



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 3, No. 11—November, 1950. ONE SHILLING



THE LAP OF THE SEASON. Dennis Lashmar (no. 38) 998 c.c. Vincent, overtakes G. Price—348 c.c. A.J.S. on the inside at Becketts Corner in winning the Beart Cup for the fastest lap of the day at Silverstone September 30th, 1950. 'Motor Cycling' photograph.

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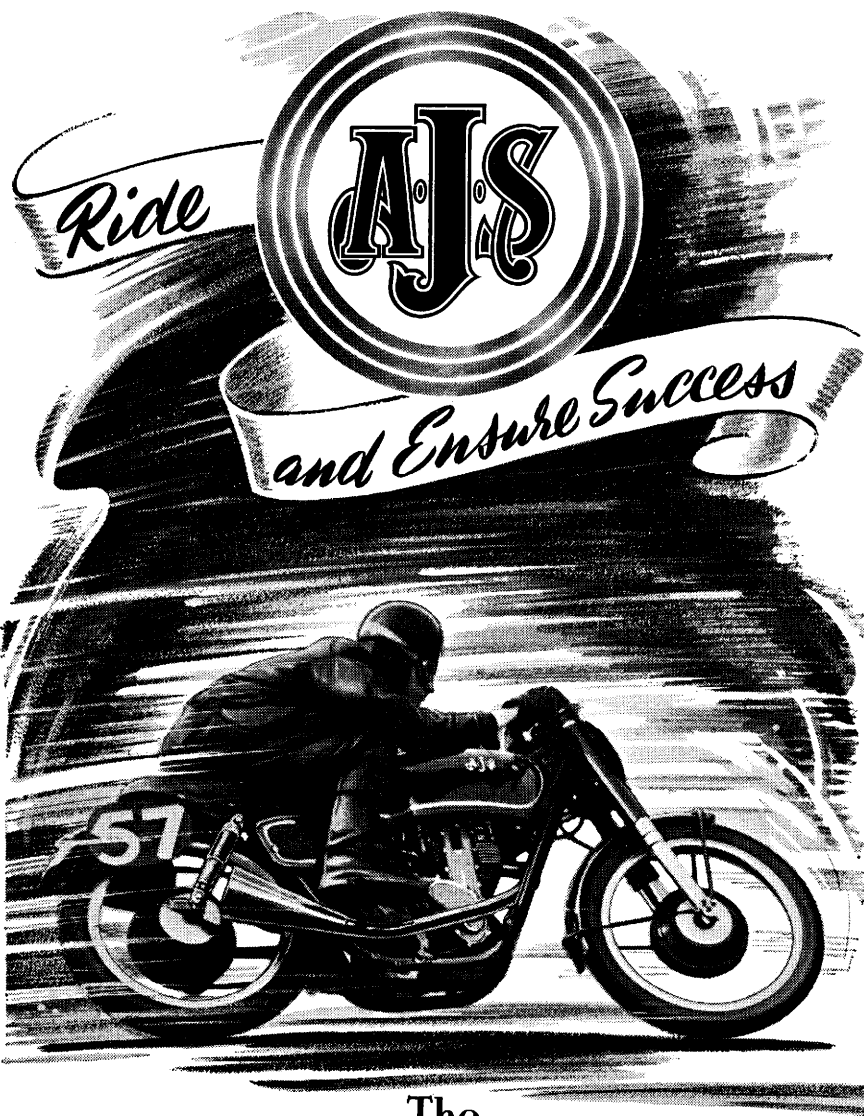
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Bemsee

Journal of
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

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Chairman: H. L. Daniell Vice-Chairman: N. B. Popham

Secretary: C. A. Lewis, 55 South Street, Epsom, Surrey.

EDITORIAL

Non-Territorial Clubs. The Chairman of the A.C.U. General Council states that N.T. Clubs are as much a part of the Union as any others. Very gratifying but, if the Union is not to dissolve into break-away sections, it is to be hoped these words will be used to bring to an end the unofficial 'Birmingham Conferences' reminiscent of party politics. Another conference is planned for early December. Why not an official meeting, arranged with the cognizance of the Auto Cycle Union?

The Benevolent Fund. Details of the A.C.U. General Fund are elsewhere. Our own Particular Fund has so far achieved a total intake of £246, of which, £145 has been paid out. During 1950, £75 was paid out while the total of contributions from members was only £36. This cannot go on for ever.

Our fund was founded thanks to the generous action of certain independent friends, it was understood that we should maintain its vigour by regular subscriptions from all members. If this idea is not popular, now is the time to state that we do not require the fund and return while we can, at least a proportion of the major payments mistakenly presented to us.

It is not believed that this can be the real wish of members. If they wish the fund to continue, it must be kept vigorous by a regular income. Every member can help, either by regular donations or by using any possible means to make collections. Money so obtained would be riders' money, no one else could benefit. Without such help from members, we should be asking trustees to manage voluntarily, a fund which we do not intend to develop. We are all in this and every member has a responsibility.

The A.C.U. Levy. General Council discussions on this peculiar source of income are noteworthy. The desire shown by some to maintain the system intact would appear to indicate either laziness or failure to appreciate ordinary business methods.

The suspicion of others lest there should be any 'fiddling' reveals a mentality aptly categorised by the Prime Minister as 'Spiv.'

Gas Turbines. A trophy now awaits a winner. Whoever secures this prize will have made history. The Club holds members with designing skill and others with mechanical ability to overcome the known difficulties. The project is therefore not impossible but will require something similar to another research organisation described elsewhere. But let it avoid planners, committees and, above all, Public Relations Officers. This is a job for practical engineers.

125 c.c. Racing. Once more our admirable band of enthusiasts ask for 125 c.c. races. In doing so, the lack of speed is excused on the ground that there is no track for test purposes. It has been stated before in these columns that such argument applies

with diminishing force as the size of the machine decreases. At the moment, our 125 c.c. racers could do their tests on any good Bye Pass, provided that they kept well to the left to permit overtaking by Buicks and the like, with radios in full blast.

