

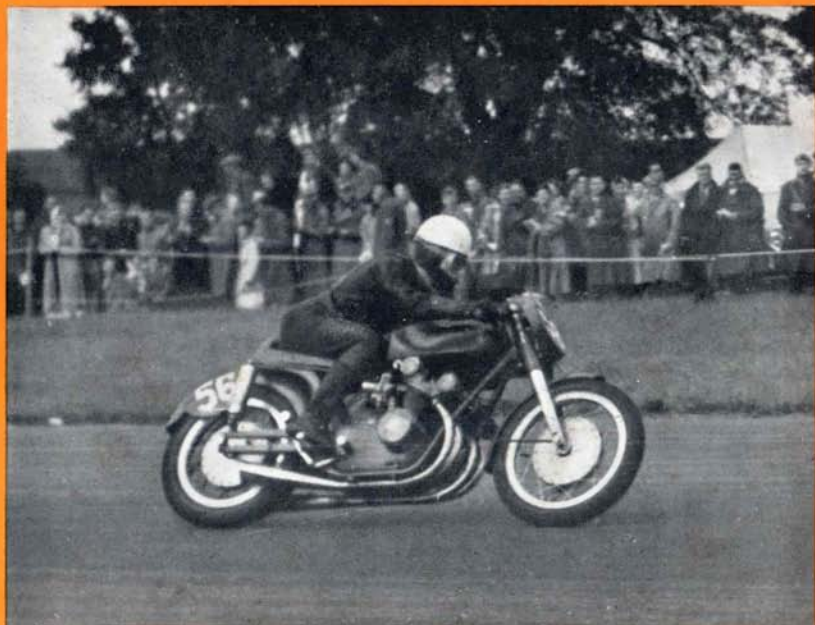


Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 4. No. 11—December, 1951

ONE SHILLING



LES GRAHAM (499 MV. Augusta) in action at Silverstone during the 1951 Hutchinson 100 meeting.
By courtesy of Photosurveys, Heston.

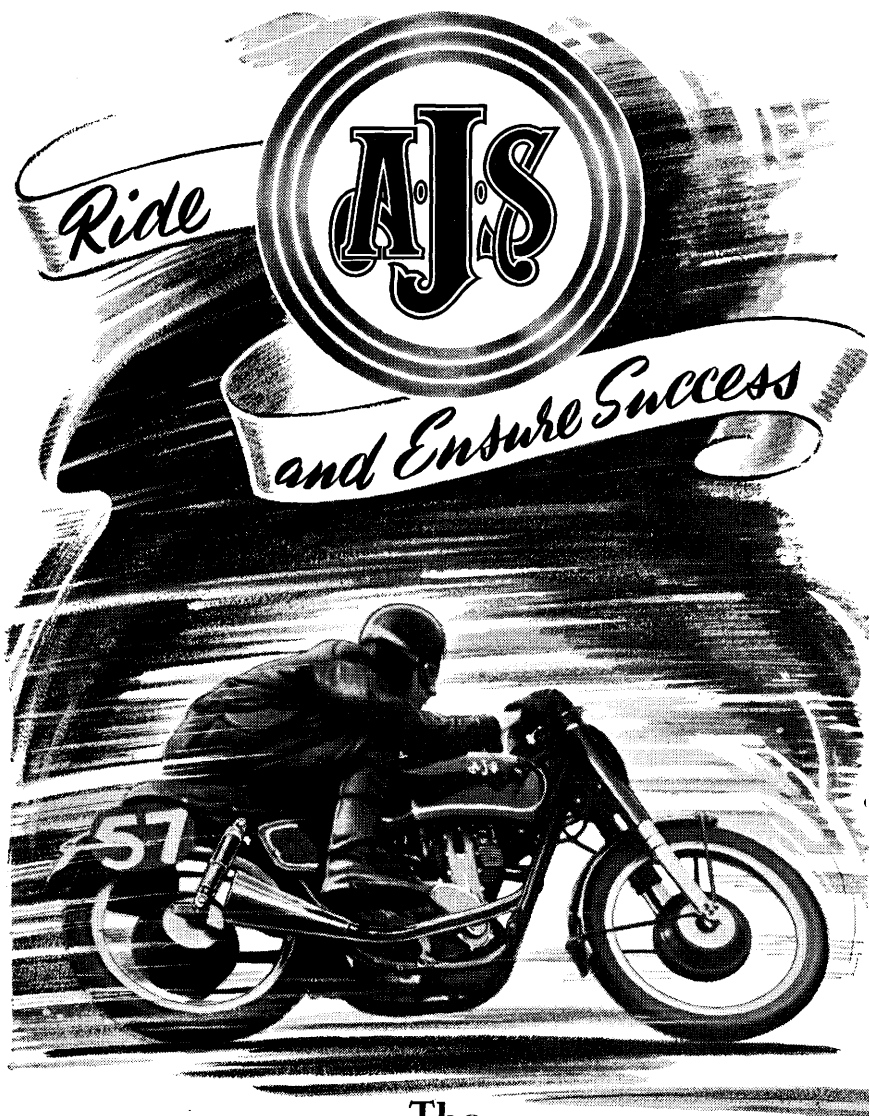
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1951 Bemsee



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Journal of

British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

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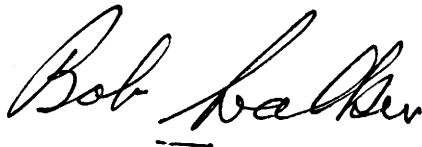
Editorial

THE SHOW. It was pleasing to note that on almost every day of the Show, great use was made of the B.M.C.R.C. "Appointments Board" on the Watsonian Stand, and we are indebted to Mr. R. G. J. Watson for his co-operation not only in allowing us to use his stand as an advertised meeting place, but also by manufacturing the Board for our use. The assortment of messages left there may be judged by the fact that these were written on anything from a piece of stamp paper to a large foolscap envelope marked 'personal.' While at Earls Court I had the pleasure of meeting some of our members for the first time and renewing a surprising number of old acquaintances. Perhaps one of the most interesting chats I had was with that experienced member of the T.T. Sub-Committee, Freddie Frith, anent the possibilities of a sidecar race in the Island next year. It would appear however that while this Sub-committee are not in anyway opposed to a race of this description, the major drawback is the extra cost involved and estimated in the region of £2000. While the B.S.S.A. are to be congratulated on their efforts to get this matter discussed in the proper places, it is up to us to keep pressing for such an event on every occasion as I am certain that, with some re-arranging, it would be possible to include an International event of this nature during T.T. week.

BEMSEE. Nearly twelve months ago and shortly after taking office I suggested our Magazine could be improved considerably if members would consider putting pen to paper and writing either a series of articles or else an odd one or two during the course of the year. The response to my request, while encouraging, leaves some room for improvement and I am wondering therefore how many of you would consider guaranteeing regular contributions to Bemsee throughout 1952 and commencing, if possible, next month. No doubt some scheme could be devised whereby contributors could supply copy on alternate months and so lessening the responsibility on the individuals directly concerned. If any member thinks he could assist in this respect I should be only too pleased if he would drop me a line advising me of his proposals.

CIRCUITS. Thanks to the efforts of some half dozen members who responded to the suggestion made in these columns last September, regarding news of aerodromes that might become de-requisitioned in the near future and would be suitable for racing. I am pleased to say that some two or three new avenues of approach have now been opened up and now being pursued with the utmost vigor. One of these looks particularly promising, the only apparent drawback at the moment being its geographical position. However by this time next month it is anticipated some provisional arrangements will have been arrived at in this connection, but it is quite within the bounds of possibility that some of our meetings may again be at Silverstone during next season.

OFFICE. At the time of writing I am looking forward to moving into our new premises on 1st December, these are considerably more spacious than those at Brentford, not to mention cleaner. As will be appreciated accommodation of any description is exceedingly hard to come by these days and Gordon Cobbold is therefore to be congratulated in sorting out such suitable offices in a really central position and only 5 minutes walk from Victoria Station.



