

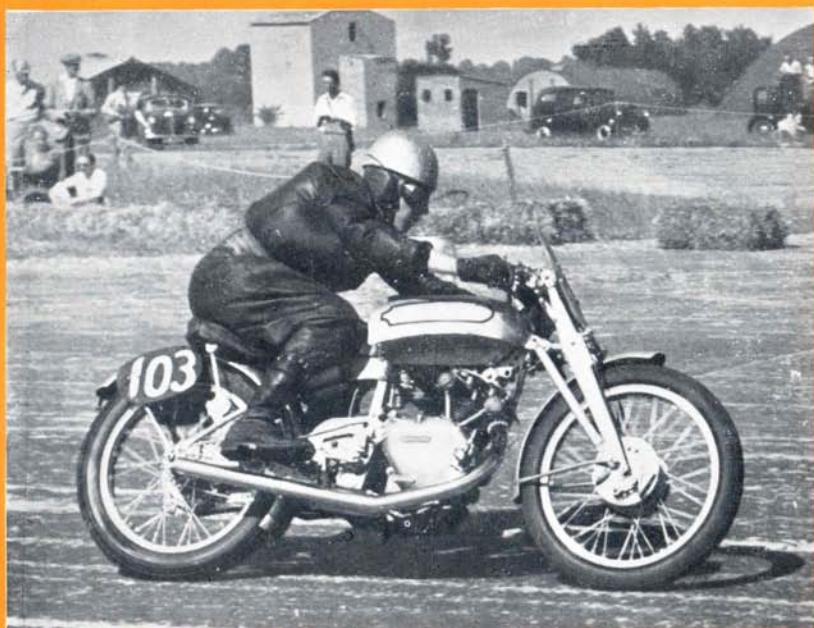


Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 4. No. 8—September, 1951

ONE SHILLING



John Surtees (Junior) an up and coming youngster and star of the future in action at Boreham on a 499 c.c. Vincent

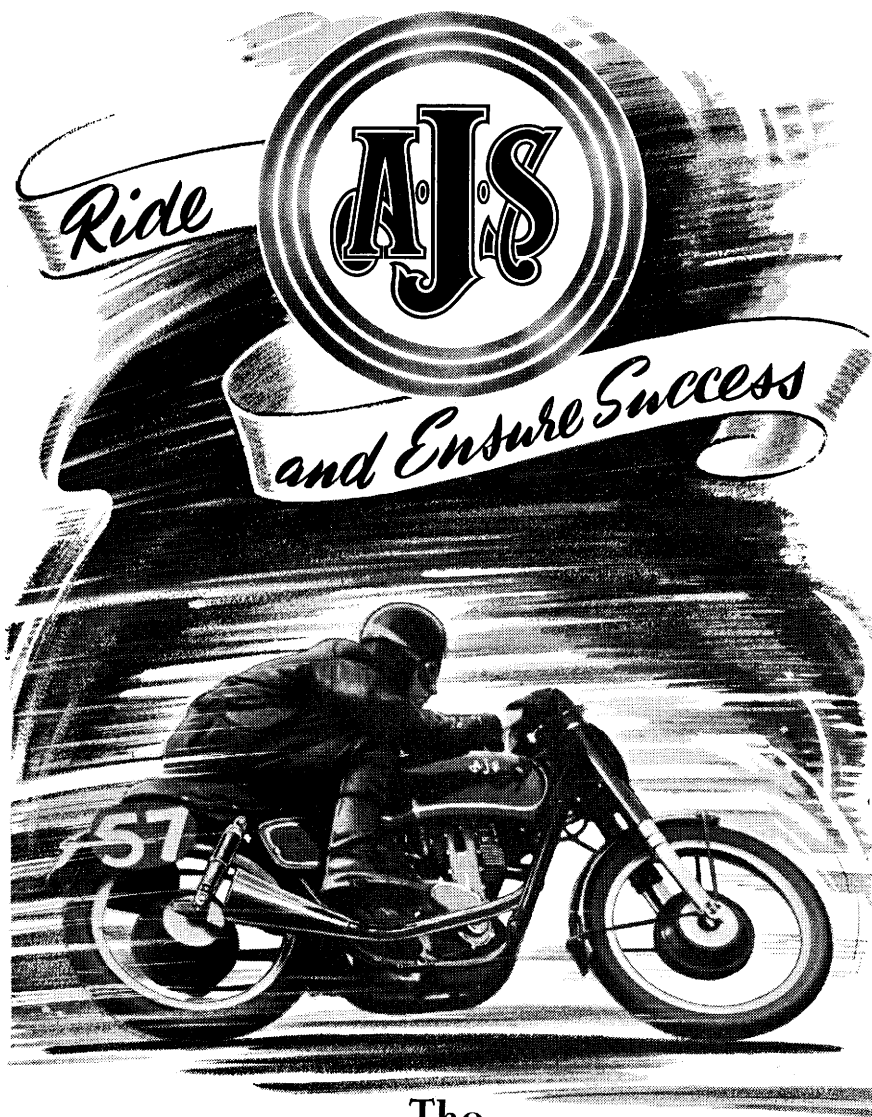
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Motor Cycle

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1951 Bemsee

Vol. 4.

September

No. 8.

Journal of

British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

President: Sir A. Guinness, Bart.

Vice-Presidents:

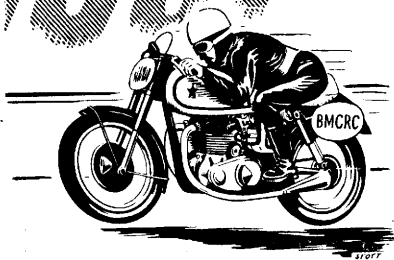
Professor A. M. Low, D.Sc., A.C.G.I.,

E. C. E. Baragwanath

Chairman: H. L. Daniell

Vice-Chairman: N. B. Pope

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



Editorial

Being primarily responsible for the error that occurred in the wording of the caption on last month's cover picture, I would hasten to apologise to one and all, including, in particular the persons more directly concerned with this unfortunate clanger, which was not noticed until it was far too late for it to be rectified. The only excuse I have to offer for this regrettable incident is by reason of the fact that I was endeavouring to produce Bemsee, finalise the regulations for the "Hutchinson 100," and attend to outstanding matters in connection with our meeting at Shelsley Walsh, all at more or less the same time. The result was that a bit of valve float set in, with the foregoing consequences.

A home of our own.