We are always anxious to stage first class British 250 c.c. and 125 c.c. races and look to members to make that possible. A mere motorcycle club cannot be expected to bully or shame manufacturers into producing machines which, for some reason, they do not favour.

That is something which members can do, as they have done with general success in former years. If, by establishing cordial relations with makers, our members can produce world beaters, the Club will always be ready to give all the support possible. Surely any member would be proud to take action on these lines to reverse a noticeable tendency for British racing motorcycles to be slower than their foreign rivals.

The Club's main interest has always been really high speed. It is not fair to our traditions to ask for awards which must be considered in the nature of 'consolation prizes.'

Racing News and The A.C.U. General Council 20th October, 1950

The following report mainly refers to the racing news brought out at the above meeting. Items of general interest not solely concerned with racing were:

1. That the Chairman gave an assurance to Non Territorial Clubs that they were having fully sympathetic treatment in the Union's affairs. They had done good work and were as much a part of the Union as any other Clubs.
2. The number of Clubs affiliated to the A.C.U. is now 640.
3. The A.C.U. Benevolent Fund had reached a total of £1726.
4. Jock Thomson's Motor Cycle Road-Racing Drivers Association was accepted for affiliation as a N.T. Club without question.

Racing items:

Dunholme. Although the Ministry of Agriculture had said that motor racing would not be permitted here and at another airfield, it transpired that racing was actually taking place at the other and the Chairman of the Competitions Committee could not give definite news as to the availability of Dunholme. The East Midland Centre said that they might make an application for its use. The Chairman of the Competitions Committee thought that, where a Club had pioneered work of this nature, it was deserving of recognition.

Crash Hats. Protracted consultations had taken place with the British Standards Institute who were getting out a specification for a sound crash hat. Difficulty was being experienced in formulating instructions to examiners. B.M.C.R.C. pressed for exact information which should

relieve examiners from the present heavy responsibility of judging the efficiency of a life saving device by personal opinion.

Insurance. Considerable discussion took place on the subject of Compulsory Personal Accident Insurance. Whilst the compulsory idea met with general approval, certain councillors wished the scheme to be accompanied by the contradictory system of optional rates. Other doubts were expressed as to the wisdom of the present virtual monopoly in racing insurance, it was suggested that more advantageous rates could be obtained elsewhere.

The position to be investigated and endeavours to be made to secure optional rates with present insurers. Details to be posted to all clubs including Non Territorial.

The 1951 T.T. The programme had been planned as follows:

Monday, June 4th. Morning International Lightweight (4 laps).

Afternoon International Junior (7 laps).
Wednesday, June 6th. Four classes of Clubman's races as in 1950.

Friday, June 8th. International Senior. (7 laps).

There would be no sidecar race but the idea was being considered for 1952. The major difficulty with a sidecar race was that the Manx Highway Board opposed four days of racing.

Clubmen would be allowed a warming up period, also kick-starters must be fitted but need not necessarily be used. This brought a lively debate in which the main speaker was Jack Smith of Cheshire who, having competed in several Clubman's

events, felt kick-starting should be retained.

The Chairman of T.T. Sub. Committee said that entrants **would** make certain carburettor alterations (meaning the fitting of T.T. carburettors) and so pushing became necessary. The Chairman asked whether the sub-committee disapproved of this carburettor alteration and then permitted push starting to obviate the attendant difficulties. Others said that kick-starting even with a T.T. carburettor was quite possible. Finally the proposal was made and carried that starting at the warming period need not be by kick-starter but that the start at the actual race with warm engine, must be by kick-starter.

Clubman's T.T. The age of machines eligible for entry would be raised from 1939 to 1945. There would be no change in the rules governing eligibility of riders. Objection was made to this in that it would rule out 50% of the potential entry for the Lightweight class. Further, it was contended that an earlier Council had decided that a rider finishing 2nd in a Clubman's T.T. should have the chance of winning a later one. The new rule might eliminate such possibility. It was also felt the number of awards should be in proportion to the entries. The remarks were noted.

International Road Race. The A.C.U. would hold this on August Bank Holiday August 6th. The event would be backed by the Daily Express. Silverstone and Blandford had been considered. Silverstone was unobtainable on Bank Holidays. The solicitor to the Blackmore Vale Club was negotiating with the Secretary of State for War and it was hoped that Blandford would be obtained for this race.

Questioned as to 125cc. races, no definite reply was given but it was left to be assumed the matter was in mind. Similarly, in response to pressure from Les Archer for the use of Dunholme for the race, the reply was given that the sub-committee had the matter in mind.

Festival of Britain Road Race. The A.C.U. also had negotiations in hand for a race to be staged during the life of the exhibition. No details other than that the approach was under way could at this stage be given.

2½% Levy. A proposal by the Midland Centre 'That the payment of the 2½% levy shall be made on gate receipts, programme sales and car park revenue after deduction of entertainment tax and a flat rate allowance of £150' revealed the air of mistrust which pervades all A.C.U. dealings. The A.C.U. treasurer had sent

the message that he was nervous this motion might result in "watering down" the money at present coming into the Union's coffers.

Mr. Perry of Midland Centre gave assurance the motion was not designed to evade payment of levy. It had been said that the A.C.U. would waive the levy if no profit resulted from a meeting. Mr. Perry then said that, while some clubs might suffer genuine losses, others by the employment of a clever accountant and by lavish spending of money had made an apparent book loss. His Centre therefore thought that by allowing this sum of £150 as an expense item there could be no illegal avoidance of payment of levy on takings. (Note this would mean an allowance for expenses to the club of £7-10-0 out of any payment due to the A.C.U.) He would be happy for his motion to be referred to the Management Committee for their recommendations by the next Council Meeting.

One fervent A.C.U. fan asked 'For Heaven's sake' that the levy be left as it was.

1951 Dates. The following race dates were provisionally fixed:—

March 25th. Road Races Brands Hatch. (Brands Combine).

March 26th. Road Races Thruxton. (Southampton Club).

March 26th. Sand Races Pendine. (Swansea Club).

April 21st. Road Races B.M.C.R.C.

April 28th. Road Races Boreham. (Chelmsford Club).

May 5th. Road Races Eppynt. (Builth Club).

