



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 4. No. 6—July, 1951

ONE SHILLING



CHROMIE McCANDLESS winner of Ultra-Lightweight T.T. 1951 on 125 c.c. Mondial.

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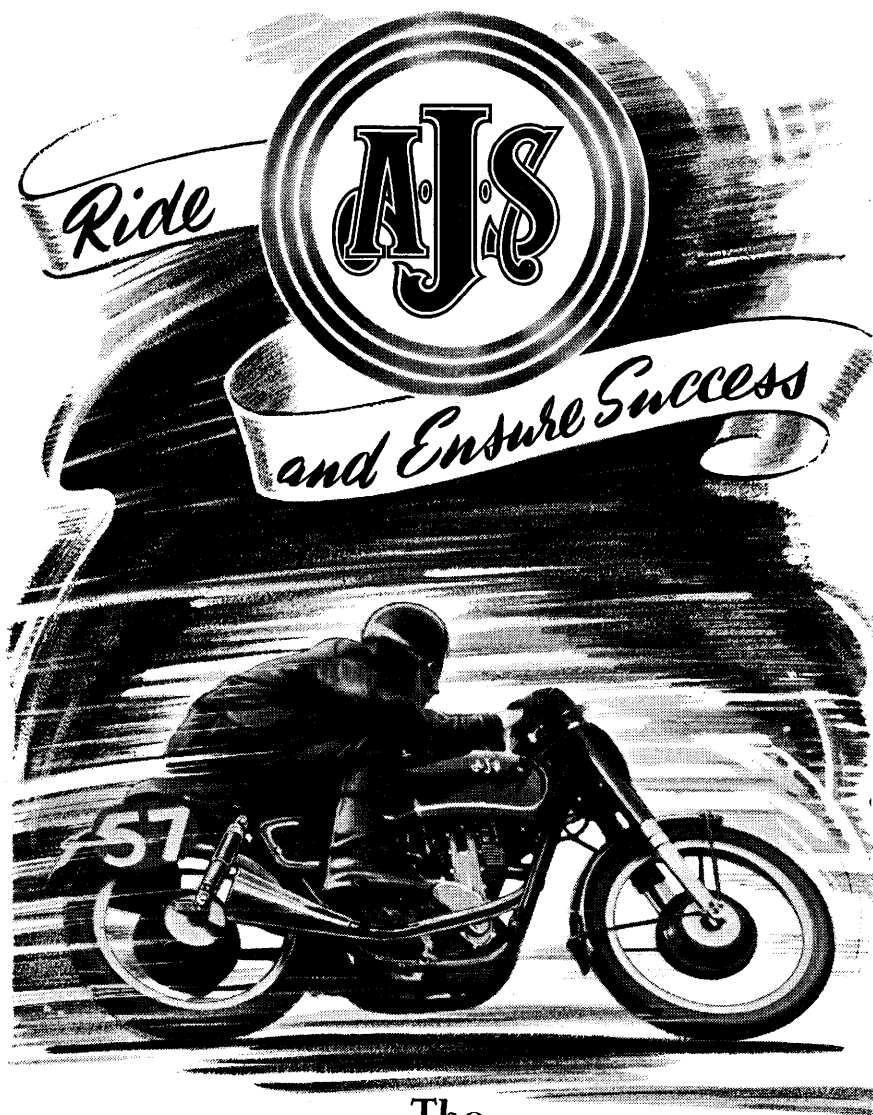
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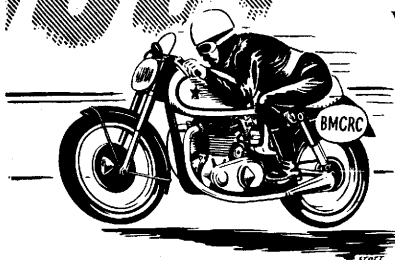
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1951 *Bemsee*

Vol. 4.

July

No. 6.



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

Perhaps I was a little over-optimistic last month when I expressed the sentiment that I would be back in the office immediately after the T.T. At the present moment I am convalescing in North Devon—a favourite spot of mine—whilst Mavis is still coping at the office end.

However, after a trip to the medico on the 21st I do hope to get some final information so that I can step back into the run of things before Silverstone becomes a 24-hour day job.

I was delighted to read how well our members had performed in the Isle of Man this year, my one regret being that I could not be present myself. I hope all those who wanted information sorted Mavis out at the Villiers Hotel and got all the help that was required.

The write-up on the T.T. is elsewhere in this book, and outstanding is the fact that the club won the Junior Team Award, thanks to the stout efforts of Humphrey Ranson, Syd Lawton and Ray Amm. It is a pity the office is not more worthy of the Silver Replica, as it really deserves a showing where all can see. The ideal office for the club would be a lock-up shop somewhere handy in the London Area, where we could display our posters and Awards to the Public Eye. What do you think?

It is no small job to find a suitable office within travelling distance of the office staff, but if any members have any ideas (not expensive ones mind you) they might like to write to me, or call at the office and talk it over, so that the matter can be fully investigated. We are not, by any means, satisfied with the office as it is. Those who called on us during the Goodwood period would recall that it is very small, and very, very dusty. The only saving grace is the view across the Thames into the outskirts of Kew Gardens, but even then we must ignore the foreground of cottage roofs, warehouses and cranes! So what about doing a job of work for the club, and looking out for suitable premises for the office, with a reasonable rent of course and easy of access.

Once back in the thick of things I hope to have more to write about, but in the meantime I am enjoying the peace and sunshine in the Devon countryside, whilst wishing you all continued success throughout the season.

Bob Walker

COMMITTEE NEWS

Those present were N. B. Pope, E. C. E. Baragwanarth, A. H. Taylor and the Assistant Secretary, Mrs. M. R. Bland. After the meeting had commenced D. J. H. Glover and K. Rickard joined the meeting.

No apologies had been received. The Secretary was convalescing in North Devon, and J. O. Roebuck was kept at his office and arrived at the R.A.C. after the meeting had been closed. It was presumed that H. L. Daniell had overlooked the meeting on his return from the Isle of Man, and Mr. Pope took the chair on his behalf.

The minutes of the previous meeting were read and signed as a correct record. From these minutes arose the question of the Sprint Racing at London Airport, and the Assistant Secretary informed the meeting that no further news had been obtained, and no date had been fixed. In the meantime Mr. Ralph Venables of the Sunbeam M.C.C. had read the note proposing to invite his club to such a meeting in the previous issue of Bemsee, and had written stating that his club would be pleased to accept such an invitation when the date had been fixed.

There were no other matters arising, and the Isle of Man was the next item on the Agenda.

The Assistant Secretary reported on her visit to the Island, stating that an account of all club monies spent there would be submitted at the next committee meeting.

It was agreed that a special plaque should be presented to each member of the Club Team winning the Team Award in the Junior International T.T. i.e. S. Lawton, H. B. Ranson and W. R. Amm.

Mrs. Bland reported that the food supplied at the Supper Party had been inadequate, and the matter had been noted for future years. At the same time, after a few inquiries, she had found it very difficult to arrange with a hotel to allow a special party to take place at such a busy period, thereby depriving the residents of their lounge.

