

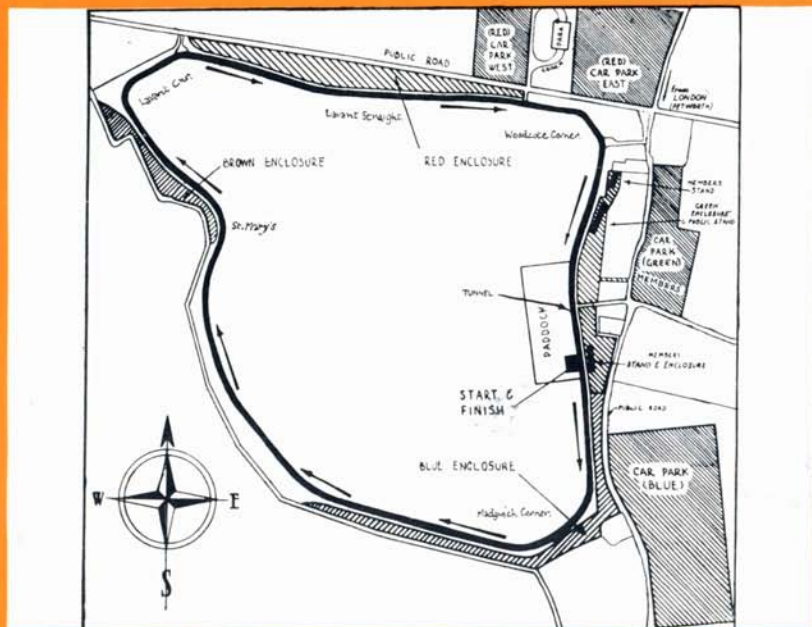


Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 4. No. 2—March, 1951

ONE SHILLING



Plan of the Goodwood Motor Circuit, showing positions of Paddock, Grandstands, Car Parks etc. The Track is situated some 4 miles N.E. of Chichester, Sussex.

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

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

1951 *Bemsee*

VOL. 4.

MARCH

No. 2.



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

My words in last month's magazine, anent any observations, improvements or changes you would like to see in your Bemsee appear, at the moment at any rate, to have fallen on hard and unfertile ground, judging by the number of comments I have received on this matter to date. While this could, of course, be taken as a sign of complete satisfaction it could likewise be apathy, which is something to be avoided like the plague, at all costs.

I am fully aware that many of you find the wielding of a pen vastly different from doing the same thing with a bicycle, even so a little effort in this direction might pay big dividends as far as the club in general is concerned. After all it is through the medium of this magazine that we are able to impart much information.

One letter I have received requests articles on the technical side so long as they are understandable to the average rider, and the writer suggests that one of the 'masters' might tell something of what he knows about cam design, along with a few descriptive pictures. It may well be that this sort of thing would be of great benefit to some of our members who are not so well versed in the art of tuning, and if, therefore, there is a technical expert who would like to compile the necessary information I feel he would be doing a considerable number of our members no small service.

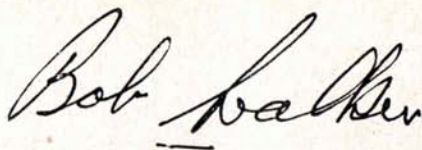
A sharply worded letter from Ken Rickard appears elsewhere in this issue, in which he deprecates the small support given by members who reside in the North London area, for the Mobiloil Film Show he put on in Edgware for their benefit last month. It should be remembered that quite an amount of time is put in on the organisation and a certain amount of personal expense is involved in putting on a do of this nature, and apart from that it is in any case worthy of better support. It so happened that a number of 'friends' came along and the evening was apparently successful, a collection resulting in 30/- or so for the Benevolent Fund. In view of this I am glad to report that the other Film Show held South of the Thames earlier in the month received excellent support.

Goodwood. Arrangements for our forthcoming meeting at the Goodwood Motor Circuit are now well in hand and by the time you read this every member should have received a copy of the regulations, and those of you who are riding in this event will (I hope) by now have forwarded your entry to this office, as the closing date for entries and ordinary fees is March 10th, or at double fees March 17th.

This track has been acknowledged by experts as one of the best in the country, with its 2.4 mile circuit and billiard table surface of non-skid Resmat preparation. Racing should be some of the best ever seen in recent years. From the riders (or drivers as the governing body would say) point of view, the facilities are second to none. Every convenience is laid on in the paddock, including an unloading ramp, fenced off testing area and covered pits etc, in addition to which there is a pedestrian tunnel under the track, for the use of authorised persons only, leading from the paddock to the outside of the track and enclosures.

Permission by the Duke of Richmond and Gordon to use this track has only been granted after long consultations with His Grace, the Goodwood Road Racing Co. Ltd. and the British Automobile Racing Club, and in this respect we have much to thank our President, Sir Algernon Guinness for, without whose invaluable assistance and guidance it is doubtful if our Club would ever have been allowed to organise a meeting there. Our good friends at the Temple Press have seen fit to sponsor this meeting which is known as "Motor Cycling's" Goodwood Saturday, and it is due to their generosity and hospitality that a special Supper Party will be arranged at the track, after practice on the Friday, at a specially reduced, nominal charge of 2/- per head. Details and ticket application forms have already been circulated to members. In the event of there being anyone who has had anything to do with the preliminary work and running of the day's practice, including riders and mechanics who are not in possession of details, they should apply to me at once, as tickets are required for the supper, bedding (5/-d. Riders and Mechanics only) and breakfast (2/6d.) on the morning of April 14th.

There is one point that everyone must remember, in view of the fact that any possibility of further meetings at Goodwood depend to a very large extent on the standard of organisation and general good behaviour of members attending the track, and I therefore request that all should drive in a quiet and considerate manner when arriving at, and leaving the track, in order that the Duke's tenants on the Goodwood Estate shall suffer a minimum of inconvenience and will have no cause to raise objections to motorcycle meetings being held there in the future. It will be realised that the prestige of our Club may well be affected by thoughtless acts on the part of members and their friends, so please co-operate and ensure our success.



General Council Notes

The last General Council must surely have been one of the longest on record, starting at 11-0 a.m. it did not finish until around 6-0 p.m. with a break of some 30 minutes for lunch. With our Vice-President Prof. A. M. Low in the Chair I feel few others could have made a better job of this long and arduous task.

