



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 4. No. 4—May, 1951

ONE SHILLING



W. Doran leading G. E. Duke at Woodcote Corner, Goodwood, in 350cc. Championship Race
(By courtesy of "Motor Cycling")

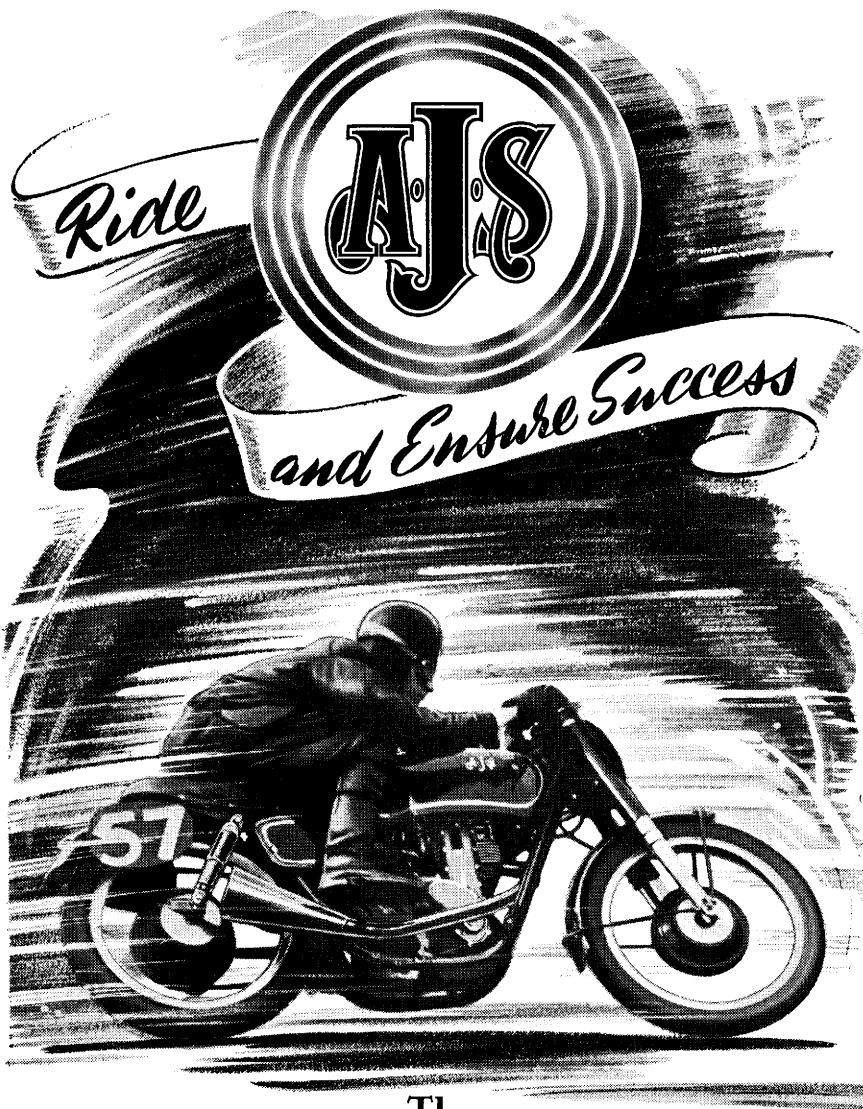
COMERFORDS, LTD.

The Motor Cycle Distributors and Buyers.

Racing machines supplied including
TRIUMPH, VELOCETTE, NORTON etc.

CONSULT THE SPECIALISTS NOW !

COMERFORDS, LTD. PORTSMOUTH ROAD
THAMES DITTON, SURREY
TELEPHONES. EMBERBROOK 2323 and 2324.



The
Quality Race-bred
Motor Cycle

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

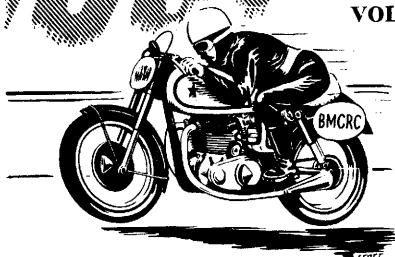
1951 *Bemsee*

VOL. 4.

MAY

No. 4.

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. E. Baragwanath

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

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

EDITORIAL

Once more I have to say how sorry I am that I am writing this in bed, and this time in a hospital bed. It is not conducive to thoughts of racing, giving me a feeling of being shut off from the outside world. Quite peaceful, if it was not for the fact that there are three rather rowdy children in the ward. Not good for the nerves at the best of times.

I listened to the broadcast of the racing on Saturday, and my one regret was that I could not be down at the track in the midst of all the life and noise connected with such a day. Graham Walker certainly made it seem real, and I could just imagine the crowds in the enclosures, the gleam of the sun on vehicles in the car park, and smell the nostalgic odour of exhaust fumes, part and parcel of the racing atmosphere.

By losing myself for those few minutes at Goodwood I could forget the hospital atmosphere and clean disinfectant smell, which is not one with which I am particularly happy.

I hear from Mavis (my assistant) that everyone was completely satisfied with the behaviour of the competitors and the members of the public on the 13th and 14th, but particularly on the latter day, and am glad that you took heed of my plea for quiet departure, and that the various references to this in the technical press had been noted by the other clubs supporting our day.

I would like to hear from you all as to what you thought of the track, the organisation, the facilities and the events put on for you, and to know whether you would like to go again. I am sure the answer to that is 'yes,' and nothing would be more to our liking, but of course so soon after the last time we cannot plan such things. Your candid opinions would be welcomed, as in a club like ours we can only put forward the best ideas and plans if our members write, and let us know what they really want. If we were a smaller local club we would have our club night in which to get acquainted, to chatter and make suggestions and proposals, but as it is we have to rely on postal contacts, so don't be fright, take up your pen, or even a pencil, find a scrap of paper, and as long as the writing is legible pour out your thoughts, so that in future meetings we can do even better for you all. Every letter is most welcome.

Just because I am out of the office through an unfortunate recurrence of some old trouble which I had thought completely cleared up, does not mean that I am out of contact with the club and its activities, I am just as keen as ever and looking forward to taking up the reigns again, so let me have your letters, and I will enjoy reading every word of them.

Hope to be back with you soon, but in the meantime wish you all every success.

Bob Walker

COMMITTEE NEWS

Meeting held 5th March, 1951.

At this meeting the Chairman, Vice-Chairman and all the Directors were present, with the Secretary in attendance, with the exception of Mr. J. O. Roebuck, from whom an apology was received.

After the Minutes of the previous meeting had been signed as a correct record, the Secretary reported that the A.C.U. had refunded the amount of the 2½% levy paid on our meetings at Prescott and Silverstone (October) 1950, in view of the fact that these meetings had both been a financial loss for the club. Some amount of this refund was offset by a deduction made in respect of an alleged underpayment in respect of the April meeting at Silverstone. It was decided that the matter should be placed in the hands of the Company's Financial Advisers, in order that a definite ruling be obtained from the R.A.C. as to whether levy should be paid to the A.C.U. on money paid to the R.A.C. as track rent.

The only other matter arising was the Clubman's T.T. and the Secretary reported that as Mr. Featherston would be unable to represent the Club this year only one entry had been made, this being Mr. S. Hall.

Goodwood was the most important item on the Agenda, and small details regarding the sale of trade passes and the letting of banner sites at Goodwood were soon satisfactorily settled.

The Secretary reported that entries were coming in well, with the exception of the Vintage and Clubman's events, the 350 racing event being quickly over-subscribed. It was agreed that no entries should be returned until such time as it was certain that sufficient entries would be forthcoming in all other events, it being thought possible that another 350cc. race might be run in the place of the Vintage Event.

A selection committee comprising Messrs. E. C. E. Baragwanath, N. B. Pope and W. G. Jarman was appointed, and the date of their meeting was fixed as Friday 16th March, in the Company's Office at 3-00 p.m.

It was pointed out that the racing programme might have to be altered slightly to fit in with the B.B.C. broadcast times allocated to the meeting. Final details had still to be arranged.

Fifteen new members were elected, their names appearing in the April issue of "Bemsee."

The monthly account was submitted and

approved, after which the date of the next meeting was fixed for 2nd April, 1951.

Under the heading of Other Business Mr. Lewis advised the Secretary that the lighting and catering arrangements were well in hand, but asked the Secretary to check up on the former before race day to be sure that everything was in order.

Mr. Pope advised the Committee that the date for the Annual Dinner had been fixed, and that this year the event would take place at Lyons Coventry Street Corner House.

Mr. Jarman suggested that the Secretary should represent the Club in the Island this year, and it was agreed that arrangements should be made accordingly.

It was agreed to adopt a recommendation made by the Secretary that the Company's Office should be closed for a fortnight during July for the Annual Holiday.

Correspondence from Mr. M. H. Keele regarding fuel restrictions at Goodwood and Mr. E. H. C. Baker and Mr. R. R. Craft requesting the committee to consider the lowering of entry fees was read out. It was agreed that these matters should be borne in mind when framing the Regulations for the Club's next meeting.

