



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



GOODWOOD ACTION. "Pip" Harris (596 Norton) approaching St. Mary's bend.
By courtesy of Photosurveys, Heston, Mddx.

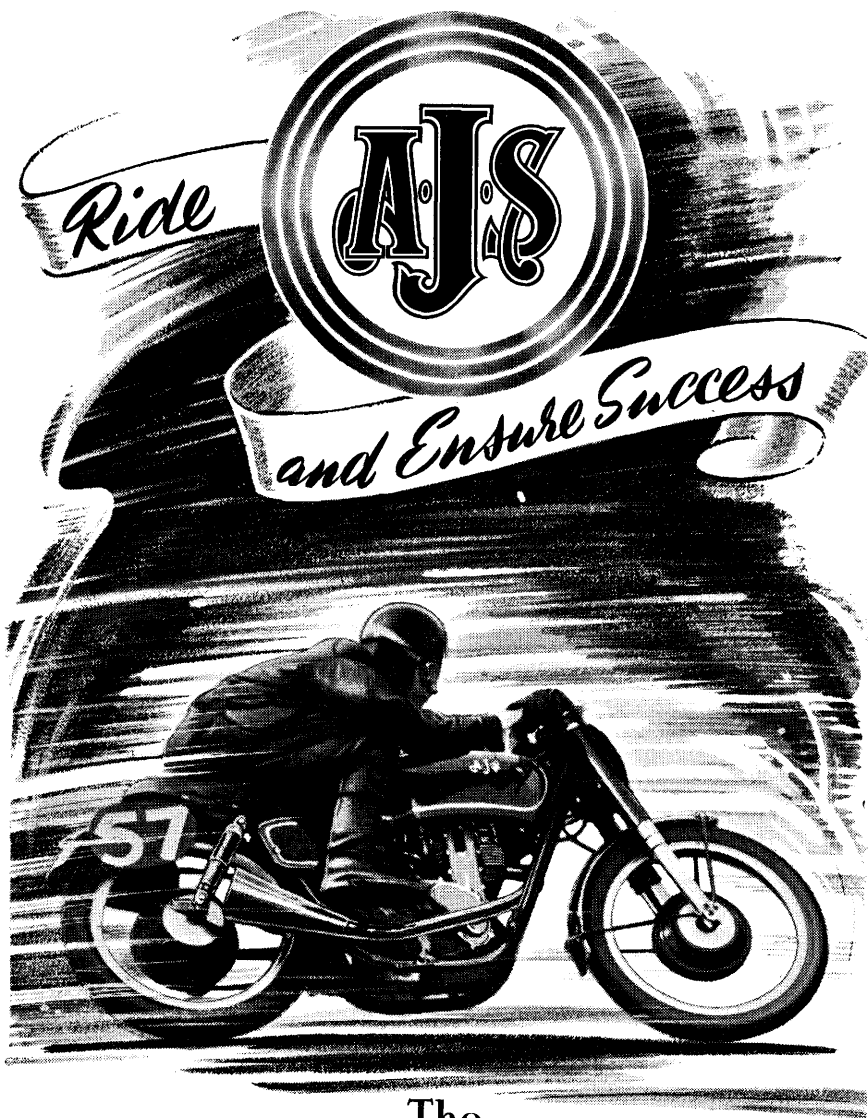
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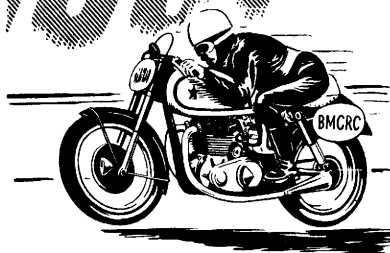
Vol. 4.

August

No. 7.

Journal of

British Motor Cycle Racing Club Ltd.



THE BRITISH MOTOR CYCLE RACING CLUB

President: Sir A. Guinness, Bart.

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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

Having had some extensive modifications carried out on the inner man, I am very happy to find myself back in the Secretarial chair after having perforce to vacate it for an unfortunately long period. My only regret is the fact that to date we have been unable to find more suitable office accommodation, although we still have one or two proverbial irons in the fire which may of course come to something in time, with any luck.

On the 14th of last month I was down at Silverstone on the occasion of the R.A.C. Grand Prix meeting, with the object of sorting out the lay of the land in general for our Hutchinson Meeting there in October, and while racing was fair from the spectators angle, it did tend to become a procession.

The highlight of the day, so far as I was concerned, was to witness the two B.R.M.'s perform, and to see Dr. Farina Alfa catch fire after having completed some 80 laps of the 90 lap race. The most astounding thing of all, however, was the total lack of any sense, restraint, or consideration for other competitors shown by a number of persons after the first two or three had crossed the finishing line. Everyone seemed to be milling around on the track in a most terrifying manner, despite frantic appeals over the P.A. by the Official concerned. I do not like to think what might have happened had a couple of cars arrived during those moments before sanity again prevailed. I sincerely trust that nothing of that nature may ever occur at one of our own meetings, as quite apart from the danger aspect, some very adverse and damaging publicity might also be derived. In my opinion there should be in any case a suitable punishment for those guilty of such thoughtless selfishness.

I feel our magazine has become considerably more interesting during these past few months, and I look forward to receiving an increasing number of contributions from now on. In this issue will be found a semi-historic article by that enthusiastic overseas members Erwin Tragatsch, who recalls the names of many well known personages connected with the trade both at home and abroad during the past thirty years or so.

What refreshing news it was to hear that no less than three British sidecar outfits, manned by that remarkable trio Oliver, Harris and Smith not only went over to the Continent to do battle in the Belgian G.P., but, also gave such a very good account of themselves by finishing 1st, 3rd and 4th respectively, thus proving, if such proof were indeed needed, that our machines can still motor successfully with the best in the all important but sometime forgotten sidecar class in addition to 350 and 500 classes. How long will it be before we can once more add also the 250 class?

