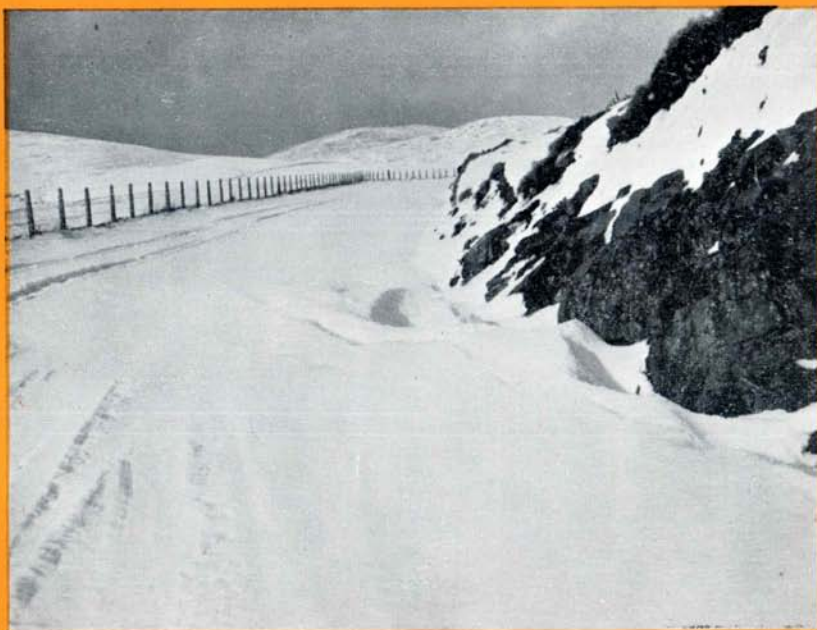




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 6. No. 2 — February, 1953 ONE SHILLING



On Manxland's icy mountain. Guess where. (Photo: Salmond).

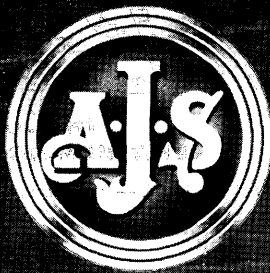
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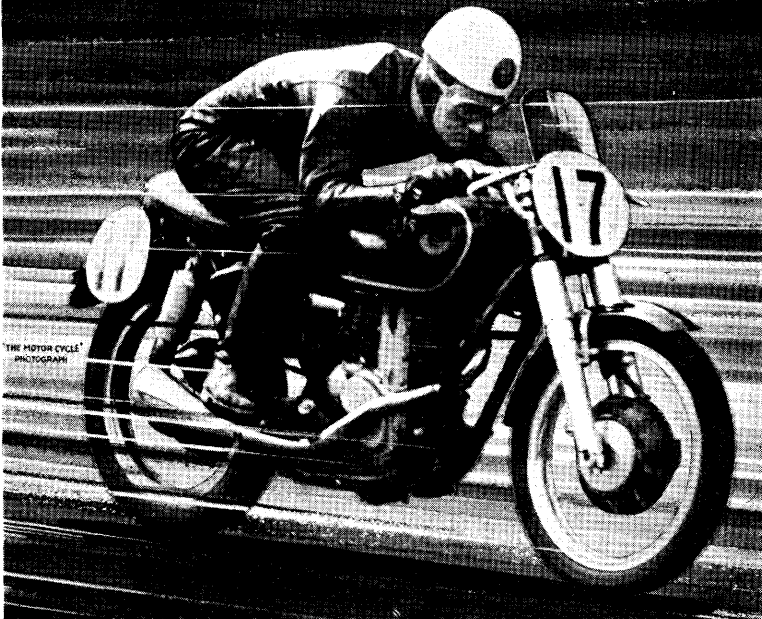
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Bemsee

Vol. 6. No. 2. FEB., 1953

EDITOR:

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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EDITORIAL

ANNUAL DINNER PHOTOGRAPHS, 1952.

COMPLAINTS have been reaching the Office about the photographs taken during the Annual Dinner and Dance at the Coventry Street Corner House, last December. A number of people have stated that they have not received their photographs, although they paid for them at the time. We wish to make it clear to all our friends and members that neither B.M.C.R.C. Ltd., nor J. Lyons & Co. Ltd. can accept any responsibility for the non-delivery of these photographs. The photographers were not requested to attend. Whilst we regret the state of affairs that exists, there is nothing the Club can do. The complainants, however, can, and they are asked to take the following action.

Those of you who have not received photographs are asked to write to the photographers, quoting receipt number and any other particulars, and ask for the photographs to be delivered within three days or payment to be refunded. Keep a copy of your letter; *don't* write abusively but make a simple and straightforward request; *don't* send the receipt, but retain it. Above all, *don't* be apathetic and let the matter drop, but take the action suggested above.