There being no further business the Chairman brought the meeting to a close.

Meeting held 2nd April, 1951.

Those present at the meeting were the Chairman, Vice-Chairman, and directors Messrs. E. C. E. Baragwanath, D. J. H. Glover, K. Rickard, A. H. Taylor, W. G. Jarman and C. A. Lewis. The Assistant Secretary was in attendance.

After the minutes of the previous meeting had been read, and signed as a correct record, a verbal apology was given on behalf of Mr. R. C. Walker, who had been taken ill the previous week after endeavouring to return to the office to recommence his duties as Secretary. An apology was also assumed from Mr. Roebuck whose wife has been ill recently.

It was agreed by all the Directors that a letter of condolence be sent to Mr. Walker wishing him a speedy recovery.

Mr. Daniell then pointed out that in the absence of Mr. Walker Motor Cycling had expressed some concern regarding the arrangements for the Goodwood meeting. It had been agreed that with some help in the office the Assistant Secretary could carry on with that side of things, but that this was a big job and the one man with the experience and capabilities of carrying the meeting through was C. A.

Lewis, and he had therefore been approached with a view to requesting his services as Clerk of the Course.

It was unanimously agreed, therefore, that Mr. Lewis should take over that side of the work until the meeting was over, and Mr. Daniell expressed the thanks of the committee, and regret that they had to keep Mr. Lewis to his promise of assistance with this meeting, made at the Annual Dinner, through such unfortunate circumstances.

Various arrangements regarding the marking of the grid, entries, paddock arrangements etc. were discussed, suitable decisions being reached in every instance.

The matter of the 2½% levy which would be payable on this meeting was raised, and it was agreed that the A.C.U. should be given the required particulars when available.

A letter from Mr. Watson was read out regarding the sidecar class at this meeting expressing concern that there was only one event for these competitors. The Secretary had already explained the position to Mr. Watson, and the committee agreed that they would bear the matter in mind when making out the programme for the next meeting.

Twenty-one new members were elected, in three cases subject to correct completion of their entry forms.

Three resignations were placed before the Committee, one of which was accepted. In the case of the other two it had been found that these were only submitted for financial reasons, and that the members concerned had every intention of rejoining in the future, so it was agreed that they should be kept on the list of members, and the position revised periodically throughout the year.

The Financial Account for the month was read out, and then the date of the next meeting was arranged for 7th May. At the same time it was agreed that a short meeting should be held in the Office of the Clerk of the Course at Goodwood on Friday 13th April after practising, to finalise any details for race day.

Under the heading of Other Business Mr. Glover reminded the committee that last year a small sum was allotted to our rider in the Clubman's T.T. towards his expenses, and it was agreed that the same amount should be forwarded to our entrant this year.

The Assistant Secretary pointed out that the supply of car badges had been exhausted recently, and it was agreed that

an order be made for same at the earliest moment. At the same time it was agreed that in view of the quality of the chrome available at the present time the possibility of a white enamel background for the car badge should be considered. The Assistant Secretary was instructed to order accordingly.

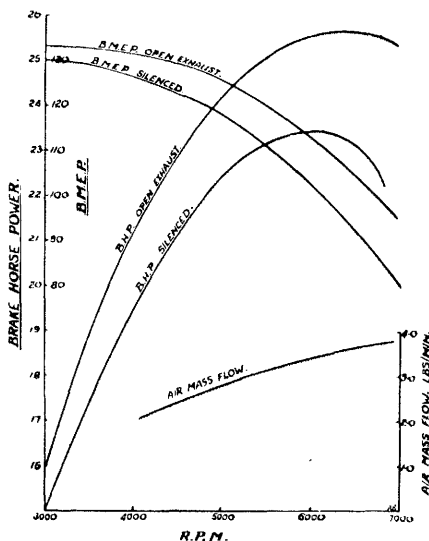
There being no other business the Chairman brought the meeting to a close.

SOCIAL FUNCTIONS

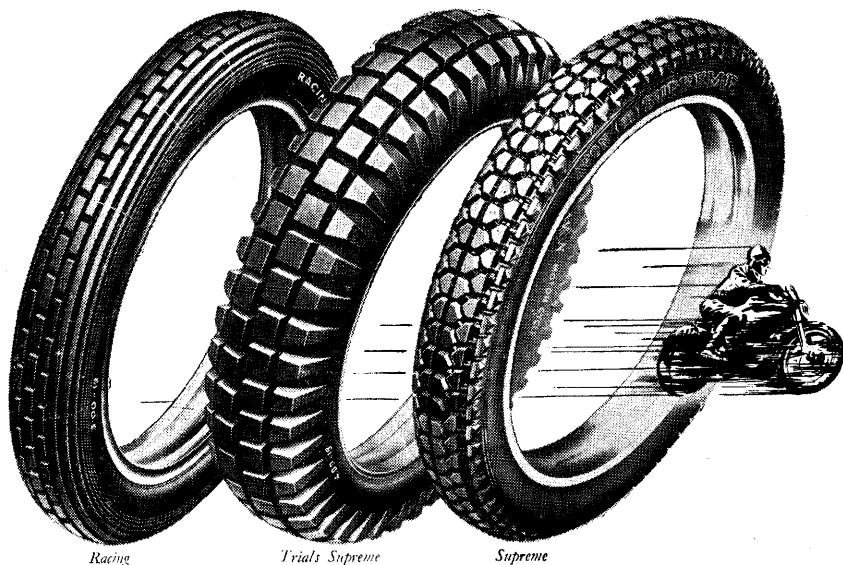
Winning Horse, Claygate—
24th May (Thursday)
28th June ..

White Lion, Edware—
21st May (Monday)
11th June ..

F.P. 4 CYL. 500 C.C. BLOWN LIQUID COOLED
ENGINE. RESULTS ON 13.10.48.
504 H.P. RATIO + 2.5 LBS/IN² BOOST.
SINGL. CARBURRETTER. POOL PETROL.

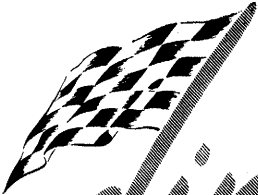


Track, Trial or Tour...



AVON

to-day's


leading

tyre

RACING NEWS

Well Goodwood is over, and we in the office now have time to turn our eyes and thoughts to the forthcoming meetings, at which our club will be well represented in all classes. One has only to look at the result sheets of all the meetings to date to see that we are well at the top of the awards lists, and we are certainly very proud of all our members who are great sportsmen in all senses of the word, and great riders.

Unfortunately I could not get along to Thruxton Races on Easter Monday, being already committed in another part of the Country. Had the weather been better I might have made a detour and called in there during the afternoon, but I scrubbed round this idea when the sky became so overcast.

At the same time this did not prevent my thoughts being with the boys, and I was pleased to see from the result list that we had taken most of the top places in all events. And once again a Bemsee member, this time Bill Doran, has set another record, making the 350cc. Final the Fastest Race of the Day, in spite of the slippery condition of the corners, caused by frequent squalls during the day.

John Hogan, and his brother, were well up at the front with their 125 machines, and we look forward to more and yet more successes for this pair during the season. Perhaps we can persuade John to write his experiences in the developing field for the benefit of the many members who are always writing in about this class of machine, asking for tips, help and recommendations in the book section.

Sidecars have two events at Boreham, and although I have not yet seen a list of the entries, I am sure that all our members will be taking this opportunity of getting two rides in on the one day, something which happens all too rarely these days. If all goes well I shall be at Boreham, and look forward to a good day's sport with our friends of the Chelmsford Club.

Geoff Chivers, the racing secretary of the B.S.S.A. has raised the point of sidecars having to compete in unlimited classes, whereas the majority of competitors in this class ride 500cc. machines. There would appear to be some truth in this view, as it can be seen that wherever there is a meeting which includes separate classes for the large and small sidecar outfits there is invariably a full compliment for these events.

The next meeting on the Calendar for B.M.C.R.C., now that Goodwood is behind us is the Hill Climb at Shelsley Walsh, for which we have obtained a Special Restricted permit for the 22nd September. More details of course will come later, but make a note in your diary that this is the date of the year to remember, to be followed almost immediately by the famous Hutch, dry this time please!

And still on the subject of Hill Climbs, there might be a possibility in future months, or years, of another opportunity for our members to engage in this branch of the sport under the club colours. A quarter-mile 'Miniature Shelsley' has been found by the West Cornwall Club, and a little bird whispers that there might be a possibility of the permit being extended for a future meeting, to include, say, a limited number of riders from our club. There is little doubt that this venue would be popular for many of our members in the West and South West of England, who knows what might come out of the rumour?

Although racing at Brands Hatch Stadium is not supported by all our members enbloc, no doubt there are many who, living in Southern and South-Eastern England, like to race there on occasion, or to watch others dicing on this mile circuit.