Bob Walker

British Motor Cycle Racing Club

Notice is hereby given that an Extraordinary General Meeting of the Club will be held at the Royal Automobile Club, Pall Mall, London, S.W.1. on Monday, 27th August, 1951 at 8-30 p.m. for the purpose of amending the Rules of the Club in order that they may agree with the Articles and Memorandum of Association of the British Motor Cycle Racing Club Limited, as follows:—

To consider, and if thought fit, to pass the following alteration to the Rules of the Club:—

- (a) To Delete Rule No. 22.
- (b) To Delete Rule Nos. 23, 24, 25, 26, 27 and 28.
- (c) To agree on the new General Rule to replace the above deleted rules:—

Ordinary and Extraordinary General Meetings shall be convened and held in accordance with the provisions of Clauses 4 to 19 of the Articles of Association.

The Secretary,
British Motor Cycle Racing Club,
50 High Street,
Brentford, Middlesex.

COMMITTEE NEWS

Meeting held 2nd July, 1951. Present—N. B. Pope, E. C. E. Baragwanath, H. L. Daniell, A. H. Taylor, D. J. H. Glover, W. G. Jarman, Secretary and Assistant Secretary. Apologies were received from Mr. Roebuck and Mr. Rickard.

The minutes of the previous meeting held on 12th June were read and signed as a correct record.

The Chairman welcomed the Secretary back after his long illness. In thanking the committee Mr. Walker stated that he had now quite recovered and looked forward to getting down to the many jobs on hand.

Sprint Meeting. The Secretary reported that no further information had yet been received from the authorities at London Airport anent the proposed meeting there.

Silverstone. General progress was re-

ported and the draft of the regulations was approved subject to the Secretary first ascertaining from the donors of the previous year's special awards if they would again be prepared to offer similar trophies for the forthcoming Hutchinson Hundred in October of this year. It was agreed that the new Challenge Award should be presented at this meeting to perpetuate the memory of the late George Reynolds and this would be known as the Reynolds Trophy. In view of the unsatisfactory state of affairs that prevailed regarding accommodation at the last Silverstone meeting it was decided that no block bookings would be made and that competitors and officials alike should be responsible for making their own arrangements. Owing to the large number of types of lapel badges required it was agreed to empower the sub-committee, elected for the purpose of drafting the regulations, to make the necessary decisions as to types and quantities

required. The Secretary was instructed to make the necessary arrangements with Messrs. Pattison-Hughes for catering facilities. It was agreed that there should be no Club Chicane but that the corners of the track be again marked with plastic lampshades subject to their availability.

Goodwood. Mr. Daniell stated that he had received a letter from Mr. C. A. Lewis in which he stated it would not be possible to convene a meeting between the interested parties at Goodwood, to discuss the possible use of the track in 1952, before September or October. It was felt that this was rather late in the year and that if possible some provisional agreement should be arrived at before this.

Shelsley Walsh. Provisional arrangements for a meeting to be held there on 22nd September were considered, it being agreed that as little alteration as possible be made to the regulations and that Mr. Baragwanath and the Secretary should act as Scrutineer and Club Steward respectively.

New Members were elected.

Overdue Subscriptions. The Secretary stated that all members whose subscriptions were still outstanding in May had been reminded of this fact and that a notice appears in the current issue of

Bemsee advising those concerned that their names would be struck off the mailing list forthwith unless a remittance was received. The Directors endorsed the Secretary's action in this matter.

Office. Attention was drawn to the inadequacy of the Company's Office at Brentford. It was agreed that more suitable quarters at a reasonable rent should be found as soon as possible.

The Financial Accounts for May and June were submitted and approved.

Correspondence. Mr. A. F. Winstanley requested that spectators be kept away from the paddock at future meetings, owing to the inconvenience caused to competitors at Goodwood, also that more detailed results should be produced. Assurance was given that the public would not have access to the paddock at Silverstone, but it was felt that further results depended on the timekeepers, who already had their hands full at our meetings.

The B.S.S.A. requested support for their efforts to persuade the A.C.U. and other bodies to re-instate the sidecar T.T. It was agreed that the Club would support a two-lap race over the full mountain circuit.

The date of the next meeting was arranged for 30th July and there being no further business the Chairman closed the meeting.

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DESIGNERS and DESIGNS

by ERWIN TRAGATSCH

If a machine is capable of going round the T.T. course at a speed of nearly 75 m.p.h. it is surely a fast motorcycle. But if this vehicle is only a 125cc. it is worth more than just a mention.

Guiseppe Boselli, who together with two other technicians—Drusiana and Sceti—four years ago produced the first F.B.-Mondial 125cc. racing O.H.C. single, which was the “father” of these modern “Tiddlers.” Originally in his factory at Milano only heavy three wheeled vans had been produced and the F.B.-Mondial was the first of the successful design of a racing machine.

But 125cc. racing machines are nothing new. Already in the twenties some Continental manufacturers produced racers for this, afterwards neglected, class. In Switzerland the Sehnder and Moser has been built and in Italy the most successful machines have been the G.D., the Augusta, the Patriarca, the Guizzardi and the M.M. whilst France’s “Tiddlers” have been built by Train, Druz and Rovin. Germany had the water cooled Windhoff, the D.K.W., the Stock and the Neander, with Puch being the only Austrian representative.

Some of them are still famous . . . the M.M., the D.K.W. and the Puch. The M.M. is the forerunner of the present Morini and M.M. means nothing else than “Motor-Morini.” Ing. Salvia was for many years responsible for the design of these fast machines. Already in 100cc. form with two-stroke engines they gained records. In the early thirties the 175cc. chain driven O.H.C. M.M. was one of the fastest machines in that class, and now the post war two and especially four-stroke Morini are among the strongest opponents of the F.B.-Mondial.

