



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 7. No. 4. APR. 1954

ONE SHILLING



ULSTER GRAND PRIX 1953. Ken Kavanagh receives the victor's laurel wreath from the Viscount Brookeborough, Prime Minister of Northern Ireland.

(Photo: Salmond)

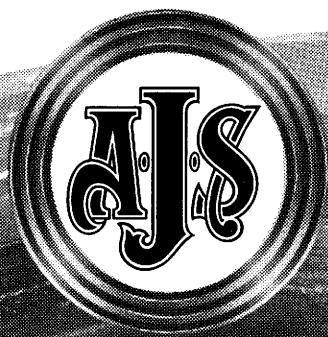
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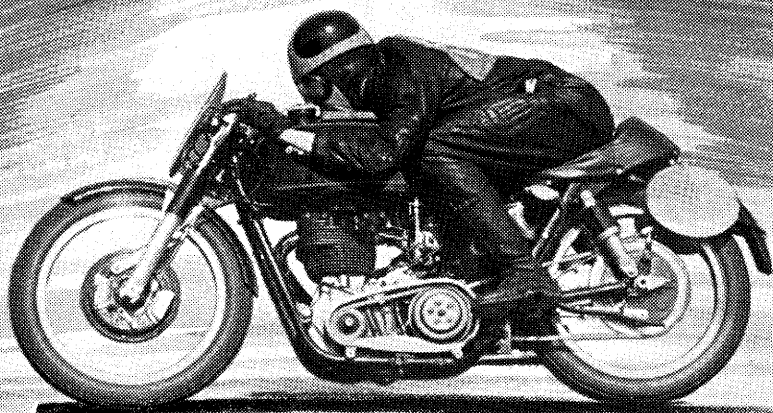
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# Bemsee

EDITOR:

L. R. HIGGINS

## THE BRITISH MOTOR CYCLE RACING CLUB

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SECRETARY: R. C. Walker, 34 Paradise Road, Richmond, Surrey.

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## For the want of a nail...

A MOTION put forward at the A.G.M. was: "that at all national meetings organised by B.M.C.R.C. during 1954, there be no restrictions on the type of fuel used." The motion was defeated, and arrangements stand as before, that is, at three of our meetings the use of alcohol will be permitted.

Those who voted against the motion were mostly riders who race the modern type of road-racing machine, developed to run on petrol and making extensive use of light alloys in the construction of the engine. The proposal was dealt with in the usual democratic manner, by voting for or against, but there is a touch of irony. The proposer had asked that there be *no fuel restrictions*. Those that voted against insisted that restrictions be imposed!

There is however a moral to be drawn. The A.G.M. is the occasion on which such opinions can be aired. Had those who opposed the motion been less in numbers, or those who favoured no restriction been greater in number, a different result could have been obtained. It is hoped that the importance of this is not lost upon members, and that it will encourage them to attend future A.G.Ms. in larger numbers. The attendance this year was, as usual, pitifully small.

### Pay Load

Another question put to the A.G.M. was, by its nature, irrelevant.

The speaker lodged a complaint that the I.O.M. Steam Packet insisted upon making a charge for transporting a motorcycle to the Island although the motorcycle was contained within a van. The complainant overlooks the fact that freight charges, and passenger fares, are based upon weight as well as cubic capacity. Obviously a motorcycle weighs the same amount no matter whether it stands upon the deck of the ship, or in a van. The ship can only carry a certain tonnage.

It could be argued that if a motorcyclist crossing to the I.O.M. were to carry a second motorcyclist on his shoulders, then one passenger fare should suffice for the two.

### Annual Subscriptions

The response to our appeal in the February issue of *Bemsee* for the prompt payment of subscriptions was magnificent. The money rolled in so fast that for a few days the office staff were overwhelmed. Bob Walker says: Thank you for your co-operation. He warns the several forgetful ones that expulsion is the penalty of neglect.

## OUR FIRST RACE MEETING

**A**N enthusiastic supporter of "Bemsee" events—a non-member—has sent along a part-page of an old newspaper. It is of particular interest because it is dated April, 23rd, 1909, and contains a report of "Bemsee's" very first race meeting. Above this report is an article on toolkits for motorcycles. Perhaps the most amazing part of the story is that the paper is the "Daily Telegraph." Today one looks in vain for reports of motorcycling events in this paper.

The paper was discovered during a "spring clean."