In his opening remarks reference was made to the recent death of George Reynolds, and as a mark of respect to this great and generous hearted man the meeting stood for a few moments. With perhaps an eye on the Agenda paper, assurance was given to Non-Territorial Clubs that the Union placed great value in their membership.

P.A. INSURANCE rates were discussed, the issue being as to whether the 5/- or 6/- rate should be adopted for all short circuit race meetings. The lower rate providing for £3 per week disablement benefit and the higher for £4 p.w. benefit. In both cases insurance would give £250 on death. On being put to the vote the 6/- rate was carried by 34—26 votes.

2½% LEVY. The Treasurer stated that the reason for the Management Committee turning down a proposal by the Midland

Centre that the levy be made on gate receipts, programme sales and car park revenue after deduction of the entertainment tax and a flat rate allowance of £150, was that income derived by this source would not be worthwhile as it would constitute only ¼d of the revenue derived under the present system. The *Precis* of the minutes of the 6th and 7th meetings of the Management Committee (1950 session) were adopted.

COMPETITIONS COMMITTEE. An oral report of the 11th meeting of the Competitions Committee was given by J. C. Lowe and accepted, the major point of interest being—

Crash Helmets. A report had now been received from the British Standards Institute Committee for the testing of helmets. It was anticipated that it would not be long before a directive could be issued by the Union on this matter, which was receiving attention.

Sidcar specification. The recommendations which had been submitted by the British Sporting Sidcar Association had been approved with the exception that the measurement from the nose of the body to the dashboard would be one third of the total length of the body.

RE M I N D E R

To those of you who have omitted to send in your subscriptions for 1951 — will you please forward remittance (£2-2-0d.) to the Secretary, 50 High St. Brentford, Middlesex by March 24th.

It was anticipated that this ruling would come into force some three months after the specification had been circularised.

Shelsley Walsh. Announcement was made that agreement had been reached between B.M.C.R.C. and the Midland Centre (Ed.—we shall be running a meeting there on the 22nd September).

The T.T. Your councillors asked if, in the event of a rider who had entered the T.T. subsequently being a victim of the "Z" call-up before the race, would his entry fee be refunded. Suitable assurance was given that fees would be returned, and it was further considered that, with this in view the list might be extended.

ELECTIONS for seats on the Management Committee looked very cut and dried with every appearance of being all but settled at the Birmingham Conference. I felt it was particularly unfortunate that the champion of Non-Territorial Clubs, Mr. B. Marians, should have lost his seat to a newcomer on this Committee through block voting, which resulted in two of the three retiring members, Dixon and Harding, being returned with 78 and 76 votes respectively, with the new member, Anstice, bringing up the rear with 49 votes. It should be recorded at this stage that Marians was, however, re-elected as a Vice-President.

Competitions Committee. The only new face on this committee is the forceful speaking and wellknown personality in the South-Eastern Centre, Harold Taylor, to whom we wish the best of luck and trust he may give his fellow committeemen a breath of air from the competitors point of view.

Chairman. Prof. A. M. Low was unanimously re-elected as Chairman for the 1951 Session of the General Council.

DATES for future meetings of the General Council during the current session were agreed as follows:—27th April, 16th November, and 15th February.

NEW CENTRE. After a long discussion in which representatives of both the

Yorkshire and the proposed new Centre in the county put their points of view—the latter with the aid of a solicitor, the resolution proposed by the Yorkshire Centre "That the Council rejects any proposal to divide the existing territory of the Yorkshire Centre" was put to the vote and lost by 13 to 37. A further proposal "that the new Yorkshire Centre be approved, the boundary to be fixed to the Competitions Committee" was carried.

AFFILIATION FEES. Two proposals, one that all affiliation fees be increased by 1/- the proceeds of which should go to the Benevolent Fund, and the other that affiliation fees of the Non-Territorial Clubs be increased to 1/6, were opposed from all sides. The latter proposal was not even supported by the Treasurer of the Union.

NON-TERRITORIAL REPRESENTATION. A proposal, submitted by the S.E. Centre "That Non-Territorial Clubs shall not be entitled to vote at meetings of the General Council until their membership reaches two hundred and fifty, when they shall be entitled to one vote. An additional vote shall be permitted when membership exceeds five hundred, but this shall be the permitted maximum," came in for considerable discussion. Mr. Marians pointed out that the present number of delegates allowed to Non-Territorial Clubs have little bearing on the combined voting power of the Centre. Mr. G. R. Allen advised the meeting that, should this proposal be carried, alterations to the rules would be required and would therefore have to be on the Agenda as an alteration. The S.E. Centre therefore withdrew their proposal and stated they would adjust and re-introduce it at a later date in the light of views that had been expressed by various Councillors.

Mr. Marians pointed out that the disparity in voting power between the Non-Territorial Clubs and the Centre was more than out-weighed by the fact that the Centres always had a get together at their private Birmingham Conference each year.

RACING NEWS

The T.T. is beginning to hit the headlines again in a quiet way, and it is good to learn that Canada is again entering a rider in this famous event, in the person of Eddie Stidolph, who will be riding a 7R. Keeping him company on a similar mount will be another Dominion rider Tony McAlpine. Tony normally rides a 1000cc. machine, so watch out. The other two Aussie nominees are Ken Kavanagh and Harry Hinton, the latter an old face in the Island.

Whilst on the T.T., we may soon find our American friends rivalling us with their own "Island" circuit, with its 32½ mile road circuit just off Los Angeles.

The 125cc. class is creeping into some of the national events now. It is a great pity that local circumstances prevent us from having an event for this class of machine, as it is not always the "poor" boys who choose to ride tiddlers.

This class is being featured in the U.G.P. (17-18th August), Thruxton (26th and 23rd June), Blandford (14th May), Olivers Mount (5-7th July) and of course the T.T., at least.

There are plenty of rumours about the lightweight class in Italy, but Les Graham's opinion of the 250 racing Lambretta is that there is no foundation for the rumour, but it still persists and the season may bring some surprises. However, there is every chance that a strong challenge from the British will come to light here.

With the Festival of Britain in the news and the prospect of a club being called

upon by the Auto Cycle Union to run a special road race meeting, possibly at Scarborough, it is interesting to learn that the course widening there will probably be completed in time for July, and definitely for the September meeting. Both these events are being given the support of the "News Chronicle" and will be very popular. Entries will be restricted so if you want to be 'in' on it write to Jack Claxton at 77, Westborough, Scarborough, Yorkshire.

