

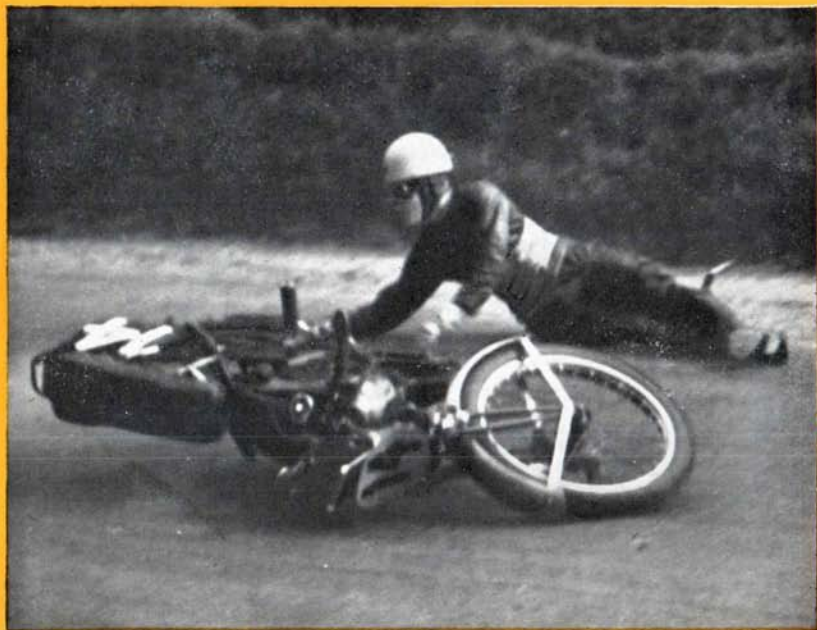


Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 5. No. 8—August, 1952

ONE SHILLING



"... and some fell upon stony ground."

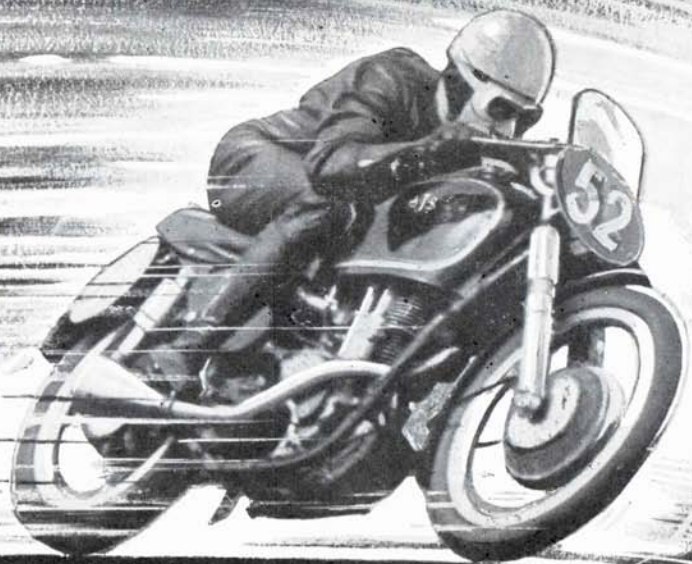
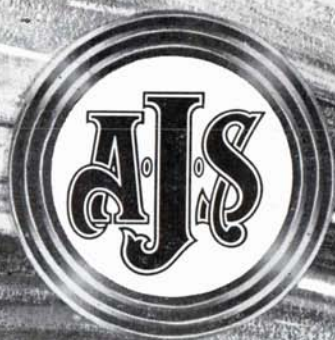
COMERFORDS LTD.

The Motor Cycle Distributors and Buyers

EXPERIENCED AND PRACTICAL
SUPPORTERS OF ALL PHASES OF THE SPORT

COMERFORDS LTD. PORTSMOUTH ROAD
THAMES DITTON, SURREY

Telephones: Emberbrook 2323 and 2324



Ride A.J.S.
and Ensure Success

A.J.S. MOTOR CYCLES · PLUMSTEAD ROAD · LONDON S.E.18

Bemsee

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT: Sir Algernon Guinness, Bart.

VICE-PRESIDENTS: Professor A. M. Low, D.Sc., A.C.G.I., E. C. E. Baragwanath,
H. L. Daniell, C. A. Lewis.

CHAIRMAN: N. B. Pope

VICE-CHAIRMAN: A. H. Taylor

SECRETARY: R. C. Walker, 2 Wilton Mews, Wilton Street, London, S.W.1

EDITORIAL

TROPHY DAY was an unqualified success. Two hundred entries, dry roads, keen racing and slick organisation all made for an enjoyable day, reminiscent of the wistfully remembered Cup Days at Brooklands. The one criticism was the lack of entries in the 1,000 c.c. solo event, and that fault cannot be laid at the door of the organisers. As riders have themselves said in the past, there cannot be racing without competitors.

Coming Events

The next important "Bemsee" event is the Shelsley Walsh Hill Climb, run in conjunction with our very good friends the Midland Automobile Club. We look forward to one of our members re-capturing the course record.

At the end of September comes our big end-of-the-season meeting. The Hutchinson Hundred. It is a two day meeting with practising on the Friday and racing on the Saturday. To ensure success all possible help is required on the organising side. We have an enviable reputation for organisation but that reputation can only be maintained by the unstinted efforts of all those members who can offer their services to do the innumerable routine tasks.

Of special interest to "Bemsee" members are two important British races, the Ulster and the Manx Grands Prix. Our good wishes for a safe and successful ride go to all our riders in these two events. To those who find the "Manx" beyond their pocket the "Ulster" provides a cheaper alternative. Twenty pounds, inclusive of entry fee, travelling and hotel expenses, and personal accident insurance, plus five days leave, will provide one of the finest racing holidays it is possible to have. The Ulster Club does everything within its power to help the private owner and make his stay in Belfast an enjoyable one. After sampling the "Ulster" you will wonder why you never entered before, and eagerly look forward to the next year.

Segrave Trophy.

For the first time since it was instituted in 1930 the Segrave Trophy has been awarded to a motorcyclist. In bestowing this coveted honour upon Geoffrey Duke the Awarding Committee not only pays tribute to the man but to the movement he represents. We offer to Geoff. our heartiest congratulations and are indeed proud to number him among our members.

TROPHY DAY

STAN HALL

WHAT the majority of members thought I don't know but for myself I have seldom enjoyed a better day's racing than that staged on June 21st. Several of the familiar faces were absent, but that, with due respect to these faces, made for more interesting racing. It was indeed a change to scan the programme and not be able to forecast the winner; and to see close scraps for all the places in nearly every race. The weather was cool and the sky overcast, far different from the "flaming" June days that scorched us a few days later, but the threat of rain never materialised and that was all to the good because it could have made a couple of the bends very "dicey" indeed.

"Trophy Day" programme was opened with a five lap tiddlers race, the sole event which provided a runaway win. Right from the start P. Hogan pushed his speedy little one-two-five "Bantam" to the front and quickly amassed a tremendous lead, going on to an easy victory. Amongst the placemen there were some good scraps, L. J. French on the E.M.C. eventually finished runner up, and P. W. Brown brought the first of the specials, his G.B. into fourth place.

There were several non-starters in the two-fifty race. Possibly the practising had taken its toll of the machinery and lack of time prevented the necessary repairs being finished. Three riders were left on the line but B. W. T. Rood on his "cut-down" K.T.T. shot away into the lead and stayed there for the whole of the ten laps. He was never really challenged but behind him was waged a Triumph-Rudge duel. In the early stages F. Hayward (Rudge) led P. H. Tait (Triumph); then the Triumph rider overtook the Rudge and Bill McVeigh on another Triumph came into fourth place. These three were lapping in fairly close company until almost the last lap, in that order, with Tait gradually drawing away. Finally, McVeigh overtook Hayward to take third place by nearly four seconds. There was a very close finish for fifth place, D. Rose (Velocette) crossing the line a bare two fifths second ahead of Bob Geeson (R.E.G.). Bob's twin two-fifty was suffering from carburation trouble and a persistent misfire, eventually traced to a split float. This followed on his bad luck experienced in the T.T. a week earlier.

There he was a victim of magneto trouble, genuine mag. trouble too! After examining the instrument at the end of practice the makers found the bearings were slack and supplied a new magneto for the race. And it let him down!

The third event was a passenger machine race, for three-wheelers (up to 1,200 c.c.) and sidecars (490-1,000 c.c.) There was only one three-wheeler, C. Hales 998 c.c. Morgan, and he was never in the picture. Except for the B.S.A. driven by T. W. Bounds, all the "chairs" were Nortons, and a Norton scrap it was with Bill Boddice and A. W. Tucker dominating. Unfortunately the race was robbed of what might have been a three cornered fight because L. W. Taylor's Norton was left on the line at the start. After several seconds delay he got away but was in trouble a few laps later with his engine cutting out.