### RACING AT BROOKLANDS

Yesterday afternoon the Brooklands racing track was the scene of the first members' meeting of the British Motor-Cycle Racing Club. Three events were down for decision—two flat races and a handicap hill-climb. But, in order to frame the handicap for the flat and the hill races, preliminary races were run in each event. In these all the competitors started level, and the handicap was framed from their performance.

This method proved very acceptable to the competitors and to the spectators, as they had more races to see, and the handicaps thus allotted produced excellent races with very close finishes. Nineteen members entered for the combined events, though some only competed in either the handicap flat race or in the handicap hill climb.

Though rain somewhat marred the end of the meeting, both Mr. George W. Reynolds (the hon. sec. of the meeting) and Mr. A. V. Ebbelwhite, who acted as time-keeper, in conjunction with Major Lindsey Lloyd, are to be congratulated on the success of this first effort of the British Motor-Cycle Racing Club. Details:

**HANDICAP RACE** of about  $5\frac{1}{4}$  miles (two laps), starting on finishing line, for all classes of motor cycles, the cubic capacity of whose engines does not exceed 1,000 cubic centimetres. First prize, £1; second prize, 12s. 6d; third prize, 7s. 6d.—H. A. Collier, 6 h.p. Matchless, 1min. 46sec, 1; V. Olsson, 5 h.p. Vindec, 2min. 47sec, 2; F. A. McNab,  $3\frac{1}{2}$  h.p. Triumph, 1min. 42 sec, 3; H. H. Bowen,  $3\frac{1}{2}$  h.p. Triumph, 1min. 3sec, 4; H. Martin, 7 h.p. Matchless, 1min. 3sec, 5; F. W. Barnes,  $3\frac{1}{2}$  h.p. Zenith, 1min. 21sec, 6; M. Geiger, 7 h.p. N.S.U., scratch, 7; G. L. Fletcher, 2 h.p. Moto-Reve, 3 min. 52sec, 8; W. E.

Cook, 7 h.p. N.L.G., 18sec, 0; J. Slaughter,  $3\frac{1}{2}$  h.p. Triumph, 1min. 5sec, 0. In the preliminary run-off for the handicap, to determine the starting allowances, M. Geiger finishing first on his N.S.U., making an average speed of 64.11 miles per hour for the  $5\frac{1}{4}$  miles from the standing start. The race proper saw all the competitors in a long string for the first lap, nearing each other as they approached the straight, when they began to bunch up, Collier winning by about 15 yards from Olsson, with McNab 10 yards behind. All finished within 26sec of the winner, whose speed equalled 48.6 miles per hour.

**HANDICAP HILL RACE.**—Standing start from finishing line of straight, 30 yards from timing line allowed to get going. For all classes of motor-cycles not exceeding 1,000 c.c. cylinder capacity.

Heat 1: H. H. Bowen,  $3\frac{1}{2}$  h.p. Triumph, 1 2-5sec, 1; V. Olsson, 5 h.p. Vindec, 4 3-5sec, 2. A fine race up the hill, Bowen just catching Olsson on the finishing line at the top of the hill, and won by a wheel.

Heat 2: H. A. Collier, 6 h.p. Matchless, 3 4-5sec, 1; F. W. Barnes,  $3\frac{1}{2}$  h.p. Zenith, scratch, 2. Collier was never quite caught by the back marker, and won by two lengths.

Heat 3: H. Martin, 7 h.p. Matchless, 4 2-5sec, 1; M. Geiger, 7 h.p. N.S.U., 4-5sec, 0. Martin won how he liked, as Geiger did not get going in the 30 yards' run, so stopped, and did not ascend the hill.

Semi-finals—Heat 1: G. L. Fletcher, 2 h.p. Moto-Reve, 8 2-5sec, 1; H. H. Bowen,  $3\frac{1}{2}$  h.p. Triumph, 1 2-5sec, 0. Fletcher won anyhow, as Bowen did not get properly started.

Heat 2: H. A. Collier, 6 h.p. Matchless, 3 4-5sec, 1; H. Martin, 7 h.p. Matchless, 4 2-5sec, 0. Collier had the race to himself, as Martin gave up almost at once.