So far as we are aware at the present time, the club will still be without a home of its own for next season. While some may feel we have managed fairly well during the post-war years by way of promoting a number of well organised events, which has indeed been the case, there can be little doubt that we shall be unable to fully satisfy the requirements and needs of many of our members until such time as we are able to have first call on a circuit of suitable length and width within reasonable access of both the Midlands and South of England, on which to organise a number of meetings each year ranging from races of International status to comparatively small closed to Club events where, not only may we rear the Geoff Dukes and Les Grahams of the future, but also give an opportunity to the many enthusiasts who never appear on the Leader Board at a National or International meeting. It may be argued that if other clubs can find and obtain permission to use certain aerodrome circuits up and down the country, why can't we do likewise. Although there are a number of reasons, I think the most common is because our membership is not concentrated in any one particular area, except, perhaps within a 20 mile radius of London, where the chances of being allowed to use any Air Ministry property are just about nil. If, however, any member residing in an area where there are large dromes should know of one that is likely to become de-requisitioned in the foreseeable future, and would pass on this information to me, he might be rendering a very great service to the Club and, at the same time, relieving the Committee of a considerable amount of concern and anxiety so far as this burning question of venue is concerned. I would, therefore, request every member at present residing in this country to give serious consideration to this matter, and see if, by our combined efforts, it is not possible to put this almost world famous club of ours right on top of the world in 1952, by helping us to find a Home of Our Own.

Our magazine.

Judging by the comments one occasionally hears from time to time, it would appear that, generally speaking, members are reasonably satisfied with Bemsee each month, although I know there are some who would like to see more technical articles. While many may be quite gifted in the art of engineering or writing, few seem to have

both these desirable qualities; furthermore, when one receives an offer from a qualified member to subscribe a suitable technical article to this journal, one hesitates to refuse solely on account of the fact that it will be written in German. It is in this position that I now find myself, and should anyone consider himself sufficiently fluent in the German language, including the use of technical phrases, and would feel disposed to translate an article written by that keen member contributor, Erwin Tragatsch, perhaps they would drop a line to advise me of their abilities in this direction.

Bob Walker

CHAMPIONSHIP MEETING at CADWELL PARK

23rd September, 1951

Events for . . .

250, 350, 500 and Unlimited Solo Machines

Also

Sidecars up to 500 c.c. and 1000 c.c.

♦ ♦

Regulations from:— C. Wilkinson, Louth & D. M.C.,
8, Cornmarket, Louth, Lancs.

INSULAR VIEWPOINT

MICHAEL R. McGEAGH

Whether the ever growing popularity of small two-stroke machines can be attributed to the re-instated Ultra-Light-weight T.T., or the present running costs of larger machines or both, I don't rightly know, but the increase of two-stroke "crack" which now reverberates around the Island clearly proves one thing. Two-strokes can capably tackle Insular ups and downs.

Some models are definitely potent, and a B.S.A. Bantam—in all appearances quite standard—easily put the clock round with power to spare when I road tested it out towards Sulby recently. Unfortunately, the owner was reticent about divulging further facts.

The Halt sign at Ramsey Square—which by the way is the only compulsory stop on the T.T. course—enabled J. A. Thomson of Croydon to catch a glimpse

of the 'crossed Jacks' on the side of my petrol tank and myself the pleasure of meeting yet another member. Under the guise of a holiday he was, I suspect, on a refresher course in preparation for the Manx!

Practising for the M.G.P. will have started by the time many of you read this issue, and now as I write,—with the mist low on the mountains and the rain beating dismally on the Lezayre Road outside,—I only hope for the sake of the Marshals (not much shelter at Windy), the Officials, (the Timing Box is full up!) and the riders (Mist on the mountains? Oh no!) that the aged Clerk of the weather will surprise us all by dipping into his celestial crash hat and producing a few fine days with perhaps a little breeze to cool the tar and help us up the mile.

COMMITTEE NEWS

Meeting held 30th July, 1951. Present—N. B. Pope, E. C. E. Baragwanath, H. L. Daniell, A. H. Taylor, D. J. H. Glover, K. Rickard, W. G. Jarman, J. O. Roebuck. In attendance—the Secretary.

The minutes of the previous meeting having been circulated, were taken as read and signed as a correct record.

Shelsley Walsh. The secretary reported on a meeting held at the R.A.C. which was attended by Mr. Leslie Wilson (Midland Automobile Club), Mr. Baragwanath and himself. All outstanding details connected with the joint hill climb to be held on 22nd September, were discussed, and agreement reached. Attention was drawn to the fact that since the last occasion when the club operated with the R.A.C., competitors' third party insurance had become a compulsory item, but it had been decided to include this insurance charge in with the entry fee, which would, however, remain as before. The total number of motor cycle entries to be permitted was 30; of the members, B.M.C.R.C. would have 20 and the Midland Centre A.C.U. the remaining 10 entries.

Silverstone. A report was given by the Secretary of a meeting of the Silverstone Sub Committee that took place in the Company's office on the 14th July, whereat decisions were reached in connection

with the general requirements of the track, including prices of admission, which it was agreed should be kept as near as possible to last year's charges. Members would be able to obtain free personal admission to the track by producing their membership card at the enclosure and wearing their lapel badge with 1951 date-bar attached. It was further decided that a suitable cup be purchased to present to the winner of the 125 c.c. race, this to be known as the "Bemsee Cup" and would be won outright. The George Reynolds Memorial Trophy, to be held for one year only, and a memento would be presented to the rider making the fastest lap of the day.

Arrangements had been made with the R.A.C. for them to erect direction signs for a reasonable distance from the track. A meeting with a number of interested bodies including the Northamptonshire Police would take place in the R.A.C. on the 14th August, the club would be represented by Mr. Baragwanath and the Secretary.

Regulations: the A.C.U. had required certain alterations in connection with paragraphs dealing with fuel and mudguards, and in view of the latter requirement, it was agreed that special attention be drawn to this regulation in the Club magazine and the final instructions. Arrangements were being made with the persons and con-

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HARROW 3328 (SPARES)

tractors concerned for Catering, Tents, Fire Protection, Public Address, and Car Parking, the latter being handled by the British Legion Car Parks. In view of the extremely high cost, it was decided that there should be no covered pits on this occasion.

Mr. Roebuck stated he would again be prepared to control programme sales at the track, and this offer was gratefully accepted. Mr. Roebuck further advised the meeting that Messrs United Lubricants would again provide the "Carburetor Cup" to be presented to the winner of the 250 Scratch race. The British Sporting Sidecar Association had also offered a trophy for the winner of the Sidecar Scratch Race. News of both these donations were received with acclamation and gratefully accepted.

Goodwood. The A.C.U. Stewards report has now been received for the Club meeting held at Goodwood on the 14th April; this was very good generally, the only adverse comments being in connection with the presence of an unauthorised car which had been allowed on the circuit; it was understood that the car belonged to His Grace, the Duke of Richmond and Gordon. As it was essential for the club to be aware of the position so far as a Goodwood track was concerned for next year, the Secretary was instructed to ascertain from the Goodwood Road Racing Co. Ltd. as to whether or not it would be possible for the Club to promote meetings therein in 1952.

New Members were elected.