As you will see from a notice elsewhere in the magazine, a Grand National "Open" day, in honour of the Festival of Britain programme of sport is being held there on Saturday 30th June, and we have been asked by the organisers to call for the support of our members, both on and around the circuit. I look forward to seeing the names of our members on the programme.

There will be eight races, including 125, 250, 350 and 1000cc. scratch races, sidecar race up to 500cc., 501 to 1000cc. for sidecars and 3-wheelers, and an unlimited sidecar handicap event. Finally there is an invitation scratch race for solos up to 1000cc., with top prize money of £50. As this meeting is something in the nature of a special 'do' to support the Festival, it should be a good day's sport.

The track is on the main A20, near Farningham in Kent, and is very central for South-Eastern England and the Southern part of East Anglia.

I was sorry to see Mick Featherstone, who was out in the front at Goodwood on Saturday, had a spill, but fortunately this was only a minor one, and he was

back in the saddle for the 350 Championship race. It seems that Mick has found a new way of learning the Island Circuit, BY NIGHT. There is possibly quite a lot in his theory that in the dark, or on the pillion seat with your eyes closed, you can get the 'feel' of the road far better.

Before I was ever promoted to the front seat of a machine I tried this myself, for different reasons, just to get a different sensation of riding, and it is quite true that the slightest lean of the machine on a bend, or rise on a bump in the road is considerably multiplied by the senses, and no doubt if one was riding with the intention of registering these feelings, it would be possible to learn quite a lot about your route, which would otherwise go unnoticed.

On the subject of the T.T. and back to lightweights, there is quite a lot of guessing going on about the various models that will be performing in the Island this year, and in this tiddler class at least the field will be clear for the home-builders. Our own members are in the running, Roland Pike, Douglas Beasley, Norman Webb with their adapted engines, Frank Cope with his 'cut-down' Ajay and Reg Geeson with his completely original model.

Victor Horsman is entering five lads of promise. He usually manages to pick the best ones out, and we look forward to

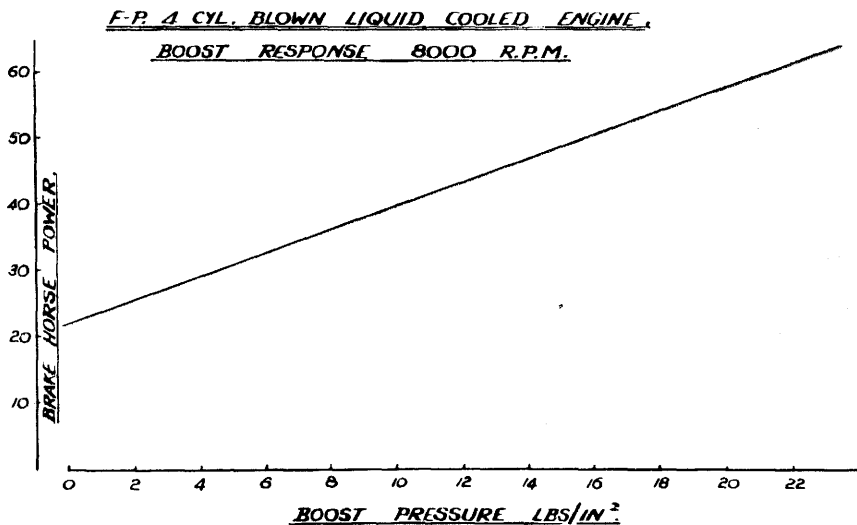
seeing their names appearing in the final results of the T.T. in the appropriate classes.

By the way, the rendezvous for members of B.M.C.R.C. going to or returning from the Isle of Man this year is the Stork Hotel, in the centre of Liverpool. This is an ideal spot to foregather, as there is ample parking space available in front of the hotel, with no risk of police mix-ups, in the event of your requiring liquid or solid calories to see you on your way.

And talking of food, we are hoping to have our Annual Buffet Supper in the Island again this year, run on the same lines as last time. As soon as you read this write and let the Secretary know your address in the Island, so that you can be advised more fully of the details, when they have been arranged. Isle of Man members please note this "do" also. You will be notified more as soon as possible. It is just the chance for all the boys to get together for a beer and natter, so make a point of sending your address AT ONCE, on a postcard, so that you are not left out of the arrangements.

Perhaps I shall be fortunate enough in making a trip to the Island this year, in which case I look forward to seeing you all in fine fettle, ready for a week's sport and out to win further laurels for yourself and your famous club.

"Jimmy"



(IN CONTINUATION)

The Development of a 500 c.c. 4 cylinder supercharged liquid cooled motorcycle

R. W. FOSTER-PEGG

DEVELOPMENT

Performance estimate.

As this engine is a development of the standard 600cc. Ariel 4 cylinder the performance estimates were based on the published performance of the standard engine. The manufacturers quoted 24 b.h.p. at 6000 r.p.m. but my experience of this engine was that considerable development was necessary before this power could be achieved. In its final air cooled form my 600cc. machine was timed at 92 m.p.h. and to do the standing $\frac{1}{4}$ mile in 16.4 seconds which shews it must have been turning out at least 24 r.h.p. After the approximate bore and stroke for the redesigned 500cc. engine had been decided at 2.2ins. and 2.0ins. the performance was worked out for 8000 r.p.m. on Petrol fuel using the same values for volumetric, thermal and mechanical efficiency as applied to the 600cc. engine at 6000 r.p.m. and a blower efficiency of 60%. Due to the reduced stroke the increase in piston speed is only 10%. This gave a Boost pressure b.h.p. relationship as in Fig. 1. (page 6). The performance was then calculated from first principles and very surprisingly checked exactly. The values assumed in this sum are given below:—

Bore—2.2ins.	
Stroke—2.0ins.	
8000 r.p.m.=2665 ft./min. piston speed.	
6/1 C.R.	
1300 BTh U/lb./air	
14/1 A.F.R.	
28°C temp. drop due to latent heat of fuel.	
Mechanical efficiency .8	
Thermal " .35	
Volumetric " .5	
Blower adiabatic " .6	

Probably the low values assumed for the various efficiencies will cause surprise but the estimate was intended to be very conservative.

That good power can be obtained without high efficiencies is one of the advantages of the blown motor.

Dynamometer tests.

When the engine was finished it was first of all mounted on a home made test bench which was constructed from a spare frame and rear wheel. A sheet steel drum was fabricated around the standard rear wheel so that a rope could be wound round the outside and the inside filled with water for cooling. Weights and a scale pan were then arranged as in the common rope brake.

The operation of this brake was satisfactory though the resulting noise caused complications with the neighbours.

After the engine had been run in various power checks were taken and it was found that the full throttle boost pressure was $2\frac{1}{2}$ lbs./sq. in. on the blower gear ratio of .504 x engine. The cooling system circulating water through a large tank worked very well with a circulation rate of 4.2 gallons/minute at 8 lbs. sq. in. pump delivery pressure at 6000 r.p.m.

The first power checks were very disappointing as the peak of the power curve seemed to be about 4500 r.p.m. and the max power 18 b.h.p. It was obvious that something was very wrong in the lubrication department as the oil got very hot in a few minutes running. Tests with a pressure gauge confirmed this as pump delivery pressures of 150 lbs./sq. in. were recorded where there had been intended there should only be 5 lbs. /sq. in. As a simple check a bypass valve was rigged across the oil pump and when this was opened the engine speed immediately increased and in this way 23 b.h.p. was recorded. A check of the oil pump soon shewed that the capacity was $2\frac{1}{2}$ g.p.m. where I had intended it should have been $\frac{1}{2}$ g.p.m. This was a slip up in the arithmetic which I have never satisfactorily explained as I did not save the calculation.

A smaller oil pump was then fitted giving 1.8 pts./min. at 6000 r.p.m. and the performance on Fig. 2. (page 3) was obtained. The very great effect of the silencing system, consisting of about 12ft. of 1in. bore pipe from each pair of cylinders and a 5 gall. oil drum is very surprising.

The air consumption of the engine was measured by a venturi air meter connected

to a water manometer. By assuming a value for the heat release of the air and thermal efficiency (giving an approximate value of 10 h.p./lb. air/min.) the mechanical efficiency can be calculated. It will be seen that the mechanical efficiency came out at the very low value of about 70% at max. power, but the performance was reasonably near that estimated because the volumetric efficiency was much higher than estimate. It was considered that this performance justified installation in a frame for road tests but various mods were put in hand to improve it.

The performance was not judged sufficiently satisfactory to proceed because 25½ b.p.h. had been measured but because the performance was up to estimate for the boost pressure. Between 7 and 8 hours running were accumulated on the test bench.

The engine was completely stripped after the bench tests and considerable modifications were carried out in the blower arrangements to make a neater installation when fitted in the frame and the single carburettor was replaced by a pair each flange fitted direct to a blower. The connections from the blowers to the inlet pipe in the block were straightened out at the same time.

The only trouble worth mentioning which was discovered in the strip was indications of malalignment of one con rod and piston assembly. No reason for this was found and it seemed to be corrected by reversal of the offending connecting rod.

