



Bemsee

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BRITISH MOTOR CYCLE RACING CLUB

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Harold cleans his spectacles in order to be sure that he will see all the corners in the 1950 Senior T.T. Meantime the Corps de Ballet throws typical zest into the issuing of directives in the background.

Photo by Neale Shilton.

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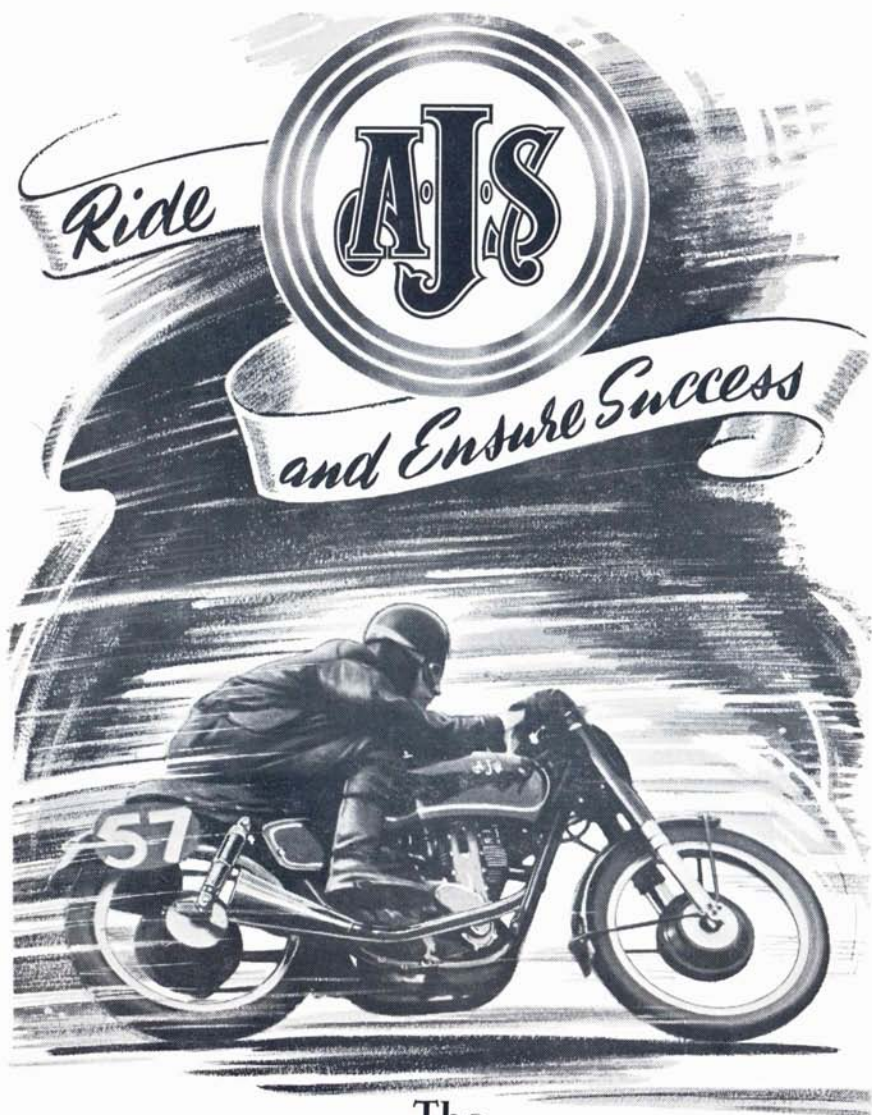
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Bemsee

Journal of
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

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EDITORIAL

The most objectionable person in the world is the first. Every effort has been made to keep him out of the pages of this magazine since its inception but, at this moment, it is unfortunately essential to make way for him in sending this very personal goodbye message.

Since March, 1947, it has been a pleasure to see my beloved Bemsee go from strength to strength. The thought of its having been allowed to become just an historic memory seems unbelievable now; yet that was the only prospect in 1947 until 84 stalwarts got together and decided that Bemsee must go on.

Today, with a membership nearing one thousand, our Club is one of the greatest motorcycle clubs in the world and certainly the greatest club whose interests are devoted solely to racing and speed.

Events have made my withdrawal essential but I am proud to do so at a time when the prospects for the future are so fine. This is due in great measure to the way everybody—officials, committee men, riders and non-active members have worked as one family. Above all, it is due to the spirit which remains in the old figures who, having lived with the club through slump and boom, desire that Bemsee must never die.

I would refer specially to our President—Sir Algernon Guinness. His continuous and successful work for you all since the war ended, may never be realised by some members unless it is stated now. To both of my predecessors, Messrs. A. Geo. Reynolds and J. D. Ferguson—who have given invaluable advice and practical assistance—I send thanks for having helped a very lame dog to surmount a very great number of stiles. To committee helpers Harold Daniell, Noel Pope, Bert Bacon, Pat Driscoll, Francis Beart, Alan Taylor, Bill Jarman and—always deeply in my heart—dear old Barry. To such very old track comrades as Mike Couper, Gordon Cobbold and Denis Minett.

With that body of men who knew what had been the earlier problems and with the equally loyal and intelligent support of innumerable members belonging to the new generation of riders who ensured that our outlook should not become too fossilised, we have managed to cope with our difficulties and, on viewing the result, we may say we have not done badly. No mention has been made of our riders. Enough has already been written in these pages to make it clear that I shall always be grateful to them for having maintained Bemsee traditions as the best men of my own day would have had them maintained.

One little mentioned member, to whom a great debt is owed is the printer of this magazine and all our literature. This may be said to be merely fulfilling orders but their complexity, with maddening and frequent requests for last minute changes, could only have received such patient, quick and accurate understanding from an ex-racing motorcyclist and lover of the Club. It is due to the untiring efforts of Leslie Newman that Bemsee—the very mortar which holds the bricks of the B.M.C.R.C. together—appears regularly, well prepared and generally acknowledged as the best Club magazine.

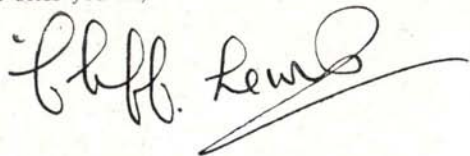
To my successor, I wish the utmost success and am positive that, in the hands of an active enthusiast, coming to the job with zest and freshness, the Club will soar to hitherto undreamt of heights.

In all our activities, Bemsee has been jealous to maintain her individuality. That is something to be cherished, of which we can always be proud. It is true that, in accordance with the wishes of motorcyclists generally, we are compelled to affiliate with what is known as "The Governing Body." The passage of 42 years does not make any clearer the doubts expressed by our first committee in 1908 as to the necessity of the move when it was then forced upon them. During my spell of office, it has been made abundantly clear at the General Council Meetings of the A.C.U. that, irrespective of what the spiritual body of that Union might desire, the persons governing the various "Centres," into which the Union has since been broken up, do not all regard B.M.C.R.C. and other Non-Territorial Clubs in a co-operative manner. New light is shed on this position in that some of our severest critics from such sources have since indicated that they would now like to control the club they have disparaged.

I am sure that our Committee will be watchful of the Club's interests and, in confidence that your future will be left in the hands of a strong leader who shall have known and cherished the true, great game of motorcycle racing, and who shall always cherish the rights of Non-Territorial Clubs, may I close this letter with a word of thanks to you all for the pleasure of having met you.

A Merry Xmas to you all, a most successful year's racing in 1951 and health, wealth and prosperity to you and the Club in the years to come.

God bless you all,



To all members of Bemsee, at home or abroad. The Committee wish you a Very Happy Xmas with all prosperity and success in the year 1951.

At 2 p.m. on Christmas Day, wherever you may be, you are invited to drink with us the toast "Absent Friends."

RACING NEWS

Blandford. What is the future? The Blackmore Vale Club announce:

"You will all be pleased to know that we, with the support of the Manufacturers and local bodies in Blandford have, through the Member of Parliament for North Dorset, appealed to the Secretary of State for War to reverse the decision of the Authorities and to allow racing to take place at Blandford Camp again. The letters from the Manufacturers made it clear to us that our efforts to promote real road racing have been appreciated by them."

Then at the last General Council, the A.C.U. stated that their International Race meeting was to be held at Blandford. Now a little bird whispers that the A.C.U. have booked a date for Silverstone so what do you make of all that chum?

Worlds Records.