Mrs. Bland also stated that after payment of the account at the Falcon Cliff Hotel, and the printing of the tickets, a balance of £2-6-0d. had been left, and her proposal to place this amount in the Benevolent Fund was agreed.

The Asst. Secretary then stated that correspondence over Donington Park had been brought to a conclusion for the time being, as the War Department was unwilling to allow the public access to the Park,

even if they could clear the track and some of the vehicles, as they could not lay themselves open to the pilfering which would probably occur should a meeting be run in the Park whilst the military authorities were still in occupation. It was decided that this subject would have to be filed for the present.

Owing to the number of letters awaiting attention on her return from the Isle of Man on Tuesday, 12th June, the Asst. Secretary had not had sufficient time to finalise the monthly accounts, and it was stated that these would be submitted to the meeting next month.

New members were elected, and two resignations were noted.

It was agreed that the Glover Trophy, with other Trophies and Tankards won at Goodwood, and later at the Silverstone meeting, should be held over to the Club Dinner in December, but that any Replicas and Plaques should be sent out to the winners as soon as they are ready.

The Asst. Secretary advised the committee that Mr. Lewis had telephoned two items for inclusion on the Agenda. The first was that Mr. G. E. Duke should be made a life member of the club. After due consideration the committee dismissed this suggestion, as it was stated that such a measure would not, at present, be in the interests of other clubs members.

The second item concerned the Charles Markham Trophy. Mr. Lewis had stated on the telephone that this had been awarded to Geoff Duke for the past two years, and in his opinion Mr. Duke was the obvious winner for 1951. The committee did not agree to this point. The award is for the member who, throughout the year, has maintained the highest traditions of the club, and they felt that this could be true of many members who had, perhaps, never won a national or international race. It was decided that the matter should be left until after the end of the season, when due consideration should be given to the winner for 1951.

A letter from Roland Pike re criticisms of the Goodwood Meeting was read out, and Mrs. Bland was advised to write to Mr. Pike stating that his remarks had been noted, and that every effort would be made in the future to meet with some of the suggestions submitted by this and other members. Mrs. Bland replied that a letter on these lines had already been sent to Mr. Pike.

A letter from the Goodwood Road Rac-

ing Co. and an account from the caterer were considered, and the Assistant Secretary was instructed as to how she should deal with the latter, which was somewhat in excess of the original amount agreed with the caterer.

Mr. Pope then put forward the proposed regulations and programme for the Hutchinson 100 meeting at Silverstone on the 6th October, 1951. Several suggestions were put forward in an effort to make the programme completely suitable for all classes of competitors and it was finally agreed that work should proceed on the lines laid down by the sub-committee on Silverstone.

The programme as it stands at present is

1. 3 Lap—125cc.
2. 5 „ —225-250cc.
3. 5 „ —400-500cc.
4. 5 „ —s/c & 3-wheelers

5. 5 „ —300-350cc.

6. 5 „ —s/c & 3-wheelers

All the above to be scratch races.

7. 17 Lap—Invitation 300-350cc.

8. 17 „ —500-1000cc. & s/c

9. 17 „ —Invitation 400-500cc.

10. 17 „ —125-250-350cc.

It was agreed that the prize money should be placed out further, and the preliminary amounts were settled at

3 lap—1st £10; 2nd £5; 3rd £3; 4th £2; 5th £1.

5 lap—1st £20; 2nd £15; 3rd £10; 4th £7-10; 5th £5; 6th £2-10.

17 lap—1st £50; 2nd £30; 3rd £20; 4th £15; 5th £10; 6th £7-10; 7th £5; 8th £3; 9th £2; 10th £1.

The date of the next meeting was then agreed for 2nd July, and in the absence of any further business the Vice-Chairman declared the meeting closed at 7-35 p.m.

A supply of two dozen machine badges has arrived at the office, the last that will be available until the raising of the ban on certain metals. The price is 15/-, so if you require a badge send your remittance at once.

A.C.U. Handbooks are now available. As there are insufficient copies for each member, if you require one send medium S.A.E. to the office at Brentford, and it will be sent to you by return free of charge.

INSULAR VIEWPOINT

by MICHAEL R. McGEAGH

The ever increasing speed of the T.T. never appears to outpace one great characteristic which has been part and parcel of the meeting since its debut in 1907. I refer, of course, to the quiet unobtrusive vein of humour which is present in Riders, Officials, Marshals and Spectators alike, for without it, racing—especially road racing—would become a nerve wracking, soul embittering game.

At four in the morning, you need a sense of humour when you and your companion (who has probably kept you occupied right through the night) arrive at the start for practice. The Flagman at Sulby Bridge is not lacking in humour (or agility), neither is Ned, now almost a permanent fixture in Ramsey Square during race weeks, keeping the kids amused and behind the safety barrier with his ready wit. The rider of a B.S.A. Bantam had a ready reply to the couple by the Goose-

neck who appeared amused at his performance. Then the residents, their eyes blasted open by megaphone exhausts, thanking all in sundry that their 'Featherbeds' have four castors and not two wheels.

Overall, the Press reports were representative and accurate, but I was more than disgusted by the effort of a certain writer who listed only the debit side of our sport under lurid and quite unwarranted headlines. I only hope that those of you who read it, expressed your indignation.

The amazing performances put up to the Ultra Lightweight machines astounded many an ancient Manxman who could recall the days of J. A. Porter and Wal Handley, previous class winners. "Only wants them sidecars here again, and we'd be back in the good old days." Yes, if the 'chairs' were here, we would be back in the 'roaring twenties.' Perhaps in '52? Perhaps.

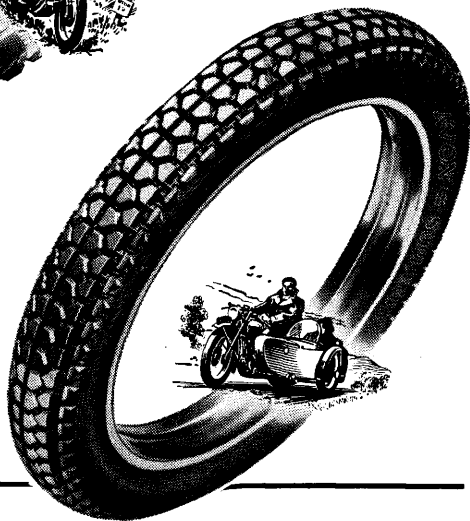


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Tourist Trophy Races - 1951

What a job it is to settle back into the routine of home and office after the excitement of the past two weeks. I am wandering around like a lost sheep, longing to take the bike out in the sunshine, in search of that elusive something to break the routine into which I am gradually dropping now. Roll on 1952!

They say it is an ill wind that blows no-one any good, and the wind that took Bob Walker out of the office certainly did the right thing when it blew me to the Island in his place. I could hardly believe my luck, and I was delighted with the opportunity for meeting many of the members in person, and of helping them wherever possible.

I was rather afraid of letting the side down when it was discovered that a member of the fair sex was representing the club in the Isle of Man, so I was especially thrilled when the members of my team in the Junior T.T. won the Club Award. This office is so dirty that I am ashamed to bring such a lovely replica to Brentford, and at the moment it graces my home. When it belongs to the club it is only fitting that it should light the club premises, so now I shall have to take up 'charring' in the office to make it fit for the silver!

