



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 4, No. 1—February, 1951

ONE SHILLING



A unique photograph taken at the Annual Dinner of N. B. Pope, F. W. Dixon and E. C. E. Baragwanath, the only Sidecar Gold Star holders.

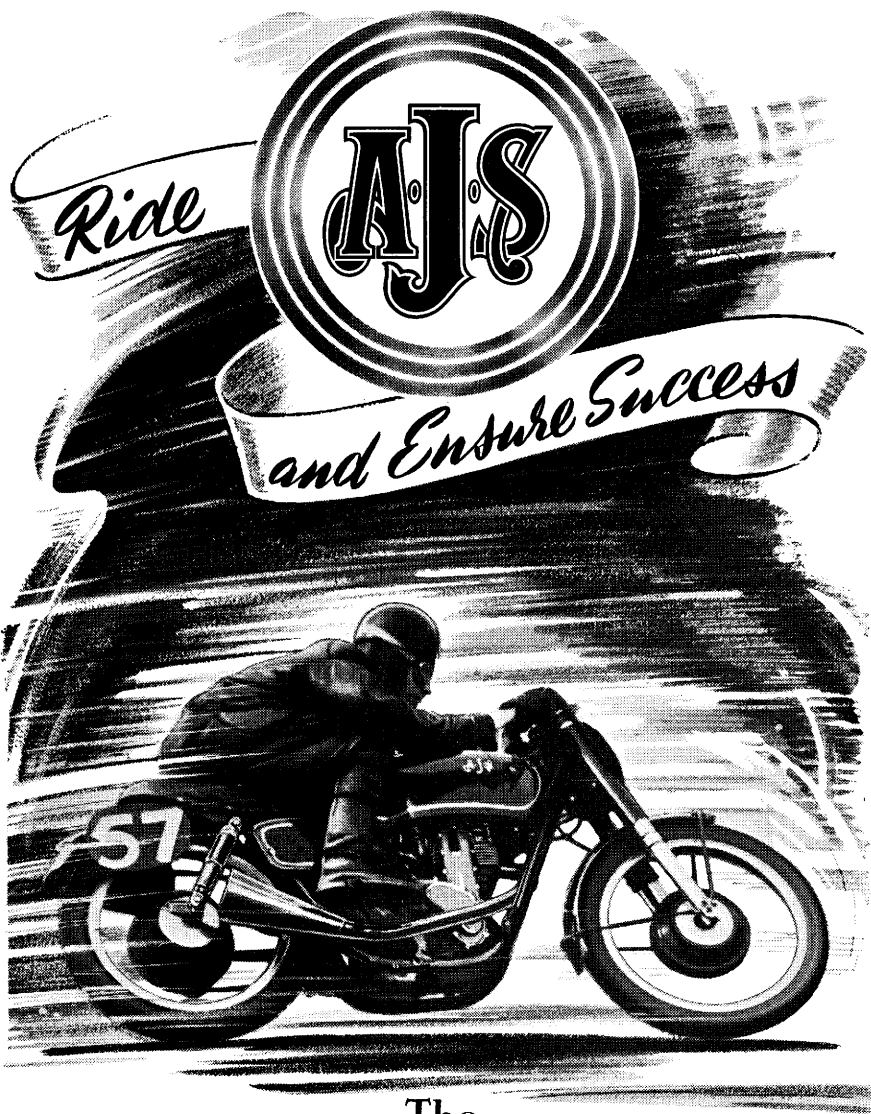
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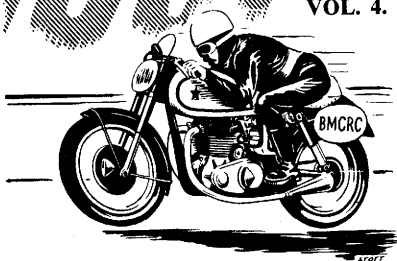
AJS MOTOR CYCLES • PLUMSTEAD ROAD • LONDON, S.E.18 • ENGLAND

1951 *Bemsee*

VOL. 4.

FEBRUARY

No. 1.



**Journal of
British Motor Cycle Racing Club Ltd.**

THE BRITISH MOTOR CYCLE RACING CLUB

President: Sir A. Guinness, Bart.

Vice-Presidents:

Professor A. M. Low, D.Sc., A.C.G.I.,

E. C. Baragwanath

Chairman: H. L. Daniell **Vice-Chairman:** N. B. Pope

Secretary: R. C. Walker, 50 High St., Brentford, Middx.

EDITORIAL

As by now you will have learned from the Broad Sheet, (if you were unable to make the A.G.M.) issued last month in place of Bemsee, the Directors of your Club have seen fit to select me to take over the onerous duties of Secretary, Treasurer and Producer of "Bemsee," previously done by that hard working and super-enthusiastic man, the one and only Cliff Lewis, to whom you all owe so much.

Many of you I know personally, but a far greater number, unfortunately, are known to me by name only at the present time, a position that I trust may be rectified ere long. In the meantime I would say that my main ambition will be to do my utmost, in co-operation with the well tried and experienced Committee you saw fit to re-elect at the recent A.G.M., to preserve the exceedingly high standard set by my predecessor.

Although I have served in various capacities with many committies since before the war, never have I been connected with a club where its members have shown so much interest in their secretary from the word 'go.' In this respect I would say how encouraging it is to feel one has had a personal word of welcome from so many members, and I sincerely trust they may never have cause to regret their kind words. As it has proved impossible for me to keep pace with much other than Club business these past few weeks, I would assure all concerned of my great appreciation.

There is little doubt that "Bemsee" is one of the best monthly magazines ever to be published by a single club in this country, perhaps in the world. Be this view right or wrong, one thing is certain, and that is we must not allow ourselves to rest on any laurels and in this respect I shall always be pleased to receive any amount of news from our members concerning their trials and tribulations, along with any news regarding tracks or machines etc.

In addition to the above, might it not add interest to our magazine if we had a few more contributors to supply articles, technical or otherwise, dealing with any matters you like in connection with racing. This would widen the scope and give added interest to "Bemsee." However you yourselves may have some suggestions to offer, and if so I shall be delighted to hear from you on the subject.

The 125cc. Class—It looks as though the 'tiddler' class may attract the attention of a section of our members, if correspondence and views expressed at the A.G.M. are anything to go by. Despite the fact that we have no works motor at the present time suitable for quick motoring, such as our friends in Italy, there is, I feel, lots of fun to be obtained in tuning and racing a machine of this description (remember the Brooklands days?). It might therefore serve as a guide as to the support that would be forthcoming for an event of this description if some of you were to drop me a line putting forward you views on the matter.

