



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 4. No. 3—April, 1951

ONE SHILLING



WELL DOWN TO IT! Maurice Cann at 11th Milestone, 1950 Lightweight T.T.

(By courtesy of "Motor Cycling")

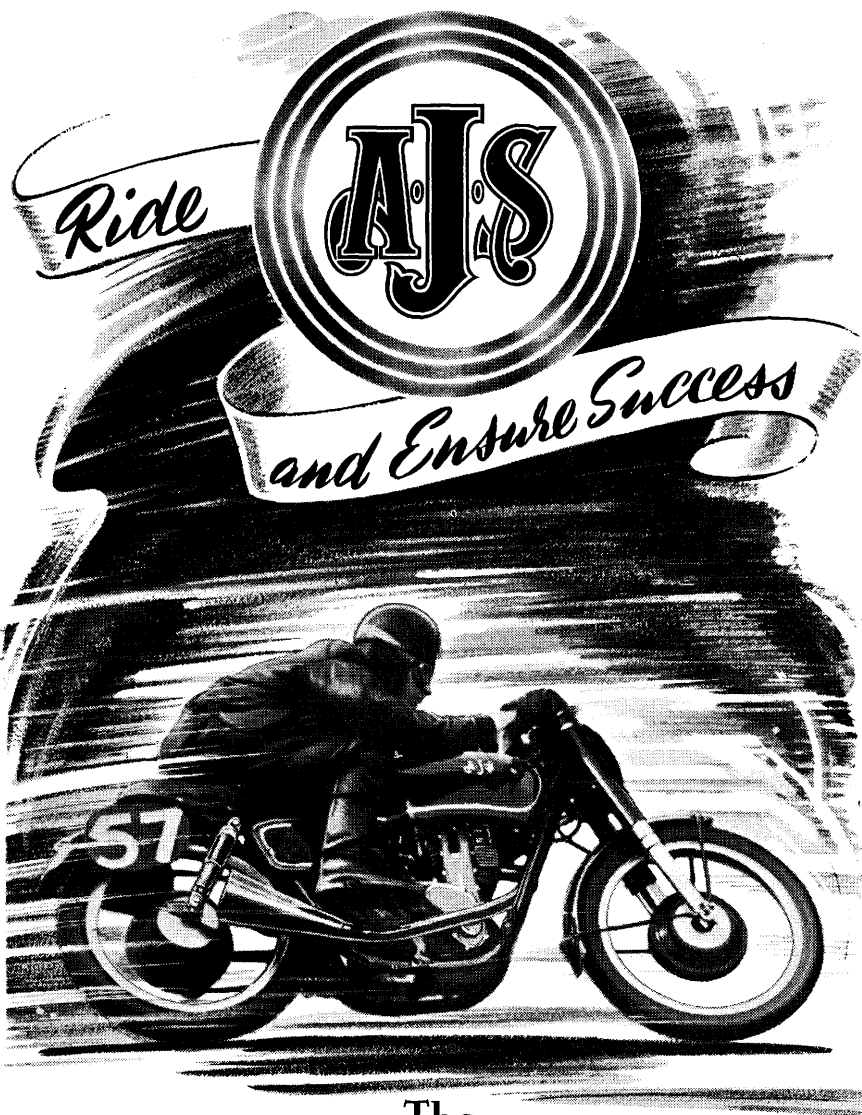
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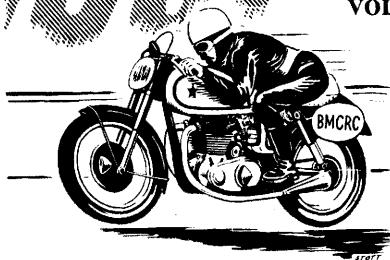
AJS MOTOR CYCLES • PLUMSTEAD ROAD • LONDON, S.E. 18 • ENGLAND

1951 *Bemsee*

VOL. 4.

APRIL

No. 3.



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

First of all I must say how sorry I am to have to tell you that I am writing this editorial in bed, as the Goodwood organisation has somewhat played up my digestive organ! Incidentally, not the least of the troubles has been the bad formatting. I would express the wish that you chaps would give more attention to the matter in future and not just slap anything down on the paper. Many forms have been returned for amendment, and some have been completely rejected because competitors have not made sure that all details, including the indemnification clause, have been attended to.

Sorry to have to grouse, but there you are.

I'm still anxious to hear from you re suggestions for Bemsee, and even more gladly would I accept articles, either technical or frivolous, as long as it is something that would appeal to the majority of the readers. I am doing my best to contact some of the masters, but seeds sown now do not bear fruit at once, and only time and the energy of the aforesaid masters can make the desired changes.

One correspondent asks that some members should write up on their own machines, such as R.E.G. and L.E.F. What about it, builders?

I was extremely pleased to receive a letter from Mr. E. J. Tubb of Middleton Service Station, Middleton-on-Sea, Bognor Regis, Sussex recently, and I am sure many members will be glad to take advantage of the kind offer made therein.

Mr. Tubb tells me that he would like to offer free garage and workshop facilities for members who find it necessary to work on their models the Friday night after practice. The Middleton Service Station is only five miles from the course, so make a note of the address in case you find you want to make use of this very generous offer.

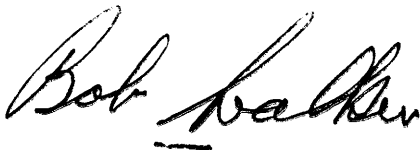
I cannot stress too firmly or too often the importance of good behaviour at Goodwood on the 13th and 14th, but particularly on race day. After a good day's sport no-one wants to see you emulating the competitors along the quiet lanes—please keep them as quiet as possible. It is essential that the club as a whole, and every individual member and friend sets a good example to the general public in the matter of after racing manners.