Boddice and Tucker had a lively tussle for the lead and were lapping at around 66 m.p.h., a speed so fast that with two laps to go they had lapped all but the third and fourth men. By some determined riding Tucker got ahead of his rival for short distances, but every time Bill Boddice's Norton found a little extra speed, sufficient for him to draw ahead. The race ended with a terrific climax, Boddice giving the race away. He came round Woodcote for the last time hotly chased by Tucker, and both were momentarily balked by two slower outfits a lap behind; all four were roaring along to the finishing line *en masse* when quite suddenly Boddice signalled that he was turning into the pits. He eased off and Tucker shot by and crossed the line an unexpected victor. Bill Boddice was frantically shooed back on to the course and finished second, nearly thirteen seconds behind the winner but with still almost half a minute in hand over the third man, G. Stuart. Bill had to console himself with the fastest lap at 67.31 m.p.h.

There were three races for the three-fifties, an indication of the popularity of this size of engine, an additional event having been added to meet the demand. The start of the first of these three events followed the "chair" race and was enlivened by the antics of one unlucky fellow who fell over with his bicycle! The first lap leaders were R. Alderslade (A.J.S.) Michael O'Rourke (A.J.S.) J. Storr (Nor-

ton) and K. R. V. James (Norton). For several laps this quartette remained in the front, Storr taking the lead, James moving up to second place, and Alderslade dropping back to fourth. Behind them an exciting scrap was being fought out between D. Farrant and C. H. Hubbard, both on A.J.S.s until Hubbard retired. Both James and O'Rourke were pressing Storr hard for first place but had to give him best by a matter of five seconds. The result of second place was in doubt until the end, Ken James "pipping" Michael O'Rourke by a mere two-fifths second.

The first of the 500 c.c. races was, as far as the result was concerned, a repetition of the 350 c.c. race; Storr won again from James, but by only two seconds on this occasion. The pattern of this repeat scrap was also similar. Storr established a comfortable lead and James set about decreasing it lap by lap, coming within striking distance but without seriously challenging the leader. The pack was a long way behind, amongst them, R. D. Keeler (Triumph) who finished third; Peter Ferbrache, a familiar figure at Brands Hatch Meetings, who finished fourth on one of Lawrence Hartley's Ariels; and R. Jervis (Norton) out with a newly "welded" foot, broken previously at Boreham.

For the first several laps of the second three-fifty event it looked as though J. A. Storr was going to score a third win. He led for four laps, but Michael O'Rourke was riding his A.J.S. with such skill that on the fifth lap he overtook the Norton man. From then on the A.J.S. stayed in the lead despite a tremendous effort by Storr, and they finished with Michael less than one second ahead. The force of the pace can be judged from the fact that Michael O'Rourke, who made the fastest lap, was only two-fifths of a second slower than Storr's fastest lap in the five hundred race.

Another Storr-James duel was a feature of the second 500 c.c. race and what a terrific struggle it was! On this occasion Ken James was obviously out to win. He took the lead right from the fall of the flag and held it for eight of the ten laps. A. C. Peet (Norton), B. W. T. Rood (Norton) and J. A. Storr (Norton) were clumped together for a few minutes; Storr then drew away and got within a few yards of James, the pair lapping consistently at about 75 m.p.h. and Storr striving desperately to pass. On the eighth lap they were all but dead level and then Storr was balked by slower competitors, James

gaining a few yards lead. His respite was short lived. On the next lap Storr crept past and roared past the winning post to win a well deserved victory by a matter of seconds. The rest of the field was overshadowed by this terrific scrap and had been left well behind. Nevertheless, there was another close finish for third place, B. W. T. Rood (Norton) eventually beating P. Ferbrache (Hartley-Ariel) by little more than a second; R. D. Keeler (Triumph) was fifth and A. C. Peet, R. Harrison and Ken Rickard, all riding Nortons, finished sixth, seventh, and eighth respectively, with one and three-fifths seconds covering them. The fastest lap, which was also f.t.d., was shared by Storr and James, 75.38 m.p.h.

After the thrilling finish to this race, the next, for 1,000 c.c. solos, provided an anticlimax. Only three of the five entries came to the line, one failed to start and the winner, R. Touche (Vincent), was unchallenged and won easily. A most disappointing race. I hope that the member who pressed, at the A.G.M., for more races for 1,000 c.c. machines, takes note of this very poor response to such an event, which was more of an embarrassment to the organisers than a compliment.

The last race, the third three fifty event, made amends for the "solitude race" and brought to a close an enjoyable day. The stars of the earlier events were not competing. B. W. T. Rood (A.J.S.) jumped ahead on the first lap but his triumph was short lived; on the next lap he was out of the race. The order then became C. Julian (A.J.S.) J. R. Clarke (Douglas) and E. A. Redshaw (Velocette). In fourth place was another Douglas, ridden by D. G. Chapman, whom some members may recall won the Clubman's Race in very fine style at the first *Motor Cycling* Silverstone Saturday.

Julian increased his lead and Chapman moved up to third place; two Douglas's chasing an A.J.S., and my word, were those two Duggies shifting! At half distance, five laps, Chapman overtook Clarke, and was catching Julian lap by lap, overtaking him on the ninth lap. This saucy riding must have shaken Julian and with but one lap to go he had to make a terrific effort to stave off the challenge. He did it, but only just, by three-fifths second.

(D. G. Chapman's time was wrongly given as 14m. 38 3/5s. in the results published last month. This should have read 14m. 48 3/5s. Complete results are given on pages 4 and 5—Ed.)

COMPLETE RESULTS "TROPHY DAY" JUNE 21st

125 c.c. Solo 5 laps.

		m.	s.	m.p.h.	
1.	P. Hogan	B.S.A.	8.47 1/5	54.90	Fastest lap:
2.	L. French	EMC-Puch	10.07	47.68	P. Hogan
3.	G. P. Douglass	B.S.A.	10.09	47.53	1m. 43 2/5s.
4.	P. W. Brown	G.B.	10.14 3/5	47.09	55.99 m.p.h.
5.	D. Baker	G.D.B.	10.35	45.58	
6.	W. J. Jeness	Sun	11.11 1/5	43.12	

250 c.c. Solo 10 laps.

1.	B. W. T. Rood	Velocette	15.04 4/5	63.98	
2.	P. H. Tait	Triumph	15.09 2/5	63.66	
3.	W. McVeigh	Triumph	15.22 4/5	62.73	
4.	F. Hayward	Triumph	15.26 2/5	62.49	
5.	D. Rose	Velocette	15.43	61.59	Fastest lap:
6.	R. E. Geeson	R.E.G.	15.43 2/5	61.36	B. W. T. Rood
7.	G. J. Turner	Rudge	15.49	61.00	1m. 28 2/5s.
8.	G. S. Hubbard	Rudge	15.54	60.68	65.48 m.p.h.
9.	R. J. Wilkerson	Rudge	15.54 3/5	60.64	
10.	I. F. Telfer	Rudge	16.03 4/5	60.06	
11.	C. M. Luck	C.L.S.	16.07	59.86	
12.	D. W. J. Harrowell	L.E.F.	16.08	59.80	
13.	L. G. Statham	B.S.A.	16.09	59.69	
14.	R. Grange	Rudge	16.23 1/5	58.88	

Sidecars and Threewheelers 1200 c.c. 10 laps.

1.	A. W. Tucker	Norton	14.40 2/5	65.76	Fastest lap:
2.	W. Boddice	Norton	14.53	64.83	W. Boddice
3.	G. Stuart	Norton	15.21 4/5	62.80	1m. 26 1/5s.
4.	F. Hanks	Norton	16.16 2/5	59.29	67.31 m.p.h.
5.	D. Smith	Norton	16.20	59.07	

350 c.c. Solo 10 laps.

1.	J. A. Storr	Norton	14.05	68.47	
2.	K. R. V. James	Norton	14.10	68.10	
3.	M. O'Rourke	A.J.S.	14.10 2/5	68.09	
4.	D. Farrant	A.J.S.	14.33 2/5	66.28	
5.	G. K. Lambert	A.J.S.	14.43	65.56	
6.	R. Alderslade	A.J.S.	14.48 2/5	65.16	Fastest lap:
7.	J. Rampley	Norton	14.56	64.61	K. R. V. James
8.	P. Bagshaw	A.J.S.	14.57 2/5	64.49	1m. 20 3/5s.
9.	B. H. King	Douglas	15.03	64.11	71.82 m.p.h.
10.	H. J. Alderslade	Norton	15.16 1/5	63.18	
11.	R. E. Smith	Velocette	15.21 3/5	62.81	
12.	G. M. Cain	Velocetete	15.23	62.68	
13.	R. E. Philpot	A.J.S.	15.34 1/5	61.97	
14.	J. Hughes	Norton	15.38 1/5	61.70	
15.	D. Summerfield	B.S.A.	15.40	61.57	

500 c.c. Solo 10 laps.

1.	J. A. Storr	Norton	13.27	71.73	
2.	K. R. V. James	Norton	13.29	71.48	
3.	R. D. Keeler	Triumph	13.45 3/5	70.12	
4.	P. Ferbrache	Hartley-Ariel	13.53 1/5	69.48	
5.	R. Jervis	Norton	14.00 2/5	68.88	
6.	B. W. T. Rood	Norton	14.11 2/5	67.99	Fastest lap:
7.	W. L. Hordley	Triumph	14.20	67.30	J. A. Storr
8.	D. G. Lashmar	Pike/Rudge	14.21	67.23	1m. 18 3/5s.
9.	A. C. Peet	Norton	14.24	66.94	73.65 m.p.h.
10.	R. Harrison	Norton	14.31	66.46	
11.	R. J. King	Norton	14.34	66.22	
12.	N. Price	Norton	14.30 2/5	65.75	
13.	S. Palmer	Norton	14.44 2/5	65.45	
14.	J. Glazebrook	Norton	14.51	64.97	
15.	A. F. Winstanley	Vincent	15.43 3/5	61.28	

350 c.c. Solo 10 laps.