Finally I would like to avail myself of this opportunity of wishing one and all every success during the coming racing season and by their enthusiasm and success at home or abroad may our Club rise to even greater heights in the months to come.

BOB WALKER.

1951 SUBSCRIPTIONS

Subscription receipts to date have been most encouraging. There are, however, a considerable number of members who have not yet given their attention to this important matter. As subscription becomes due on the 1st January in each year (see Club Rules 35 and 37) I would request that all those to whom this notice applies forward their remittance without further delay.

The Annual General Meeting

Owing to the regrettable and unavoidable absence, due to ill-health, of Prof. A. M. Low, it was agreed that the Chair be taken by Mr. H. L. Daniell.

Apologies for absence were received from Sir Algernon Guinness Bart., Prof. A. M. Low, D. G. Brown, A. Lewis Jones and L. C. Newman.

The first item to be greeted with whole-hearted approval was the proposal that a telegram be sent to Prof. Low to express regret at the news of his illness, and wishes for his speedy recovery.

The minutes of the previous meeting having been circulated were taken as read and agreed. The Secretary reported on the year's work in considerable detail and stated that he would leave the financial part to be dealt with by Mr. J. D. Ferguson.

By a long standing rule our A.G.M. has to be held early in January. Now, by the Company's Act the accounts for the year's business up to 31st December must be circulated at least three weeks before calling the A.G.M. at which they can be discussed, and in view of this considered the A.G.M. should be held towards the end of February.

After paying tribute to our accountants attention was drawn to the fact that figures up to 27th December only could be presented. Members would therefore be circulated with the final figures at a later date and hold a special meeting to adopt the final agreement.

Mr. J. D. Ferguson then gave a detailed account of how the figures on the balance sheet (an exceptionally well prepared work)

were arrived at and answered a number of questions from members on various points. In connection with the two race meetings the Club had held, it transpired that although the Motor Cycling Silverstone Meeting had made a profit of £483, the Hutchinson 100 Meeting had shown a loss of £354. To offset this however he was glad to report that the R.A.C. had seen fit to remit the sum of £164. Mr. Ferguson concluded by congratulating the Club on the year's working. The report was adopted subject to final approval by the Directors at a later meeting. Mr. Ferguson was then excused from the Meeting.

The Secretary continuing his report recalled the brilliant success of Bemsee members in the field of motorcycling racing sport, which regrettably had not been free from personal losses. Of the Club he reported that Mr. H. J. Bacon and Mr. L. J. Archer had both resigned, the former for business reasons and the latter called to the Army. In place of these Messrs. K. Rickard and D. J. H. Glover were co-opted and had served diligently.

Out of a total of 13 months attendances had been as follows:—

H. L. Daniell (Chairman) 8; N. B. Pope (Vice-Chairman) 12; E. C. E. Baragwanath 13; A. H. Taylor 11; W. G. Jarman 12; J. O. Roebuck 11; K. Rickard 10/11; D. J. H. Glover 11/11; C. A. Lewis 13.

Appreciation of the excellent work done by the Club was expressed and also to the R.A.C. who had always seen fit to provide a room in which to hold our meetings.

During 1950 the Club had made the following arrangements for members'

benefits—Overseas members resident in countries other than the U.K., Ireland and the I.O.M., pay a reduced subscription of £1-1-0d. An award will be presented at the close of the 1951 season to those who have represented the Club in International Events during the year. Lastly an award has been made to encourage the development of Gas Turbine engined motor cycles.

Tribute was paid to our Hon. Solicitors and Auditors for their skill and practical help, to the hundreds of voluntary workers and in particular Bill and Linda Jarman for their work in directing all marshalling matters at every meeting.

Silverstone—Our biggest and best event Post-War meeting was at Silverstone on April 22nd. For this we are largely indebted to our friends the proprietors of Motor Cycling, who sponsored the meeting. A series of outside misfortunes affected our preliminary plans at Silverstone on the 30th September for the Hutchinson 100, most disastrous of all the actual race day being one of the wettest of the year, with consequent financial loss.

Shelsley Walsh—Negotiations had been one long series of hope and frustration but it was still hoped that something might come of a recent visit he (Mr. Lewis) had paid to Birmingham with Mr. Roebuck.

Prescott—With no prospect for Shelsley we accepted the Buggatti Club's kind offer to lend us their hill. This was definitely a day for club members. The weather was again against us plus the Uuster Grand Prix on the previous day, so we were again faced with a financial loss, against which we had a first rate demonstration of enthusiasm on the part of the riders who enjoyed themselves despite the conditions.

The I.O.M.—Our members' successes in 1950 have been greater than ever. Thanks were expressed to the A.C.U., the Manx M.C.C. and for our own part, Mr. Gordon Hatch who watches over the interest of Bemsee members in the Island. We are proud of Geoff Duke, who has always kept the Club's high standard up by his success in the 1949 Senior Clubman's, the 1950 Senior T.T. and at events all over the Continent. The Senior and Lightweight T.T. Club Team Prizes had been won by Bemsee members.

Haddenham—Although the account is still not quite finalised the prospect of a final solution is now in sight at a substantially lower figure than that for which we budgeted.

Bedwell Hey—Our members enjoyed a day's sport here at the commencement of the season by invitation of C.U.A.C. whose

then Secretary Peter Pratt is also a member of Bemsee, and we hope the day may be repeated.

Borenam—The Chelmsford Club are to be congratulated on a successful meeting at this new airfield circuit. Thanks to member A. Muir we were invited to compete and another good day's sport resulted. It had been suggested we might care to stage our own meeting there in 1951, but with work already in hand a request for a continuance of the existing method has been made.

Bianford—The closure of this track had been a sad loss but it gave some satisfaction that permission has once again been received to hold some race meetings there. Here again I believe the sport is largely indebted to Geoff Duke who gave a convincing demonstration that the track was a practicable one.

Donnington—Outlook still unsettled, but we have a friend who is watching progress for us and keeping the Club's wishes before interested parties.

Branks Hatch—In view of our programme of work it has been decided that no further approaches will be made from our side for the use of this course in 1951.

Daytona—We have been proud of the success achieved at America's foremost speed meeting, largely due to the technical skill of two famous member experts. Everyone will join in wishing them continued success. The pity is that International Rules do not permit our own riders to compete.