When you have seen Glorious Goodwood you will want to go again and this can be made possible ONLY by proving that we are a desirable body, with respect for our neighbours. We owe it to our President, Sir Algernon Guinness, and to the Duke of Richmond and Gordon to remember this.

Please do not let the club down!

I am very sorry that there is no Committee News this month. A meeting was held on the 5th March and the main topic was Goodwood. There was very little other business, as it was only two weeks since the previous meeting. I'm afraid that with the work involved over Goodwood I had not got down to this item for Bemsee and I'm sure you will understand that there is no inducement to that type of work. I will endeavour to run over the main points in next month's issue.

By the time you read this I will be up and out again, and I look forward to meeting one and all down at the track, though I might only have time for a hasty greeting.



NOTHING for SOMETHING

At the last A.G.M. of Bemsee we heard that the meeting at Prescott Hill last August had provided members with a good days sport without incurring any financial profit or loss to the club. It is certainly nice to know that there are people about who are willing to support a meeting just for the sport of the thing, and a meeting such as Prescott Hill Climb does not require much outlay by the riders.

In Belgium some of the clubs run similar events, only they take the form of flying Kilometre or standing Kilometre speed trials, and very good fun they are. The main idea is to give the lads an opportunity of trying out their machine in competition with others, without all the expense and bother of a full race meeting. The flying Kilometre events are the most popular and are held on any suitable stretch of main road. There are few difficulties about entering, you come with your bicycle, pay a small fee and have a go along the measured stretch, which is timed electrically. Usually there is a tin cup for the fastest time of the day, but apart from that awards are conspicuous by their absence, the main idea being a tryout for the machine. Most of these events are held in the early part of the year in order to let you get an idea of how the winter modifications have progressed. The fact that Bemsee put on an event of a similar character is very encouraging and it is a pity we cannot close one side of a by-pass and run some flying quarter events. The fact that some of these Belgian events are held on undulating roads, sometimes with an uphill approach to the measured stretch and sometimes a down run, does not really matter, for the speeds recorded are asses-

sed purely relatively. They are open to all National riders and it is very interesting to see the chaps with new machines in the sports category, such as Springtwins and Tiger 100's having a go to try and substantiate the clubroom claims. There is little need in these events to be a proper 'racer', providing you can borrow someone's crashhat and can tie a number to your headlamp you can have a go with anything.

While flying quarter mile courses are difficult to come by it should not be so difficult to find a suitable stretch for a standing quarter mile, in fact any aerodrome runway would do nicely. Somehow there is a distinct fascination about an acceleration test from a standing start and if a runway was used then there would be no reason why competitors could not run in pairs, as has been done in the past. Nowadays there is so much road racing going on that the sprint meeting is beginning to disappear and I should like to see Bemsee encourage this type of event a bit more. Now I do not want anyone to get me wrong and imagine that I am visualising Bemsee running a big show like the Brighton Speed Trials (where we have unfortunately been excluded), for that would entail great organisation and we all know just how heavily strained the organising power is at the moment, with Goodwood and Silverstone. What I have in mind is a closed-to-club short sharp bash, strictly for members, with no public allowed in, no paying gates, no car parks, no fancy bits at all. There would be no prizes and something like 2/- a run would probably cover any expenses, there would be no programmes or advertising so costs would be low.

What I have in mind is some sort of Summer club meeting for Bemsee, where, instead of leaning on the bar shooting lines, the keen types can have a little inexpensive fun with their bicycles without the complications of competing in a pukka road racing event. After all, the ordinary motorcycle clubs have meetings and go for 'clubs runs,' Bemsee is a racing club, so why should it not have informal gatherings with a little quiet speed put in. As there would be no prizes, there would be no real need for elaborate timing apparatus, hand timing by flag would suffice and if two or more could run at a time it would be great fun. In fact, on a runway, why not 10 or 12 in what would amount to quarter mile sprint races. The main point about these meetings would have to be simplicity and low cost, together with the minimum of organisation. During the summer months, the 'Winning Horse' meetings could be transferred to a suitable aerodrome (no names yet) and the evening's meeting could be used for a short dice. I do not know the A.C.U. rules and regs by heart, especially those governing speed meetings, but I feel sure that any obstacles could be overcome, for usually the rules and regs apply to meetings where the public have to be controlled and as I am visualising an all Bemsee meeting there would be no public. Such things as safety fences, entertainment tax, car parks and the like would all be non-existent and

therefore about the only organisation required once the stretch of road had been obtained, loaned or hired, would be a starting line and a finishing line and lots of enthusiastic helpers to get the runners up to the line and write down the times which could be recorded on hand chronometers, the starting being effected by a flag at the starting line, in view of the timekeepers stationed on the finishing line.

You may say that such meetings would not receive any support; any is the wrong word, there would certainly be some, for I can think of half a dozen sprint enthusiasts who would bring out some sort of machine and if the meeting does not cost anything to put on then it cannot lose the club any money if there are no entries. Similarly it could not make the club a profit if there was a big entry. That sounds like an ideal state of affairs and comes under the category of 'by enthusiasts for enthusiasts' a sentiment that seems to be waning in this age of bigger and better road racing, where biggest and best show is the aim.

No doubt there are many very important angles that I have completely overlooked that would make such club meetings impossible, but if there are not and any of the 'Thursday night boys' would like to have a waft of fresh air instead of a bar-room fuf, then let us see if it can be arranged.