The other great opponent is the M.V.-Augusta, which like both the others has, when run by the factory, a very fast and reliable O.H.C. engine designed by the famous Ing. Remor, who is also responsible for the big four of this make.

Whilst the F.B.-Mondial is obtainable also to private entrants the Morinis and M.V.-August fourstrokes are ridden only by the factory riders and private entrants have to be content with the slower, but still a bit more reliable two-strokes.

Another promising Italian 125 O.H.C. racing machine, the Moretti, designed by Giovanni and Renato Moretti, although

successful was not amongst the competitors the last time.

Lambrettas are now very active on the racing side and besides the fast 125cc. racer, they have a new 250cc. twin cylinder designed by Ing. Salmaggi, who was first with Gileras and afterwards designed the Parillas.

It should be noted that most of these famous machines have been built by smaller factories and their successes gave the producers not only world wide fame, but also the opportunity to enlarge the business. That applies even to such a concern as the Moto-Guzzi!

Italy has good designers for small motorcycles. In Rome the Magliano Bros. two years ago produced a little 175 cc. O.H.V. racing machine with a 43.5 x 50mm. (74.31cc.) engine. The top speed was about 75 mph!

Even Ing. Carcano, the man behind many Moto-Guzzi racing machine designs had plenty to do to get the same output from the 65cc. Moto-Guzzi racing machine that was destined for record attempts.

Before the war Italy also dominated the 175cc. class, which is now neglected in racing. Here Benellis gained great experience and success with O.H.C. engines, whilst other fast machines have been the Moretti designed by Ladetto & Blatto, the Premoli designed by Premoli, the already mentioned M.M., the Maffei, built and ridden too by Miro Maffei, the M.C., designed by the late Mario Cavedagni, the Miller, designed by the Balsamo Bros., the Villiers engined Ancora and the G.D.

By, back to the modern “Tiddlers,” our 125cc. racers, which are not comparable with the pre-war small racing machines, even of much bigger capacity. The speed of a 175cc. O.H.V. record machine about 25 years ago was the same as the speed of a second class, but modern two-stroke road racer . . . C. W. “Paddy” Johnston is probably the best witness for this statement.

England, unfortunately, has still nothing more than a second class two-stroke racer in this class and even the Spanish nation although not a great motorcycle producing country, has a faster racing machine now . . . the Montesa. The same with the Dutch produced “Eysink” that was redesigned for high speed work by Dick Roonoy, and the new German D.K.W. racers, designed mainly by that famous

rider and car driver H. P. Mueller.

So much for two-strokes. Unfortunately two of the most famous creators of two-stroke racing machines, Ing. Marcellino and Ing. Pruessing are now "out of the game." Ing. Marcellino who produced the famous water cooled Puchs in the early thirties left the factory after the war and the successful D.K.W. designer Pruessing is still at Zschopau, behind the Iron Curtain and has no opportunity of producing atmospheric two-stroke racing machines these days.

Puchs have been successful in races since the war, but the factory is not very interested in racing now, and therefore, the development of fast 125cc. two-stroke machines bearing this name is very limited. But like the D.K.W. in Germany, the B.S.A. Bantam in England, the Puch is still the most used engine by enthusiasts for producing "home made" 125cc. racers.

Big efforts have been made, but Italy still leads the "Tiddler" class and only very capable men will be able to produce something faster and more reliable than these famous Italians.

That also concerns the 250cc. class. Moto-Guzzi have the biggest and most costly and Benelli probably the smallest and cheapest racing department among all motorcycle producers in the world. Both are in the lead in their class . . . both with redesigned pre-war machines and not with brand new designs.

After the war Old Man Domenico Benelli found that his works at Pesaro were nothing more than a heap of stones. Everything was destroyed, but Dario Ambrosini found a 250cc. Benelli racer and Ing. Guiseppe Benelli the designer prepared this racer . . . and refounded the great name of this firm. They started with successful racing machines and have already built up a nice output of small capacity touring machines.

The situation at Mandello del Lario was different. Moto-Guzzis have not suffered much during the war and some of the pre-war racers were soon winning. Ing. Carcano recently redesigned these . . . the 500cc. wide angle twin and the 250cc. Albatros . . . and produced some new machines of conventional design like the Dondolino, the successor of the Condor, and afterwards the Gambalunga and the little Gambalunghino. These machines have been successful, but until now not one of the more unconventional designs, like the three cylinder 500cc. or the 250cc. two cylinder racing machines have seen much success.

Now Ing. Giannini, the man who produced the four cylinder Rondine in the early thirties is with the works at Mandello and among many "secrets" we hear of a new 500cc. Moto-Guzzi four, which is still not yet ready.

The Rondine was the forerunner of the pre-war Gilera water cooled and supercharged four . . . one of the fastest machines in the immediate pre-war period.

Moto-Guzzis and Benellis are hard opponents in the 250cc. racing class and every other opponent . . . until now . . . has been beaten. Not far behind in last year's races was the Ing. Giovanni Parilela with his Salmaggi designed O.H.C. (double knocker) machines. But although fast, the Parilla was lacking reliability and required a better frame. Now this machine has been redesigned by Roland Schnell of Germany and it is anticipated that at the end of this years racing season we will hear a lot of the successes by Parillas in the 250cc. class, although I personally do not believe that Mandello and Pesaro will be beaten without difficulties.

Other 250's? I suppose only the new Velocette will be capable of giving strong opposition to the Italians, but I would be very pleased to hear about other challengers. Only one other factory competes in this class officially—the D.K.W. in Germany, who have a new air cooled two-stroke racer, but who are still not ripe against the hot four-strokes.