Looking to 1951—Silverstone. As only two days per year are permitted for motor cycles at this track we have reserved the 6th October for the Hutchinson 100, the A.C.U. having tentatively booked the other day.

Goodwood—Thanks largely to the support of our President it is especially pleasing to report that the Duke of Richmond and Gordon is permitting us to hold the first motorcycle race meeting at this track on April 14th. This will be a step nearer to the old days which has permanent fixtures necessary for the conduct of motor racing and we shall also, once more, be using a track which is also used by our old friends and collaborators the B.A.R.C.

To add to the gladness of this news our good friends of Motor Cycling have indicated that they will be willing to sponsor such a meeting, the draft regulations for this event having just been sent to the A.C.U.

There is one point on which your col-

laboration will be most helpful. One of the biggest problems before the Duke of Richmond is that of noise and possible discomfort for his neighbours. It is felt that he is as much concerned with the possibility of bad behaviour on the part of visiting motor cyclists as from any actual racing noises. If, therefore, every member of Bemsee can use his personal efforts to spread a feeling throughout the world of sporting motor cyclists that we could set an outstanding example of a quiet and orderly crowd, I firmly believe he will have done a great thing for the movement.

Hill Climbs—The possibility of staging at least one Hill Climb was being investigated.

The T.T.—Our runner in the Clubman's T.T. is yet to be selected. It is a job which will be left for the new committee to handle. A number of applications are already to hand; any other members wishing to be considered should lose no time in submitting their claim.

Awards—For 1951 we shall again present the usual Trophies. The competition for the Glover Trophy will be at Goodwood and similar to the scheme used on Silverstone Saturday.

In addition new Annual Awards will be available. Mr. Ronald Watson is presenting a Watsonian Trophy to the most successful sidecar driver of the year, judged on a marking basis. I do hope this may result in better support from the sidecar fraternity, as although we have gone to the extreme limits this year to help them to races, the response has been relatively small.

The other award is novel. Mrs. E. Whorwood is presenting to the Club an annual prize for an outright win, to the member aged 20 who shall make the fastest lap in his age group at our first meeting of the year, that is to say Goodwood in 1951. We know only too well the diffidence with which a new member essays his skill against famous and older riders. Here there will be a part of the meeting where he has only to meet and beat his peers.

Social Events—We started the year with an Inter Club Dance on February 9th. This was a new venture for us and successful too, thanks to the drive of Mr. N. B. Pope and the organising skill of Mr. McBain.

Regular meetings have been held throughout the year at the "Winning

Horse" Claygate and the "White Hart" Edgware. More of these gatherings are wanted throughout the country and if one man will undertake preliminaries the magazine will always be at his service, to assist him to what is bound to be a successful conclusion. This help also applies in the matter of Film Shows, of which we have had several excellent samples during the year, thanks to Messrs. Rickard, Glover and S. A. Coles.

We have enjoyed very friendly relations with the Metropolitan Police Social Clubs, and hope that these will continue throughout 1951.

Lastly, our Annual Dinner which took place in December was the biggest and brightest of our Post War functions. The attendance to the Dinner was 312, and this number was considerably increased later in the evening. We are very much indebted to Mr. McBain who provided an excellent orchestra and, by dint of his own efforts in arranging competitions etc, this service did not cost the club one penny.

Benevolent Fund—This Fund has done excellent work throughout the year and although at first the support was poor I am glad to say as a result of recent appeals this condition has improved.

The New Secretary—I am now brought to what is for me a sad and personal part of my message to you. I must say that the amount of work which has had to be done since March 1947 has told very heavily and seriously on me. I have endeavoured to serve you as far as lay within my power, but the time has now come when I cannot possibly see myself completing another year of work at such pressure. I was therefore reluctantly compelled to hand in my resignation to your Committee in September and, in due course, they selected our very good friend Mr. Bob Walker to carry on where I leave off.

Actually my term of office was due to end on 31st December, but I have stayed to see this A.G.M. through at least to the stage where I can hand over the reins to Mr. Walker and see him happily launched on his new commission. I know that he is a very sensible and shrewd Secretary and is, above all, an enthusiast. His knowledge of Club Life is unequalled. He will be especially recalled for his pioneer work in founding the B.S.S.A.

He is taking over a going concern and I think he will find that things are in pretty good order so I sincerely hope that he may have the greatest success. I do not wish

this only for Mr. Walker's sake but for the sake of Bemsee which is a Club that means more to me than any other. I would therefore ask you one and all to help him in every way possible. He has got a big job in front of him, he will not be able to manage it if he cannot count upon the

collaboration of members. And that is where he is at such great advantage with Bemsee, I know that collaboration will always be forthcoming and want to thank everyone of you who has given it to me during my spell of office.

C.A.L.

SOCIAL EVENING AT HENDON POLICE COLLEGE.

ALL WHO WISH TO ATTEND PLEASE FORWARD

NAMES TO 50 HIGH STREET, BRENTFORD, MIDDLESEX.

NOT LATER THAN 19th FEBRUARY.

OBITUARY

On Sunday, January 7th Arthur George Reynolds, the surviving member of the great partnership which made Bemsee, fell asleep after a short illness. He was aged 81.

Pause a moment to think of this great man and his collaborator—A. V. Ebbelwhite. When Brooklands Track was first opened by the A.B.R.C., George and Ebby were seized of its possibilities as headquarters for something they considered essential for this country—a first class Motor Cycle Racing Club.

They started negotiations in 1908 with the B.A.R.C. and Mr. H. F. Locke King, choosing as their intermediary Major F. Lindsay Lloyd. In February 1909, prospectuses were issued and in March the **British M.C.R.C.** was formed with Major Lloyd as Chairman and A. G. Reynolds as Secretary and Treasurer. Ebby was elected to the committee and acted as Deputy Chairman. The word 'British' in the title was chosen thanks to the persistence of George Reynolds.

As in every active year of the Club's existence, the first was a complete success and several good race meetings were held. Noteworthy were the Brooklands T.T. races—for machines conforming to T.T. specification but less mudguards—and a 100 miles Reliability event in October, probably the forerunner of the race we now know as the Hutchinson 100.

Some idea of the pioneer nature of the Club's formation is gathered when it is known that such applicants for membership as W. O. Bently, C. C. Grey and F. A. McNab all received routine consideration before acceptance. Today, those people have a passport to any section of the Motor World.