There had been some hope that Ansty would be back on the racing map this year, but as a sign of the times we understand that it is now required for more important purposes. Even so the possibility of a meeting being arranged cannot be altogether ruled out.

Prospects for Boreham and our old friends of the Chelmsford and District A.C. were a bit dull earlier in the year, but they are now holding a meeting on the 28th April, as you will see from the Racing Programme elsewhere in the magazine.

It looks as if the streamlined riders of the Roland Free and Noel Pope ilk will be breaking their necks on strange ground, as the N.S.U. has decided to cut out Salt Lake, Utah, where speeds of over 150 m.p.h. are concerned and are looking for new ground, nearer home.

And talking of home, GETTING SET to be READY to go OFF to Goodwood on the 14th April? It's a great day for all, and worth any journey for the scenery alone. We've fixed the weather man so...

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)

Ringwood Road Races - 12th May

Members of the Club has been invited to participate in a Road Race Meeting at Ringwood (Hants) on 12th May, 1951, which invitation has now been accepted.

The circuit is at Ibsley, which is about three miles from Ringwood on the main A38 Salisbury-Bournemouth road, the length is 2 miles, 176 yards, and the surface, tar macadam, is in really good condition. It incorporates three sharp right hand and one left hand bend and a very fast right hand curve.

Nearly two thirds of the circuit is perimeter track and the rest runways, these will be cut down by marking to perimeter width which is 45ft.—except for the Start and Finish straight, which will be 100ft. wide.

The track has been tried out by experts and it is estimated that lap speeds in excess of 80 m.p.h. should be reached quite easily.

It is intended to put on the following events:—

125cc., 250cc., Up to 1000cc., Non-Ex-

perts, 350cc. Junior and 500cc. Senior.

The first three will be over five laps and the Junior and Senior five laps heat and ten laps finals.

The first prizes will be 125—£5. 250—£10. Non-Experts—£7. with class prizes, the 350—£20 and the 500—£25 with, of course, prizes for places.

Heat winners £1.

Fastest lap £5.

It is hoped that many members will support this meeting, if not as racers then as spectators, and all particulars and the regulations and entry forms can be obtained from the Hon. Secretary of the Ringwood Motor Cycle and Light Car Club, H. W. Shutler, 11 East View Road, Ringwood, Hants.

We understand from Mr. Shutler that his club is not being too lavish with this meeting, but should the circuit prove as popular as they have reason to believe it will be, of course, they will organise some of the bigger things they have in mind for the future.

OFFICIAL PROPOSED RATING FOR GAS TURBINE ENGINES

For some years the R.A.C. has been considering various aspects of the post-war development of the gas turbine and other methods of propulsion, and its representative on the Commission Technique Internationale put forward a suggestion as long ago as October, 1948. A meeting of the Engineering and Technical Committee of the R.A.C. was held in February, 1950, when it was decided that the Club would be prepared to carry out an Official Trial of a gas turbine-engined car, if requested by a responsible manufacturer to do so. Furthermore, it was agreed that practical methods of rating the gas turbine engine should be explored, with a view to the submission of the most satisfactory method to the C.T.I. for official recognition. Early in March, the R.A.C. was, in fact, approached by a well-known manufacturer, who requested a Certified Trial of a car fitted with a gas turbine power engine. This Trial was held on March 8th and the R.A.C. issued a certificate in respect of this car. After examining several

possible methods of rating, a recommendation was immediately prepared and submitted, at the first available opportunity, to the Federation Internationale de l'Automobile at their meeting held in Paris on October 4th, 1950. The Commission Technique Internationale of the F.I.A. examined with great interest the report by the R.A.C. and adopted the method proposed by the Club. THEREBY MAKING IT THE ONLY OFFICIAL PROPOSED RATING APPLICABLE TO THE GAS TURBINE ENGINE IN ITS PRESENT

STATE OF DEVELOPMENT. The rating proposed by the R.A.C., and accepted by the F.I.A., is as follows:—

The area, in square centimetres, of the air inlet to the compressor, measured in a plane perpendicular to the compressor axis, at the leading edges of the first rotating vanes.

The report of the R.A.C. has been sent to all National Automobile Clubs for study and remarks concerning the principle and application of the R.A.C.'s proposed rating.

(By courtesy of the R.A.C.)

EDITOR'S CORRESPONDENCE

Dear Sir,

The 125cc. Class

Your observations in the February issue are interesting but do not seem to have made note of the most important part of the views expressed at our A.G.M. When the members advocated that there should be 125cc. racing, they specially named the Italian Mondial and suggested of their own volition, speeds of over 90 m.p.h. That is excellent and in the true Bemsee spirit as it obviously means that our members are out after the Italians' blood.

Bemsee has always provided the men and machines to lead the world. When we catch "Tiddlers" we throw them back again.

Yours faithfully,

C. A. LEWIS.

My dear Bob,

I very much appreciate the kindly thought of the committee and yourself concerning my operation. I am glad to say the surgeon considers this to have been a pretty successful job but I am reserving judgment until the final plaster is removed at the end of April. Meanwhile, may I say how much I appreciate the receipt of the 1951 date tab, in the knowledge that I had been considered a fit and proper person to be an honorary member of the world's best club.

Yours sincerely,

GRAHAM WALKER.

* The editor does not hold himself responsible for opinions expressed by members nor information given by them. At the same time he would be pleased to hear from many more members in the future.

To all NORTH LONDON MEMBERS . .

In last month's issue of this magazine it was advertised that there would be a film show at the White Lion, Edgware, kindly presented by the Vacuum Oil Co. Ltd. It was held, but—much to the disgust of myself and others, out of the 48 to 50 people present, there were only about a dozen Bemsee Members!

It hardly seems fair to my way of thinking for some one to put on such an excellent show and the local members not having the courtesy to attend. After all, there are more members residing in North London within easy range of the White Lion, Edgware, than any other district in England.

Perhaps it is that you do not want this kind of winter entertainment? If you don't, and this seems obvious, why the H—

don't you write to the Committee and state what you do want, after all that is why we were elected, to put your requests or wishes into practice as near as is humanly possible, but apparently you are all too apathetic to even do this.

I am very sorry to have to write in this vein blokes, but extremities warrant harsh words.