Initial road tests.

The initial road testing gave further encouragement and about 6 hours running were carried out before the machine was again dismantled. It was not intended to be raced in this form and in fact brakes, gearbox, seating etc. were only temporary but valuable experience was gained. The .504 blower ratio giving 2½ lbs./sq. in boost and a 5.2 transmission ratio were used, the engine would just reach 6000 r.p.m. in top giving 92 m.p.h. It would have gone a bit faster on a lower gear but this was not tried.

The cooling system now using the frame for the radiator, probably the most revolutionary part of the machine, worked very well and again the machinery proved reliable.

The elementary mistakes had been made of fitting the carburettor float chambers

behind the mixing chambers and as a result the engine was drowned with fuel when braking. The first tests were conducted in the month of February and often in snow and sleet. In these conditions considerable trouble was experienced from icing up of the carburettors as in aircraft.

After the first road tests the machine was stripped to be put into racing trim.

The frame was aluminium sprayed to provide a corrosion proof finish which would not spoil the heat transfer, the brakes were lined with Ferodo M.41 and a close ratio gearbox was installed with a souped up clutch. The rear suspension was redesigned to close up the wheelbase by 1½ ins., eliminate play and to save weight.

The engine was again dismantled and given more meticulous attention particularly in the valve gear. The lubrication had never been very satisfactory with great overoiling on the overrun or on small throttle openings an attempt was made to prevent this by opening up holes into the crankshaft gear case to reduce the oil squirting up the cylinder bores.

When the machine was again ready for road tests the effect of increased boost pressures was investigated but any increase caused the cylinder head studs to stretch and chronic blowing from the joint. Equally serious was that the combustion gases were getting into the cooling system and discharging the coolant from the vent.

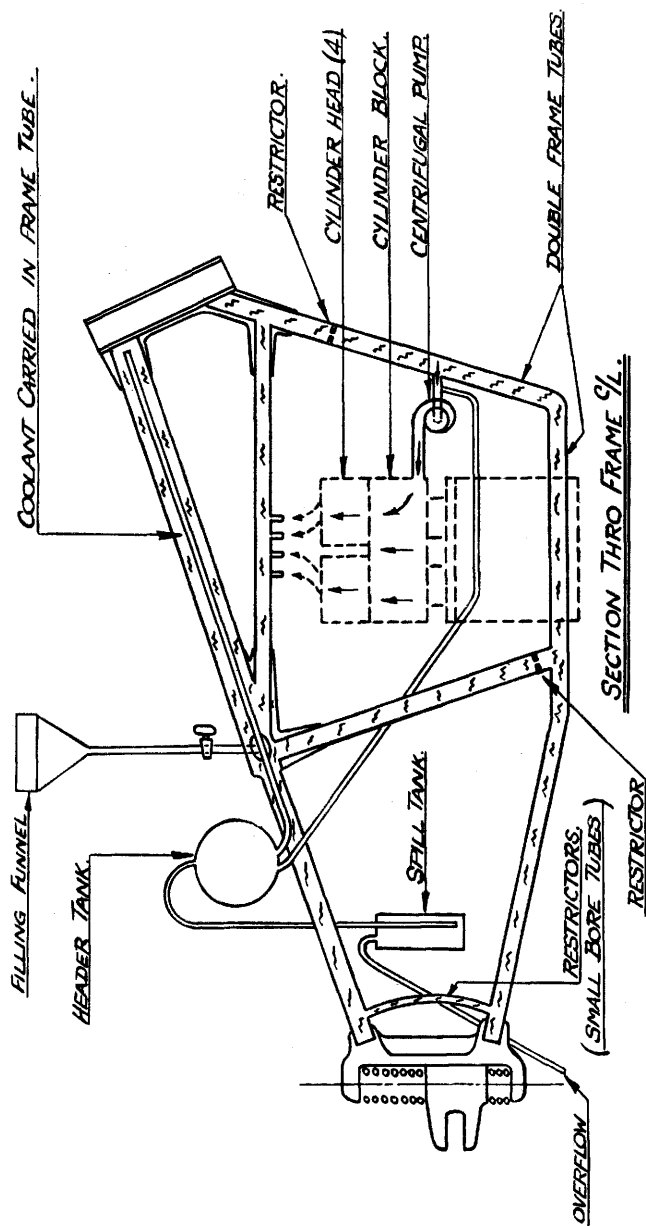
In an attempt to prevent these troubles the compression ratio was dropped from 7.5 to 6.8 by use of a .036 in. thick solid copper gasket of minimum area to increase the face loading. These gaskets reduced the blowing sufficiently to allow use of 5 lbs./sq. in boost pressure.

The cooling system as originally assembled relied on the frame tank tubes for any reserve of coolant, but it was soon obvious that a greater reserve was necessary for safety and so a header tank was fitted in shunt across the frame to provide the necessary capacity and ensure that the frame tubes remained full.

Fig. 3. (page 9) is a diagram of the coolant circulation system and shows where the restrictors are fitted to ensure a satisfactory distribution of coolant.

The frame radiator is rendered more efficient because every component attached to it assists the dissipation of heat by conduction away from the frame tubes and separate convection to the air stream.

FRAME COOLING SYSTEM - DIAGRAMMATIC LAYOUT. F-P. W/C 500 c.c. S/C.





Your bike needs Carburol too . . .

Carburol, added regularly to your petrol, gives you quicker starting, better acceleration and maximum pulling power—with minimum fuel consumption. Always keep a bottle handy or get it at your garage at 2d. a shot.

FOR BETTER AND CHEAPER
MOTOR CYCLING



*When filling
up with petrol
always put in
Carburol first*

Carburol^{Regd}

THE UPPER CYLINDER LUBRICANT
AND FUEL ECONOMIZER

UNITED LUBRICANTS LTD., COMLEY'S WHARF, TOWNMEAD ROAD, FULHAM, S.W.6

TAILPIECE

"Oh yes" said Bunny, thoughtfully pushing the froth on his beer to one side, with a pensive finger, "It's one thing to build up the model more or less as the makers intended it to be, but having got that far we come to the question of riding ability."

He paused, whilst I made a suitable grunt and knocked one back.

He continued.

"The trouble is an affliction which is probably more widespread than is generally realised. I refer to stage-fright."

I filled up again, prepared to listen for a long time.

"At times this has affected me in a painful manner, and I have come to the starting line in very poor mental shape indeed, mouthing silent prayers and with practically no confidence worth speaking of. Of course it can happen, as with one fellow I know, where a chap can come to the line in a state of near-collapse and ride like a hero.

"It would not be so bad if it was not for a certain looseness inside, which has on many occasions the night before the meeting caused me to pull up on the roadside and explore the adjacent woodlands, cursing as I fall over twigs and brambles, spoiling all the fun. It can only be described as a feeling similar to that experienced in the waiting room of a butcher-cum-dentist, or in a worse case, condemned man awaiting execution."

"You should know" I mumbled, pushing my tankard forward for another pint. Bunny ignored the remark, he was well launched on a favourite topic.

"Does anyone know how to relieve this? No! I've thought of booze, but it is obvious that a sufficient quantity would make one a very dicy dicer indeed. I did once see an Aberdonian at St. Andrews who sustained himself between heats and finals, so there might be something in it after all. Perhaps sea-sickness tablets would help.

"Even having got over that trouble one is not out of the red.

"To relieve the motor of the extra burden of pushing a lot of top-hamper through the air everybody knows that it is the ideal thing to keep one's head right down and elbows right in. Needless to say, this could not be called a natural posture by any means, but no doubt there are some simple exercises which could be done twice a day to loosen up the neck, shoulder and arm muscles."

Pause here for a final gulp before refilling, but Bunny had not finished with me yet and I could see no friend in the bar at that moment who was willing to come to my rescue!

Bunny, refreshed and revitalized, continued.

"Yes . . . I've propped the model on a box before now, in sheer desperation to get the thing right, donned racing leather complete, slacked braces right off and it is no trouble at all to get the right position, although possibly it is a little cramped. With throttle wide open I can roar round the circuit a treat, in my mind.

"Chin on the tank pad and controls all O.K. Just able to peer over the damper knob. But try and do it again when actually racing, and I tell you, you can't get within inches of the same position. If, by an effort, you do get down you cannot see where you are going, and that obstacle overcome the race is all over, and you get your sight bearings just in time to see the chequered flag waving you down—last to go into the paddock."

Poor Bunny gazed sorrowfully into his empty glass.

"Never mind old chap" I told him, beckoning the barman to fill up the glasses again, "Keep trying, and you are bound to get it in time."

"Trouble is, I haven't got much time left!" He grinned as he smoothed his bald pate—

Anyway, if you see a white tail in front of you, as you peep over your damper knob, you'll know who it is and will appreciate the contortions of the rider as you lap him.

Tom Donson.



AERIAL VIEW OF GOODWOOD



SATURDAY, APRIL 14th, 1951.