At the end of 1909, ill health forced A. G. R. to resign the Secretaryship in favour of another famous personality—T. W. Loughborough. George, however, continued to serve the Club to the full as Treasurer and by the unstinting devotion of the facilities of his printing business to the Club's affairs.

He was always Treasurer from the outset up to his retirement at the end of the 1920's and he also resumed Secretaryship when Mr. Loughborough left B.M.C.R.C. to be Secretary of the A.C.U. George and Ebby had both acted as Timekeepers from the start, both had the highest grading and to them fell the honour of timing the only Royal race held by the Club. George continued actively as a Timekeeper up to the 1939 war and retained to the end, his full Timekeeper's status.

It was not till the late 1920's that the writer had the privilege of insight into the private life of this great man. An outstanding memory is of a local club affair where there was a novelty race for riders of Penny Farthing bicycles. George, a

little man and not very robust looking, surprised everybody by riding ability little diminished from the days when he was a racing cyclist.

In the 1930 era, the effects of the world slump were particularly felt by Bemsee members. The successful breaking of Worlds Records was a certain source of income but the rider must take the gamble of track-hiring and timekeeper's fees—something which few could afford. There must be many living members of Bemsee who will recall gratefully the occasions when A.G.R., always anxious for the success and prosperity of his boys whom he truly loved, would come down to the track and time them on a 'No Record No Payment' basis. It may have been against all the rules of the Timekeepers' Union, if such a body existed, but it was the heart of George Reynolds and we loved him for it.

When, at the 1939 war Bemsee was dissolved, George, although he had long resigned from the Secretaryship, regretted the end of the great institution he had brought into this world. Therefore, although now of a great age and reduced physical strength, he was overjoyed when the Club was re-formed in 1947. He became an enthusiastic founder member at the famous inauguration dinner in March of that year.

The new Bemsee's promise of a race within the year was fulfilled. It was one of our aims that, on this historic occasion, George should take charge of the Time-

keeping. Although obviously frail, he gave us as good a show as ever at one of the greatest races staged by the Club and full of new problems for timekeepers who had previously enjoyed the luxury of Chronograph Villa.

He was elected Vice-President of the re-formed Club in 1949 and fortunately, the news of his overwhelming re-election at our A.G.M. of January 5th this year was conveyed to him before he left us.

By nature one of the kindest men, he retained until the end a remarkable appreciation of Club problems. During these difficult Post-War years it has paid to consult George on any doubtful question. Having listened carefully to our problem, he would at once offer a clear cut and obvious solution which had seemed to elude modern thinking apparatus. We shall miss him greatly.

Another memory is of the return from Dunholm in 1947. The crowded railway carriage contained several mothers, obviously harassed by the restlessness of their children. George produced some post-cards from his brief case and kept all those children happily amused throughout the journey by making drawings and describing them in manner typical of a Lewis Carroll.

We send our sympathy to his widow and two sons for the gap which his passing must make in their lives. At the same time, we rejoice in the privilege of having been allowed to enjoy the friendship and paternal care of a man of such ability, gentle kindness and generosity.

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FIXTURE DATES

N.B. The Film Show announced in the January Broadsheet will not take place as stated. Alterations as under:—

14th February—Film Show by Mobiloil at the White Lion, Edgware. A new film in technicolour is to be included, which it is understood embraces a number of road circuit meetings. Please note the time 7-0 p.m. for 7-30 p.m.

23rd February—Social Evening at Police College, Aerodrome Road, Hendon. For the benefit of those who were unable to attend on the last occasion we visited Hendon, the evening includes a tour of the Motor Driving School, after which ample opportunity will be given for everybody to have a good natter (over a pint of course) and will conclude with a dance in

the Police Dance Hall. This very social evening is being timed to finish at 11-0 p.m. In order that the latter part of the programme may prove successful Chief Inspector E. Walker makes a plea for a sprinkling of the fair sex.

Time 7 o'clock **PROMPT**.

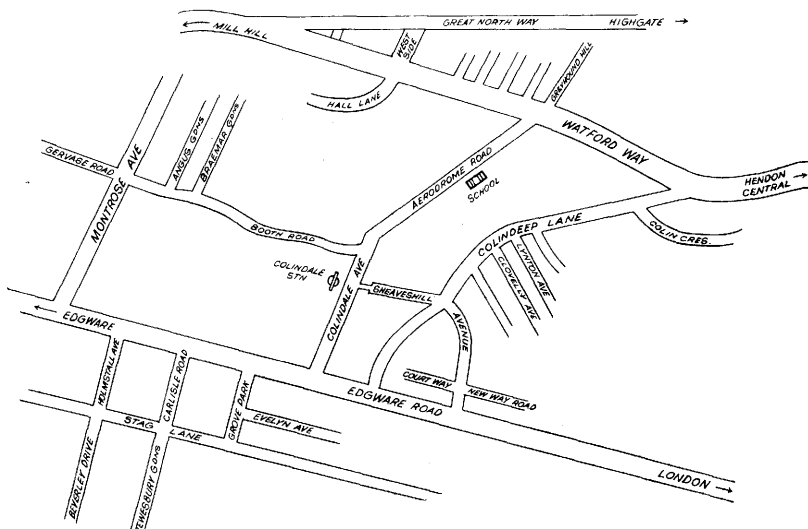
IMPORTANT — All members and friends wishing to attend the above must advise me at 50 High Street, Brentford, Middlesex of their **names—not later than Monday 19th, February** in order that the Chief Inspector may be in a position to make the necessary arrangements.

REMEMBER! APRIL! GOODWOOD!

Practice Friday, 13th April.

Racing Saturday, 14th April.

Further particulars later.



How to get to Police College, Hendon

The Annual Dinner—Dec. 5th, 1950

Despite gloomy prophecies of the Jeremiahs, this function was none so bad. The B.A.R.C. staged their own dinner the same night, K.L.G.'s put on a cocktail party for T.T. riders and the location was Wandsworth Town Hall which anyone North of the Wash will tell you is about two turnings on the right past Signapore on the way to Butlins in the Bahamas.

With such disadvantages, complete failure seemed inevitable but the attendance was not too disappointing. Having prepared for 311 guests, we managed to accommodate the 312 who came to dinner and also the large number who joined us at a later stage.

Our President, in the Chair, proposed the toast of 'The Club.' His great pride had this year been enhanced by the spirit shown in appalling weather conditions for the Hutchinson 100 and by the splendid meeting of April 22nd. Due acknowledgments were made to Temple Press for their support for the latter.