Final Heat: H. A. Collier 6 h.p. Matchless, 3 4-5sec, 1; H. H. Bowen,  $3\frac{1}{2}$  h.p. Triumph, 1 2-5 sec, 2; V. Olsson, 5 h.p. Vindec, 43-5sec, 3; G. L. Fletcher, 2 h.p. Moto Reve, 8 2-5sec, disq. This heat was really only between Collier and Fletcher, and Fletcher won easily. As, however, he improved on his handicap more than 5 per cent., though he finished first, he was disqualified, and the final order was as above. Collier's speed uphill averaged twenty-three miles per hour on a standard machine.

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

THE A.G.M. has come and gone with the result that the Committee is unchanged so our spare time is more or less fully booked for the racing season.

\* \* \*

This issue is due to reach you at the beginning of April only a few days before "Silverstone Saturday" when we shall be making up nice little bundles of this and that all in readiness for practice on the Friday. Do you know your time for training? If not, take another look at the regulations and blame the fellow you see in the mirror if something goes wrong.

\* \* \*

Congratulations to Ray Amm on his Brazilian success. I'm told the surface of the Sao Paulo circuit is the worst in the world so the Junior and Senior deserve more than the customary pats on the back.

\* \* \*

The rumour about a half-litre single cylinder Guzzi is correct. It is a twin camshaft job with twin plugs. Bore 88 mm. Stroke 82 mm. The motor is housed in a streamlined frame cum tank in a similar manner to the four cylinder job. Coil ignition and five speed gearboxes are being used at the (experimental) moment.

\* \* \*

The other rumour concerning a Norton Four is quite incorrect. Keep your fingers crossed anyway in case Bracebridge Street is thinking about next year or even 1956. Personally I think that 500 c.c. will be the sidecar size by that date and by 1960 we may assume that 250 c.c. will be the Senior solo class. Wait for it!

\* \* \*

Rumour No. 3 is that M.V.'s are using Injectors. If successful and my source of information is fairly reliable, you may expect fuel injection to become the correct wear in a year or so on most racers.

\* \* \*

Chatting with a famous designer, who graduated from bikes to cars and on to aeroplanes without losing touch with the first love, I was surprised to learn that motor cycles were (1) too heavy (2) too high and (3) too exposed. He then pro-

ceeded to tell me a few facts about aircraft which could be applied to racing motorcycles. I could only listen (argument was out of the question) to some of the destructive tests to which the components are subject before ever going into prototype service. If any of the modern aircraft firms come into motorcycle industry I predict that bikes will be (1) too light (2) too low and (3) too enclosed.

\* \* \*

At time of going to press we may expect at least twenty outfits in the Sidecar T.T. in June. Member Angus Herbert has been over the course (when the weather was at its worst) and says we can anticipate an exciting race on the Clype Circuit. There will be at least three streamlined "barrows" in action and we may expect a pre-view at Silverstone. Don't forget the "Bemsee" Union Jacks lads! These transfers look good on the nose of the sidecars as well as the crash hats.

\* \* \*

You chaps who have only one big-end to worry about ought to have seen those on my V8 after the main oil feed got partially blocked. The peculiar thing about it all was that there was only a slight unmechanical rattle. "Big Liz" is now equipped with thin wall bearings which would delight Henry Ford. In case anyone suggests I keep an eye on the oil gauge, let me say that no drop in pressure was indicated. Swarf and fluff did it.

\* \* \*

## "KING PIN" MARSHALS FOR THE 9/10TH APRIL.

Paddock: A. L. Bill Huxley.  
Pits and Test Area: Angus Herbert.  
Course Car: Cabby Cooper.  
Solo Marshals: Don MacBain and Peter Walsh.

Control Telephones: Dick Bryant.  
Copse-Chapel: Eric Headlam } Sector  
Chapel-Club: Bill Mold } Marshals  
Club-Woodcote: P. Perrins }  
Starting Area: J. Sheldon.  
Track Crossing: Messrs. Hopgood & Mills.  
Bridge: Mike Collins.  
Flag Points: L. E. Baker.

(continued on page 7)

# AREA NEWS

## CHESHIRE

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

THE MARCH MEETING of Cheshire and Merseyside area took place on the 10th at the *Shrewsbury Arms* as usual.

The local representative opened the proceedings with a report on the business done at the A.G.M., which he attended, and also mentioned various points that came up for discussion and the decisions made. Questions were answered at the end of this report and there was some discussion about the I.O.M. supper. It was mentioned that a letter had been received from Bill Salmond, who had some very secret scheme in hand which he hoped would be very successful and become an event to be looked forward to again. If nothing came of this then a small gathering might be arranged; notification will be given in due course.