**YOUR ANNUAL SUBSCRIPTION FALLS DUE ON THE
1st JANUARY, 1952 AND SHOULD BE FORWARDED TO
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COMMITTEE NEWS

Meeting held 22nd October, 1951. Present—N. B. Pope, E. C. E. Baragwanarth, A. H. Taylor, D. J. H. Glover, W. G. Jarman, J. O. Roebuck and K. Rickard. In attendance The Secretary and Assistant Secretary (part time).

Benevolent Fund. Mr. Roebuck stated that Mr. C. A. Lewis was shortly calling a meeting of the Trustees, whereat business connected with the handing over of the books of the Benevolent Fund to the Secretary would be discussed.

Silverstone. Details connected with the engraving of the Clubs Challenge Trophies etc. were discussed. From the provisional figures available it appeared that a small profit would be made on the recent Hutchinson 100 Meeting.

The Assistant Secretary. The Secretary reported that Mrs. Bland was attending this meeting at the invitation of the Chairman and in order she might be more fully informed as to the reasons for her discharge. Mr. Pope (in the chair) gave reasons justifying the Committees action in this matter.

Annual Dinner. Arrangements were discussed and a provisional list of guests to be invited agreed. Mr. D. BcBains offer to act as toastmaster was accepted with gratitude. The decision as to whether Cabaret turns should be included was left to the discretion of the Dinner Sub-Committee.

Members Free Admission, to race meetings organised by the Club gave rise to some concern, the Secretary reporting that as a result of conversations he had recently had with the Club Auditors, the Club was rendering itself liable to pay tax on every member to the equivalent to that which would normally be paid by way of Customs and Excise duty on the admission charge if the free admission concession to members was continued. It was anticipated that members who were not competing or acting in an official capacity would be required to pay the normal admission charge, but that this matter might well be discussed at the A.G.M.

New Members were elected.

The Monthly Account was presented and approved.

Date of Next Meeting was arranged for 17th December, 1951.

Birmingham Conference. The Secretary read a letter received from Mr. G. R. Allan inviting the Club to attend the Conference of A-C.U. Centres on the 8th December. This meeting was now being opened up to Non-Territorial Clubs whose membership exceeded 500. It was agreed that the Clubs General Council delegates should attend this Annual Conference and that an item be placed on the agenda calling for exemption of the restriction on non-territorial Clubs attending this meeting in the case of the British Sporting Sidecar Association.

It was considered that this progressive club representing the interests of the Sidecar class as it does, should be included at the Conference.

Overseas Subscriptions was the subject of a letter received from Mr. E. J. D. Burnie, who wished to know if a further reduction in subscriptions were possible for those members who were permanently resident overseas and in places where there was little Motor cycling activity. It was decided that it would not be economically possible to further reduce this fee by any appreciable amount in view of the high costs of paper, printing and other charges involved.

Car Badges. Owing to prevailing restrictions on the Manufacture of the Clubs particular type of Car and Motor cycle badge, it was agreed to obtain estimates for these made in cast brass, it being understood there were no restrictions on this material.

Honorary Member. In consideration of the interest Mr. L. A. Lumby had shown in the Club during past years and the recent Hutchinson 100 Meeting in particular, it was resolved to confer on him an Honorary Membership to the Club during the next 12 months.

Blandford. It was agreed that a suggestion put forward by a member be acted upon and the Secretary was instructed to write to the Blackmoor Vale M.C.C. and ascertain the position anent the use of

the Blandford Circuit in 1952.

Snetterton. It was decided that, in view of the fact no definite agreement had yet been reached for the Club to use any particular circuit next season, the Secretary should continue to pursue enquiries regarding the now de-requisitioned Snetterton Heath Aerodrome.

Registration of Trophies. The Secretary reported the A.C.U. had advised him that only two of the Clubs trophies had been officially registered. It was Resolved that the Secretary should take steps to insure the proper registration of all Challenge trophies belonging to the Club.

Correspondence, from Messrs. R. Monty and P. E. S. Webb in which a number of suggestions for the improvement of race meetings organised by the Club were noted for future reference.

Office. The Secretary reported that he had viewed suitable office accommodation at Wilton Mews, Wilton Street, S.W.1. this comprised one large and one small room which however required some re-decorating. It was Resolved that the Secretary should have an agreement drawn up enabling the Club to rent the above premises on a quarterly basis as from 1st December, 1951. It was further agreed that an estimate be obtained for any essential work that had to be carried out.

There being no further business the Chairman closed the meeting at 8-45 p.m.

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OPPONENTS of YESTERDAY and TO-MORROW

by Erwin Tragasch

For the second time, six years after the finish of a world war, the Germans are again opponents at great international road races. Six years after the first world war—in 1924—the first British rider was competing again in a German road race . . . the late C. T. "Count" Ashby, who won on a P & M-Panther the Kolberg road race.

Now, in 1951 the best British riders are again for the first time in Germany, competing in a big road circuit. They probably will win again, but they will have to fight much heavier than the men after the first world war.

The German motorcycle industry in 1924 was still too much under the influence of the first world war and the machines they used have not been specially built racing machines, but only tuned sport models . . . like the machines used by the British opponents. The difference was only in the much greater experience by the British technicians and manufacturers as well as by a great part of the riders which enabled them to beat so often the Germans.

England had at that date Nortons, Sunbeams, Triumphs, A.J.S., Douglas, New Gerrards, Rex Acmes, Scotts, Dots and Cottons as leading makes in races, while Germany had the Megola, the B.M.W., N.S.U., Mabeco, D.K.W., Roconova, Windhoff and Wanderer.

The Nortons have been push rod singles of 500cc., the Sunbeams also push rod jobs of 350cc. and 500cc., the Triumphs had the push rod operated four valve head /Ricardo/ on the 500cc. model, while A. J.S. had mainly their 350cc. push rod type. Douglasses raced in both the 350cc. and 500cc. classes with their O.H.V. flat twins, while New Gerrards and Rex Acmes used push rod operated Blackburne engines of 175cc., 250cc. and 350cc. capacity. The Scotts had their famous vertical twostroke twin engine of 500cc. and while the Dots used Jap engines on their 250cc., 350cc. and 500cc. models, the Cottons had mainly Blackburne engines of the same capacity.

The German Megola had a five cylinder star engine of 750cc. in the front wheel, the B.M.W. a push rod single of 250cc. and a push rod horizontal twin of 500cc. and N.S.U.'s raced mainly with V-twins of 500 and 1000cc. which had only the inlet valve in the head. The exhaust valve was on the side. The 750cc. Mabeco was a Indian-like machine with an 750cc. S.V.

engine and D.K.W.'s had nothing but 122cc. and 175cc. air cooled two-strokes. The Roconova was a very potent O.H.C. single of 250cc. and 350cc. capacity and the Windhoff had small water cooled two-stroke engines of 124cc. and 174cc. And the Wanderer was a 750cc. O.H.V. V-twin.

That was in 1924, as on British machines we saw such famous riders as Alec Bennett, Hubert Hassall, Graham Walker, Joe Craig, Jack Porter, Frank Longmann Wal Handley, Paddy Johnston, Bert Kershaw, Geoff Davison, Clarry Wood, Freddy Dixon, Bert Le Vack, Jimmy Shaw, Jimmy Simpson, Harry Langmann, Len Horton and others. And in Germany rode at that date Dipl. Ing. Schleicher, the developer of the B.M.W., Toni Bauhofer who rode first Megolas and later B.M.W. and D.K.W.'s, Josef Stelzer, Gubala, Reich, Bieher, Thumshirn, Hobelmann, Graf Bismark, H. Winkler, Seelos, Sprung, Blau, Ing. Weber (the D.K.W. designer who was after the second world war killed in a Russian concentration camp), Kolmsperger, Wolf Hirth, Kleemann, Gehrung, Islinger, Rhode, Thevis, Hieronymus, Retienne and others.