750cc. Sidecar. Congratulations to Eric Oliver on a smart job of work at Montlhery on October 27th. With the establishment of a new sidecar and three wheeler

class of 750cc. he took a 596cc. Norton-Watsonian outfit with overload tank and ballast and set up class records from 10 k.m. to 100 miles. A few days later he set up 2, 3 and 4 hour figures in the new class. No record was below 87 mph, the highest being the 100 k.m. at 98.83 mph.

125cc. Solo. Recent correspondence anent 125cc. racing lends interest to the latest Lambretta sweep which netted all the records from 10 k.m. to 1000 miles and the various hourly records. As the best figure is 88.5 mph for 100 miles on this **Two Stroke** fully streamlined scooter, it would certainly seem that something a little more potent is required here if we are to meet the challenge. Although practically all the 125cc. records are to the credit of the Lambretta, it might be a very fair guess that, if some determined onslaught on these Italian records came from any foreign two stroke, they would have their double knocker fourstrokes ready to take up at the point where the Lambretta leaves off.

Next Year's Racing Machines. Members will be wondering what they can buy. Velocette news is not known but the following information has been gained:

Nortons. Many members have been delaying making any decision as regards the machine which they should race next year until they should know whether Nortons, on the lines of the wonderfully successful machines we have seen in the hands of the Works riders throughout the past racing season, should become generally available.

It is now known that Nortons have made the most welcome decision to market such Manx machines, but the question which everybody will immediately ask is "what delivery?"

Mr. Gilbert Smith has informed us that considerable jiggling and tooling is needed together with certain engine modifications, and in consequence deliveries cannot be forecast with accuracy at this moment, but it is hoped that they will start about March 1951.

Members who are contemplating a full season's racing should note that this forecast may make an early start on the new machines impossible, but members who are looking forward to their main rides in the Manx and at the Hutchinson 100, will certainly take encouragement from the above forecast which may mean that they will get what they will want in time.

Triumphs. Have dropped making the Grand Prix as a complete motorcycle but have started something to bring us back to the days when riders had to understand and love their engines. If that state of affairs can be general, we should see a considerable increase in the average speed of individual performers plus a diminution of blow-ups. And the fantastic part is that the Triumph scheme will be cheaper in the long run.

The T.100 will continue in production with two of the most beautiful L.A. die castings yet seen, for the monobloc cylinder barrel and head. The actual material is not stated but will presumably be a silicon alloy. The barrels will have shouldered C.I. liners acting as registers for the head which holds C.I. valve seats (cast in) and guides (detachable). Full marks to all concerned on a job which would in the case of most factories, have to be considered impracticable on the score of costs taking into consideration the limited market for a high quality, high performance machine.

L.A. will be used extensively, including R.R.56 con rods as used in the Grand Prix. As sold, the T.100 will be a fine high

speed touring mount.

Now, if a man wants to race, it will be possible to purchase a conversion kit of parts to convert his normally touring T.100 into a first rank racer with performance equal to the Grand Prix model. A large range of parts will be available including H.C. pistons, special cams, twin carburetors, racing valve springs, smaller diameter exhaust pipes with megaphones, C.R. gears, backward footrests and brake operation. These kits will be made up and supplied only to purchasers of 1951 T.100's who order the same through the dealer from whom they purchase the machine. They will not be applicable to the old T.100. With every kit there will be a comprehensive instruction manual. This book is of first educational importance and may explain a lot of things not hitherto realised by some present day riders.

As to delivery, the new T.100's are now coming off the line and the kits will be available in a matter of weeks. There will be a steady flow throughout the year, whether or not you can get one will depend on your luck in competing with what the planners call 'the exigencies of the export market.'

A.J.S. will concentrate on the 7/R. Any thoughts members might have entertained of the possibility of buying a Porcupine will not be realized in 1951. Winter will see concentration on the improvement of the 7/R at Woolwich which work may possibly be to purchasers' advantage in the late season. With the changes in the A.J.S. team of riders, a full representation by A.J.S. in the big 350cc. races of 1951 may be expected. Deliveries, again, will be as the Export position permits.

There is no reason why members already owning 7/R's should not be engaged this winter in the game that Mat Wright, Ted Iffland and the rest will be doing way down East. Nothing new under the sun, a little research into experiments of the past may give a fresh line to work on at this game where everybody has an equal chance.

1951 Works Riders. In the many changes which have happened and are to happen, one event will be of first importance to Bemsee. Our Chairman, one of the best sports who ever bestrode two wheels, will bring to a close at the end of 1950, a long and glorious career as one of the world's foremost riders. Winner of countless events right up to the 1949 Senior T.T. and holder of the I.O.M. lap record from 1938 until it was wrested from his hands this year by the great little member of Bemsee on whose shoulders the mantle now falls,

Harold Daniell is going to take the part of a spectator in the years to come.

But you can't keep a good man down. Realising the inexorable demands of Anno Domini, Harold reckons he can still have a few more years good sport over a 500cc. engine, if it is on four wheels. He is therefore obtaining a Kieft 500cc. car and probably the tensest moment of the years to come will be that match race between Harold and Curly Dryden for the magnificent trophy—a chromium plated flask of Brylcream.

To Harold and Mrs. Daniell from every racing motor cyclist:—Good Luck and God Bless You. Thank you for all you have done for our sport and our Club.

In all the changes outlined herewith, and in many more known to be under way, Bemsee can be proud that her members and guinea gold all through. Incidentally the selection of the best has had to be made. Dunholme, Silverstone, Had-denham; the influence of our meetings can be traced again and again.

The Norton Boys. Geoff. Duke, Dickie Dale and John Lockett. Those are the men chosen to represent the great racing marque next year. Three Bemsee members and guinea gold all through. Incidentally, watch D. E. Bennett whose performances have been previously commented upon and who has now gone to Nortons in much the same way as Geoff. did.

The A.J.S. Team. Due to Les Graham's new plans, the eternal trinity seems to have broken up. The future as regards Ted Frend is a mystery and it seems that only Bill Doran will be left of the cheery little gang of riders who have given us so many hours of pleasure since 1948. He will definitely be joined by Mick. Featherstone—a probability ever since the 'Hutch' but the third member of the party is still to be found.

Velocettes have altered the arrangement of the last years and will have their own work's team. The team is as yet uncertain although World Champion Bob Foster is an obvious 'must' if it can be arranged. Another obvious choice is Bill Lomas whose frequent challenges to Bob during 1950 will live long in memory. If these forecasts are correct, we again come to the mystery man and we would make a guess that, for the two places mentioned, the following may well be given more than just thought: Cecil Sandford, Reg Armstrong and Robin Sherry.

Nigel Spring. The motorcycle racing manager par excellence, will probably be causing still more flutters among the

dovecotes by his completely new plan of campaign for 1951. The first move has been an amalgamation among the three 'near official' entrants of past years and R. M. N. Spring, R. S. Wilkins and D. K. Mansell will join forces.

Their first rider move has been to secure the services of R. L. Graham to ride an M.V. four. This in itself will cause immense excitement among our racing factories and, when consideration is given to the large number of first class racing men who can also be influenced by this powerful combine, it is pretty obvious that here there is everything for the making of a most sensational coup which may effect the T.T. immensely and will certainly bring the prospect of a first rank foreign challenge right into the ground of probability.

By the time this magazine appears, it is almost certain that Germany will be in the F.I.M. in which case, strong opposition may be possible from that country once more, in the T.T. Concentration in Germany has rather been upon superchargers and this may have set back their work with atmospheric engines but the fact cannot be forgotten.

From Italy, we can expect the toughest opposition from M.V. & Gilera fours and Guzzis are always 'about the place.'

After the last T.T., Mr. Gilbert Smith said that Nortons would keep their multi quiet until the opposition became more serious. Let us hope, at any rate, that one of them will come over to the Island in June 'just in case.' In every sense of the word too. It can stop in its case if the wonderful Norton singles prove up to the job but it would be so nice to have it handy. There is no doubt that Geoff and Dickie and John would do their part if necessary.

Our Geoff. The Sports Writers' Association having balloted for the six British sportsmen who have upheld our international prestige in 1951 have given G. E. Duke fifth place. The result of the ballot was as follows Reg. Harris first, Jack Holden second, Col. Llewellyn third, John Parlett fourth, Geoff Duke fifth, Reg Parnell sixth.

Marks were on a percentage basis and doubtless all is the fairest and best from a world wide viewpoint. However, we would award 600% for the first six and give 100% to each of these men as the marks he has gained in his own line of sport. Which sport the world judges to be the foremost is a newspaper backpage angle, and can only indicate a measure of publicity, not ability.