In ending this tirade, I would like to thank the Mobiloil people on behalf of the Committee for giving us a first class show, and the few members enabling us to pay for the hall and leaving a surplus of 31/- which will go to the Benevolent Fund.

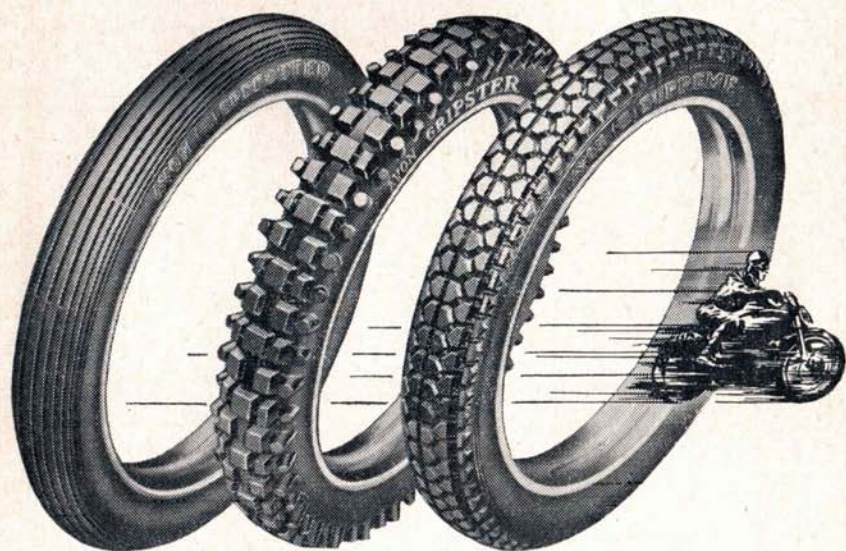
Sincerely yours,

KEN RICKARD.

MUTUAL AID—Stop Press.

Two enthusiasts aged 27 and 21 will be in I.O.M. (Laxey) June 2nd to 9th. Own machines. Would like to help as mechanics for competitors, preferably on riding a B.S.A. in the Clubman's. All services given voluntarily and as much as needed. Please reply to the Editor.

Fastest and safest...



AVON

to-day's


leading

tyre

DATES TO REMEMBER

- 24th March—Brough Aerodrome Races (350, u/l solo; u/l s.c.) run by Blackburn Welfare M.C. Details: I. Barker, Welfare Dept., Blackburn and General Aircraft Ltd., Brough, E. Yorks.
- 26th March—**Thrupton Aerodrome Races** (125, 250, 350, 500, 1000 s; 1000 s.c.) run by Ashton Combine. Details: N. E. Goss, 60 Bursledon Road, Bitterne, Southampton.
- 26th March—**Pendine Sand Races** (250, 350, 500, 1000 s) run by Swansea M.C. Details: A. Treseder, 2 Clifton Hill, Swansea, Glam.
- 26th March—Cadwell Park Road Races (250, 350, 500, u/l s; 500, u/l s.c.) run by Louth & D. M.C. Details: C. Wilkinson, 8 Cornmarket, Louth, Lincs.
- 26th March—Rhydymwyn Road Races (125, 250, 500, s; 600 s.c.) run by Wirral "100" M.C. Details: R. M. Craig, "Stepping Stones," Allport Road, Bromborough, Cheshire.
- 14th April—**"Motor Cycling's" Goodwood Saturday Road Races**, COME ONE, COME ALL!
- 28th April—Boreham Aerodrome Races (250, 350 500, u/l s; u/l s.c. and Vintage) run by Chelmsford & D. M.C. Details: A. Mullee, "Mill View," Mill Lane, Stock, Nr. Ingatestone, Essex.
- 29th April—Brands Hatch Road Races (350, 500 s; 650 s.c.) run by Brands Racing Combine. Details: J. Carr, 60 Hurst Road, Erith, Kent.
- 2nd May—**Cookstown "100"** (h'cap, 250, 350, 500 s) run by Cookstown & D. M.C. Details: J. Carnegie, "Mid-Ulster Mail" Office, Cookstown, Co. Tyrone, N. Ireland.
- 5th May—**LEINSTER "200"** (h'cap, 250, 350, 500 s) run by Leinster M.C. Details: Leinster M.C., 27 South William St., Dublin, Eire.
- 5th May—**Eppynt Mountain Road Races** (250, 350, 500 s; 500, 600 s.c.) run by Eppynt Road Race Committee. Details: E. T. M. Stephens, 22-23 Water Street, Carmarthen.
- 5th May—Gold Cup Sand Races (250, 350, u/l s; u/l s.c.) run by Wirral "100" M.C. Details: see 26th March.
- 10th & 12th May—**NORTH-WEST "200"** (250, 350, 500, h'cap) run by North of Ireland M.C. Details: R. T. Kane, "Valmar," Clooney Park West, Londonderry, N. Ireland.
- 12th May—Ansty Aerodrome Races (250, 350, 500, 1000 s; 500, 1000 s.c.) run by Antelope M.C.C. Details: H. P. Ellis, 12 Paradise St., Coventry.
- 14th May—**Blandford Camp Road Races** (125, 250, 350, 500 s) run by Blackmore Vale M.C.C. Details: F. J. Rendell, Dairy House, Southover Farm, Frampton, nr. Dorchester.
- 14th May—**Pendine Sand Races** (250, 350, 500, 1000, club) run by Carmarthen M.C. & L.C.C. Details: J. A. Gobie, 75 Lammas St., Carmarthen.
- 14th May—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.
- 14th May—Rhydymwyn Road Races (125, 250, 500 s; 600 s.c.) run by Wirral "100" M.C. Details: see 26th March.
- 20th May—Brands Hatch Road Races (350, 500 s; 650 s.c.) run by Brands Racing Combine. Details: see 29th April.
- 3rd June—Brands Hatch Road Racing (350, 500 s; 650 s.c.) run by Brands Racing Combine. Details: see 29th April.
- 4—6—8th June—**TOURIST TROPHY RACES I.O.M.** (225, 250, 350, 500) run by the A.C.U. Details: Auto-Cycle Union, 83 Pall Mall, London, S.W.1.
- 4—6th June—**Clubman's T.T. Races I.O.M.** (250, 350, 500, 1000 club) Details: see above.
- 23rd June—**Thrupton Aerodrome Races** (125, 250, 350, 500, 1000 s; 1000 s.c.) run by Ashton Combine. Details: see 26th March.