Resignations. One resignation was considered, but in view of the extenuating circumstances that caused this member to tender his resignation, it was agreed to hold

the matter over for the time being, and review the case again at a later date.

Office. Mr. Jarman stated he would be in possession of details regarding more suitable office accommodation in the London area within the next fortnight. Mr. Pope was looking for suitable premises in the Kingston area.

Extraordinary General Meeting. The Secretary reported that he had been able, in co-operation with the Company's Auditors, to arrange for an Extraordinary General Meeting of the British Motor Cycle Racing Club Ltd. to take place at the end of August. It was resolved that this meeting be held in the R.A.C. on the 28th August at 8 o'clock, followed at 8-30 p.m. by an Extraordinary General Meeting of the Club. The object of these meetings being to pass a number of special resolutions amending the Company's Articles of Association and Memorandum, and to amend the Rules of the Club accordingly.

The next meeting of the Committee was arranged to take place on the above mentioned date, prior to the Extraordinary General Meeting.

Sprint Meeting. The Secretary stated that he had now received a reply from the Aerodrome Commandant at London Airport, in which he regretted that it was quite impossible to contemplate allowing the Club to organise a Sprint Meeting of any description on the Airport runways.

Annual Dinner. It was agreed that announcements concerning the Club Annual Dinner should be made in the Club magazine forthwith.

There being no further business, the Chairman declared the meeting closed.

PLEASE NOTE

The Office at Brentford will be closed from Monday, 1st October to Saturday, 6th October inclusive, and correspondence will not be forwarded to Silverstone. If you require passes etc. your request must be at the office by 24th September. No passes can be sent out after that date. Urgent matters should be addressed to the B.M.C.R.C. at The Sun Inn, Whitfield, Brackley, Northants and should contain S.A.E.

Some **AVON** 1st's in 1951

APRIL—B.M.C.R.C. GOODWOOD
1st 350 c.c. and 500 c.c. — NORTON
1st 400 - 1,000 c.c. — VINCENT

APRIL—SPANISH GRAND PRIX
1st — Sidecar event — NORTON

MAY—NORTH WEST "200"
1st 350 c.c. and 500 c.c. — NORTON

JUNE—T.T. RACES, I.O.M.
1st Junior T.T. — NORTON
1st Senior T.T. — NORTON

JULY—BELGIAN GRAND PRIX
1st 350 c.c., 500 c.c. and
Sidecar classes — NORTON

JULY—DUTCH T.T.
1st 500 c.c. — NORTON

JULY—FRENCH GRAND PRIX
1st 350 c.c. and Sidecar classes — NORTON

all on
AVON

to-day's


leading
tyre

Marshal's Musings

THANKS FOR THE LETTERS AND CARDS WITH REGARD TO SILVERSTONE ON THE 5th AND 6th OCTOBER. RACING MEMBERS PLEASE NOTE, THE "MARSHAL PLAN" IS ALMOST THE SAME AS IT WAS AT GOODWOOD. EVERY COURSE MARSHAL CAN (A) RIDE A MOTORCYCLE (B) DRIVE A CAR (C) RENDER FIRST AID (D) DEAL WITH LARGE CROWDS. THE OTHER MARSHALS (TELEPHONES, FLAGS, PADDOCK, ETC.) ARE SPECIALISTS WHO HAVE BEEN DOING THESE JOBS FOR SEVERAL YEARS. FACES MAKE PLACES!

It is my pleasant duty to pay tribute to the Metropolitan Police Clubs who have co-operated with the B.M.C.R.C. to make up a brilliant team of Marshals worthy of the speedmen who bring such credit to themselves, their machines and their Club. Our President, Sir Algernon Guinness, was absolutely right when he said, "The proper place for the Bemsee Badge is in front." All that we need to make things perfect are 125's and 250's as good as our 350/500 and over jobs. The 125/250 classes are becoming very, very important and I hope all the British Manufacturers can see the ruby glowing in the distance. Both the Italians and the Germans are really hard at work on the 125/250 capacities. Their 500 jobs will either be 125 x 4 or 250 x 2 with the 350 regarded as more or less illegitimate. The last letter which reached me from the Continent made it pretty clear that design and development need not be miles away from actual production (blown jobs excepted). The writer concluded by pointing out that J.A.P. worked on the multiplication principle and produced a "Vee" Eight long before World War One. My recent paragraph about the Rolls-Royce "Vee" piston engines was, therefore, not quite as up-to-date (or back-to-date) as it should have been. Judging by the number of "Vee" type engines being produced, there must be something very good in this kind of unit. Many of the older members still believe the "Vee" to be capable of greater things than any other type. One famous member still maintains that a 125 single, 250 Vee twin and 500 Vee four is the best compromise especially now that the AC/DC spark device has come to stay.



The "Winning Horse" types have invented a new kind of party game now known as "True or False." At the last gathering the score was even and SINJUN

was left with the **grasping vote**. Surrey is now in a position to challenge any other County at this, or any other game, indoors or out.



Aftermath of Goodwood! This is a true tale of a coach load of Marshals who pulled in for supper by appointment at a famous hostelry between Goodwood and London. It so happened that a coach load of frustrated women also called at the same venue **by accident**. They were members of a club rejoicing in the name of, "The X Lonely Hearts." The sequence must be left to your imagination, because the X in algebra is usually the unknown quantity, and our Marshals always respect the unexpected. There are, I'm assured, lots of "Lonely Hearts" Clubs all over the place, so if you know any members, tell them to come to Silverstone on the 6th October.



Don't leave your entries for this big meeting too late. It is a sad fact that some forms invariably have to be returned due to lateness or illegibility. Read the rules and regulations which have been "vetted" before they reach you. The closing date, at single fees, is 12 noon on the 1st September. Double fee entries close at 12 noon on the 8th September, 1951.



Can you put a poster in a really conspicuous place? If so, drop a Post Card to Bob Walker at 50 High Street, Brentford, Middlesex. The towns near Silverstone often get forgotten, so if you want to help the Club, here is a fine chance to do so **during the month of September**. October will be too late. Clubs and Pubs forward please, and make the "Hutch of

1951" the best of all of them. It is now almost certain that this will be the last event of any consequence at a track which might have been made into another Brooklands but for stupendous difficulties which no ordinary organisation can overcome. However, it is most gratifying to know that H.R.H. The Duke of Edinburgh is well informed of our difficulties, and nearly a million motorcyclists are with him to a man. With the motorists the figure is well over five millions, and at one pound per person we might start something. At two pounds per head we could purchase and build a Grand Prix Circuit as good as any in Europe.



Members who are in London for a vacation will be glad to know that Dennis Lashmar is in the Theatre Ticket business, so now you know how to get the best seats. He is at 77 Davies Street, Bond Street, W.1. and has quite a "Bemsee Cell" operating in and around that part of London. Liquid or solid food is quit an occasion when they all get together as Dennis puts it, "By accidental appointment at our convenience."