Many British racing men will still remember some of these opponents but the younger generation knows only the immediate pre-war German racing men headed by that grand rider Georg Meier, who on a supercharged B.M.W. won the Senior T.T. race at the Isle of Man 1939. Georg is still riding in the B.M.W. stable and since the war the most successful German rider. Another man in this team is Ludwig Kraus, who also rode already pre-war and who now rides mainly Sidecar machines, while his place in the solo class has this year been taken over by a younger, post war rider Walter Zeller who is not only a brilliant rider but also technician. Other famous B.M.W. riders, but not in the factory team, are Georg Meiers younger brother Hans and Ernst Hoske.

Top rider in the N.S.U. team is also a rider who before the war was successful at the Isle of Man. Heiner Fleischmann, who was third 1939 on a D.K.W. in the Junior T.T., but who before 1939 and immediately since the war rides only N.S.U. machines. Second man in the team is world champion Wilhelm Hertz, who also before the war rode for N.S.U.'s, but at the beginning of his career was mainly D.K.W. mounted. Third man is now Otto Daiker,

who before the war and also until 1951 was one of the most successful D.K.W. private entrants.

D.K.W. have their team consisting of pre-war factory riders. H. P. Mueller who drove for some pre-war years also Auto-Union racing cars, is now not only again a motorcycle racer, but also designer at D.K.W.'s and his team mates are 1938 Lightweight winner Ewald Kluge and former T.T. competitor Siegfried Wuensche.

The fourth German factory team has the Horex factory. They entered already in the early thirties machines in big races and two famous English riders—John Duncan and Arthur Tyler—rode already Sturmev Archer engined Horex machines in big races at that time. Now this firm has racing machines with own engines and the riders are Friedl Schoen who before the war rode a 250cc. Jap engined Buecker and Hugo Schmitz, a very promising post war German competitor, who gained successes mainly on Tiger and Grand Prix Triumphs.

Other pre-war German riders which are still competing in races are Hein Thorn Prikker who rides an ex F. K. Anderson Moto-Guzzi Gambalughino 250cc. (pre-war Imperia and Velocette), Herman Gablenz on a very fast 250cc. Parilla (pre-war D.K.W. 250cc), Roland Schnell on a 350cc. Parilla (pre-war Norton 350cc.), Karl Ruehrschneck on a 500cc. Norton (pre-war Norton and N.S.U.), Kurt Nitschky (pre-war D.K.W., N.S.U.), now Norton, Bruno Ziemer N.S.U. (pre-war Norton and N.S.U.), Rudolf Knees on an 350cc. A.J.S. Boys Racer (pre-war N.S.U. and D.K.W.), Werner Mazanec also 350cc. A.J.S. Boys Racer (pre-war A.J.S.), Hans Richnow on a 350cc. Rudge-Special (pre-war also Rudge-S), Rudi Meier on a 350cc. Norton (pre-war Norton and D.K.W.), Bernard Petruschke on a 125cc. D.K.W. (pre-war factory team 250 and 350cc. D.K.W.), Walfried Winkler on a very fast 250cc. D.K.W. (pre-war since 1925 D.K.W. factory team), Erich Wuensche on a Velocette (pre-war 500cc. Norton), and others.

And the new German riders? About Walter Zeller and Bruno Schmitz as well as about Hans Meier I wrote already. Other famous men are H. Baltisberger a very temperamental man who rode first a 500cc. Norton and who now is A.J.S. mounted, H. Groesch who also rides such a machine very well, Ludwig Boehrer who has a Moto-Guzzi Albatros and a Velocette, H. Oehlerich who has a A.J.S. and also a Horex, Xaver Heiss on a Velocette,

von Woedtke on a Velocette and Norton Siegfried Fuss and H. Boehm on Grand Prix Triumphs, H. Dietrich, E. Heinrich and K. Hofmann on very fast 125cc. Puchs, Ellmann on a IFA/DKW (a D.K.W. produced in Eastern Germany) and others.

Until now, Germany has not many good post war riders. The most have insufficient experience on difficult circuits but they are very ambitious. The most races are therefore also won by the old pre-war experts, which have also some of the best machines, respectively partly factory support. The result is, that the situation of the newer riders is partly difficult, as they have to buy costly foreign racing machines . . . on the other side the experienced factory riders with the better machines are winning all races and therefore also the main prizes.

The result of this have been differences between the organised riders and some organisers. The riders asked for special prizes for private entrants and—until now—won the battle! The number of riders in Germany is big and Germany is big too. The result is, that organisers of races are seldom interested to pay expenses to riders whose home is on the opposite side of the country because they have to pay for every mile of the journey to and from race and often these riders are not first class. The organisers are able to get not so expensive and better riders but they can't refuse an entry for such a reason. Again a difficult situation!

So the organisers in Germany have their problems and the riders too, because they need good machines . . . which they can't get in Germany. Available until now is only the 100cc. N.S.U. racer!

Plans are in hand to give the riders a series of the new double knocker 125cc. N.S.U. racing machine. But until now this interesting piece of machinery is still in experimental stadium and ridden only by the factory men. The engine of this nice machine has 56mm. bore and the same stroke and will develop over 11,000 r.p.m. and talks go round of about 14 h.p. which would mean even a strong opposition to the famous Italian F.B.-Mondial. The question is still the reliability.

While in Eastern Germany the Ifa—former D.K.W. works at Zschopau—have since two years a racing model of the old air cooled 125cc. D.K.W., the new western Zone D.K.W. factory at Ingolstadt is racing in this class officially since this year. Last year H. P. Mueller designed the first new D.K.W. racers which are this year

with success ridden by the factory team. They are fast air cooled twostrokes with a "little forced induction" as allowed by the F.I.M. rules but in international races they will not have much chance against the modern hot fourstrokes. They are surely now the fastest twostrokes in their class . . . but no more until now.

That can also be said of the new 250cc. D.K.W. racers. The most men responsible for these machines are old twostroke experts, which worked for D.K.W. already before the war at Zschopau under Chief designer Ing. August Pruessing. They do know the hard way to get great efficiency and speed from an unblown twostroke engine . . . until now they got good speed, but need still more reliability and for international races also a bit more "punch." They will not win in the next years again a T.T. race with these machines, but they will be a hard opponent on shorter circuits if the machine will be fully developed. No water cooling, no supercharging but very high reving engines (over 10,000 r.p.m.) and very light components are used for these machines. Now is only the question who will win the races . . . the factory which need on every bend a depot (pit) with spare valves springs or the factory (D.K.W.) which still needs on every bend a fuel station, because their racing engines are—like the supercharged predecessors—again very thirsty. The new D.K.W. is really a "double-single" and has two separate crankcases, two separate cylinders and fires at 180 degree. Also two carburettors are used.

Last year Horex surprised with a new 350cc. racing machine. This was not a new design, but a redesigned push rod Horex touring model. Friedl Schoen, the racing man was the initiator of this new machine. It was more a sprint machine than a machine for big road races. A good acceleration and top speed but not too much reliability have been the main point on this machine, which had a much too big stroke, too small crankcase, not the most useful frame for racing a.o. They experimented during the whole 1950 season, but eventually dropped the idea to produce a racing machine of 350cc. and decided to build a 500cc. vertical twin racer.

They started again with a push rod engine, but have now a double knocker job ready. Already the push rod job in racing trim proved good, but was lacking some horses and now with greatest interest is awaited the new camshaft engine. The Horex factory is at Bad Homberg and the owner, Fritz Kleemann a former racing man.

There is a possibility that N.S.U. will produce also a double-single racing machine—two 125cc. engines united and probably next year a double knocker 250 cc. N.S.U. racer will be ready—if until this time the new 500cc. four (vertical) will be 100% fit. In the last time they redesigned some important parts of this machine—including the crankcase and the cylinder heads—and if they can get sufficient reliability and also enough horses to resist the great air resistance, this type will surely be a real goer. Heiner Fleischmann showed already the great speed, but the machine became soon tired and Ing. Roder, the N.S.U. Chief designer has now the hands fully occupied with redesigning the newest N.S.U. four.

After the second world war the only German 500cc. racing machines available have been pre-war RS and SS models, produced by B.M.W. Many riders used these machines and every one tried to get the greatest output from these types. Often some very interesting modifications have been carried out but the fastest private owned B.M.W.'s had Zeller and Hoske. Hoske's machine was a converted RS, which has high camshafts and Zeller was playing with his own O.H.C. design.