30th June—**Brands Hatch Road Races** (125, 250, 350, 500 s; 500, 650 s.c.) run by Brands Racing Combine. Details: see 29th April.

30th June—**Dundrod "200"** (h'cap, 250, 350, 500 s) run by Belfast & D. M.C.C. Details: R. Brown, 47a Linfield Road, Belfast, N. Ireland.

30th June or

1st July—**Brough Aerodrome Races** (250, 350, 500, u/l s; u/l s.c.) run by Blackburn Welfare M.C. Details: see 24th March.

1st July—**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.

5—7th July—**Olivers Mount Road Races** (125, 250, 350, 500 s) run by Scarborough & D. M.C. Details: J. Claxton, Central Chambers, 77 Westborough, Scarborough, Yorks.

7th July—**Skerries "100"** (250, 350, 500 s) run by Dublin & D. M.C. Details: Dublin & D. M.C., 37 Exchequer Street, Dublin, Eire.

14th July—**Munster "100"** (250, 350, 500 s) run by Munster M.C. & C.C. Details: Munster M.C. & C.C., 68 South Mall, Cork, Eire.

14th July—**Redcar Sand Races** (250, 350, 500, 1000 s) run by Middlesbrough & D. M.C. Details: A. V. Buttress, 8 Clarendon Road, Middlesbrough, Yorks.

14th or 18th July—**Mid-Antrim "150"** (h'cap, 250, 350, 500 s) run by Mid-Antrim M.C. Details: A. Watt, 45 Market St., Ballymena, N. Ireland.

15th July—**Brands Hatch Road Races** (350, 500 s; 650 s.c.) run by Brands Racing Combine. Details: see 29th April.

21st July—**Boreham Aerodrome Races** (250, 350, 500 u/l s; u/l s.c. vintage) run by Chelmsford & D. A.C. Details: see 28th April.

21st July—**Rhydymwyn Road Races** (125, 250, 500 s; 600 s.c.) run by Wirral "100" M.C. Details: see 26th March.

28th July—**Altcar Road Races** (250, 350, 500) run by Waterloo and D.M.C. Details: A. H. Atkinson, 356, Longmoor Road, Fazakerley, Liverpool 9.

28th July—**Croft Aerodrome Races** (350, 500, 1000 s; 1000 s.c.) run by Darlington & D.M.C. Details: J. Kitching, 4 High-bury Road, Darlington, Co. Durham.

28th July—**SCOTTISH SPEED CHAMPIONSHIPS** (sand races) (250, 350, 500 u/l s) run by Scottish Auto-Cycle Union. Details: D. Sinclair, 28, Nelson Street, Edinburgh.

6th August—**A-C.U. INTERNATIONAL ROAD RACES.** (No details yet available). Details: See 4th June.

6th August—**Pendine Sand Races** (250, 350, 500, 1000, club) run by Carmarthen M.C. & L.C.C. Details: See 14th May.

6th August—**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.

22nd Aug.—**Enniskillen "100"** (h'cap, 250, 350, 500 s.c.) run by Enniskillen M.C.C. Details: G. Hurst, c/o P. Topping & Co., Enniskillen, N. Ireland.

1st Sept.—**Boreham Aerodrome Races** (250, 350, 500 u/l s; u/l s.c.; and vintage) run by Chelmsford & D. A.C. Details: See 28th April.

11th Sept.—**Junior Manx Grand Prix** (350's) run by Manx M.C.C. Details: C. R. Ducker, 32 Athol Street, Douglas, I.O.M.

13th Sept.—**Senior Manx Grand Prix** (500's) run by Manx M.C.C. Details: See above.

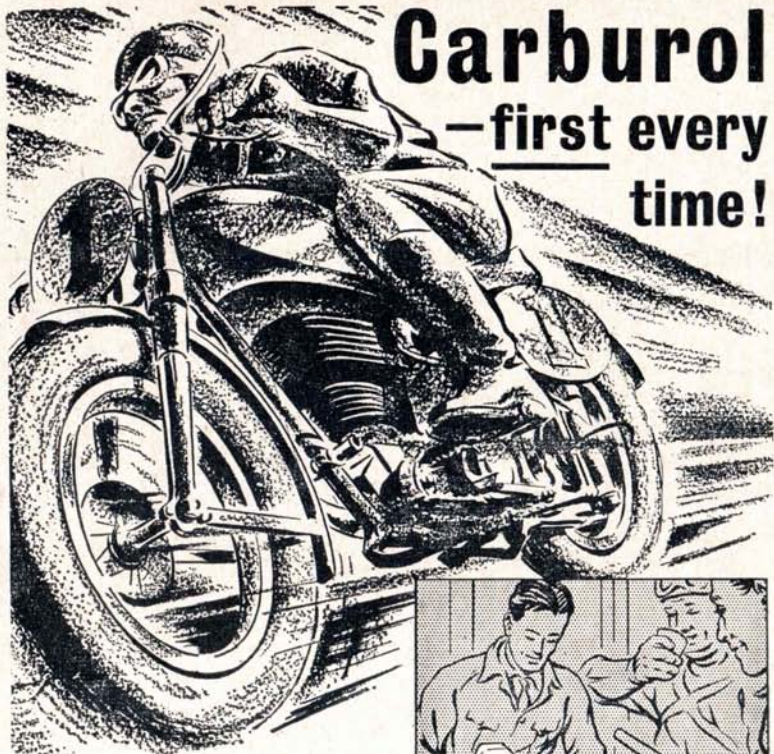
15th Sept.—**Rhydymwyn Road Races** (125, 250, 500 s; 600 s.c.) run by Wirral "100". Details: See 26th March.

16th Sept.—**Brands Hatch Road Races** (350, 500 s; 650 s.c.) run by Brands Racing Combine. Details: See 29th April.

20—22nd Sept.—**OLIVERS MOUNT ROAD RACES** (250, 350, 500 s) run by Scarborough & D.M.C. Details: See 5th July.

22nd Sept.—**Shelsley Walsh Hill Climb** (solos and sidecars). Details: R. C. Walker, Secretary, B.M.C.R.C., 50 High Street, Brentford, Middlesex.

