately, neither Lady Guinness nor George Brough were able to come to the meeting although both had hoped to be able to do so. Her Ladyship sent a telegram with good wishes and similarly, George sent his personal thoughts for a most successful day.

Such expressions from absent friends went a long way towards helping us to remain unbowed by the weather.

Gordon Hatch devoted as much time as ever to our M.G.P. needs. Many Bemsee boys were personally helped to make the most of a period which can be very disturbing with the complications of settling self and machine in strange surroundings.

When the races were over, Gordon's wedding took place on one beautifully sunny day in a period when the weather generally had been dull. Bemsee were represented by Mr. and Mrs. Graham Oates and Mr. and Mrs. Harry Craine. After a reception, at which Gordon's mother was happily able to be present in good health once more, the couple left for Ramsey and a quiet holiday far from the bustle of business and racing. May it keep fine always for them in the years to come.

CIRCUS DAYS

The following from Pip Hylton gives further insight into the not always easy life of those who take the Continental plunge.

'Things have gone for me something like this. After being hooked off at Chimay and slightly crooked, Ernie Thomas took me to Bern and Austria from whence, I returned via Germany with Ted (Frost) as you know.

Going back with him and Fergus, who we left to play golf in Brussels, we went to Marchin where I looked after Ted as he ran 4th in the Moto-Cross. He kindly took me on to Chimay where we collected my van and prepared our bikes for the Belgian. (Roland—the Belgian—was to ride Ted's Norton.)

At Francorchamps, I got food poisoning and, with that & mag. trouble, did very little practise. In the race, second lap wandering turned out to be due to a broken frame and that was the Belgian for me.

On to Assen after hard work, more bike trouble, so that I could only practise in pouring rain. Could not therefore make qualifying speeds and, though Peter Chamberlain put up a grand fight for me and got me my gold, I did not ride.

Overnight to Bois de la Cambre with Albert Moule and Vic Willoughby and, missing practise as we did, none of us went

fast on this dangerous little circuit.

Here I should say that Peter Glover—ex Oliver passenger—joined me at Spa as companion and helper and went on with me to Albi where we had a grand time. In the race, the nose of my tank split on the 1st lap and I was deluged with fuel every time I braked. However, spitting and wiping vigorously, I finished but almost last. Must have breathed a lot as I had frightful chest pains on the way to Geneva and felt rotten there.

By dint of going slowly on that frightful circuit in the wet, was well placed on the opening laps when I lost my gear lever. Replaced it but, coming off again, I could not fix it so retired.

Since my return to England, I've had quiet rides at Brough and Scarborough. At the latter, with my usual luck, a big-end went. Have finished riding now, 23 years is a good spell. The van—a very good one—and bike—completely rebuilt 7/R A.J.S., with most recent mods—are for sale cheap.

All best wishes for Silverstone.

God Bless (in your own words)

Yours, PIP.

(Footnote) Any one interested in the above mentioned outfit will have his enquiries forwarded on to Pip if sent to Epsom.

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MARSHAL'S MUSINGS

On behalf of the Racing Members, may I thank the Marshals who stuck it out regardless of the pitiful position created by old Pluvius on Hutch 100 day. A very special word of appreciation is due to the men of the Metropolitan Police Clubs who co-operated with their colleagues of Bucks and Northants and "Bemsee" in covering three sides of Silverstone Waterfront. Sir Algernon said with genuine pride, "I am very glad to be President of this Club and those associated with it—especially the men racing under such conditions." Our President was there on **both** days and must have gone home wet through just like the rest of us. Lady Guinness sent a telegram regretting her absence through no fault of her own but she knew full well that the B.M.C.R.C. was putting up the best show it has ever done in spite of shocking odds. Thanks one and all.

Some funny things come to mind: Bill Doran's Pixie Hood, Jack Surtees cleaning his teeth with grit and water at 85 or so, Dennis Lashmar **navigating** by clever instinct—he certainly couldn't use the sun or stars. ("Barry" said it was the best example of big-twin wet weather racing he had ever seen. He should know!). The nameless "dicer" who said he had always wanted a swimming section but objected to the "crawl." The suspended rider who, in addition to mortification of the flesh, sustained irreparable damage to an invisible means of support. The Tractor pulling vans and lorries out of the bog which was called a Paddock. The general regret when Geoff. stopped with water in the sparks, Eric Oliver's masterly methods. The mudfilled machines after visits to the slit trenches adjacent to the track.

There were many other funny episodes some of which defy written description so we must change the subject.

The Annual Dinner will take place at one of the finest Town Halls in London. Note the date and make sure of your tickets because this is going to be a really great occasion. Friday the 8th December, 6 for 6-30 until 12-45 a.m. Dinner and Dance. Dress as you please. **ALL DETAILS IN SPEAKING PERSONALLY.**

On this social occasion bring the ladies and enlist their interest in our sport, thus helping to make things better for everyone. Our Annual Dinner is not the A.G.M. so make up your mind to be good hosts, and thoughtful for the fair sex who often think quite a lot about you when you're riding near the ton. If you have no pet girl friend, bring your Mother just for a change. Don't blame me if she insists on coming again next year. The Cabaret will be entitled. "A Secretary, A Scooter and Thou!" with apologies to the President and the owners of the Falcon, also a fellow called Cliff.