A large number of "Trade Types" as well as the "Bemsee Boys" will be inter-

ested to know that the famous Kane family from the Isle of Man (Late Falcon Cliff and Howstrake Golf Links Hotels) will be opening a Mansion House at Birmingham very soon. The place is called "Heathercroft" and is in St. Agnes Road, Moseley. There is now no reason why the Midland Cell should not be organised this winter. KANE IS ABLE!



Few racing motorcyclists realise that the correct colour for our crash hats is B.R.G. (British Racing Green) I see no objection to this lovely colour being used for frames and tanks, or leathers, for that matter. In mythology, green is the symbol of faith, gladness and immortality. What a subject for the nightmare after the Annual Dinner. Green Porcupines on an equally green Featherbed chasing each other with some Velocity in anything but T.T. fashion. A few Blue Bugs and Red Guzzis (pronounced gutsies) would complete a perfect dream.



N.B. The Annual Dinner is fixed for the 7th December.



W. G. (BILL) JARMAN.

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

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

THE HUTCHINSON 100

SILVERSTONE, 6th OCTOBER, 1951

COMPETITORS:

Your attention is drawn, in particular, to the Regulation No. 13, which reads as follows:—

Mudguards: The front mudguard must cover at least 100° continuously of the circumference of the front wheel, and the rear mudguard must cover at least 120° continuously of the circumference of the rear wheel. Each mudguard must project beyond both sides of the tyre it covers. The rear end of each mudguard must not terminate more than 20° above a line drawn through the centres of the two road wheels. The above measurements will be made with the driver seated on the motorcycle (standard weight—140 lbs.)

In order to avoid disappointment and perhaps hard feelings, please see that the mudguards on your machine comply with the above, which is a requirement of the A.C.U.

Bearing in mind the accommodation difficulties at Silverstone, the Club has arranged to hire a field in which it will be possible for competitors and their attendants to camp (free) during practice and race days should they so wish. Attention is drawn to the fact that this facility will only be open to those who advise the Bemsee office of the number of persons a competitor will have with him and if he wishes to pitch a tent or will bring a caravan. **THIS MUST BE DONE BEFORE MONDAY, SEPTEMBER 24th.** The field is adjacent to the Guard Room at the **Yellow Main Gate** entrance.

COMPETITORS AND OFFICIALS

travelling from London and the South on Saturday, 6th, and who display the yellow windscreen sticker, are requested to proceed via Aylesbury. Bicester and Brackley or St. Albans and Dunstable, forking left at Whittlebury (one mile south of Towcester). This will greatly facilitate traffic control arrangements, help to relieve local congestion in the Silverstone area and enable one and all to park in the shortest possible time.

MEMBERS

who are not competing and who are not acting in an official capacity at this meeting should note that Free Personal Admission will only be granted to members wearing their club lapel badge with 1951 date bar, and who are able to produce their membership card. Free Car Parking facilities can only be obtained by making application to the Brentford Office before **Friday, 28th September.** All such applications must be accompanied with a stamped addressed envelope in which the appropriate vehicle sticker may be returned to you. Any member arriving without his membership card will be required to pay the full admission charge of 3/- and anyone without a sticker will be charged 3/- (for motorcycle or 3-wheeler) or 6/- (cars) for parking.

ENTRIES:

As we go to press (August 19th) the following events have already been oversubscribed: No. 5 (350 scratch 5-lap) and No. 10 (125, 225-350 scratch 17-lap). No. 3 (500 scratch 5-lap) and No. 8 (400-1000 solo or s/c. mixed race).



MOTOR CYCLE RACE MEETING

TO BE HELD AT THE R.A.C.

Silverstone

Circuit Nr. Towcester, Northants

THE

"HUTCHINSON 100"

THE FOREMOST MOTOR CYCLE CLASSIC RACE HELD IN ENGLAND

Programme will include a series of 50 mile Races by Massed Start and Handicap, to determine the Winner of the

MELANO (HUTCHINSON) TROPHY

Also Scratch and Handicap Races for Solo Motor Cycles from 125c.c. to 1,000c.c. and 3 Wheelers to 1,200c.c.

SATURDAY, 6th OCT. 1951

RACING COMMENCES AT 10 a.m.

ROOM FOR ALL

A National (Open) Meeting held under the International Sporting Code of the F.I.M. and the General Competition Rules of the A.C.U. Permit No. A.C.U. 349. T.T.C. 593

General Details from:—THE SECRETARY,
BRITISH MOTOR CYCLE RACING CLUB,
50, HIGH ST., BRENTFORD, MIDDX.



YOU have received one of these. ARE YOU displaying it in a good position? If you have nowhere to display this poster GIVE IT TO YOUR FRIEND, GARAGE PROPRIETOR or the LANDLORD OF THE LOCAL and ask him to publicize our great meeting.

THE BELGIAN AND DUTCH

by JACK NORRIS

We had a very interesting time in Holland and Belgium. I am always impressed with Brussels, and on this occasion I did a coach tour of the city, and it was well worth the time, but with Beer at 3/- a glass and then only half full, we pressed on to Spa.

Of Spa itself, it seems to have been a place of great doings in the past. As one walks through the Park, now overgrown and in ruins, you get an idea of its past splendour. Nevertheless, the Hotel Portugal had its compensations, there being a practice on when we arrived.

The first shock I got was seeing old Les flash past on a Norton, which proved to be a standard job. In the following practice, Geoff. was getting round amazingly fast on the 350 Norton. All our boys were going quickly, especially Bill Doran, and Bill Petch with his ear almost on the road. The Italians got round very smartly, and Fergus was really fast. The M.V. had gearbox trouble, and Les Graham never got a good lap in, and eventually had to resort to his Norton in the 500 race. Eric Oliver was not as quick as he would have liked, but after a terrific scrap up to half-way, he eventually won.

The continental system of allowing a rider to practice without knowing whether he is to start or not is a thoroughly bad one, as it tends to encourage some of the boys to ride beyond their ability in an effort to impress sufficiently to be included in the race.

Velos did not get quite enough speed, so we did not see the wonderful riding from Bob Foster and the close finish we would have liked. As you know, our boys had a good day in perfect weather on a tremendously fast course, and all without accident, so we all went home satisfied to a good and costly meal, and of course another "Lemonade party" lasting half the night, or morning, I forget which! I do know, however, that Bill Petch poured a glass of beer over me, and although I'm no Joseph Lock, I thought my singing merited better treatment than that.

On my way to Holland's Assen, I was thinking of the real heroes of these events; the private riders without whom there

would be no race; yet rarely get near a premier prize. I think two special trophies should be awarded in all Grand Prix events for private entrants only; although all the boys like the idea, they agree it would be very difficult to decide what constitutes a private entry.