The photographers are: *Jalmar Ltd., Banquet Photographers, 6 Park Close, Knightsbridge, London, S.W.1.* Telephone: KENSington 1166.

If you meet with any further difficulties, write, giving full details, to the Editor.

Concluding
**THE
HUTCHINSON HUNDRED**

A Retrospect

By L. R. HIGGINS

THE 1949 event was held at Silverstone and was the first motorcycle race meeting to be held on this circuit. Separate races with an overall sealed handicap for the Mellano Trophy was again used but the difficulties previously experienced with lap scoring were overcome. Consequently there was no friction when the results were announced.

With two seasons experience "Bemsee" organisation was now better than ever; and that organisation was severely tried in 1950 by the shocking weather conditions.

Races for the Mellano Trophy were run over 50 miles but for the last of these the distance was shortened to 25 miles because of the shocking conditions. The superior speed of the solos over the sidecar outfits was of no advantage on the streaming wet track and so it was the sidecar men that made the best improvement on their handicap. For the first time in the history of the race the Mellano Trophy went to a three wheeler, Cyril Smith and his Norton-Watsonian outfit.

As if to prove that the sidecar outfit domination of the previous year was not just a fluke, Eric Oliver won the Mellano Trophy in 1951 with his Norton-Watsonian outfit, racing in almost perfect conditions. The sealed handicap races were again run off as 50 mile Scratch races with large entries. The difficulties of the previous years had not diminished and after the 1951 races "Bemsee" decided to abandon further sealed handicaps. For 1952 a new scheme was tried by barring experts. One day perhaps, and there will be many who would like to see it happen, the Hutchinson 100 will be a hundred mile classic all-comers race once again.



(Photo: 'Motor Cycling')

In 1950 the Trophy was won by a sidecar outfit for the first time.

Here is the winner, Cyril Smith (Norton-Watsonian), negotiating a wet and slippery Woodcote Corner (Silverstone).

THE HUTCHINSON HUNDRED

Previous instalments of this history of the Hutchinson Hundred appeared in the December and January issues of *Bemsee*. The story is reprinted from the Hutchinson Hundred programme, and the blocks for the illustrations were kindly lent by Programme Publications Ltd.

ACKNOWLEDGEMENT

"Bemsee" lost its pre-1939 records during the war years, consequently, before this story of the Hutchinson Hundred could be recounted a search into the past had to be made. Our thanks are, therefore, due to the following for their assistance: L. J. Archer, E. C. E. Baragwanath, J. D. Ferguson, Harry Lewis, G. E. Tottey and Jock West. The illustrations were supplied by the photographic departments of "Motor Cycling" and "The Motor Cycle."

NEW BOOKS

Motor Sport Racing Car Review 1953—8s. 6d.

by D. S. Jenkinson

FOLLOWERS of sidecar racing, especially at Continental circuits, will have become familiar with the sight of a flaming red beard scurrying along a few inches above the ground. That red beard belongs to D. S. (Jenks) Jenkinson.

Those who have had the opportunity to speak with "Jenks" will know of his ability as a *raconteur*, and will have heard him tell of his adventures on the track; of how along the straights, when there is nothing to do, he has carried out a little reconstruction work; how, when a screaming pack of machines rounds a corner in a tight bunch, he has found himself in someone else's sidecar; and the tale he tells against himself, the occasion on which he was awarded a prize, a shaving outfit!

New Jenks spends his summer in a racing sidecar, and it is a full time occupation. Curiously enough, he manages to take a more than passing interest in car racing, and before he hibernates in the between-season period, he finds time to write, annually, a review of the season's racing cars. The 1953 review is now on sale.

Seventeen cars are reviewed, British and Continental, each a self-contained story about a particular car; with technical descriptions of all the things that make trouble during races but are as good as gold on the test-bench; who drove the car, in which

races, and their successes and failures throughout the season. At the end of each chapter are brief details of the engine, carburettor, transmission, suspension and braking systems.

Technical descriptions can so easily become boring, but there is nothing heavy in these accounts which take you through a season's racing with each make of car. By the time the reader has come to the last page he knows all there is to know about car racing in 1952. If you forget what happened, the book is there for reference.

Its size is unusual, 7½" wide by 5½" deep, but it is a size which slips easily into a jacket pocket. The full page illustrations, there are twenty-six of them, do full justice to the cars, for the page size is tailored to fit both motor-car and motor-cycles, awkward objects which are difficult to fit into upright pages. Besides illustrations of the cars, there are several close up views of engines, suspensions and cockpits.

How "Jenks" manages to be so knowledgeable about motor sport when he is fully occupied with three-wheelers, remains something of a mystery. It must be that when his ear is close to the Continental roads, he hears a great deal more than the whistling of the wind.

