

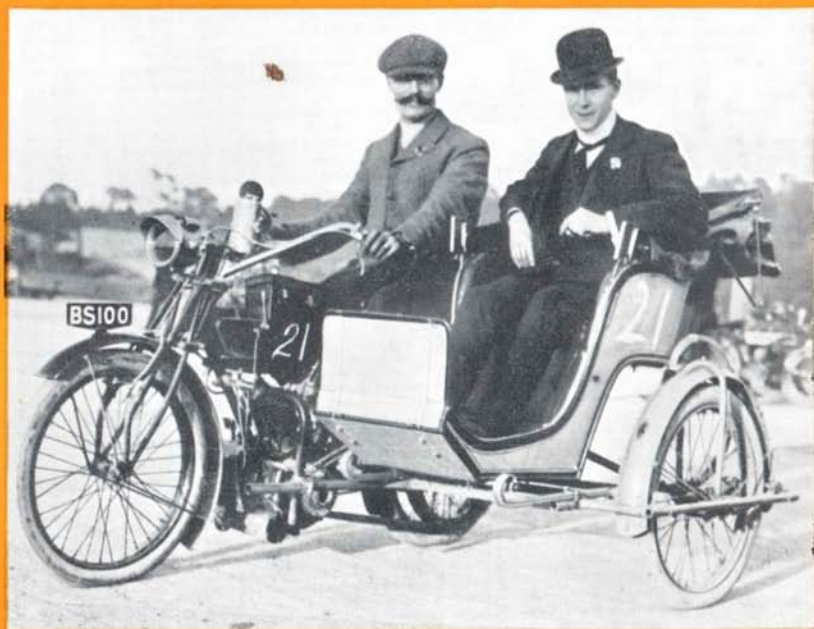


Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 5. No. 10 — October, 1952

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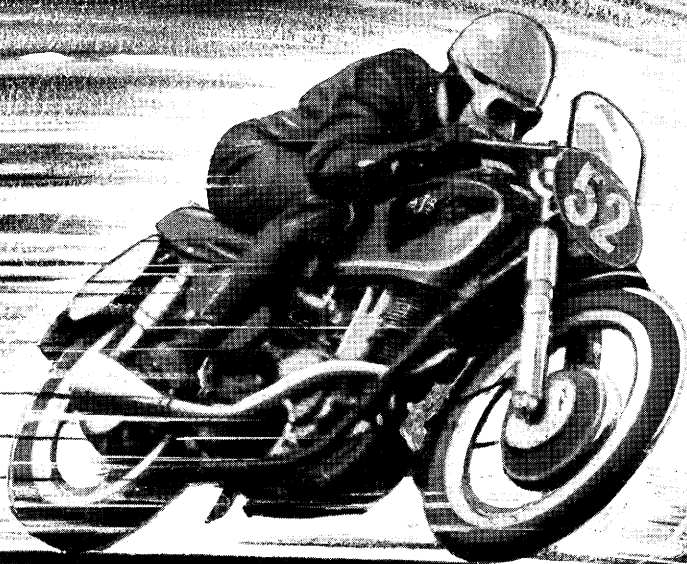
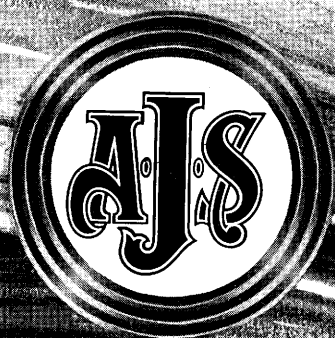


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Bemsee

EDITOR:

L. R. HIGGINS

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EDITORIAL

THIS JOURNAL is published for the benefit of all "Bemsee" members. Its prime objects are to keep a scattered membership in touch with club affairs, to recount members activities, to provide a means of an exchange of ideas, to interest and amuse.

A criticism levelled by the Committee, and it is justified, is that *Bemsee* does not contain sufficient news of our members activities. This lack of club news is brought about by the apathy of the majority of our eight hundred or more members. Very few contribute to our Journal.

It is no exaggeration to state that where there is motorcycle racing there are B.M.C.R.C. representatives competing, and news of these events could be reported in *Bemsee*. With a few notable exceptions this is never done. An example is the recent Shelsley Walsh hill climb. Someone could have sent in an account of that day's racing. If the representatives in the new area scheme will send in a monthly report regularly we shall not lack news.

125 c.c. Racing

Elsewhere in this issue we publish several letters from those interested in 125 c.c. racing—including two British manufacturers who have made entries in the Ultra-Lightweight T.T.—in reply to Geoff. Davison's statement (*Bemsee* August) that this class should be discontinued because it serves no useful purpose. Collectively the writers of these letters make a case for the continuation of the Ultra-Lightweight event, and in particular emphasize the need to meet the growing competition from Italy and Germany in world markets.

That there is a demand for small capacity machines is obvious. It is a moot point whether the "tiddlers" should be developed by racing; two British manufacturers think they should.

A "MANX" DIARY

MICHAEL R. McGEAGH

ROSS PORTER of Spalding, rolling into Ramsey on the evening of August 30th with his ex-H. L. Stevens 7R and one time Eric Oliver 'Manx' Norton secured to a low loading trailer, began, as far as I was concerned, the 1952 Manx Grand Prix—a meeting spiced with records, controversy and, unfortunately, four tragic accidents.

Monday.