A dinner to these great men will be

given on December 14th and our members will be glad to hear that our friend Mr. Barnes of the Evening News is going to take Les Graham along to that dinner as his guest. It really looks as though we have got us a first class champion of our sport in the Evening News.

The Clubman's T.T. Who wants to ride for Bemsee? A decision must be made immediately the new year is started. The restrictions as to who is eligible for entry will be the same as last year making it far from easy to pick a rider. At the same time, it is the chance in a lifetime for a hitherto unknown to prove his mettle. If you feel you can represent the B.M.C.R.C. adequately and that you are game to have a go, will you please write in at once? If you don't succeed, no one is going to blame you in the least degree provided you have maintained the Club's reputation for producing real triers. Send your name, details of machine, past experience and

details of your occupation, to Epsom at once. It may be your chance.

German Championships. Whilst outside the F.I.M. circle, Germany is not affected by the Supercharger ban. Furthermore, they have the advantage of the Grenzland Ring which has been lapped by Meier last year at 135 mph. This year speeds are not so high but supercharged B.M.W.'s, N.S.U.'s and D.K.W.'s have been the ultimate champions in 500, 350 and 125cc. classes. In the 250 class, the supercharged D.K.W. has not been entered in many events and the championship has fallen to the Italian Parillia. However, the speed of the D.K.W. when performing has been sufficiently high to make it a serious competitor next year. Telephoning this information from Germany, Henry Meier says that, at the last Grenzland Ring meeting, what appeared to be a normal 3 port 125cc Herga Two Stroke was lapping at 130 kph.

The History of the Development of the Racing Motor Cycle. Part 1.

At Christmas, social news is expected to predominate these pages. While there can be no doubt of the delights of meeting and talking with racing motorcyclists, not all members are specially gifted in a social sense—including the writer of this article. However, he believes that every reader is interested in the job of racing.

Of recent years, the emphasis has tended to fall upon the riders. They have done fine work and deserve all credit. At the same time, this has somewhat obscured the achievements which over the years, have now made it possible for one without mechanical aptitude but blessed with this world's goods, to purchase and ride a racing motorcycle of a performance previously only considered within the bounds of those who 'knew how.'

The following article is therefore offered as a Xmas chance.

The development of racing engines has progressed stage by stage, of which the following are selected and given names as nearly descriptive as possible.

1. Mechanical.
2. The Physical Shape.
3. Chemical.
- 4a. Combustion Chamber Development.
- b. Improved Filling and Emptying.
5. The Chemistry of Combustion.
6. Thermal Metallurgical.

How so?

Well, in the very early days, much was gained by building an engine to exact dimensions. The freedom of movement of the rotating and reciprocating parts received far more attention than anything going on above the piston. The lightening of reciprocating weights and their correct balance was a prime aim and there was a mass of information from steam and marine engine practise which could easily be turned into "tuning hints." Drilled connecting rods, drilled pistons, lightened valves and tappets, flywheels lightened, meticulously balanced (statically) and assembled with extreme accuracy, long con-rods to lessen angularity and side thrust, desaxe cylinders; these and a thousand and one such operations were considered essential.

The second stage came through the realisation that overhead valves gave a more compact combustion space with less barrel distortion. Although fully admitted to be a permanent advantage over side valve layout, valve steels suitable for the working temperature of air cooled engines as then known, had not been developed. The fear of a valve being 'dropped in' hindered progress on those lines for years. J.A.P.'s brought out some interesting o.h.v. jobs, mostly with vertical valves in detachable cages, of which the best known is the '90 bore' big twin.

But, in that period, probably the most adventurous designs emanated from the Precision factory where F. E. Baker, always willing to experiment, produced several designs with inclined valves.

From the attention given to o.h.v. layout, it was but a step to the straightening out or streamlining of valve ports. Here again, a mass of data existed on the study of flow of gases in pipes etc, but the main concern was for providing ports with least resistance. The idea of making the weight of incoming and outgoing charge do useful work was for a later stage.

To digress a moment, at the close of the 1918 war, the cause of engine knock (and by jove it was a knock then) was still uncertain. Louis Mantell had advanced the theory of molecular movement of cylinder and piston materials. It was generally agreed that an aluminium piston would be most desirable from a lightness viewpoint but the alloys available were physically weak, had poor bearing characteristics whilst the value as a heat conductor was scarcely considered. The age knew that a cast iron piston made a good bearing contact with a C.I. cylinder whilst aluminium pistons tended to seize unless given undue clearances. Consequently, the C.I. piston was waisted, drilled on its skirt and made as light as possible by reducing skirt thickness to wafer dimensions and the lot was balanced as best possible. Steel pistons and composite with aluminium head and iron skirt were also tried. There is still much to be said for the latter. From all these efforts, some remarkably fine engines with long life resulted. It is of interest to note that, during the last war, with a shortage of aluminium many American car makers returned to cast iron pistons with good results. The close clearances make for pleasant running engines at moderate revs.

The great working heat of engines of the early 1920's lead to the third stage. The theoretical advantages of alcohol fuel had been recognised for some years and much pioneer research must be attributed to a BMCRC member—L. P. Openshaw who worked in the laboratories at Oxford University and tested his products at the track. For the commercial development of dope we are undoubtedly indebted to The Distillers Company and to H. R. Ricardo (now Sir Harry Ricardo). His experiments with and the introduction of Ricardo Discol alcohol fuels, with their high latent heat of evaporation, seemed at the time, the obvious and permanent solu-

tion of our problem. The cost of the fuel, however, made the idea only practicable for racing purposes.

Discol was the staple fuel at Brooklands for many years but other compounds were produced, some costly, others quite reasonably priced. The first stand against Alcohol Fuels came from the A.C.U. who stipulated petrol benzole only, to be used in the T.T. on and after 1929. The change was regarded with serious forebodings as design had then been concentrated on dope engines for the I.O.M. In fact, the decision has proved good for road racing and led to many of the later development stages listed.

For track work however, alcohol continued to be popular. At the outbreak of the war, Methanol was the most generally favoured fuel. If we still possessed a track where the limiting factor was not the rider, the present fuel controversy would probably sort itself out in some such arrangement as Alcohol Fuels for track work and Petrol of P/B for road races.

The fourth stages probably coincided with the third. In any case, it was again Ricardo who set minds working. Due to limitations of such o.h.v. designs as had been produced, great rivalry existed between champions of different side valve engines. The immortal 'Norton v Sunbeam' argument was probably the high water mark of this friendly war. Ricardo had already produced the 4 o.h.v. engine for the Ricardo Triumph and, whatever happy memories we may retain of the machine as a whole, no one would ever accuse it of excessive speed. Furthermore, a tendency of cylinder heads to crack—probably a legacy of the lacework of too many holes in a casting not noticeably over rich in meat—cast a cloud over the project.

Consequently, Ricardo looked again at the side valve and, by using a fairly flat cylinder head to which the (also flat) piston nearly approached and setting the clearance space over the valves, he probably produced the first example of what is today called 'squish.' Already side valve designers had enlisted the help of their pattern makers to produce valve chests with a good cooling space separating them from the barrel. The Ricardo head had the result of pushing all the hot exhaust gas away from the vital piston and cylinder which probably gave, over and above the turbulent results claimed, much greater scope for cool running.

Ricardo had left his sparking plug over the inlet valve, that being the recognised cool spot for a component notoriously prone to suffer from overheating. What-mough now brought out a side valve head design not unlike Ricardo's but with the plug pocketed in a hot spot over the exhaust valve. He relied upon the plug makers to turn out something to stand this and his successful results may have been the foundation of later thoughts at stage 5.

Stage 4b has probably been the most considered of all stages and work has been done by countless designers to obtain good filling by greatly extended periods of valve opening made possible by accurate design of inlet and exhaust tracts which should give a column of ingoing and outgoing gases of such weight and velocity to provide an extractor effect against the opposite tendency of the piston. Much pioneer work here, both in induction passages and in scientific selection of exhaust systems and megaphones, must be attributed to G. L. Hack, the development engineer of Rudge Whitworth Ltd.