PAST WINNERS OF THE MELLANO CUP

From 1925 to 1938 the race was held at Brooklands over a distance of 102.37 miles (37 laps)

Year	Driver	Machine	Handicap Allowance min. sec.	Speed m.p.h.
1925	F. A. Longman	989 c.c. Harley-Davidson	6.10	89.66
1926	C. S. Barrow	246 c.c. Royal Enfield J.A.P.	26.50	74.39
1927	H. J. Willis	348 c.c. Velocette	—	86.39
1928	P. Brewster	495 c.c. Matchless	6.47	93.52
1929	R. Gibson	347 c.c. Sunbeam	16.39	85.33
1930	H. Mitchell	348 c.c. Velocette	10.29	94.68
1931	J. M. Muir	348 c.c. Velocette	—	89.01
1932	C. B. Bickell	498 c.c. Bickell-J.A.P.	Scratch	99.61
1933	L. J. Archer	348 c.c. Velocette	1.51	100.61
1934	E. C. Fernihough	173 c.c. Excelsior-J.A.P.	17.16	82.18
1935	N. Christmas	348 c.c. Velocette	8.38	97.46
1936	S. H. Goddard	246 c.c. O.K. Supreme	13.24	85.87
1937	W. R. Lunn	348 c.c. Velocette	—	85.36
1938	M. Cann	248 c.c. Excelsior	17.16	82.18
1939-1946		No Race	10.52	87.68

In 1947 and 1948 the Hutchinson 100 was held at Dunholme Airfield, Lincolnshire, and from 1949 onwards at the Silverstone Circuit.

Year	Driver	Machine	Handicap Allowance min. sec.	Speed m.p.h.
1947	L. R. Archer	248 c.c. E.M.C.	—	—
1948	L. Bayliss	248 c.c. Ellbee Special	Scratch Race	—
1949	H. B. Ranson	348 c.c. A.J.S.	—	81.59
1950	C. Smith	596 c.c. Norton-Watsonian Sidecar	" "	65.43
1951	E. S. Oliver	596 c.c. Norton-Watsonian Sidecar	" "	77.31
1952	J. A. Storr	499 c.c. Norton	" "	69.63

MARSHAL'S MUSINGS

W. G. BILL JARMAN

MAY I start by mentioning again a few of the 1953 commitments. Dot them in your new Diary right away.

- 27 Feb. - A.G.M.
- 17/18 April - National race meeting.
- 27 June - Closed to Club race meeting.
- 25 July - Closed to Club race meeting.
- 29 August - Hill Climb.
- 5 Sept. - Speed Trials.
- 25/26 Sept. - International race meeting.
- November - Annual Dinner and Show Week.

The above dates are mentioned to show you that your Committee have been pretty active during the winter months, which brings me to the most important point of all, that is, *Senior Marshals*. We must have a few more of these keen types, preferably men who have retired from active racing, to take charge of sections of the circuit. The job is essentially one of some importance because every incident in a particular sector will be reported through the Senior Marshal who will be supplied with a telephone and/or radio for communicating with Control. He will see all the racing, in fact, it is absolutely necessary for him to do so. Apart from the racing he will have the nicest bunch of bloques near by, that is, Course Marshals in pairs every 25 yards, Flag Marshals on the corners, plus Fire Fighters and First Aiders. All these good souls are the salt of the earth but very few of them have ever done any racing and that is why they are quite happy to carry on doing the same kind of job at all our meetings. The ex-racer is therefore, a very suitable sort of fellow to take charge of a section of the circuit, but this does not preclude a Marshal with considerable experience from volunteering to take on this duty. How do you feel about taking charge of a short length of the Circuit? Drop me a note at 153 Reigate Avenue, Sutton, Surrey, and please don't worry the Secretary about it. He's a very busy man and I shall tell him and the Racing Committee in any case. Thanks a lot!

I am advised on first class authority that there is intense activity behind the racing scenes. The year 1953 looks like being a

period of great experiment which might not stop at four pots in the half-litre class. I should have thought four by 125 c.c. would be enough for anyone, but the Germans have other ideas, according to a letter I have had from B.A.O.R. My correspondent did not say which type of engine or the kind of valve gear, so your guess is as good as mine, for instance, a vee-six with rotary valves plus an injector type of "carburettor." As there are only about half a dozen jockeys in the world capable of riding 60 b.hp. solo jobs, there is something to be said for the argument that 500 c.c. is approaching the road racing limit of all but the select few. There must be an ultimate for any human being, no matter how good he may be.

These notes are being written just as the announcement of Geoffrey Duke's O.B.E. has been given. Every member will be delighted to think that our Geoffrey has at last received official recognition for a remarkable effort. To go from the Clubman's to the Manx and on to the T.T., as he did, was an outstanding show. His achievements since these fine wins are even more meritorious, and the Order of the British Empire has never been more deserved. We must not forget that these victories were in the World Championship Class. I am somewhat disappointed about the "Barrow Boys," especially Eric Oliver, who is often overlooked when the P.M. Committee have these matters under consideration. I hope the Technical Press will comment on this point if Eric wins again in 1953. We cannot afford to miss any chance of "Blowing the trumpet" in every possible way. Frith, Foster and Duke have done it extremely well in the solo classes and now for the three wheel brigade. Lets hope to see them in the Isle of Man soon with the full support of the B.M.C.R.C., who are rather proud of their sidecar crews. Their number is growing every season, thanks to the post-war pioneers who have set a jolly good standard.