Opposition could come from Czechoslovakia, if the authorities there would permit Czech products to compete in countries other than those behind the Iron Curtain. Genial J. Walkter, who after the war produced his own racing engines, is now in charge of the racing department in the C.Z. factory and his newest C.Z.-Walter 250cc. racers are really fast and reliable. The same cannot be said of the new verticle twin O.H.C. 250cc. racing machines built by another Czechoslovak factory—Jawa, which are still in the experimental stage and often are beaten by the two-stroke racing machines of the same manufacturer and designed by Ing. Josif.

Jawas have already obtained 16 h.p. from the 250cc. two-stroke. The 125cc. O.H.C. F.B.-Mondial has about 15 h.p. and the 500 Moto-Guzzi Gambalunga has no more than 35 h.p. Interesting? But even more interesting is the fact that 20 years ago the racing water cooled 250cc. two-stroke Puch produced 25 h.p. and the Doug. Marchant designed 250cc. Moto-sacoche with a "nearly" longstroke O.H.C. engine 28 h.p. . . . on alcohol, (To the de-



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two afterwards, but although fast and quite reliable, they failed to beat the factory entered Nortons.

Velocettes tried a brand new 500cc. twin. Mainly a product of the late Harold Willis, this interesting design was "killed" mainly by the untimely death of the creator and the second world war, as well as by the supercharger ban.

A.J.S. were never very interested in the 500cc. class with their singles and the last racing machines of this capacity were built in the early thirties. Afterwards only Vincent H.R.D. with push rod machines competed officially in road races—sometimes using super-charged engines . . . which machines, however, showed little improvement in speed.

I often remember these phantastically fast push-rod JAP engine 500cc. road racing machines of the early thirties, such as the O.K. Supremes and Excelsiors. But their time was over as although they could sometimes hold the O.H.C. engines on top speed, they lacked reliability.

In 1928 A.J.S. had the last of the 500cc. very heavy push rod racing engines. The chain driven O.H.C. was following and later the supercharged fours. During their day they were alternately equipped with air cooled and water cooled engines. The top speed was very high but the design needed some more years development to gain the all important reliability.

At about the same time in Italy, Moto-

Guzzi produced the 120cc. and Gilera brought in the interesting design of Ing. Gianninis, the Rondine, which became later the famous supercharged water-cooled Gilera four.

In Belgium during the thirties Saroleas had a very fast O.H.C. 500cc. single while the F.N.s first designed by G. W. Patchett and later by Dougal Marchant and van Hout showed high speed but seldom the needed reliability in big races. The same can be said also of the third Belgian single cylinder racer, the Gillet-Herstal, designed by Ing. Oirbeck.

In search for speed and reliability many designers turned again to multies. I write "again" because we have multi-cylinder racing machines 50 years ago and one of the most famous racing machines in the twenties was also a multi . . . The French Peugeot vertical twin. In my opinion one of the most famous and advanced designs.

This machine dominated from 1922 to 1928. It was a very cleverly designed O.H.C. twin, simple and dead reliable, and faster than any other machine at that time. I am going so far as to say that a modernized Peugeot twin of 1928 vintage in a modern frame, (built by Rex McCandless) and with Geoff Duke in the saddle would be among the leaders in 1951! Unfortunately successful races for these machines were few and far between owing to the very poor Peugeot frames.

The same can nearly be said of the push

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rod V-twin Swedish racing Husquarnas in the early thirties. It was mainly by reason of weight reduction that these fast machines had frames that were at first too light. But the famous designed Ing. Mannerstaedt soon found this trouble and the last Husquarnas proved quite good . . . although they still lacked some reliability they had plenty of speed and exceptional acceleration.

N.S.U. of Germany started 1930 with the W. W. Moore designed Norton-like 500cc. O.H.C. single but later they concentrated mainly on the 350 machine, up to 1938, in which year W. W. Moore produced the heavy supercharged 350cc. twin, which became famous in 1948. Incidentally, it was this design which was the forerunner of Wilhelm Herz's 500cc. World record machine. After the war, first Herz himself and afterwards the N.S.U. designed Ing. Roder redesigned the pre-war Moore twin and produced also a very fast, if too heavy, 500cc. machine.

Mainly at races with long straights and few bends, the big N.S.U. twin was often faster than the famous supercharged B.M.W. flat twin, designed before the war by genial Ing. Schleicher. While the factory entered machines had O.H.C. engines, the racing B.M.W. for private owners had the unsupercharged push rod engine. The B.M.W. was fast and very reliable, but also a very "untamable horse" at high speed on corners. The newest 1951 factory racers are of the same basic design, but have an unsupercharged O.H.C. engine.

J.A.P. racing twins? I do not know what they had in this sphere before the first world war, but soon afterwards they had a 500cc. O.H.V. V-twin. A machine with such an engine and even rear springing was competing in the T.T. 30 years ago. It was the Coulson, probably the lightest 500cc. twin ever raced during the T.T. Ten years later Prestwich produced such an engine for George Broughs Superior machines.

I have no records or back numbers of technical papers, but I suppose it was in 1937 that F.N.s produced a very interesting "double-single" supercharged chain-driven O.H.C. vertical twin. A fast machine, but about the frame and reliability of which probably "Ginger" Wood or Rene Milhous of Belgium could tell more.

Again and again we find the difficulty of producing fast and reliable engines and also frames that behave at high speeds. That was the fault not only with the

Peugeot, the F.N.s but also with the fast 500cc. O.H.V. V-twin produced in the thirties by New Imperials. Also Royal Enfield which for many years had concentrated on smaller JAP engined racing machines had about at the same time a 500cc. O.H.V. V-twin in road races and one "lone hand" 350cc. O.K. Supreme V-twin was produced before the war (I suppose this was in 1936) by the late Eric Fernihough.

Many have said the 500cc. single cylinder road racing machine is already "dead." Joe Craig showed us that they are not right. The good single cylinder is still superior, because it is an already approved design while the designers of multies are still, to some extent, "working in the dark" at times as multies need still more development. The problem lies not so much in the higher wind resistance as Fergus Anderson says, as in the still not fully known possible right weight and other technical problems.