May 14th. Road Races either Ashton Combine or Blackmore Vale.

May 14th. Sand Races Pendine. (Carmarthen Club).

June 4-6-8 T.T. Races.

June 30th. Road Races Brands Hatch. (Brands Combine).

July 4-7. Road Races Scarborough. (Scarborough Club).

July 14th. Sand Races Redcar. (Middlesbrough Club).

July 21st. Road Races Boreham. (Chelmsford Club).

July 28th. Road Races. (Aberaman Club).

Aug. 6th. International Road Race Blandford (A.C.U. & B.V.C.)

Aug. 6th. Sand Races Pendine. (Carmarthen Club).

Sept. 1st. Road Races Boreham. (Chelmsford Club).

Sept. 8th. Race Meeting Silverstone. (M.C.C.).

Sept. 11-13. Manx Grand Prix.
Sept. 19-22. International Road Races
(Scarborough Club).
Sept. 29th. International Road Races
Thruxton. (Southampton Club).
Oct. 6th. Hutchinson 100 Silverstone.
(B.M.C.R.C.)
Oct. 13th. Road Races Brands Hatch.
(Brands Combine).

(One other date now known is that of the Skerries 100. This will be on July 7th, starting at 3-30 p.m. Practise will be in the evenings of July 5th and 6th).

Sunday Meetings. Certain clubs having received threatening letters from the L.D.O.S., enquired the extent of the support likely to be forthcoming from the A.C.U. in the event of proceedings being taken.

The Chairman would give no information as this would be tantamount to supporting an illegal action. He said that an Act of Parliament was needed to alter the present position and an official committee was working on the matter because it was envisaged the present law would interfere with the Festival of Britain. Various methods adopted by different clubs to render themselves immune were described. (The wonder of it all is that no Common Informer has yet laid information against the Inland Revenue for illegally charging Entertainments Tax for Sunday performances. If this resulted in an adverse decision, it might even be applied retrospectively involving enormous sums of money. Such an action would probably bring the necessary Act of Parliament within a matter of weeks).

The H.R.D. Record Attempts. Details are now to hand of Roland Free's effort mentioned last month. It is confirmed that on Sept. 11th at Bonneville Salt Flats, Free broke his own American Maximum Speed Record then standing at 150.313 mph, by covering the mile at 156.71 mph. The weather conditions were poor and the track had been damaged by previous attempts on car records. No further motorcycle attempt will therefore be made until 1951.

Daytona. For the meeting for 1951, we can expect further efforts from our own manufacturers to maintain the fine record of British performances which was made in 1950. Certain of our foremost tuning men will again be leaving for the United States where they must contend against the combined efforts of the leading men of the American Motor Cycle Industry, backed by the resources of their magnificent factories and workshops.

Shelsley Walsh. A peculiar state of affairs exists at the moment. We have partial information that we shall be permitted to perform there in 1951 but cannot get definite confirmation from the A.C.U. Subject to a settlement of the points under question the Midland Automobile Club will of course do their part and there are two dates June 23rd or Sept. 22nd for which they have applied. We can but hope on.

Ansty, October 7th. A good meeting with better weather than had been our lot the previous week-end. There were a series of Clubman's races followed by some first-class racing events. In these Geoff was on the very top of his form finishing the day with a race and lap record to his credit.

In the 250cc. Race, Maurice Cann lead for most of the race with L. J. Bayliss and W. J. Keele having an evenly matched scrap behind. Towards the end, the Guzzi blew up and Bayliss on the Ellbee got home just in front of Keele on a Triumph.

The 350cc. Race had a good line up but Geoff Duke lead from an excellent start to the finish followed home by Sandford and Dale.

A Vintage handicap was won by J. D. McKay on a rip snorting 1925 Scott, Fisher on a 1930 Velocette was an excellent second and F. R. Crank on a 1929 Ariel third. In their declining years, the Scotts seem to hold on to life as was never dreamt of in their heyday. Another Scott was going faster than anyone could have thought possible until the long suffering con ride, protesting at this demand on their twenty odd summers, threw in their hands in no uncertain terms.

The sidecar race was really fine but left somewhat in doubt due to a frame breakage suffered by Peter Harris. He won his first heat and Eric Oliver did the same. Due to the frame trouble, the two opponents were once again debarred from a personal scrap but Oliver's speed over 6 laps of 74.04 mph on a 596cc. Norton is the highest sidecar speed yet recorded at Anstey, it was faster than all the winning speeds in the 350cc. heats with the exception of Dickie Dale's and compares well with Geoff's winning speeds in the 350 final over 10 laps at 78.36 mph.

The 500 c.c. race resulted in another win for Geoff, followed by Dale, Barnett and Hodgkin. One who again brought favourable comment was D. E. Bennett (see last month's M.G.P. comments).

Finally there was a ten lap invitation race for the fastest riders and machines

of the day and here, Geoff on his 500cc. Norton came home a winner with the race record speed of 84.47 mph. and lap record of 87.74 mph. He was followed home by Dale, Hodgkin and Bennett. Johnnie Hodgkin is making continuous strides. At the moment, his machines are not quite in the top rank for sheer speed and he makes up for this by excellence of riding.

The 'Hutch.' There have been several enquiries as to the handicap finishing order. No rider beat handicap time which is as might be expected in the appalling weather conditions. The award was therefore made

to the man with the least increase on handicap time. This gave the following results:

1st	C. Smith	Plus 2m. 58s.
2nd	E. Oliver	„ 3m. 00.6s.
3rd	L. W. Taylor	„ 5m. 48.6s.
4th	M. Klein	„ 7m. 28.8s.
5th	D. G. Lashmar	„ 7m. 29s.
6th	R. McDonald	„ 7m. 46.2s.
7th	R. H. King	„ 7m. 58.6s.

Four sidecars among the first seven. Surely the B.S.S.A. cannot have very much to grumble at this time.

COMMITTEE NEWS

October 16th, 1950. Present: Messrs. Daniell (Chair), Pope, Baragwanath, Roebuck, Taylor, Jarman, Glover, Rickard, Lewis (Secretary).