My term of office is approaching the end of its second year and it gives me pleasure to find that there are as many fine men and women in this world as has ever been. The way you have rallied round to help with Marshalling and Programme Organisation has been all that could be desired. I am grateful to Messrs Roebuck and Cobbold who relieved me of the Programmes so that the Marshals could operate as a self contained unit. Garden and garage have been neglected, the dining room has been an office and the postman actually delivered letters which didn't even give the town, never mind the road. I've emptied many ball pens and my fountain pen is now fitted with a new nib and 'sack.' Now I know why Cliff Lewis generally wears a worried expression. Believe me, it isn't the work which brings the crows feet and frowns—it's the mental strain inseparable from large scale racing organisation at great cost which bad weather can ruin so easily.

If it becomes necessary to ask you to send in your subscription in December please do so quickly and enjoy the thought that you belong to the oldest and foremost club of its kind in the world. Better still, introduce a new member because those who join **now** can go right through to December 1951. If anyone asks what you get out of "Bemsee," tell 'em you're in it for what you can put into it. Keep the flags flying—both of them.

Linda has got the Dining Room back.
W. G. (Bill) Jarman.

NEW MEMBERS

D. Perry (Southend-on-Sea).
N. V. Young (Parkstone).
K. A. Burton (Coventry).
C. E. Staley (Shrewsbury).

D. L. Parris (Croydon).
L. W. Taylor (Barnt Green).
W. G. Job (Walthamstow).
E. S. Oliver (Birmingham).

125 c.c. RACING

J. A. Hogan writes:

I am fully prepared to admit Two-Strokes' shortcomings but feel they are not viewed objectively with regard to the 125 c.c. racing class in this country at the present time. I did not mean to imply that I have only spent £100 on development and easily obtained 70 m.p.h. I have spent literally hundreds of spare time hours as I do all my work without any paid assistance and so have spent the relatively large sum of £100 in order finally to struggle up to 70 mph.

Nobody would disagree with the statement that it would be 'nicer to see Bemsee Riders somewhere near to the Class Record Speeds,' the question remains how is it to be done?

The world's fastest unblown 125 c.c. Two-Strokes (the work's prepared M.V's) are, on 80 octane fuel only capable of about 78 m.p.h. It is fairly obvious that no lone British attempt can hope to equal, let alone surpass these speeds by the necessary 10-12 mph in order to challenge Italian supremacy in this field.

An o.h.c. design, conceived and built as a racer, is unquestionably the only answer but I feel that those who suggest the 125 c.c. enthusiasts should get together and 'make' a double knocker have very little concept of what is entailed. Any attempt of this description must inevitably result in failure unless backed by fantastically large sums of money as the development would almost certainly be a long and costly business. Any hope of a Mondial challenger, unless it comes from a racing factory, is nothing more than a pleasant flight of fancy.

Let us realise our limitations and do our best with the available material. A target figure of 80 m.p.h. is perhaps a possibility to our more skilled rider-tuners but 90-95 m.p.h. is certainly not. The important thing is to get the Ultra Lightweight class on a sound footing, fast enough to make interesting racing from both the spectators' and competitors' point of view.

If at any time Bemsee considers putting on an Ultra Lightweight race at Silverstone or elsewhere, I shall be pleased to guarantee an entry of at least fifteen starters should you consider this necessary.

Sincerely,

J. A. Hogan.

Editor's Note. The above offer is accepted. Should a 125 c.c. race ever be ar-

anged, the name of Mr. Hogan will be put down at once as responsible for returning fifteen entry forms with entry fees and for ensuring that the fifteen riders shall turn up on the line and perform creditably having in mind a target figure of 80 m.p.h.

Calculating the Induction Length on 3 Port 2 Stroke Engines

by Hermann E. Meier

The fact that the most successful racing 125 c.c. 2 stroke B.S.A. in England is fitted with an extension pipe between Cylinder Barrel and Carburettor has led quite a few tiddler enthusiasts to copy the arrangement.