I suppose A.J.S. found with the "Porcupine" the right "midway." This famous twin is much lighter and more manoeuvrable than the big and to heavy German N.S.U. twin, and concerning the reliability, the "Porcupine" is now nearly 100 per cent although still a watch-like machinery, and nobody will say the "Porcupine" is slow!

The Italian 120cc. Moto-Guzzi twin is a much older design than the "Porcupine" but in search for more speed and acceleration this type lost much of the reliability they had before the war and now even the factory does not believe the machine could stand a T.T. race.

And the same applies to the Ing Remor designed Italian fours, the Gilera and the M.V.-Augusta. Probably a bit faster than the "Porcupine" but both these machines have not the same reliability yet or the excellent road holding. We must have the greatest admiration for all the Italian designers as Ing. Carcano, Ing. Remor, Ing. Salmaggi and others, but the reduction and saving of weight must have a limit . . . the limit is at this place, where reliability finishes. They must search for other ways to gain greater efficiency from their engines. Weight saving is good and useful, but must be done with care.

Here lies the strength of the full T.T. course . . . the 7 laps. Only a machine with an engine which at present high speeds can stand the full race is "fit." I admire therefore the reliability and speed of the F.B.-Mondials, the Benelli, the A.J.S. and especially the famous Nortons.

light of Mr. L. W. E. Hartley!) while modern racers mentioned are running on fuel of about 80 octane.

A little more hard work by Charles Udall and God will have given us a good British opponent to the present leaders in the 250cc. class. That concerns all these great single man efforts by Roland Pike, Ron Mead, Doug. Beasley, Reg Geeson, Frank Cope, Wilmot Evans, Lewis, Ellis and Foster, Arthur Wheeler, Basil Keys, Ron Purslow and others too, although the chances for them to catch the flying Italians are very small.

So small as for the Italians to catch British racing machines in the 350cc. class! Before the war, German D.K.W. racers designed by Ing. August Pruessing have been the strongest opponents in the 250cc. class and also sometimes in the 350cc. class, while the production of 500cc. racing machines was abandoned in 1938. N.S.U., the second opponent from Germany was never strong enough to beat the leading British factory machines and the efforts by Wal Moore, who was the designer of N.S.U.'s new twins in 1938, have been no more successful.

In Italy before the war Ing. Salvia had quite fast but not very reliable O.H.C. (chain driven) M.M.s in the 350cc. class while Moto-Guzzi tried their luck now after the war with singles and twins in this class—so far without success.

In the early thirties France had very good opponents in the form of the Ing. Ramondini designed Jonghis, which factory was unfortunately destroyed in a fire and never rebuilt. In Belgium Saroleas had at the same time produced some very fast O.H.C. engines and also the factory entered F.N.s have not been bad. But success was always with the British Norton, Velocette and A.J.S. and before that with the J.A.P. and Blackburn engined machines, while further laurels have been gained by the much missed Rudge, the Marston-Sunbeam, New Imperial and Excelsior machines.

These last two named makes have been for a long time dominating in the 250 class and together with the little Ridges the upholders of the British prestige among the Lightweights. Brilliant designers as M. Greenwood, George Hack, Alan Bruce, Matt Wright and others have been responsible for these machines and their victories.

But back to the 350s! Percy Goodman had given us the first K.T.T. Velocette 25 years ago. Harold Willis, who unfortunately is also no more with us, was, since 1927, responsible for the develop-

ment of the Velocettes, whilst in 1939 our great Joe Craig took over the racing machine side of the Bracebridge Street Norton Works. After Harold's death in 1939 Charles Udall became the man behind the Velos and fortunately Joe Craig is still enthusiastic and busy with his beloved Nortons of 350cc. and 500cc. capacity.

There is little need to talk about Nortons and Velocettes and also about the third British challenger, the A.J.S.—the Norton is now the most successful machine as a factory racer, but in private hands, probably only God knows which one of the three is the better.

The Continent provides little opposition. Parillas are trying, like Moto-Guzzi, while the Walter engined C.Z. is still behind the "curtain." So far as I remember, the strongest opposition since the first world war came from the 1928 designed Swiss Motosacoche . . . designed and ridden by famous Englishmen W. D. Marchant and Wal Handley respectively, while another Englishman—G. W. Patchett, was responsible for the interesting pre-war Jawa racing 350's and also all other types of this manufacture.

In the early twenties Douglas flat twins sometimes worried the leading makes, but only very seldom did we see any other twins in this class. Today, the 350cc. class is dominated by singles . . . and against strongest opposition by twins and four, the single holds its place and in the 500cc. class as well. Joe Craig's Nortons are still on their own and in Italy the ultra light Gilera Saturnos and Moto-Guzzi Gambalungas are successful in many short road races.

But between the leading British singles and the Italian singles is a big difference. The former are built both for reliability and speed whilst the Italian machines have sufficient speed and proportionately better acceleration, but they are lacking in reliability in long races. The reason is that, for weight saving reasons, everything is built without so much reserve, and they can seldom stand a hard and long race without troubles.

The first O.H.C. Nortons—1927 and later the 1929 models—were a bit heavy but genial Joe Craig has managed to bring the weight down without sacrificing any reliability.

What of other big British singles? Velocettes tried for some years to catch the Bracebridge Street products in this class, but they have never been successful. Before the war only four 500cc. racing machines had been built by Hal Green and

OXFORDSHIRE MOTOR RACING CLUB
is holding a meeting at
**STANTON HARCOURT
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(Nr. Eynsham, Oxfordshire)

on **SUNDAY, AUGUST, 19th, 1951**

Owing to short notice of this event it is doubtful whether B.M.C.R.C. members can obtain regs. in time, but if you are interested you should write immediately to T. Sheppard, Esq., 3 Folly Bridge, Oxford.