1. M. O'Rourke ...	A.J.S.	13.45 1/5	70.15
2. J. A. Storr ...	Norton	13.46	70.08
3. K. R. Campbell ...	Velocette	14.05	68.58
4. K. R. V. James ...	Norton	14.08 2/5	68.23
5. D. Farrant ...	A.J.S.	14.16 1/5	67.61
6. C. H. Hubbard ...	A.J.S.	14.25	66.91
7. P. Bagshaw ...	A.J.S.	14.34 3/5	66.19
8. A. Brown ...	A.J.S.	14.42	65.63
9. E. H. Willis ...	A.J.S.	14.29	65.12
10. H. J. Alderslade ...	Norton	14.53	64.82
11. J. Rampley ...	Norton	14.53 3/5	64.78
12. R. Alderslade ...	A.J.S.	14.55 1/5	64.62
13. B. H. King ...	Norton	15.06	63.89
14. D. Rose ...	B.S.A.	15.06 1/5	63.87

Fastest lap:
M. O'Rourke
1m. 19s.
73.25 m.p.h.

500 c.c. Solo 10 laps.

1. J. Storr ...	Norton	13.12 3/5	73.04
2. K. R. V. James ...	Norton	13.13 2/5	72.96
3. B. W. T. Rood ...	Norton	13.37 4/5	70.79
4. P. Ferbrache ...	Hartley-Ariel	13.39	70.77
5. R. D. Keeler ...	Triumph	13.44	70.25
6. A. C. Peet ...	Norton	14.06 1/5	68.41
7. R. Harrison ...	Norton	14.07 2/5	68.31
8. K. Rickard ...	Norton	14.07 4/5	68.25
9. D. G. Lashmar ...	Pike/B.S.A.	14.14	67.79
10. W. McVeigh ...	Triumph	14.26 2/5	66.82
11. S. Price ...	Norton	14.29 4/5	66.55
12. S. Palmer ...	Norton	14.30	66.54
13. R. A. Ashford ...	Triumph	14.31	66.46
14. C. H. Rhodes ...	Norton	14.34 4/5	66.17
15. T. R. Garland ...	Triumph	14.37	66.01
16. J. Glazebrook ...	Norton	14.49	65.12

Fastest lap and
time of day:
J. A. Storr and
K. R. V. James
1m. 16 4/5s.
75.38 m.p.h.

1000 c.c. Solo 5 laps.

1. R. Touche ...	Vincent	6.46 4/5	71.15
2. G. P. Douglass ...	Vincent	6.55 1/5	70.39

Fastest lap:
R. Touche
1m. 18 4/5s.
73.46 m.p.h.

350 c.c. Solo 10 laps.

1. C. Julian ...	A.J.S.	14.48	65.19
2. D. G. Chapman ...	Douglas	14.48 3/5	65.15
3. R. E. D. Harrison ...	A.J.S.	14.52 3/5	64.85
4. J. R. Clarke ...	Douglas	14.54 2/5	64.72
5. E. A. Redshaw ...	Velocette	14.57	64.64
6. J. Skerrit ...	A.J.S.	14.57 1/5	64.52
7. J. K. Kendall ...	Velocette	14.58 3/5	64.64
8. R. D. Beck ...	Velocette	15.09 3/5	63.64
9. W. A. Whithead ...	Velocette	15.22	63.35
10. J. F. Sheehan ...	A.J.S.	15.34 2/5	62.62
11. I. B. Whittingham ...	Velocette	15.25	62.57
12. I. Hall ...	Norton	15.27 1/5	62.43
13. K. Willis ...	A.J.S.	15.38	61.71
14. A. W. D. Woods ...	Velocette	15.47 3/5	61.12
15. D. F. Whiteman ...	Velocette	16.04 1/5	60.04
16. K. A. Johnson ...	Velocette	16.14 2/5	59.41

Fastest lap:
D. G. Chapman
1m. 22 2/5s.
70.2 m.p.h.

**The next B.M.C.R.C. meeting at Silverstone is the
Hutchinson Hundred on September 27th. For particulars
see page 19.**

THE SECRETARY'S PAGE

ALTHOUGH MY VISIT to the I.O.M. last June was unfortunately of short duration, the four or five days I spent there were most enjoyable. It is, of course, essential to be self-supporting so far as transport is concerned, as one always seems to be at one end of Douglas Promenade at a time when one should be either at the opposite end of the Prom, or perhaps the Island itself.

Because of the lack of time some form of two-wheeler was required. The vehicle had to be reliable, a ready starter and fitted with reasonable wet weather protection to save donning waders etc., if I was to get round to all those folk I wished to visit with a minimum loss of time and without looking like a tramp. To cut a long story short, Eddie Withers produced the very thing, a Douglas Vespa.

This little runabout proved to be most useful and thrilled all my demands. Starting from cold first thing in the morning could always be guaranteed at the third "prod," and once warmed the performance of the 125 c.c. motor was little short of amazing. At no time did I have to engage first gear except for starting, not even when climbing the steep gradients at the back of Douglas. On these the motor could be throttled down and opened up again without the slightest sign of stalling. A cruising speed of around 40 m.p.h. could be maintained indefinitely, and the motor never appeared to tire no matter how it was treated. The brakes were good and up to expectations. My only criticism is that I found it all too easy to "twist" from bottom gear straight into top, but this, no doubt, was because I was unused to this gear change.

This trouble persisted until, one day, our President, who was also using a Vespa, offered me some good advice. I have to confess that Sir Algernon's suggestion that I ignored the clutch when changing gear staggered me. Nevertheless, it proved to be sound advice, and from then onwards I had no further gear changing difficulties!

Obituary.

It is with great regret that I have to record the death of two of our members; R. B. Matthews of Haywards Heath, who was killed instantly when involved in a collision with a bus; and E. A. Redshaw of Kemsley, as a result of an accident while racing at Brands Hatch. Our deep-

est sympathy has been conveyed to both their families in their sad loss.

"Bemsee" September Issue.

The Editor will be on holiday from August 29th until September 14th. Will all contributors please send in copy not later than August 9th.

New Members.

We welcome the following new members.

G. Arnold (Warrington)
F. D. Booth (Romford)
B. S. Banks (Nottingham)
R. D. Beck (Grantham)
P. W. Brown (Reading)
R. G. Douglas (Wembley)
T. T. Davies (Luton)
R. F. J. Hillier (Long Eaton)
P. C. F. Hart (Oxford)
G. M. Hopkinson (Cheshire)
V. H. Hope (Wembley)
G. J. A. Lawrence (Farnham)
H. O. I. Nygren (Sweden)
D. E. Pickett (Southall)
R. W. Payne (Romford)
D. W. Pearce (Manchester)
A. Skelding (Wordsley)
L. G. Statham (Warwickshire)

Benevolent Fund.

Donations have been gratefully received from the following members

G. C. Pullin J. Wilkinson
L. Taylor I Anon
F. Spencer

Social Events.

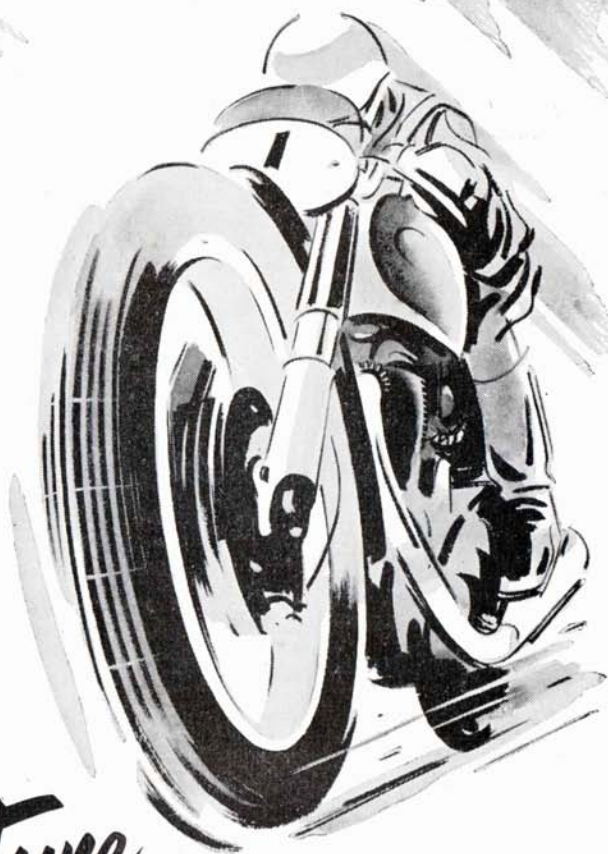
August 11th—White Lion, Edgware, Middx.