I had only been in Douglas about two hours when someone told me that the Bemsee team man, Stan Hall, had crashed at Sulby Bridge that morning, during the first lap of his first practice, and would be out of the Junior Clubmans. Business had begun, and on the Sunday I went over to Ramsey Cottage Hospital to see Stan. Contrary to all the rumours about fractured this, that and the other, including head injuries, I found Stan very perky, with only a clean break on the collar bone, quite happy except for the fact that he would not now be riding, and had let the club down. He then offered his machine for the use of a reserve rider, if I could find one, and then the fun began.

I should say, as many of you met him, that my husband came over to the Island with me. Had it not been for his enlisted help Bemsee would not have had a team entry at all. By the way, I was very amused when members called to see "Mr. Bland" and when they were told that I was the one connected with the club they still could not credit it, and carried on addressing all their remarks to Ted!

There was not a lot wrong with Stan's

bike, so Ted took it back from Sulby to Douglas, to the B.S.A. Service Dept. and I flew about fixing things with Michael McGeagh, member living in Ramsey, and with the A.C.U. so that Mike could ride instead.

Everything went with a swing, and I had visions of Bemsee being in the first three after seeing the practice times, but it was too good to last, and on the second practice lap on the last Friday the valve dropped in.

In the meantime, by the very fact that he seemed to be around all the time, Ted had been enrolled as Michael's mechanic. Between them and "Sam," B.S.A.'s friend to all Clubmen the machine was ready for the weigh-in on the following Saturday morning. The top-half of the engine had to be renewed, and had the con-rod gone with the drop in we certainly would have lost our chances of entry number two riding in the Junior.

I thought I was in for a rest over the week-end, but no such luck. I wonder why I keep dropping off to sleep in the office?

The Annual Buffet Supper was scheduled for the Saturday night, 2nd June.

To all those present I would say how very disappointed I was with the food available. I quite thought, on entering the room, that the tables would be replenished throughout the evening, as necessary, and as I told many who remarked on it, the one regret was that the boys had to pay 5/- each for standing space and one sandwich, which seemed to be the sum total of the facilities available.

However, when the bill had been met and the printing of the tickets paid for there was a balance of £2-6-0d. which I have now put in the Benevolent Fund, so all who bought a ticket for the supper now receive thanks for a donation to the Fund. It was a pity there was no means of stopping gate-crashers from entering the party, as no doubt this was where some of the food disappeared to.

Several members suggested that we should have a supper in a room where there was room for some dancing and a gramophone or small band, I looked into the matter as best I could, but I find that during the T.T. period all the hotels are full, and they are not very willing to give over their lounge or dining room to an evening party, as this would deprive their residents of suitable lounging or dining space. We will have to see what next year

brings forth, but I sincerely hope that it will be more satisfactory and that members will not stop away because of this year's fault in the proceedings.

The marvellous weather that had held out all practice week was still with us on Monday morning, when the starters flag dropped for the first away, R. F. Seymour.

With the departure of the last man, R. D. McConnell, all was quiet. There was a lull in the enclosure and stands until the loudspeaker commenced it's commentary. Quite a few riders retired on the first lap, and soon the early numbers hove into sight, sped past and disappeared in a cloud of dust.

At the end of the first lap Geoff Duke had first position, time 25 mins. 14 secs. from a standing start. Harry Hinton of Australia had second place, Johnny Locket third, Bill Doran fourth, Jack Brett fifth and Reg Armstrong sixth.

But there was still a long way to go, and with the position unchanged on the second lap we entered the third, with leader Geoff Duke averaging just over 90 m.p.h.

On the third lap Harry Hinton had a very bad stroke of luck, coming off at Laurel Bank, and injuring his leg and hand rather badly. Harry was unable to ride

again during the week, and we left him in Noble's Hospital, keeping the nurses busy.

Jack Brett roused the admiration of on-lookers by filling up in 19 seconds.

The final result, as related to Bemsee members was

First—Geoff Duke (Norton) 2 hrs. 56 mins. 17.6 secs.

Second—Johnny Locket (Norton) 2 hrs. 59 mins. 35 secs.

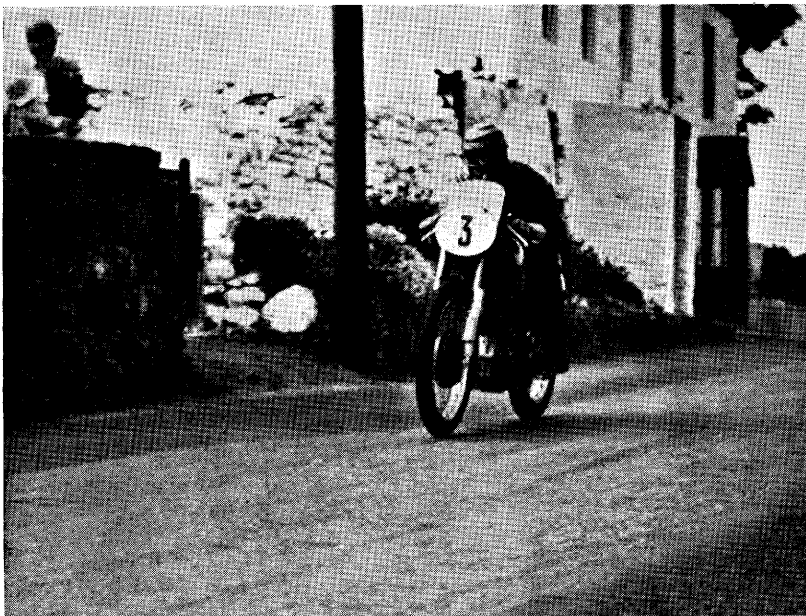
Fourth—Mick Featherstone (AJS) 3 hrs. 3 mins. 35.8 secs.

Silver Replicas went to the above and, Cromie McCandless, Rod Coleman, Ray Amm, Les Graham, T. McEwan, Syd Lawton, Tony McAlpine, Bill Petch, Syd Barnett.

Twenty-seven other members received Bronze Replicas.

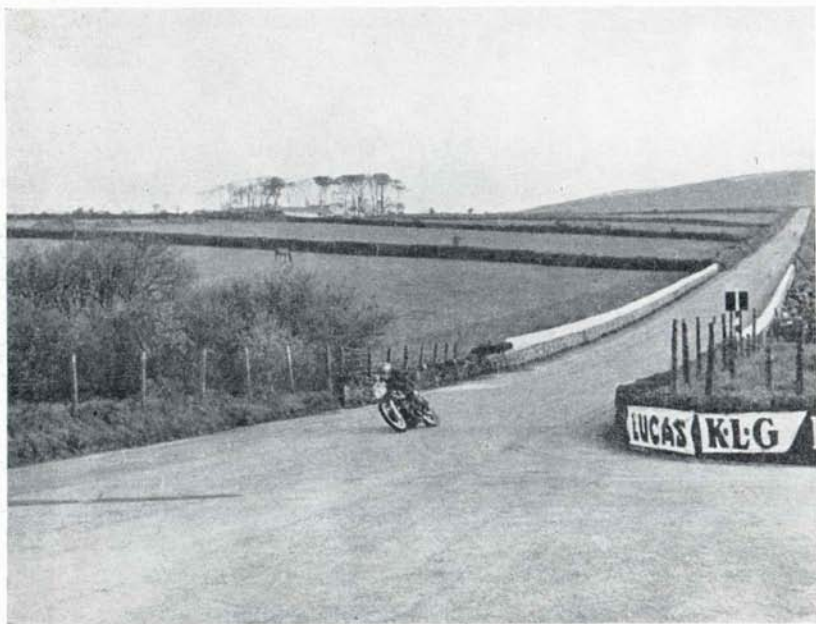
Our Team members, taking the Team Award, were Syd Lawton, who came twelfth, Humphrey Ranson 22nd and Ray Amm ninth.