The induction pipe length on J. A. Hogan's B.S.A. Bantam was carefully calculated and for the benefit of those interested in tuning 3 Port 2 Stroke engines, here is the method:

The following data are required:

1. **CV.** Crankcase Volume, at top dead centre, measured to the bottom of the Inlet Port. (To save your time, CV of the B.S.A. Bantam is 300 c.c., the Villiers 10.D. is 380 c.c.)
2. Inlet opening angle.
3. **Av.I** Average cross sectional area of Inlet Port, Inlet Pipe and Carburettor in square centimetres.
4. **D.** The diameter of a circle whose area shall be the same as the area of the Inlet Port. (Again, work in centimetres)
5. The rpm figure at which you require the best filling of the crankcase (about 5,500 to 6,000 on a racing engine).
6. **y** The number of frequencies of the Induction and Crankcase system at the above rpm figure. This is arrived at by the following formula:

$$y \text{ equals } \frac{\text{rpm} \times 3}{\text{Inlet opening angle}}$$

Having obtained the above information, you can then proceed with the formula giving you the correct length of the induction system L.I:

$$L.I = Av.I \times \left(\frac{29280000}{y^2 \times CV} - \frac{I}{D} \right)$$

Having found L.I, you must again calculate the Average cross sectional area which will now be found to be smaller than Av.I and the following final formula must be used:

$$L. = L.I \times \frac{Av. 2}{Av. 1}$$

All dimensions to be taken in cm. It will be found that the bigger the carburettor, or the longer the Inlet Timing, the longer the pipe will have to be. The carburettor most suited for a 125 c.c. 3 port 2 stroke is $\frac{7}{8}$ ". Larger carburettors can be used but necessitate rather complicated alterations to the engine.

The effectiveness of this formula, arrived at by Dr. Ulrich Schmidt, was proved during tests carried out in the summer months of 1949 when the top speed of J. A. Hogan's Bantam was increased by 4 mph after fitting an induction pipe of the correct length.

Hermann E. Meier.



SPEED IN ANOTHER SPHERE. D. Preston Cobb, an enthusiastic spectator at all our meetings, with his Invacar.

This machine has wheeled chair inside the coachbuilt body. The driver can raise and lower the back to form a ramp for unaided ingress and egress.

The engine is a 200cc. Villiers with 3 speeds operated by 'foot-change type' mechanism at the base of the steering tiller.

Electrical starting, lighting and indicators. Maximum speed over 50 mph.

As inventor and driving force behind the firm of Invacar Ltd, Member Cobb has brought happiness to a section of the community who had previously thought they would be unable to join in the pleasures of motoring.

Additionally, he is the entrant of W. Ryan who won the A.M.C. Challenge Trophy at Silverstone for an exceptional and unexpected performance.

Class 'D' Records

Last month's notes anent D. C. Minett brought the following amusing reminiscence from our Vice-Chairman.

Incidentally, who of you of the old brigade, did not feel a lump in the throat at that picture of the track as it will always be in our memories?

Reading of the records of Dennis Minett at the track in 1938 brought back many memories, especially as Yours Truly started the ball rolling once again in the 750 class.

I think that it was in 1936 that doing a spot of pot hunting I saw the possibilities in the 750 class which had been left alone for a few years.

A Norton was bored out to 515 c.c.—why that size I cannot remember now, but anyway a Gold Star, a Mountain Record and a Pewter Mug for the record were

taken. Incidentally, the mugs for class records were conveniently forgotten in 1939.

Ron Harris then joined the fray, and with, I think, a 504 c.c. Norton clipped my record; then came Francis Beart with, as far as I can remember, a 502 c.c. Norton and clipped the record again with Minett up, but with not too much off each time and still well behind the 500's on the mountain.

Incidentally, in trying to break the 500 c.c. outer record of Wickstead at 118, I did over 100 miles in flying laps on Beart's Norton at well over 117, missing the record by 1/5 of a second. What the ultimate fate of the 750 class would have been with a 596 double knocker I leave to your imagination.

All the best,

Noel B. Pope.

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Monza & the World's Championships.

Space prevents a full description. Sufficient to say that our members brought still more glory to the old Country and Club. A special word of thanks and congratulation to Geoff for winning both 350cc. and 500cc. races. In the latter, he beat the Gilera and M.V. challengers but, as Masetti finished second, his accumulated score brought him just one point in front of Geoff for the 500cc. Championship. Geoff's ride against Masetti on the Gilera, gave the final proof of his supreme skill and judgement in outriding and wearing down a rider on a faster machine.

Les Graham was second in the 350cc. race and 7th in the 500cc, both of which results gave him the points needed for third place in both championship classes.

Eric Oliver was superb in the sidecar class beating once again the fastest Italian four.

Thus B.M.C.R.C. members are placed in all championship classes as follows:

250 c.c.—

M. Cann, 2nd.

350 and 500 c.c.—

Geoff Duke, 2nd in both.

Les Graham, 3rd in both.

Sidecar—

Eric Oliver, 1st.

SECRETARY OF B.M.C.R.C. LTD.

A new Secretary and Treasurer is required. Applications are invited for the post which is a paid one. If you wish to apply, please send in all details as to qualifications etc. Every letter will be read and those persons who are considered most likely to be suitable will be invited to an interview before the Board of Directors.

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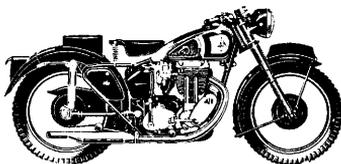
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