With 101 riders completing 123 laps, Bemsee took a good share of Leader Board space in the shape of Keith Campbell and Harry Pearce on their 500's and the late Ken James on his 350. The post-practice machinery show in the pits was interesting. Featherbeds were around and also an ample share of the earlier 'Manx' variety. KTTs were dwindling, but those present were well cared for and obviously in good hands. F. A. Rutherford's Velo aroused interest and speculation was rife as to its actual age, though going by the engine number it is doubtful if it is 'that old.' Brian Purslow's Earles B.S.A. was reputed to weigh little over 200 lbs! A side wind on Cronk y Voddy might give anxious moments.

Cocoa tent comments indicated that the additional warning boards were of value and that the vivid hues which now adorned the mountain stone bridges would be of particular use in mist which, as it happened, was absent.

Tuesday.

Harry Pearce had the misfortune to have his Norton rear tyre pierced (no pun) by a sliver of wood in Ramsey Square. Travelling Marshal Peter Crebbin suffered a slight seizure near the Gooseneck, but maintained an even keel.

The mountain climb contained an impressive litter of wreck waggon material which indicated that the ascent was too much for some motors. Your scribe's Mk. VIII halted abruptly at the 6th milestone when the supply of sparks failed. Two first class riders were involved in fatal accidents; B. A. Jackson near the second Mountain Box, and I. K. Arber at Hillberry.

Wednesday.

The first true 'Manx' morning with mist on top and myself in bed with a u/s mag. and no spare on the Island. By the sound of things the boys were wisely cautious. No spectacular lap times nor serious incidents.

Thursday.

Afternoon practice with all the air of race day. Starting from the grid and a good attendance. Crowds at most of the popular vantage points which gives one a good chance of seeing just what landmarks are blotted out by the human element. Doug Rose and 'Gold Star' sought closer contact with mother earth in Ramsey Square, but continued after adjustments. A Manx flag on the governors side of the timing box unfurled in the slight breeze causing three riders to pull up thinking the stop flags were out. The miscreant was furred and the law abiding competitors were congratulated and sent on their way.

Current fashion is now the one piece suit and zipped boots. Agreeably smarter than the heavy padded two piece, but I'll go for the latter for frictional protection and also the increased degree of autograph hunter resistance which it now seems to afford.

Friday.

June weather again, but cold on the mountain. The proceedings were marred by the fatal crash at Cronk-ny-Mona of Ken James riding the Beart 350 Norton. The mix up became a dual affair when T. W. Swarbrick collided with James's machine but was saved from serious injury by being catapulted into a stubble field. It was almost a triple crash. On rounding Hillberry—some 30 secs. behind Swarbrick's A.J.S.—I saw a column of smoke swirl skywards and immediately throttled down. The Island will miss K.R.V., for he was a most likeable and level headed rider.

Saturday.

A steady morning mainly spent on chain stretching and bedding in new tyres. A colourful gathering attended the Manx Committees 'Get to Gether.' Vic Wiloughby, sporting his Brooklands Star, gratefully co-operated to give advice on Velos and the tuning thereof. Incidentally, Vic is now on the staff of 'The Blue 'Un' and his fabulous KTT is in the hands of Sandys Wunsche. The Reverend Canon Stenning was in his usual excellent form, and happy to be a member of the Club—and what better man could be a member?

The crossed Jacks were well in evidence. In fact, all over town, in the garages and Trade camps, the badge was well to the fore. Unfortunately, the voice of discon-

tent was in town too. It was this question of 'Works' machines . . . the fact that it didn't seem quite fair to the average fellow on the home tuned racer—and isn't the Manx for just those fellows? After all the 'Works' have all the international meetings to test their models . . . not that the boys have anything against those fortunate enough to procure a ride on such potent machinery . . . Well, it was rather like Father stepping in and doing Clarence's homework just so that he would be top of the infant class.

The financial hurdle has increased in size too. Petrol up a bob a gallon on last year and at roughly a gallon per lap, circulation will soon be limited by pocket depth. Many again raised the question of 'No Advertising.' This naturally means no spares nor parts at cut rate, for the Trade is not a benevolent uncle who can give away the goods without being able to tell the world that their product was on the winning machine. Without doubt, the Manx is second best advertising material to the T.T. Motorcycles and the Isle of Man are nowadays so closely allied, that what goes for the Island must be good. It is my belief that the trade would be willing to co-operate—perhaps not quite to the extent of the June races—but to a degree which would greatly assist the non-professional rider.

I think it safe to say that the Manx Committee are not blind to current affairs—too many remember 1929—so that it will be safe to say that the regs for 1953 will provide for every eventuality which will keep the M.G.P. in the status in which it was originally intended to be run. Yes, it was a very interesting and enlightening tea party.

Monday

A busman's holiday. Being too near the weigh-in to risk blowing up the 'Teenager,' I spectated from May Hill. Denis Parkinson stopped just down the road, but continued after minor adjustments. Appeared to be a plug lead adrift.

On an average, the riding was steady. J. A. Storr was neat and fast, taking a tight line against the kerb. Again, members took up a large slice of space on the Leader Boards; H. A. Pearce, Keith Campbell on Seniors, and on Junior mounts, Campbell, C. E. Staley and E. Houseley.

At the weigh-in, informality and efficiency. Bill Salmond was busy posting up high speed action shots including one of Les Graham plus M.V. some five foot airborne on the Clady straight. The machines all glistening and a delight to see;

crash hats tested and back numbers collected. No more to be done except wait . . . and hope that nothing's been forgotten.