N.B. RACING—International Events
Racing—National Events.
Racing—Non-National events,
but of more than local interest.



Carburol
— first every
time!

For full piston-power and
lasting peak-performance
be sure to say —
“Carburol first, please”



Carburol Regd.
THE TRIPLE-FILTERED FUEL ADDITIVE

Another fine product of

UNITED LUBRICANTS LIMITED
FARLEIGH HOUSE, LAWRENCE LANE, LONDON, E.C.2

Correction to GOODWOOD REGULATIONS

Reg. 9. The Glover Trophy—second line should read:—
(. . . . events 1, 4, 5, 6, 7 and 8).

Reg. 18. FUEL—first line should read:—
. for Races 1, 3, 5, 6, 7, 8 and 9.

Reg. 33. Change of Machine: (1) Friday, **April 13th**, 1951.

Marshal's Musings

By the time these notes reach you our visit to Hendon M.P. Motor School will probably be a thing of the past and our attention will be focussed on Goodwood. You will enjoy this circuit which is the nicest one in the country and your President has worked like 'Helen B. Merry' to make it possible.

A large number of B.A.R.C. members will be present to see how the B.M.C.R.C. compares in the way of m.p.h. The practice and qualification on the previous day is, therefore, of no little importance.

You can camp or caravan on the site and there are some grand hosteleries in this lovely part of Sussex. Don McBain will be O/C Camp as well as the Mobile Marshals, so he will be a busy bloke.

As far as "Bemsee" is concerned, we must go there determined to put up the best show in the long history of this grand old club:—"Born 1909 and still going strong" (with apologies to Johnny Rider!)

We shall not require as many marshals as at Silverstone. The most important duties will be allocated to those members who can attend on **both** days. Please send a postcard to me at 153 Reigate Ave., Sutton, Surrey, saying if you can manage practice day and/or race day. The marshals' schedule is already being prepared and everything is being done to avoid any last minute flaps. R. C. "Bob" Walker is well on the way up to his neck in waste paper engineering and Cliff Lewis is still overlapping and providing liaison between Hereford, Brentford and any other kind of 'ford.'

Several members have asked me what I think of the Shooting Brake now known as "Big Liz" to quite a lot of people. I haven't had it long enough to give reliable information about the performance but the vehicle has much to commend itself to the racing motorecyclist. It can be used for

business, pleasure or holidays. Two or three solos may easily be accommodated and then there's plenty of power to tow a trailer or caravan or racing chair. Four people could easily sleep in it if simple double knocker bunks were fitted. So far the V-8 engine has attracted me more than anything else and strengthens my opinion about 125 single, 250 twin and 500 four as far as projectiles on two wheels are concerned.

In case anyone is looking for argument about Vee Twins, "Barry," Noel Pope and I will now take on all comers. Losers pay for the ale. Rendezvous—"Richmond Arms," Goodwood, Sussex, in mid April. Overflow will be transferred to the "Ship" or "Dolphin & Anchor" at Chichester. If Bemsee have taken these good houses any others can get their ale at the "Angel" or the "Spread Eagle" at Midhurst. If you call at the latter, pay a visit to the grand bar in the basement and study the story etchings of the "Idle 'prentice" and the "Industrious 'prentice." The oak beams in some of the rooms are also worth close inspection. Sussex is a grand country and the Goodwood area is full of many things worthy of examination by keen eyed members and their friends. If you decide to make a weekend at Goodwood simply pray for sunshine and have no regrets.

Since writing the foregoing paragraph a very important request has come my way. For those members and friends who intend to stay overnight at Goodwood there will be a special function at two bob a nob (providing you apply in advance to Secretary Bob for your tickets).

The only extra will be drinks. So whether you use a tent, caravan, cottage or hotel you can be sure of convivial company on the night before the great experiment EMCEE/BEMSEE Races, Goodwood, 1951. Do your best!

By the way, I hope you speedmen have not overlooked the possibility of a streamlined tricycle with a 500cc. poking unit for use in the sidecar or three wheeler class. The power/weight ratio should be better than the Formula 3 jobs on 4 wheels which are now reported to be doing 110 m.p.h. using our T.T. engines running on K9P and H2SO4 plus goodness knows what. The liberties taken in this sphere are somewhat surprising. In fact a very famous member told me recently that these good fellows in the 500 club manage to break engine parts which give no bother

in a racing bike, solo or sidecar.

Concluding, may I again prod you about that postcard if you can help at Goodwood. You will also require members lapel card because the circuit is totally enclosed and it will be too bad if you arrive without the proper documents etc.

Final news in the next issue and the very best of jolly good luck to the club in which the members, racing, ex-racing and pre-racing men team up to put on events worthy of the crossed Union Jacks so deservedly displayed on our badge.

W. G. (Bill) Jarman.

COMMITTEE NEWS

Present—Professor A. M. Low (part of meeting) and the Directors Messrs. H. L. Daniell, N. B. Pope, E. C. E. Baragwanath, D. J. H. Glover, K. Rickard, W. G. Jarman, J. O. Roebuck, C. A. Lewis.

In attendance the Secretary and Asst. Secretary.

Goodwood—The Secretary reported on his visit to the Goodwood Motor Circuit for matters in connection with the inspection of the track by the A.C.U. This has now been settled and our request to start 50 solos or 20 sidecars per race had been agreed by the A.C.U. Difficulties in respect of the granting of a permit by the A.C.U. had been experienced, owing to outstanding differences anent the 2½% levy for our meeting held last year, but arrangements had now been made whereby release of the permit was obtained.

Mr. Lewis reported that all catering arrangements for the meeting had now been satisfactorily concluded and there would be a Supper Party on the evening of practice day at a cost of 2/- per head. Limited bedding would be provided for riders and mechanics (maximum 75 persons) at a cost of 5/- each plus £1 deposit returnable on handing in bedding on the morning of race day. In addition breakfast would be available at 2/6 per head.

Considerable discussion centred around matters relating to the A.C.U. levy. It was agreed that Mr. H. L. Daniell, Mr. N. B. Pope and the Secretary should visit the A.C.U. in order that some amicable arrangement might be concluded.

A letter received from the B.A.R.C. in which they offered to loan their course flags was accepted with gratitude. Mr. Jarman reported that he now had all the marshals that would be required for this meeting.