A few months ago, the German Champion Georg Meier wrote me . . . we need probably a long time until our machines (the B.M.W.'s) will be again capable to play a good role in international races . . . but the results are saying that good Georg was a bit too careful. The new unsupercharged O.H.C. racers produced for this years races by the Munich factory showed in shortest time not only great speed but also great reliability and placed this make again on the lead at all German races. B.M.W. is still the strongest German opponent in international races in the future and all technical opponents which are talking about the great air resistance or about cylinder head brakes on the B.M.W.'s will be surprised in the future about the racing results. I still believe that the B.M.W. is a untamable horse at ultra high speeds on bends and only very few riders are capable to use all the efficiency of the engine. B.M.W.'s have during the first post war races already redesigned the pre-war frames on the factory racers and still they are experimenting in this sphere. But I have full confidence in the new unsupercharged B.M.W. engine, which will play surely an important part in the classic races if ridden by such famous men as Georg Meier or Walter Zeller.

That will be the real opponents of tomorrow, although after some time also N.S.U. can be good and a surprise is still possible by the new Horex.

Editor's Correspondence

From Les Higgins
S.E.20.

I have read with very great interest the articles contributed to "Bemsee" by Erwin Tragatsch. There are a number of errors and I am sure the author will not object to any corrections and comments made.

Dealing first with Velocette machines. The first K.T.T. Model was not marketed until 1929. Erwin appears to have confused this model with the original o.h.c. Velo, and this was first announced in 1924. Two machines were entered in the 1925 Junior T.T. and both retired. In the following year Alec Bennett won the Junior at record speed.

Although the five hundred Velo's never succeeded in winning a Senior T.T. there was little difference between the out and out power of the Velo and the Norton, and Stanley Woods was only beaten by one Norton in 1937 and 1938 Senior races, and by only 15 seconds on both occasions.

The "Roarer," the blown twin of 1939 suffered from supercharger trouble during its one practice run.

The Supercharged Vincent H.R.D. was never raced. It was tried in practice during the 1936 T.T. period but did not give satisfaction. As a consequence the machines were raced in the unsupercharged form.

During the 1920's A.J.S. were very much interested in their 500cc. model, and scored a number of successes. For example **1925**, 2nd Senior T.T., 1st French G.P., 2nd Brooklands 200 solo race. **1926**, 3rd Senior T.T. and first 70 m.p.h. Cup, 1st Belgian G.P., 2nd Dutch T.T. **1928**, 2nd Senior T.T., 2nd Dutch T.T. **1929**, 100 records including the 1 and 2 hour at over 100 m.p.h. and flying kilo at 118.95 m.p.h. **1930**, 3rd Dutch T.T., 1st Brooklands 200 mile race, hour record at 108.6 m.p.h.

There was no alternating between air and water cooling of the "fours." These were first raced in 1936 with aircooled engines but were not satisfactory. They re-appeared in 1938 still aircooled, but suffered overheating troubles, and, as a consequence were watercooled in 1939.

V-twins J.A.P. engines were raced by the Collier brothers at Brooklands and in the I.O.M. T.T. races with these engines (o.h.v.) in their Matchlesses. The valves were vertical. The period was of course 1910-1914.

The Coulson 1921 T.T. machines used V-twin J.A.P's (350cc.) but at least one

was a sidevalve unit. I have a photograph of Eric Longden on one of these models.

I cannot recall a V-twin Royal Enfield raced after 1914, except E. Magner's sidecar outfit. This had a 1000cc. J.A.P. engine and Magner took the flying mile at 117.76 m.p.h. on a frozen lake in Sweden in 1930. The racing Enfields of the thirties were almost standard models, except for experimental plain big end bearings.

The reason for Bert Tinkler's non-appearance in the 1927 Senior T.T. was ill health. He was unwell during practice and the Doctor would not pass him fit to ride. Other interesting features of the Tinkler were the clutch position and the valve ports. The clutch was in the secondary drive and mounted on the gearbox mainshaft arrangement; with the clutch in the usual position the valve timing would have been upset as soon as the clutch was withdrawn. Adjustment of the primary chain was made by swinging the gearbox around the layshaft, the usual sliding arrangement could not be used because of the necessity of maintaining the layshaft-camshaft in a fixed position.

The cylinder head had two valves operated by two rockers and one short push rod from the o.h.c. The ports instead of entering the head at right angles to the cylinder bore in the usual way, lay parallel with the bore.

Castle bottom link forks were fitted. Tinkler intended to market the machine and a company was formed but nothing seems to have come of this venture. In 1928 the O.E.C. concern took up the design and offered the Tinkler engine-gearbox unit in an O.E.C. frame, but only for one year!

The first Raleigh raced in the I.O.M. was entered for the 1922 Junior T.T. It retired. The next appearance was 1928 Senior and Junior, with 8th and 7th places respectively. In 1930 Jack Williams finished 5th in the Junior and Duncan 10th in the Senior. In 1931, the last entry, one finished 7th in the Senior and one 21st in the Junior. There was also fair Continental successes. The '31 engines were redesigned, and both Junior and Senior had a 11 mm. stroke. The "500" was reputed to be capable of 100 m.p.m. No Raleigh achieved any notable success on the straight courses of Clady and the Dutch T.T. circuit but in 1930 they took 3rd in the Belgian G.P. 500cc. and 1st in the Austrian G.P. 500cc.

“REV-COUNTER” Reports . . .

The first member to renew his Annual Subscription for 1952 was Les Clifford.

A. L. Barrow is now out of hospital and getting about on crutches. The Black Shadow has been returned to the works for much needed repairs after “son” had been giving it an airing in the Island and finished up with a prang at “Handleys.” Was Father mad!

D. A. Williams was unlucky enough to have an accident while riding home from Boreham last September, on the back of the float. Apparently the offside wing of a car caught his leg and broke it, this has resulted in a long detention in Chelmsford and Essex Hospital, plus no less than five operations to date. We all trust these will prove successful and that he may soon be out and about again.

Sam Coles tells me that he has now expended all his film quota for this year and which becomes ever more difficult to obtain, in filming the Grand Prix events that count for the World Championship. This film, along with one of the International Six Days Trial, are both in colour and will keep Sam busy until the end of the year, after which however they will provide some really first class entertainment for the lads. It is understood that Graham Walker will be doing the commentary in the Worlds Championship film (this would make any film of value to a blind man) and that the I.S.D.T. will also be covered. N.B. Members and/or friends are requested not to make application for the showing of these films until a further announcement of its official “release” has been made.

R. R. C. Smith struck some back luck during the last Brands Meeting when among the leaders in the 25 mile final of the 500cc. Junior Championship race on his 350cc. Triumph. Apparently things were turning over quite fast when the crankpin elected to give up to the accompaniment of the most expensive noises, damage amounting to a total write off of the bottom half including a pair of steel flywheels.

Bob Burnie writes from South Africa and tells me that Gilbert Smith was out there not so long ago and was the guest of a prominent member of the Eastern Province M.C.C. Needless to say Bob was most gratified at being able to hear about

present day racing matters from someone who knows the answers.

Denis Minett describes the first of the road races that took place at Woodside (Adelaide) this season. The highlight of the meeting being a runaway win in the 125 class by a Lambretta scooter ridden by Bert Flood and, to quote his own words, made mincemeat of the 125 B.S.A's etc. and went like a rocket.

Denis wishes all Bemsee members a very happy Xmas and New Year.

Among the many people I met at the Show was LES GRAHAM, and I understand he is full of hope for some success with the M.V. next season as all the troublesome parts are being thrown away and the re-designed “Agusta” will be ready almost any day now for initial testing—such is the speed at which the Italian firms get down to the job!

D. R. O'Donovan, that rider and tuning wizard of road and track machines between the wars, and indeed before the 1914-18 affair, took me back over the years to happier and more care free days when Raleighs boasted O'Donovan tuned engines. These mark you, were not only of the O.H.V. variety but also 250cc. side valves which would be considered no sluggish at present day speeds!