Arriving at Assen, I found most of the boys had arrived also. All looked very tired, and were soon away to bed. The first practice was held in heavy rain, and information passed to me in bed was that there were more snores than roars. Fergus really wound it up looking like a Paris model in his new blue silks.

Many people were asking for Bill Petch as Ajays wanted him. He arrived later, however, having done a few repairs by the wayside. Things are really getting under way now, everybody borrowing something from somebody else.

The New M.V.'s turned up, and Les was looking forward to having a real ride at last. Ernie Thomas, getting organised, selected a friend of mine for his "Macanic," and what a "Macanic!" Early the following morning, I arrived back at my Hotel, having stayed out in search of news until about 3 a.m., and after kicking the door a few times the Landlord let me in. A few moments later, he assisted Ernie's Macanic in. It seems that, in trying to attract my attention to tell me the door was open, he fell through the bedroom window! He later declared himself unfit for work, as he had a struggle to breathe; Ernie's suggestion was for him to stop struggling. I noticed he had no trouble getting his hand to his mouth, especially if he had a pint pot in it. Things started falling off the machines, and we took over a welding shop in Rolde, and thereafter we had plenty of customers with exhaust pipes, chain guards etc. The Dutch are really good people, and very helpful wherever possible.

The afternoon of the Weigh-in had its sensations. I think there were twelve exclusions, including our Ossie Scott, who asked me to see what I could do for them. Ossie was about two seconds out of the lap times, and Barratt had not completed the three laps required in the 500. On enquiry, the international Committee suggested I put the cases to Peter Chamber-

lain who would put it forward. This I did, and Peter in turn did his stuff and got everybody accepted with one exception, Ossie Scott, who was, of course, greatly disappointed. I was very sorry about this, but there was nothing further we could do. Everyone, however, got Starting Money. Ham wasn't sure whether he was starting, as the list of exclusions given to us included him, but Peter assured him that he was in.

Of the races, Les did well on the 125, missing second place by a second or two. It caused some amusement amongst the boys, to see Les with his legs hooked up. One wag was heard to say that he hoped Les didn't get his shoelace fast at Burdelds Bocht, the low corner.

In the 350, Geoff did a lovely swallow dive, and left it a very open race which, as it progressed, seemed as though something was bound to happen between Johnny Lockett and Reg Armstrong. It did! Reg, coming off and Johnny running over him. This brought up Bill Petch and Ernie Thomas, who eventually finished in the money, and a really good ride by Bill Doran throughout, gave him a welcome

and deserved win.

The 500s got away at a hell of a crack, the Italians leading as they came round the first time. Fergus was really down to it and Geoff, also in the first four. Les Graham was eighth, later returning with the gear-box trouble again. The Ajays came in, Bill Doran having been off, Reg Armstrong not feeling so good, also returned; Geoff therefore took the lead.

About this time, Bob Foster put a board out for Ernie Thomas, marked "Tea-time." With me it was bed-time, because I fell asleep, worn out looking for news.

Someone kicked me later, and told me the usual result. I took it that Geoff had done it again. Ron Boverhuis again helped our boys in every way he could. The trade representatives did a really good job, Dickie and I, to mention two, as usual were well on top of the job. I was glad to see Bill Petch on a works job (even though my suit is still at the cleaners) and sorry that Bob Foster did not start in the 350. It will be a great day when Leslie gets a bicycle worthy of his ability.

TO REMIND YOU THAT . . .

The big day of the year—6th October is the Hutchinson Hundred. Details for competitors and other members elsewhere in the magazine. Bring all your friends, room for the world AND his wife.

13th October—Road Racing at Brands

Hatch. Classes for 350 and 500 solo and 650 sidecars. Details from J. Carr, 60 Hurst Road, Erith, Kent.

AND FRIDAY 7th December (BOOK THE DATE NOW) The Annual Dinner and Dance, with presentation of 1951 Trophies.

Corrections to last month's article by Erwin Tragatsch

In "Bemsee" Vol. 4, No. 7, (August 1951) my article "Designers and Designs" contains some misprints, corrections to which are as follows (our apologies for printer's spelling errors!)

The name of the F.B.-Mondial designer is Drusiani (not Drusiana).

The name of the Swiss made machine was Zehender (not Sehnder).

The present M.V.-Agusta (not Augusta) is a different machine from the pre-war racing Augusta.

The Ladetto & Blatto was designed by Moretti (not vice-versa).

The name of the manufacturer is Ing. Giovanni Parilla (not Parilea).

Not the Johghi factory has been des-

troyed by fire, but only the racing machines which afterwards have not been rebuilt.

Joe Craig took over the racing machine side at Bracebridge St. in 1929 (not 1939—sorry).

The 1928 push rod 500 c.c. A.J.S. was, incidentally, a very light machine and I never wrote about the high weight of this type. (Ed.—our apologies, sometimes it is difficult to sort out the meaning of Erwin's technical terms).

I have never seen or written about a 120 c.c. Moto-Guzzi and where in my article 120 c.c. is written, it means the 120 degree wide angle twin. (Ed.—again a technical slip in the transposing).



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RACING NEWS

"JIMMY"

With regs for the Hutch out and entries coming in thick and fast, it seems as if the racing season is nearly over—there are only two more events on the "classic" list now, then the 1951 world champions can well and truly be declared. High on the list figure our Bemsee members and we are proud to call them fellow clubmen.

By the time you read this entries for Shelsley Walsh Hill Climb on the 22nd September will have closed and the selection committee will have done their work with the blue pencil, and yet another event for club members will be on the way to success.

There have been several false alarms this season. It had been hoped that members could have their own sprint meetings at London Airport for a start. The Sunbeam club willingly offered their co-operation in the proposed Saturday afternoon "Socials," and the office quite thought all the ends had been successfully tied up.

But there's many a slip . . . and out of the blue, for no apparent reason, the authorities wrote that under no circumstances would they consider the proposed meetings. Shock number one.

Some time ago the Brighton & Hove M.C. wrote about our members taking part once again in their Speed Trials along the front. This seemed just the thing for members, although entries would be limited to a very small percentage of our number. Unfortunately the usual permit pitfalls had to be overcome and the Brighton Club, perhaps unused to the ways of our governing body, were not quite quick enough with their arrangements.

No more was heard from them until this month, when it was too late to extend the invitation through the medium of the magazine. We hope for better luck next time—perhaps early arrangements can be made with the club next year so that we can make a real splash. Perhaps the ultimate failure to put the event on in time was as well, as it was discovered that this event clashed with Boreham (1st September) and would con-

sequently have stood the chance of being poorly supported by Bemsee.

The third "thing" was the proposed meeting arranged by the Oxfordshire Motor Racing Club, as advertised in last month's "Bemsee." After publication of the magazine it was learned that the Ministry of Town and Country Planning had stepped in and the Oxfordshire Club had been obliged to postpone their meeting to an unspecified date.