Stage 5 arose more in connection with the development of production engines for public use but, thanks to the above A.C.U. decision for T.T. fuels, the experiments carried out were of inestimable value for racing engines. Ordinary pump petrol was now being treated with Tetra Ethyl Lead and the process of combination with the oxygen in the air was receiving close study. No longer was the thought held that the stuff just 'caught light,' it was seen that there was a chain of reactions and there was a move to a cylinder head with the point of ignition at the hottest spot and the flame front advancing always into cooler mixture to give progressive burning rather than the God Almighty thump we had put up with when we knew not what knocking was. Here, it is felt motorcycle research has lagged behind the cars. The writer feels that some of the most comprehensive studies and successes should be credited to Alex Taub of Vauxhall Motors Ltd.

Stage 6 does undoubtedly arise from the memorable A.C.U. decision of 1929. T.T. engines started growing aluminium bronze cylinder heads along with iron barrels and full skirted aluminium pistons with adequate heat paths from crown to barrel through skirt and rings. The substitution of light alloy for bronze heads followed and then the cylinder came in for treatment. More adequate finning was followed by L.A. barrels with iron sleeves

which has more recently resulted in the Wellworthy 'Alfin' system; a successful example of the difficult process of casting metal of lower melting point to bond on to a finished component.

One interesting development which made little progress, was the Cross arrangement of an aluminium piston with hardened steel rings, working inside a light alloy cylinder barrel.

Having briefly reviewed progress over thirty five years, let us examine the position as it was at the 1920 T.T. and as it developed in ensuing years. In making this review, it will be of interest to note how, time and again, a modification has been introduced and discarded only to appear again, probably coming as a brand new thought to the later inventor, and to become accepted practise.

1920. The last T.T. races had been in 1914 when a Scott, with rotary inlet valve, made fastest lap, a Rudge with Inlet over Exhaust valve had won the Senior race and the 'still considered miniature' 350cc. race had been won overwhelmingly by sidevalve A.J.S.'s with 4-speed gears and all chain drive.

Up to 1914, it would be safe to say that no aluminium piston had been used seriously. The war had given scope for experiment and aluminium pistons for motorcycle engines had advanced slightly. The favoured type was the Ricardo slipper with minimum skirt for bearing purposes. Many steel pistons had been made. They lent themselves to the limited production facilities of the age as they could be machined to the finest limits from solid billet. One unusual experiment with aluminium was made by the Veloce Company, then only making two strokes. They had produced steel cylinders from the billet with fins turned on the upper barrel. A zone which included the three ports was turned parallel and an aluminium jacket clamped on for cooling purposes. By 1920, alcohol fuel was a recognised possibility but still a rarity. Fuels to be used in the T.T. were mainly high grade petrol and benzole.

For the 1920 T.T., the Levis firm produced a special two stroke to compete in the new 250cc. class, to be run at the same time as the 350's and sponsored by 'The Motor Cycle.' Production Levises were of 211cc. and a 247cc. engine was made with aluminium cylinder, C.I. liner, and C.I. piston with two rings. Oiling was by rider operated drip feed, a system which had been prone to cause rapid carboning with normal two strokes due to their great heat. Probably due to the

good cooling with the ally cylinder, Levises were the first three 250's home and were holding their speed fairly well in the last laps.

A.J.S. had won the Junior in 1914 and were out to repeat in 1920. They produced specially for the races, a 350cc. o.h.v. giving the undreamt of output of 10 b.h.p. With C.I. cylinder (machined all over) and head, the whole clamped down with probably the world's worst system, they used a steel piston with 'one ring. The 1914 type 4 speed gear was retained having a two speed countershaft gearbox and two primary chains either of which could be engaged by a handlebar controlled dog clutch. It is believed that certain A.J.S.'s had a 3 speed countershaft box later fitted giving six speeds but the ultimate winner at least, retained the 4 speed set up. An outstanding and prophetic point was that the highest gear was designed as an 'overdrive' to spare the engine on the easier parts of the course. They entered a big team and also one 350 in the Senior race—an unheard of impertinence. Modern riders may quite easily fail to appreciate the enormous contribution made to the motorcycle racing movement by this very brave action of the Stevens Brothers.

In the Junior race, an o.h.v. A.J.S. won but all the others of the new design retired. The only other A.J.S. to finish was one of the actual 1914 side valve T.T. machines. In the Senior too, the A.J.S. retired. A big point was being made that this design had a large exhaust port and valve. The theory used in support of this layout held for many years up to the era of stage 4b. This gave a switch over to larger inlet valves; and anxiety to get the stuff in displaced previous concentration on getting the used gases out.

Indians had entered virtually standard 600cc. V twin Scouts in the Senior with dimensions suitably amended for the 500cc. limit. Their standard C.I. pistons had been exchanged for aluminium. Three out of the four entries finished 5th, 6th and 12th. Probably the biggest progress to date with L.A. pistons.

Sunbeams in the Senior had the old square engine—not the long stroke—with a really well made detachable side valve head. This probably gave a much cooler cylinder barrel than the standard one piece job, making the C.I. piston's life easier. Further, a novelty much doubted at the time, a mechanical oil pump was fitted. True, they provided a hand operated pump 'in case' but it is believed the mechanical pump worked well on the

machine which won and also on another Sunbeam which made fastest lap at 55.62 mph before retiring with a broken inlet valve.

The Nortons were standard 16.H models with 3 speed, all chain drive, using C.I. pistons. These pistons were a nice casting with crown well webbed internally and carrying two rings and, in some cases, two rings in one groove. The gudgeon zone was waisted with positive locking for the pin. Flywheel construction consisted of iron or steel wheels with a steel mainshaft pressed in with a parallel interference fit. On the authority of none less than Graham Walker, it can be said these mainshafts were first dipped in Sal-Ammoniac before pressing in, to obtain a rusted fit. Graham never knew one so fitted to move.

The design was little changed from what had been used successfully at Brooklands for some years. It is interesting to note that one Norton had plain belt drive with Phillipson pulley and it finished sixth of the eight Nortons to finish. This probably marks the end of belt drive for serious racing purposes, the 16.H had definitely made its mark with Nortons.

The A.B.C.'s with their big bore flat twins of 69 m.m. x 54 m.m., were giving away 100cc. to their opponents. They had steel cylinders, aluminium slipper pistons and a very shaky o.h.v. gear. Not one finished yet surely one of the most amazing introductions of that year, whose importance then can hardly have been realised, was the fitment to one of the T.T. A.B.C.'s of a clever dual exhaust system with a pair of megaphones.

Douglasses were not factory backed but here there was another prophetic happening in that a good entry was made by an agent—A. H. Alexander and Co. Ltd putting machines in both Junior and Senior race. Other entries were on adapted o.h.v. 350's which were not conspicuous. The Alexander 350cc. was an old 1912 race winner fitted with two primary chains to give six speeds. It did not last one lap. The 500cc. was an interesting conversion of the old 3½ h.p. s.v. Douglas which had its valves above the cylinders instead of on the offside as with the 350. New cylinder barrels and a detachable head with inclined o.h. valves were fitted, with push rods from the existing tappets. It is believed that the head used was one which Alexander had seen on a 500cc. twin M.A.G. engine in a racing Matchless. He had found the head could be fitted to the Douglas with little alteration and consequently obtained a pair from the

M.A.G. works. This gave a reasonable layout of ports with the induction pipe feeding in from the offside and the exhaust coming out on the near. A peculiar feature was an exhaust heated induction pipe, possibly necessary due to the undue length of the component. This Douglas was really fast and, had it not had chain cum belt drive, might have shaken the side valve contingent in the Senior that year.

There were two 350cc. J.A.P. twins with vertical o.h. valves in detachable cages. The push rod gear had changed from 90 bore days. No longer did the top ends have yoke connections to the rockers whilst the return springs were held in screwed cups in a manner which became standard J.A.P. practise for some fifteen years. One of these engines in a D.O.T., finished fifth in the Junior—behind the winner of the 'Motor Cycle' award on a 250cc. Levis.

The D.F. & M. Mfg. Co. Ltd had made an amazing entry of Diamonds for so small a firm. They made and entered two machines with very advanced own design engines, backed up with reserve machines with the older and more proven J.A.P. The Diamond engines were singles of 250 and 350cc. with ball bearing o.h. rocker shafts operating twin inlet and exhaust valves through push rods. The cam wheel was bevel driven and its spindle lay fore and aft, coupled at its front end to one magneto. Another magneto was coupled to the first by a short chain and a Bowden control with balance lever operated both advance and retard arms in the pious hope that all this would result in synchronised sparking at the two plugs in the head! Pistons were aluminium slipper type with two rings in one slot—a favourite 'tuning hint' of the time. The crankshaft proper was a steel forging, presumably the big end was a plain bearing. Attached to the crank webs were a pair of steel flywheels. Lubrication was by the usual hand pump. Transmission was four speed chain cum belt. In all, a surprisingly advanced specification.