I later learned from Syd that at, I believe Baaregarroo he had caught the bank with his left shoulder, wrenching his arm and hand from the controls, dislocating his thumb and fracturing it just above the top joint. It was Syd's lucky day, he did not come off the bike, though he was topping



HUMPHREY RANSON, 350 c.c. A.J.S. Junior T.T. 1951.

By Courtesy of "The Motor Cycle"



SYD LAWTON (Southampton), 350 c.c. A.J.S. Junior T.T. 1951.

By Courtesy of "The Motor Cycle"

the ton and had half the gravel off the bank stuck to his leathers. Knowing that the rest of the team was still going strong Syd kept on keeping on in the true traditions of the club, completing the third lap and the four remaining to come in twelfth and put yours truly on the platform for the Team Award.

With a pause for a snack lunch we were soon in the thick of the Junior Clubmans. Whereas in the morning all and sundry had been allowed out to the warming up, apparently regulations had been tightened up, and I had the utmost difficulty in getting permission to take some photos of our entrant. They were in case he got the first place!

Mike got away to a very good start, and with Ken James, Tom Turk and other close competitors retiring I think we might have got a mention on the leader board. Stan Hall and I hugged the back of the pit, whilst husband Ted thoroughly enjoyed the novel experience of being pit attendant. There must have been a jinx on Stan's Gold Star BSA, because when Mike came in to refuel on the second lap he had the right footrest completely missing, and the A.C.U. officials would not permit him to carry on riding, although

he was more than willing to do so, even if only to finish and not obtain a place up the front.

It was a bitter disappointment to the four of us mostly concerned, but this sort of heartbreak and hard work was the luck that dogged many of the stars during the T.T. week, and once our rage at this injustice had calmed down we realised that it might be more in our interests, as accidents can happen.

Things were a little easier after that, and I was pleased to see many of our members listed as finishers, last but not least Ken James, who in spite of many difficulties in the race pressed on and came home safe and sound.

Bemsee had no entrant in the Senior Clubman's on the Wednesday, but we had a team in the Ultra-Lightweight and the Lightweight classes, the former being Les Graham, Cromie McCandless and Charlie Salt, the latter Roland Pike, Wilf Hutt and Arthur Wheeler.

I had quite a few calls to make in town before going up to the start, so could not get out round the course before things started happening. It was very hot, and in the end I stayed in the enclosure all the morning. It was a great disappointment

to hear, on arrival, that Les Graham had missed a gear on the getaway, and this had caused some trouble which led to his retirement, so our 125 team was out of the picture.

But the 250's were still going strong. They had four laps to complete, against the two for the 125's, and I could not take my eyes off the clocks giving the positions of our three men as lap succeeded lap and they were still all there.

When they were coming round on the fourth lap I thought we were going to complete the double, with our three riders lying fourth, fifth and sixth. Then the voice over the speaker told us that Roland Pike had retired with engine trouble! I later learned from Dennis Glover that Roland had developed an oil leak and the engine had seized as a result.

Roland, Wilf and Arthur rode admirably, and we are very proud of their stout efforts, as we are of all the other club members in the Lightweight classes.

I was back at the enclosure in time for the final laps of the Senior Clubmans, which had a thrilling finish fitting to an International. Member Wickstead was well in the lead in this event, when wrong pit-signals led him to slacken off a bit, and Arber just got the first place by 9

secs, and that after falling off at Governors Bridge and losing 40 seconds!

Friday was the day of days, and in the early hours of the morning excursionists were arriving at the pier and moving off to points of vantage round the course. One report was that they were already three deep round the whole of the course at 7 a.m.!

There were eighty starters out of the 98 entries, and the promise of a good race was upheld. Geoff Duke led off, having the privilege of being No. 1, after winning the Senior last year, and nothing passed him during the whole course of the racing. Interest lay more in the next five places. At the end of the first lap Johnny Lockett and Bill Doran were tying for second place, followed by Jack Brett, Mick Featherstone and Les Graham.

There was the usual dearth of retirements, with various engine and gearbox troubles, and in the excitement all round I could feel the disappointment of the men who had to drop out before the game was half played.

On his second lap Geoff made a new lap record, 23 mins. 47 seconds, an average speed of 95.22 m.p.h.! And still they say that speeds are getting too fast for the circuit. What will future years bring?



RAY AMM (S. Rhodesia), 350 c.c. Norton. Junior T.T. 1951.
By Courtesy of "The Motor Cycle"

With Jack Brett coming a cropper at Gooseneck the Norton Team was out, and the picture read 2nd Johnny Locket, 3rd Doran, 4th McCandless, 5th Graham and 6th Rod Coleman.

Geoff pulled in for his fill-up on the third lap, and after 25 seconds got away, the lap, including the "Slow-down" taking 23 mins. 52 secs. Still well in the lead Geoff was now mixed up with the late numbers.

By the third lap Les Graham had disappeared from the Leader Board, having retired with some gear troubles, and Barington had moved into 6th place, only to give it to McEwan on the fourth lap.

Many people were hoping that Ajays could pick up second place, as they felt that Bill Doran deserved a good place, but with Geoff and Johnny up in front Bill just could not make it.

But on the seventh and final lap everyone was wondering what had happened to Johnny, and soon the news came that he had been obliged to retire at Ramsey with a broken chain. Very bad luck Johnny!

This brought Bill Doran up into second place, and we congratulate Bill on a very good performance, and wish him continued success in the future.

Besides Geoff and Bill getting their Silver Replicas, other members to get this treasured award were Cromie McCandless and Len Parry. Bronze Replicas were won by members Les Perry, Les Dear, Guy Newman, Dennis Lashmar, Roy Walker, Arthur English, Sorensen, Roland Pike,

Petty, A. W. Jones, A. A. Fenn, Humphrey Ranson and Ray Amm.

As for the team prize, I was unable to check a rumour that out of the eleven teams to start only two finished complete, i.e. Birmingham and Bemsee. Geoff, as is his usual practice enlisted with his own local club, the Birmingham 30 for the Senior Team, and I had originally nailed Len Parry, Dickie Dale and Sorensen. With Dickie buying himself a dose of pneumonia at the beginning of the week I had to put the thinking cap on again, and finally decided on Les Dear, who signed up on behalf of the club.

These three boys did very well indeed. Len finishing sixth, Les tenth and Sorensen twentieth. But with Geoff's figures to beat we could not make the double with the Senior, as the Award was on the shortest aggregate time, and we congratulate the Birmingham Team on their well won laurels.