D.S.J.

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RACING NEWS

And so Goodwood draws nearer, and by the time this is in your hands I suppose all those weather prayers will have been settled, and it just remains for all and sundry to enjoy themselves.

Entries have been coming in fast and furious, and two events were well filled within ten days of publication of the regs. Among the entrants are many of the stars in the sport, and we look forward to a good day on the 14th, and hope it will only be the first of many similar meetings in this glorious part of the country. Elsewhere in this issue you will see a sketch map outlining some of the best routes to Goodwood from various parts of the country.

There is still some doubt, at time of going to press, as to whether Les Graham will be able to manage the meeting. Apart from difficulties in getting a machine ready, and over here in time after the racing at Barcelona, Les might find himself committed to a meeting at Rome the same week-end, where M.V.'s might wish him to ride. Anyway we are keeping our fingers crossed to the last minute.

It is with regret that information and regulations for the Boreham meeting on 28th April arrived too late for announcement to be made in last month's Bemsee. Entries for this, unfortunately, closed at the end of March. However, information has just come to hand that the Chelmsford Club have kindly consented to take our entries up to the 7th April, so if this magazine is in your hands in time, and you have not already entered, it is up to you to write immediately to Mr. Mullee, who's address was given in last month's magazine and ask him for regulations. Do not write to the office for these though, as we will be in and out getting ready for Goodwood, and will not be able to help you for once.

However, even if some of you have missed making an entry it is still a meeting well worthy of our support, as our friends of the Colchester Club gave us a good time last year, and would like to see plenty of Bemsee members 'spectating' even if they are not lucky enough to be riding this time. In future we will see that regs. for meeting in which our members have been invited to participate are to hand at the office earlier so that full details can be announced in good time.

And talking of Special Restricted events, we would once more remind you that we have been invited to race at Ibsley, near Ringwood on the 12th May. All details and regulations can be obtained from the Secretary of the Ringwood M.C. & L.C.C. Mr. H. W. Shutler of 11 East View Road, Ringwood, Hants. This promises to be a very good meeting, and once again well worthy of our support, so let us see plenty of Bemsee badges around, and all our best riders out on the track enjoying a day's sport.

So, in spite of a last minute alteration to Racing News last month, Ansty has gone the way it was originally understood to be aiming for, re-conversion for R.A.F. use. However, much as we in the sport regret this, it is all in a good cause and we have many other tracks to compensate.

But borrowing of other tracks, with the appropriate hard labour involved at this office, is not very satisfactory and we keep our fingers crossed that in the not too far distant future we may find our own track and get back to something like the good old Brooklands days.

Confirmation that Canada's Eddie Stidolph, who will ride a Norton, has been made a firm entry for the Senior T.T. has come to light, and Eddie hopes to arrive in England some time at the beginning of May. This is the first entry Canada has made in the T.T. for some years, so all eyes will be on him in June.

One of the Aussie nominees has already arrived, Ken Kavanagh, another Norton fan. Ken is going to have a go at some short circuit racing in the U.K. so probably many of you will meet up with him in your travels. Ken is riding at Goodwood on the 14th, so make him welcome amongst the boys.

Good news for beginners in long distance road racing is that the North West "200" will include a "first-timers" handicap, as well as a 350cc. handicap, for which the principal award will be the Festival of Britain Trophy. Regulations for this event, May 9-12th are now available from the address given in last month's Bemsee (R. T. Kane, "Valmar," Clooney Park West, Londonderry, N.Ireland), so to avoid disappointment all those who want a ride should apply immediately.

It is very promising to learn that we have quite a fair following for the 'tiddler' class in the club. Many of the shy boys are now coming out into the open and some have written interesting letters to the office recently. Let's hear from all of you who are preparing to dice on a 125 this year, and learn how you are progressing with the tuning, and later on the racing, of these machines.

Although British manufacturers do not seem to be coming forward in their droves to support this class, there is a reasonable

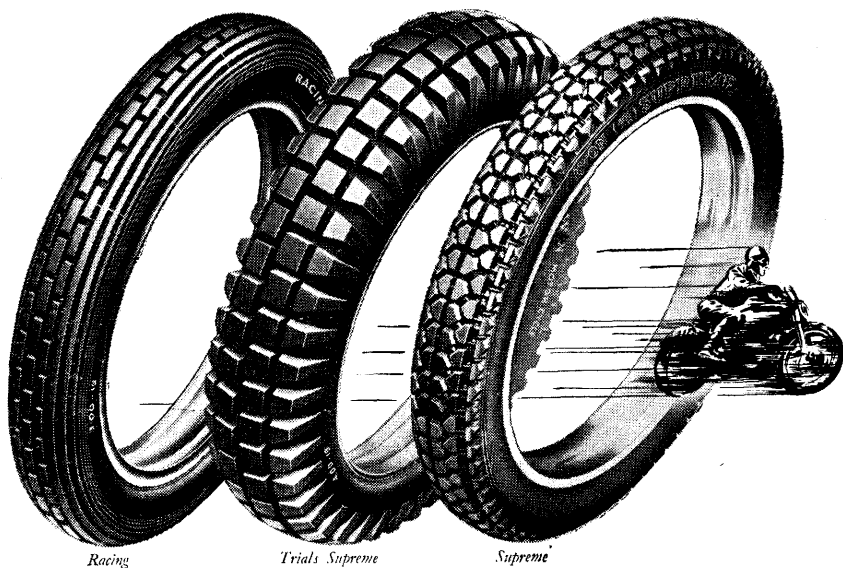
possibility that one or two will be entering for this class in the Island this year. Experienced riders of known ability will be racing these models, so even if we have no hopes of winning the race, we may take an award for a place, or the team.