In addition, Diamonds had brought over 250cc. o.h.v. and s.v. single and 350cc. o.h.v. twin J.A.P. engine machines. In the race, the 250cc. o.h.v. J.A.P. and the 350cc. 4 valve Diamond were used. Both retired.

Blackburnes, who only later became engine makers only, had entered Blackburne machines in the Junior with their side valve engine very little changed from production design with C.I. pistons, well cooled valve ports thanks to detachable

heads (the time had not come when the foundry could give the designer all the air passages he wanted with a one piece s.v. cylinder) and with the outside flywheel inside the primary chain to relieve crankshaft overhang. They finished second and third.

A persistent trier at this and many subsequent T.T.'s was the New Comet, a peculiar 2 stroke of 293cc. with internal flywheels. The carburettor was placed with a forward facing air trumpet, in the pious hope that there would be a 'ram' effect at the modest 50 m.p.h. of which the machine was capable. Two speed with chain cum belt, it finished six minutes behind the third 250cc. Levis but at least not the last two stroke, which doubtful honour fell to:

The 350cc. Ivy—a large single cylinder two stroke with hand pump lubrication and the unusual refinement of 3 speed all chain drive. Many people imagine that two strokes first made a showing in the 1920 T.T. but in the 1914 races, the following two stroke performances had been made in the Junior Race:

350cc. Levis 13th, 39.7 mph. 350cc. Peco 22nd, 37.2 mph. 269cc. Ivy 28th, 30.6 mph. 350cc. Levis 30th, 28.3 mph.

The Duzmo was a promising post-war design. This 500cc. o.h.v. single had a bore and stroke of 89 x 79; particularly noteworthy to see the trend to big bores in a single at that early stage. The designer—Mr. Wallace—had been with J.A.P.'s for many years before starting the Portable Tool and Eng Co. Ltd at Enfield which was responsible for the Duzmo. The design comprised detachable head with vertical valves direct in the casting, mechanical lubrication, 3 speed, chain cum belt, outside flywheel. Peak revs were 3500 and top gear was 4½:1 which must have given moderate piston speed. The design has been generally regarded as most promising, it will always be a matter of regret that financial trouble prevented its development. In the race, the Duzmo went well for four laps but lacked speed. Had the work which its skilled rider later put in to other makes, been applied to the development of the Duzmo, it might still be a contender for I.O.M. laurels.

The Woolers in the Junior race were flat twins with Inlet over Exhaust valves and transmission by belt with expanding pulley, a primary reduction being made by internal gear in the engine pulley. Most remarkable, it was the only example of front and rear springing; using the style of spring boxes we today nickname 'Spring Heels.'

One other strange Junior machine was the 318cc. Aurora, with Dalm two stroke engine, made in Ramsey. The preparation of the machine was too hurried to achieve success but a noteworthy design point was mechanical lubrication varied in conjunction with throttle movement and two rear brakes—one external contracting and one on the belt rim of the 2 speed chain cum belt transmission.

Summing up the 1920 T.T. was a typical Post War compromise. Factories were not entirely clear of war commitments, consequently much that was of pre-war design had to be used. Further, the T.T. course had become much more difficult due to the introduction of Cronk ny Mona, Signpost, Bedstead, the Nook and Governors Bridge corners which accentuated the limitations of existing brakes. One would have thought that the possession by the winning Sunbeams of a reasonably operative front brake might have led to an all round improvement next year. In point of fact, front brakes continued to be regarded as dangerous and again the trumpety bicycle type stirrup affairs were largely seen.

Undoubtedly the bravest effort to shake the industry into active competition came from A.J.S. While in all classes the speeds of the best men were higher than in 1914 despite the slower course, mishaps concealed some of the best performances. The A.J.S. o.h.v's were all faster than any rivals but mechanical troubles reduced the force of their onslaught.

The Junior winner had freewheeled and pushed from Keppel Gate (and there was a gate then) due to gear failure. The 250cc. winner had his tyre come off and throw him off too. He refitted the cover, kicked the wheel straight and rode home from well above Keppel Gate on his last lap, with the tyre flat. When both winners could achieve success despite such troubles, it was clear the motor cycle racing world had not yet really got going.

1921 was the year when manufacturers let their hair down. It was undoubtedly the greatest T.T. of all time from a technical viewpoint but that is a story for another time.

The following few statistics may be of interest:

1914 T.T. (Old Mountain Course)			1920 T.T. (New Mountain Course)		
Description	Make	Speed	Make	Speed	
Junior Winner ...	AJS	45.72 mph	AJS	40.74 mph	
Senior Winner ...	Rudge	49.49 mph	Sunbeam	51.79 mph	
Junior Fastest Lap ...	AJS	47.57 mph	AJS	51.36 mph	
Senior Fastest Lap ...	Scott	53.50 mph	Sunbeam	55.62 mph	
Senior Fastest Laps:					
Single cylinder	Rudge	51.43 mph	Sunbeam	55.62 mph	
V. Twin ...	Matchless	50.00 mph.	Indian	50.22 mph	
Flat Twin ...	A.B.C.	47.99 mph	Douglas	54.74 mph.	
Four ...	F.N.	45.00 mph	None		

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SPEAKING PERSONALLY

The Evening News. Everyone will have been delighted with the excellent articles which constantly appear in the above newspaper. The article in the issue of November 8th on Geoff Duke confirms once and for all that 'The News' is a motorcyclist's paper.

There is a very interesting story in the reason for the interest shown in our sport by the Motoring Editor Mr. Barnes. He has been influenced in our favour and helped by the excellent press relations work of Mrs. Bobbie Tremearne of Bromley, Kent who is one of our staunchest upholders in the plea for a proper home for Bemsee.

Both Mrs. Tremearne and Mr. Barnes will be at the dinner. If you don't write for a ticket, you will regret the fact in the years to come.

G. R. P. Helsham. Pat wries to convey his thanks and good wishes to all members for all that was done for him while in the I.O.M. He particularly thanks Gordon Hatch for the part he played in making one who might, otherwise, have felt rather far from home; just 'one of the family.' The pleasure has been ours and we only hope we shall see Pat and many other friends from Ceylon next June.

Bill Jarman. Our worthy Marshal General has achieved his great ambition and is now to be seen traversing the Country in a magnificent Canadian Mercury estate wagon. This large and imposing vehicle is to be transformed to a travelling maisonette in which Billinda will take up residence at the site of all the 1951 meetings. If the alarm still refuses to go off, it is thought that a couple of 7/R's started together outside 'Notre Repos' will probably ensure adequate marshals at a suitably early hour.

Bill's present joy is in demonstrating the ability of the Merc to take off from a standing start in top gear without judder or fuss.

H. S. Hall. Stan reports that his right arm is now sufficiently mended to permit him to use it for writing. Still a long way to go for normal action but not long enough to keep him out of the 1951 racing season.

Peter Romaine. Joined the Army on November 6th to report to Catterick and to play around with tanks. He says that he only hopes Catterick will make him as good a rider as it did Geoff Duke. A very handsome tribute from one jolly good

scout to another and we are all sure that Catterick can and will. Pete hopes to get an odd ride now and then. When he's a bit of an older soldier, he'll know all the withers of compassion which can be wrung at the news that the lodger's step sister has just been delivered of Siamese twins in Kuala Lumpur.

R. W. Foster-Pegg fairly vibrates with virtuous indignation, like an outraged housewife with heaving bosoms and quivering bugles rattling in her bonnet in the 1890's, at the rumour that a very famous firm are producing a liquid cooled multi for racing using the frame as a radiator. F.P. very fairly recalls that his Square Four had this well over a year ago, a fact which was recorded in Bemsee. All honour where honour is due.

Dick's Hutchinson 100 experiences were a little trying, the Ariel developing X to the n'th revs past the pits and enough heat thereby to dry off the water which got on it between Woodcote and Abbey sufficient to repeat the performance ad lib. His mechanic has the day well marked in his memory as the one preceding two days in bed with chronic rheumatism. During the season, the Ariel has been running at the end of each race for which it was entered and considerable information has been acquired.

The winter is now being devoted to the task of adding four more studs to the three which at present are all that exist for bolting each cylinder head to its barrel. Blower experiments continue, also a change over to Methanol. The above stud alteration entails the construction of a new cylinder block. What think you of that, you who feel it very daring to go up one jet size?