So you see, your committee and the office are not asleep, they do their best for you, and it is to be hoped that next year we can be included in more Special Restricted meetings to give members a chance to ride under the club's colours more often.

Already enthusiastic members are preparing for the Manx—even taking a holiday there to have an extra bit of practice on the quiet. No doubt the club will be fielding a couple of teams and it will probably be left to one of our Island members to watch points in practice and do the necessary.

The Italians are having some bad luck this year with their racing men—a couple of their crack riders earlier this season (including our own member Ambrosini) lost their lives racing and now, in their own unofficial practice for the U.G.P. Leoni and Geminiani have been killed in a head-on collision. Lorenzetti broke his arm in the pile up, so the Italian hopes are out for the Ulster at least.

It takes more than a season to build up a good racing man as a top-liner, either individually or in a team, and with this run of bad luck, unless the Ities have something up their sleeve, it looks as though they will drop back in the picture for a season or two.

Thruxton, on Bank Holiday Monday, proved to be a really wet day out for all, but the standard of racing was high and "Bemsee" members figured high on the result sheets.

As an international meeting it was disappointed that only one foreign rider, Belgian Auguste Goffin, arrived at the Circuit.

Roland Pike tried valiantly to hold second place in the 250 c.c. event, but had to give way to Lomas and Foster on their works Velos, and he finally finished fourth, with Sandford taking first place. It was hard luck on Maurice Cann that he had to drop the model on Club Corner on the final lap, when another rider came off in front of him.

Young John Surtees, who's name is repeatedly being quoted with the top-liners, although he is still in the "under twenties," gave Geoff Duke a good run for his money in the Invitation Race, and came in to finish second behind Geoff, with Ron Sherry on a 348 Ajay third and Frank Purslow fourth.

The Hogan brothers once again distinguished themselves in the 125 class taking first and second places, with member Hardy in fourth place on a 122 D.O.T.

Congratulations to Bill Doran for showing Geoff a clean pair of heels in the 350 final, and for making the fastest lap. Cecil Sandford took third place and Frank Purslow fourth again, after a ding-dong battle between them.

Cyril Smith won the sidecar race, with Bryant in his Morgan coming up second.

John Surtees had a change of scenery from father's sidecar which seemed to give him renewed vigour to cope with the 1000 c.c. race. It took Geoff seven laps to overtake John and the latter was only one second behind Geoff's fastest lap of 73.87 m.p.h.

Members Dave Bennett and Rodney Touche had a good fight for third place, but Rod had to pull in with trouble and left the way open for Webb and Harry Bostock to take fourth and fifth places respectively.

In spite of the weather a good day for all, although the "International" touch was missing.

The Goodwood experiment of bikes on a car circuit has gone West, and the meeting at "Castle Combe" was well supported. Congratulations go to members for their wins—Ron Sherry in two events, John Hogan, H. L. Williams and "Pip" Harris in the "Passenger Race."

Many other now familiar names from the membership book were scattered across the programme and result sheet.

And our most active lady member, Olga Kevelos, it is now revealed will be riding in the I.S.D.F. on an Italian Parilla (125 c.c.). What will we see next in the Club—anyway, best of luck Olga!

In the most appalling weather conditions, teaming rain which began just before the race started, Geoff Duke became world champion on Saturday, with his win in the 500 c.c. Uster Grand Prix. This makes Geoff World Champion in both the 350 c.c. and 500 c.c. without question, and we offer him our heartiest congratulations. He deserves this highly prized honour, with his consistent wins throughout the season in all weather conditions.

Member Ken Kavanagh, from Australia was second, and with Italians Masetti and Milani taking third and fourth places. Then another Norton member of whom we are justly proud, Johnny Lockett, took fifth place when Bill Doran ran out of road. Bill used a slip road, but when attempting to regain the course he dropped the model, and consequently gave way to Johnny and came in not far behind. Hard luck!

Micky O'Rourke was lying ninth when he had to pull in to the pits with a loose number plate. It was very disappointing to his followers to learn that he was unable to fix the offending piece of metal securely enough, and was obliged to retire. A great pity after going so well.

Max Klein has been having a trip round the continent this season, and surpassed himself in coming ninth in the Dutch T.T. On his 350 he beat many of the works riders, and was the first private entry home.

Soon the number of members on the top of the list will be too many for the pages of the mag!

Editor's Correspondence

From Bert Newton in Germany.

Since writing to you last, the Powers that be decided that Bert Newton had been in one place much too long (3 weeks) for the good health of the said district populace, and moved him on to pastures new. The address given below, I hope, will be my permanent one for some time.

Of course my plans have miscarried somewhat, and I must start all over again. Unfortunately my wife has been delayed for the second time and consequently our "Report Centre" will be unable to function until around the end of August.

Regards the chaps, I hope that no plans have been upset, and I'll write again very shortly, just as soon as I've settled down, and got some "griff."

Address—Capt. A. Newton R.A.S.C.,
205 CRASC, Hamburg,
BAOR 3.

(Ed.—members will, no doubt, recall the sporting offer this member made and reported in July Bemsee).



From G. F. Jones, Mid Herts, Hospital,

I was very pleased to receive this month's Bemsee mag. as I am at present having a spell in hospital as a result of a prang whilst doing a bit of ordinary riding on H.M. Highway, really my own fault as the road turned and I didn't. Fortunately the damage is not too serious and I hope it will not keep me out of the Hutch. I've filled in the regs. in bed, a rather incongruous place to complete an entry form, don't you think?

I very much enjoyed the journal, and in particular the article of our friend Erwin Tragatsch, which is a real masterpiece to an enthusiast of 28 years standing, it brings back again names which had receded to the innermost corners of my memory, but I would have liked to have seen the name of Raleigh included among the 500 racing machines who tried to win the T.T. (and nearly did too) not forgetting their

350 racer, these machines were exceptionally fast. Quite reliable but needed rather a lot of "spur" to keep them pointing the right way, and their ace jockey, C. J. Williams, certainly gave spectators their moneysworth. The other works riders were Tommy Bullus and Arthur Tyler of Loughborough. It was a great pity that policy of racing did not fit in with the scheme of this firm, and with another year or two of development!! Who knows what this very standard looking machine would have achieved?

Another very interesting though most unconventional design our friends article brought to mind was the 490 c.c. Tinkler. This very unorthodox machine was entered for, I believe, the 1927 T.T. The main "unusual" features were that all engine timing gears, drive reduction gears, (gearbox) were enclosed altogether in a large cast aluminium box which, if my memory is correct, served as the frame of the bike. However, I don't think the project was sufficiently developed to qualify, like many more ingenious designs, it started to walk at too early an age, with the inevitable results.

There was also the revolutionary 250 c.c. C.B.T., designed by a Mr. Taylor and entered for the T.T. in the early 30's.