And so the season gets into full swing. Any of you chaps who make a name for yourselves in the many meetings which we cannot hope to cover, please write to me and give me the 'gen' as I do not want anyone to be forgotten when the laurels are being handed out.



HOW TO GET TO GOODWOOD ON APRIL 14th

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Editor's Correspondence

Dear Sir,

Further to your remarks in the Bemsee re 125 racers, I and several of my friends are very interested in this class and I know of quite a few interesting motors being built—something more than hotted up Bantams. I am building a 2 stroke with a pumping piston and if it goes as well as I hope, I shall add several other devices such as rotary inlet valves, etc. . .

I rode in a few events on a 125 Excelsior last year and gathered from the conversations I had with several spectators that they were very interested in this class, and I am sure that it will be a good thing if the Club can include a Tiddler Class at the next "do"—just two or three laps will do for a start.

Yours sincerely, R. WOLTON.
Brighton, Sussex.

. . . Can you indicate where I might obtain some useful information on rotary valves—descriptions and diagrams of some of the more successful ones? Perhaps you can put me in touch with another member interested in this subject.

Sincerely Yours, D. P. LUSH.
33, The Ridgeway,
Friern Barnet, London, N.11.

. . . I should like to know if anyone has room for one machine and would share expenses etc., that is anyone travelling from the North of England who has room to spare, who is racing at Goodwood on the 14th April.

I am, sincerely,

A. L. BARROW.
88, Bramwell Street,
Stockport.

Dear Mr. Walker,

It has been our practice to assist "Bemsee" members travelling to the I.O.M. in June. This of course will continue, but this year we have found it necessary to make a small charge of 5/- per machine conveyed from the Station to the Boat providing the Members inform me and arrange this. We also can arrange to garage vans, trailers, etc., providing we have details of time of arrival—this practice has been in force for some years.

Yours sincerely,
A. R. QUINN.

79, Renshaw Street,
Liverpool 1.

WHO TOLD YOU THAT!

The toasts were being given, and responses received at a certain club dinner, and it was then the privilege of a certain well-known rider to reply on behalf of the visitors. Everything had been clean up till the last speaker, when the usual after-dinner jokes had become somewhat lavatorial—

It was quite a relief to hear our visitor announce that, contrary to the procedure expected, he was going to tell a story of the T.T. which was, of course, more in his line.

There was one chap who was over-keen in practice, and consequently took a bend too fast and ran out of road, with the horrible result that he ended up in hospital.

His disappointment was bitter, and his only consolation was that on race day he could listen to Graham Walker doing his best over the air to make the T.T. real to all listeners.

As the time for the broadcast drew near the chap's temperature rose somewhat and excitement made the atmosphere tense.

However, nature will have her way, and just before the race was due to come over the air, and after much winking and nodding to attract the attention of the nurse, he managed to provide himself with the appropriate hospital seating arrangements.

Just in time!

I mean just in time before the broadcast commenced. Well, it was pretty thrilling listening to the progress of the boys, and knowing the course so well the chap could appreciate, in imagination, every bend and hill, every gear-change and braking pressure.

The nurse must have been away in a corner listening also, as for some time she did not put in an appearance.

However, all things, good and bad, come to an end and with the race over, out she tripped again to relieve the patient at last of the furniture which had almost become a permanent fitting.

"And that was the most uncomfortable ride I've ever had" finished Bill Doran, as he sat down amidst laughter.

DATES TO REMEMBER (Continued)

23rd Sept.—Cadwell Park Road Races (250, 350, 500, u/l s; 500, u/l s.c.) run by Louth & D.M.C. Details: see 26th March.

29th Sept.—**Thruxton Aerodrome Races** (125, 250, 350, 500, s; 500 s.c.) run by Ashton Combine. Details: see 26th March.

29th Sept.—Cheshire Centre Sand Championship (250, 350, u/l s; u/l s.c.) run by Wirral "100" M.C. Details: see 26th March.

30th Sept.—**Brands Hatch Road Races** (350, 500 s; 650 s.c.) run by Brands Racing Combine. Details: see 29th April.

6th Oct.—**Hutchinson "100" Road Races** (250, 350, 500, u/l s; u/l s.c.) run by British Motor Cycle Racing Club. Details: 50 High Street, Brentford, Middx.

13th Oct.—**Brands Hatch Road Races** (350, 500 s; 650 s.c.) run by Brands Racing Combine. Details: see 29th April.

Marshal's Musings

You have been warned elsewhere in this issue about continuity of membership. Take heed my friends because you will have to produce proof of 1951 membership before entering "Glorious Goodwood." The magazine will also fail to reach you and there is bound to be much binding in the "Land of Bem." Send your sub to the Secretary at once please. April may be too late.

Several offers of assistance have come in from members who are going to Goodwood for **both** Friday Practice and Saturday Racing. These good Samaritans will get the best jobs on the basis of first come—first satisfied. Generally the set-up will be similar to Silverstone but with far better facilities for everyone. Those people who are staying overnight may wish to join in the Special Party which is being laid on at a very modest charge. Those who cannot get fixed up with Sussex B. & B.

should consider camping, caravanning or the "Bemsee Bunkhouse," near the Paddock. These facilities apply to Competitors, mechanics and offices (the beds for the first two **ONLY**) who must wear their special Lapel Labels to avoid much embarrassment. Goodwood is a totally enclosed circuit and there is definitely no entry without documents, etc.