THE JUNIOR.

I'm afraid that this much mainly be a personal account of the proceedings. Unlike Fergus Anderson and Phil Heath, who seem capable of racing and writing all about it at practically one and the same time, I only possess the faculty to concentrate on either one or the other—never both at once. My memory for numbers is bad. I pass and am passed, but for the life of me cannot recall the numbers of those valiants or unfortunates, so if I fail to give you a mention, your forgiveness please!

Stable companion, Ross Porter, made an excellent get away from number one position on the grid. The Velo, up to its usual tricks, fired immediately and provided just enough momentum to enable me to coast to my pit before dying an oiled up death. Having experienced so many bad starts to date, I believe I was the least ruffled man in the pit area at the time.

Onwards, and a very strong smell of seaweed on the approach to Crosby caused a moment of anxiety in case I was badly 'off line' and heading in completely the wrong direction. Put it down to the farmers, and kept cracking. On the pull up from Ballacraigne a misfire developed. Stopping above Ballig, the trouble was found to be a loose central electrode. On again at the very tail of the field with not another rider in sight.

A slight drop in revs apparent on the third lap was put down to cam wear and a possibly bent exhaust valve due to a missed change on the mountain. More trouble on the exit from Governor's on the fifth circuit when the gear change lever parted company. A hasty call at the pits solved the trouble until Keppel Gate on the final lap. Worth stopping? Not on your life . . . Stick in third, hammer the clutch and pray like you've never prayed before. And after all that lot, the 'Teenager' wasn't the last vehicle home—eight unfortunates struck worse trouble, and then of course there was the 'Roads Open' car!

THE SENIOR.

Eighty-three again faced the starter, thirty-eight mounted on 350s. Tuesday's troubles are rectified, the power loss having been caused by the inlet rocker locking

(continued on page 13)

THE SECRETARY'S PAGE

BRIGHTON SPEED TRIALS

Further to the brief announcement that appeared in the September issue of *Bemsee* we have at long last been able to reach agreement with the Brighton and Hove Motor Club Ltd. regarding B.M.C.R.C. participation at their annual International Speed Trials held on the Madeira Drive, Brighton. It is very pleasant, therefore, to be able to record that this event went off according to plan, and proved to be a most enjoyable day for those members who had been selected to represent the Club. All being well, it is not beyond the bounds of possibility that the total number of motorcycle entries that may be invited (controlled by the Brighton Club) will be increased in the future, providing we can guarantee first-class performances.

The Official Results are:

		1st Run	2nd Run	
		secs.	secs.	
J. Rampley	348 Norton	30.47	30.50	
E. A. Woods	350 Norton	32.08	32.80	
F. J. Williams	498 Cotton	27.04	27.33	
P. Ferbrache	499 Hartley-Ariel	29.89		
E. J. Tubb	498 Grindlay Peerless	35.00	30.40	
W. Ryan	498 W.R. Spl.	28.40	28.60	
F. E. Taylor	998 Taylor-Vincent	27.42	27.96	
R. Touche	998 Vincent	N.S.	N.S.	
N. B. Pope	998 Comerford-Pope Spl.	—	26.28	
G. Brown	998 Vincent	25.14	24.71	
G. N. Camfield	1000 Ricardo Special	32.20	29.20	

George Brown made the fastest time of the day, and was only .85 secs. outside the record for the course held by Raymond Mays (E.R.A.) at 23.86 secs.

Fastest times by cars at this meeting:

E. Lloyd-Jones	2100 Triangle Flying Saucer	23.91 secs.
P. D. Walker	2-Litre Cooper E.R.A.	24.21 secs.
F. A. Norris	(B.M.C.R.C. member) 2-Litre Alta	26.62 secs.

SOCIAL EVENTS

Members are invited, with their lady friends, to attend the following socials that

will take place at the Metropolitan Police Sports and Social Club, Chigwell Hall, Chigwell, Essex, commencing at 7-30 p.m. on the following dates:

11th Oct. 1952.	24th Jan. 1953.
8th Nov. 1952.	28th Feb. 1953.
16th Dec. 1952.	28th March, 1953.

Will all Members who accept these invitations please remember to wear their "Bemsee" lapel badges and/or carry their membership cards.

"Bemsee" meets at

"The White Lion,"	} Oct. 13th
Edgware, Middlesex.	
"The Winning Horse,"	} Oct. 30th
Claygate, Surrey.	
	Nov. 27th

Film Show.

Denis Parkinson has kindly offered to show his 1952 racing films. The date is Sunday of Show Week and we are trying to find a suitable licensed house near Earls Court.

Annual Dinner and Dance.

Tickets are available from the office. The price includes a Supper Buffet. The venue is the same as last year. Buy your tickets early; the number is limited.

Benevolent Fund.