We should not forget the very fast 500 c.c. S/charged Ariel ridden by Somerville Sykes in the 1931 Senior.

Incidentally, with regard to the 500 Velo Twin, this thing never looked "right" to my mind, and bearing in mind the old saying "what looks right is right" there may have been something behind this opinion. However I don't suppose we shall ever know now how good or bad the design was, unless Stanley cares to tell us what he thought of it during practice.

(Ed.—Have since learned that this member is home again now and will ride in the Hutch).



From J. H. Dale, Auckland, N. Zealand.

Sport in New Zealand has been on the up and up lately although we are now in the midst of winter, when sporting activ-

ities are at a low ebb. I am enclosing one or two cuttings from our New Zealand Motor Cycle Journal (Ed.—see elsewhere in the magazine) which may be of interest to you. Last weekend I attended the annual conference of the Auto Cycle Union and for the third term have been elected to the executive committee.

A New Zealand Road Race Championship similar to World Championship is being instituted and in this respect I was sorry that it had not come a year earlier as I would have then collected the Junior Title with Syd Jenson one point behind. From a cutting enclosed you will note that I am retiring from active participation in racing, but I shall still be an entrant with a lad I feel has good possibilities.

Our boys competing in your country and on the continent appear to be doing very well this year and I do feel that in time Australian riders will do well overseas.

At the annual conference it was decided to run road races on open fuel, a move which I fought against and I do feel this to be a most retrogressive step. However, time will bring these lads back to sane thinking.

I did notice in our press the other day that unfavourable notice is being taken of road accidents in your Country. We in New Zealand are one step ahead and all clubs and the trade are now formulating ways and means to curb the exuberance and thoughtless manners of the small minority who do so much to discredit our sport.

It will be very nice to see the days return where new motors will be plentiful again and I am certain sporting activities will go onward and upwards.

Wishing your club all the best in the future and to remind you that I intend being in your Country again in the summer of 1953.

From S. A. Sorensen ("Sorry") in Denmark

... At the same time may I tell you about the Swedish T.T. Race at Hedemora comprising nine nations. I entered both the Junior and the Senior classes with my old Norton machines, but I had hoped to receive the new one before these races, as I made a point of winning both classes again this year.

Competitions was keen in the Junior race which took place on Saturday the 14th July. I was third after a Swede on an A.J.S. and an Englishman on an A.J.S. They were clever riders, but if I had got my new Norton it would have been an easy matter for me to win, I had the accident to smash my nose against the steering brake and got blood smeared all over my glasses and my face, this meant the loss of 30 seconds which was impossible for me to make good again, but my place as third was safe. I had a good deal of engine trouble during the last three laps, and when I reached the goal I discovered that the carburettor was the cause of the trouble, the float chamber being on the point of falling off, the bottom screw had got loose.

In the 500 class I got a bad start and had to pass about 22 riders. An Italian on a Guzzi had the fastest machine, but Bergstrom, a Finn, on a Triumph chased him so that he capsized in the so called "hair-pin" corner. After 6—8 laps I had reached the Finn who was leading at that time, I passed him and took the lead for about 6 laps but he clung to my rear wheel and it was impossible for me to get rid of him. When he attacked me I allowed him to pass, and this was repeated several times, but unfortunately in the 22nd lap he had to tank, and as I had enough petrol the lookers-on missed the excitement of the final spurt, so I won easily in new record time about 132 kms on an average. The Finn had the fastest lap, about 135 kms, but my record from last year was not broken, he missed me by 1/10 second.

I got the trophy for the second time, so next year I must win again and keep it for good.

My best regards to all...

"REV. COUNTER" REPORTS

Harold Daniell. Congratulations to Mr. and Mrs. H. J. Daniell on the birth of their daughter Patricia last month.

Frank Desborough tells me that he will shortly be setting up in business. Motor Cycle and Auto Machine Shop at Palmerston North, New Zealand. I'm sure all will join with me in wishing Frank every success in his new venture, and those of our members who reside in those far off parts will no doubt be looking him up on his arrival. over there.

L. Gramlich writes to say that he has only just recovered from burns inflicted when his workshop caught fire and did extensive damage. Fortunately he has now been able to get things squared up once more, and is preparing a 125 ready for Silverstone in October.

Peter Fernando imparts the refreshing news that the Ceylon Government have just passed a Transport Bill which will enable recognised clubs to sort out any road circuit they please, providing they give at least 48 hours notice to the Department concerned! (Oh! to be in Colombo. Ed.)

Jack Norris took his foreman Welder with him to the Belgian and Dutch events, and was apparently able to do a useful job or two for the lads over there during the meetings. He is of the opinion that wherever our boys were, they were a credit to both Club and Country.

Humphrey Ranson dropped a quick line to say he was about to set off for the German and Italian Grand Prix, and may finish off the tour in Sweden. All being well we shall see Humphrey perform in the Hutchinson at Silverstone, and perhaps at Shelsley Walsh.

R. R. C. Smith took a toss at Brands Hatch a short while back, is now getting some feel back into his arm and side, and has been able to return to work.

F. G. Norris will be seen in the Island in September astride an "Earles Special" in both the Junior and Senior Manx Grand Prix. At Shelsley Walsh it is possible that the 500 "New Imp" twin will have an airing.

Les Graham, still without a proper racer, was the first "non-works" man to cross the line at the finish of the Belgian Grand Prix. He was riding a privately owned Norton.

Fergus Anderson, while competing in the Circuit de Monds (350 c.c. class), beat Tony McAlpine (A.J.S.) to second place . . . on a 250 c.c. Guzzie!

Erwin Tragatsch writes to congratulate the members of our victorious club team in the Junior T.T., i.e. Humphrey Ranson, Syd Lawton and Ray Amm. Erwin also mentions that it is possible he may leave Tel-Aviv to take up an appointment with two well-known racers in Australia.

Gordon Hatch who, it will be recalled, recently got married, has now been able to set up in his own home, which is situated in the heart of Sulby Glen!

J. D. Poingdestre, competing in the recent Bouley Bay Hill Climb, on a 998 c.c. Cooper, put up the sixth fastest time of the day irrespective of class. Also present at this meeting were a number of Alfas and Allards.

Wally de Zylva writes from Ceylon with the news that, owing to increased air traffic, permission to use the Ratmalana Airport for racing has now been withdrawn.

R. Wagstaff. Would anyone who happens to know the present address of Mr. Wagstaff, late of Basford, Nottingham, please advise the office. All letters sent to his old address during the past month have been returned, labelled with the well-known P.O. phrase "gone away."

"CUTTINGS"

From "The Ceylon Fortnightly Review."

"It seemed wellnigh impossible that any driver, man, woman or maniac, could complete such a course as that planned by the Ceylon Motor Cycle Club for the Monsoon Reliability Trials held last month, without the loss of a single point. Yet this is just what Wally de Zylva, S. G. Bilton and E. K. Gray achieved, driving a Morris Minor, a 1½ litre M.G. and an Austin A70 respectively.