Cyril Smith was one of the last members I was to meet on the final Saturday and imparted the happy news that he would be competing in all the major Continental Sidecar events during 1952, assisted of course by passenger Bob Clements. I understand they are busy at present modifying the vehicle that will transport them and the outfit across Europe. It is indeed a pleasant thought that another Bemsee member will be upholding British prestige abroad as Eric Oliver has done in such an outstanding manner this year.

J. R. Lanyon and J. D. Poingdestre our two members in the Channel Islands, have been doing very well in both motor cycle and car events in Jersey during the past year. In the Sand Race Championship Lanyon came second and Poingdestre fourth. In the Bouley Bay Hill Climb (unlimited) Lanyon was the eighth fastest irrespective of capacity and the fastest 350cc. of the day, while Poingdestre was the third fastest 350cc. In the flying and standing sprint events both did exceptionally well.



"THE RICKARD TROPHY"

Presented to the Club by K. Rickard, Esq., to be held for one year by the private owner who puts up the best performance in the annual 'Hutchinson 100' meeting.

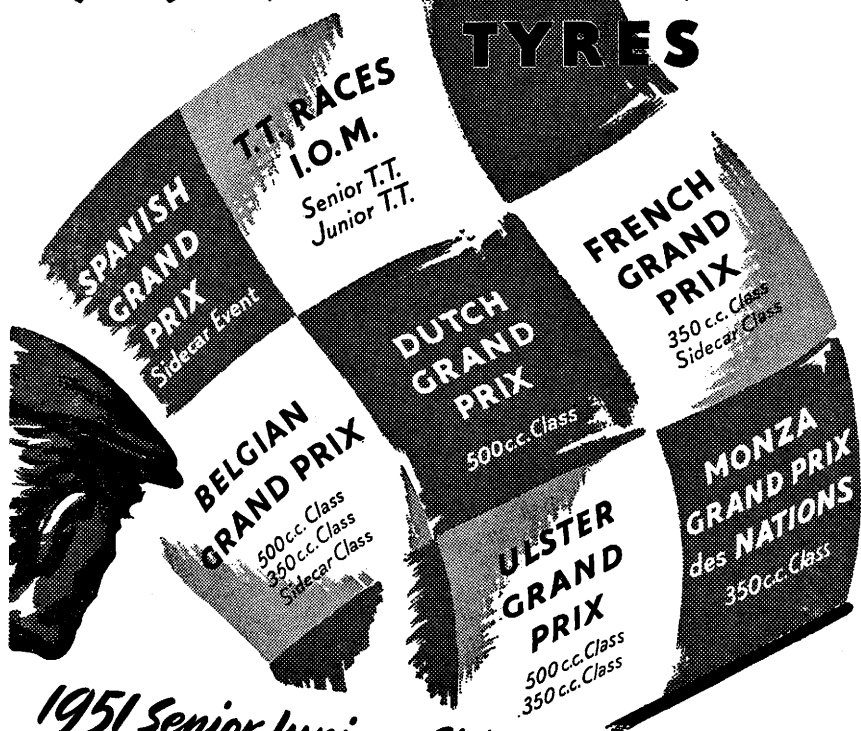


"THE GEORGE REYNOLDS TROPHY"

Presented by B.M.C.R.C. to perpetuate the memory of the late A. G. Reynolds. A challenge award to the driver making the fastest lap during the 'Hutchinson 100' meeting.

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TYRES



*1951 Senior, Junior & Sidecar Classic Victories
total more than any other tyre!*



Motor Cycle Racing Tyres

Characteristics and Testing

To the racing man tyres are all-important equipment and because he races on a single track machine, his success and even his life depend on their ability to keep him on the road under all conditions. Probably no other component is so carefully selected or gives such confidence when the right selection has been made.

* * *

The Characteristics of a Successful Tyre.

Good tyre performance in Grand Prix or T.T. racing has always followed from certain basic features. Firstly, a slow-wearing tread is needed which will provide a safe non-skid run under any conditions. Secondly, good road-holding is necessary during braking, cornering and acceleration and, thirdly, there must be a minimum generation of internal heat. The tyre must also have a very strong light casing to withstand high speed stresses. In recent years, however, the rapid development of modern high performance machines has brought in its train additional requirements such as improved stability, a minimum consumption of power and minimum weight. Let us make a closer examination of these requirements.

* * *

The Tread.

The main requirement in a tread is that it must provide complete protection for the casing and give maximum adhesion to the road. Apart from the scientific design and disposition of the elements of the tread pattern, the quality of the rubber compound plays a very important part. It should provide maximum resistance to abrasion in the correct flexibility to give good adhesion on the road, and most important, it must not generate undue heat during high speed running.

* * *

Road-Holding.

It is probably true to say that most races in 1951 were won by superior cornering ability rather than by employment of high maximum on the straight. Road-holding is, therefore, of great importance and the first contribution to excellence in road-holding is, as mentioned above, an

inherent grip in the rubber itself. Secondly, comes the question of design and arrangement of the tread pattern, and the requirements are different for the front and rear tyres. In the front tyre rolling resistance must be reduced to a minimum, but at the same time cornering grip must be a maximum. Overall is the requirement for maximum transmission of **braking** power. In a front tyre this is particularly necessary because of the transference, in braking, of considerable weight to the front wheel under most road conditions, and because the amount of power which can be usefully employed in braking is a function of that weight and the co-efficient of friction of the tyre on the road.

In the rear tyre, transmission of the utmost **engine** power is of first importance coupled with a tenacious grip on the road during braking, accelerating and cornering. These requirements in the two types of tyre have resulted in the typical interrupted rib appearance for the front and studded pattern for the rear.

* * *

Low generation of Internal Heat.

It will be appreciated that a tyre absorbs a small proportion of available engine power. This absorbed power is released in the form of heat, but unfortunately the heat is not released quickly because rubber is a fairly good heat insulator. In consequence as speeds rise, temperature increases even more rapidly and, of course, high temperature would eventually menace the reliability of the tyre. In the final stage the tread would become completely separated from the casing and thrown off. Another aspect of heat generation is that it is a waste of engine power and, of course as speeds have increased, this lost power has assumed real importance—it could even be a decisive factor in a race.

* * *

Minimum Power Consumption.

Important aspects of power consumption and its effects have been discussed separately under the headings above. Assuming the satisfactory solution of other problems it is a fundamental that as much power as possible must be translated into

tractive effort, i.e. the actual propelling force at the back wheel. A tyre is a relatively elastic component and it may absorb 1 h.p. at racing speeds, but the reduction of even this small amount is well worth prolonged study and research.

* * *

Better Stability.

As will be realised from the foregoing remarks most problems of tyre manufacture overlap. Stability is partly a matter of road-holding in which the rubber itself and the tread pattern both make important contributions. The basic stability of a tyre, however, stems from its casing—the inside carcass of cotton or rayon. Apart from technical consideration of yarns and filaments, casing design concerns the specification of fabric, the number and disposition of the plies, and finally the sectional shape of the tyre. This sectional shape has a profound effect on general & cornering stability. Its design is concerned with resistance to harmful distortion when cornering and permits both machine and rider to lean over at the necessary angle with complete confidence and safety. For the best stability, on which foundation road-holding characteristics are built, a rounded casing is necessary so that riders' "lean over" can be executed smoothly at a natural and regular rate.

* * *

Minimum Weight.

Apart from normal design for a good power/weight ratio in a motorcycle there is a constant trend to the reduction of rotating masses and of unsprung weight. The provision of a lightweight tyre is right in line with this trend as, with the reduction of inertia forces in the tyre, acceleration and handling properties of the machine are greatly improved.

* * *

Tyre Testing.

Having considered the more important qualities which characterise a successful racing tyre it will be of interest to learn of testing methods—those which concern the performance of the finished tyre as distinct from factory testing which, of course, takes place at every stage of manufacture.

In dealing with problems of this kind, every opportunity is taken in pre-race practice, in actual Grand Prix racing and in solo running on the road to evaluate performance under actual riding conditions. In this way all factors—surface,

tyres, surface conditions and ambient temperatures can be related to tyre performance.