Donations have been gratefully received from the following members:

R. Harrison, R. Payne, J. Emmott, A. F. Mills, G. Bradley.

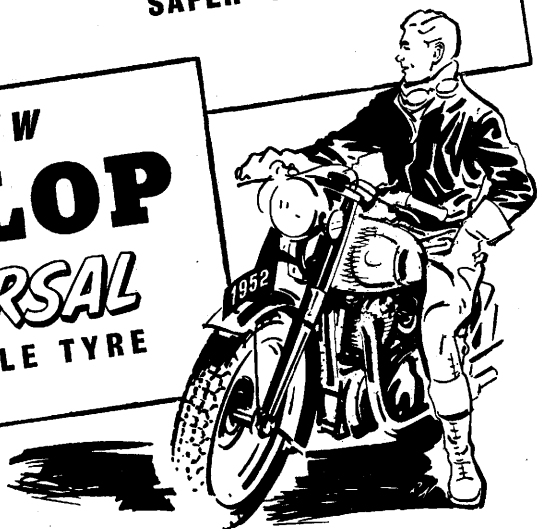
Charles Sare R.E.M.E., B.A.O.R. 5 writes to say that he has been lucky enough to procure Ginger Wood's Racing Vincent and hopes to use it to good effect next Season on completion of his Military Service.

Denis Glover reports from the Island that during the 5th lap of the Junior Manx Grand Prix races he dropped his model at Cronk-ny-Mona and is now suffering from internal bruising after landing rather heavily on his back. This is extremely bad luck, for Denis was having high hopes of finishing this time—he has not yet done so in an M.G.P. race.

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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.

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exactly the same as you can buy from your local garage.*

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125 c.c. RACING

SHOULD the Ultra-Lightweight T.T. be discontinued? In the August issue of *Bemsee* Geoff. Davison suggested that the race served no useful purpose. No one has written to support his contention but others have stated a case for the retention of this 125 c.c. class.

Dot Cycle & Motor Manfg. Co. Ltd.

We support the 125 c.c. class to gain valuable knowledge the hard way, and perhaps the only way to prove or disprove theories; to test new frames, designs and suspensions under actual racing conditions; and to help us develop in an intensely interesting and practical way a lightweight motor cycle which, on occasions, can be ridden at 90 m.p.h. in comfort, and in safety (without a steering damper). The purpose of all this is always to improve "next year's" production models.

The 125 c.c. class of the T.T. races should not be discontinued for many reasons, some of which are:

It is unsportsmanlike to delete a class from an International Race in which we British do not hold command.

British manufacturers should accept the foreign challenge and "have a go."

British manufacturers cannot afford to neglect the 125 c.c. class, or for that matter the 250 c.c. class. British prestige and supremacy are at stake here.

Every win for a foreign manufacturer in a 125 c.c. class enhances that manufacturer's prestige in all world markets, not only for 125 c.c. machines but for 250 c.c., 350 c.c. and 500 c.c. also, and this to the detriment of British exports.

There already exists a 125 c.c. racing community in many other parts of the world, why close our eyes to this fact?

Finally, this selfish view point, but none the less important: so that we can have another go next year and introduce a new machine upon which we have been working for some considerable time.

B. S. Wade

Manchester 15. Managing Director.

Ehrlich Motor Cycle Co. Ltd.

In the August issue of *Bemsee* there appeared an article written by Mr. G. Davison which concludes with the author

expressing his opinion that the Ultra-Lightweight Tourist Trophy race should be discontinued. Mr. Davison apparently has no reasons for making this statement other than the fact that neither the Swiss nor the Belgians support this class. At least he states no other reasons. I would suggest that the Tourist Trophy races, as a whole, can be viewed from two angles —(a) as a sporting event and (b) as a manufacturers' proving ground. With regard to the Ultra-Lightweight race, in the case of (a), providing it attracts sufficient entrants and gives enjoyment to competitors, I can see no earthly reason why it should be discontinued. In the case of (b), does Mr. Davison consider that the ever-growing number of 125 c.c. machines sold to the public does not warrant their further development?

The firm with which I am connected are manufacturers of a 125 c.c. motorcycle. We support the Tourist Trophy race and other racing events in order that our standard product may benefit from the endless research a racing programme necessitates. In this year's event we were able to prove "no good" a process which had taken a lot of time and money to develop. The failure of this process only became apparent under the arduous conditions imposed by the T.T. course, despite extensive bench tests prior to the event. Does Mr. Davison consider this failure should have been left for our customers to discover? Surely not!

Personally, I have no wish to see the present form of T.T. races altered in any way, but should this become necessary surely, from the point of support from British Manufacturers, the Lightweight race must head the list for exclusion?

Finally, being principally interested in the two-stroke motor cycle, I would suggest that although the present ban on supercharging (the absence of which would probably benefit the two-stroke more than any other form of engine) has left us temporarily unable to cope with the "foreign menace," we are by no means disheartened and earnestly desire to do battle with whatever machinery the present restrictions will permit.

D. E. Bell.

Works Manager.

Southall.

A. R. Taylor Garages Ltd.

Geoff Davison asks, "Why hold the 125 c.c. T.T.?" To answer this, I feel you have to divide the answer into two parts: the commercial aspect and the racing, or sporting aspect.

We have all got to face up to the fact that the sale of motorcycles will decline in the large capacity class, because of the lack of cash available to both buy and run them; so what is going to be the popular size or type of machine?

I venture to predict that it will be a machine that offers low first costs with fairly high performance, at running costs to meet the pockets of the large majority. This, to me, suggests a 125 c.c. as a starting off model with the 250 c.c. as the possible final model that will transport two persons quite quickly at low costs. In support of 250 c.c., I cite the years of the late 1920s and early 1930s, when we had the round tank B.S.A., New Imperial, Matchless, and many other machines predominant in popularity. With the development of the 125 c.c., I can well see this size being where the 250 c.c. was in those years.