I have only been able to touch on names here and there, either because they were in the public eye and on the leader board, or because I had some direct contact with the members in question, but I would not leave anyone out when I am praising all Bemsee members for the very good show they put up. I would like to find time and room to print all their names, but this would be a long job. They are all going down in the records though, to be handed on to future generations of the club, and I wish them all the very best of luck in the future, and to those who were obliged to retire "Better luck next time."

"QUARTERN"

It is with deep regret that we learned of the death of the undermentioned members whilst in the Isle of Man, sincere and heartfelt sympathies go out to their bereaved ones.

**John Simister
J. P. O'Driscoll
D. L. Parris**

**Len Bolshaw
Chris Horn
J. T. Wenman**

Editor's Correspondence

From Germany:—

Just a few lines to let you know that I am once again on the move, to the B.A.O.R., this time. My address is as follows:—

Capt. A. Newton,
114 Coy. R.A.S.C. (G.T.),
Oldenburg,
BAOR 25.

I would like to contact any of the "Boys" already over there, and would be pleased after settling down, to offer aid, refreshments, accommodation, help etc. to any member or members on tour throughout Germany. Anyhow, when I am able to supply a fuller address of wife and self we hope that they will drop in for some Yorkshire Hospitality.

Yours,

A. Newton.

Ed.—If you are in, or going over to Germany, you can write to Capt. Newton at the above address. So far I have not heard further from him.

Re Goodwood:—

... it was a good show, the only snag as far as the sidecar class was concerned was that it is a long way and a lot of time and expense for ONE race, and while I heartily agree with a handicap I do feel it should be based on the performance of the day—that mark you from the bloke who was given the last handicap race at Goodwood! (eh?)

Now! You can tell the one who calls himself "Jimmy" in the magazine that the last sidecar race at Boreham was **not** a handicap, both races were scratch but one was Petrol and the other no restriction. Bad show!

Yours,

Bill Boddice.

Ed.—"Jimmy" is still eating humble pie for lunch—sorry!

and

If the riders will not say what they think I will. I was giving Bill Jarman a hand as I usually do at Silverstone, and from the number of press passes issued it would seem that the papers were going to be full of Goodwood.

The press seem intent on trying to get in without paying, the report we did have was a poor show in fact I do not think they are worth giving any passes to at all. In addition to passes issued from the office, I was asked for 54 **PASSES** at the gate! But we did not have **FOUR good** reports in the national papers.

I will speak for myself about Goodwood, it was a very good show and I hope it will be repeated. I got up a coach load from our local motor club and a good day was had by all. Chaps I spoke to were happy about Goodwood, the only snag it is so far away from the Midlands, but that cannot be helped.

Yours,

A. F. Mills.

And from Jersey, C.I.:—

Shortly after joining these two clubs someone suggested joining the Club of Clubs (B.M.C.R.C.) and we both (writer and Poingdestre, our other C.I. member) had our fingers crossed that our applications would be accepted.

Our first event was to be Brough Aerodrome on March 24th and Cadwell Park on March 26th. Well, to cut a long story short, the Railway Company took off the ship to Southampton, put it on the run to France, and left us with no option but to forget Brough and get over in time for Cadwell Park. The next setback was that Poingdestre could not get his short circuit motor ready in time, so I set off alone. My first taste of English Road Racing was short and sweet. I had a lap and a half of practice then started ploughing the grass verge with my nose. In the actual race I went round exactly four times when the motor cut out, so that was that.

My next trip to England was for Goodwood, the magneto took a dislike to the course and ceased functioning, so I just had to watch the events. But what an eye-opener that was. Not only from the racing point of view, but from the organisation, everything went like clockwork.

The third trip over was for Boreham. Johnny Point got his bike going, my Norton went well, the weather kept going off colour but remained dry, so a good time was had by all.

This event gave me my second road race, and "Point's" first attempt. We both thoroughly enjoyed ourselves...

Yours,

J. Lanyon.



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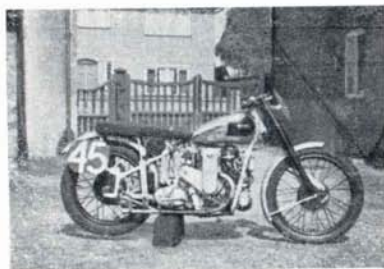
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The Development of a 500 c.c. 4 cylinder supercharged liquid cooled motorcycle

R. W. FOSTER-PEGG



The machine as it was raced at Ansty.

Conclusions.

This machine has been built in a backyard workshop with very limited facilities, the design has always been influenced to prevent expensive machine work. The design has been developed around as many easily available components as possible. Expensive light alloys and methods of construction to achieve light weight have not been used. What has been achieved? A machine weighing 400 lbs. which will do approximately 110 M.P.H. on 5 lbs./sq. in. boost and 7000 R.P.M. using Pool petrol.

From this can we estimate what a machine to the same specification could be made to do?

Using light weight methods of construction and light alloys the weight could be reduced to 300 lbs.

It is reasonable to assume a 50% increase in rotational speed which only gives 3600 ft./min. piston speed.

A 50% boost increase to 15 lbs./sq. in. gauge might make a reduction in cylinder compression ratio necessary. The result would be a step up in shaft power of 125%, the blower power using an efficient blower would go up in the ratio of the increase in mass flow x the pressure rise increase and could be expected to use 20 B.H.P.

If we assume the machine is doing 46 S.H.P. now with 6 B.H.P. to the blowers we find that our works machine would generate 104 S.H.P. less 20 to blowers = 84 B.H.P. and this output could be developed almost straight off the drawing board.

Imagine 84 B.H.P. in a 300 lb. bicycle with a smooth surge of power and no

silly nonsense about on and off the "megger."

Blown or Unblown?

If a new design of engine is required to give any power greater than about 60 B.H.P./litre a blown design will achieve the power more certainly more quickly and more cheaply than an unblown, the engine evolved will also be more flexible. There is no magic about blown engines, they are just straight forward engineering whereas the unblown engine with timed induction, megaphone exhausts and wide overlap is an absolute mystery to all but a few such as Joe Craig.

Multi versus Single Blown.

In this category there is not much to argue about as the intermittent intake demand of the single precludes the use of a high speed rotary blower without a very large capacity tank, a piston type compressor might be used but it would be very bulky.

A twin can be blown satisfactory with out a capacity tank but if the firing intervals are unequal different compression ratios in the two cylinders may have to be used.

Four cylinders is the smallest number to take full advantage of blowing.

Multi. versus Single Unblown.

In order to form a true judgement of this question we have to consider what happens to the energy released by the combustion of the fuel with air in our engines.

The oxygen in the air and the fuel combined in the cylinder thus raising the pressure and generating power by the action on the piston.

The Brake Horse Power developed by an engine is proportional to the Swept volume of the engine, volumetric efficiency, thermal efficiency, mechanical efficiency and rotational speed. Consider each of the factors in turn comparing the multi with the single.

Swept Volume.

Under the present classification for racing this is obviously the same for the two types of engine we are considering.

Volumetric efficiency.

A multi cylinder design will not have as good volumetric efficiency as a single because of boundary layer thermal and other effects which achieve greater importance as the port sizes are reduced in any case it would be foolish to expect to achieve the same volumetric efficiency on a new design as has been achieved after years of evolution on existing designs.