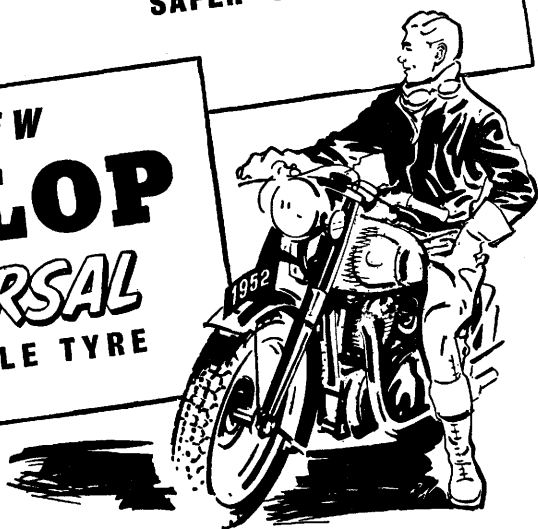
I joined the Secretary and other members at the B.S.S.A. chat given by World Champion Cyril Smith the other evening. His blunt comments on silly restrictions in England were delightful. It seems we must start another "P.C. to your M.P." cam-

(continued on page 7)

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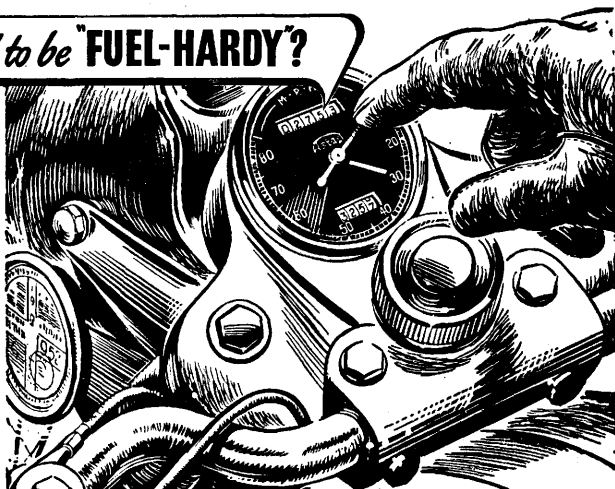


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AREA REPRESENTATIVES

MEMBERS resident in the undermentioned areas will be interested to learn that the Committee have approved Representatives as follows, and should they so wish these Representatives may be contacted at the following addresses:—

Cheshire

G. E. Tottey,
2. Rocky Lane South,
Heswall,
Cheshire.

Warwickshire

A. C. Squillario,
Rosemary Cottage,
Lighthorne,
Nr. Warwick.

Shropshire

J. Sparrow,
13, New Street,
Wem.
(Business address:
c/o W. Wilkes,
Castle Foregate,
Shrewsbury).

North Kent

J. K. Parr,
44, Charlotte Street,
Sittingbourne,
Kent.

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The Grange,
Selby Road,
Whitkirk,
Leeds.

Essex

E. A. Atcheler,
38, Malford Court,
S. Woodford, E.18.

Norfolk

D. W. Allen,
11, Norwich Road,
Watton,
Thetford,
Norfolk.

Glamorgan

Mrs. M. Pryse,
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Campbell Terrace,
Mountain Ash,
Glam.

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Capt. A. Newton,
H.Q., R.A.S.C.,
Hamburg District,
B.A.O.R. 3.

Middlesex

K. Rickard,
126, Kingshill Drive,
Kenton,
Harrow,
Middx.
(Business address:
616, Finchley Road,
Golders Green,
N.W.11).

Marshal's Musings (continued)

paign. If every motor cyclist, and there are nearly a million, would write to his M.P. we could have a T.T. or a G.P. in England.* There are lots of places where a proper road race could be held but the spectators would have to pay to see the mighty cavalcade. Look what happened in Germany when a crowd of over 400,000 saw the races at no great cost. The riders thus received some "pieces of eight" to help them with the housekeeping. If a legal sweepstake or pool could be run in conjunction with a Bemssee Grand Prix, all our financial worries would disappear.

*It is extremely unlikely that even this pressure would have the hoped for effect. Members should read the correspondence that passed between W. H. Green, Press Secretary of the Sidcup & D.M.C.C., his local M.P., and the Government department concerned, which was published in *Autosport* last autumn—Editor.

PLOTS AND PLOTTING

MICHAEL R. McGEAGH

REMEMBER the old wartime garden plots and the allotments which we were meant to be cultivating instead of sipping the surreptitious pint down at the local?