In thanking the Metropolitan Police for their work over the year, Sir Algernon specially referred to Captain Minchin. Deputy Commander, who was present. Special reference was made to Barry, the Archer family, Billinda Jarman, Mr. J. D. Ferguson for his work as financial adviser and to Mr. A. G. Reynolds who, now 81, was unable to be present.

Sir Algernon commended the Benevolent Fund for which he had first been sceptical. In seeing it at work, he knew that the project was of the utmost value to riders particularly where faulty insurance would otherwise have resulted in extreme distress.

In appreciating the riding skill of all members, there was some little personal difficulty as he was a Geoff Duke fan whilst his wife was in the Les Graham camp. His comments had therefore best be general.

The Club's encouragement for the development of Gas Turbines was a worthwhile project which should also enable Professor Low to laugh at those who had scoffed at his experiments of twenty years ago.

Sorrow would be felt in that C. A. Lewis was retiring from the Secretaryship but he was pleased to report that Lewis had promised to see the Goodwood meeting through. Outlining the magnitude of the work which had been done by Mr. Lewis, Sir Algernon asked those present to signify their approval.

Harold Daniell, replying, stressed the value of a President who was no figure-head but who constantly worked for the Club. Now that he was taking to four wheels in future, Harold hoped that the President would give him a few tips in that sphere.

The programme for 1951 was outlined briefly with details of the advantages of Goodwood which made all those present anxious to be getting down to it there.

The committee had worked very hard throughout 1950 and Harold hoped that members would show similar enthusiasm by turning up at the A.G.M. and bringing their problems for discussion and settlement.

Mr. J. O. Roebuck, in proposing 'The Ladies' paid charming and comprehensive compliments to the galaxy of beauty present. He coupled his remarks with the name of Mrs. Bobbie Tremearne who had been instrumental in securing National Press interest for the Club and the Movement and who advocated a proper race-course home for Bemsee.

Mrs. Tremearne replying, made a plea for a more tolerant outlook by Motor Cyclists generally, to women participants in their sport. She gave numerous instances of female sportsmanship of the first order. She specially thanked Mr. S. A. Barnes of the Evening News whose interest had been such a powerful influence for our good.

She congratulated the Club on Goodwood which was another step towards a set-up similar to the old Brooklands days.

Dennis Lashmar, in toasting 'The Guests' made one of the funniest speeches. As his carefully prepared remarks had already been made by previous speakers, he found his task a 'piece of cake' which it certainly was for listeners too.

Special thanks were given to press friends and the police. Already Dennis had detected an improvement in relations with the Force in that his monthly fine bill was now down to about £6 compared with a previous level of £12.

His story, starting off on a somewhat dubious note which left the audience in a strained state of suspense for some time listening to a rambling narrative in best 'Western Brothers' tradition and finally finishing very mildly and without the feared and expected 'clanger' was a masterpiece of after-dinner oratory.

Having referred to many guests, Dennis coupled his toast with the name of Pro-

fessor Low and sat down amidst vociferous applause.

Professor Low, in a speech as witty as ever, kept his audience in constant laughter. Whilst deploring the long time spent by the Professor in hospital, it must be said that Motorcycling would be poorer but for the vivid descriptions given of his peculiar experiences when in the capable hands of a bevy of beautiful nurses. Any members contemplating a period of indisposition are strongly recommended to ascertain from the Professor the address of his hospital. It sounds as though one's National Health Stamps could not be expended elsewhere to such advantage.

Referring to Gas Turbines, the Professor said that, while such a unit must now be considered practicable, manufacturers seemed to be reluctant to take the first steps. The Club could be proud in giving the lead in this field of development. There would not be the uneconomical fuel consumption which was generally predicted.

Lord Lucas' recent remarks had very short shrift. Professor Low felt that experts were the least likely to suffer accidents and urged all club members to endeavour to teach good road manners to newcomers.

The A.C.U., he stated, regarded Non Territorial Clubs with the highest approval, the BMCRC being the brightest jewel in that particular crown.

During the evening, the Chairman toasted pre-1939 members, founder members of the re-formed Club, Gold Star holders, Lady Gold Star holders (Miss Wallach, only one present), the only living holder of the Double Gold Star (N. B. Pope), Sidecar Gold Star holders (Barry, Noel and Fred Dixon), and pre-1914 war members present (Professor Low, Fred Dixon, Jack Grenfell, Eric Williams and Barry). There was much applause at the last toast.

Lady Guinness further toasted the wives and sweethearts of all members present.

At the prize giving, enthusiasm ran high for the large number of prize winners.

Cyril Smith and **Bob Clements** were cheered when they took the Mellano (Hutchinson) Cup and, incidentally, **Cliff Lewis** heaved a sigh of relief that the beastie was again safe for another twelve months.

Eric Williams, in collecting several awards for his son Don expressed his pride in the Club and satisfaction that his son was achieving results. An ambition which Eric had long cherished.

Les Graham, awarded a cheque sent by

an admirer from Preston, was too surprised adequately to express his gratitude at the time of acceptance.

Geoff Duke, in addition to the Minnie Grenfell Trophy, also secured the Charles Markham award for maintaining the Club's highest traditions throughout the years. In giving thanks for both, Geoff voiced his pride in having been associated with Charles Markham who, he felt, had taught him many things which had helped him to achieve some success.

Cliff Lewis was presented with a cheque from the members in appreciation of his efforts.

Giving thanks, Cliff described the joy which he had felt in working for the Club but pointed out the essential need for him to resign.

He described the volume of work and felt that the requirements of the Governing Body, by the complexity of their system made for much greater work than was reasonable.

He wished his successor all success and asked the members to give him all the support which they had given to Cliff. He hoped the chosen person would be a racing man with racing entirely at his heart.

And so the evening turned into one joyous round of talk and games and dancing. The dancing was first class, thanks to Don McBain and his excellent orchestra, who did everything demanded of them by a seemingly tireless company. The bar was a constant hive of activity and there were some distinctly lively moments.

It was perhaps unfortunate that Rex McCandless won a stick of shaving soap in a competition but everyone saw that it was very good soap although it was a little difficult to distinguish Rex under his all enveloping lather. Those Red Fire Emergency Blankets provided the ideal setting for Big Chief Cabby Cooper and it was as well we had the blankets in view of the frequent banging noises which appeared to be due to the machinations of some Russian anarchist. The slight fracas when a semi A.Bomb fell in the crowded bar had best be passed over at that.