(By courtesy of "Motor Cycling")

What Happened at Goodwood

by MICHAEL R. McGEAGH

What did happen at Goodwood? This question must have been asked by thousands of racing enthusiasts who were unable to attend the meeting or listen to Graham Walker's broadcast.

Subsequently, countless Sunday newspapers and daily papers were bought in the hope of finding the answer. To a limited extent it was found. "Geoff Duke won both Championship races, but failed to beat Bira's lap record. Bemsee organised the meeting; Olga Kevelos rode at it, and Duke's fastest lap was 89 m.p.h.

Satisfied? No, of course not. What happened to the local club rider? Who won the Lightweight race? Why wasn't it in the papers

The answer to all this is twofold. Firstly, the lack of newsprint and secondly a cause which can only be termed as lack of public pressure.

At the moment, nothing can be done about the paper situation, but on the other hand plenty can be done to turn on the pressure.

Sports events, car, horse and motorcycle racing come under the jurisdiction of the Sports Editor, and here is a man who has to cater for practically every person in the British Isles. Football and horse racing, being events which normally carry vast sums of money in bets, have a priority on space. Cricket, a National game, must also be fully covered. Next come the other sports, and here occurs a peculiarity, for motorcycle racing comes under the heading of a 'headline sport,' and consequently rarely finds its way onto the sports

page. The Editor is looking for the sensational and exceptional, and would be much happier to know that 'X' the works rider broke the lap record at Blankville, than if Joe Smith did it.

This of course is the wrong way to look at it from the motorcyclists point of view, but quite natural from the Editorial side. We realise that they have to cater for the average person, but does Fleet St. realise that the average person includes an enormous following of motorcycle racing enthusiasts. The obvious answer is, NO.

The fault lies again with us. Often enough the Press are not invited to attend a meeting, and if they do send a representative, it is, as often as not, the man who normally covers society weddings, and the local football matches. If our particular paper does not print the results it is because we have not written to ask why.

I should like to have seen a report of Goodwood under '36 Point' Headlines. I should like to have seen a mention of some of our younger private owners, who put up such a magnificent show. I say this without detriment to the superb riding of the 'Works Boys,' who all deserve more than they got. The thrilling Sandford—Cann dual in the Lightweight race was surely worthy of a mention.

Let us make a resolution right now at the beginning of the season: To see that our sport gets the publicity it deserves, for after all, as Geoff Davison says, motorcycle road racing is the finest sport on earth.

BEMSEE BARGAINS !

Repeat Offer to Club members.

"The Story of the Ulster" — by G. S. Davison.			
an interesting history	-	-	6/-d.
"Racing Reminiscences" — by G. S. Davison.			
amusing anecdotes of the "Good Old Days"	-	-	6/-d.
Also a few copies of			
"The Story of the T.T." — by G. S. Davison.			
enlarged edition	-	-	6/-d.
First Edition	-	-	3/6d.
and			
"Continental Circus" — by Ted Mellors	-	-	6/-d.

Marshal's Musings

These notes have to be penned prior to Goodwood and we can only hope for weather in keeping with the occasion.

There has been very little relaxation at Temple Press, Brentford or Sutton during the past few weeks. Secretary Walker stuck it out as long as he could before Dame Nature and the Doctor made him stay in bed. The "Inky Types" came along at the appropriate moment with solid help, and Linda has, once again, lost her living room in order to assist with the "Marshal Plan."

I often wonder if the members and spectators realise the colossal amount of administrative work involved in a first class motorcycle race meeting. Even with a keen Secretariat and a really good Committee there is a limit to what they can do in the time available. Furthermore I am sure that things like the Government, the Weather and the Food (or lack of it) are bound to have some psychological effect on all of us, but more so on those people who are doing a job inseparable from worry. As Denis Jenkinson put it "Why do we do it? Why do people climb mountains or swim the channel?" Just a kink my friends but what a kink. All the best Jenks. keep moving!

Some of the letters which have come in during the past few weeks would almost make enough copy for a good book. Ex-racers turned Marshals! Marshals turned racers! Members who should know better, have volunteered to carry out duties which will make their big hearts and muscles ache for days afterwards.

I once wrote in the magazine that Bemsee was rich in competitors and somewhat short of administrative blokes. Experience has taught me that a Silverstone or a Goodwood requires one Marshal per Competitor. This formula has only been made possible by the superb help given by the Metro-Mobiles who join in with the B.M.C.R.C. through the medium of their Social and Athletic Clubs. It should be remembered that every man jack of them is a volunteer operating in his private capacity during his off duty hours. Racing members take pride in your Marshals who are just as keen as you are.

Remember the infamous "Wet Hutch?" Not a man left his post when you were dicing. If you're game enough to carry on in foul weather your Marshals will be at your service until you say "Enough!" We

are mutually interested in one another completely.

Don't forget contributions for this Journal are required by Bob Walker who cannot write the whole issue. Anything to do with racing motorcycles should be sent in and don't get upset if it doesn't appear in the next number, you can always use a pen-name if you don't relish an argument. About the only thing which is barred is libel and the Directors are firm and fussy about this subject. Quite right too, so get busy with articles about fuel, oil, tyres, gears, sparks and anything else associated with fast motorbikes and the men who rarely find them quick enough.

Constructive criticism is especially welcome and that includes the "Marshal Plan." Let's have it!

By the time you read these notes, the meetings at Floreffe, Perpignan, Bordeaux, San Remo and Mettet will have gone. Salzburg, Nice, Cookstown, Luxembourg and the Leinster are all due to take place during the early part of May. Nearer home there will have been events at Boreham and Eppynt. Our members will be competing in almost all of them. Remember the crossed 'Jacks' chaps and wear your lapel badges wherever you go. Your activities will be watched with great interest. Happy landings!

By the way, it is not generally known that the Club sells a nice transfer which can be affixed to crash hats and rear mudguards etc. There is also a very lovely miniature enamel brooch which the girl friend or mother will appreciate. Whilst you're buying these club emblems you may as well treat yourself to one of the artistic badges for the front of the vehicle which you use when touring. Both the chrome and lapel club badges are going to be difficult to get soon, so make sure of one before it is too late.

Further to the 125/250/500cc., single, twin and four, one of my spies tells me that the Italians are not the only people working on these lines. The Germans are very busy on this multiple system and don't be surprised at what comes out of one of their "Fabriques." This particular concern is concentrating on the 125 with a view to multiplication. Don't say it can't be done because the New Imperials were successfully following this principle of progression nearly twenty years ago. The only difference was 250 single 500 twin.

whilst Vincents were doing 500 single 1000 twin. It would be grand to see New Imperials come back with a 125 single, 250 twin just for old times sake. These two sizes are going to assume great importance in the near future and it is to be hoped that our factories are ready to meet the need which is being forced on us by economies. Clippies and Tiddlers ahoy!

By the way, if any of you fellows are ever near South Kensington, call in at the Science Museum and have a look at the old motorcycles and tricycles. When you've had your fill cross over to the annexe and note the motorcycle engines used in the early aeroplanes. A keen type can spend a whole day in these two places and come away with a better idea of the pioneers to whom we owe so much. Don't miss the accessories when you are there and buy the guide book when you go in. Admission is free, which is probably the reason why there are not more people there. Some very pleasant surprises await your cherished memories.

These notes are written just after Thruxton, where a large contingent of BMCRC members put up their usual first class display in spite of strong winds, showers and bitterly cold conditions. There were

nearly sixty of the "Bemsee Breed" performing and monopolising most of the best places in the prize list. A special mention should be given to Bill Doran who came back with plenty to spare. His simple argument that "motor cycling is the best training for motor cycling" appears to be correct.

There are some dates which you should put in your 1951 Diary right away.

22nd September. Shelsley Walsh Hill Climb.

5/6th October, Hutchinson 100 at Silverstone.

10/17th November, Earl's Court Show.
7th December, B.M.C.R.C. Annual Dinner.

You might think it early to mention the Annual Dinner but when members ask for a place in the heart of London it is essential to book nearly a year ahead. Your Sub-Committee hope to please everybody this year, but it is important for you to make a note of the date because the demand for tickets is bound to be very heavy when details are published at the appropriate time.

Get out your Diary now!

W. G. (Bill) Jarman.

Motor Cycle Racing at BRANDS HATCH STADIUM

GREAT NATIONAL "OPEN"

on

SATURDAY, 30th JUNE, 1951

organised by

Brands Racing Committee (Greenwich, Gravesend, Rochester and Chatham M.C.C.'s.)

Events for

Solos (125 c.c. to 1000 c.c.) Sidecar and 3-Wheelers (up to 1000 c.c.)

OVER £500 PRIZE MONEY — No Fuel Restrictions

Regs. and Entry Forms obtainable from J. C. CARR, 60 Hurst Road, Erith, Kent

ENTRIES CLOSE 1st JUNE, 1951

Great Expectations Fulfilled at Goodwood

Having been in at the start, so to speak, at the office, I was fortunate enough to be one of the party visiting Goodwood to have a final check up on conditions which would prevail there at the forthcoming meeting on the 14th April.