Shelsley Walsh—The Secretary reported favourable progress with our forthcoming Hill Climb on 22nd September, and that the Midland Centre and the Midland Automobile Club had agreed to co-operate. Also the A.C.U. had confirmed that a Special Restricted Permit would be granted.

Office—The Secretary was instructed to take out a comprehensive insurance policy on the office and that further supplies of stationery be purchased in anticipation of a national paper shortage.

Clumbar's T.T.—Applications received from members who wished to ride in the Clubman's were considered. It was agreed that J. P. Featherstone be our number one entry and S. Hall our second entry should he be accepted by the A.C.U., in view of the fact that entries might be oversubscribed.

Donnington—It was agreed that the Secretary should pursue enquiries with the Trustees anent the possibilities of using this track, once the Ministry of Supply had cleared the site.

New Members were elected.

Resignations—One. This was approved by the committee.

Annual Dinner—Mr. Pope reported that Lyons Coventry Street Corner House would be prepared to cater for our needs in every respect at competitive prices. Mr. Pope was requested to make arrangements for our Annual Function to take place at this venue on 7th December, 1951.

Monthly Account was approved.

Other Business—Mr. Lewis stated that he had made arrangements for the purchase of a number of awards for future meetings, before the prices increase in June.

The Chairman declared the meeting closed.

A.C.U. MATTERS

MUDGUARDS

At a recent congress of the F.I.M. an A.C.U. proposala was adopted, to the effect that the rear part of each mudguard must terminate not more than 20 degrees above a line drawn through the centres of the two road wheels.

The frone mudguard must still cover 100 degrees of the circumference of the wheel, but the rear wheel coverage has now been reduced to 120 degrees of the wheel.

All measurements are to count from the centres of the wheels when the rider is seated on the machine.

In amplification of this regulation it was stated that the term mudguard could be taken to mean any part of the machine serving as a mudguard, e.g. oil tank, saddle or seat etc. providing that **continuous** coverage was thereby given over the arc appropriate to each wheel.

INTERNATIONAL DRIVERS'

LICENCES

The A.C.U. have agreed "to waive forthwith any restriction which may, in the past, have been imposed upon British drivers proposing to compete in overseas competitions during the period of the T.T. practice and races."

1951 INTERNATIONAL T.T.

The Supplementary Regulations for the International T.T. Races have now been

approved by the Competitions Committee and copies will be available shortly.

"Z" RESERVES

The A.C.U. will refund entry or other fees for the International and Clubman's T.T. Races to any riders unable to compete owing to call-up from the "Z" or other similar reserves.

LIAISON WITH THE F.I.A.

The A.C.U. has recently been in communication with the F.I.M. and the R.A.C. concerning the clashing of dates of important International events, and it is hoped that as a result a closer liaison will be maintained between the F.I.M. and the F.I.A. to avoid such difficulties in the future.

LILAS MOTO-CROSS MEETINGS

The promoters of Moto-Cross events at Lilas announce the following meetings during 1951:—18th March, 15th April, 27th May and 23rd September. Enquiries should be addressed to Monsieur M. Voyer, The President, "Moto-Club", 171 Avenue Michel-Bizot, Paris 12.

FLOREFFE ROAD RACES

The promoters of these races, to be held on 22nd April, invite enquiries from British riders. There will be races for the 250, 350, and 500 solo classes and the 500 sidecar class. The address: Monsieur R. Limage, 19 Rue Felix Wodon, Namur, Belgium.

LEATHERS

Would the member who was loaned a set of leathers for the last B.M.C.R.C. Silverstone Meeting please advise the Secretary (50 High Street, Brentford, Mddx.) accordingly, as these are now required for our forthcoming meeting at Goodwood.

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

BEMSEE BARGAINS!

Special Offer

to Club Members at Reduced Prices

Autographed copies of G. S. Davison's
"Story of the T.T."

(enlarged edition) - - 6/-d.
A few copies of the first edition at 3/6d.

"Story of the Ulster"

(G. S. Davison) equally as
interesting and a real bargain
at - - - - 6/-d.

"Racing Reminiscences"

by the same author - 6/-d.

In addition to the above we have in the
office a few copies of the following:—

The late Ted Mellor's

"Continental Circus"

with additional narrative by
G. S. Davison - - 6/-d.

"Tuning for Speed"

by "Slide Rule" of "Motor
Cycling" - - - 3/6d.

NOTE—We would draw your attention to
the following recent publications, which
can be obtained from the usual book-
sellers.

"MOTOR CYCLE CAVALCADE" by
Ixion of Motor Cycle (Illiffe & Sons
Ltd., 10/6d). The story of motorcycles
since power was first put to pedal, told
in over 250 pages and 100 photos.

"THE BOOK OF THE TRIUMPH"
describing the models in the ten years
preceding 1946 (Sir Isaac Pitman & Sons,
Ltd. 3/6d).

"1951 T.T. WHO'S WHO" by G. S.
Davison. A useful book and lively read-
ing for all enthusiasts, price 2/3d. Ob-
tainable from Mr. Davison at 106 Bristol
Road, Birmingham 5.

ALL THESE WOULD BE WORTH-
WHILE ADDITIONS TO THE
BOOKSHELF.

Country lovers might be interested to
know that for 9d. they can obtain an in-
teresting and short historical guide to the
Tintern Forest, in the Wye Valley. This
excellent little book, published by the
Forestry Commission, can be obtained
through your own bookseller.

"REV-COUNTER" REPORTS

A. F. Davenport, far from the centre of
club activities at Leek, who has been
'bringing up the rear' on his 7R for the
last two seasons, has now sold the bi-
cycle owing to approaching financial
commitments (getting engaged) its place
having been taken by a sprung com-
petition Bantam on which to dice, should
he be able to endure the required urge
into it.

Not un-naturally hope is expressed that
Bemsee will include some 125cc. class
races one day, and that thoughts of the
foreign menace should not outweigh
consideration being given to this class,
the important thing being that we should
enjoy ourselves.

Ron Grange has disposed of the O.K. and
has a 250 Rudge almost completed.

This should create quite a little interest
as apart from the usual machine pre-
paration Ron is obviously giving atten-
tion to personal details, having removed
the moustache in that a more stream-
lined effect may be obtained!

Dennis Glover's 250 Rudge is now nearly
completed.

P. O'Rourke is still tied up in the
R.A.F. and it looks as though he is
likely to remain so during the coming
season, but nevertheless he hopes to be
competing at Goodwood and Thruxton.