Prescott. Account not yet finalised. Forecasts were of a slight credit balance after all dues would have been settled with the exception of payment to the Bugatti Club. Dealings with Bugatti Club, including negotiation of a 1951 date, to be left until account finalised.

Silverstone. A provisional forecast of the account revealed a loss but less than had been originally expected.

The Secretary reported and was upheld on action taken in the case of regular and irregular letters of protest which had been sent to the office. (Note: only one regular protest had been submitted which has since been withdrawn).

Letter of appreciation from A.C.U. Steward noted.

Mr. Baragwanath informed the committee of the valuable assistance given to him on both days by his team of scrutineers.

Results sheet as circulated approved. Committee considered the list of riders eligible for the Comerford Cup and awarded the decision to Mr. Max Klein.

Difficulties in paddock control due to poor communications between start and paddock gate noted. Plans for broadcast communication for future events approved. Agreed the present use of the North gate only should be continued.

Annual Dinner. Progress reported. Decisions made as to guests and toasts. Lady Guinness again to be asked to present the trophies.

Boreham. Negotiations with the Chelmsford Club to be made for B.M.C.R.C. participation in 1951 events.

Race Dates. Plans discussed for application for firm race dates on April 21st and October 6th, 1951. Other dates must be provisional at the present stage.

Brands Hatch. An offer from the new management considered. The Secretary to give the committee's considered opinion of the conditions necessary for B.M.C.R.C. participation.

Pinhard Prize. Agreed that Club should make no nominations for 1950.

Gas Turbines. Correspondence with Professor Low considered. Resolved to award a trophy in 1951 "To be presented to the first member who should complete six laps of an approved race circuit under B.M.C.R.C. jurisdiction at an average speed of not less than 60 mph on a solo motorcycle complying with all roadworthy conditions."

A.G.M. Agreed to be held Jan. 5th, 1951 at the R.A.C. Pall Mall time 6-30 p.m. All directors to retire in accordance with Article 27. Members to be notified and to ask to nominate candidates for election not less than eight nor more than ten places.

Presidents and Vice-Presidents no changes, subject to the individuals' agreement.

Secretary. To advertise for another Secretary and Treasurer.

New Members were elected.

Financial Account presented and approved.

Hendon Police College Social Club. Details of new invitation for a social evening on Feb. 23rd, 1951 noted and approved. The Secretary to accept and to notify all members with request for early notification by all those intending to attend.

The Chairman declared the meeting closed.

SPEAKING PERSONALLY

Roland Pike. Sends more news and a correction of the earlier report on Boreham. Despite his tank trouble, he managed to ride his 250cc. Rudge and win, thanks to a young spectator (who he has not so far had the opportunity properly to thank) who loaned him a standard tank. As it would not fit the mountings, it was tied on with rope! ! ! Roland is full of praise for Boreham, a sentiment shared by many others.

Setting out for Monza with Mrs. Pike, their old Citroen and trailer with the racer; they optimistically planned to journey from Dunkirk, over the Alps to Monza in two days. Very nearly did too but the trailer was literally shaken to bits by the pave. They enjoyed their short stay although the Rudge was very much up against it with such a large number of Italian 250's against this one lone Britisher.

H. J. Stoute from Hamilton Ont. Adjusted his radio the night before by listening in to the Bruce Woodcock fight and got up at 4 a.m. on Senior T.T. day to hear G. Walker. Got 'This is the B.B.C. We take you to the I.O.M.----' and then his radio, which had been reliable for months before, packed up completely.

Lastest news of his new Norton is that it was at Liverpool and should be delivered when this magazine is read. Meantime, the Canadian Government have made a substantial increase in tax on new cars and m/cycles and so, after years of waiting, the Norton will arrive in time to catch the full blow of the new rate. H. J. has brought a 1941 Chev. Sedan and by throwing away all the seats and sending the Norton's front wheel on by parcels post, he reckons he will be able to transport the new bike to the various race meetings--nearest 120 miles away farthest 400 miles.

The Toronto annual exhibition is said to be the biggest of its kind and the attendance this year was a little over 2 million. There were a few British cars but not one British m/cycle. Meantime, we are bursting our braces trying to sell motor vehicles in the U.S.A. but leave the Canadian market for the Yanks. The American cars are very fine with every refinement. One Nash model even has a push button which turns the seats into a double bed. A friend has a 1948 Packard Clipper and thinks nothing of driving from Hamilton to New York or Chicago for his week-ends. Both cities over 500 miles away. The Packard's mileage is over 100,000 and it still runs

as smooth as silk -- 'Say stranger. Can you beat it?'.

George Skipworth in appreciating the preparations made for Silverstone; echoes the thought that, but for the weather, it would have been the best meeting ever held in this country.

Lastest mods to his Rudge give 7,000 rpm. without any distress. Next attention will be to rear springing. In this, George makes an observation which, one day will strike every racing motorcyclist who is having to make his tests just as and when the opportunity present--'If only we had Brooklands.' George is following up last months Editorial advice, in the Midlands. Keep it up everybody.

Oliver Hartree. Has been appointed Secretary of the Cambridge U.A.C. for 1951. Congratulations and best wishes for success in an arduous post. As recorded last month, the Cambridge contingent had the worst luck in the Manx, every mishap seeming to come at the same time. The nett result was that they got through a whole K.T.T. on a cannibalising campaign, hence the heartrending appeal in this months Mutual Aid from Peter Pratt.

Graham Walker. The old war wound has given Graham hell for long enough. The doctors are setting about a new treatment of which better things are hoped but it will mean wearing a plaster on the right leg for about three months. With the greatest of sincerity, every motorcyclist --and certainly every member of Bemsee --will pray that the results will be completely satisfactory and that we shall see our great good friend and old warrior doing his usual Post T.T. test of the Senior winner for 1951-2-3-4 ad inf.

Theresa Wallach. Late news is that Theresa is coming to England for a short stay when she will do a tour of lectures. We hope to arrange for a Bemsee date. She sails from New York on Nov. 22nd arriving Southampton on Nov. 29th bringing with her, her famous Norton and also a colour film of some of her experiences. More news next month.