There are three golden rules for those who stay the night at the Circuit. (1) Leave the site as you find it—perfect! (2) Lights out 11 p.m. Friday Night. (3) Clear everything away by 9 a.m. Saturday. In other words, we must prove to Goodwood Estates that the B.M.C.R.C. is a fine racing outfit who's members appreciate the work and worry behind the scenes.

Let us also resolve to satisfy the Duke of Richmond and Gordon and Sir Algeron Guinness that we really deserve to come again. (continued page 10).

PINKS

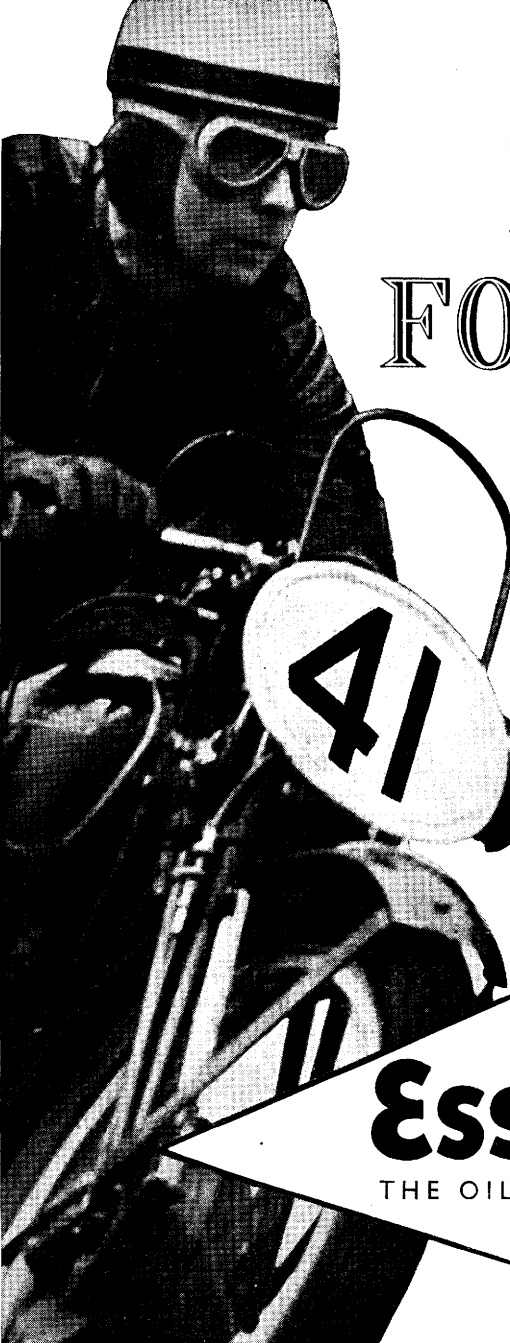
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Secretary, 50 High Street, Brentford, Middlesex.

You saw the Editor's request for articles for this journal in last month's issue. Why not have a go even if it is likely to start a controversy. There must be many blokes who can contribute something special or witty, etc. Don't leave it to the same old die-hards every month. Perhaps one of our Medicos might like to write about the care of the eyes or the vulnerable places in our frames (bodies not bikes). Chemical views on fuel and lubricants, beer included, might prove interesting!

There were quite a lot of acceptances for the Hendon Party last month who failed to get there. Some of these people expected a ticket, whilst others got confused between the Police College and the Police Motor School (which adjoin one another along Aerodrome Road). You missed a first rate Social and tour of the School, etc. Hendon have done a great deal towards improving relationships between the Police and all kinds of road users, anything which can be done to make things

better is well worth while. Thanks Hendon!

Now for a special request. Don't worry the Secretary about Marshalling. He is a very busy man and really loaded up with administrative work inseparable from a big Race Meeting. If you are coming to Goodwood on **both** days a post card to me at 153 Reigate Avenue, Sutton, Surrey is all that is required. Simply say 'I can come to Goodwood on both days and require a job.' Don't forget your name and address, to be written in block letters. It is the members who can come on **both** days who are particularly required.

All the documents will be despatched during the weekend preceding the meeting.
Time marches on.

Hope for the best and prepare for the worst by bringing stout footwear and waterproof clothes. Whatever happens it cannot be worse than the 1950 Hutch.

W. G. (Bill) Jarman.

CHELMSFORD CLUB RACES

As stated elsewhere in this issue, unfortunately the regulations for this meeting at Boreham Aerodrome Circuit on the 28th April did not come to hand in time for insertion in the March issue of Bemsee. This is rather a pity as I am sure all members in the South East of England at least would have been happy to support this meeting, bearing in mind the great success of this combined 'do' last year.