We all did our bit one way or another, with Governmental exhortation from pamphlets bearing titles such as "Greens and Greenery," or "Plots and the Art of Cultivating them." Stirring words in stirring times which, no doubt, did much to raise our morale when the cabbage began to sink beneath a sea of weeds and the cat took to gardening amongst the potatoes.

Why then, has no one yet written on "Plots and the Arts of Dropping Same," as applied to the two-wheeled racing fraternity? Surely their morale is in need of the occasional boost? Think of that sinking feeling when four hundred pounds worth of machinery skates across the tarmac heading for an immovable concrete post, whilst the unseated jockey applies a rapid test to the frictional qualities of horse and human hide.

Gentlemen! We know how to get on the machine; we can start it easily and with confidence, and if the chain jumps off the sprocket, it is but a moment's thought and half an hour's hard work to replace it.

At the end of our ride we know all the tricks about stopping... gentle application of the brakes, clutch out, a foot poised ready to support man and machine when forward motion has ceased. Yes, we've got all that lot sorted out, but what do we do when we have no alternative except get off in a hurry? In the Airforce they tell you how to bale out, and the Navy abandon ship as if part of daily routine, whilst even the Army will tell you what to do and where to go and how to get there, but in motorcycle racing?—Nothing! Not a printed word to guide the novice; not a paragraph for the champions to argue about as they wait on the starting grid.

Let us take a look at this somewhat unwholesome situation — that of dropping the plot—because by the Laws of Convention, Gravity, and Human Nature, if we go on racing long enough, it is bound to happen. "Stepping Off" in a hurry is an art which only can be learned the hard way and, unlike the majority of arts, does not produce a string of letters after your name once proficiency has been reached. You might succeed in getting yourself a

nickname, as did "Crasher" White; more likely, you will receive terse comment in the technical Press with perhaps an anonymous photograph in the Sunday papers.

How to get off, naturally depends on the situation. An airfield circuit offers far more scope. Sandbags, straw bales, ploughed land and stubbie fields, the latter negotiable at high speed if the rider is adept at high speed scrambling. True road circuits are certainly more difficult with the erections of civilisation liberally scattered on either side to catch the unwary. Hedgerows sprout telegraph poles whilst innocent rose bushes camouflage garden gates and fences and grassy banks are in reality only over-grown stone dykes. Never trust anything, especially when viewed through fly-smeared goggles.

It appears that it is possible to "Step Off" about eight times out of ten without serious damage to yourself which, after all, is the main point for a machine is replaceable — you are not. One of the most important things to remember is, get clear of the machine, for some 400 lbs. of screaming red-hot metal is no respecter of persons, and it is this, more than any telegraph pole, brick wall or kerbstone which will do the damage. A racing motorcycle on two wheels is a thing of beauty, the product of many hours of thought. Once off those wheels, it is ungainly, unmindful of whom or what it hits and is just as lethal as the lead-filled cosh of the underworld. Get Clear! You won't win this race, but you might win the next. Don't fight it any longer than is necessary, but don't give in too soon. It is split second judgement, a fraction of time when your mind must work faster than the speed of the machine. Can you get out of the trouble — or can't you? Is it a slide, a locked back wheel, a wobble, a seizure? Will it straighten out? Will the rear wheel grip again? Has the chain broken? That is the mental puzzle before you, and you alone can give the answer.

In those split seconds, you may decide to let her go. A wall is on your right — the bike can have that, she's sliding that way as it is. Weight on to the left foot, arms braced and with a push to the right you roll off the opposite way, leaning forward with your neck tucked in and arms bunched across your face, your left shoulder braced ready to take the shock. Those

(continued on page 10)

MANX MISCELLANY

BILL SALMOND

NOW that Mike McGeagh has reached Cheshire on his way abroad, and taken "Insular Viewpoint" with him (whether he is heading for Basutoland as per the last paragraph of "The Bolfin" in the December issue of *Bemsee*, is not yet confirmed) I am going to try and dig up that "breath of Manx news" that he tells me is so welcomed by the majority of "Bemsee" members.

My dictionary — a childhood birthday present from an Aunt since forgiven — says that Miscellany means "a mixture, a magazine," which seems a safe enough title even if I can't pronounce it, and anyway I can always hereafter play safe and refer to these scriptures simply as "M.M." (You will have Bill Jarman after you if you do.—Ed.)

Current news is that some of those ubiquitous Australians were over for Christmas, namely Keith Campbell, Gordon Laing, Len Tucker and Royal Australian Navy man, Eddie Hope, who has dived a KSS Velocette at Bathurst quite smartly. Ernie Ring was due to appear but "went absent" at the last minute, which led to much subsequent hilarious theorising by his fellow countrymen. Gordon Laing told me that poor Bruce Hosking is still in hospital, and if any of you kindly characters feel like dropping him a cheerful line his address is Amesbury Ward, Odstock Hos-

pital, Salisbury, Wilts. I know that Bruce would appreciate hearing from you.