Arnold Jones points out that his 250cc. performance in the "Hutch" was on his Rudge and not on his Guzzi as reported.

R. M. Lucas. The misfortunes of the Manx, previously reported, have forced Rupert to flog the Velo. He is now turning his thoughts to something cheaper and, in view of the attractive news anent Jim Hogan's experiences, a privately constructed 125 is in mind.

E. A. Mortis. The damage to Rigor's right arm is going to take longer to mend than was first expected. At anyrate for some time he will have to keep on the non-active list but already has made a very fair mastery of left hand writing. A good show and the right spirit.

E. W. Trappitt. Has to undergo another

operation as the result of his accident at Brands Hatch as reported in September. It will be some months before he can leave Warlingham Hospital but the doctors report steady progress. All our sympathy goes to Mrs. Trappitt in this long period of waiting.

Artie Bell. Left the London Clinic on October 31st and flew back to Belfast. Every member will join in sending wishes for a satisfactory convalescence and will love to see both Artie and Mrs. Bell at all race occasions whether riding or not.

S. A. Sorensen. Our gallant little Danish member has had a wonderful year. If there was ever any doubt in any British mind as to 'Sorry's' pluck, it must have been shot to flames after his Swedish T.T. performance.

In the 350cc. race his Norton suffered a frame breakage at the 20th lap yet he rode the last five laps in this condition. Being slowed by the trouble, he was overtaken by Gerber on a 7/R in the 23rd lap which put Sorry's blood right up and he rode a most frightening two final laps to win at record speed of 81 mph. on a machine with the engine moving about due to broken front down tube and which had been without front brake since half distance.

Coming home late that night, he had already intended to take his 350 engine out and fit a 500 for the next day's Senior race so he now had to fit the other parts to both a new frame and the 500cc. engine. The work was only completed an hour before the starting time so, without any rest or sleep he started and won that race by two minutes.

In September he won a miniature T.T. in Denmark on the same Norton whilst a friend rode his 250cc. Excelsior which we all know so well, and won the Lightweight class.

Bemsee flourishes all over the globe and its members bring honour and credit to our famous badge wherever they perform.

Stan Pike. Has changed to another job in Australia with a firm of Austin agents. Sends kind wishes and thoughts to all friends in England.

G. F. Jones. Enjoyed the Hutch despite a 'demmed moist unpleasant day.' On the completion of his twentyfirst year since starting road racing he may legitimately take pride in having finished in the sidecar race as well as on a 7/R in the handicap. In the sidecar race, his passenger had to hold the 'gas-works' on to the cylinder head for the last 1½ laps. Grand

stuff for a daily newspaper, but looked at in cold blood, someone was careless in the erection stages.

Francis Beart. Reports the most successful year yet of a life of racing which must already have had a record number of successes. The highlights of 1951 have been:

25 firsts with Antonin Vitvars on a Beart Norton in Czechoslovakia including winning three International Races.

11 firsts with R. M. Dryden's Cooper 500cc. car including winning all 500 car classes at the three Goodwood meetings.

4 firsts and numerous 2nds and 3rds on F.B.'s own machines at various race meetings in the British Isles.

Next year, there will be four 'own property' Beart Nortons being raced and—probably most exciting news of all—a 250cc.

Bill Beckett. Members everywhere will be sorry to hear that, although he is making good progress, Bill's recovery from his serious spinal injury is taking a very slow course and he is greatly hindered by the fact. On behalf of the Club, here's wishing you complete health, good racing and the greatest success in 1951.

Joe Craig. Glad news that Joe's youngest daughter had her engagement party on November 14th. Best wishes for all happiness in the future and may life be just one easy ride like that on a new Manx Norton with one of Joe's best power stations providing the kilowatts.

Brooklands. L. W. E. Hartley is one of the old brigade who supports our campaign for the return of our track. He has written suitably to both the Daily Mail and the Daily Express. It will be interesting to see whether the letters are published.

The excuses—'pressure upon our space' or 'shortage of newsprint' are frequently made for non-publication of letters. It is extremely gratifying to observe that our National Editors, despite the difficulties which appear to overwhelm them, have refused to let the position get them right down. By sweeping aside such trifles as the B.R.M., they have somehow managed to find space for the ventilation of such vital subjects as:

How to cook a kipper.

Whether Beaujolais should be iced or not.

The setting up of an exhibition in Marylebone of Sherlock Holmes mementos.

Should Charing Cross Station be re-named.

The Birmingham Conference. The following exchange of correspondence between the Club and the Vice-President of the A.C.U. who acts as Hon. Secretary for the above conference is published, without comment, for the information of all Bemsee members.

G. R. Allan, Esq.
Vice-President.
Auto-Cycle Union.
83 Pall Mall, S.W.1.
Dear Sir,

26th Oct., 1950

Information has been received that a meeting is proposed of Councillors to make plans in respect of General Council affairs, including voting procedure, for the 1951 session of the A.C.U.

The British Motor Cycle Racing Club as a non-territorial club with appropriate voting rights will be pleased to have an invitation to attend such meeting and I am instructed to place this request before you.

I trust the requisite invitation will be forthcoming in due course.

Yours faithfully,

C. A. Lewis.

227 Holdenhurst Rd.,
Bournemouth.

Dear Mr. Lewis,
3rd Nov. 1950,
Conference of A.C.U. Centres

I have to acknowledge with thanks, the receipt of your letter of recent date in connection with the Annual Meeting of the above.

Unfortunately, it is not possible for me to comply with your request for your Club to be represented, for the following reasons:—

(1) The above is a private meeting restricted to authenticated representatives of Local Centres.

(2) The Conference is entirely unofficial and under the conditions of its original institution cannot be extended, except by a majority decision of the Conference in full session.

I can give you my personal assurance that your letter will be read, but you will I am sure appreciate that I cannot anticipate a Conference decision, in this or any other matter.

Yours sincerely

G. R. Allan.

Conference Hon. Sec.

Brooklands to Australia. One of the many changes brought about by the loss of Brooklands will come into effect with the departure on December 15th of Mr. and Mrs. Denis Minett to Australia.

Denis, who will long be remembered for his various lap records at Brooklands on

Nortons, is going out to join another of the old true 'Paddock Trackmen'—Tilbrook. Tilbrook has now been in Australia some years where, with a factory employing some 60 hands, he manufactures sidecars with Torsion Bar springing and also, the only all Australian motorcycle—The Tilbrook.

At present, Villiers engines are used but, when Denis arrives, it is hoped to take up the manufacture of the Tilbrook engine in Australia and, possibly, Denis' 125cc. double o.h.c. motor.

In addition to the above, Tilbrook manufactures a range of motor-cycle accessories for the Australian market. Denis achieved many successes in Australia before the war and he will take back this time, an unrivalled knowledge of modern racing engine development.

A Brooklands party who have had the guts to take their skill to a new field with bright prospects. It is brave pioneering work and the club say 'God Speed to Pamela and Denis' in their venture.

Week-End Frolics. The following should amuse every member whether his particular hey-day was on the Portsmouth Road, Akeman Street, Brockley Hill or on one of the new motor-roads. For obvious reasons the name of the writer and his address must be secret:

"It would probably interest some of our members to know that there is a very serviceable aerodrome here on which anyone can test their machines. This is not strictly permitted but, since a friend drove into a policeman who tried to prevent him making use of the drome, there has been no further interference.

It becomes highly dangerous at the week-ends when all the local youths turn out in strength, remove their silencers and then race up and down the runways in both directions at the same time."

L. P. Openshaw. The reference to 'Opie' elsewhere brings a memory of a member who was the first man ever to 'land on' the deck of a ship. If any members were or are Naval Air Arm Pilots they can take consolation that their most horrid experiences of fully loaded take-off and barrier landings, at least had the advantage of some mod. cons. which Opie had to do without.

The Winning Horse. Despite really bad weather, the attendance on November 16th was nearly as great as on the previous occasion. Bill Jarman impressed all by his regal arrival in the new conveyance which is a cross between a Blood Trans-

fusion wagon and some futuristic travelling. Public Lavatory designed to snatch dollars at the Festival of Britain.

The warmth of his reception so far unmanned him that he inadvertently changed down and, as he was given no onions to dispense, the poor chap seemed to be 'Musing' very miserably. Hope this won't have its effect on the January outburst.

Next meetings December 14th and January 18th.