August 28th—Winning Horse, Claygate, Surrey.

Entry Forms.

Despite my appeals in the past I still receive entry forms that are incomplete. Surely it is not asking too much of competitors to spend a few minutes attending to this vitally important detail. The information is required to enable a programme to be compiled and to arrange the necessary events for YOU. Faulty organisation would immediately call forth criticism. If I have to spend my time attending to incomplete or incorrectly filled entry forms, I cannot give my undivided attention to the important work of organisation. These forms are not sent to annoy you but to obtain the information that only the competitor can supply.

DUNLOP



1st Tyre
in the World

BW
24/203

THE CAMEL

ridden by ERWIN TRAGATSCH

IT HAPPENED at the end of racing season 1947. I had planned to go for holidays, as I was really overworked, and give the last big race of the season a miss. But as the closing date for entries came nearer, I was not strong willed enough to stay at home, and entered four riders of my racing stable. They got mechanics and I was prepared to come to the circuit only a few minutes before the start.

But I was, on the first practice day, in a hotel not far from the racing circuit. I simply could not stay at home. Needless to say I was soon among the racing boys, and among them was my friend Léon Martin of Belgium, who was to ride a Benelli, and Edmund Jossart of Belgium, who has entered on Léon's 350 c.c. Sarolea.

Having stayed already during the war in the Middle East I was accustomed to Camels and had not suspected that I would ride on that day such a thing, only in different shape.

The circuit was about five miles away from our hotel and Léon planned to drive his Peugeot car to the course, while Edmund had to ride the Sarolea, and the Benelli was left for me. Could I resist such an opportunity to ride an ex-factory original racing Benelli? During the years I have ridden many different racing machines, but to ride such a piece of machinery was never in my hands.

The first surprise was when the engine started, because it started much sooner than any other racing machine in these circumstances would have done. And I, poor fellow, in Sunday clothes, had to reach the saddle in time before the whole machine in front of me could depart.

I can't describe the feelings I had first on this machine. For years I preferred a somewhat higher handlebar position and now I was sitting in the saddle which was much higher than the top of the handlebars and my head was really "downstairs" I was riding through heavy traffic on the

way to the pits and was terribly afraid to open the throttle as I had no idea when comes the megaphone in, and also I had no desire to finish this costly piece of machinery at a telegraph pole. It was terrible and I wished only to have not accepted the invitation to ride this "camel."

When I reached the circuit I was able to see the long faces of my riders and mechanics; they could simply not believe to see me on this red machine and to see me in such a position too! I must have looked like a wreck, because nearly everyone asked what happened to me. Nothing happened, but it is not everybody's job to ride a fast machine slowly for miles in heavy traffic. I said nothing about the uncommon riding position.

But I was now determined to see really what a racing Benelli is worth! I changed into leathers and because official practice had not yet started I could do a few laps. I was like a child with a new toy when I had free roads, which enabled me to open the throttle more. I grew accustomed to the riding position and soon I was feeling that the manoeuvrability of the Benelli is superior to other racing machines I ever rode. It was a joy to take bends at high speeds although something was wrong in the carburation department. Later I found that the carburettor was not the right one for this type of machine, which was also confirmed by the owner, Léon Martin. It needed more than average knowledge to hold the revs at low speeds, but when the megaphone came in the Benelli was superb.

I cruised for three laps until I packed in. I loved the Benelli since that day and also before second practice day I was out for a few laps. And on race day Léon finished second in the 250 c.c. class on this machine, behind one of my Walter's.

Many thanks Léon! The Benelli was teaching me that there are also nice "Camels."

THE CRYSTAL PALACE CIRCUIT

IN the pre-1940 days there were in England three major racing venues; Brooklands, one of the most famous of all racing tracks; and Crystal Palace and Donington road circuits. All of these were occupied during the war years and have never been allowed to be returned to racing. Curiously enough, Epsom Downs, Ascot and Aintree, to mention but three, very quickly reverted to horse racing circuits after 1945; and Newmarket was never occupied. That would have been sacrilege.

Today we have more racing circuits than we had pre-war but unfortunately they are not natural but artificial tracks. It is, therefore, of some interest to learn that there is a possibility of the Crystal Palace circuit being revived.

Motorcycles were first raced at the "Palace" at the beginning of the motor age, fifty years ago. Around about 1927 and 1928 racing was organised round the rough and narrow paths of the grounds—remember these names, Big Tree Corner and Maze Hairpin?—and amongst the competitors was our Vice-president, Harold Daniell, starting out on his racing career. Then came a lapse of a few years followed by a short term revival in 1934. Three years later there was another revival, but for this an entirely new circuit had been laid with a good solid surface, and over which Grand Prix cars were raced.

This new circuit was but two miles long. There were a number of tricky bends and corners linked by short straights, consequently speeds were not very high and race speeds were of the order of 55 m.p.h. It was without doubt a riders and drivers circuit.

Within the last five years certain sections of the Crystal Palace grounds have been re-opened to the public, and this includes part of the road racing circuit, that section which surrounds the Lake and runs from The Link, down The Glade, round Fisherman's Corner and Bend and up to The Link again. The surface is not good. It is bumpy and loose and doubtful if it would stand much wear and tear. A top dressing of chippings has been laid but these are loose and would soon lift. Motorcycle and 500 c.c. car races could be held, however, right away.

On June 21st a notable event took place. Members of the L.C.C., the R.A.C. and the Half-Litre Club spent the day on that part of the circuit mentioned above.

Several 500 c.c. cars were let loose and sound-detector vans toured the neighbourhood to check the noise. It seems likely that the future of the circuit depends upon this question of noise.

And what do the local residents have to say? A great many of them are antagonistic. No sooner had the tests begun than a petition was sent round from house to house, protesting against the noise and smell. No less than eighty four signatures were obtained and sent to the L.C.C. Parks Department.

A number of the houses back on to the Palace Grounds, along that part of the circuit known as The Glade. The character of the district has changed greatly since pre-war days and the houses have been converted into flats with several families in each house. One is now a nursing home for elderly people.

A great many of the protests against racing, if not all, came from women, and when examined are obviously born of unreasonable prejudice. Mothers complain of the noise frightening their children, and that the exhaust fumes are objectionable. Some of the husbands, selfish fellows, disagree with their wives. The prospect of a motor racing track virtually on their doorstep appeals to them strongly. It is reported that some of the inmates of the Nursing home were "terrified" by the noise.

The objectors overlook the fact that the Biggin Hill Aerodrome is but a few miles away and aircraft regularly fly over the district in formation, flying at no great height and at speed.

An unfortunate incident occurred during the tests. Ken Carter, one time "barrow-boy" in motorcycle trials, now well known as a 500 c.c. car driver and Secretary of the Half-Litre Club, met with an accident. A half shaft broke on the car he was driving and as a result his brakes were deranged. In the ensuing accident at the next corner the driver was injured. He was taken to hospital but allowed to return home next day. His injuries, although painful—a broken nose and an injured spine—were not of a serious nature and he was expected to be back in circulation after two or three weeks in bed. We wish him well again and hope that his discomfort was not borne in vain. Maybe the Palace grounds will again resound to open exhausts.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

MOST PEOPLE who attended "Trophy Day" seem to have enjoyed one of the best race meetings ever laid on by this fine old Club of ours. The racing was of a very high standard. A most unusual incident happened to one of our regular Marshals; a clutch flew to bits and one of the pieces hit him on the leg. Poor Hale damaged his prime mover once more and felt very low spirited in consequence. One of the "barrow boys" explored the new trench and reported a shortage of water. Angus Herbert presided over the telephones and looked like a fish out of water. He did not feel so well so Don McBain had a great amount of lappery to his credit. Don tried out the experiment of using a Black Shadow with silencer. Spectators and Les Clifford on Public Address approved the idea. The riders spoke highly of the lay-out of the drums and cones so Barry, Tottey, Walker and Co. get the satisfaction of having done a grand job of work. "Cabby" Cooper in the big Allard will be interested to know that his lap times (in between events) hardly varied by more than two or three seconds.

☆ ☆ ☆

Midland Members take note. You now have a grand place to use as a rendezvous. The Temperleys, late of the "White Hart," at Buckingham, now preside over the "Swan" at Kineton, near Warwick. "Bemsee" members may be assured of a warm welcome at this establishment which is also "Squirrel's Local." Mr. Squillario will be delighted to take the chair for a Racing Brains Trust at Kineton.

☆ ☆ ☆

Out next event is the Hill Climb at Shelsley Walsh, on the 30th August, where the M.A.C. are responsible for the organisation. Last year the "Bemsee Barrow Boys" had the spectators on their toes and demonstrated what they could do. If only they could perform on the T.T. course again! Keep it up lads, the Club is with you a hundred per cent and we may see you in the Isle of Man next year if all goes well. Maybe the M.G.P. people have considered the possibility of a Sidecar G.P. in September. Let us hope so!

☆ ☆ ☆

Now for the International Hutchinson meeting at the end of September. The

full "Marshal Plan" will be in operation and preference will be given to members who can attend on *both days*, that is, Friday Practice and Saturday Racing. Remember the warning given to you some time ago and volunteer to do a job of work. If you are not acting as a mechanic you should be marshalling and then the Inland Revenue will have no further interest in your possibility as a provider of taxation money.