Until about two years ago, however, it was necessary to rely very much on the personal opinion and judgement of the rider on matter of cornering stability, steering & road-holding. There were wide margins of error, and even the mood of the rider could affect his opinion of the ridability of a tyre.

To get the right answer to these problems much more precise information was needed, and to provide this the AVON Company devised and installed an ingenious testing machine which gives accurate data where previously only human estimation was available.

In order to simulate operational conditions the design allows for the measurement of power absorption under variable conditions which may be summarised as follows:—

- (a) Tyre Load
- (b) Speed
- (c) Inflation
- (d) Slip angle
- (e) Driving and braking torques
- (f) Camber angle

The machine comprises two 50 h.p. d.c. electric dynamometers each capable of delivering or absorbing power. One dynamometer drives the wheel assembly on which the tyre is mounted & the tyre itself transmits the drive to the second dynamometer by means of a drum which thus becomes the "road" on which the tyre is running.

Measurement of forces due to axial thrust, camber, dynamometer torque and self-aligning torque is by hydraulic capsules recorded are converted into values which in turn are considered relative to values obtained from previous testing.

In action the machine measures the power absorption of a tyre by recording the output-input difference between the two dynamometers, under given conditions of speed, inflation, load, slip angle, etc.

The record breaking season of 1951 has seen ample justification of these methods and success in the classic races has brought the world championships to Geoff Duke, Eric Oliver and Norton Motors. (Ed. . . . The Avon India Rubber Co. Ltd., have just published an interesting booklet entitled "A Scientific approach to the Manufacture of Motor Cycle Racing Tyres," in which the problems outlined above and their solutions are discussed and illustrated.)

Copies of the above may be obtained on application to the Secretary, B.M.C.R.C., 2 Wilton Mews, Wilton Street, S.W.1.

Marshal's Musings

BY THE TIME THESE NOTES APPEAR IN PRINT THE ANNUAL DINNER WILL BE ON TOP OF US. THERE MAY BE A FEW TICKETS LEFT FOR THE 7TH DECEMBER, BUT THIS VERY SPECIAL OCCASION HAS BEEN ON OUR CALENDAR FOR MANY, MANY MONTHS. A BIG EVENING IS GUARANTEED SO DON'T BE LATE ON THE LINE OR THE TOASTMASTER WILL START WITHOUT YOU. WHY MISS THE "HORS DOUVRES?"

Everything you have asked for has been laid on, short speeches, long bar, good "wallop," nice menu, grand accommodation quick service, music and above all, splendid company. This is Secretary R.C. 'Bob' Walkers first opportunity to meet some of you, so go up and introduce yourselves to him. Bob has had a difficult year and will be only too pleased to make up for lost time. He will be strongly supported by a Travelling Marshal-cum-Toastmaster, M.C. known to most of you as "Don" or "Mac," or both. Sir Algernon and Lady Guinness again look forward to presiding over us and may I again mention that the A.D. is not an A.G.M. Relax and enjoy yourselves in true "Bemsee" fashion.

Early in 1952, there will be two important commitments, i.e. the Annual General Meeting and the Hendon Social. The dates are not yet fixed but you owe it to yourself, your Club and the Committee to turn up at both. The A.G.M. is for members only, but the Hendon Social is a grand occasion for the ladies and a rare chance to take wine with the Mobiles who have helped the B.M.C.R.C. in particular and the movement in general. Hendon will be a ticket occasion next time, probably on the basis of one member and lady.

Now for an apology. My attention has been drawn to the fact that some of my light-hearted expressions might have been misunderstood by the fair sex. If this has happened, please accept my apologies and bear with me when I say it has't always been easy to gather enough material for this monthly effort. As Cliff Lewis used to say "I want a **regular contribution** and no excuses." He flogged himself harder than any of us in the process.

Now for a few words of thanks to the men who have made the "Marshal Plan" part and parcel of the B.M.C.R.C. organisation. It is not generally known that every Course Marshal not only holds a

Driving Licence but a First Aid Certificate as well. The Solo and Sidecar Marshals have travelled so many miles for the Club that it runs into many thousands. The Solo Marshals have also been known to beat the 'phones and the radio when important messages are in transmission. Then the Flag and 'phone Marshals who have so loyally kept their posts even to the extent of bringing their own food and refreshment so that they were on the job all the time, despite duplication of duty points. Lastly but by no means least the Paddock Marshals who have worn out their shoes and socks to see that competitors are at the gate in good time for the next race. Hail or shine, this is the "Marshal Plan" which has supported the racing men for over three years past and who look forward to even better things in 1952. I almost forgot the Course Car (Pilot "Cabby" Cooper) who keeps this black beast mainly for "Bemsee." The other Course Car (Ted Frost) is now elevated to the "Aristocracy" for liaison duty with the great British Press who can seldom snare us any mention. Ted has a nice difficult job before him on future occasions which might involve three or four meetings in 1952. The Technical Press have been most helpful and deserve our heartfelt thanks for their efforts to keep the "Crossed Jacks" before the motorcycle minded people who get more kicks than ha'pence. Their books are good value for money and provide a weekly service which is head and shoulders above that in any other country. Last and not least our Medicos may they have nothing to do next year.

These paragraphs are penned during the middle of Show Week and if my efforts are somewhat confused, you will know why. So many reunions have taken place that my right arm has been working overtime. Maybe you know what I mean, but joking aside, the Cycle and Motorcycle Industry deserve a pat on the back for putting on such a display in face of very serious difficulties with the "three

M's" c.c. Man-power, money and materials. It is not sufficiently realised that we get a lot of bikes from a ton of steel (which is now made to go a long way due to the increasing use of alloys). Much ingenious thought and work continues to be put into our products mainly in the 350cc. and over classes. More attention to the 125/250cc. categories is essential if we are to hold our own with other countries. The industry and sport must not be allowed to stand still especially when our bikes help to pay for bread and butter from overseas. "Bikes for bread" sounds a bit harsh but that's the way it is in these days of austerity. Members of Bemsee—you have helped to demonstrate our products in fine style since the war and especially during 1951. Congratulations and even better results next year with a few more prototypes in the smaller classes please gentlemen. Before tearing me to pieces, compare the post Kaiser War products of 500cc. with the post Hitler War products of 125/250cc. Study the records and you will understand what prompted me to write these lines.

Denis Parkinson's Film Show was well received in a delightful place before a large gathering of members and guests. Some of the types look good in colour and William (Bendix) Doran can now gaze towards Hollywood. Les Graham and his M.V. made a pretty picture in the sun-

shine, so did Vic Anstice and his rust coloured sports jacket. Les Lumby did not take his eyes from the priceless chronometers and Joe Craig was just as studious in technicolour as he is in the ordinary way when his team is operating. The shot of George Bryant and Norman Evans in a small boat near the Calf of Man Lighthouse did not fail to cause much laughter. Quite a lot of good scenes were lost due to the fact that Norman Evans cine-camera was stolen with the result that Denis Parkinson was unable to borrow the second film of the T.T. and make an ever better record than the one he is now showing to various clubs all over the country. Thanks a lot D.P. Three shows in four nights whilst down for a look at Earls Court was a bit hectic, not forgetting the chill plus Pat Parkinson's inability to make the long trip from Wakefield due to indisposition. There was also the awful "flap" at the last moment due to change of venue and Don McBain's brain wave which made some extra work for himself and Bob Walker with gratifying results. Members came from England, Ireland, Scotland, Wales and the Isle of Man, so a good evening out was enjoyed by one and all.

That's all for this month and don't blame anyone else if you haven't got tickets for the A.D. on the 7th December.
W. G. (Bill) JARMAN.

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BOOKS FOR CHRISTMAS PRESENTS

Special Offer to Club Members at Reduced Prices

"The Story of the T.T."—G. S. Davison
autographed copies 2nd Edition.
5/6 (post free)

All the above mentioned books may be obtained on application with remittance from the Secretary, British Motor Cycle Racing Club, 2 Wilton Mews, Wilton St., London, S.W.1.