Dennis Lashmar. Following his sensational performance at the 'Hutch,' the ever enterprising firm of Lewis, Ellis & Foster of Rickmansworth, have arranged for Dennis to ride an L.E.F. in 1951. Together with his 7/R. Dennis hopes to get a great kick out of the new season. May we also hope we shall now and again have another

display of really skilled Big Twin riding?

Incidentally, regarding the report of Race seven at the 'Hutch' meeting, Dennis says he did not fail but completed the full seventeen laps without stopping. Our report was 'as received'; apologies for an error.

P. C. Rider. Was one of the most disappointed entrants for the Hutch. A broken frame alone was responsible for his non-appearance. Could it have been rectified in time, he would have ridden regardless of weather.

E. A. Barrett. The winner of the Anonymous award is known to have been devoting much time to preparation of a prototype 125cc. touring machine with two stroke engine, frame with Reynolds 345 butt brazed tubes, swing arm rear suspension, DeWandre shock Absorbers and efficient electric set. Finance is proving a problem. When designing skill of this nature can be linked with manufacturing facilities, the time will not be long distant when we see a revival of the manufacture of modern racing lightweights and ultra lightweights.

The McPherson's. Eric and Ruby are back in Australia and finding work very irksome after their adventurous visit to Europe. On landing at Sidney, all the motorcyclists for miles around seem to have gathered to greet them and they have since been giving talks and attending dinners in their honour almost nightly. They report the good news that George Morrison is fully recovered.

In saying how much they enjoyed their visit, they wish to thank all members of Bemsee for the good time given to them. They hope to be over here again and we shall certainly be ready to welcome them once more.

Cyril Smith. Thanks all marshals, time-keepers, scrutineers etc for the grand way the riders were looked after at Silverstone and expresses his pride and that of his passenger (Bob Clements) at having won the Hutch. He thinks that officials as well as riders deserve a medal for their disregard of the rain. He really enjoyed the day.

Cyril says he has been in the first three in every event entered this season except two. He attributes a great part of his success to his able passenger and to Tony Norris whose advice on machine preparation has been invaluable.

Humphry Ranson. The broken collar bone, sustained at the Munster 100, is giving trouble because of a later insignificant

tumble during tests. Humph. and brother Welwyn are taking things seriously during the winter with accent on keeping really fit, in order to start 1951 in good form.

Like many others, they are anxious to know what 1951 race models will be available. Judging by the successes of Francis Beart, it should be safe to say that existing models are all capable of considerable improvement and, in these times of restricted deliveries, there is still stronger argument for the old craft of tuning.

Francis Beart. states that the machine on which Peter Romaine won the Senior M.G.P. was not that used by Ifland in June but one which had previously been used with similar Manx success by Cronie McCandless. Apologies for reporting differently.

Mountain Records at Brooklands. After reading the recent article, Francis Beart gives the following information from memory of certain records known to have been standing at the closure of Brooklands. His full records are at present on loan in America but, on their return, he hopes to supply more missing details:—

Last holder of the following records is John Lockett on a Beart Norton:

750cc. Campbell Circuit lap record — 1m. 55secs.

500cc. 5 lap Mountain record.

750cc. 5 lap Mountain record.

500cc. Mountain lap record.

750cc. Mountain lap record.

All these were made approximately July 1939. None of these figures appear in the lists which was published in Bemsee in June 1948 and which referred to lap records as they stood at August 1939. Probably, they would come up for ratification after that list had been completed and accepted.

The Jaguar XK120. The recent staggering successes of a production XK.120 car at Monthery will warm the hearts of Bemsee.

The speeds attained over 24 hours continuous driving are fantastic. 2579 miles were covered at an average of 107.46 mph including all stops. The 24th hour was the fastest and, in that period 112.40 miles were covered. The date was October 25th when only 11 hours daylight were available, the rest of the run being done by the light of the car's headlights.

Bemsee is intimately linked with the venture in that the drivers were Stirling Moss and Leslie Johnson both known to us at Dunholme. Then the development of the XK.120 engine, right from its incep-

tion, has been bound up with Jack Emerson whilst yet another member—Harry Weslake—is responsible for the cylinder head design. On examination, the XK.120 is such a straightforward honest job that members should take heart from this demonstration that it is not necessary to have a row of jig-borers and a temperature controlled standards room before one is equipped to get high power from a basically sound design.

Freddie Dixon. We hear of great things happening at Redhill where Fred, together with A. P. R. Rolt, is in charge of the experimental works of Ferguson Research Ltd. A team with exceptional technical ability backed by great financial resources. Something which racing motorists have dreamt about but have rarely seen come to fruition. Anything might come from such a project.

The Police Gymkhana 21st October. Our friends, the Bow District Police Garage Social Club put on a magnificent show at Chigwell Hall, their sports ground. The programme included demonstration events by members of the various traffic patrols and other events at which motorcycleists from many clubs were invited to compete. The day was a cold one and the light faded early so that one or two items had to be omitted but all those which were run were extremely interesting.

The precision riding of the traffic patrols was excellent; wheels, in line abreast, being made faultlessly, calling for judgment by every man in the team. Unfortunately mechanical trouble set in at the end due to having fitted new clutch plates just prior to the event. It would have been better to have left the old ones in position.

Quite the best police turn was 'The Whirligig.' This consisted of a device somewhat like Sir Hiram Maxim's flying boats of Crystal Palace days, mounted on one of the long suffering solo Triumphs. The crew of four were variously occupied in driving the bike, turning a winch handle to operate the turntable and being swung round the driver, suspended by a horribly slender looking piece of rope. A first class show.

The clubmen were excellent to a man. They rode greasy planks, went through obstacles and engaged in an alarming-looking 'free for all' bursting balloons. Furthermore, Bill Peacock gave his polished demonstration of the utter waste of fitting even a sidecar wheel—let alone a skid!—on a modern combination with tele forks. The day concluded with a presentation of

prizes on the spot to every winner, and a very happy social evening in the Club's magnificent club house.

The following were noted as being present—Graham Walker, Arthur Bourne, Harold Daniell, Les Graham, Sam Coles, Eric Headlam, Jock West, Ted Frend, Cliff Lewis, Bill and Linda Jarman, and Cabby Cooper.