Let me have a post card as soon as you like saying whether you can attend on one or both days but make a special effort to be there for practice and racing. Make sure of your bed and breakfast because I can assure you that the "Hutch" as an International event is something unusual even for "Bemsee." My address is 153 Reigate Avenue, Sutton, Surrey, and don't worry the Secretary about Marshalling. He is up to his eyes in paper work already and anything we can do to avoid overloading Bob Walker should be done without any argument. Rest assured I will keep him briefed about any snags so that there will be no unforeseen slips.

☆ ☆ ☆

The B.M.C.R.C. can take great pride in the award of the Segrave Trophy to Geoff Duke, the first motorcyclist to gain this coveted award, which is not lightly given. To inspire our younger members may I remind them that Duke represented "Bemsee" in the Clubman's and M.G.P. races before taking his place in the Norton team? He won both at record speeds and is a very worthy member of this great Club, which rejoices in the well deserved decision by the Segrave Committee. The B.M.C.R.C. will find another Duke or two during the forthcoming years so do not get despondent at the target set by the man from St. Helens. His standards are very high but they can be raised and a member of the B.M.C.R.C. will "raise the standards." Now you know the reason for the Club Badge, unchanged since 1909.

☆ ☆ ☆

Bill Mold writes to me from Bow to say that the jolly occasions laid on at Chigwell Hall, M.P. Club, will be resumed on Saturday, the 9th August. Any "Bemsee" member, and his lady, will be made welcome if they are able to get to Chigwell, Essex during the evening. Wear your

(continued on Page 13)

SOME AFTERTHOUGHTS ON THE T.T.

G. S. DAVISON

(Author of "The Story of the T.T." etc.)

THE 1952 T.T. RACES showed that the foreign challenge is stronger than it has ever been since the war. In fact, if one awarded marks—three for a win, two for a second and one for a third in each of the four classes—foreign machines, all of them Italian, would score fourteen out of a possible twenty-four and British machines only ten. If one ignored the 125 c.c. class, Britain would still retain her 10 marks and Italy would drop to 8, but this by no means indicates a position of "supremacy." And with Germany perhaps next year . . . ?

In the Senior Race there were seventy-two starters, and all but one of them were on British mounts. That one, as everybody knows finished second—and might easily have won. Les Graham's M.V. was not, as has been shown on the Continent, the fastest of the Italian machines. If the Gilera had been there in force, it might have been a very different story, as it might have been if Reg Armstrong's chain had come off at Governor's Bridge instead of at the finish, or if Les Graham had not overshot his pit early in the fourth lap.

I know, of course, that Geoff Duke would almost certainly have won if he had not experienced trouble, but it must be remembered that at the end of the fourth lap he was less than a minute and a half ahead of Graham—and I feel that a Gilera might well have led the M.V. by more than that. Incidentally it is interesting to compare Graham's and Armstrong's lap times, which were as follows:

Lap	Armstrong	Graham	Armstrong + or — Graham
1.	24 min. 56 sec.	24 min. 27 sec.	— 29 sec.
2.	24 min. 34 sec.	24 min. 13 sec.	— 50 sec.
3.	24 min. 19 sec.	24 min. 10 sec.	— 59 sec.
4.	24 min. 51 sec.	25 min. 26 sec.	— 24 sec.
5.	23 min. 54 sec.	24 min. 6 sec.	— 12 sec.
6.	23 min. 56 sec.	24 min. 12 sec.	+ 4 sec.
7.	23 min. 58.4 sec.	24 min. 21 sec.	+ 26.6 sec.

There were ninety-four entries for the Junior race—and there was no foreign challenge at all. Perhaps the most noteworthy point about these entries was that all of them were single-cylinder machines, whereas in the first Junior T.T. there were seventeen twins out of a total of thirty-seven—and twins finished first and third. Twins, incidentally, won both Junior and Senior races that year, and in the two years following: yet no twin has won a T.T. race since 1939! One of these days, I think, some exotic Continental twin may come along and wipe up the Junior!

No one expected anything except a Guzzi win in the Lightweight. There were ten Guzzi entries and nine of them started, the only "British hope" being Les Graham on the solitary Works Velocette. Leslie rode a magnificent race, was fourth at the end of each lap, and was actually third at one time during the last lap; but the Guzzis were too fast for him and had plenty in hand, too, as is shown by Syd Lawton's last lap in 26 mins. 42.2 secs.—*nearly a minute faster than the average of his first three.*

This last lap of Lawton's, incidentally, raises an interesting point in connection with the timing of record laps. During the course of a race laps are timed to the nearest second only, the *total* time being taken to the nearest "fifth." Bruno Ruffo is credited with making the record Lightweight lap in 26 mins. 42 secs., on his third lap, but as it was timed to the nearest second only, it may well have been 26 mins. 42.2/5 secs.—that is 26. 42.4, and so slower than Lawton's. On the other hand, if Lawton's best time had been on his first, second or third lap he would have been announced joint record lap holder with Ruffo—as happened in the 1949 Lightweight, with Dickie Dale and Tommy Wood. If, as I can well imagine, it is too complicated to take times to fifths throughout the race, surely a record lap made on the last lap should be taken to the nearest second only, as in the case of other laps? It seems stupid to work to fifth at the *end* of the last lap, when one is working to seconds only at its *beginning!*

My only comment on the 125 c.c. race is—why hold it at all? The Swiss don't and the Belgians don't—doubtless, perhaps, because they feel it serves no useful purpose. (Well, does it?) Would it not be better to hold a proper Lightweight race, over seven laps? If the Lightweight T.T. had the same status as the Junior and Senior, our manufacturers might turn their attention to it in earnest. It is worth remembering that in 1936—the last year a British machine won the two-fifty event—there were more entries for the Lightweight than for the Junior or the Senior . . .

Does the Ultra-Lightweight T.T. (125 c.c.) serve a useful purpose? asks Geoff. Davison. Readers, particularly those who are interested in 125 c.c. racing, are invited to express their opinions.—Editor.

MARSHAL'S MUSINGS (continued from Page 11)

badge or carry your card. Do not dress up.

☆ ☆ ☆

The monthly meetings of the Surrey and Middlesex cells continue as heretofore. What about it Kent and Essex? The Midland members can fix a monthly date at Kineton by arrangement with "Squir-

rel." When the Area Representatives scheme is in operation there should be cells all over the country, and Les Archer's suggestion will become a *fait accompli*.

To those who have already written for a job at the "Hutch" do not get impatient. Documents will go out in September in good time.

FUN WITH A B32

MICHAEL R. McGEAGH

NO, it wasn't even a "Gold Star." Just a plain iron head B.S.A. which had performed and finished in the 1949 Junior Clubman's T.T. Well, truthfully, not quite so plain, for Francis Beart, or to be absolutely correct, a mixture of Beart and Ray Petty, had cast their breath upon the internals. The price? Quite reasonable. The object in mind? The 1950 Junior Clubman's T.T.

So far so good. We have a machine in the stable—quite literally a stable with cobbled floor, feeding trough and hay rack still intact—leathers, crash hat and boots lie dormant in the wardrobe, the entry form is in and the month of May is all too slowly grinding away at its allotted span of days.

On the eleventh of the month, the Pevril Club held a speed trial in the North of the Island over the Ballamoor Strait, which consisted of three-quarter mile of more or less straight road followed by a gentle left and right and a bit over for a safe pull up. The boys came from all over the Isle of Man to participate in this organised and police sanctioned blind on public roads. Yours truly, deciding that this was the opportunity to test the model at speed before the Clubman's, arrived resplendent in leathers with the "Beeza" in full racing trim, open pipe, rearward footrests, and fly screen. Plugs were swapped and the motor started.

"Misfiring a bit, isn't she?" inquired the knowledgeable ones who had clustered around.

"She'll clear at higher revs. Simply loves to be turning over at speed," I countered, knowing full well that the engine was in the habit of firing cleanly over the full range.

I did two runs that evening, the plugs oiling each time before I crossed the finishing line. My "pukka" racing machine was handsomely beaten by all and sundry and we toured home to the stable dejected and very worried. Sixteen days to go before the first T.T. practice period!

Time is always deceptive, and May that year proved to be no exception. The "Beeza" had no sooner gone sick than May streamlined herself with the horizon, changed smartly into top cog until the days began to wistle past as fast as the

flies on the Sulby mile during an evening practice.

With the aid of a local garage, a broken piston ring was diagnosed as the trouble. The beautifully polished barrel was scored, the piston and valves u/s, whilst sundry other bits and pieces required renewing.

Frantic wires to Birmingham were eventually fruitful, and on the 22nd an impressive wooden crate reached the Island. Valves, springs, gaskets and piston were carefully extracted from the packing. The barrel? Where the — is the barrel? Ah! Joy and salvation. Right in the middle swathed in paper lay the major portion of the gasworks. I breathed again; but not for long, as in my hands lay, not the dark finned pot of the standard B32, but a beautiful glistening alloy job!

"Will it do?" inquired a mechanic.