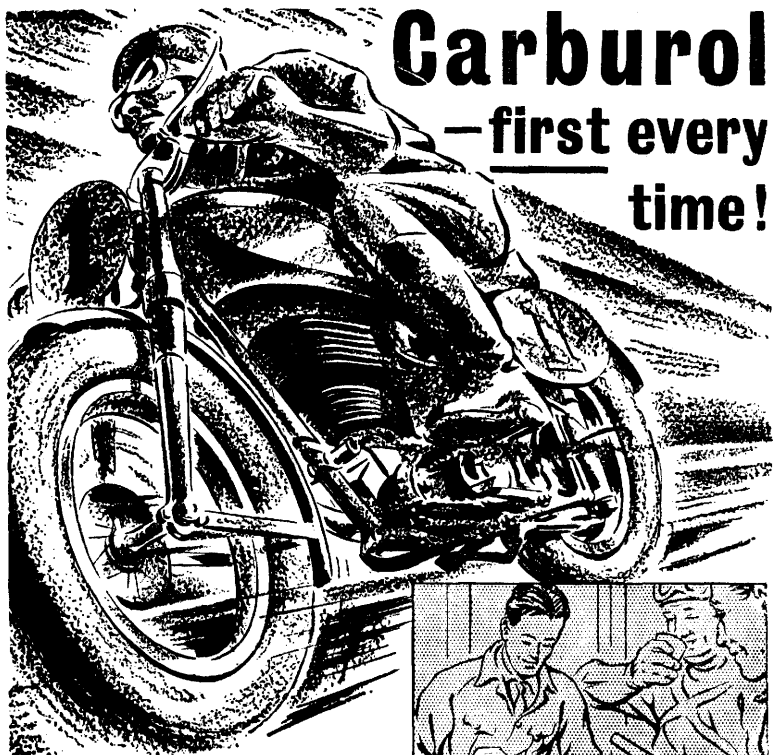
In an attempt to improve the position regarding the closing date of entries, the Secretary of the Meeting, A. Mullee (who is also a B.M.C.R.C. member) has extended the closing date of the entries in the regs. until 3rd April, but tells me that he is quite prepared, in view of the circumstances, to stretch a point and allow members up to Saturday, 7th April. After that entries will be charged double, if there is still room in the race concerned.

No doubt many interested riders will

have already applied for regs, thereby reaping the benefit of our selected table of dates in last month's Bemsee (completed in this issue). However, I am giving all these details on the assumption that the magazine will be in your hands in time to still send your entry in, as we are making a special effort this month to be out well before Goodwood.

The course is flat, $3\frac{1}{4}$ miles in length and in good condition, average width 50 ft. The programme will include events for 250, 350, 500 and unlimited up to 1,000 cc. solos, Vintage machines and two sidecar races. The prize money ranges from £10 to £25 for first place, and in some events runs into fourth and fifth place. The Junior and Senior events run to 10th place.

For those who are not riding, do give this day your support as spectators. Racing begins at 1 o'clock, so get there in good time and make a day of it.



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“REV-COUNTER” REPORTS

A. J. Liddiard is now serving in H.M. Forces, but hopes to get in some racing this season if he can be spared from running the army.

Harry Knight, who has been in a Nursing Home for a while is now awaiting a bed in the London Hospital, so he looks like being out of action for a little while. However, we all wish him the very best and a speedy recovery.

Ted Kempson is another invalid. Unfortunately whilst scrambling at Brands Hatch a couple of weeks back Ted managed to break his leg, and had to cancel his entry for Goodwood. However, he is now well on the mend, and hopes to be in action soon, so we look forward to seeing him across the saddle as soon as the leg permits.

R. E. Geeson is proceeding with the R.E.G. for this season, and the flywheel assembly damaged at Silverstone last year has now been replaced by a new unit with modified mounting.

J. P. Wrench wrote a very saucy letter recently asking us if he had told us that some bod came into the hanger t’other day and told him that he’d been given a B.E.M. He was most surprised when Wrench replied “What the ’eck am I to do with a ruddy great racing car like that?” However, congratulations on the ‘gong’ Corporal.

Angus Herbert has regretfully had to give up the idea of competing at Goodwood in April, as for a couple of months now he has had very bad ulcers in his eyes. The Specialists say they might take months to cure, but Angus is hoping he will be able to come back into action before the end of the season. We are very sorry to hear of this misfortune, and hope he will soon be on the way to recovery.

Ivor Nicholls is another one very interested in 125 racing. He is very anxious to get hold of some good books on the subject, so if any members know of anything that would meet the bill perhaps they would write to Ivor, c/o this office, and we will forward the letters on to him. In any case, no doubt Ivor would be

pleased to write direct to other 125 enthusiasts, so that they could all swap notes, to get the best out of their machines.

J. A. Hogan is yet another enthusiast. His letters have already appeared before in Bemsee, and he informs us that he is still very much concerned with the class of racing. We are hoping to hear something interesting at a later date.

Bill Petch has got his new Ajay, so the sparks will be flying again this year.

Paul Harmer tells me that the bank balance is nearing the 7R mark, and he hopes to get back to things before old age creeps up on him. After all he is going on twenty-eight now. Incidentally, look out for Paul at Goodwood, he threatens to bring his sun-helmet after all our promises of good weather!

Syd Barrett is now out of hospital, although the doctor will not give him much liberty yet. However, he says that as soon as he loses that empty feeling around the midriff he will be away ‘like a house on fire’ so stand by the Fire Brigade, Barrett’s on the move.

R. Harrison has, unfortunately, not been able to enter at Goodwood, as he recently sold his G.P. Triumph in Belgium, and lacks even imitation racing machinery at the moment. However, he is now awaiting delivery of a Norton, so we should be seeing him bringing up the rear early in the season.

It is with regret that we learn of the death of Mr. J. A. Lock, on March 2nd, after a very long illness. Mr. Lock recently rejoined the club after a slight improvement in health, but unfortunately never took any active part. Some of our older members will remember him from pre-war days when he gained his gold star.

Our Director—“Barry” to one and all tells me that he has recently acted as Foreman of the Jury. Appropriately enough this was on account of a road accident, where one party had been killed. It was quite a straight forward case however, and the defendant was acquitted.