— DO NOT WRITE TO BRENTFORD —

And I admire also all these men who have produced and designed these grand machines.

It is not so difficult to produce speed as reliability and every new design sometimes needs many years of development until it is fit. Jawas in Czechoslovakia have produced some supercharged vertical O.H.C. twins of 350cc. and 500cc capacity (designed by Vincenz Sklenar) which never had enough H.P. for their own weight, which was too high. Afterwards Ing. Josif designed the unblown 500cc. vertical twins for this firm and last year they proved very fast and also quite reliable. They are

run both with single and double knocker engines, by factory riders in east European races.

In western Europe the Germans have three new 500cc. racing designs ready. The unsupercharged B.M.W. horizontal twin, the Horex vertical twin and the N.S.U. vertical four. These are the first post war designs of German racing machines. All three started to race this year. Until now, the B.M.W. has been the most successful, mainly the most reliable. The N.S.U. is faster but still too new and the Horex is lacking some H.P.

So much for designers and designs.

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"REV. COUNTER" REPORTS

Dickie Dale is progressing well during his convalescence and should soon be one hundred percent fit once more. At the time of writing no information has been received as to when we may expect him to return to the Norton team.

Dick Foster-Pegg who will be remembered particularly for the series of interesting technical articles he kindly contributed to our magazine during the past few months, left for Montreal, Canada by air on 24th July along with his wife, son and three month old daughter. Should there be no suitable events in which to race his special out there he is resolved to make it go as fast as it may! However, I'm sure the Club will join in wishing Dick every success during his stay abroad.

Goodwood Flakback. It is understood that the reason for the retirement of Dick's Ariel special at Goodwood was caused through dry weather on race day! (Ed. see detailed explanation elsewhere in this issue).

Ken Rickard was unlucky enough to come unstuck at Scarborough but fortunately suffered no worse damage than a few scratches and bruises. I understand he may shortly be seen out on his own Ajay if present negotiations go according to plan.

Denis Minett, who wishes to be remembered to one and all, has been busily engaged with the development of a 125cc. double rotor rotary valve racing engine for Rex Tilbrook, in Adelaide, during the past five months and is now about to start

on his own design of a double knocker 125! Although no details are available as yet it is understood that should these motors be successful they will be participating in Continental events and the I.O.M. within the next year or so. Denis has, however, promised me details of the motor at a later date as at present they are far too hush, hush. Finally he would like to see Mr. Foster Pegg devote his knowledge to building a 125cc. racing engine.

A. L. Barrow informs me that he had the misfortune to break two ribs whilst riding at the Pendine Championship Meeting. Nothing daunted he continued to gain 3rd place—a most creditable performance! Owing to this happening he will, of course, be unable to race at Silverstone, but in true club spirit has offered his services as a marshal.

All will be pleased to hear that Peter Romaine is progressing well, and should be up, if on crutches, within the next few weeks, and hopes to be out of hospital altogether before October. Peter is already thinking in terms of racing again, which is a sure sign of returning fitness. His present address is Ward 3, Odstock Hospital, Salisbury.

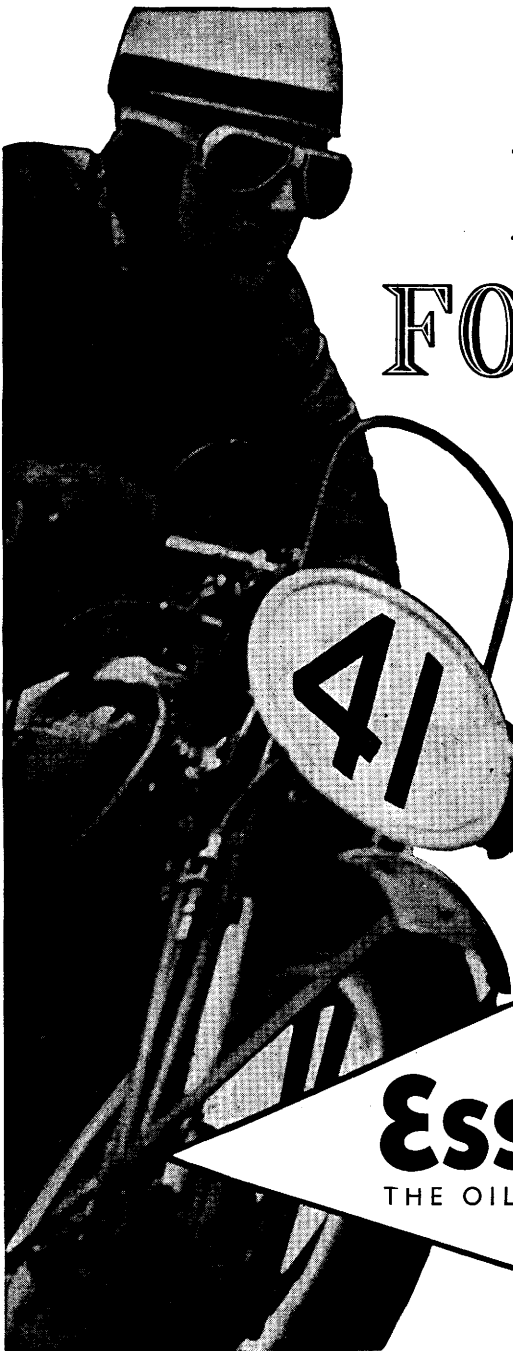
Stan Pike came along to the "White Lion" a few weeks back and gave some very interesting gen on racing conditions in Australia. Apparently the majority of these events are run on dope and the so called "road" courses closely resemble dirt track, so loose is the surface.