It was a very windy day, and unpleasant at any time for motorcycling, but once I had trans-shipped to "Big Liz" and was out of the wind I could sit back and think what a beautiful spring day it was, just right for car travel at a comfortable 50-60 m.p.h. I settled down to enjoy myself, mixing business with pleasure, my thoughts backed by racing chatter of the past and the present.

We had soon left Kingston behind and were cracking along through Esher to Cobham, which struck one as a wide and fresh-looking village. It occurred to me at that time that many of the people, public and competitors alike, might travel down on the great day without a thought to their surroundings, and as it proved to be a very lovely day, though perhaps chilly in the wind, on the 14th April, I hope this was not actually so.

This route was once the old Portsmouth Road, and very busy in it's hey day. I felt some regret that my journey did not allow time for exploring places to which the signposts pointed, such as Stoke D'Abernon, Knaphill, Effingham, Mickleham, Pirbright and so on. Surely with such unusual names the villages would be something out of the ordinary? I have still that to find out when time lies more heavily on my hands.

As it was we had soon come to Guildford the ancient capital of Surrey with its many interesting features. Perhaps you did not know that Guildford had a castle of it's own, though this has not featured very much in history. The Corporation had the foresight to purchase the property and now the Norman Keep, on a mound of far more ancient origin, stands in the graceful surroundings of the public park. The Castle Arch is now a museum. The most outstanding feature in a High Street full of charm is the Town Hall, with it's projecting clock, overhanging balcony and bell tower.

However, Guildford High Street is not the route for a man in a hurry, and on this occasion we travelled along the bypass and turning off the Hogs Back, very windy on this March morning, we took the older road through Milford and on the Chid-

dingfold, here to have a drink at the fine old Crown Inn, facing the village green. The immediate impression of this village is one of space and freshness.

From the 13th to the 17th Century Chiddingfold was the centre of the glass industry in this country, the craft being carried on mainly by French emigrants. The fuel for the furnaces came from the forests which then covered these southern hills, and some old furnace sites have been unearthed in the woodlands still surrounding the village. In the Parish Church there is a leaded window in memory of these past masters, with fragments of their many coloured glasses.

Through Fisherstreet and flashing past the signpost to Gospel Green we were soon going through North Chapel, and I wondered why there should be villages together here, named with some religious intent. I have not yet succeeded in solving this question in my mind.

I wondered what our forefathers would have thought at our swift mode of travel. The Sussex roads were notorious even only a hundred years ago, and this Portsmouth Road was no exception. It took Prince George of Denmark six hours to travel the nine miles from Fisherstreet to Petworth—it took us about 6 minutes!

But Petworth, with its maze of narrow, one way streets slowed us down and I had time to study this old baronial town from my seat in the back of the family bus. The famous families of Petworth, beginning with the second Earl of Egremont made the town famous in the world of art, and have now the finest private collection in the world, particularly of Turners.

And so past the old Swan Hotel, which we were assured deserved a call on a more leisurely visit, and out on the road to Midhurst via the beautiful and graceful Cowdray Park, in which once stood a lovely Tudor House. Made famous by Sir Anthony Browne and slept in by Elizabeth! Sir Anthony turned out the Monks of Battle, much against their will of course, and the last Monk to leave cursed the family, and prophesied that the line would perish by fire and water.

The family took the greatest care with the male members of their house, but as the curse did not show itself over a number of generations it was gradually forgotten. However, in 1793 the house was burnt down, and almost at the same time the Viscount Montague was drowned in

the Rhine. His sister was then the heir, but did not remember the curse or put any special construction on this double tragedy until her two sons, the last of the line, were drowned whilst bathing off Bognor.

The roads through the Park are well kept and although driving is tricky because of the bends it is well worth the extra time taken as this glimpse of the good old days of landed gentry soothes the mind in the rushed and regimented present.

The ride from Midhurst via Cocking and Singleton to Chichester is all very beautiful and ideal country for walking and hiking enthusiasts (dare I mention it in this magazine?). At Singleton we turned off left and travelling right over the hills round the race course we came to "Glorious Goodwood," ideally situated in Goodwood Park. And so, with a slow ride round the newly laid track, business began.

But now it is over at last! After the weeks of worry and hard work (enough to put your Secretary in hospital, and the Asst. Secretary nearly in the divorce courts!) and heart-beating anticipation Goodwood week had arrived, and on Wednesday morning, after a final check up in the office Cliff Lewis, who had very generously answered the call to arms and come along to take over the duties of Clerk of the Course for the meeting, put all the papers and paraphernalia in his car. The office door was locked and on a bright, if cold morning, off we went to the south.

What a wealth of detail has to be attended to, even at such a late date, when every-

thing had been apparently fixed up. It was bitterly cold at the track, and very desolate, until Friday morning, when I arrived just before nine o'clock to find orderly bustle all round me. The boys had begun to arrive, and all day to the accompaniment of revving motors and loud speaker-testings, cars with their trailers, or vans with two or three machines in them, queued up to cross the track between the practice laps. By Friday evening all the odd jobs had been completed, and it just remained to pray hard.

On Friday lunch time I had decided to ride the two or three miles back into Chichester for a meal, and also to post off some of the Company's mail, which had been forwarded from the Brentford Office for attention. I could see storm clouds on the horizon, but decided to take a chance and make a dash for it. Unfortunately a well-worn two-stroke in a strong wind is not the ideal machinery for this, and about half way the clouds broke.

Large ice lumps pelted me, and the road was white like snow. As more and more hail fell on top of it it was turned to a shallow river in a few minutes, and I battled against the strong wind that had come with the hail, sweeping it sideways across the road, looking for shelter. It was useless going back, and the part of the road where I found myself was devoid of any shelter except that provided by a high bank, but as I was blinded by the stinging ice I crouched by this until the downpour turned to heavy rain, then I made haste into Chichester, soaked to the skin in those few minutes.

ARCHERS

— THE VELO' FELO'S

Offer a complete service for the motor cyclist
built on years of real practical experience

Sales and Service for . . .

Ariel - Matchless - Triumph - Norton - Panther - Velocette

CAN WE HELP YOU?

ARCHERS

THE RIDER AGENTS

VICTORIA ROAD, ALDERSHOT

Phone 323

With a good lunch on the inside and dry clothes on the outside I arrived back at the track just after practice had begun, to find the paddock a sea of bright yellow mud (any offers to clean my machine?), and the first of the laps being completed on a very damp looking course. This did not visibly alter the speeds nor confidence of the riders, and confirmed the guarantee that this was definitely a non-skid surface.

During the afternoon it cheered up somewhat, although the clouds hung about on the horizon. Hope played us false though, and just before four o'clock it became almost as black as night, and as the last riders were being flagged in for the end of practice, down came the hail again. In a few seconds the track was white with ice, and the staccato rattle on the roof and the walls of the corrugated buildings almost drowned our conversation. But like many a summer storm, it soon spent itself, and when we left the track later, it was with a high sky overhead again.

There was considerable worry about the state of the Car Parks, and the grass surrounding the paddock area showed what could be expected during the race day. It worked out, however, as there seemed to be no delay in clearing the spectators on race day.

During the practice time I was torn between watching all that was going on on the track, in the paddock, and keeping an eye on things in the office, as well as listening for a very faint ringing of the

telephone in the Clerk of the Course Office. This was my first road race meeting, and to be on the official side of the fence and keep an eye on a new experience was somewhat of a job. However, I had been warned that once one saw road racing there was some sort of excitement that made one look eagerly to the next meeting, and I am already checking up on the calendar for the remainder of the season! Thank you boys for showing me how the other half lives.

It was very regrettable that some of the riders were unable to qualify, but rules are rules, and the whole success of our meeting depended on the elimination of noise, so we could not possibly make exceptions, as many of the unfortunates requested. It was just one of those unfortunate things that occur, and I am sure that all present realised that the split timing of the meeting and the smooth running of practising and racing depended on our sticking to the rules in every respect, even though we hated doing it in cases of breakdown on the way to practice, where competitors arrived only a matter of minutes late.

What a relief it was to awake Saturday morning to the perfect spring morning. The one day in the year when the contrast to winter opens your eyes to the defects of your surroundings, which have not been noticed during the dull months since Christmas, and to the blossoming examples of natures re-awakening around you.

**THE MOTOR CYCLE SPECIALIST and
EVERYTHING FOR THE MOTOR CYCLIST**

ANGUS MOTOR CYCLES

A. S. HERBERT, M.I.M.I.

SERVICE
ACCESSORIES
REPAIRS
INSURANCE

STATION PARADE
Phone SEVENOAKS 3338
KENT

PART
EXCHANGED
H.P. TERMS
USED MACHINES

Main Agent and Spares Stockist for al the Leading Makes

**ANGUS HERBERT offers all enthusiasts expert advice based
on his 25 years experience of Racing and Competitions**

**Fully equipped workshops able to undertake all classes of repairs and to prepare
machines for any event.**

And so at seven o'clock, when passing traffic drew me back to consciousness I looked out of the window onto drying rooftops, and into a clear blue sky, knowing that our prayers were answered and this was the day of days. How could it be anything but a success with such a greeting. The busy bustle of a country town on a Saturday morning made one want to be up and doing, and before nine I had conveyed Barry down to the track, returned to Chichester to post a few letters and collect my baggage, and got back into the office, on the inside of the track.