Thermal efficiency.

The thermal efficiency on a multi will not be so high as on a single because the surface area of the cylinders and combustion chambers will be greater and therefore heat losses greater. The multi is able to use a slightly higher compression ratio if the cooling is equally efficient which mitigates the otherwise fundamentally lower efficiency.

Mechanical efficiency.

Here again the multi is not so efficient as the Single because scale effect again increases wetted area, and so there will be a greater number of components rotating in the oil mist and because of the general increased complexity.

Rotational Speed.

It is in rotational speed that the multi has the great advantage over the single cylinder which compensates for its disadvantage in almost every other consideration.

The generally accepted maximum mean piston speed is 4000 ft./min. so that for given cylinder proportions the maximum rotational speed depends on the cube root of the number of cylinders so that a twin can rotate at 25% and a 4 cylinder at 60% higher speed than a single for the same piston speed.

If the same B.M.E.P. is developed the power output will be in the same proportions but this is a rather big "if."

The fundamental disadvantages of all multi cylinder engines have in many cases been aggravated by the design. An example of this is given by bearings which on multi so often are of the plain type whereas the single cylinder machines use ball and roller, often referred to as antifriction bearings.

The difficulty of "tuning" more than one cylinder to work at peak efficiency

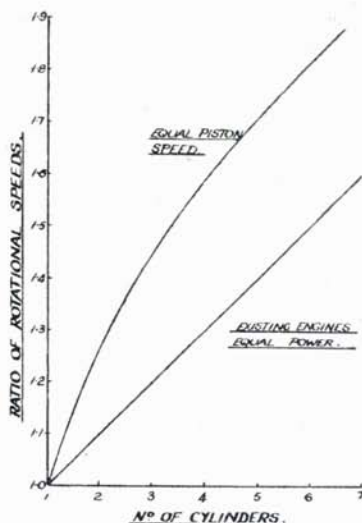
simultaneously also is a handicap to the multi cylinder engine and of course the reduced working efficiencies are all reflected in higher fuel consumption which means that the bicycle fitted with a multi cylinder engine has to carry more fuel for a given race.

Examination of the known performance of existing single and multi cylinder engines supports this reasoning and it is found that existing multi cylinder engines rotate considerably faster than singles and either give similar or lower power outputs than the singles.

This is shown on curve No. 7 which shows number of cylinders to make up 500cc. plotted against rotational speed for some engines for which the performance is available. A certain amount of juggling has been necessary to adjust the results to equal power. The answer would be more convincing if more figures were available.

The fact that normally aspirated single cylinder engines are still winning races from multies demonstrates that the multi cylinder engine has no great advantage over the single for propelling racing motorcycles but this does not mean that it would have no advantage were it made properly.

FP 4 CYL. 500cc BLOWN LIQUID COOLED ENGINE
500 CC. N.A. ENGINES
EQUAL CYLINDER PROPORTIONS



THE HUTCHINSON HUNDRED MEETING

will be held at the

R.A.C. Silverstone Circuit — 6th October, 1951

Practising Friday, 5th October 10 a.m.—noon and 2 p.m. to 4 p.m.

Racing Saturday, 6th October commencing at 10 a.m.

Races for all classes, solos 125 to 1000 c.c. and sidecars and three-wheelers 490 to 1200 c.c. Prizes down to sixth place in 5 lap events and tenth place in 17-lap events, plus many Special Awards and Trophies. Regulations will be sent to all members as soon as available.

Special admission rates for members and their friends. Details next month.

In order to make use of the full potential advantage of the multi cylinder engine it must be designed for the full piston speed of 4000 ft./minute and every effort must be made to keep the mechanical losses as low as possible by very careful attention to lubrication and use of anti friction bearings throughout. The "wetted" are of rotating parts must be kept at a minimum.

When a correct arrangement of the cylinders is used air cooling will not be very efficient at the high specific outputs necessary to compete with present machines. This will reduce the compression ratio which might otherwise be used and may cause other mechanical troubles. There is therefore a very strong argument for

the use of liquid cooling and since I have shown that the frame makes an efficient radiator the chief objection to liquid cooling, a heavy, expensive and vulnerable matrix type radiator has been rendered obsolete and unnecessary.

I have no doubt that before long liquid cooled multi cylinder machines developing 150 B.H.P. per litre unblown at over 10,000 R.P.M. will be winning the Grand Prix races. These machines will take to blowers like "ducks to water" thus giving 200 B.H.P./litre on present fuels or even 250-300 B.H.P./litre when using Dope for record or other purposes.

If when this happens I am credited with a very small contribution to breaking the stalemate in racing motorcycle engine design I will be quite satisfied.

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RACING NEWS

With the T.T. very much in the air one was wont to forget that many of our members would not be Islanding this year and would be taking the mixture as before, short circuiting on the mainland.

So, on the Sunday before T.T. practice began I meandered through the lanes of Kent to Brands Hatch, where there was to be an Inter-Track match between teams from Brands and Cadwell Park, as well as the usual class races.

The meeting began with three four-lap races for 350 machines with names familiar to our members, Jim Lanyon, Roy Philpot, George Ewer, Norman Gray, Jack Colver, Bert Brown, and Cave figuring in the places which gave them a ride in the ten lap final. This followed the first sidecar race and was won by Bert Brown on his EAB Special at 64.29 mph. Bill Keel took second place, George Ewer third and Norman Gray fourth.

Before and after this final a considerable amount of fun was caused by the flag-master hoisting the Stadium Banner upside down, and many a witty remark flew across the track. It is a very nice change to visit a small track where riders and spectators are all such good friends and know each other personally.

With the next race came Harry Pearce, by far the best rider of the day. Harry had elected to ride under Cadwell Park Colours, and in the final reckoning of points he had won 12 out of the 19 Cadwell chalked up, against Brand's 46 marks.

In the 500 heats members who moved up to the final were Harry Pearce, Bert Brown, Jack Clover, Jack Surtees, Norman Gray and Bill Keel, the last fighting hard for first place against Fred Wallis, one of the Cadwell boys, but holding it by about half a machine's length past the checkered flag.

By the way, the name of Keel figures with members as he was at the front so often, but he is not yet one of "the boys"—what about someone proposing him and getting him to join up!

The final was a ver ythrilling contest. Harry Pearce was well to the fore, but Bill Keel, Fred Wallis and Norman Gray were fighting for positions for the ten laps, to come in 2nd, 3rd and 4th respectively.

After the interval the home team donned yellow waistcoats and the away team white, and the heats were run off, with our members keeping well to the front and winning marks for their side. For the final 10 lap race the eight fastest "yellows" and eight fastest "whites" were called out and a really hot fight it was. Once Harry Pearce had taken the lead Bill Keel could not wrest it from him, but kept a good second. Jack Surtees and Norman Gray of Brands and Francis of Cadwell

Winning Horse (Claygate)

26th July (Thursday)

30th Aug. „

White Lion (Edgware)

9th July (Monday)

13th Aug. „

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Park fought hard for the remaining three places and shared the honours between them.

And so, after the high spot of the day we settled down to watch the remainder of an enjoyable day's programme in fine sunny weather.