A first class show which must have entailed weeks of preparation for Bill Mold of the Bow District Garage. We are eternally grateful.

Perhaps the largest shout of glee arose when the announcer insisted upon calling for Harry Bostik. We now know where to find that man.

George Morrison. In an interview with an American reporter sent the following message to American riders:

"We in the international racing game know it to be one of the greatest forms of sport on earth. It offers unique opportunities for fellowship, understanding and for improving both road and racing machines. We're unable to understand why American men and motorbikes aren't participating in international events—and, for that matter, why we can't have a ride in America. We still remember America's sweeping victories at the 1911 T.T. and how the Indians remained almost unbeatable until the twenties. Industrial leader of the world that America is, she can repeat those victories again. The motorcycling world hopefully awaits America's decision to join the game for keeps."

Harry Steele (The Editor of Cycle, the leading American motorcycling journal and member of Bemsee) wrote in the same issue as the above:

"An active group of enthusiastic motorcyclists in the San Francisco Bay Area recently formed a body called THE COMMITTEE FOR INTERNATIONAL COMPETITION. The principal aim of this body is to attempt to pave the way in the U.S. for great international stars of other lands to compete in our annual classic races; not by providing financial aid, but by removing technical barriers which now exist.

Why must we be deprived of the spectacle of seeing riders like Geoffrey Duke and Les Graham of England, Harry Hinton and Eric McPherson of Australia, Georg Meier and E. Winkler of Germany, Umberto Massetti and Nello Pagani of Italy etc.? The main reason is that the present 'governing body' rates such stars as 'Amateurs' and in order that these men

can become 'Experts' they must compete one year in this country registered as 'Amateurs' before they can be considered eligible as 'Experts.'

Such a ruling is unfair and illogical. It should be modified. Providing the A.M.A. would accept the regular invitation extended to it by the F.I.M., the worldwide governing body of motorcycling, to become affiliated with the F.I.M., two benefits would quickly result: our riders could compete in foreign lands and foreign riders could compete in our country.

Public opinion is the strongest force in a democracy. If you favor modification of existing A.M.A. rules pertaining to the

status of 'Amateurs' and 'Experts,' please write and tell us so. Our stand is straightforward. We favor anything that will benefit American motorcycle riders. We believe that U.S. affiliation with the F.I.M. would benefit American riders."

Straightforward talking from two of our members. The peculiar problem with regard to the American 'governing body' will strike a sympathetic note in members over here but it is an extremely complicated position and definitely domestic. We can however, echo and re-echo Mr. Steele's plea for coming into the world wide governing body.

NEW MEMBERS

O. F. Swanborough (Bath).
Mrs. I. D. Swanborough (Bath)
J. L. Vincent (Walsall)

Eric Headlam (Winchmore Hill)
R. H. Netherwood (Huddersfield)
Lt. Col. L. S. Cheeseright (Harrow)

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1950 ANNUAL DINNER, DANCE AND PRIZE GIVING **December 8th, 1950—Wandsworth Town Hall, London, S.W.18.**

To: The Secretary,

British Motor Cycle Racing Club Ltd.,
55 South Street, Epsom, Surrey.

Please send the following tickets:

No.	Names	Amount
..... Singles at 18/6 each		
..... Partners at 34/- each		

Total remittance enclosed

Signed Membership No.

Address

.....

125 C.C. RACING

As expected, last month's articles have fairly set the fur flying.

Dear Sir,

Re Mr. J. A. Hogan's letter as to a 125cc. race being held at Silverstone, I for one will be one of Mr. Hogan's entries and I am sure that many would try to be one of the fifteen. I wish to point out that some riders have travelled 200 miles and more to take part only in Ultra Lightweight races.

Some months ago I had a letter from our secretary stating that the club will not put any 125cc. classes in their racing programmes until the tiddlers' speeds are up to the Italian models. This in my opinion is not fair. Mr. Hogan, myself and many others wish to have very fast 125's to come up to the Italians, but how the so and so can we without a fast track, now Blandford has gone?

Mr. Hogan has spent £100 so far, in getting his little model going. I take my hat off to him. 70 mph out of a standard job is good up to the moment. I have spent £495, trying to build a genuine racer. This coming year I shall have two. My good friend Hermann Meier has built me up a 122 Villiers Engine which I think is the fastest tiddler in England at the time of writing. Speeds are:

1st, 51 mph; 2nd, 68 mph; 3rd, 73 mph. (C.R. gears)

The above figures will be higher by the time racing starts again.

If a race was put on at Silverstone for us tiddlers, I know that we very hard working men would not let the club down. So please don't stand in our way and give us a chance to prove what we can do.

Yours sincerely,

Jim Bound. (Watford).

Sir,

If Mr. Hogan's letter is heeded, we have the prospect of a B.M.C.R.C. race at Silverstone with a field of riders of standard 125cc. two strokes slightly modified. No consideration seems to have been given to the idea of getting manufacturers to provide something suitable for the job. I cannot take Mr. Hogan's target of 80 mph seriously, particularly when your 125cc. expert in the same issue gives figures well below such a target.

In bygone days, the Club's races have always had winners whose speeds have been comparable with the best known. It is believed that your Secretary was achieving speeds comparable with those quoted, more than twenty years ago.

The committee of Bemsee should avoid any repetition of the ridiculous exhibition seen at Haddenham and since repeated at other tracks not controlled by the club. If riders will not first go to manufacturers and engineers to get modern racing machines made, as has always been done in the past, they should not try to influence a club with such a fine reputation for speed as Bemsee, into staging events for sluggards. Another thought—what if, supposing such a race **were** staged, one of the Italians were to enter? I can picture the howl of protest that would be made to the committee for accepting the entry.

To conjoin the idea of such a race with Bemsee is premature. If members cannot produce fast machines in the year 1951, they should enter smaller races elsewhere until they have overcome their disabilities. Don't let us have the humiliation of a day such as Hutchinson 100 Saturday being spoiled by a spectacular admission of incompetence.