"The Ceylon Tours Challenge Cup for the best performance of the meet was deservedly awarded to Wally de Zylva who, seeking a respite from the rigours of riding a racing motorcycle for the doubtful comfort to be derived from careering around a course in a car, combined speed with consistency.

"... The Garth Cup (up to 1100 c.c.) going to de Zylva.

From "The New Zealand Motor Cyclist"

"Last month we mentioned in "In the Saddle" that there was a strong rumour of the retirement from Road Racing of the star John Dale. John has since confirmed that news.

"John's first motor cycle race was on a Matchless R7 model in 1928 at Waketu beach. This was 24 years ago, so that his motor cycling activities go back many years. At that particular time he was busy finding out where his vocational future lay, and it was not until 1931-32 that he started competing more regularly.

"He still holds the fastest time for Mount Roskill and Tauwhare hill climbs."

"Road racing in recent years claimed most of John's attention. In this sphere he started off by riding Ridges, then B.S.A., Matchless, and late A.J.S. 7R.

"On all of those machines he was placed in the N.Z. T.T. over various years, having taken second place three times on a Matchless Clubman. Since the production of the 7R's John had the pleasure of real racing motors and enjoyed the past two seasons' racing which have included winning Wanganui Grand Prix 1949, Hamilton 100 1950, 2nd Patea T.T. 1950, 2nd Taranaki T.T. 1950, winning N.Z.T.T. 1950, 3rd Hamilton 100 1951, 2nd Patea 1951, 3rd Chakea 1951, and 2nd N.Z.G.P. 1951.

"John won his Gold Star in 1936, averaging 108.44 m.p.h. on a Rudge and the Silver Star in 1946, averaging 93 m.p.h. on an A.J.S.

"In addition he made an A.C.U. observed test between Auckland and Wellington, averaging over 200 m.p.g. A subsequent test in Auckland gave 234, which was looked on in England with reservation, so under A.C.U. (very strict) he showed them that all that was claimed down under could be substantiated and then some.

(continued on page 19)

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Dancing will continue until after midnight.



• BOOK THE DATE NOW

Ticket application form will appear in next month's "Bemsee."

CUTTINGS—continued.

"At the M.I.R.A., (Motor Industries Research Assn.) proving ground John did 312 m.p.g. just to keep things quiet for a while.

"Now that Father Time has lifted me over the wrong side of 40, and with a new addition to the Dale Clan, I feel the time has come to hang up my leathers," says John. "I say hang them up, but I may

just occasionally bring them down for a refresher course. My interest will still be in motor cycling, and I hope to sponsor a suitable rider, mount him for the coming season, and perhaps when I go to the U.K. again in 1953 I may have the pleasure of assisting a New Zealand team."

"New Zealand motor cyclists wish John well in his retirement, but know that although he may not be out amongst the leaders in future road races, he will almost certainly be there to cheer them on."

SHELSLEY WALSH HILL CLIMB 22nd September, 1951

Don't miss this great day's sport, International Car Meeting and Bemsee motorcycles. The B.M.C.R.C. team will consist of Geo. Brown on his 1,000 Vincent, Les Graham, who hopes to arrive with a 1,000 "blown" Vincent and Bill Ryan on his 500 c.c. W.R. Special.

In all we have fourteen Bemsee riders to six Midland Centre, and some of them are also our members. All are well-known riders, including Norris, H. L. Williams,

Tomkinson, Dave Bennett, P. Simpson, Charlie Salt, Jon Boulter, Bill Nicholson (trials and scrambles 'works' rider) and our four sidecar stalwarts "Pip" Harris, Bill Boddice, Cyril Smith and L. W. Taylor.

All classes are well represented, and it should be a good day out for all, whether matching or competing. There is the added interest of cars on this famous Hill, so make it a date and bring the family.

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E. D. Creswick
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W. H. Murray
R. J. Harrison
E. G. Hefford

Donations to the Benevolent Fund have been gratefully received from the above members. We would point out, however, that if each member contributed 1/-, an amount which we are certain all could afford, we would have nearly another hundred pounds to our credit—what about it lads? This fund is for your benefit you know. If you come on hard times, have an accident, go out of work through it, then you can apply for help from the club. It is not charity, it is your own money which you have donated to the club, but if you put nothing in then you can hardly expect the fund to be large enough for you to take something out. Any time that odd shilling or so in your pocket at the end of the week can be converted into a postal order and sent off to the office

...
Mrs. H. S. Parris and Family (the late D. L. Parris who received fatal injuries in the Clubmans T.T. this year) has writ-

ten to convey their thanks to all Bemsee members who have been so sympathetic and have remembered the comparative 'new boy' to the ranks of sportsmen.

R. W. Porter, having opened up his own motorcycle business in Spalding, Lincs, and mounted himself on H.L. Stephens 1950 7R, now has for disposal his 1947 MOV 248 c.c. Velocette, prepared regardless of cost for 1951 Clubmans T.T. fitted with new AMC forks and T100 front wheel, rev-counter, dual-seat etc. used Cadwell Park twice only, nearest £115.

A Call from Cologne.

From Alan Bruce comes a request to any Bemsee member who might be in a position to sell, or at any rate put him in touch with anyone wishing to dispose of the following machines—a G.P. Triumph and 7R A.J.S. not older than 1950, and a 350 or 500 Manx Norton (double knocker) which should also be of about the same year.

In the event of anyone being interested in this announcement they should communicate with Mr. Bruce direct at the following address—

A. W. A. Bruce,
Messrs. J. A. Woodhouse,
Koln-Braunsfeld,
Stolberr, Str. 186, Cologne.

SOCIAL FUNCTIONS

Winning Horse (Claygate)

27th September (Thursday)

25th October "

White Lion (Edgware)

10th September (Monday)

8th October "

Provisional arrangements have now been made for a first class film show to take place on Sunday, November 11th, in the British Legion Hut at Wimbledon. This has only been made possible by the courtesy and generosity of Dennis Parkinson

who has agreed to show his film during the evening on the above mentioned date. It is anticipated that admission will be by ticket only, which will be issued free to members on application. The venue is within easy reach of Wimbledon or South Wimbledon Stations and there are suitable parking facilities for those travelling by road.

Full details next month, but in the meantime keep this date free and finish Show Week as it should be finished!

New Members

F. J. Williams (Saltdean, Nr. Brighton)
K. R. Campbell (Luton)

D. Summereld (Worcester Park, Surrey)
C. H. Rhodes (Leicester)

H. L. DANIELL

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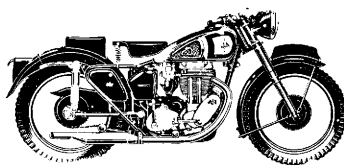
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