Then came what all had been waiting for. Eric Oliver gave a talk, lasting for nearly 2½ hours, on all topics of sidecar racing and the recent world's records. He covered every possible aspect, including driving, passengers, various circuits, driving methods and so on, and the whole was given extempore without scarcely a reference to a note, and some considerable humour came in too.

So interesting was it that when Eric suggested a break for a drink hardly anyone moved as if afraid to break the spell, and he just kept on going. It was nearly 11 p.m. before the proceeding terminated and it was everyone's opinion that it was the most absorbing evening we have ever had.

Of many humorous anecdotes at least two will bear re-telling. One passenger (who shall be nameless) said at the end of practise for the Belgian Grand Prix that they must have been going pretty quick as he never expected his eyes would water so much, although he had goggles on (apparently these were of a rather poor type). Ron Watson, looking at him, remarked "no damn wonder your eyes are watering, the lenses of your goggles have blown out."

And on another occasion at the same place Eric had indicated the necessary movements to his new passenger in the usual way. Prod to go over the sidecar

wheel, pull to come over the back wheel. After a couple of practise periods Eric suggested that he now knew the course well enough to need no more signals and could act on his own. The passenger replied "Good Heavens no!! I have been going round with my eyes closed."

At the end of his talk, the thanks of those present were expressed in no uncertain manner.

More than 30 people were present, but the attendance would have been near to 50 if an unprecedented number of people had not had various troubles. Wives ill, on shift work, and away from the district on business, etc. Also Bill Webster was giving a talk to the "Wirral 100" on the same evening.

The attendance of local members who live from 7 to 25 minutes distance from our meeting place is rather poor at times, yet the long distance people are very good. The following gives some idea of this (approx. mileage to get to the "S.A." is shown in brackets) G. Barker, Wigan (45) V. T. Williams, Holmes, Chapel (35), 2 or 3 from Tarporley and new members. D. Davies from Sale (45) and Derek Bolton from Stockport (50). The record however is held by Sid Moore who came from his snowbound home up on the wilds of the Long Mynd in Shropshire, 70 miles, stayed the night with another member and went back next day. Incidentally Sid rode in the I.O.M. as far back as 1923 and is now over 60 years of age, so that is real enthusiasm.

Once again it is to be hoped that those who live so near will come along in greater numbers.

Tottey hopes to be at Silverstone from Wednesday, April 7th, until the following Monday a.m. and will be at *The Crown* in Brackley. He will be very pleased to meet any of the lads there in the evening for a gill and a chat, during that period.

Although Oulton Park on May 15th seems a long way off, it will soon be upon us and members will be having a letter soon asking in what way they can assist. We want all the help we can, and if anyone can spare practise day, Friday, as well as Saturday, it will be a great help. It would be appreciated if members would return the reply-paid P.C.'s which accompany the letter, as soon as possible.

Running a "cell" takes a lot of time and work, and writing—which I hate most of

all—so a little response in return is very welcome.

A preliminary announcement about the I.o.M. I hope to be there for a fortnight and have been in touch with Morris Forrester of the *Queens Hotel*, Douglas; he will be quite pleased for us to make our meeting place there. Normally we collect about noon every day except race days and exchange all gossip and rumours etc. The T.T. Riders Association also gather at this place, and as many of our members belong to both bodies, it is a happy way to kill two birds with one stone. Further, messages, written and oral, can be left for attention.

Next meeting of the cell will be at the usual place, 7-30 p.m., Wednesday, April 14th., that is, just after Silverstone, so we can enjoy the usual inquest and hear all the troubles that have occurred.

Until then, cheerio, and make a note of the date now.

### SUSSEX

News is just to hand that our Area Representative for Sussex, David Bradshaw, sails for Canada on April 24th, and he will therefore be unable to carry on his duties or attend further meetings at the *Gaiety Club*. All will join in wishing David the very best of luck and every success in his venture to the Dominions.

So far as is known at the moment, meetings at the *Gaiety Club*, Church Street, Brighton will continue as before, i.e. the second Thursday in each month at 8-30 p.m. If any local member feels disposed to take over David Bradshaw's duties as Area Representative, would they please write to Bob Walker, making their offers as soon as possible.

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# NEW BOOKS

## Design and Tuning of Competition Engines

by Philip H. Smith, A.M.I.Mech.E.