(continued page 15)

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

R. W. FOSTER-PEGG

I have often wondered why I became interested in development of a liquid cooled blown motor and have come to the conclusion that it was a series of circumstances. I have always thought that the correct way to make a reciprocating internal combustion engine was with a multiplicity of small cylinders, preferably with at least 6 cylinders but with a minimum of 4, and that the best way to get high power output was by supercharging which eliminated the need for difficult valve arrangements. Also that liquid cooling was essential to remove the heat from a multi cylinder arrangement.

I decided that the 600 cc. Ariel 4 most nearly approached my idea of a motorcycle engine and so I bought a good example of this model in 1940. From then till 1945 I developed this machine in fairly standard form until it would stand indefinite full throttle at up to 6000 r.p.m.

In 1945 I was involved in a collision on the machine which made a complete rebuild necessary and so I then decided to rebuild to my own ideas for which a lot of the design work had already been done.

I was influenced in my decision to go ahead by the scorn which my acquaintances poured on my ideas which encouraged me to prove my theories in practice.

Of course in 1945 I thought that the machine would be ready in 1946 instead of which the engine first ran in 1948 and the machine first ran in 1949.

General description.

Engine.

4 cylinders, 55 m.m. bore, 52.5 m.m. stroke.

The engine is of the familiar Ariel square four arrangement with twin cranks geared together centrally. The main bearings are single lipped roller bearings which have replaced the standard ball type. The big end bearings are uncaged .250 diameter roller type.

The single overhead camshaft is driven by a chain tensioned by weller. An additional chain drive is taken off the front crank to the blowers, oil and coolant pump, and is arranged so that the blower ratio can be easily changed. The blowers are aircraft vacuum pumps and are mounted on bevel drive housings as used

on the Merlin aircraft engine so that their axes are vertical. The centrifugal coolant pump is driven by chain at engine speed and conveys Ethylene Glycol to the block at up to 12 lbs. in. sq. pressure and 5 Gallons per minute flow.

The cylinder block is fabricated from the cylinders and plates which are brazed together. The cylinder heads are bronze castings with copper jackets and inserted valve seats.

The valve gear is almost standard but has been slightly lightened and fitted with double stronger springs. There is a single overhead camshaft with simple harmonic cams operating vertical valves through rockers pivoted at their centre. The ports are .875 in. dia.

The main gear type oil pump is mounted on the blower gearbox and supplies the crankshaft and valve gear assemblies; the blowers and gearbox are fed by the original pump at higher pressure. The bottom of the crankcase forms a sump for the oil.

The only plain bearings in the whole engine are the little ends, the rocker bearings and one half time shaft bearings.

The pistons have heavy section crowns and are fitted with two rings only.

The magneto is a rotating pole machine with coil ignition type contact breaker and distributor manufactured by Voltex.

The carburettors are bolted direct to the blowers from which the charge passes through the block and up to a star shaped manifold in between the heads. All boost passages are .875 in bore.

The exhaust ports on each side of the engine connect into two common exhaust pipes.

Frame.

The frame is a standard 1000 cc. Square Four Ariel modified at the front to make room for the blowers and to serve as the radiator for the engine. The whole frame is sealed by insertion of tubes through the steering head and engine attachment bolt holes and fitted with transfer tubes from top to bottom chain stays. Connections for the coolant outlet from each cylinder head are fitted on the bottom saddle tube, and for the engine inlet on the off side loop which encircles the blowers. The whole frame is vented by a tube inserted

at the rear of the saddle tube and passing up to the steering head. The system is fuied through a valve fitted at the top of the saddle tube.

Forks.

A standard Ariel telescopic assembly is used.

Brakes.

The front wheel incorporates two stand-ard brake assemblies, to form a dual brake

operated by twin cables without com-pensation.

The rear brake is standard except for operation which is by Bowden cable to prevent alterations in linkage due to spring deflection.

Rear Suspension.

This is now direct plunger to eliminate sources of play and shorten the wheelbase.

Gearbox.

Close ratio Burman. To be continued.

An Insular Viewpoint MICHAEL R. McGEAGH

THE other day I completed my first lap of the T.T. course since coming to an abrupt standstill during the junior Manx Grand Prix last September. I noticed only one major atiteration in progress, this being at Browns Hill on the approach to Quarter Bridge.

On completion, this will present a wider, faster and perhaps safer line of approach. The earth bank on the left hand side before the Cafe is being moved back, as also is the stone wall higher up, with the result that on the 'line of attack' riders will be able to hug the nearside for almost one hundred yards instead of having to make a quick switch over just before the bridge.

Mick Featherstone was seen on the Island last week putting in a few pre practice laps, and no doubt it will not be long before the 'Natives' glimpse one or two more faminar faces examining the course.

Whilst on the subject of the course, it is of interest to note that the bumps on the road from the Creg to Brandish are now extremely potent (especially to rigid frames!) Also the surface at Signpost corner is again subsiding at the verges. This stretch seems to sink as often as the Ark Royal in the last war!

Inside information reveals that British Manufacturers have not forsaken the 125 cc T.T. altogether, and the progress of these ultra lightweight machines will be keenly watched wnen correct gearing, streamlining and THE WEATHER will be such ail important and deciding factors.

Talking of weather reminds me that the snow on the Mountains has only just cleared, and in January, when there were drifts of up to four feet deep in places, it was considerably 'dicy' with large tyres, plenty of revs and feet down necessary to make any progress. Though the snow has gone, the mountain mile presents one of the bleakest and coldest stretches of roadway, and it is seldom that even the note of a silenced exhaust is heard on this renowned megaphone testing ground.

Even the die-hard Opposition are waiting for the T.T. and the favourable weather which we hope goes with it!