However, although the extremely severe keeper of the conventions who was in charge of the hall, seemed to be a little surprised when Dennis Lashmar and a horde of followers slid gracefully down the Baronial Balustrade almost into the said keeper's arms, it is nice to know that, on the next day he said—'That was a good party we had here last night' Good old Bemsee.

RACING NEWS

Provisional arrangements for a meeting at the Goodwood Motor Circuit are well in hand. This event will be known as Motor Cycling's "Goodwood Saturday" and will be held on the 14th April, 1951, and I am happy to record that the full co-operation of the Goodwood Road Racing Company as well as our old friends at the Temple press Ltd. is being extended to us.

It is anticipated that there will be 10 events in all, racing from 250cc. to 1000cc. solo and 490cc. to 1000cc. sidecars, a Vintage race, two Clubman's races and Championship Events. The first race is timed to start at 1-00 p.m. and the last at 5-25 p.m.

The Goodwood track is the nearest thing to Brooklands we have yet had and has been acknowledged by many experienced racers as one of the best in the country with permanent grandstands, ample parking and paddock facilities situated in the midst of beautiful Sussex countryside some 10 miles N.E. of Chichester.

Camping arrangements will be available for competitors adjacent to the track, in addition to which Gordon Hadfield has offered a suitable camping sight in fields and woods within 10 miles of Goodwood to anyone who may wish to take advantage of this kind offer. If you are interested write to Gordon at 4, Upper Harley St., London, W.1.

All being well, by the time you have read this the regulations may be in the hands of the printers so providing suitable

arrangements can be made with the Clerk of the Weather there should be little for you to worry about other than, of course, for the non-racers to lend a hand where required and do your utmost generally to ensure a successful meeting which, incidentally, will be trade supported.

Please note carefully—

MEMBERS who are neither riding, acting as mechanics or officials and who require free admission, must apply in advance to the Secretary, 50 High Street, Brentford, Middx. On receipt of this application one member's complimentary lapel badge and, if you are coming by car or motor cycle, one vehicle sticker will be issued. These are the only free admission passes that will be issued to members.

MEMBERS' GUESTS. Members will be allowed to bring not more than two guests each to the meeting, at special rates of 4/6d. for each guest. These reduced rates are applicable only if a member applies **IN ADVANCE** to the Secretary, enclosing S.A.E., who will then issue the necessary lapel badge giving admission to the Public Enclosure, Members Enclosure and Members Stand.

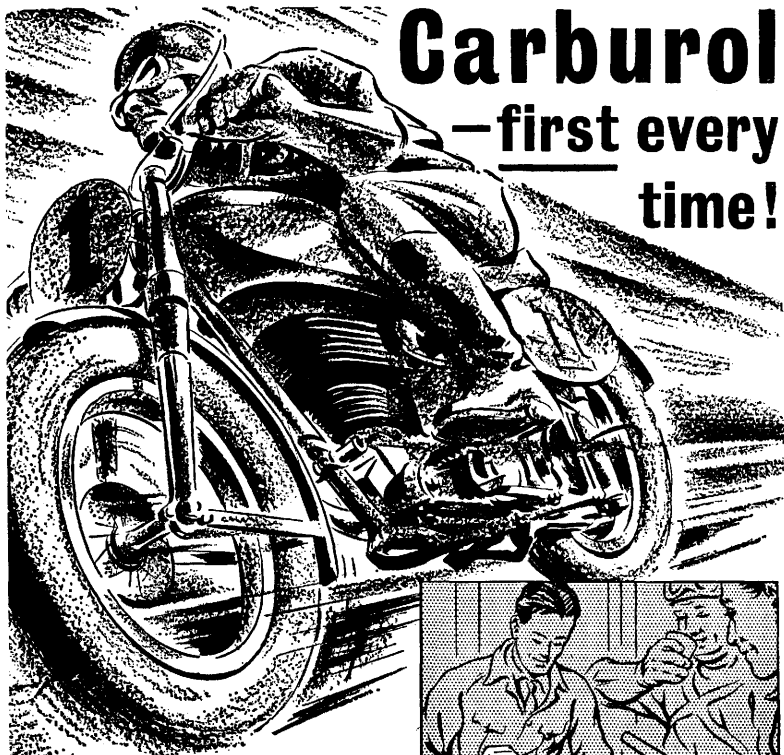
If members do not pre-book these badges their guests will have to pay the ordinary rate for admission through the turnstiles and, if they wish to be with members in the Members' Enclosure they can purchase a further transfer ticket (price 4/-d.) for the purpose. It will be noted therefore that a considerable saving may be made by pre-booking.

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MY OWN INTRODUCTION by ERWIN TRAGATSCH

(lately of Czechoslovakia, now living in Tel-Aviv)

In "Bemsee" of December 1950 on page 17 I was called an old friend of the B.M.C.R.C. and it is with great pleasure that I can confirm this.

The B.M.C.R.C. is nothing new for me. Already in the Twenties I followed with the greatest interest all the Brooklands races, organised by this famous club, and is was a leading member who gave me, indirectly, very useful advice. I refer of course to that grand tuner and track rider C. W. G. "Bill" Lacey, who more than 20 years ago published instructions for the tuning of racing machines—especially engines—and these excellent publications became the basis for my further work in this direction.

Being a foreigner—from Czechoslovakia—I have during many years very closely followed the work done by the B.M.C.R.C. and I am glad to say that the results are excellent. Only a forceful organisation can deal successfully with all matters and the stronger the B.M.C.R.C. is the better for all members and for the sport.

This statement is made from my own experience as a member of the late Czechoslovak Motor Cycle and Car Racing Association, in which about 95% of all Czech racing men have been united and which, in its time, played an important role in all racing affairs. Through this club the relations between riders and racing organizers were always excellent, the money for the riders towards their expenses was fixed between the Association and the Commission Sportive of the official body—the Autoclub Republiky Ceskoslovenske—and was very high. The Association was also a link between the Motor Cycle Industry and the Manufacturers of Spares and Accessories on the one, and the riders on the other side. Only this friendly co-operation made is possible for many racing men to be able to ride soon after the War.

Like the B.M.C.R.C. also, the Czech Association staged its own road races but had the advantage that no restrictions made road racing impossible. Common to both clubs is also the important Benevolent Fund. . . in Czechoslovakia in the last years before the new Government it was compulsory for all members to pay a sum for the Fund.