And so the great day had arrived! It had evidently rained during the night, as the ground about the pits was more swampy than ever. But who cared, the sun was shining and excitement was in the air. The Great British Public were arriving all ready, and Harold Daniell assured us that there was a queue of traffic right from Croydon to Chichester!

The boys in the paddock were uncovering their machines and bringing them out into the sunshine, doing the usual odd jobs that always seems to crop up after practice, the marshals were signing on and collecting their various messages, and making off to their posts, and the Enquiry Office was plagued by poor souls who could not look after their lapel badges and had lost them. I do not think they believed us when we said there were no more badges available, but somehow everyone was sorted out and satisfied to the best of our ability, and the crowds began to pack the enclosures and stands.

The warmth in the sun could be felt, and the sound of voices made the atmosphere light-hearted and almost summery.

And so, before we had time to turn round, one o'clock was on us, and the first race had begun. Spectators were still crowding the gates and pouring through the turnstiles, and I understand that although the roads were busy with cars and motorcycles all heading for Goodwood,

there was no congestion and no mad riding on the part of anyone, and that a good impression was created all round.

From the word "go" the meeting was a roaring success. Race followed race with clockwork regularity, not a hitch occurred, and the only late start was the 500cc. championship, which had to be held up on account of the B.B.C. not coming over to Goodwood quite on time. As the speeds in this event were even higher than estimated the next race started dead on time.

And between the two great races of the day came the ever popular chair boys, with Ebby on the starting line, sending them off at split second intervals, according to handicap. I had my own interest in this race, as my own local club boy was riding, but even so, there is something about the three-wheel boys that holds the interest of the crowd, and every encouragement should be given to the beginners in this class.

And so the day drew to a close, with the 500cc. and 1000cc. Clubman's races, being run concurrently, and our one lady rider putting up a good show after an unfortunately slow start.

The enclosures soon emptied, and those who had packed up their machines during the last part of the racing programme were on their way as soon as the gate across the track was opened. By the time the office was cleared, just as evening was overtaking the countryside, only a few solitary competitors remained in the pits, packing up their kit by the last light of day and the beam of their mechanic's headlamp.

And so I turned for home, still warmed by the excitement of the day, looking forward to the next time, for there must be a next time, and giving thanks that the results of all the work and worry had not been washed away by torrential rain.

"Quartern"

LOST AT GOODWOOD.

Silver propelling pencil with initials "M.F.B." engraved on the side. This is the property of M. F. Benjamin at the Mall House, Greywell, Nr. Basingstoke, Hants. If you have found this pencil, or know anyone who picked up same, please write to Mr. Benjamin, or the Editor.

M. C. Tomkinson, riding No. 27, left his black leather coat on his car and it has disappeared. It may have blown away

or otherwise been lost. Will the finder please either write to the Editor of "Bem-see" or send the coat to this office. The coat is of great value to Mr. Tomkinson and he would appreciate someone's help in his difficulty. It is thought possible that that the coat fell on the floor and some kind competitor picked it up and laid it on the wrong car, the owner of that car not realising it had been placed there. Your help would be appreciated if you can throw any light on the matter.

"Motor Cycling's" **GOODWOOD SATURDAY** 14th April, 1951

Provisional Results (subject to confirmation)

		Riding Number	Order Finish	Time and Speed	
Event One	M. Cann	... 94	1st	19.27	—74.04 m.p.h.
	C. C. Sandford	... 66	2nd	19.27 3/5	
	R. H. Pike	... 119	3rd	19.54 2/5	
	R. J. A. Petty	... 152	4th	20.4 4/5	
	J. C. McCubbin	... 143	5th	20.16 1/5	
Event Two	L. A. Dear	... 38	1st	18.10 2/5	—79.24 m.p.h.
	R. H. Sherry	... 5	2nd	18.24 3/5	
	C. Horn	... 24	3rd	18.34 1/5	
	G. N. Ewer	... 4	4th	18.54 3/5	
	F. P. Heath	... 40	5th	18.54 4/5	
Event Three	K. R. V. James	... 6	1st	20.25 2/5	—70.51 m.p.h.
	D. Sheppard	... 25	2nd	21.2	
	J. R. Hill	... 11	3rd	21.3 3/5	
Event Four	G. Brown	... 177	1st	17.23	—82.84 m.p.h.
	J. P. E. Hodgkin	... 32	2nd	17.49	
	J. Lockett	... 90	3rd	17.56	
	D. E. Bennett	... 42	4th	17.57 2/5	
	D. P. Douglas	... 100	5th	17.59	
Event Five	M. C. Tomkinson	... 27	1st	15.8	—66.61 m.p.h.
	A. J. Whiffen	... 112	2nd	15.39 2/5	
	E. G. Cross	... 95	3rd	16.11 2/5	
	R. A. Beecroft	... 71	4th	16.19 4/5	
	A. McKay	... 103	5th	16.43	
Event Six	G. E. Duke	... 114	1st	33.4 2/5	—87.08 m.p.h.
	W. Doran	... 117	2nd	33.37 3/5	
	R. H. Dale	... 112	3rd	34.30 3/5	
	J. Lockett	... 90	4th	35.13 1/5	
	F. P. Heath	... 40	5th	35.19	
Event Seven	W. Boddice	... 37	1st	20.10 2/5	—73.20 m.p.h.
	D. T. Slate	... 45	2nd	20.33	
	C. Smith	... 42	3rd	20.48 1/5	
	J. Beeton	... 38	4th	20.52 3/5	
	G. E. Duke	... 114	1st	34.28	—83.56 m.p.h.
Event Eight	M. Featherstone	... 118	2nd	34.53 3/5	
	R. H. Dale	... 112	3rd	34.54 2/5	
	C. C. Sandford	... 66	4th	35.18 1/5	
	R. H. Sherry	... 5	5th	36.1 1/5	
	C. Lawrence	1000 cc. 33	1st	19.30 2/5	—73.82 m.p.h.
Event Nine	R. Touche	1000 cc. 78	2nd	19.31 1/5	
	M. Chalkley	1000 cc. 72	3rd	19.42	
	J. E. Williams	500 cc. 57	1st	19.42 1/5	—73.07 m.p.h.
	J. Bollington	500 cc. 67	2nd	19.46 3/5	
	J. E. Williams	500 cc. 52	3rd	20.7	

WINNERS OF SPECIAL AWARDS

Glover Trophy

First H. A. Pearce No. 65 55 secs better than handicap.
 Second G. E. Duke No. 114 15.6 " " " "
 Third R. H. Sherry No. 5 15.4 " " " "

Sealed Handicap Event 6—G. E. Duke No. 114.

Event 8—J. A. Storr No. 111.

Vintage Handicap Event 5—M. C. Tomkinson No. 27.

Vintage Race

Oldest machine within 2 minutes of winner. Either 103 A. McKay or 106 J. D. McKay—to be verified.

Vintage Replica

Winners 112 A. J. Wiffen. 95 E. G. Cross. 71 R. A. Beecroft, 103 A. McKay (or 106), 90 J. Flewitt, 87 F. D. Booth, 91 D. Pickering.

Colin Whorwood Trophy

J. A. Storr No. 111. Lap time 1 m. 47 secs—80.7 m.p.h.

Motor Cycling Award Ringwood M.C. Rider—K. R. V. James No. 6.

Anonymous Award J. A. Storr No. 111.

Editor's Correspondence

from Rev. E. H. Stenning, I.O.M.

I am very highly honoured by again being elected an honorary member of the one and only Motor Cycle Racing Club, a fact of which I am very highly conscious.

I will try and do all I can for those members of the B.M.C.R.C. who may need some assistance that I can give them in the Island when they are over for the June and September Races. Last year I could do nothing, but I am glad to say that since the M.G.P. I have been quite 100% fit, and shall look forward again with the greatest delight to seeing my famous club fellow-members, to help any in difficulty, and to cheer the dozens of successes I know I am due to see.

Yours etc.

from A. J. Barham, Droitwich.

With regard to suggestions for articles in Bemsee, would it not be possible to arrange for some really descriptive articles on modern racing engines and gearboxes. These to be further expounded by means of exploded diagrams and tables giving sizes clearances for all major components. If these were printed on stiff card folders for use in workshop they would prove invaluable. A charge of 5/- to 10/- would, I am sure, be only too gladly paid by most members. Also a few articles on Brooklands, Donington Park etc.

I, for one, would much appreciate these as I was much too young before the war to take any interest.

Yours etc.

The Editor would be interested to hear from any other members in reply to this latter letter.

And GOODWOOD

I must congratulate the British Motor Cycle Racing Club and all those who combined to make the day's racing at Goodwood such a huge success.