"It will not," (or words to that effect) I retorted, knowing full well that a certain Mr. Anstice would take a very dim view of such a major alteration to the engine.

Another frantic wire winged its way to the Midlands, and the "iron horse" arrived just in time for assembly to be completed before the pre-practice weigh-in.

Stabling in Ramsey has certain disadvantages. There is the fifteen mile ride in the early hours of the morning to reach the start for practice, whilst this time/distance factor also effects any visits to "The Trade" encamped in Douglas. The peace and quiet which Ramsey offers during race weeks partially outweighs all this, though once the younger generation have sighted a racing number plate at rest in the district, true to form, they are out *en masse*.

However, the run over the Mountain gives one a first hand picture of conditions up there before tackling them at speed. In September, the M.G.P. Committee are lenient enough to allow a start to be made from Ramsey, a most acceptable move which—as the Americans would say—allows for a lot more "sack time."

We got the B32 to the pits in time for the first practice. I say we, because though generally being able to keep the front wheel going in the right direction, I need outside assistance to keep the motor "in

harmony," so can never claim the honourable achievement of getting a machine to the line under my own steam. I'm learning, but slowly, so until I know a lot more about the internals, I'm going to borrow steam. Lots of steam.

The disruption to the innards had allowed a quantity of the Beart/Petty breath to evaporate, but even so the model churned along quite steadily the first morning and not until the second Quarry Bend did I swallow my chewing gum with excitement. The engine tightened up almost pitching me over the bars. I stopped and pushed the retarded ignition lever to advance and waited whilst the engine cooled down. Subsequent examination disclosed nothing which a little prudent polishing would not remove and the model went to bed for the weekend.

The practice period was time well spent. Amongst other things it proved that, a rigid frame is not the acme of comfort on the descent to Hilberry; that many yards of wire and tape are needed to keep the bits in place when one starts motoring fast on a non-racing job; that surplus oil from the engine must go somewhere, usually on to the rear tyre, with frightening results; that . . . well, it proved a lot of things.

The entry in my diary for Wednesday June 7th begins, "The Great Day . . ." Looking back, the only thing I can remember bearing the slightest association with magnitude is the time it took to get the motor firing.

You may remember that this was the year of the "Big Fiasco," the kick start from cold on racing "candles" when the air on the Glencrutchery road turned blue; —and not with exhaust fumes. Starting Number 21, I eventually got away about 98th. Seven and a half precious minutes were lost dabbling away at the kick start and swapping plugs, and another one and a half in replacing my crash hat, goggles, scarf and gloves. It was hot that day.

The trip as far as Ballacraigne was uneventful. Knowing I was well out of the running I aimed at finishing and spared the motor accordingly. On through Ballig and the twisting Laurel Bank section to Glen Helen. Down into second . . . wait a moment, where was second? For that matter where was the gear lever? Pulling up by the hotel, a quick inspection of the gear box area revealed no gear lever. Now what? I could do one of two things;

keep going in the one cog—third gear—and trust that the clutch would survive the tricky parts, or to stop and go back on foot to look for the missing lever. I chose the former, because already I was late enough and the walk back might prove fruitless as the selector was A.W.O.L. anywhere between Glen Helen and Laurel Bank.

The motor was still running so, aided by a lot of revs and clutch slip, I departed leaving the marshal reporting by 'phone that "Number 21 had stopped at Glen Helen to make adjustments."

Racing in one gear becomes a rather boring affair for the rider, but judging by the expressions of the spectators at various points around the course the spectacle is not without interest. Attuned to the noise of riders changing up and down the box at almost the same point each time, I appeared perturbed when I came along either free wheeling, as down to the Creg, or footing, as at the Hairpin and the Gooseneck, or failing to make any attempt to change gear where a change was so obviously necessary; for example Sulby Bridge, where, at the best of times, the Flagman is of a nervous disposition.

Shortly before Ballaugh on the first lap, I had the opportunity of testing the brakes to the full when a cow decided to change it's vantage point and ambled across the road in front of me. We both made it, and I called at Ballaugh to inform the marshal there that there was an interloper on the course.

On my second circuit I slowed at Laurel Bank in the hope of seeing the absent gear lever lying in the road, but no luck, so I returned my nose to the filler cap and padded along with a maximum of around 78 m.p.h. The little "Beeza" did her best, but the clock beat her game effort, and as we reached the Stands at the end of the third lap, the red flags were out.

"What's up?" my pit attendant inquired. I told him and officialdom must have overheard, for as I wheeled the model into the paddock I heard the voice of Graham Walker closing his B.B.C. commentary with "The hard luck story of the race. Number 21 . . . riding a B.S.A. . . . completed three laps with only one gear . . ."

Thanks Graham. We appreciated that, and after all, perhaps it was "A Great Day."

THE SEGRAVE TROPHY 1951

Yet another honour has been bestowed upon Geoffrey Duke. For his fine performances in International motor cycle racing during 1951—he won eleven events—and thereby upholding British prestige before the world, he has been awarded the Segrave Trophy.

Our President, Sir Algernon Guinness, Bart., always mindful of motorcycle sport and determined to secure its recognition by others, was instrumental in having Geoffrey Duke's name submitted to the Awarding Committee.

The Trophy, which was first awarded in

1930, was instituted to preserve the memory of the late Sir Henry Segrave, and is awarded to the British Subject who, in the judgment of the awarding Committee, accomplishes the most outstanding demonstration of the possibilities of transport by land, air, or water. "The simple idea behind this tribute to Sir Henry Segrave" to quote the original announcement of the institution of the Trophy, "is to stimulate others also to uphold British prestige before the world by demonstrating how the display of courage, initiative and skill—the spirit of Adventure—can assist progress in mechanical development."

PREVIOUS WINNERS OF THE SEGRAVE TROPHY

- 1930**—Air Commodore Sir Charles Kingsford-Smith: (a) Atlantic Flight and (b) England—Australia Flight.
- 1931**—Squadron-Leader H. J. L. Hinkler, A.F.C., D.S.M.: Solo Flight from New York to London via Trinidad, etc.
- 1932**—Mrs. J. A. Mollison: Flight from England to Cape Town and back.
- 1933**—Captain Sir Malcolm Campbell, M.B.E.: World's Land Speed Records (Motor Car), flying start, on Daytona Beach.
- 1934**—Mr. K. H. Waller: Flight from Australia to England and Belgium—Belgian Congo—Belgium Flight.
- 1935**—Capt. G. E. T. Eyston: Successful attempt on World's Land Speed Records (Motor Car), including the Hour, and Twelve and Twenty-four hours, at Salt Beds, Utah.
- 1936**—Miss Jean Batten: Flight between England and New Zealand.
- 1937**—Flying-Officer A. E. Clouston: Flight from England to South Africa and back.
- 1938**—Major A. T. Goldie Gardner for mean speeds of 186.6 m.p.h. for flying kilo and 186.5 m.p.h. for flying mile on a 1,100 c.c. Magnette car on 9th November, Autobahn, Frankfurt—Darmstadt, Germany.
- 1939**—Capt. Sir Malcolm Campbell, M.B.E. for his world's water-speed record on Lake Coniston on 19th August, when he attained a speed of 141.74 statute miles per hour.
- 1940-45** Not awarded.
- 1946**—Mr. Geoffrey Raoul de Havilland, O.B.E. for his outstanding work, culminating in his flight on 27th September, 1946, in which he lost his life, as a test pilot in connection with the development of the high-speed types of aircraft.
- 1947**—Mr. John Rhodes Cobb. For his world's land speed records (Motor car) flying start; mean speeds; Kilometre 393.8 m.p.h. Mile 394.2 m.p.h., set up at Bonneville Salt Flats, Utah, on the 16th September, 1947.
- 1948**—Mr. John Douglas Derry, D.F.C. for his achievement in obtaining the 100 kilometre closed circuit aeroplane record at Hatfield, Hertfordshire, on the 12th April, 1948, when flying a de Havilland type 108 aeroplane. He achieved a speed over the 100 kilometre closed circuit course of 605.230 m.p.h.
- 1949-50** Not awarded.
- 1951**—Mr. Geoffrey Ernest Duke for upholding British prestige before the world, by winning in 1951: the Junior and Senior Tourist Trophy Races; the Junior and Senior Belgian Grands Prix; the Senior Dutch Tourist Trophy Race; the Junior French Grand Prix; the Junior and Senior German Grands Prix; the Junior and Senior Ulster Grands Prix and Junior Italian Grand Prix, and becoming the World's Champion Racing Motor Cyclist (350 and 500 c.c. classes).

Can you afford to be **"FUEL-HARDY?"**

**MORE
M.P.G!**



Tests prove
that Carburol
increases miles
per gallon
and reduces
engine wear

PETROL PRICES SPOTLIGHT NEED FOR CARBUROL

Carburol combats petrol wastage three ways: it makes each gallon of petrol go further, it improves engine efficiency—as you know, an *efficient* engine uses less petrol—and it minimizes use of the air lever. Carburol is only 1½d. per shot and used regularly (1 shot to every gallon of petrol) means that you gain up to 6% in increased m.p.g. Scientific tests have *proved* this—and you can prove it, too. Just say "Carburol first" when you fill up. Actual results will convince you. *Don't be switched to substitutes.* Remember, Carburol is the upper cylinder lubricant *plus*—and that *plus* means more m.p.g. and better performance.