The White Lion, Edgware. Meeting of November 13th little more attended than usual but nevertheless a jolly good one. Ted Pink was a welcome visitor for a short while, although present day business needs make a long visit impossible. Ted is always interested in all North London meetings.

Star news is that Ken Rickard is purchasing a brand new 500cc. Trials AJS and is to learn the noble art of mining at the able hands of maestro G. S. Hubbard. We can well imagine the pleased look on Jock West's face if Ken will kindly return the AJS for an examination after having lightly removed the first layer of sub-soil in accordance with his teacher's recognised technique. Incidentally, George Hubbard has never missed a White Lion night.

Next meetings December 12th and January 9th. Roll up all of you who missed November. Time waits for no one of you and you don't want to spend your declining years regretting all the meetings at the White Lion Edgware, that you missed.

Chigwell November 18th. The Metropolitan Police 'At Home' was terrific. Their Club House is magnificently appointed and members of Bemsee and the N.E. London M.C.C. found the warmest of welcomes to a very friendly evening. High light of the evening was a closely contested Beer Drinking contest in which Bill Jarman represented the Club in the male section and Mrs. Cheeseright very gamely did the same in the half pint class. Unfortunately in neither case were we successful although consideration is being given to lodging a protest in that no A.C.U. permit number had been granted nor was there one of their most efficient Stewards present to check the various measurements as should be done with the recognised implements—a wooden rule and a tablespoon.

Perhaps it would hardly be fair to complain in the case of the men as an enormous 'flat' whose epiglottis, with the addition of certain baffles to prevent too much build up at the seaport end, was clearly the inspiration for the new Haifa pipeline; must have set up an all time lap

record in necking his pint. However, Bill being not quite so quick on the getaway, managed to swipe an extra pint and a half which other competitors had failed to absorb due to early retirements with punctured floats.

In the lady's class, it would be altogether ungallant to say more than that the contest was most absorbing and that the galaxy of beauty and talent which lined up for the contest dealt with their assigned task with grace and despatch, to a woman.

Due to a Crippsian gastronomy, your Secretary was unable to partake in this contest but he, together with Mrs. Oliver happily back in circulation and looking as well as ever, thoroughly enjoyed a friendly evening. Congratulations, thanks and full marks to Bill Mold.

Unfortunately, although he had intended to come, Cabby Cooper could not manage it. Rumour has it this is due to the fact that, as on the last occasion some too high spirited bidding on the part of Mrs. Cooper at a 'warming up' round of Cabby's auction resulted in Cabby having to buy the shirt he was wearing back at grossly inflated black market prices before he could come home, an agreement has had to be drawn up between Cabby and Mrs. The terms of this have been initiated 'in principle' but until 'the instrument shall be ratified' it is felt to be risky to venture into the elevating atmosphere of Chigwell.

1951 SUBSCRIPTIONS

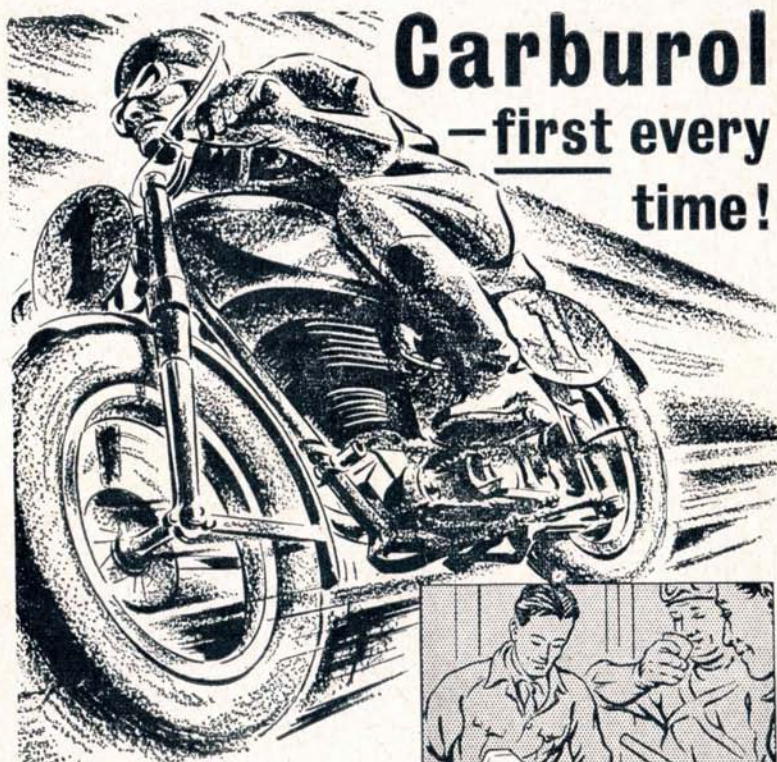
These will be due on January 1st. Please help your committee by remitting in advance. And while you are doing it, why not make your cheque even figures, the balance to be for the Bensee Benevolent Fund? The Benevolent Fund caters for riders only and has had to do so with inadequate support, so far, from those very members who may possibly be forced at some time to seek the fund's help.

Send TWO GUINEAS RENEWAL SUBSCRIPTION FOR 1951.

BENEVOLENT FUND—Just as much as you feel you can spare. Every contribution will be acknowledged and welcomed.

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COMMITTEE NEWS

November 6th, 1950. Present: Messrs. Daniell (Chair), Baragwanath, Pope, Taylor, Roebuck, Rickard, Glover, Jarman, Lewis (Secretary).

Silverstone. Expenditure for September 30th already in excess of receipts. A few more accounts yet to come in plus settlement with R.A.C. and A.C.U. The loss originally forecast likely to be realised.

Annual Dinner. Instructions given for a few last minute changes and additions.

Complaint from North London Members as to selection of venue noted. Impossible to make any changes from decisions already agreed in committee, for 1950.

The Watsonian Trophy. In addition to the cup awarded by Mr. R. G. J. Watson for the 1950 Hutchinson 100 meeting, the Trophy to be competed for annually in future years would be sent to the Dinner for display purposes. Tentative suggestions for its award to be submitted to the donor for his comments:

"That the Watsonian Trophy be awarded to the sidecar driver with the aggregate of best performances at race meetings held by the B.M.C.R.C. throughout the season. The results to be determined on a points marking system—

First sidecar home in in race	16 points
Second do. do.	12 "
Third do. do.	8 "
Fourth do. do.	5 "
Fifth do. do.	3 "
Sixth do. do.	1 "

Placing to be in accordance with physical finishing positions in scratch races and open handicaps. In sealed handicaps, the placing to be in accordance with the official handicap results.

Goodwood. Progress reported on negotiations for holding the Club's first meeting of the season on April 21st at Goodwood. Visits had been made and the course with its amenities approved. Agreement in principle had been established and a number of details settled. The Secretary to proceed as necessary.

Shelsley Walsh. The use or otherwise of the hill for 1951 awaiting a reply from the A.C.U.

A.G.M. Consideration given to choice of chairman. After discussion and hearing

the written views of one member, it was decided that Professor Low should again be asked to handle the meeting.

Secretary. Advertisements in various papers were due to appear about November 10th. Action agreed for dealing with replies.

Assistant Secretary. The prolonged absence of Mr. Brown now reported to be due to very severe illness. Messages of sympathy to be sent and the possibility of re-engagement to be considered when the Secretarial position was reviewed.

Mrs. E. Whorwood. The very kind offer of an annual trophy in memory of the late Colin Whorwood noted and accepted. The trophy—to be known as the Colin Whorwood Memorial Trophy—to be awarded to the member rider aged 20 years, who should make the fastest lap of the day in that age group at the Club's first meeting each year.

Compulsory P.A. Insurance. A.C.U. action to introduce this form of cover on a nation wide basis noted. Optional premiums at slightly lower rate with proportionate loss of benefit had been suggested by other clubs. Agreed it would not be the policy of B.M.C.R.C. to seek savings on such lines.

Invalids. Reports given as to the progress of riders who had been seriously injured. All making steady recovery.

New Members were selected. The **Financial Account** presented and approved. The Chairman declared the meeting closed.

FUTURE DATES

In case you have overlooked any of these, please note them down in your diary or take action at once:

- Dec. 8 Annual Dinner, Dance and Prize Giving. There is just time for you to get the ticket you forgot to order.
- Dec. 11 White Lion Edgware.
- Dec. 14 Winning Horse, Claygate.
- Jan. 5 Annual General Meeting, Pall Mall.
- Feb. 23 Met. Police Driving School party and dance, Hendon.