Double-decker bus travel over the course from Quarter Bridge to Baliacraigne and beyond has affected the road camber in some places to quite an extent, and a certain amount of surface renovation is currently in progress in the region or the twiddly bit just before the Ballagarahan jump which precedes Ballacraigne. No doubt this will be much appreciated by all whose dentures don't fit as snugly as they might.

Local weather has been just as unfriendly as the mainland of late, with snow, ice and kindred unpleasanties. Lost my own front wheel one night when turning a corner from a dry road on to an icy one—fortunately the electro-medical wing of Noble's hospital is in the process of expansion, and muscle restoration is capably dealt with by attractive technicians and their short-wave machinery. It's almost worth it.

About a couple of dozen more weeks and T.T. practising starts — no doubt the Joe Craigs, Bertie Goodmans and others would wish it longer for the development of their "urgical instruments" but brother, am I looking forward to the smell of "R" and the sound of megaphones — not forgetting the sight of trim gleaming racers and you plug-ugly jockeys!

A GLIMPSE OF AMERICA

ROLAND PIKE

LAST AUTUMN I had the good fortune to be chosen for a trip to America. It was a job of work, not a pleasure tour, but as it was a job out of the ordinary routine and entailed a sea voyage to another country, it was to me an adventure.

The main object of my visit was to hold a service school — at the B.S.A. distributor's premises — for American B.S.A. dealers. About seventy dealers attended and they came from nearly every state. One was a very keen motorcyclist, for he rode a "Star" twin model all the way from El Paso in Texas, a distance of about 2,600 miles. And when the instruction courses were over, he pointed his front wheel in the direction of Texas, and rode back.

The phase of motorcycling that interests American riders above all others is speed; and they are all very anxious to obtain any information which will help them to make their bikes travel faster than the other fellow's.

Before I left for home I took the opportunity of riding a Harley Davidson, a 1,200 c.c. o.h.v. engined model. There was an astounding amount of motorcycle, something of the order of 650 lbs. and I gained the impression that I was driving a two-wheeled tractor. Cumbersome, just about sums up in one word my impression of the monster. One good feature was the saddle, for it provided a most comfortable seat. I will say this for American machines: you get plenty of motorcycle for your money.

(continued on page 10)

A Glimpse of America (continued)

One week-end I went up into the mountains to see one of the endurance runs, which are such a feature of the American Clubman's sport. We had to return disappointed. We waited hours in the snow for the competitors, but none arrived and then we learned that the event was canceled because of bad weather conditions. This certainly surprised me for there was but two inches of snow.

I also took the opportunity of visiting New York, a fantastic city which lives at an even greater pace than London. I found the shop windows fascinating. Given the money to spend the displays would certainly conjure it out of any pocket.

While in New York I took a trip up a skyscraper. It intrigued me greatly, but, contrary to my expectations, I did not suffer from giddiness. The height is so great that you seem to lose all connection

with the earth. Another impressive building which I visited was the R.C.A. theatre, the largest in the world.

My visit came to an end before Christmas, and thanks to the generosity of kind friends and the plentiful supply of food-stuffs, I returned home well laden with a heap of good things.

I came back on the *Britannic*, a wonderfully comfortable ship. Amongst the amenities was a bathing pool, and the water, despite the time of the year, was delightfully warm. During the homeward trip I achieved a private ambition by learning to dive. All previous efforts had ended in failure.

Most good things have their drawbacks. My two grumbles were that I missed the "Snow" and "Bemsee" dinner. All being well I hope to make another trip to the U.S.A. in March, for the Daytona races.

Plots and Plotting (continued)

are the ideal calculations. They rarely work out, for by the time you have turned off the petrol, gathered up all the spare parts and tools draped around the machine (These are usually treasured items and difficult to replace), made sure you have your cigarettes in case of survival and decided which hospital has the prettiest nurses, you are off, with the bike thundering along behind and producing more revs. than you can hope to do.

This "pre-determined parting" is not always possible. A seizure may bring you off before you realise the machine has stopped moving forward, whilst a locked back wheel has been known to bring down a rider so quickly — as once happened at Ballacraine — that to this day, he has no recollection of approaching the corner or indeed coming off. Cases like these need no decision. The medium and high speed regions are the most susceptible, when slight trouble develops into serious trouble as does the speed wobble which begins as a twitch and works into a veritable tank slapper. Not on the record, but an occurrence in the 1951 Manx practices, was the speed wobble which began as a twitch, working up gradually until the rider, in fighting it, was thrown down on to one footrest with his other leg hooked over the tank. He hung there for a moment whilst marshals dived for cover, then, as he said later, "I was preparing to step off, having estimated that the damage would be quite considerable seeing we were travel-

ling around ninety, when the machine straightened up and I climbed aboard thoroughly shaken." In being thrown back, he had automatically opened the throttle a fraction more, the extra speed bringing the front wheel back into line.