The following weekend I was on my way "across" but some of our more famous members were still away from the Island of High Hopes, and were doing their best to keep up the high standard of motorcycle racing now attained by English men and machines in very bad weather in the Swiss Grand Prix.

A steady drizzle saw the 250's off, with Cecil Sandford as the only Englishman in the race, riding with crossed fingers—hoping that a temporary repair in the petrol tank would hold out for the race. As the weather grew worse Cecil bettered his position and finished fifth on his Velo.

As a contrast to the almost all Guzzi front at the 250 line up, the 350 race presented a variety of British machines with Les Graham on a privately entered Norton. Les took the lead on the still wet road, with many a good man on his tail. This "wet weather" winner kept in the lead until the fourth lap, when, with drying roads Geoff Duke pulled in front of him, and gradually the other riders spread out into steady positions. By the sixth lap Les had again taken first place, and Geoff had retired. Gradually Les built up a good lead over Cecil Sandford, to win the second successive Swiss Grand Prix with Cecil in 2nd place.

Eric Oliver was the only Englishman entered for the sidecar race the following day, and as could be expected took the lead and held it right through to the fifteenth lap, but Nortons had a gremlin behind them in the Swiss and Eric's passenger sprinted back along the track to pick up a length of chain!

At least it was not like a friend of mine—his chain broke when he was travelling along Streatham High Road, and when his passenger went back to look for it it was only to find that the chain had dropped straight down the centre tram-line, to be lost forever to this world!

A real international mixture line-up for the 500cc. race, including Geoff Duke on his Norton, Les Graham on the M.V. and Fergus Anderson on a Guzzi. This was a 28 lap race, and at the end of the third lap Geoff seemed to have ignition trouble, as on the previous day in the 350 event, and Fergus was in the lead. Les Graham retired on the fifth lap. He and Geoff were only two of many, and Fergus Anderson, lapping his team-mate Lorenzetti, finished in first place.

The other "works" Norton, ridden by Frenchman Georges Cordey, had also retired, again ignition being the trouble, but Bracebridge St. and Bemsee had the honour of the fastest lap—Geoff making the $4\frac{1}{2}$ mile circuit in 3 mins. 2 secs. , 89.42 mph. Well done!

Of course, during actual T.T. time there was no racing on the mainland, but after the T.T., third of the "classics," we list several of the possible world champions as they stand at present in the 350 Les Graham, Geoff Duke, Johnny Lockett, Cecil Sandford, Jack Brett and Bill Petch; in the 500 Fergus Anderson, Geoff Duke, Bill Doran and Cromie McCandless and in the sidecar class (with other possibilities of course, not members) Eric Oliver.

It was with regret that I learned that the meeting at Brands Hatch on 30th June had to be cancelled—This decision was reached too late for inclusion in last month's magazine but it is to be hoped that members saw the notice in The Technical Press and did not make an unnecessary journey to Fawkham in the hope of seeing a day's motorcycle racing.

"Jimmy"

BOW DISTRICT GARAGE MOTOR CLUB has issued an invitation to all Bemsee members to attend at their Clubhouse, No. 3 Metropolitan Police District, Chigwell Hall, Chigwell, Essex on Saturday, 14th July, 1951, when at 7-30 p.m. they will be holding a Social Evening.

Ladies are specially invited, and there will be the usual music, dancing, fun and games.

There will be many members there, so come along and join the party.

Marshal's Musings

Letters and cards have already started to arrive at 153 Reigate Avenue, Sutton, Surrey, as requested in last month's issue of this Journal. As the "Hutchinson 100" may be the final big meeting at Silverstone (cars or bikes) nothing will be left to chance to make the 6th October, 1951 a day to remember.

Any member who is not racing, or servicing a racer, is requested to let me have a P.C. as soon as possible saying one or both days i.e. Friday Practice and/or Saturday Racing. Do not put off writing the postcard or booking your bed and breakfasts for that matter. Bush telegraph tells me that the local pubs are already clocking some well known names in the trade.

Our friends in the Isle of Man excelled themselves this year and produced good weather to go with first class marshalling all round the famous course. I spoke to lots of them with a view to collecting hints and tips etc. They were unanimous on one point, viz. early morning practice should be abolished. The riders and mechanics are in complete agreement, so doubtless the I.O.M. Government and the A.C.U. can give this item the consideration it deserves. The Manx people have done so much to make the T.T. what it is and I am sure they are just as keen as ever they were, but they dislike the long day" as much as the rest of us.

I also tackled quite a number of Manx Marshals on the subject of First Aid and whilst a lot of them hold certificates, they agree with me that there should be Senior and Junior Marshals, in pairs, the former

should of course hold a F.A. Certificate.

Other points on which agreement may be recorded were more solo Travelling Marshals. Six experienced men would not be too many on the T.T. course. Every resident on the course with a telephone should be asked to act as a signaller in an emergency. A T.T. Telephone Flag would indicate these valuable 'phone points.' Isolated places on the Mountain Road would be covered by "Walkie-Talkie" operated by the Police or Territorial Units. What splendid training!

With the abolition of early morning practice more marshals would become available and the Boy Scout Messengers revived. Remember how there was a keen boy every fifty yards or so? These lads knew every bump in the road because they covered every inch on foot, on bikes and as passengers on various vehicles. These Scouts also provided a nucleus of Junior Marshals (when they became Rovers) and quite a few of the present team started in this way. Morse by flag and semaphore signals were also used in days gone by. I remember two nippers at Sulby many years ago when I asked them what they would do if a rider slid to earth. Both boys answered as one "Keep him warm and call the M.O. Sir." Then one of them added that if an injured body is not kept warm he catches a bad cold which might be more serious than a broken bone. Whoever briefed those Scouts told them what to do and **why they had to do it.** Manx Medicos I expect.

YOU HAVE BEEN WARNED!

Notices have been sent to members who are not on the records as having paid up for 1951. If you have received a notice and you have paid please send a P.C. to the office advising approximate date of payment, and the records can be adjusted accordingly.

If you have not yet sent your two guineas please do so at once. Otherwise this will be the last magazine you will receive. Once you are off the mailing list you will not receive the regs. for the Hutchinson Hundred either, so get down to the penwork and send that cheque off **today.**

This is definitely the last warning.

Once again I had the good fortune to spend quite a lot of time with some famous people in Show Business. They all agreed on the improved arrangements this year, but still cannot understand why an International T.T. should be put on **before** a Clubmans Race. They called it poor showmanship and when I asked what they would do if given a free hand, received a surprising answer which is briefly this:—"If you must have the Clubmans Races in T.T. week, run them on Monday, thus leaving Wednesday and Friday for the Internationals. Of course I queried the time factor and was promptly reminded that the T.T. used to last many hours longer than it does today.

Monday morning Junior Clubmans T.T.
—4 laps.

Monday afternoon Senior Clubmans T.T.
—4 laps.

Wednesday morning 125 & 250 International T.T.—4 laps.

Wednesday afternoon 350 International T.T.—6 or 7 laps.

Friday (no change) 500 International T.T.
—7 laps.

Replica winners would be decided by numbers, say the first eight or ten get silver and the next six or eight bronze and then stop the race. All races would be started at ten second intervals and the maximum number of competitors increased to 150. Three systems of timekeeping would be used to avoid too much strain on the hard-working men in the "Watch Room."