SHELSLEY WALSH

To those of our members who are intending to participate at this well known venue on the 22nd September, the following information should be noted:—

Entries: close on 25th August (this month) after which time all entries received will be considered by the appropriate committee for the purpose of selecting the best riders for this special event, which this year is restricted to 20 Bemsee members only.

Accommodation: Mr. H. L. Williams of Hill Top, Bevere, Worcester, has kindly offered garage and workshop facilities (at Eric Williams Ltd. Pierpoint St. Worcester) on Friday 21st September to those who will be taking part in the Climb. Should anyone require hotel accommodation to be fixed up will they please contact Mr. Williams at the above address not less than 10 days prior to the event.



Bob FOSTER

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Marshal's Musings

To the racing members of this fine old club who are putting up such a good show on the Continent—Congratulations! One day, perhaps you will get the credit you deserve from the great British Public who are not informed of your prowess in their daily papers.

To those of you who take the trouble to scribble notes to me from the Continental Circuits on the subject of marshalling I am truly grateful and the nice files of information are now kept in a neat cabinet for future reference. Any hints about telephones, radio, first aid and signals etc. are always most welcome. With regard to flags, I have always thought there are too many. Apart from the National and Chequered flags for the start and finish, I feel that Red, Yellow and Green are sufficient. The blackboard is sufficient to call a man in for examination, especially if the yellow flag is displayed with the blackboard. Your observations from the racing man's angle are invited. Red, white or blue postcards barred.

Something must be done at Pall Mall to avoid serious clashes of dates with car and motorcycle competitions. The R.A.C. Car Rally coincided with the A.C.U.-T.T. week and the R.A.C. Grand Prix clashed with the A.C.U. National Rally. Both the R.A.C. and the A.C.U. are housed in one building and there is no reason why big events should be running at the same time. Incidents of this kind cause much confusion to the press, marshals, trade etc.

Several members have written to me about marshalling at Shelsley Walsh on the 22nd September. Will everyone please note that "Bemsee" members compete there as invited guests of the famous Midland A.C. who organise and run the meetings at this delightful venue. The Midland Automobile Club is a well established club, born in 1901, so we must congratulate them on their Jubilee. All good clubs possess a super-Secretary and Leslie Wilson, the present "King-Pin" may therefore take a bow. "Bemsee" was born in 1909 so we cannot put on our Jubilee Meeting for several racing seasons yet. Time marches on!

Preparations for the Hutchinson and other (Chiltern) Hundreds are now well in hand. Rules and regs should be blessed by the A.C.U. very soon and then to the printers for proof copies, prior to final check and despatch to members. Those good chaps who have written to me about

jobs will all get an acknowledgement in due course. One important point, neither Secretary Walker nor Marshal Jarman can undertake to find accommodation this year. Camping facilities will be available close to the Silverstone Circuit but no tents or caravans etc. are allowed in the Paddock. If you require bed and breakfast please make your own arrangements now or as soon as you can. Everything else is similar to previous occasions.

Two grand types are hanging up their boots and spurs. Noel Pope and Chris Tattersall. Both men are disposing of their racing stables so if you are interested in sizes from 250—1000cc. you know what to do.

Many inquiries continue to come my way about Goodwood. Rest assured that your Committeemen are just as keen as you are to have more meetings at this lovely venue. This item is regarded as a semi-permanent entry on the B.M.C.R.C. Agenda and big efforts will be made for next year. Taking everything into consideration Goodwood will soon be the finest short-circuit in the world. Improvements are continually under review and Goodwood Estates deserve to succeed for their great enterprise despite many difficulties. Eighteen G.P. cars can now be simultaneously started there, so fifty T.T. motorcycles seem to be a reasonable proposition.

Denis Parkinson reports that his T.T. films have come out well and he hopes to put on sundry displays during the winter months. What with Sam Coles in the south and "D.P." in the north it looks as though we only need someone in the Midlands, Scotland and Ireland to cover everything on two or three wheels. The standard of private films is becoming higher with each succeeding year and we shall soon be showing the Film people how to take and display speedy things on wheels or off.

I hear the B.A.R.C. is having the same bother to get club badges as we are. It therefore behoves you lucky ones to make sure that the locking nuts are secure. The sticky transfers are available from the office and look quite good when carefully applied. The price is 1/9d. including postage. Some Agent members have put these transfers on the shop door and very smart they look.

My last paragraph is for the wives, daughters and girl friends of "Bemsee"

THE HUTCHINSON HUNDRED

Silverstone, 6th October, 1951

Free admission will be available to all members who have paid their subscription for the current year. Members will be required to wear their club lapel badges (with 1951 date tab) **and will have to produce their membership card at the entrance to the track**—this will serve as a pass to the enclosures.

Marshal's Musings—(continued).

members who can help with programmes at Silverstone on 6th October. The "Two Types" Messrs. Roebuck and Cobbold are sure to be looking for the ladies who like to operate in "No Man's Land." Please contact Mr. Roebuck as on previous oc-

casions so that you can be sure of your little bit of Silverstone with a grand view of the racing to boot (J. O. Roebuck, 93 Longton, Avenue, London, S.E.26.).

W. G. (Bill) JARMAN.

INSULAR VIEWPOINT

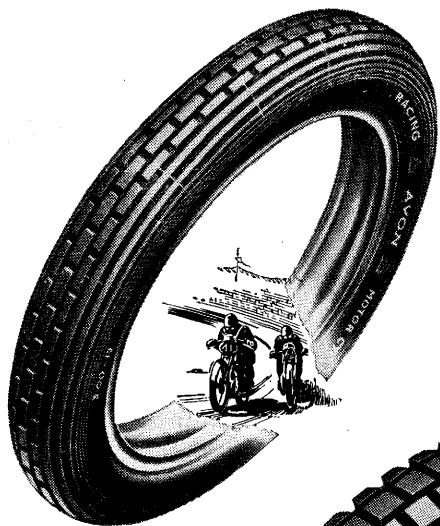
by MICHAEL R. McGEAGH

This year should see another batch of records set up in the Manx Grand Prix, when for the first time since the war, 80 Octane will be used. There had been rumours going around that this "tasty brew" would be allowed, but it was not until the regulations came out that this was confirmed.