Carburol reduces engine wear

The upper cylinder cannot be effectively lubricated by ordinary lubrication methods. Carburol in your petrol takes care of this—preventing sticking valves, over-carbonisation and *acid action* in the upper cylinder. Only Carburol guarantees this protection—so be sure you get the genuine article!



*Handy Pack
for
Motor
Cyclists*

Carburol in ¼ pint amber bottles (2/6d. each) provides the ideal handy pack for touring. Easily carried in the saddle bag. Available at all garages.

FIRST of all...

Carburol

**THE UPPER CYLINDER
LUBRICANT PLUS**

This sign at garages and service stations means more m.p.g.

Carburol is a product of United Lubricants Ltd., makers of Dextrol super-quality motor, tractor and industrial oils.





The Isle of Man T.T. Races

ULTRA LIGHTWEIGHT T.T.

- 1st C. SANDFORD** 125 c.c. *Agusta* 75.54 m.p.h.
2nd C. UBBIALI 125 c.c. *Mondial* 74.16 m.p.h.
3rd A. L. PARRY 125 c.c. *Mondial* 72.22 m.p.h.

SENIOR T.T.

- 2nd R. L. GRAHAM** *M.V. Agusta*

All on Esso Fuel

SENIOR CLUBMAN'S T.T.

- 1st D. J. HARGREAVES** 496 c.c. *Triumph* 82.45 m.p.h.

*Using Essolube Motor Oil
exactly the same as you can buy from your local garage.*

(All subject to official confirmation)

It pays to say



**FOR ALL
PETROLEUM
PRODUCTS**

introducing

A NEW *Race-bred*
HIGH MILEAGE TYRE

NEW

High mileage
construction and
tougher rubber

NEW

Tread design
based on racing
successes

NEW

Resilient rideability
and new tread
contour for
perfect cornering

NEW SUPREME

by
AVON

makers of to-day's

leading
tyres

BRITISH MOTOR CYCLE RACING CLUB

INTERNATIONAL
"HUTCHINSON 100"
SILVERSTONE

SATURDAY, 27th SEPTEMBER, 1952.

First Race 10.00 a.m.

Entries close:

23rd August (Single Fees)

30th August (Double Fees)

IMPORTANT

Enclosed with this issue of Bemsee are two posters and one window sticker. Please do your utmost to display them to the best Possible advantage.

Further copies are obtainable from:
Secretary: 2, Wilton Mews, Wilton Street,
London, S.W.1.

MINNIE GRENFELL MEMORIAL TROPHY

Placings after "Trophy Day"

Points are awarded: 5 for a win, 4 for a second, 3 for third, 3 for fourth and 1 for a start, with an allowance of only one race per meeting, the best score being taken into account. This season the events to account are *Motor Cycling's* "Silverstone Saturday," 19th April, A.C.U. Tourist Trophy Races, June 1952, B.M.C.R.C. Trophy Day, June 21st, Manx Grand Prix, September 1952 and the B.M.C.R.C. Hutchinson 100, 27th September.

10 points

G. E. Duke
J. A. Storr

9 points

D. K. Farrant
K. R. V. James

7 points

W. Boddice

6 points

J. R. Clark
D. G. Chapman
M. Cann
J. A. Hogan
C. C. Sandford
A. W. Tucker
F. Hayward

5 points

E. A. Barrett
G. P. Douglass
L. J. French
R. E. Geeson
P. V. Harris
P. Hogan
E. Houseley
R. Jervis
C. Julian
E. S. Oliver
M. P. O'Rourke
H. A. Pearce
B. W. T. Rood
R. Touche
E. R. Ward

4 points

W. Doran
R. L. Graham
R. E. D. Harrison
R. F. Hanks
R. H. Sherry
C. Smith
C. E. Staley
P. H. Tait

3 points

I. K. Arber
W. R. Amm

E. Baxter
P. W. Brown
K. R. Campbell
E. J. Davis
K. Dixon
P. Ferbrache
A. J. Glazebrook
R. Harrison
B. H. King
R. D. Keeler
S. Lawton
C. M. Luck
W.A.C. McCandless
R. McDonald
W. McVeigh
A. L. Parry
D. R. Rose
G. Stuart

2 points

R. Alderslade
H. J. Alderslade
E. H. C. Baker
S. T. Barnett
D. Baker
R. Beedham
P. H. Carter
D. G. A. Clarke
S. Cooper
H. J. Cronan
G. M. Cain
L. A. Dear
M. H. Eagle
C. Ellerby
K. J. Faulkner
W. W. Foxall
G. H. Fruin
W. Fitzsimons
T. R. Garland
C. Hale
M. S. Hall
W. Hall
E. V. C. Hardy
E. G. Hefford
W. L. Hordley
G. S. Hubbard
W. J. Jenness
A. W. Jones
D. Jarman
J. L. Kendall

R. H. King
J. R. G. Lanyon
D. G. Lashmar
M. V. Lockwood
G. R. Long
W. J. Maddrick
J. Maloney
W. R. Marley
L. G. Morris
P. Minion
H. Neal
F. Norris
G. A. Northwood
S. Palmer
R. E. Philpot
J. D. Poingdestre
F. Purslow
A. C. Peet
J. F. Pritchard
J. Rampley
C. H. Rhodes
K. Rickard
F. A. Robinson
W. M. Raper
C. F. Salt
J. Skerritt
R. E. Smith
F. A. Spencer
H. L. Stephen
C. A. Stevens
A. H. Taylor
L. W. Taylor
I. F. Telfer
G. J. Turner
W. M. Webster
R. Wilkerson
H. L. Williams
A. F. Winstanley
A. W. D. Woods
H. T. Watson
Howard Williams
Harvey Williams
L. Williams
W. H. Wilshere

1 point
R. J. Ashford
D. N. Bradshaw
J. Boulter
A. Brown

A. D. Brown
H. Brown
P. Bagshaw
D. A. Ball
G. Brown
G. R. Brown
P. L. Burridge
A. J. Barham
J. G. Bound
A. Bennett
S. Brough
C. M. Bennett
K. Charles-Batson
F. H. Burman
T. W. Bounds
R. D. Beck
E. F. Cope
W. S. Corley
B. R. Cortvriend
J. H. Cooper
D. Coop
F. A. F. Crawley
G. J. Canning
P. B. Davis
J. Difazio
A. Durnford
J. R. Davidson
G. R. Dore
J. Emmott
W. Evans
G. N. Ewer
M. S. Featherstone
A. A. Fenn
L. Fenning
J. W. C. Fisher
W. R. Fletcher
P. Fernando
E. Goodwin
R. Grange
C. G. Griffith
J. B. Gunn
C. Gunnell
F. G. Garrington
W. Hall
D. Harrowell
C. Harwood
R. H. Heald
F. P. Heath
V. Holcroft
J. M. Humberstone

STARTING NERVES

The day is fine. The bike too slow,
And as I hear the Klaxon go
Valve springs bounce within my heart,
My mouth goes dry—mass for the start.

At the paddock gate draw for the grid.
Fourth row again! Oh! God forbid!
I'm not often in the forward row,
And when I am—the bike won't go!

The warming engines all around
send revving thunder through the ground.
I slip my throttle o'er and o'er
To hear my feeble engine roar.

Now stop your motors is the cry,
And one by one the revs soon die.
From now until the starting flag
Nerves are strained—seconds drag.

I reflect—my bike's decrepit now,
And steers just like a bow-legged cow.
The engine is a clank and groaner.
Still, I'm only a ruddy Private Owner.

I chew my gum—then—On petrol tap!
Another chew—check goggle strap.
Hope I'll have better luck today.
The flag's down! Run! Bump-bump!
A snarl and I'm aw-a-a-ay.

A. Bennett.

Minnie Grenfell Memorial Trophy Placing (continued).

C. H. Hubbard
J. Hughes
F. W. Johnson
C. T. Irish
G. N. Jones
K. A. Johnson
A. Jefferies
A. G. Johnson
A. C. Keeble
M. H. Keele
B. Kershaw
P. M. Knocker
J. W. Kent
D. Langton
E. J. Lewis
W. Lilley
G. Lund
S. F. Lloyd
G. K. Lambert
N. Lay
K. S. Lewis
E. Maddox
M. Mavrogordato
P. R. W. Mayo

G. T. Miller
K. C. Morris
K. W. Manning
P. H. Marriott
J. C. McCubbin
P. McKnight
J. B. Netherton
G. Newman
E. J. Nash
E. I. Pantlin
J. H. Parker
J. K. Parr
R. J. Penney
D. Perry
R. H. Pike
R. K. Pilling
R. W. Porter
E. Proctor
M. B. Prudence
N. J. Price
H. J. B. Parsons
D. E. Pickett
C. Race
H. B. Ranson

F. A. Rutherford
W. Ryan
C. J. Roberts
R. A. Rowbottom
D. E. Sheppard
R. K. Smart
D. H. Smith
R. R. C. Smith
L. Southam
J. I. Sparrow
G. H. Stevens
D. W. Summerfield
J. Surtees Jnr.
J. Swanborough
R. J. Standivan
A. H. Skein
A. Shaw
D. R. Smith
D. S. Stevenson
J. F. Sheehan
E. G. Summers
S. A. Sorensen
L. G. Statham
A. Skelding

A. C. Taylor
F. E. Taylor
L. G. Tedder
R. W. Thompson
D. A. Tutty
G. F. Thomson
K. E. Tully
G. R. Turner
E. W. Tinkler
A. R. Verity
J. Walker
R. F. Walker
T. A. Ward
A. F. Wheeler
V. T. Williams
E. H. Willis
K. Willis
V. Willoughby
R. H. Woodham
E. A. Woods
J. B. Whittingham
W. A. Whitehead
G. E. Whitbread
D. C. Young

COMMITTEE NEWS

Meeting held 30th June, 1952.