Published by G. T. Foulis & Co., Ltd., London.

Price 35s. 0d.

**T**UNING FOR SPEED is a subject on which there is no dearth of literature, but that available can be catalogued as one of two kinds. One treats the subject elementarily and does not give the speedman sufficient information; and the other is usually a mathematical treatment, of academic interest but not practical enough for the owner-driver. In between these two kinds there was room for a more practical book, not too elementary and not too abstruse. Like manna from heaven comes *Foulis* latest book, "Design and Tuning of Competition Engines" by Philip H. Smith.

The author is a master of his subject. For many years he has written on these topics under a nom-de-plume for a certain technical motoring journal, and has written other books of a similar nature on the sports car. This, his latest book, is chock-full of interesting and informative data, presented in a manner that is not too difficult for the beginner to understand.

Mr. Smith divides his book into two parts. In the first the reader is introduced to the underlying principles of design and the operation of the engine; thermodynamics; mechanical considerations, involving

the use of particular materials; design features; and closes with a description and an analysis of seven well-known multi-cylinder engines, including the Ford, the Bristol, the Jaguar, the M.G., and the Jowett.

The second part of the book is devoted to tuning and modifying existing engines. Methods of increasing power and r.p.m. rates by modifying the cylinder head are discussed; the use of oversize valves, porting, compression ratios, merits and demerits of plug positions, disposition of the valves, combustion chamber contours and piston design are dealt with in detail, the text supplemented by diagrams where necessary in order to present the picture more clearly to the reader. There is also a chapter on supercharging.

The final chapters are given to tuning four particular types of engine, namely, the Jowett, the M.G., the Jaguar and the Ford Ten.

Throughout, the book is exceptionally well illustrated with photographs of current engines and their internals, and many diagrams of engines and curves etc., to supplement the written word.

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### Marshal's Musings (continued)

W. A. S. Knox-Gore will be helping me as usual and the circuit will be manned by the M.P.M.C. and the M.B.M.C.C. All other officials will be as per programme.

On the 15th May we are due to do our stuff at Oulton Park, near Tarporley, Cheshire. I would particularly like to hear from experienced Marshals in that part of the country so that arrangements can be made to help the local lads who need the guidance of men who know the job. In case you don't know my address, it is, 153 Reigate Avenue, Sutton, Surrey.

Have you helped the Club by putting up posters in appropriate places? If not why not do so, because you will seldom get a refusal. Don't forget the small sticker for car windows as this is a fine form of mobile publicity. It needs a very large

crowd before any profit can be made. At Silverstone we need twenty thousand people to break even on the event. Always remember that you belong to a Club which is a Limited Company without share capital. The main object is a home-of-our-own and one day we shall get it if every member helps. Another Donington is not impossible and, provided the venue is geographically good, with club-house, etc. The effort will be really worth while.

In conclusion, may I on behalf of the Club thank all those good people who have offered to help at Silverstone. The documents will be despatched early in April so do not get worried if you have not heard anything. Quite a lot of paper work is involved and I dislike making mistakes.

# RACING PHOTOGRAPHY

## BILL SALMOND

IF YOU want to take some good action photographs of motor cycle races this year, the first thing to do is to make sure that you know as much as possible about your camera. If you feel that most of your good snaps so far have been flukes, you can carry on in this happy-go-lucky way and trust to the law of averages continuing to produce good results from time to time. I would, in fact, advise this for those of you who know in your hearts that you will not really bother to try and understand the mysteries at present surrounding the lens, shutter, film and other items, for here as in many other things, a little knowledge will assuredly drive you up a tortuous creek and steal away your paddle.

For the more determined or more experienced, I would still advise that you iron out any wrinkles that may exist by finding out as much as you can about your own particular camera. Asking a local dealer or professional photographer is the simplest way to find out the answers to any point that may puzzle you, and joining a camera club is probably the best way of all. From here onwards, I shall assume that you know how your camera operates, and that you know enough about exposure, film speeds, and focussing, as it is not possible in the available space to go into these aspects (which any competent photographer can explain to you).

The next step is to sort out your camera limitations for speed work, and this can be reduced to the highest shutter speed available and widest aperture of the lens, hereinafter called the lens "stop."