Don Crossley, winner of last year's Junior, will be mounted this year on a brace of Beart Nortons. Likely Leader Board candidates are Dennis Parkinson—who only needs a Senior win to complete the trio—Bennet, Sherry and Cox, who showed such excellent form last year, and of course the many others, perhaps as yet unknown, who may join the exalted ranks. The Manx is more than ever a difficult race on which to "offer the odds". The weather in September might be anything from tropical sunshine to a monsoon, and looking back, a wet race week is unfortunately due again. Then there are the trees

on the Ginger Hall to Ramsey stretch, which will be shedding their leaves, leaving a greasy residue on the road. Then again the sun: treacherously bright in the mornings. Yes, the Manx weather is a totally different brand from the T.T.

The T.T. course is, by the way, not the only race circuit on the Island, for the one-time Aerodrome at Andreas has been the venue of two successful short-circuit meetings organised by the Peveril Club. Ray Amm, riding a locally acquired 7R, came home in first place in the 350 cc finals, whilst Don Crossley produced speed from his 197 D.O.T. Still on the subject of 'Insular Speed', how many of you remember the speed trials which used to be held on the Mooragh Promenade at Ramsey? The record is still held, I believe, by a woman, who, by starting off on the very edge of the harbour, gained sufficient speed to beat all male opposition. Who said women aren't ingenious?

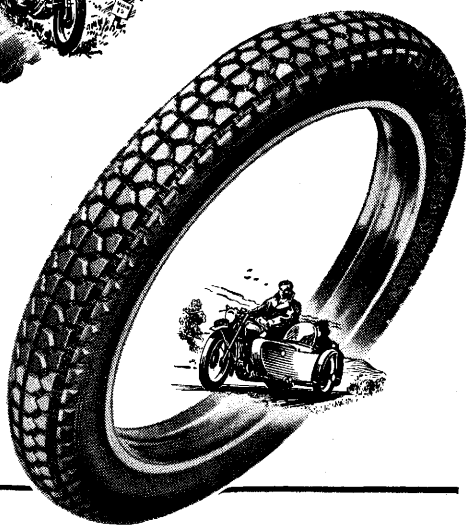


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GOODWOOD RETIREMENT

by R. W. FOSTER-PEGG

The reason I retired at Goodwood might interest some members after reading my paper.

During the winter I experimented with water as coolant, which has advantages over Glycol because due to the low specific heat of glycol an engine will run hotter when using it, apart from the expense and more difficult handling of Glycol.

All my tests showed that water would be satisfactory, which it was during practice at Goodwood, when after several laps the temperature was still less than 90°C.

However, on race day the temperature

quickly rose to 100-105°C. (i.e. boiling) and stayed there. I now attribute this to the fact that during all my tests and practice at Goodwood the track was wet, but race day was dry.

I have now fitted a blow-off valve in the pipe to the spill tank, which puts up the pressure in the system to 15 lbs./in. and permits 115°C. without boiling and have been up to 107°C. without any trouble. It would appear that the splash from the front wheel onto the bottom frame tubes was sufficient to reduce the operating temperature by 10-15°C. and prevent the boiling.

SOCIAL FUNCTIONS

Winning Horse (Claygate)
30th August (Thursday)
27th September „

White Lion (Edgware)
13th August (Monday)
10th September „

NEW MEMBERS.

B. Huskisson (Bradford)
E. D. Creswick (Nr. Chepstow)
J. R. Clark (Portsmouth)

R. Alderslade (Southend on Sea)
C. R. Davis (Birmingham)
R. E. Smith (Surbiton)
H. J. Alderslade (London E.4.)

TO REMIND YOU THAT

On August Bank Holiday Monday there is a meeting at Cadwell Park, with races for all classes, run by the Louth and D.M.C.

August 12th—Druridge Bay Sand Races, 250, 350, 500, u/l and sidecar events. Details from L. H. Stockhill, Newcastle on Tyne.

August 17th and 18th is the Ulster Grand Prix, providing events for all solo classes. Details from R. G. Wilkinson, Murphy Building, 69 May Street, Belfast, N.I.

August 22nd is the Enniskillen 100 with classes for 250, 350 and 500. Circuit 6½ miles. Details from G. Hurst, c/o T. P. Topping & Co., Enniskillen, N.I.

August 26th sees the Warminster Road Races (.8 mile circuit). Details are available from the Wylve Valley M.C. at 5 Deverill Road, Warminster, Wilts. All solo class from 125 to 1000cc.

1st September there is another meeting at

Boreham. Not a national meeting, but details can be obtained from A. Mullee, Millview, Mill Lane, Stock, Nr. Ingatestone, Essex. There will be events for all classes of solo and sidecar.

11th September—Junior Manx Grand Prix.

13th September—Senior Banx Grand Prix. Details of both these events now available from the Manx M.C.C. 32, Athol Street, Douglas, I.O.M.

16th September sees another meeting at Brands Hatch, with racing for all classes from 350 to 500 and 650cc.

20th-22nd September OLIVERS MOUNT ROAD RACES. All solo classes from 250 to 1000. Details from J. Claxton, Central Chambers, 77 Westborough, Scarborough, Yorks.

22nd SEPTEMBER—Most important of all—B.M.C.R.C. Hill Climb at SHELSLEY WALSH. Details from 50 High Street, Brentford, Middx.

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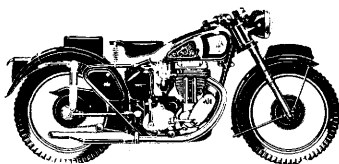
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