Now the racing aspect: much the same set of conditions will exist, namely that the lads who wish to start racing, and those who still wish to keep on racing, just won't be able to afford to buy models costing some hundreds of pounds.

And now, to drop a brick, how many lads are capable to race safely with success a modern five-hundred? Results show that there are not many, and you find that from about 6th position, times of finishers are the times of two-fifties, and in some instances, even one-two-fives. To sum up, I suggest dropping the 500 c.c. class in favour of 350 c.c., 250 c.c. and 125 c.c. with, to instance, the T.T., 350 c.c. and 250 c.c. 7 laps, and 125 c.c. 5 lap races.

Surely, if the 500 c.c. class was discontinued, our manufacturers would be giving some thought to the other three classes, particularly if sales show any interest in the smaller capacity classes?

Isn't the "writing on the wall" when we hear of Germany building 125 c.c. and 250 c.c. racing models, and that their sales of touring machines in these classes have already reached vast proportions? Remember, too, the Italian sales of small capacity machines.

By all means don't drop the 125 c.c. but use every means to promote interest in it and stimulate the building and development of this class. I am sure time will show that this size will be the saving of

motorcycle sales, and provide racing for the enthusiasts. Let us have other views: what about British manufacturers giving their views? they might have a different slant.

A. R. Taylor.

Shipston-on-Stour.

Carter & Hartley

Mr. G. S. Davison's "T.T. Afterthoughts" in August BEMSEE are both interesting and provocative. May I be allowed to comment as follows:—

International road racing has arrived (or had until this season) at the stage where, irrespective of which was the fastest machine, only that ridden by one man could expect to win. Good for that one man, and for the maker retaining his services, but very bad in the long run for racing, and our industry, merely postponing the inevitable recognition of the superiority of the foreign multi.

International racing today is unbalanced. There is *nothing but* road racing, with undue dependence, in most cases, on the personal element, as above. This makes for good spectator interest. It also makes for an increasing injury and death rate, and provides little information as to the relative maximum machine speeds—surely one of the objects of racing! (I would hasten to add that I am quite aware of the improvements in handling, braking, steering, etc., which road racing has produced).

To restore the balance, we need an alternative type of racing, in which the machine, and not the track, is the limiting factor. I wonder how many keen motor cyclists realise that there is no track in this country where *even the smallest* current racing motor cycle (or car) can be kept on full throttle continuously? Without these facilities, engine development in this country is seriously handicapped. For this, and for record attempts (from the list of which our names are largely missing), it is necessary to face the considerable expense of going abroad. Truly a state of affairs of which to be proud!

The answer to Mr. G. S. Davison's penultimate and ultimate paragraphs is that the 125 c.c. class offers at present in road racing *most* scope for engine improvement, at relatively little cost, and with desirable reduction of the personal element. The opportunity is lost, however, if a shortened course is used.

Further, I suggest that it would be nice to avoid any suspicion of tending to de-

rate a class when we take a beating in it (the 250 c.c. class comes to mind in this respect).

L. W. E. Hartley.

London S.E.18.

Geoff Davison had won a T.T. race when I was a little boy. He rode machines of all classes in big races, including the 175 c.c. Levis racing two-stroke, and should really know the reasons for continuing the Ultra-Lightweight T.T.

I think the 125 c.c. racing class is very useful. The production of such racing machines is less expensive than half-litre twins or fours. The stresses on the materials of such small and light machines are much greater than on the big machines; therefore, the manufacturers have to produce components which, although of small dimensions, have to stand high stresses; therefore, machines are running perilously near breaking point; and the designer's ingenuity is taxed to the utmost to enable him to produce a racing motorcycle that is both fast and reliable, and of light weight.

Short races do not serve a useful purpose, as far as testing is concerned. Why should not a "tiddler" be capable of standing seven laps of the T.T. course? A sprint machine is not so difficult to produce as a reliable long distance racing machine. I would like to see if there is a designer capable of building a one-two-five, which could average 75 m.p.h. over five laps of the T.T. course. It is the purpose of this race to develop designs.

Not every rider can afford to buy, or is capable of riding a five hundred. I will not state that a pukka racing one-two-five with an overhead camshaft engine is an easier machine to pilot, but the lower maximum speed is helpful to the man unaccustomed to the prolonged high speed of which a modern five hundred is capable. Unfortunately, no British manufacturer builds such a machine, and there are none available for the private owner at a reasonable price. A pity, because it would give the young and not so rich men a chance to ride on equal terms with the more experienced riders, and help breed a new generation of stars.

Two years ago, no one expected the sensational 125 c.c. La Mondial could be beaten. Now, both M.V.-Agusta and N.S.U. have proved that it is possible (with very few exceptions); they are glad when they are selling a big number of

so-called Lightweight motor cycles, or when such a thing finishes among the "also rans" in a race. They are not interested in prestige, not in the rider, not in technical development: and their ambition to show the world that British machines are supreme is, in this class, below zero. They probably do not know nor want to know that manufacturers as Moto-Guzzi, Jawa, Mondial, M.V.-Agusta, D.K.W. Horex, B.M.W., N.S.U., Puch and others, ousted them from many world markets because they proved that their designers and machines are capable of beating British products. I still remember the times when, in the small classes, British engines, Villiers, Blackburne, and J.A.P.—were unbeatable. In nearly every Continental country and in England they dominated. To-day the Italians and Germans are selling not only racing, but also their touring machines in Switzerland, France, Austria, Belgium and elsewhere.