Now this grand Czech club is no more with us . . . but I am glad to say that the spirit of the riders is still as of old. Ter-

rrible restrictions by unsporting politicians have nearly killed all sport, but not the heart of the riders.

I have left my country—for the second time during 10 years—but often I remember the weekly meetings of the Association at Prague. At these I used to talk once every month concerning racing, racing men and machines, the fine products of the British Motor Cycle Industry, which were of great interest to members, and of the victories of British riders in the great international races.

Although I am still of the younger generation, my hobby—motor cycles, racing and especially the technical side of the game—has given me much inside knowledge and as a "student of motor cycle history and racing" I visited most Continental Countries and also the U.K. During the second World War I was in the R.E.M.E. of the British Army and later—in England—in the R.E.M.E. of the Czech Army. Earlier I was lucky enough to be able to visit the "Magic Island" during the T.T. and it was mainly that grand and wonderful atmosphere which induced my great sympathy for the British way of life.

Motorcycles have always been round me. As mechanic, fitter, tuner, technical adviser, technical contributor to newspapers, racing manager, owner of a racing stable, motorcycle dealer among others, I was always with them and also having ridden almost every machine built I have had the greatest pleasure. Not only for fun, but with the desire to gain still more experience and knowledge I always have tried to ride as many unusual and different machines as possible. I suppose that in this connection I hold an International record. Often I was able to ride the model only for a short distance. In 1947 I rode the Ron Harris owned Manx Norton for about 2 miles from the garage to the pits at the Tabor race. Next day Fergus Anderson produced from this machine some iron scrap! Before the war I rode an Austrian Freyler sleeve valve engined motor . . . after 5 miles three different plugs had been destroyed and I rushed the machine home 5 miles up hill. Once I tried a 350cc. Rudée Replica, used by an Hungarian rider who wanted me to try a new alcohol fuel. After a few seconds running of the engine I saw in front of my eyes "very dark" !!! Afterwards we col-

lected some little pieces which a while ago had been a cylinder head, valves, a piston and other such important things, which normally stay together.

In 1946 I had invited some B.M.C.R.C. members, including Harold Daniell, Jock West, Noel Pope among others to compete in some Middle European Races. Unfortunately due to some difficulties they could not compete. F. K. Anderson and Dennis Minett have been the first British riders who competed under my patronage and the following year my British team was strengthened by Ernie Thomas, Ted Frost and the late David Whitworth.

Ted Frost caused the greatest surprise of my life by winning the Grand Prix of Prague! Not much known to me, Fergus recommended him as a very good rider and it was a brilliant thing to watch him

in terrible rain win that race . . . in front of Fergus Anderson. Ted surely remembers my tears of joy after the race, although he probably would have preferred a kiss from a nice girl!

Now I am, at last, on the way to becoming a B.M.C.R.C. member. Unfortunately my present home is some thousand miles away from the British mainland, but I do hope to be among you one day and be able to serve not only the British Motor Cycle Industry, but also the B.M.C.R.C. as well.

In the meantime I wish you all a successful racing season in 1951, a speedy delivery of all ordered new racing machines, good money towards expenses, good tracks and no bad weather, no crashed and no machine troubles, and the full support of all concerned.

MARSHAL'S MUSINGS

These notes are penned just prior to the Annual Dinner, which looks like being the best ever, at the time of writing. (Editor's Note— It was!)

A special event will be Hendon on the 23rd February 1951. I do hope you will make a real effort to be present.

To those busy blokes Reg Dearden and A. L. Parry, coupled with Messrs. Shorrock, Vincent and other helpers—the very best of good fortune in their efforts to get the coveted maximum on two wheels. Nearly a thousand members of the BMCRC are keeping their fingers crossed and hoping quietly for anything between 175 and twice the ton. The lack of a proper track for testing must be a big worry to these chaps, but it may be possible to emulate Lt. Col. Gardner by making the effort in Belgium.

I hope you read "Jenks" letter in last month's journal. His suggestion is a good one. Remember, there are no charges against this fund which belongs to 'Bemsee' and is run by the Bank and 'Bemsee' entirely for those who might need it. Although I hope you will never need it, I also hope you will send a contribution.

Get yourselves all organised for the opening meeting on the 14th April, 1951 at Glorious Goodwood. You will love this circuit which is worth visiting for the scenery alone. We must put on a show which, both for organisation and racing shall be worthy of the Club's finest traditions.

So Les Graham will be tearing the calico

on an M.V. in 1951! When he told me about it and asked for my reactions he received a two-word answer "Phew— Competition!"

For the first time I am somewhat bothered in writing this article. Maybe the thought of Mister Lewis' reignation, the weather and the international situation all conspire to make one feel a bit below par.

A really worthwhile flu-cold has been troubling me. It started after Silverstone and was continued by sundry slush from my favourite enemy Jupiter Pluvens. Mother's good old-fashioned remedies were tried with excellent results, they are known to the various Jarmans as "COCLO." This cryptic term hides the identity of Camphorated Oil (outside) and God Liver Oil (inside). So now you know what you can do and please don't despise them because the price is on the low side. Try 'em and see.

Having more or less unburdened myself let's change the subject. 250 Twins and 500 Fours for instance. Which of our big firms is going to take the plunge first? The 350 size is a trifle "illegitimate" and should ultimately be suspended by the 250 which can, in time, be made to do all that the 350 is doing today. Don't tear me to bits without having a good hard think first. Remember that a 125 Scooter 2-stroker holds a heck of a lot of records at high figures which can doubtless be improved. "Bemsee Bloques" would do it if they only had the proper place in **this country.**

I had the good luck to meet a very successful engine designer quite recently and quite naturally I asked him what he would do if given a free hand. His answer was simple.

"I should concentrate on a 125 D.K. Fourstroke and then multiply it just like they did at R.R. before the jets came along!"

He did not say which way the pots would be distributed, but I don't think this would worry fellows like McCandless & Co. who are now able to frame anything.

Theresa Wallach has returned to the land of humidity after travels and adventures which would make copy for a good class book. Let's hope she kept a diary. The bike which transported the body must have proved a good friend for Theresa's tremendous trip through the New World.

Can we find another Duke amongst our members? If you think you can emulate Geoff and go via Clubman's, the M.G.P. to the T.T. itself now's your opportunity. The 1951 Committee will be keen to support the right man. Full details were given in the December journal and if you think you can make the grade get busy with pen and paper at once.