Yours faithfully,

B. R. Asper.

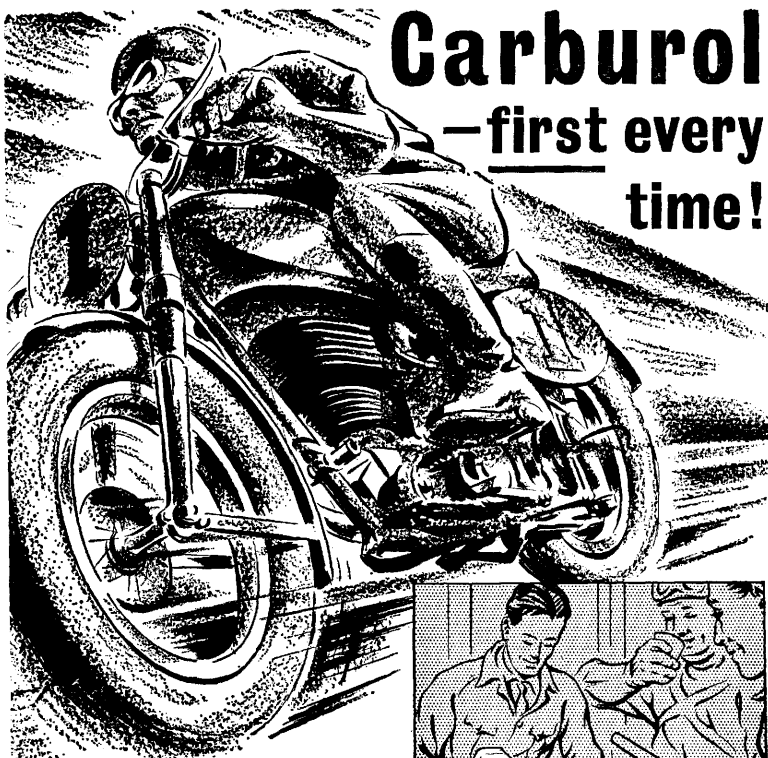
MUTUAL AID

Sale—**Roland Pike's** famous 'old faithful' 250cc. Rudge. A certain winner in the right hands. £170. R. H. Pike, Snaefell, Bokesbourne, Canterbury, Kent.

Sale—Vintage Velo basically 1929 KSS with Mk. IV KTT rod and B.E., Mk. V. cams, 4 speed C.R. 1st Vintage Haddenham and 5th Silverstone, raced in 49 and 50 Junior M.G.P. Must sell to repair

a ruined Mk. VIII. Offers and enquiries to P. L. Pratt, Pembroke College, Cambridge.

Wanted—Luton bodied van, or one large enough to stand in. Preferably Morris, others considered, or information of whereabouts of one for disposal. C. S. Mason, 68 Skinners Lane, Ashted, Surrey.



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RACING NEWS

The Minnie Grenfell Memorial Trophy.

The winner for 1951 is Geoff Duke with an aggregate score of 39 marks. Marking has been carried out during the season on the following events:

Blandford; April 1st, April 29th and August 7th.

Silverstone; April 22nd and Sept. 30th. Bedwell Hey; April 16th.

The T.T.

Skerries 100; July 1st.

Prescott; Aug. 20th.

The Manx Grand Prix.

Markings: Start 1. Win 5. Second 4. Third or Fourth 3. Maximum of two events to be marked for in one day.

Final Marks.

G. E. Duke 39, P. Romaine 21, R. H. Sherry 20, R. H. Pike, R. L. Graham 16, M. Cann, R. H. Dale, C. C. Sandford, R. Woodham 14, W. Ryan, J. Lockett, G. Brown, P. V. Harris 12, P. H. Carter, P. J. Simpson, L. A. Dear 11, W. S. Austin, J. Beeton 10, A. J. Bell, B. E. Keys, C. A.

Stevens, C. Smith, H. L. Williams 9, E. Andrew, S. T. Barnett, J. M. Crow, H. L. Daniell, M. Featherstone, J. A. Hogan, J. P. E. Hodgkin, E. N. Iffland, R. H. King, R. T. Matthews 8, L. J. Bayliss, E. M. Kempson, M. Klein, E. Oliver, B. W. T. Rood 7, W. Billington, F. Fletcher, J. B. Gunn, D. G. Lashmar, C. W. Petch 6, L. R. Archer, H. J. D. Boynton, D. G. Crossley, E. R. Evans, A. J. Glazebrook, R. J. Hazlehurst, E. V. C. Hardy, H. J. Kemp, Mavro, G. Newman, H. A. Pearce, J. Simister, C. F. Salt, A. F. Wheeler, E. A. Woods, N. W. White 5, H. T. Bostock, E. F. Cope, C. W. Davis, E. J. Davis, W. Evans R. E. D. Harrison, D. W. J. Harrowell, J. M. Humberstone, W. J. Jenness, P. A. Kirby, M. H. Keele, R. M. Lucas, M. V. Lockwood, R. MacDonald, G. Oliver, P. L. Pratt, D. A. Peace, H. B. Ranson, L. B. Ranson, H. L. Stephen, P. Simister, J. Surtees, J. A. Thomson, E. R. Ward 4. In addition, 30 members had 3 marks, 71 had 2 marks and 79 had 1 mark.

BENEVOLENT FUND

Contributions received with thanks:

E. V. C. Hardy 16 - 0.
E. M. Kempson 10 - 6

Sorry to labour the point chaps but do you think these noble gifts of 'the few' are sufficient? There are nearly one thou-

sand of you and it might be **your** turn tomorrow to need a helping hand. Regular contributions, no matter how small, would make the fund a live organisation with an income able to keep pace with the demands which, regrettably, are as regular as your gifts have, so far, been spasmodic.

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The Social Season

Quite the most important item of news refers to the Dinner on Dec. 8th at the Wandsworth Town Hall. Doors open at 6-30 p.m., close at 12-45 a.m. Saturday, Dec. 9th.

If you did not send off for your tickets last month, it is **imperative** that you do so now. Price 18/6d. for singles and 34/- for partner tickets.

Lady Guinness has graciously consented once again to give the trophies which have been won during the season, the speeches will not be long and the evening is planned first and foremost as one for relaxation, enjoyment and fun by the foremost racing motorcyclists of the foremost motorcycle racing country.