"Racing Reminiscences"—G. S. Davison.
5/6 (post free)

"The Story of the Ulster"—
G. S. Davidson.
5/6 (post free)

The following publications may be obtained through the usual booksellers:—
Motor Cycle Moonshine—2/6.
1951 T.T. Who's Who—2/-.

Programmes of the 1950 "Hutchinson 100"; 1951 Goodwood Saturday and 1951 "Hutchinson 100" meetings price 3d. (to cover postage).

"Continental Circus" (New 2nd Edition); "The Racing Year"; "The Story of the Manx"; "Short Circuits" and "T.T. Tales" all priced at 9/6 each.

TWO FILM SHOWS

Last month I was treated to a preview of some Esso 16 m.m. film in colour with commentary. A total of five films are available dealing with a large number of both motor cycle and car meetings held in this country and abroad during 1951, and it is hoped to arrange for a showing of these to our members nearly next year. The two films viewed were of a high standard and covered such motor cycle events as B.M.C.R.C. Goodwood Meeting; Sunbeam Pioneer Run and Cotswold Cup Trial etc. The car film of the Le Mans 24 Hours was outstanding and made me yearn for such an event to be held in these Islands. It will be recalled that Peter Walker and Peter Whitehead won this event in a Jaguar and it was fitting that this should be made the occasion for the presentation of a marvellous painting of the winning Jaguar taking part in this classic event, to the Chairman of the Company Mr. W. Lyons. The Esso hospitality was as usual a model of efficiency and correctness.

Show number two was made possible in the first place by Denis Parkinson who kindly gave up the evening of Sunday, November 11th, to show the film taken by himself of racing events during the past season. These included shots of the T.T., Post Hill and Esholt Park, (the latter in a snowstorm on Easter Monday) to mention but a few. In addition there was a topical reel with shots of American Car races—did someone say motor cyclists were mad and dangerous?—these fellows appear to take a delight in crashing their vehicles, goodness knows what the death and injury rate must be. This two hour show was really worthwhile and the 150 odd members and friends who attended showed their appreciation in no uncertain manner. Thanks a lot Denis, also Don McBain and Bill Jarman for the parts you individually played to make the evening such a success.

"Minnie Grenfell Memorial Trophy"

Final Placings

Points are awarded 5 for a win, 4 for second, 3 for third, 3 for fourth place in a race, 1 for a start, with a maximum allowance of two races per meeting, the best two scores being taken into account. This season the events to account are "Motor Cycling's" Goodwood Saturday, 14th April, Tourist Trophy Races, June, 1951, Manx Grand Prix, September, 1951 and Hutchinson Hundred 6th October. Columns signify Goodwood, T.T., Manx Grand Prix, Hutchinson 100 and Total.

G. E. Duke	-	10	10	0	10	30	E. A. Barrett	-	2	2	0	0	4
W. Doran	-	5	5	0	7	17	F. W. Fry	-	2	2	0	0	4
C. C. Sandford	-	7	1	0	7	15	D. S. Lashmar	-	2	2	0	0	4
R. H. Sherry	-	5	0	8	2	15	C. A. Stevens	-	2	2	0	0	4
D. E. Bennett	-	4	0	6	4	14	E. F. Cope	-	1	2	0	1	4
R. L. Graham	-	0	2	0	10	12	R. H. King	-	2	1	0	1	4
W. Boddice	-	5	0	0	6	11	H. T. Bostock	-	2	0	0	2	4
Cyril Smith	-	3	0	0	8	11	S. T. Barnett	-	0	2	0	2	4
Eric Oliver	-	0	0	0	10	10	L. J. Bayliss	-	0	2	0	2	4
L. A. Dear	-	6	2	0	2	10	R. E. Geeson	-	1	1	0	2	4
J. A. Hogan	-	1	0	4	5	10	C. G. Griffiths	-	2	0	2	0	4
M. Cann	-	6	1	0	2	9	F. P. Heath	-	2	0	0	2	4
J. P. E. Hodgkin	-	5	2	0	2	9	M. O. Klien	-	0	2	0	2	4
M. S. Featherstone	-	5	4	0	0	9	M. V. Lockwood	-	0	2	0	2	4
J. Lockett	-	4	5	0	0	9	J. Lund	-	1	1	0	2	4
W. A. C. McCandless	-	0	8	0	0	8	S. Murray	-	0	2	0	2	4
D. G. Crossley	-	0	0	8	0	8	J. Rampley	-	2	0	0	2	4
C. Julian	-	0	0	4	4	8	O. S. Scott	-	0	2	0	2	4
Geo. Brown	-	6	1	0	0	7	J. A. Thompson	-	1	1	2	0	4
R. H. Dale	-	6	1	0	0	7	D. K. Farrant	-	0	1	1	2	4
J. N. Ewer	-	4	0	1	2	7	A. J. Barham	-	0	0	2	2	4
J. Beeton	-	3	0	0	4	7	F. Morris	-	0	0	2	2	4
T. E. Bridges	-	0	0	3	4	7	E. Pantlin	-	2	1	1	0	4
P. Hogan	-	0	0	3	4	7	J. S. Wilson	-	0	0	2	2	4
K. R. V. James	-	5	1	0	0	6	J. Boulter	-	0	1	0	2	3
R. H. Pike	-	4	2	0	0	6	D. M. Bradshaw	-	0	3	0	0	3
M. C. Tomkinson	-	6	0	0	0	6	A. W. Jones	-	1	2	0	0	3
W. J. Hutt	-	0	4	0	2	6	S. Lawton	-	1	2	0	0	3
P. McDonald	-	2	2	0	2	6	R. F. Austin	-	1	1	0	1	3
A. L. Parry	-	2	2	0	2	6	J. M. Humberstone	-	2	0	0	1	3
E. Proctor	-	2	2	0	2	6	G. Monty	-	2	0	0	1	3
B. W. J. Rood	-	2	0	0	4	6	W. J. Netherwood	-	2	0	1	0	3
A. F. Wheeler	-	0	2	0	4	6	C. E. Staley	-	1	1	1	0	3
P. V. Harris	-	1	0	0	5	6	A. Brown	-	1	0	0	2	3
W. Ryan	-	1	0	0	5	6	A. D. Bassett	-	1	0	2	0	3
W. Hall (546)	-	0	2	0	4	6	P. H. Carter	-	0	1	0	2	3
D. E. Sheppard	-	4	1	0	0	5	J. R. Clarke	-	1	0	0	2	3
J. B. Wickstead	-	1	4	0	0	5	D. J. A. Clarke	-	1	0	0	2	3
R. A. Beecroft	-	4	0	0	1	5	W. R. Fletcher	-	1	0	0	2	3
R. Touche	-	4	0	0	1	5	C. Hale	-	1	0	0	2	3
E. Braine	-	2	1	0	2	5	W. Howard	-	0	1	2	0	3
V. Evans	-	1	2	0	2	5	J. S. Hubbard	-	1	0	0	2	3
J. L. Kendall	-	2	1	0	2	5	F. W. Johnson	-	1	0	0	2	3
B. E. Keys	-	2	1	0	2	5	A. C. Keeble	-	1	0	0	2	3
H. B. Ranson	-	1	2	0	2	5	J. R. G. Lanyon	-	1	0	0	2	3
C. F. Salt	-	1	2	0	2	5	J. R. Muir	-	1	0	2	0	3
A. D. Brown	-	1	0	2	2	5	J. C. McCubbin	-	1	0	0	2	3
H. A. Pearce	-	1	0	2	2	5	C. H. Rhodes	-	1	0	0	2	3
J. A. Storr	-	1	0	2	2	5	D. A. Riley	-	1	0	0	2	3
R. Jervis	-	0	0	1	4	5	F. A. Spencer	-	1	0	0	2	3
W. M. Webster	-	0	2	1	2	5	J. Surtees (Jnr.)	-	1	0	0	2	3