Getting off in a hurry is decidedly more difficult than staying on in a hurry. Unlike the air and sea where you have the cushioning medium of parachute and water, road racing can offer very little, if anything, in the way of material comforts. The padded suit and crash helmet are still the best protection, though one of the most vulnerable parts of the body—the nape of the neck—is still unprotected. However, it is good to know that one can drop the plot at speed and still escape serious injury. Riders on all the steps of ascendancy have done it, and it would be interesting to know just what fraction of time existed between the "incident" and actually being off; what tactics (if any) were employed in baling out and what was the resultant damage to man and machine.

Statistics can be cold and impersonal, but in this case, might well give some bearing towards the formation of "A drill for the safest means of falling off a moving motorcycle." A novice can be taught the rudiments of racing, for there are unwritten laws and written laws, knowledge and advice from star riders and years of racing to assist him, but there is, as yet, nothing to help when trouble comes at 7,000 revs. in top.

'REV COUNTER' REPORTS

OUR PRESIDENT, Sir Algernon Guinness, has accepted the A.C.U.'s invitation and will again be acting as a Steward during the T.T. races in the I.O.M., next June.

★ ★ ★

W. FITZSIMONS commenced his term of national service last month, which will effectively prevent him from competing in the majority of events for the next two seasons, but he looks forward to 1955, and hopes it may be sooner.

★ ★ ★

ROI NORRIS invites any member who should find himself in trouble in the Newcastle area, or should be passing through and in need of assistance, to call on him at "The Laurels," Holly Hill, Felling-on-Tyne, Gateshead, when he will be only too pleased to do all he can to help.

★ ★ ★

BARRY CORTVRIEND has now bored the 7R out to 358 c.c., so he will presumably be dicing with the 500s, during the coming season. No doubt one reason prompting this move is owing to the "congestion" of entries for 350 c.c. races these days. Barry regrets not having attended the Dinner, but the authorities deemed he should be in Norway during that festive period.

★ ★ ★

PETER ROMAINÉ tells me that after no less than five operations, two of which were on his spine, it now appears that it will be quite impossible for him to indulge in any further racing, as the leg which suffered seven breaks will only bend a quarter of the amount required for a normal riding position on a racer. This is indeed sad news for such a promising rider, but it is understood that he may be considering marriage in the not too distant future — best of luck, Peter!

K. C. BRET'S 125 c.c. racer, which has been under construction for some time, is now nearly complete, and when finished will boast a high camshaft alloy motor and swinging arm rear suspension, along with a number of notable features. It is hoped that further information and perhaps a picture may be received in the not too distant future.

★ ★ ★

HENDON POLICE COLLEGE. Look out for official announcement in March issue of *Bemsee* concerning the visit which is being arranged during April to the Metropolitan Police Driving School at Hendon.

★ ★ ★

MAURICE BRIERLEY is still burning tons of kerosene in an endeavour to make gas turbines go a little faster, and wishes he could induce this brand of urge into the "Boy Racer," which, by the way, he hopes to go on vacation with during the early part of June.

★ ★ ★

ERIC HARDY will be accompanying Cyril Smith on his Continental tour this year and hopes to obtain a number of rides on 125s of various makes. Cyril will be leaving this country after his last race here, which will be our own *Motor Cycling's* Saturday meeting on 18th April.

★ ★ ★

TED LEWIS has now disposed of the T.T. Vincent. In its place now resides a MK. VIII Velo., which is reputed to be extremely quick. Ted is therefore looking forward to the coming season with eager and hopeful anticipation.

THE SECRETARY'S PAGE

CYRIL SMITH'S TALK

WE ARE INDEBTED to the B.S.S.A. for inviting us along to the talk given by Cyril Smith, one day last month, when he related some of his experiences during his successful tour on the Continent last year, and which resulted in his gaining the F.I.M. Sidecar Championship.

It is interesting to recall that it was in 1951 when Cyril first toyed with the idea of Continental racing, and in fact started with the Belgian G.P. So well did things go that he decided to make a do of it in 1952. It was not until the Belgian last year, however, that a works engine was forthcoming, and then he never looked back. Many amusing incidents were recalled, not all of which were connected with racing; we were treated to a graphic account of a bull fight in Barcelona, where a certain bull had not gone through the usual de-tuning process and wrote off one matador.

In all it was a most entertaining evening. To Cyril we say "thank you," and the very best of luck during the coming season. May you again bring back the Sidecar honours to this country.

AUCTION

THE very fine food parcel received from our good friend Mrs. E. Whorwood in New Zealand, arrived just too late to be raffled at the Dinner. It will be auctioned at the conclusion of the A.G.M., on February 27th, by Don McBain. The proceeds will be devoted to the Benevolent Fund.