I can never remember enjoying a day's sport more and feel that I should like to have lent a hand in some way.

I should very much like to join . . .
R.W.D.

I must compliment you upon a most successful meeting at Goodwood on Saturday. The organisation appeared to be first-class and I must say that we, in the timekeeper's box, had little time to breathe.

S.S.

Just a short note of thanks for an extremely enjoyable meeting. If I can be of any help to "Bemsee" in the future—
C.D.

PINKS

of HARROW

THE **COMPLETE** MOTORCYCLE SERVICE

NEW and USED MACHINES
SPARES, ACCESSORIES, CLOTHING

E. T. PINK (HARROW) LIMITED
221/5 & 168 STATION RD., HARROW, MDX

TELEPHONE: HARROW 0044/5 (SALES)
HARROW 3328 (SPARES)

TO REMIND YOU THAT . . .

On May 5th The Leinster "200" is being run on the 8 mile circuit. Races include a handicap, 250, 350 and 500cc. classes. Any members attending this either racing or watching who could find time to write a few words about our boys at this meeting would be doing the club a favour, as we like to keep a check on your victories and record them in "Bemsee."

On the same day there is also the Road Race Meeting at Epynt, and here again we would like to hear from you as to how you enjoy the day from the spectators and the competitors points of view.

Another Irish Classic is the North-West 200, run by the North of Ireland Motor Club, on the 10th and 12th May.

On May 12th—Ansty Aerodrome Races, including events for 250, 350, 500 1000 solos and 500 and 1000cc. sidecars.

On the same day don't forget we have been invited to race at Ibsley, near Ringwood, Hampshire, where there will be a 125, 250 and up to 1000cc. Non-Experts and a 350cc, Junior and 500cc. Senior race. This meeting is something in the nature of an experiment, so give the Ringwood M.C. & L.C.C. your

wholehearted support, whether riding or spectating, to ensure complete success and a more ambitious meeting in the future. The experts who have tried out this track are very impressed with it, and think that lap speeds in excess of 80 m.p.h. should be reached quite easily.

On May 14th there are the Blandford Camp Road Races, to round off an enjoyable holiday week-end of sport, and if this is too far from home for you perhaps you would prefer to attend at Cadwell Park, where there will be events for the 250, 350 500 and unlimited solo machines, and an unlimited sidecar race.

And finally the greatest week of the year to all sportsmen

June 2nd—Grand Annual Supper Party of members in the Island.

June 4th—Tourist Trophy Races and Clubman's T.T.

June 5th—Isle of Man Grand National Scramble, just the right day to give variety to holiday-making members in the Island.

June 6th—Tourist Trophy Races and Clubman's T.T.

June 8th—Tourist Trophy Races.

New Members

W. E. Brock (Sydenham)
G. J. Turner (Stanmore)
N. S. Holmes (Bradford)
R. B. Matthews (Haywards Heath)
B. R. Cortvriend (Catterick Camp)
A. F. Durnford (Offley)
F/Sgt. Burrridge (R.A.F. Binbrook)
J. W. C. Fisher (Portsmouth)
E. Buckingham (Neasden)
C. K. W. Harwood (Blackburn)
P. W. S. Stock (Gillingham)
R. R. Leech (Lowestoft)

S. Cooper (Troon, Ayrshire)
R. Ajax (Waltham Cross)
W. F. Westley (Moulton)
C. T. Irish (Hayes)
D. E. Sheppard (Greenford)
A. R. Crabbe (Watford)
J. W. Tindell (Thames Ditton)
F. E. Taylor (Woking)
S. Lawton (Southampton)

RESIGNATIONS

A. W. Lowary (Liverpool)

FOUND AT GOODWOOD

Pair of waterproof trousers, also screw cap off a Vincent H.R.D. Please write to the Editor if these belong to you.

STOP PRESS. "Rev Counter" reports

That Angus Herbert wishes members to know that there is no truth in the rumour that he has lost or found "THE STONE" or changed his christian name.

Mutual Aid and Benevolent Fund

A VERY KEEN MEMBER would like to gain experience during the 1951 season with a view to purchasing his own machine for 1952. He would like to act as "Ballast" to some chair enthusiasts, if any member is in need of a passenger. Alternatively, if any of the older members would like to encourage an up and coming youngster he would be only too glad to go along to meetings to give a hand, just for the experience, and perhaps a machine could be loaned for an occasional ride. Any member able to help please write to the Editor quoting 1052.

Member wishes to sell a 1934, 250cc. 95 Sunbeam. The model was lent to a friend who blew it up at Haddenham, but has spent quite a lot of money on rebuilding. At present the machine is still in 'the throes.'

It has a new timing side crancase, the cylinder holding down bolts have been enlarged, also the long head nuts to suit. The Barrel has a new stepped liner to Standard, and a new special Martlett piston with "some lump on it." Lots of metal will need to be milled off before it can be fitted. The C.R. would be about 20-1 as it is. The model has four gears, foot change, large Tank and Hairpins, pre-war Feridax seat, decent Racing Tyres, new Tubes and 10 T.T. Carb. This machine would possibly suit some young beginner, and suggestions and offers are invited. As the owner wishes the model

to go to a genuine young enthusiast please write to the Editor, quoting 145.

Wanted—pair Racing Leather Trousers for member, height 5ft 4 ins. Write to C. Gunnell, 127 Alcuin Avenue, Tang Hall, York.

Wanted—350cc. and 500cc. Double Knock-er Nortons complete, or would consider buying the engine separately, H. R. Penton, 11 Sylvester Road, Hackney, E.8. CLISSOLD 0907.

Required—1 Cylinder Barrel (Alloy) 67mm. suitable for 1939 JR11/s 250 Excelsior "Manxman"—Beasley Square Head and Barrel acceptable. Details to—Jack Sparrow, 13 New St., Wem., Salop.

DID ANYONE FIND a pair of goggles at Goodwood on the 14th April? T. B. N. S. Smith of Hallen Lodge, Henbury, Glos. would like to hear from anyone who found, or saw someone find, a pair of masked racing type goggles, brown leather lined with chamois, with a leather head band.

Donations have been gratefully received from the undermentioned members.

C. J. Humphries.

A. J. Barham.

G. F. Jones.

R. Pratt.

£21 was collected at Goodwood on the 14th April. The drum was so full of scrap iron that it was too heavy for Dorothy Cheeseright and Sue Baker to lift. Our sincere thanks to all those who so kindly added their contribution.

THE OFFICE AT BRENTFORD WILL BE CLOSED from 28th May until 11th June INCLUSIVE. No post will be forwarded, so make sure that you have no urgent inquiries during that period. If you really must write to the Secretary and the matter is of utmost importance, letters will be dealt with if you address them to—

The Secretary, B.M.C.R.C.,

c/o Villiers Hotel,

Douglas, I.O.M.

If it is a matter that can wait, write to Brentford during the weekend of the 9th June.

H. L. DANIELL

1938, 1947 and 1949 Senior T.T. Winner

The Motor Cycle Specialists
MAIN DISTRIBUTORS FOR NORTON

•
Official Norton Spares Stockists
Accessories
Machines supplied for
Touring, Trials and Racing

Agents for—

Norton, A.J.S., Excelsior, Triumph, Velocette

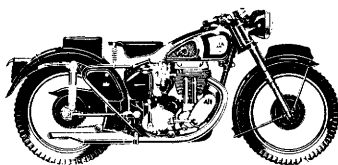
65 DARTMOUTH ROAD

FOREST HILL, S.E.23

Telephone: FOREST HILL 5895

SAUNDERS MOTOR CYCLE DEPOT

SERVICE
BY
FELLOW
CLUBMEN
WHO ARE
ENTHUSIASTS



SPARES
SERVICE
INSURANCE
H.P. TERMS

Agents for the new Douglas, A.J.S., Matchless, Panther, Norton, James, Velocette, B.S.A., Francis Barnett, Enfield, Ariel, Excelsior, Scott, Watsonian, etc.

H. A. SAUNDERS LTD.

616 FINCHLEY ROAD, N.W.11

Telephone: SPeedwell 4701

Comerfords Ltd.

The Motor Cycle Distributors and Buyers

•
FINEST SELECTION OF NEW
& SECONDHAND MACHINES

NORTON - VELOCETTE - A.J.S. - B.S.A.
MATCHLESS - ARIEL - TRIUMPH, ETC.

•
Exchanges and Hire Purchase arranged on
the spot. Delivery of any machine in
five minutes. ————— No Red Tape

•
ALL OUR STAFF ARE PRACTICAL
& ENTHUSIASTIC MOTOR CYCLISTS

First-Class Spares and Service
Organisation. Tuning for Speed

**IT WILL PAY YOU TO DEAL WITH THE
SPECIALISTS OF 30 YEARS' EXPERIENCE**

Largest Postal Dealers in the South

•
COMERFORDS, LTD.
Portsmouth Road - Thames Ditton - Surrey

TELEPHONES, EMBERBROOK 2323 and 2324.