As a technician, I am interested in every development of supercharging. How would it be to allow full supercharging only on 125 c.c. two-strokes against unsupercharged o.h.c. machines in the same class? It would probably result in a strong battle between designers and riders and would improve both design and the men.

Years ago we dropped the over-500 class from road racing, not because we had not machines, but only because seldom a man could use the full power of such a machine against the half-litre. In most races, they even have been slower. Now, I feel, the time is not far when it would be useful to reduce even the half-litre class, although I do not see much improvement concerning the reduction of accidents at high speeds, as our present 350 c.c. machines are, on some courses, not much slower than the Senior machines. But how would it be to reduce the Lightweights to 125 c.c., the Juniors to 250 c.c. and the Seniors to 375 c.c.?

Two years ago, the 125 class at the "Solitude" course (where this year was staged the "Grand Prix of Germany") was won by Ewald Kluge on a factory D.K.W. His fastest lap was 103.8 km.; this year's fastest lap by Werner Haas on the N.S.U. was 120.020 km.—a wonderful improvement.

Twenty-five years ago, the top speed of a 125 c.c. racing machine—a D.K.W.—at the Freiburger record street was 79.540 km./hour. When we compare these speeds with the present speeds of a 125 c.c. racer,

(continued on page 13)

MARSHAL'S MUSINGS

W. G. BILL JARMAN

AS THESE NOTES are written some time before the "Hutch," it is opportune for me to express a sincere appreciation to those members who regularly offer to do a good job of work at Silverstone. Several of you have written to say that my recent comment about mental pleasure as being something worth while, and taking part in the B.M.C.R.C. "Marshal Plan" is a jolly good way to attain it. For your letters and postcards, thanks again. You will all have had your answers long since, because we go to press about the middle of the month.

Before I forget it, the Annual Dinner may be a long way away but it is now well known that we have found a venue worthy of the Club. It took the Committee a long time to find a suitable place in the heart of London. Make sure you have the date in your diary, Friday, the 5th of December, at the Coventry Street Corner House—top floor. Nearest underground stations, Leicester Square or Piccadilly circus. Parking space and garages are not too difficult to find if you arrive early. Do not wait to buy your tickets until the last moment, because we expect a "House Full" notice to go out in December journal.

Now for another special occasion. The Motor Cycle Show takes place from the 15th November until the 22nd November, 1952. Denis Parkinson has kindly offered to put on his 1952 Racing Films on the Sunday of Show Week, that is Sunday the 16th November. Bob Walker and Owen Roebuck are looking for a suitable hostelry somewhere near Earls Court so that all members and their friends can have a good party on the basis of (1) Reception and Refreshment: (2) Film: (3) Refreshments: (4) Film: (5) Refreshments, and so on. Put the date in your diary and bring "Popsy," because it is a social occasion. If you know of a licenced house with a very large room near Earls Court, tell the Secretary, please. Last year's effort was an experiment which proved very popular. This year it must be bigger and better still.

Whilst we are talking "show business," I am hoping that Bob Walker will again be able to arrange a board for notices and messages as last year. The idea proved very useful and the Watsonian stand got a "footpath" on their lino which led to a

rendezvous known as an Alpine Bar at low level—very low!

Three letters have reached me from far away Australia. It seems that the boys out there get a raw deal from the powers that be, to say nothing of rude abuse from most of the other road users. All three of these correspondents are hundreds of miles apart, but each one writes harsh words about spare parts. One of them suggested that a motorcycle should be backed by service in the Ford manner with parts priced (a) by post (surface mail), and (b) by post (air mail). Phew! the cost of "b."

I have been studying a map of England and Wales which shows density of population. Taking a compass I find that Silverstone is the best place, geographically speaking, for any racing circuit in this country. As "Ixion" put it in the "Blue Book" (4/9/52) "Silverstone can be truly International if the ordinary motorcyclist gives it his hearty support." We members of the B.M.C.R.C. will at least guarantee to give the spectators value for money which will take some beating, that is a whole day's sport for a few shillings.

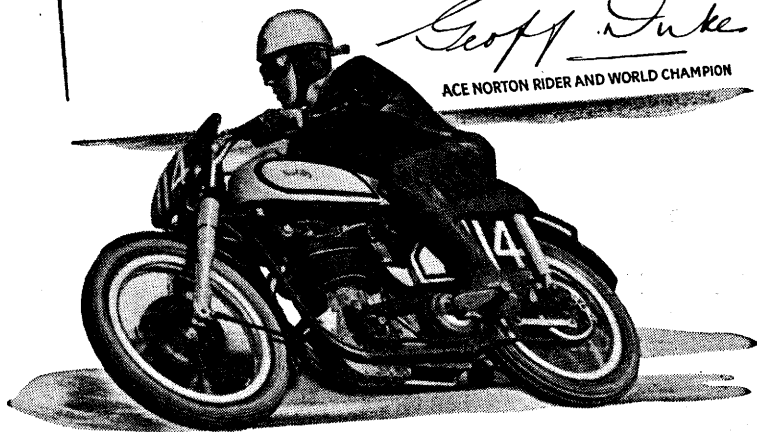
A breezy letter from Cliff Lewis arrived this morning. He looks forward to seeing you all at Silverstone, and hoped that the boys put up a good show at Brighton. They did, Cliff, and what they lacked in numbers, they made up for by quality. There was genuine disappointment when the fastest car could not take on the fastest bike, which was George Brown's "Nero" Vincent. When "G.B." learned that there would be no match race, he took his son for a paddle, where he was soon spotted and photographed for future reference.