H. Mack who next month will have com-
pleted 42 years' riding tells me that on
seeing the photo of Freddie Dixon in the
February magazine he went straight to

the glass (mirror, not drink, Ed.) and had a look-see at his front hair, or the place where it was once, and comments —'Blimey, time marches on.'

D. Cartwright is now back in the Merchant Navy and writes from Donala on the French West African coast, where he finds the climate most suitable.

W. L. Horley will be sticking to the Triumph for this season and hopes that, with the aid of certain people, it will gradually be converted to a G.P. Model, and is looking forward to the forthcoming meetings at Thruxton, Goodwood and Blandford.

Ron Becket has now recovered both physically and financially from his crash last April, which unfortunately put him out of the picture for the remainder of last year, and is hoping to follow the boys round again this year.

D. J. Elbourn drops a line to say he is doing his National Service in the R.A.F.

J. F. Swanborough hopes to take part in more events this season as the army has seen fit to move him from the wilds of Catterick to Salisbury Plain where he will at least be nearer to a number of tracks in the south.

G. Bruce will be running Nortons in the majority of important events this season, including the Senior T.T.

Ian Telfer who was racing a 250 M.O.V. Velo, last year, is now in the process of building a new 250 cammy from scratch, in co-operation with James Hiscock — Sounds useful Ian.

Vic Willoughby is now busy getting organised for racing this season, and when I last saw him in town a few weeks back it was a real pleasant surprise to find that he was looking very fit. All will be pleased to know that he is now feeling little or no effect from the nasty pile-up he suffered in Ireland last year.

Norman Webb phoned the other day and tells me he is looking for a 7R (less engine) in which to fit the Excelsior motor, and should this materialise he hopes to race both 250 and 350 motors in certain events, as and when he can get away from his business.

O. C. Wright has now returned from the Med. and is at present serving in a heavy cruiser "summering" in Home Waters, prior to journeying to more distant waters in the autumn. He has now replaced the Enfield with a G.P. Triumph and is dabbling with a 125 B.S.A. Scrambler with an eye for the concrete later on.

Mike Couper, driving his 4½ litre Bentley Saloon was awarded the Grand Prix d'Honneur in the Concours de Confort—Congratulations!

THE MOTOR CYCLE SPECIALIST . and
EVERYTHING FOR THE MOTORCYCLIST

ANGUS MOTOR CYCLES

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

Service
Accessories
Repairs
Insurance

STATION PARADE
Phone SEVENOAKS 3338
KENT

Used Machines
Part
Exchanges
H.P. Terms

Main Agent and Spares Stockist for all the Leading Makes

The Personal Attention and Advice of the Proprietor, Angus Herbert,
the well-known South Eastern Centre Rider.

Fully equipped workshops able to undertake all types of Repairs

SOCIAL FUNCTIONS

Winning Horse, Claygate—

29th March (Thursday)
26th April ..

White Lion, Edgware—

5th March (Monday)
2nd April ..

GOODWOOD COACH TRIP—Information has just come to hand that Emil

Coaches of 123 Jefferson Road, Islington, N.1. (phone Canonbury 3264) are prepared to run a 33-seater coach on private hire to Goodwood, at a specially reduced rate of £13-10-0d. Should any member be interested in arranging a party he should immediately contact Mr. W. Monckton at the above address. Pick-up can be anywhere, within reason, in the London area.

Mutual Aid and Benevolent Fund

Wanted—348cc. Manx Norton motor—preferably double knocker, but anything considered. White: R. B. Bibby, 48 Whitchurch Gardens, Edgware, Middlesex.

Wanted—490cc. Single knocker Manx Norton engine. Write: R. Morris, The Laurels, Holly Hill, Felling-on-Tyne, Gateshead 10.

Donations for the Benevolent Fund have been gratefully received from the under-mentioned members.

J. A. Ure
W. R. Beckett
R. F. Austin
R. J. Penny
J. W. Oliver

J. T. Wennmann
C. J. Lambeth
C. Horn
C. R. Collier
G. Price

C. W. Petch	D. Oakley
A. L. Jones	L. E. Good
R. Jervis	A. D. Brown
A. C. Keeble	R. Hermon
R. H. Smith	W. S. Austin
R. Offiler	M. H. Keele
J. F. Swanborough	K. J. Elvy
H. J. Unicombe	H. Mack
B. C. Norwood	G. Skipworth
P. Hennessey	J. Anderson
W. M. Couper	J. Givons
C. J. Griffiths	

In addition a donation of £2-2-0d. has been received from the Maidstone Aces M.C.C. in grateful acknowledgement of the good work of Roland Pike, who travelled many miles to give them a Club talk and requested that any payment should take the form of a donation to the Fund.

New Members

C. Race (Mosborough)
P. Broughton (Surbiton)
H. Brown (Berwick-on-Tweed)
J. D. Poingdestre (Jersey, C.I.)
J. R. G. Lanyon (Jersey, C.I.)
W. W. Foxall (Bridgnorth)
R. M. Campbell (Mimboldon, Hunts)
T. G. J. Peacock (Woking)
K. D. Howe (R.A.F., I.O.M.)
M. F. Levett (Polegate)
R. G. Dexter (Scunthorpe)
P. Beba (Spalding)
D. G. Gittelson (Bournemouth)

P. Hogan (Stanmore)
rejoined on demob, from H.M.F.
J. S. Reeves (Bromley, Kent)
R. H. Heald (Manchester)
B. H. King (Kempston, Beds)
W. A. Hemsley (Horsham)
D. C. Young (Enfield)
G. A. Skinner (Birmingham)
K. F. Fox (Sherborne)
A. C. T. Turk (Benendon, Kent)
P. Bagshaw (Scunthorpe)
L. P. Peters (Coulsdon)
R. T. C. Wilkinson (Cheltenham)

H. L. DANIELL

1938, 1947 and 1949 Senior T.T. Winner)

The Motor Cycle Specialists
MAIN DISTRIBUTORS FOR NORTON

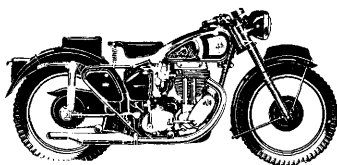
•

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



Order your NEW
Racer NOW
for
The 1951
Racing Season

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.