IF YOU ARE NOT RIDING OR ACTING IN OFFICIAL CAPACITY BUT WISH TO SECURE FREE ADMISSION TO GOODWOOD ON APRIL 14th . .

1. **YOURSELF.** You must wear a member's complimentary lapel badge.
2. **YOUR VEHICLE.** Must have the appropriate sticker.
3. **YOUR GUESTS.** You may purchase two guest tickets, at the price of 4/6 each, and you are advised to send now, enclosing a stamped and addressed envelope. You will not be able to get these after the 10th April.

The above can be obtained from the Secretary, 50 High Street, Brentford, Mddx. Send S.A.E. with your request. Don't leave it till the last moment—WRITE NOW !!

IMPORTANT NOTICE

The office at Brentford will be closed from the evening of Wednesday 11th April until Monday morning, 16th April, as the Secretary and Asst. Secretary will be at Goodwood. Please see that you have everything you want in good time.

"Rev-Counter" Reports—continued

Ron Grange says he had a 'goodly laugh' at my report last month—apparently he only had his moustache pruned to encourage further growth, as it got rather tatty at the Silverstone meeting last year. However, streamlining is being born in mind, and a graceful girl friend is knitting a couple of natty snoods for same.

Frank Desborough will be performing in the Island this year on what he describes as the most unusual motorcycle in the 125 class this year. The motor is liquid cooled with twin sleeve-valve, and it looks like a cross between a Atom-sputter and a furbine. The Frame is very low and has swinging arm front suspension. Wait until you see the brakes, says Frank! We are warned to look out for the frame at Goodwood, with a 250 engine in it.

DAILY EXPRESS TROPHY MEETING

This International meeting of two one-hour classic events, 500 cc. is being held on the 5th May, 1951, at Silverstone. Racing begins at 10-30 a.m. and the circuit opens at 7 a.m. so make a long day of it. Tickets can be pre-booked with Daily Express Trophy Office, Fleet Street, London, E.C.4. and advance booking charges are—

"ALL-IN" Car ticket	-	-	-	£1	5	0	
"	"	on the day	-	-	£1	10	0

(admits car and all passengers to circuit)

COACHES: including all passengers - £9 10 0

GRANDSTANDS:

Pits	-	-	-	£1	10	0
North and South	-	-	-	£1	1	0

Grandstand Parking — Cars 10/-: M/Cycles 2/6.

Individual Admission 6/-. Cycles 1/-.

As in previous years, profits will be given to British motor sports and motor charities and the sport, as a whole will receive a great fillip from such a Meeting which includes, in addition to Grand Prix-formula races, two outstanding Production car events.

SOCIAL FUNCTIONS

Winning Horse, Claygate—

26th April (Thursday)

24th May "

White Lion, Edware—

Please note that the meeting for the 2nd April was advised in error, and this should have read

9th April (Monday)

also note meetings as under:—

21st May (Monday following Whitsun)

11th June (Monday)

GOODWOOD COACH TRIP —

With reference to the note in last month's magazine, information has since been received that this should have read Emerald Coaches of 123½ Shepperton Road, Islington, N.1. (phone: Canonbury 3264). Anyone interested in organising a party should contact Mr. W. Monckton at that address. The Company is not organising parties itself, but is willing to supply the coaches at the price quoted for organised parties.

New Members

S. Murray (Liverpool)
 R. Appleby (Neasden, N.W.10)
 C. Julian (Eastwood, Notts.)
 M. L. Kynaston (Thame, Oxon)
 J. A. Storr (Birmingham)
 J. L. Kendall (Kilburn, N.W.6)
 A. L. Parry (Salford 8.)
 J. Surtees (Addington, Surrey)

D. A. Ball (Southall, Middx.)
 D. H. Smith (Bolton, Lancs.)
 F. A. Rutherford (East Ham, E.6)
 W. H. Fitzakerly (Southwick)
 H. A. R. Earle (Chelmsford)
 J. I. Dunn (Sunderland)
 M. R. McGeagh (Ramsey, I.O.M.)

Mutual Aid and Benevolent Fund

Donations have been gratefully received from the undermentioned members.

R. A. Beecroft	W. J. Maddick
B. A. Barker	E. J. Lewis
G. T. Miller	W. D. Reid
C. Hale	E. T. Hopgood
A. R. Lowry	E. J. Johnson
O. S. Scott	I. C. Nicholls
F. A. Spencer	A. D. Pinckard
G. R. Brown	W. G. Hutt
R. Lucas	H. Davies
	W. H. Murray
	D. W. Allen

In addition the White Lion Film Show produced £1-11-0, and the Winning Horse Film Show £3 for the Fund.

For Sale—1949 A.J.S. 7R with 1950 modifications. Has lapped Silverstone at 84 m.p.h. Spares include sprint tank, 50/50 and Dope pistons—rear wheel and engine sprockets. Set of Road Racing Leathers 5 ft. 9 ins approx. All enquiries for prices and particulars c/o the Editor "Bemsee," 50 High Street, Brentford, Middx.

Does anyone need a jockey for the Junior T.T. or lend a machine at a reasonable charge? If any agent is interested, advertiser would enter his machine as their entry. Times are in the 27 mins. with hopes of making 26 or even less with new model.

Write to E. V. C. Hardy at 135 Birmingham Road, Water Orton, Nr. B'ham.

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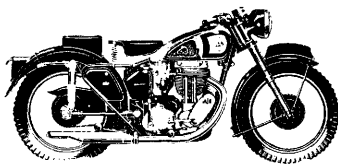
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