ANNUAL DINNER

THE 1953 Annual Dinner and Dance will be held on Friday, Nov. 13th, the Friday preceding the opening of the Cycle and Motor Cycle Show.

COVER PICTURE

Did you recognise this well-known spot on the T.T. course? It is the 33rd milestone, looking back towards Windy Corner. The photograph is one of several taken by Bill Salmond. He travelled there by motorcycle.

NEW MEMBERS

The following have been elected. We extend to them a hearty welcome. M. D. Arnold, C. W. Atkinson, J. F. Blake, D. Fox, H. L. Fruin, J. R. House, J. Narraway, A. S. Ramanan, R. S. Roylinson, G. W. Walker.

RESIGNATIONS

Resignations have been accepted, with regret, from the following: S. S. Lancefield, R. F. Hodge, R. F. Walker.

BENEVOLENT FUND

Donations have been received from the following members: R. Payne, H. Mack, D. H. Edlin, H. W. Bourne, W. J. Mad-drick, W. W. Foxall, R. W. Porter, B. A. Barker, L. E. Good.

DATE CORRECTIONS

THE dates for the Leinster 200 race and T.T. week were reversed in last month's issue of *Bemsee*. The correct dates are: Leinster 200, May 9th; T.T. week, I.O.M., 8/12th June.

CLUBMANS' T.T. 1953

WILL members please note that if they wish to be considered for nomination for the Club's official entries in the Clubman's T.T. in the I.O.M. next June, they should make an application in writing to the Secretary not later than 5th March. The fullest details must be given; that is, the applicant's experience in aerodrome and other road races, along with brief details of the make, capacity and type of machine to be ridden, and whether or not the applicant would be prepared to act as reserve driver.

All applicants will be considered on their relative merits by the Committee who, it is anticipated, will select the best two or three members to ride under the Club colours.

ANNOUNCEMENTS

ANNUAL GENERAL MEETING

THE A.G.M. OF THE BRITISH MOTOR CYCLE RACING CLUB LIMITED WILL TAKE PLACE ON FRIDAY, 27th FEBRUARY, 1953 AT THE ROYAL AUTOMOBILE CLUB AT 7.30 P.M. THIS MEETING WILL BE FOLLOWED BY THE A.G.M. OF THE CLUB.

1953 SUBSCRIPTION REMINDER

To those members who have not yet paid their annual subscription for the current year, we request that they give this matter their urgent attention and take note of Club Rules Nos. 33, 34 and 35.

Delay in forwarding your subscription of £2-2s.-0d. (£1-1s.-0d. if resident overseas) not only causes additional office work, but costs the Club time and money communicating with defaulting members. Moreover it spreads unnecessary work into the start of the racing season.

R. C. Walker,
Secretary.

SOCIAL FUNCTIONS

Monday, February 9th & March 9th—
“*The White Lion*,” Edware.

Thursday, February 26th & March 26th—
“*The Winning Horse*,” Claygate, Surrey.

Thursday, February 4th — Film Show,
7.00 p.m. — Metropolitan Police Sports
Ground, Hayes, Kent.

N.B. — Members should wear their
“Bemsee” lapel badges and carry their
membership card.

NON-APPEARANCE OF DRIVERS

FOLLOWING complaints during the past season from Promoters concerning the non-appearance of drivers at competitions for which they have entered, it should be noted that the A.C.U. Competitions Committee will take the gravest view of the failure of drivers to appear at such events.

CRASH HELMETS

THE British Standards Institute is preparing a specification of a touring type helmet, and the A.C.U. is also considering the matter. It is possible that the Union may, at a later date, approve, for optional use, helmets conforming to the required standard.

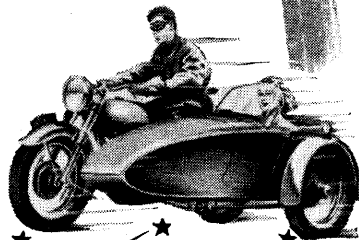
COMPETITION LICENCES

THE particular attention of Entrants and Drivers is drawn to the increase in the fees for National Competition Licences as approved by the A.C.U. General Council. The fee now payable for an Entrant's or Driver's Licence is £1 (One pound), reduced in the case of members of affiliated clubs to 10/- (Ten shillings), provided the application form is countersigned by the Secretary of the applicant's Club.

There is no increase in the fee for International Competition Licences, which remains at 10/-.

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FOR 1953

LATE NEWS ITEM

**Mid-Bucks M.C.C. invites B.M.C.R.C. to take part in their
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April 6th. Regulations from Secretaries of Mid-Bucks M.C.C. or
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- Members are reminded that their Annual subscriptions fell due on January 1st.
- Prompt payment of £22.0 (£11.0 if resident overseas) will be appreciated.
- Cheques, postal and money orders to be made payable to the British Motor Cycle Racing Club Ltd.
- Forward payment to the Secretary.

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