Noel Pope had a most unusual problem, with the rubber to metal joint on top of the supercharger. This item chose Saturday, the 6th September, to spoil what could have been a great day for the "C.P.S." The times recorded in the various capacities were noted by the Secretary who was in attendance. Linda and I were there as spectators, and felt quite strange with no job to do. Anyway, the boys were pleased to see us and made us feel very much at home. Most of them thought that the B.M.C.R.C. could put on a good show at Brighton for solos, and sidecars, if the Corporation like the idea of a whole day meeting early in the year.

**"Do as I do, ride on
AVON" says**

Geoff Duke

ACE NORTON RIDER AND WORLD CHAMPION

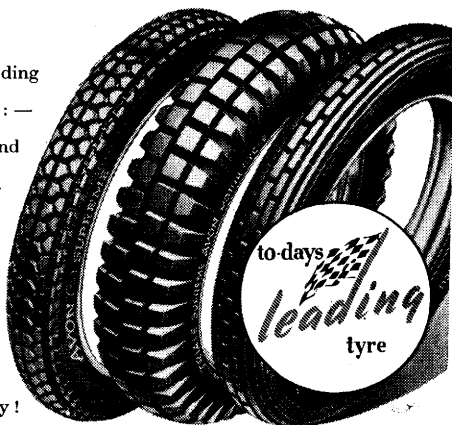


Commenting on his experience of riding on Avon Tyres, Geoff Duke says: —

"After over two seasons' racing and trials riding, I cannot find enough superlatives to describe the wonderful stability, wheel grip, safety and wearing qualities of the Avon Tyres, not to mention the excellent service.

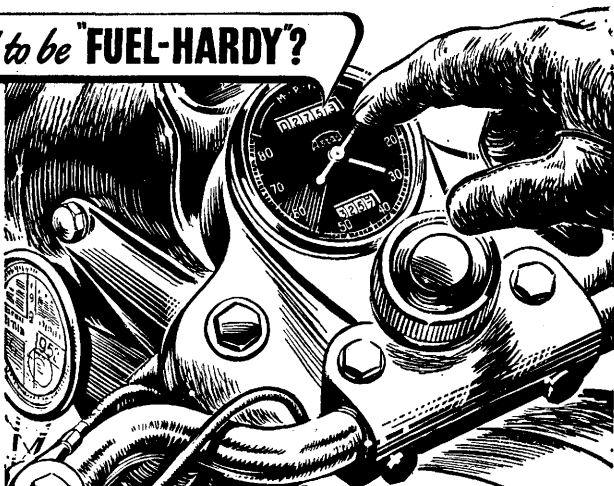
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It would have been grand if the "Bemsee Barrow Boys" could have been there, but what with the M.G.P., the I.S.D.T., and the Monza G.P., it's a miracle that we were able to field a team at all. Anyway, the men who were on the South Coast will be glad to know that they left Bonny Brighton with the "Crossed Jacks" flying high in the north-east wind, which kept the rain away from the promenade.

A new kind of Marshal will have been seen at Silverstone. For the want of a better title they are known to your Committee as "Special Marshals." They were put to the test last April and did a first class piece of investigation on your behalf. They are responsible for security and follow up anything which is crooked. There were not many of these big-hearted lads in the original experiment, but their numbers will be doubled simply by putting a new man with one who knows. We like the members to know what goes on, so that no revenue is lost to "Smart Alecs" and "Spivs". If you see a pair of

Special Marshals wandering about the hedges or parks, or mingling with the crowd, you will know what it is all about. If they need help at any time, don't hesitate because these men are working in the best interests of the Club. The greater the income, the better the prizes, and many other things which will come along in time, if we continue to work as *one team*. Born 1909, still going strong!

To close on a rather serious note. When you write to me about marshalling please do not ask if you can bring the wife, the girl friend, the dog, and the parrot, etc. The whole scheme is a very serious business, and is not intended to be a social occasion. The latter comes *after* the racing at one of the pleasant places in Brackley, Buckingham, or Towcester. If one of the competitors chooses to bring his lady as his mechanic, that is his concern, but it is necessary to say that we can only use about six damsels in the "Marshal Plan," and they have been it for several years.

125 c.c. RACING (continued from page 9)

we see that this class has improved more than any other.

As everyone knows, it will be quite difficult to lap the T.T. course at 100 m.p.h. but there is still the possibility to improve a 125 c.c. racer to reach 80 or even 90 m.p.h.

I see a big future for 125 c.c. machine racing and it depends entirely on British

designers, and especially manufacturers, to supply our riders with machines capable of putting up a good show against the opposition from foreign countries.

Good luck, therefore, to all those who produce and ride "tiddlers."

Erwin Tragatsch.

Tel-a-viv, Israel.

A MANX DIARY (continued from page 3)

nut coming adrift, leaving the rocker hanging on by two threads and ready to cease rocking at any moment.

A good start this time, and for once, a trouble free ride. Unlike Tuesday, when I revolved on seemingly empty roads, the time was spent dicing with A. G. Briggs (Triumph) and D. F. Jenkins (B.S.A.). Throughout, it was a battle of sheer speed on the straights and fast corners and crafty work on the medium and slow sections.