It seems that at least one National paper (The Evening News) is taking an interest in us. There may be others: if you see their articles send in clippings whenever you can. With something like six hundred thousand motorcyclists in this country any big paper which caters for this "trifle" will receive in return support to the mutual satisfaction of all concerned.

Arising out of the infamous "Birmingham

Conference" you are invited to get out your copy of Bemsee Vol. 3, No: 7, July 1950 and again read the paragraph dealing with the serious flaws which can be detected in the A.C.U. make-up. This continual **re-election** of the "frozen few" should be stopped and a return made to genuine democracy.

The BMCRC is, with many others, and always will be, a non-territorial Club which entitles us to two delegates to the General Council—our Parliament. The other Councillors hail from the A.C.U. Centres.

Now many of you belong to your local clubs and it is up to you to see that your representatives are like Caesar's wife. Take your A.C.U. Handbooks and give them very careful study. You will be surprised at some of the names and the offices they hold. Then study your Technical Press Reports in relation to the "Birmingham Conference" and you can pick your 1951 Motorcycle Parliament with great accuracy.

Think it over and take it up from Club to Centre and from the Centre to the Council. This loop-hole must be stopped up or it will lead to a packet of trouble. Some of the pre-arranged items of 1949/50 were not in keeping with the wishes of over 400 affiliated clubs. Remember the A.C.U. is a self-governing branch of the R.A.C. and the latter body will be very angry if we allow any representatives to by-pass the rules laid down over a period of nearly fifty years.

W. B. (Bill) Jarman.

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COMMITTEE NEWS

17th January, 1951

Present—Messrs. Baragwanath, Daniell, Jarman, Glover, Lewis, Pope, Rickard, Roebuck and Taylor. In attendance Mrs. Bland and Mr. Walker.

In accordance with Club Rule 12—RESOLVED: That the previous year's Chairman, Mr. H. L. Daniell and Vice-Chairman Mr. N. B. Pope be re-appointed.

Silverstone—Mr. Lewis referred to the Antone Company's account for the last Silverstone meeting and recommended that in view of the fact that the R.A.C. costs would not be as high as anticipated a further payment should be made to the Antone Co. It was resolved that the Antone Co. be forwarded a further £22 in respect of services rendered at the last Silverstone Meeting on 30th September 1950.

Appointment of Secretary—As successor to Mr. C. A. Lewis it was resolved that Mr. R. C. Walker be appointed as Secretary and Treasurer of the Club on the conditions laid down by the Committee.

Registered Office—The Secretary reported that after considerable difficulty he had managed to locate suitable premises in accordance with the wishes of the Directors of B.M.C.R.C. Ltd. It was therefore resolved that the Registered Office of the Company be at 50 High Street, Brentford, Middlesex.

Assistant Secretary—On the recommendation of the Secretary it was resolved Mrs. M. R. Bland be appointed to this post under conditions laid down by the committee.

Office Equipment—The Secretary advised the meeting as to the equipment required for the office at Brentford. After some consideration it was decided that the Secretary should procure the essential equipment at a figure agreed upon by the Committee.

Benevolent Fund—It was agreed that the four existing Trustees to the Benevo-

lent Fund, Sir Algernon Guinness, Bart., Messrs. D. J. H. Glover, H. L. Daniell and C. A. Lewis should continue in this capacity. Receipts in acknowledgement of donations would, however, in future be signed by the Secretary.

Goodwood—Mr. Lewis reported that progress had been very difficult indeed, and it still had not been finally decided as to whether the Meeting would be held on April 21st or if it would have to be changed to the 14th. On the other hand it is a cheering thought that the A.C.U. have stated that our meeting may be held on either of the above dates, in addition to which it will be an officially Trade Supported event. As soon as this and other outstanding matters in connection with the provisional organisation have been settled the Regulations will be sent to all members.

Hill Climb—Although no definite arrangements had been settled to date it was agreed that there would definitely be a Hill Climb, and it was expected that this matter would be settled at the next meeting of the Committee.

New Members—were elected.

Resignations—were approved by the Committee.

Honorary Members—After due consideration it was agreed that the existing Hon. Members should be retained during the present year, no new Hon. Members being appointed.

The late A. G. Reynolds—In order to perpetuate the memory of our Vice-President it was agreed to award a Trophy to be competed for annually by our members. The Secretary was instructed to write to Mrs. Reynolds accordingly.

Financial Account—It was agreed to hold over the account until the next meeting as the books were still in the hands of the Auditors.

The Chairman declared the meeting closed.

NEW MEMBERS

R. Wilson (Boston, Lincs.)
K. C. Brett (Peterborough)
T. Tragatsch (Tel-Aviv)
K. Willis Chelmsford)
B. S. Wade (Cheadle)

A. R. Verity (Bramhall)
Mrs. M. J. Ranson (Surbiton)
C. F. Bateman (Rye)
R. Touche (Oxford)
G. T. Miller (Dagenham)

MUTUAL AID & BENEVOLENT FUND

Members are reminded that Mutual Aid service is free, but should you gain any benefit from your advert please consider marking your appreciation by a donation to the Benevolent Fund, the only fund which exists for the benefit of British Racing Motor Cyclists, and one that has already proved invaluable to some of our less fortunate members. Many of you have included a little extra for the Fund when sending in your 1951 subscription, which has been greatly appreciated; and I trust those of you who will be attending to matter of 'subs' during the next week or so will also consider adding a few shillings over and above the usual amount.

For Sale—Set of leathers, tatty but not torn, fit rider about 5ft 3in., if any riders are that small! About £7-10-0d. Two Gallons Benzole and can 12/-d. Brand new Terry saddle for Mk VIII Velo, 40/-d. S/H Dunlop rubber saddle top 10/-d. "Jenks" Phoenix Cottage, Hartley Wintney, Hants.

For Sale—Commer van suitable for transporting racing bicycles. Property of the late M. D. Whitworth. Also strong trailer towed by 10-12 h.p. car. Vehicles seen West London. All enquiries for Prices and particulars c/o The Editor "Bemsee."

For Sale—Manx Norton 4½ gall. Alloy Tank, Footrests, Mudguards, International Primary Chaincase, Complete 7R Trumpet. O. S. Scott, Creg-Ny-Baa, Hartfield, Sussex.

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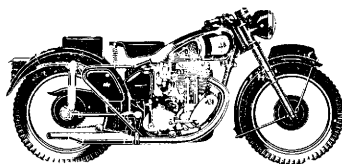
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