Incidentally, a fair amount of work has been done in preparing for this party for you all and it is surely not asking too much of you to request that your applications for tickets arrive well before the actual date and are not made by telephone and telegram on the late afternoon of Dec. 7th which is, it must be said with the greatest regret, an old Bemsee custom.

Don McBain has used his special ability to arrange the necessary licensing extension and his band—which has had the honour of playing at most eminent functions, will be ready to provide music for all the dancing you can wish.

The Vintage Club are staging a 'Natter and Noggin Night' with Buffet Supper at The Albert Tavern, 52 Victoria Street, S.W. on Friday 24th November from 7-30 p.m. to 10-30 p.m. On this occasion, they specially wish it to be a 'Guest Night' for the members of Bemsee as a return of hospitality received at Silverstone.

This is a first rate idea. When we establish such good relations, it is imperative to maintain them. Will you all please respond and make the biggest attendance of all times at the Albert Tavern? Please write to L. P. Peters, 45 Warwick Road Coulsdon, Surrey for your tickets which are at the very reasonable rate of 6/- per head. Don't forget **NOVEMBER 24th**.

Another Police Date. February 23rd. We have already experienced such extraordinary hospitality and practical help from

our friends in the Metropolitan Police that it can safely be said the old air of suspicion as between motorcyclists and the police is now as dead as a door-nail.

Following a first class day's enjoyment at Chigwell (see Speaking Personally), we have been invited by the Metropolitan Police Motor Driving School Sports and Social Club, to accept their hospitality at Hendon as we did last year. The date chosen is **Friday, Feb. 23rd, 1951**. The school is situated in **Aerodrome Road, Hendon, N.W.9**. The party can be as large as we can make it and **ladies are especially welcome**. In order that full arrangements can be made for our welfare, a list of those attending will be wanted. Will you therefore please notify Epsom as much as possible before the end of January of your intention to be present. Preferably, do so immediately you have read this notice.

Timetable:

Arrival 7 p.m.

Address of welcome from Chief Supt. Taylor.

Conducted tour of the school.

Get together in dance hall with dance arranged and bar available.

Depart 11 p.m.

Write to Epsom NOW, saying that you accept.

The Winning Horse. Almost record attendance on October 19th. A large party was made up to attend the Chigwell gymkhana on the 21st and Harry Bostock, as ever always willing to support such outings, straightaway promised to bring his Triumph and to compete; which he d'd. Bill Jarman had some new Limericks which lighted a train of reminiscence for several droll stories to follow. Bill was later seen staggering round the room under the load of a bottle of pickled onions which so far dwarfed him that he had rammed his loaded fork into the mouths of the entire Claygate City Darts Team before he realised he had erred and strayed from the Bemsee party. Next meetings Nov. 16th and Dec. 14th.

The White Lion Edgware. No report to hand of the last meeting. If you live in the district, be sure to turn up at the next two on November 13th and December 11th.

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November 18th. The Bow District Garage Social Club have extended a limited invitation to Bemsee members with their ladies to the Social Evening at the Club's magnificent rooms at Chigwell. If you wish to attend, send a p.c. quick to Epsom. As many as possible will be accommodated.

**IF YOU HAVEN'T BEEN TO A BEMSEE DINNER,
YOU HAVE NOT YET LIVED**

Your opportunity is on:

**DECEMBER 8th — 6-30 p.m.
WANDSWORTH TOWN HALL**

Dress optional. Just one grand happy evening.

**YOU ARE A MEMBER OF BEMSEE. COME AND MEET THE
HUNDREDS OF OTHER BLOKES WHO ARE MEMBERS JUST LIKE
YOU. YOU'LL FIND YOURSELF AMONG FRIENDS**

BRING THE GIRL FRIEND BY ALL MEANS!

THERE WILL BE FIRST RATE DANCING

The old hands are saying everywhere, that they must on no account miss Bemsee night. Make sure you don't either. Use the application form on page 10 this very minute.

BRITISH MOTOR CYCLE RACING CLUB LTD

ANNUAL GENERAL MEETING

To all members.

Take notice that, in accordance with Article 7 of the Articles of Association of the above Company, the first A.G.M. will take place at the R.A.C., Pall Mall, S.W.1. on Friday, January 5th, 1951, at 6-30 p.m. promptly. (Members are to enter by the Western Door).

The business of the evening will be to hear the report of the work and submission of accounts for the year 1950.

To arrange the election of President and Vice-Presidents for the British Motor Cycle Racing Club.

To elect a new board of Directors.

To discuss any other business.

By article 27, all the Directors retire. The new board is to consist of not less than eight nor more than ten persons.

By article 29, the retiring Directors are eligible for re-election.

By Club Rule 5, the Committee recommend that the existing President and Vice-Presidents should be re-elected for 1951.

MEMBERS ARE URGENTLY REQUESTED TO COMPLETE THE FORM BELOW AND TO POST IT TO REACH EPSOM NOT LATER THAN DECEMBER 31st, 1950

To The Secretary:

B.M.C.R.C. Ltd., 55 South Street, Epsom.

I declare that I am a paid up member of B.M.C.R.C. Ltd. qualified to attend and vote at the A.G.M. to be held at the R.A.C. on Friday, January 5th, 1951.

It is my intention to be present at the meeting.

I agree to the Committee's recommendations for the re-appointment of the existing President and Vice-Presidents.

I do not agree to the Committee's recommendations and wish to nominate the following for election:

..... For President.

..... For Vice-Presidents.

(Cross out which does not apply).

I wish to nominate the following candidate(s) in addition to the list of retiring Directors for election to the Board of Directors.

.....

.....

.....

I (do not) attach resolution(s) for inclusion on the Agenda.

Membership No. Signed

Notice: Members submitting nominations of fresh candidates for election must arrange for the persons named to send written statement to Epsom that they will be willing to act, if elected.

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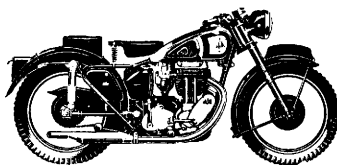
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