Present: N. B. Pope (Chairman), E. C. E. Baragwanath, D. J. Glover, W. W. Hunt, A. H. Taylor and K. Rickard.

In attendance: The Secretary.

Trophy Day. The report of the Clerk of the Course was read, and it was agreed that this should be studied in detail by the Race Sub-Committee at their next meeting before making final arrangements for the Hutchinson 100 meeting in September.

I.o.M. The Secretary reported on his visit to the I.o.M. during the T.T. Races. After discussion it was resolved to discontinue the Supper Party, held in Douglas prior to T.T. week, for 1953 because of the relatively poor support given to it this year, plus the fact that a large number of members were, in any case, prevented from attending owing to having to work on their machines.

Hutchinson 100 Meeting. Because of the many difficulties connected with car parking and the collection of admission

money on race day at Silverstone, it was agreed to set up a Car Parks Sub-Committee to deal with matters appertaining to parking and admission arrangements. Messrs. W. W. Hunt, J. O. Roebuck and the Secretary were elected to this Committee. Admission charges were agreed as follows: Adults 3/-, Children (under 14) 2/-. Car Park charges: Cycles 1/-, Motorcycles 3/-, Cars 6/-, Coaches £1.

As this event does not receive the advance publicity of *Motor Cycling's* Saturday Meeting, it was hoped that all members would display the posters, that would be dispatched with the August issues of "Bemsee," to the best possible advantage.

Shelsley Walsh. Regulations for this annual Hill Climb on 30th August were now to hand. Mr. Baragwanath would act as Scrutineer for the motorcycle entry and the Secretary would be the Club Steward.

New Members were elected.

Financial Account. The Monthly account was presented and approved.

AREA REPRESENTATION

THE COMMITTEE have now considered this proposition from all aspects and this article has the full approval of every member of that hardworking body which you elected at the last A.G.M.

Briefly, the scheme is quite simple and involves the appointment of the B.M.C.R.C. Representative for an area such as a County, County Borough or Borough. It is hoped to evolve an artistic certificate for display in appropriate places, that is in Showrooms or Offices etc.

The Committee consider that the Sporting Agents are very worthy members of this fine old club and they deserve preference when these appointments are made. In the early stages of this scheme we are inviting these Agents to volunteer to take on this easy task so that we can always be sure that the B.M.C.R.C. interests are adequately covered in all parts of the country and the world, if necessary.

The "Bemsee" Representative will only be asked to see to the following simple services.

1. Display the Club Certificate and stock a few enrolment forms.
2. See that the new member is proposed, seconded and properly advised.
3. Rope in any past members (as Marshals).
4. Form a "Bemsee" Cell (if numbers justify it) and meet once a month.
5. Distribute Club Posters for local display.
6. Advise the Secretary of anything which deserves to go on the Agenda—and so on.

It should be clearly understood that some members are already carrying out these useful functions. Our aim is to place the scheme on a businesslike footing that becomes a Club of this calibre.

Sporting Agents: you have never lost an opportunity to help the B.M.C.R.C. Will you volunteer now? If so, just write to the Secretary at 2, Wilton Mews, London, S.W.1., and offer your services. Thanks in advance.

W. G. Jarman.

NEW BOOKS

MODERN MOTORCYCLE MAINTENANCE by Bernal Osborne of *Motor Cycling* 6s. 0d. (Temple Press Ltd. London)

Although written primarily for the ordinary man-on-the-motorcycle this is a book which will prove to be invaluable to the newcomer to motorcycle racing, the private owner who maintains, tunes and rides his own machine.

The first five chapters introduce the reader to the workshop, its layout, the use of tools and preparations for major overhauls. Apart from the chapters on lighting equipment the remainder of the book is a mine of information on various types of gear boxes, engine overhauls, attention to the magneto, wheels and cycle parts, lubrication systems, transmission systems and carburation.

Nothing is devoted to "tuning for speed"—it is outside the scope of this book—but read intelligently the information will enable the tyro to maintain his machine in good fettle and at least maintain its tune.

The information in the appendix is itself worth the price of the book. Here is a comprehensive collection of technical data sheets of the various models—touring, competition and racing—of eleven different manufacturers, information that can be invaluable to the "special" builder. Tappet clearances, valve timings, ring gaps, bearing sizes and clearances, piston clearances and a list of special tools; all

are there in easy see-at-a-glance tables. Illustrations are by line drawings, some of them of the 'exploded' variety.

☆ ☆ ☆

500 c.c. MOTOR RACING YEAR BOOK. 6s. 0d. Edited by Roy Pearl and Robert Blackburn, and with a forward by S. C. H. (Sammy) Davis. (Pearl, Cooper Ltd. London).

If you are interested in 500 c.c. car racing this little book is a handy "enquire within," packed with information that varies from past racing results and records to an authoritative and practical article on car construction, "Building a 500" by Dean H. Delamont. Dick Caesar, pioneer in this class of racing, tells the story of "How it all began," and other interesting items are contributed by Stirling Moss, Ken Carter, Secretary of the Half-Litre Club, Alan E. Brown (Racing a Team) and W. Boddy, Editor of *Motor Sport*.

There are maps and descriptions of British and Continental racing circuits, many of them well known to motorcyclists; illustrated specifications of eight production cars; a Who's Who in 500 c.c. racing; and a directory of manufacturers and suppliers. Of special interest are those pages carrying reproductions of action photographs of well known drivers and the machinery.

ARCHERS

— THE VELO' FELO'S

Offer a complete service for the motor cyclist
built on years of real practical experience

Sales and Service for . .

Ariel - Matchless - Triumph - Norton - Panther - Velocette

CAN WE HELP YOU?

ARCHERS

THE RIDER AGENTS

VICTORIA ROAD, ALDERSHOT

Phone 323

MUTUAL AID

Wanted—Will any member who would be prepared to pass on each week, his copy of *The Motor Cycle* or *Motor Cycling* please communicate with D. R. Brew, c/o. F. L. Moore, Yorhrakine, Via Tammin., Western Australia, who will be only too pleased to come to some suitable agreement with the member concerned.

Wanted—Transportation for one solo motorcycle to and from race meetings in the Home counties; in particular, Boreham on the 23rd August and the Hutchinson 100 on 27th September—offers to—R. Garland, 11 Barrie House, Lancaster Gate, London W.2.

PINKS

OF HARROW

*for the
complete Motorcycle
Service!*

**NEW & USED MACHINES
SPARES ACCESSORIES
CLOTHING**

PINKS of HARROW

STATION ROAD, HARROW, MIDDX.
Tel.: HAR 0044/5. Spares & Acc.: HAR 3328



**THE MOTOR CYCLE SPECIALIST and
EVERYTHING FOR THE MOTOR CYCLIST**

ANGUS MOTOR CYCLES

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

SERVICE
ACCESSORIES
REPAIRS
INSURANCE

STATION PARADE
Phone SEVENOAKS 3338
KENT

PART
EXCHANGED
H.P. TERMS
USED MACHINES

Main Agent and Spares Stockist for all the Leading Makes

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.

H. L. DANIELL

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

The Motor Cycle Specialists
MAIN DISTRIBUTORS FOR NORTON

•

*Official Norton Spares Stockists
Accessories*

*Machines supplied for
Touring, Trials and Racing*

Agents for—

Norton, A.J.S., Excelsior, Triumph, Velocette

65 DARTMOUTH ROAD

FOREST HILL, S.E.23

Telephone: FOREST HILL 5895

FORTHCOMING B.M.C.R.C. EVENTS

Shelsley Walsh - - -

Saturday, August 30th.

Hutchinson 100 - - -

Saturday, September 27th.

Annual Dinner - - -

Friday, December 5th.

COMERFORDS LTD.

*THE MOTOR CYCLE DISTRIBUTORS
AND BUYERS*

•

**EXPERT ADVICE ON ALL MOTORCYCLING
MATTERS**



We cater for all. From the complete novice to
the experienced tourer, trials and scrambles man
and real racers.



**DELIVERY ON THE SPOT
HIRE PURCHASE
INSURANCE AND EXCHANGE**



**LARGEST DEALERS IN THE SOUTH
OVER 400 MACHINES IN STOCK
ESTABLISHED 30 YEARS**



COMERFORDS LTD.

**OXFORD HOUSE
PORTSMOUTH ROAD - THAMES DITTON - SURREY
TELEPHONES: EMBERBROOK 2323 and 2324**