CORRESPONDENCE

Our old friend Erwin Tragatsch writes from Tel-Aviv.

Please accept my sincere thanks for 'Bemsee.' My heart is always with all your members and my admiration goes out to those famous British riders who uphold the prestige of the British Motor Cycle Industry and the B.M.C.R.C. in all races during the season.

'Bemsee' brings me always so near in contact with these fine sportsmen. I am now very far from all racing and your news about racing and riders is good medicine for me. During 1950, I only saw three races, for which I specially travelled from Israel to Italy.

I was very sorry at the bad weather news for Prescott and Silverstone and hope your financial loss will not be too great.

Being born in a country which, since 1939, has been in foreign hands—first Germans and now Russians—I have not the desire to return to Czechoslovakia. For political reasons, the Czechoslovak Motor Cycle and Car Racing Association, of which I was a member, has ceased to exist. I suppose this was the biggest club for racing riders and drivers and had over 3000 members. I should now like to become a member of B.M.C.R.C., but there is difficulty in remitting foreign money. I shall hope to be able to come next year to the U.K.

Once again thank you and I wish you and all B.M.C.R.C. members—especially Ted Frost and Denis Minett (both of whom rode in Czechoslovakia under my patronage)—all the best.

Yours sincerely,

Erwin Tragatsch.

The following from Jenks is just plain horse sense:

Dear Cliff,

I was rather surprised to read in the last Bemsee magazine that the donations to the Benevolent Fund only amounted to £36, during 1950. Bearing in mind that the Fund paid out £75 during that period it does look as though members do not know a good thing when they see one. In these days it is refreshing to find a 'Help-yourself-scheme' that doesn't involve the Government or similar body and I should have thought that one whereby you can get a spot of help if you prang while racing; deserved support, especially when it is part of one's own club.

Naturally enough I don't expect club members who don't race to support the Fund, unless they have more money than they know what to do with, but from the blokes who dice and stand a chance of 'buying one' and thereby benefiting, one would expect to receive the odd-bob. I know if you confront a chap with this matter he usually says "Well, yes but I have been paying so much just lately that I can't afford it"—Fair enough. Or there is the bloke who says "I never fall off, I don't take chances" ! ! ! !—No but there is the chap who does and he might be just in front of you—I know; it happened to me. Obviously if one paid out to every fund etc. heard of, one would soon be broke, but surely a Riders' Benevolent Fund is just a question of plain common sense, for the riders.

No doubt many people will be thinking "Well what does he propose to do?" Being of the "can't really afford it—especially with the Annual Dinner in view" type I decided the best thing was to pay a sum equal to that which I would have spent some time during the past season had everything gone according to plan, but because it didn't I still have the money. My particular occasion was Prescott Hill Climb—had I been in England at the time I should certainly have blued 18/- on an entry, but as I couldn't get back, here is a cheque for that sum, to go into the Benevolent Fund.

If you have any room in "Bemsee" for this letter it might persuade some of the chaps who didn't enter for Silverstone or any of the other meetings during the season, to send along a sum equivalent to the entry fee they would have spent had the bicycle been ready in time. If any of the non-racing members feel they would like to help they might send along the 18/6d. they would have spent on a ticket for the Annual Dinner had they not decided not to go.

This past season I have been lucky enough not to drop the model, but it can't last, and one day I might be very grateful to the B.M.C.R.C. Benevolent Fund. I hope not, but you never can tell what the bloke in front of you is going to do. (Unless you are the 'way out in front' type!)

Yours sincerely,

JENKS.

MARSHAL'S MUSINGS

My apologies for missing the boat last time. I just left it too late and that, gentlemen, was that! Time and tide, wear away the Cliff. Yes—our Cliff.

Which all brings me to the subject of the secretary who has set such an administrative pace during the re-building of 'Bemsee,' that it hasn't been easy to keep up with him. It won't be simple to find another bloke who will carry on where C.A.L. leaves off.

During the past few years I have got to know and like this strange man of many moods who puts racing motorcyclists and their machinery first, last and in between. Few clubs have ever known such a fellow who has risked so much for so little. It is now up to everyone of us to see that on the foundations he has laid, there shall be a "Bemsee Build-up" which not even an earthquake can shake.

We've had our ups and downs but generally speaking, out of all the meetings, discussions and arguments, in and out of Committee, a spirit of mutual respect has emerged which has all helped to make the B.M.C.R.C. one organisation—"Unique and United." Yes gentlemen, you can be proud of your Club and the guys you elected, who have given so much of their spare time on your behalf.

The Social Season is upon us and the work of closing the year and the greater work of preparing a new one. Things get us down but not out—back we come for more, year after year, until Anno Domini takes a hand. For those who are musically inclined our Annual Dinner coincides with SIBELIUS' birthday. He would be 85 on that day so Don MacBain can look forward to a lot more 'Bemsee Syncopation' if he lives that long. I'm not sure if I approve of this pausing from bar to bar.

Tonic so far is better. (This makes one W. G. (Bill)ious. Ed.)

There will be two occasions early in 1951 when your presence will be essential. Hendon on February 23rd and the A.G.M., Pall Mall on January 5th. Please mark the dates (1) At the end of your 1950 diary and (2) In your 1951 diary if someone thinks kindly about you at Christmas. As there is no Show this year, we cannot go on the scrounge for these useful little things which help to prevent us from meeting 'Dizzy Blondes' when we are due to see Douglas

Now for a special tribute to the men of the Metropolitan Police Clubs who have done so much to help Bemsee during the past two or three years. They have helped to build up a Marshalling Outfit in keeping with this Club and its tradition. Born 1909 and still going strong but, with what a difference! In those far off days, the men in blue were something to be avoided like a plague. It has taken over 30 years to get the very real co-operation which now exists between the Police and the Clubs. As G.W.W. puts it, "The modern policeman is 'one of us' instead of 'one against us.'"

With luck, this number will reach you well before Christmas so will all members please drink a silent toast to one another at 12 noon on Christmas Day. It need not be alcoholic, it's the spirit which matters (no joke intended). There are close on a thousand of you involved in this simple request. I will conclude with the usual salutation for Christmas and all you wish yourselves for 1951.

Twelve noon Christmas Day—Bemsee! Many thanks for your help and encouragement during 1950.

W. G. (Bill) Jarman.

MUTUAL AID & BENEVOLENT FUND

Members' wishes.

E. V. C. Hardy. Having finished racing seeks a congenial post where he won't be entirely out of the game. Will tackle anything anywhere. His ability will be well known to many members. Help him by writing for details to 135 Birmingham Road, Water Orton, Nr. B'ham.

Sale—1950 7/R. Little used, Would accept £250 for quick sale before Xmas. £14 worth of spares. A. A. P. Toher, Sligo Drug Co., Stephen St., Sligo, Eire.

Sale—or exchange for post-war 350 (with adjustment). 250 much mod'd Velo. Teles. Bronze head. C.R. gears. L.A. T.T.

Amal etc. Around £110. D. Rose, 20 Corby Road, Weldon, Corby, N'hants.

Sale—Almost new two piece leather suit. Fully padded, D.B.jacket, full Zips, including trouser and jacket pockets. About 6 feet. £14. C. Lambeth, Ivy Bank, The Drive, Hart Hill, Luton.

Sale—B.S.A. 1950 Clubman's 348 Gold Star. Full equipment, racing tyres etc., 700 miles, 7th Clubman's T.T. £200. Norton 490 Comp. Model 500T as new £150. Also, wanted 350 and 500 Manx Nortons complete or parts. G. W. Robinson, 45 Fairfield Drive, Whitley Bay.

Continued next page.

Mutual Aid & Benevolent Fund—cont.

Trade Advertisements

Racing M/cycle for Sale—500cc. T.T. Rudge, actual Works machine. Down-draught carb, cut-away tank, rev. counter. In road trim—does 100 mph. £90. H. R. Penton, 11 Sylvester Rd., Hackney, E.8. **CLISSOLD 0907.**

Benevolent Fund

The following gratefully acknowledged. Please heed the message of Jenks' letter. You will be sending your subs. now, why not all make the figure up to £2-10-0? That would put the Racing Riders' Fund in a safe position for 1951:

P. L. Pratt £1-0-0; D. S. Jenkinson 18-0d.

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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.

H. L. DANIELL

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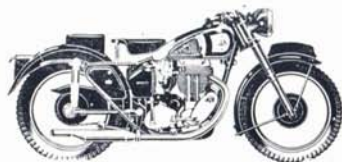
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