(continued page 20)

DATES TO REMEMBER

1st July—Belgian Grand Prix, at which our members will be dicing—we look forward to getting the news from Jack Norris in time for next month's magazine.

1st July—at home Cadwell Park Races, for all classes except the Ultra-Light-weight.

5th-7th July—Olivers Mount Road Races at Scarborough.

7th July—Skerries 100.

7th July—Dutch T.T.—here again we look forward to hearing from Jack with news of our members, and their successes.

8th July—Warminster Road Races.

14th July—Munster 100.

14th & 15th July—French Grand Prix.

15th July—Brands Hatch Road Races—details Brands Racing Combine, The Pavilion, Brands Hatch Stadium, Fawkham, Kent.

21st July—Boreham Road Racing—details from Alan Mullee at Mill View, Mill Lane, Stock, Nr. Ingatestone, Essex.

28th July—Aberdare Park Road Races—

details Mrs. M. Pryse, "Preswylfa," Campbell Terrace, Mountain Ash, Glam.

28th July—Altcar Road Races—details A. H. Atkinson, 356 Longmoor Road, Fitzakerley, Liverpool 9.

28th July—Croft Aerodrome Races—details J. Kitching, 4 Highbury Road, Darlington, Co. Durham.

6th August—Cadwell Park Road Races.

Also the date has been set aside for A.C.U. International Road Races, but no details have yet been published.

11th August—Open Race Meeting at Winfield Airfield, Berwickshire—solos and sidecars—regs. from B.M.C.R.C., 50 High Street, Brentford, Middx.

17th & 18th August—Ulster Grand Prix—details R. G. Wilkinson, Murphey Building, 69 May Street, Belfast, N. Ireland.

22nd August—Enniskillen 100.

26th August—Warminster Road Races—details A. J. Sheldon, 5 Deverill Road, Warminster, Wilts.

THE CLUB'S ANNUAL HILL CLIMB

will be held at

SHELSLEY WALSH

22nd September, 1951

Entries will be limited to approximately 25 riders from "Bemsee." Regulations will be available shortly, and if you want to ride you are asked to write to the office (50 High Street, Brentford, Middx.) immediately, sending stamped, addressed envelope. **Regulations will NOT be automatically sent out to all members.**

"REV. COUNTER" REPORTS

First of all congratulations to Geoff Duke on his engagement—we wish the couple the very best of luck. Yours truly was hoping that Geoff would confirm this rumour on Senior Day, over the air!

Arthur Hutchinson's wife has recently given birth to the future T.T. Champ! What an ambition—best of luck Junior, get on with the training father.

Jack Norris dashed over from the Island to the Continent, there to have a look at the Belgian Grand Prix and the Dutch T.T. at the beginning of July. Jack has promised to give his usual write up on club members, and inside information on the Circus, so we look forward to this in next month's Bemsee.

Chas. Lambeth is now back in Australia, and writes that club life there differs greatly from in the Home Country. Riders may only belong to one club, and the number who ride under a Particular club's colours is a true indication of that club's standing in the sport.

W. L. Hordley has been on the sick list after a pile up at Ibsley, in which he broke his right wrist and explored the Hampshire countryside with his face when the front tyre burst. He should soon be in the news again now.

A. J. Dean's 2½ year old twins are very much interested in father and his connection with LE SPORTE. There enthusiasm overcame them and they literally digested the Goodwood results, so we had to save

family reason by dashing off another copy!

G. Eccles has recently purchased the 250 Sunbeam advertised in Mutual Aid, and would now like to get in touch with "a certain Mr. Allen who rode a 250 Sunbeam at Dunholme in the 3-lap scratch race in 1948." Step forward Mr. Allen. The Editor will forward a letter to Mr. Eccles.

Stan Hall resumed the usual routine shortly after his return from the Island and his short stay in Ramsey Cottage Hospital. Stan doubts whether he will race again this season, in deference to family opinion, but says 1952 will have to wait and see.

Harry Hinton is still in Nobles Hospital, and would appreciate letters from members keeping him in touch with all that goes on in the motorcycling world.

Peter Romaine is still in Salisbury Hospital. He has not written to the office at all, but if anyone would like to cheer him up with a line or two they could write to his home address, 228 Osmaston Road, Derby, I am sure Peter would appreciate it.

Joe Glazebrook, the other Blandford invalid, was over in the Island and he certainly looked better for the magic atmosphere and the fine weather during his stay. His business partner, Norman Stokes, could not tell us anything about Joe's future plans, but we wish Joe the best of luck in whatever he does.

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(ii) Smiths Rev-Counter.

(iii) Pet/Benzol Piston for Mk. VIII Velo.

(iv) Stormguard Motorcycling Coat Model '202' Brown, suit rider 5ft. 8 to 10ins. Good condition. Offers.

Also would any member be prepared to loan a 500cc. machine to another member wishing to ride in 1951 Senior M.G.P.?

Also would anybody going over for the

M.G.P. like to give a hand as mechanic with a Mk. VIII Velocette.

LETTERS FOR THE ABOVE C/O the Editor "Bemsee" reference J.A.S.

The undermentioned donations to the Benevolent Fund are gratefully acknowledged.

J. Chapman
G. H. Hayden
D. Whiting
L. F. Baker
F. A. Burton

Balance of I.O.M. Supper £2-6-0d.

New Members

V. Proctor (S. Africa)
R. E. Philpot (Tunbridge Wells)
M. J. Candy (Tonbridge)

A. V. Hegbourne (London, S.E.19)
H. J. Rye (London, S.W.20)
J. E. J. Greswell (Grimsby)

(continued from page 18)

A lap of the T.T. course at 95.22 mph involves superb concentration as well as could courage especially when you pick up someone else's signal in the early part of the race. When we asked the Duke how he did it, he simply said "If there are sixty bends and one second is saved at each—there's a whole minute." As there are about 180 bends this means a third of a second at each one. Nothing can be saved at acute corners like Governor's Bridge or Ramsey Hairpin. All this adds up to nearly three hours of the most intense concentration and co-ordination of the five senses plus a sixth which cannot be defined. Frankly it is better to attempt to attain success than maintain it because

there are so many rivals who are inspired by competitive incentive.

Congratulations to the B.M.C.R.C. Team who won the Club Team Prize in the Junior Race. With a little more good fortune, they would have brought off the double and to all those members who worked and rode so hard in spite of many difficulties—good show chaps and better results next time.

To those grand fellows who have fallen by the wayside we extend our heartfelt sympathy. We shall miss them but they will never be forgotten by the Bemsee Boys.

Lets have the P.C. for the "Hutch."

W. G. (Bill) Jarman.

STOP PRESS!

Bob Walker returned to the office on Monday, 25th June, and you will all be pleased to know that he is feeling very much better after convalescing in N. Devon. He thanks all those who kindly wrote wishing him well or gave similar messages to Mrs. Bland in The Island.

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

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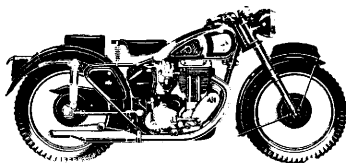
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