J. Surtees (Snr.)	-	1	0	0	2	3	L. Southam	-	0	0	2	0	2
L. W. Taylor	-	1	0	0	2	3	D. Tomson	-	0	0	0	2	2
A. F. Winstanley	-	1	0	0	2	3	F. Westell	-	0	0	2	0	2
D. C. Young	-	1	0	0	2	3	N. W. White	-	0	0	2	0	2
D. Bagshaw	-	0	0	1	2	3	R. Wilson	-	0	0	0	2	2
H. J. Kemp	-	0	0	1	2	3	A. W. Zealand	-	0	0	2	0	2
S. Palmer	-	0	0	1	2	3	A. W. D. Woods	-	0	0	0	2	2
D. Parkinson	-	0	0	3	0	3	A. Bennett	-	0	0	0	2	2
D. J. Chapman	-	1	1	0	0	2	E. H. Bentley	-	0	0	0	2	2
S. Cooper (550)	-	2	0	0	0	2	D. D. Banks	-	0	0	0	2	2
S. Cooper (1086)	-	2	0	0	0	2	G. E. H. Collett	-	1	1	0	0	2
C. W. Davis	-	2	0	0	0	2	A. S. Amory	-	0	0	0	1	1
A. S. English	-	0	2	0	0	2	H. J. Alderslade	-	0	0	0	1	1
A. A. Fenn	-	0	2	0	0	2	M. S. L. Brierley	-	0	0	0	1	1
J. W. C. Fisher	-	0	2	0	0	2	R. G. Bethell	-	1	0	0	0	1
E. V. C. Hardy	-	0	2	0	0	2	H. Brown	-	0	1	0	0	1
R. E. Harrison	-	0	2	0	0	2	D. Baker	-	0	0	0	1	1
O. P. Hartree	-	2	0	0	0	2	G. Bretherick	-	0	0	0	1	1
C. K. W. Harwood	-	0	2	0	0	2	B. Carter	-	0	1	0	0	1
D. A. Hovenden	-	2	0	0	0	2	C. J. Carter	-	0	0	0	1	1
W. J. Maddrick	-	0	2	0	0	2	J. F. Chapman	-	0	1	0	0	1
R. D. McConnell	-	0	2	0	0	2	H. J. Cronan	-	0	0	1	0	1
J. Newman	-	0	2	0	0	2	P. B. Davis	-	0	0	1	0	1
M. P. O'Rourke	-	2	0	0	0	2	H. F. Desborough	-	1	0	0	0	1
C. W. Petch	-	0	2	0	0	2	G. Davis	-	0	0	0	1	1
C. H. C. Phillips	-	2	0	0	0	2	G. P. Douglass	-	0	0	0	1	1
H. L. Williams	-	2	0	0	0	2	M. H. Eagle	-	1	0	0	0	1
N. V. Young	-	2	0	0	0	2	H. A. R. Earle	-	1	0	0	0	1
E. H. P. Baker	-	0	1	0	1	2	F. Fletcher	-	0	1	0	0	1
A. Dudley Ward	-	1	0	0	1	2	R. W. Foster-Pegg	-	1	0	0	0	1
L. J. French	-	0	1	0	1	2	E. Graham	-	0	0	1	0	1
J. N. Jones	-	1	0	1	0	2	F. Hayward	-	1	0	0	0	1
N. J. Lake	-	1	0	0	1	2	A. V. Hegbourne	-	1	0	0	0	1
A. J. Liddiard	-	1	0	0	1	2	W. A. Hemsley	-	1	0	0	0	1
P. R. W. Mayo	-	1	0	0	1	2	A. Hutchinson	-	0	1	0	0	1
M. R. McGeagh	-	0	1	1	0	2	C. H. Hubbard	-	0	0	0	1	1
J. Skerritt	-	1	0	1	0	2	Harold Hall	-	0	0	0	1	1
A. C. T. Turk	-	0	1	1	0	2	W. J. Jenness	-	1	0	0	0	1
E. R. Ward	-	0	1	0	1	2	W. J. Job	-	0	1	0	0	1
R. H. Woodman	-	1	0	0	1	2	E. M. Kempson	-	0	0	0	1	1
W. S. Austin	-	0	0	0	2	2	O. Kevelos	-	1	0	0	0	1
D. A. Ball	-	0	0	0	2	2	P. A. Kirby	-	0	0	1	0	1
J. R. Brown	-	0	0	0	2	2	W. Lilley	-	0	0	0	1	1
C. Clegg	-	0	0	0	2	2	D. P. Lush	-	0	0	0	1	1
E. J. Davis	-	0	0	0	2	2	W. R. Marley	-	0	0	0	1	1
J. Difazo	-	0	0	2	0	2	J. Mather	-	1	0	0	0	1
R. Dean	-	0	0	1	1	2	G. T. Miller	-	1	0	0	0	1
K. J. Faulkner	-	0	0	0	2	2	A. B. Mullee	-	1	0	0	0	1
W. W. Foxall	-	0	0	0	2	2	H. B. Myers	-	0	1	0	0	1
E. Goodwin	-	0	0	2	0	2	W. McVeigh	-	0	1	0	0	1
P. M. Hall	-	0	0	2	0	2	H. Neal	-	0	1	0	0	1
E. G. Hefford	-	0	0	0	2	2	R. J. Penney	-	0	0	1	0	1
R. F. Hodge	-	0	0	0	2	2	A. D. Pinckard	-	0	0	1	0	1
W. L. Hordley	-	0	0	0	2	2	R. W. Porter	-	0	0	1	0	1
M. H. Keele	-	0	0	0	2	2	R. Pratt	-	0	0	1	0	1
L. Kynaston	-	0	0	0	2	2	G. J. Price	-	0	0	0	1	1
B. C. Norwood	-	0	0	0	2	2	F. Purslow	-	0	1	0	0	1
J. R. Parr	-	0	0	0	2	2	M. B. Prudence	-	0	0	0	1	1
R. E. Philpot	-	0	0	0	2	2	F. A. Robinson	-	0	0	0	1	1
A. C. Peet	-	0	0	0	2	2	D. R. Rose	-	0	0	0	1	1
K. Rickard	-	0	0	0	2	2	P. J. Simpson	-	1	0	0	0	1
J. W. Robinson	-	0	0	0	2	2	R. E. Smith	-	0	0	0	1	1
R. H. Rudge	-	0	0	2	0	2	J. I. Sparrow	-	0	1	0	0	1
F. A. Rutherford	-	0	0	0	2	2	H. L. Stephen	-	1	0	0	0	1

P. W. S. Stock	-	1	0	0	0	1	D. A. Tutty	-	0	0	0	1	1
J. Swanborough		0	0	0	1	1	W. N. Webb	-	0	1	0	0	1
A. C. Taylor	-	0	0	1	0	1	V. G. Williams	-	0	0	1	0	1
A. H. Taylor	-	1	0	0	0	1	K. Willis	-	0	0	1	0	1
J. F. Telfer	-	0	0	0	1	1	E. A. Woods	-	1	0	0	0	1
T. F. Tindle	-	0	1	0	0	1	A. H. Wynes	-	1	0	0	0	1
A. W. Tucker	-	0	0	0	1	1	W. A. Whitehead	-	0	0	0	1	1

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Donations to the Benevolent Fund have

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ing members:—

F. A. Norris
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N. J. Lake
E. Briggshaw
1 anonymous donation.

New Members

A hearty welcome is extended to the
following new members.

S. F. Lloyd (Manchester 8).
S. Borough (Manchester 8).

J. Anelay (Blackburn)
K. W. Manning (Reading)
S. E. Hanson (Skegness)
D. D. Banks (Blackburn)
J. E. Sutton (Datchet, Bucks).

Social Functions

Winning Horse (Claygate)
27th December, 1951 (Thursday)
31st January 1952 (Thursday)

White Lion (Edware)
10th December 1951 (Monday)
14th January 1952 (Monday)

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NEW Year to all our Members and Friends both at Home
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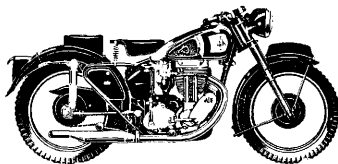
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