Though the leaders were fighting for supremacy amongst themselves and steadily working towards the clearer roads at the front—Farrant steamed past at a furious pace early on in the proceedings—the mid-field battles should have provided good entertainment for those interested. How about a sealed handicap being incorporated next year? A little more work

for the organisers, but a lot more inducement for the 'also rans.'

The gilt was rather taken off my second finish on learning that Mike Richardson—a newcomer staying in Ramsey—had crashed fatally on his first lap at the bottom of Bray Hill. Though the evidence at the following inquest was controversial, it appears that a speed wobble with too fierce an attempt to correct it was the cause.

In the evening, many Bemsee riders collected well deserved reps; the 'A' team were successful, D. Farrant, H. Pearce and K. Campbell receiving medals. The winner, as all now know, was Derek Farrant riding the Matchless-A.J.S. twin. A first class performance, a record breaking outing and the Manx is over for another year.

COMMITTEE NEWS

Meeting held on 11th August, 1952.

Present—Mr. N. B. Pope (Chairman), Mr. E. C. E. Baragwanath, Mr. H. L. Daniell, Mr. D. J. H. Glover, Mr. A. H. Taylor, Mr. K. Rickard, Mr. J. O. Roebuck.

In attendance—The Secretary.

Trophy Day Meeting. The A.C.U. Steward's report was without criticism and entirely satisfactory. It was stated that the financial loss on this meeting would not be so great as at first anticipated.

Hutchinson 100 Meeting. A report of the last meeting of the Race Sub Committee was noted and approved. This dealt with matters connected with the organisation of the meeting in general. The report of the Car Park Sub Committee was given jointly by Mr. Roebuck and the Secretary, and accounted the progress made regarding the control of admission arrangements which this year would be undertaken by National Car Parks Limited under B.M.C.R.C. direction. Arrangements had been made for pre-booking facilities at reduced rates. The Club would also provide the necessary security personnel. The decisions and recommendations made by this Sub Committee were approved.

The Secretary reported that 3,000 posters advertising this event had been printed and distributed to all members and various interested organisations; advertisements had been included in a number of A.C.U. Centre Gazettes; and in addition special pre-booking forms would appear in the technical Press in due course.

April Silverstone Saturday Meeting. The A.C.U. Steward's report was generally favourable and complimented the organisation responsible for this meeting.

Speed Trials. Agreement had now been reached with the Brighton and Hove Motor Club and the A.C.U., and a special meeting, to which a limited number of selected B.M.C.R.C. members would be invited, would take place at Brighton on Saturday, 6th September, 1952. There would be no entry fee and only one class (up to 1,000 c.c.) but special awards would be given to the fastest under 500 c.c.

machine and fastest sidecar, subject to a minimum of four entries of each capacity or class.

Manx Grand Prix. It was agreed that Club teams should be entered in both Junior and Senior Manx Grands Prix and Messrs. D. J. H. Glover and G. W. Hatch would co-operate in selecting the riders who were to be invited to represent "Bemsee."

Area Representation. Six members had volunteered and were elected officially to represent the Club. As *Bemsee*, the Club's journal, had only been published a week previous to the meeting, the response was considered to be favourable. It was decided that some form of certificate be presented to all Area Representatives, at a later date, which would declare their official status.

The Monthly Accounts for June and July were presented and approved.

New Members were elected.

Shelsley Walsh. The Secretary reported the progress that had been made with the arrangements with the Midland Automobile Club and stated that entries had now closed with a total of sixteen.

Crystal Palace. Agreed that a watch be kept on developments connected with the revival of this circuit.

Area Representatives. Offers to act as B.M.C.R.C. Area Representatives have been sent by the following members and have been accepted by the Committee:

J. Sparrow—Shropshire.
E. A. Atchelor—Essex.
D. Allen—Norfolk.
J. K. Parr—Sittingbourne and North Kent.
Capt. A. Newton—B.A.O.R.
Lt. Col. L. S. Cheesewright—Leeds and the West Riding of Yorkshire.

Obituary

It is with great regret that we record the deaths of K. R. V. James and I. K. Arber, killed whilst practising for the Manx G.P. We extend our deepest sympathy to their parents in their sad loss.

THE EDITOR'S CORRESPONDENCE

Trophy Day

Stan Hall's first-class account of the "Bemsee" Silverstone Trophy Day (August *Bemsee*), was an example of efficient condensation without sacrifice of interest or essential detail.

His description of Peter Ferbrache's mount as one of my Ariels is, perhaps, a little ambiguous, as it is now, of course, Peter's own property. I bought it new in 1935, during which season Jock West rode it for me with no little success, and it was disposed of in 1936, after which I lost trace of it until acquired by Peter Ferbrache, about three years ago. It is an interesting example of what can be done by a keen private owner with an inexpensive machine of the non "race-bred" type.

L. W. E. Hartley.

London S.E.18.

With reference to your remarks on 1000 c.c. racing in the "Trophy Day" report (*Bemsee* August), I agree that there was a lack of support but I do insist that even one Vincent (or Brough Superior or Morgan) is worthwhile, partly to increase the variety for the spectator and partly to keep the sport healthy. The eternal procession of 7Rs and Featherbeds is enough to induce the most acute boredom after the leaders have gone past.

The organiser could have avoided the anti-climax if they had run the 1000 c.c. machines with the 500 c.c. race. The lap times compare favourably.

However, I was glad to see that the 1000 c.c. class is included in the Hutchinson 100 programme.

Rodney Touche.

Betchworth.

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