Fully to appreciate this, it must be first realised that the speed of travel of the motorcycle can be varied by the photographer by selecting his angle and/or range. The speed we are concerned with is not the actual speed of the machine but the

speed of the image across the film. You can see that if a machine (hereinafter called "bike") is coming straight at the camera, the only movement on the film is a gradual increase in size of the image of the bike—the same thing applies if the bike goes across the front of the camera at right angles to the lens axis. Also it will be realised that if the camera is close to the bike as it flashes past, the image would shoot across the film, whereas if the camera is a good distance from the bike as it goes past, the image would move more slowly across the film. A good example is the apparent slow speed of a high flying aircraft.

The box camera user is therefore advised not to get too near the path of the bike or to try and take broadsides without using the method called *panning*, which will be described later. You can assess your own camera as to how near or how far towards the right angle you can operate. The only way to find out for certain is to experiment with a co-operative friend with a bike and to invest in one or two films for the purpose. Plan out your distances to suit the distances you calculate will apply at the next meeting you go to, and write them down before you start shooting. Also try various angles, again similar to those you will find at the circuit. If you ask for the film to be left uncut when it is printed, you can later check up on the results by reference to the notes you have made and see which camera settings, angles and distances are successful. This practice period will ensure a greater degree of success at a circuit when you will not want to waste film on experiments too much.

The Table gives a rough guide to the approximate limitations of successfully stopping a moving bike with the camera remaining still.

Situation	Required Shutter Speed		
	Head On	45 degree angle	Broadside
Very slow corner -	1/25	1/50	1/100
Slow corner - -	1/50	1/100	1/200
Medium corner - -	1/100	1/200	1/400
Fast corner/bend -	1/200	1/400	Pan required
Very fast curve - -	1/250	1/500	Pan required
Fast straights - -	1/250	1/500	Pan required

The shutter speeds given in the table are in parts of a second and are calculated at a distance of over 50 feet for spectators. Closer shooting must be only attempted after experience of this type of work to avoid failure.

Panning is the name applied to the method of moving the camera from one direction to another so that it remains pointing straight at the bike as it travels past the photographers position. To do this accurately requires holding the camera at eye level and using some sort of sighting device. An open frame finder is perhaps the best of these and one that I prefer myself. An elastic band with a match stuck in it has served quite well on a box camera—the band being stretched round the top of the camera and the match head just showing above the level of the top of the camera on the end away from the eye. The top of the camera without any form of sight will often serve providing the camera is not too near the track. The point at which the snap is to be taken is decided and focussed on—any mark on the track on the racing line will do, the approaching bike is picked up in the sights well before it reaches the mark and the camera is swung smoothly so that the bike remains in the middle of the sight until *after* the photograph has been taken. It is best to keep both eyes open when panning so that the focussing mark can be more readily seen and in the early stages of experience it is best to use a distinctive object like a telegraph pole in the background as a warning when to shoot, although the camera must, of course, still be focussed on the racing line. Should a bike approach off the correct line on which the camera is focussed, remember

that you must shoot at the moment the bike crosses the line of the imaginary circle around you which has a diameter of the distance set on the camera focussing control. Cameras without this refinement are usually set so that any object between 8 feet to infinity is reasonably in focus, so that the exact range is not so critical. Remember too, that the depth of field of the lens at the given stop will give some leeway for error but exact ranges should be used for the best results. The button should be pressed slightly in advance of the bike reaching the actual mark to allow for the human reaction and shutter inertia. As the rider's face and the engine are the most interesting area generally, if the camera is triggered as the front wheel reaches the mark, this will be roughly the correct moment.

An increase in exposure must be allowed for close-ups as both the colours involved and the reflectance values are relatively altered.

In conclusion, it will be realised that fast films and fast shutters are highly desirable but if you are not so equipped, make the most of what you have by intelligent use of your range and angle of shooting. There is no reason why you should not get good results by picking your spot to suit your equipment and not getting excited at the moment of shooting. Practice is the only real way of finding out, and now that there are a good number of races held each year, anyone who really tries will find that they will get good results if they stick at it seriously. Needless to say, you can practise panning with an empty camera at the side of any main road or any railway line with fast traffic. Good hunting.

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## NEW MEMBERS

The following New Members have been elected:

F. W. J. Launchbury	J. A. Sheldon	S. J. Dibben	A. King
D. Bolton	J. A. Miller	R. Gold	R. D. Dodson
G. M. Dell	D. L. Monk	J. Kelly	W. W. Halstead
M. W. Garner	W. Tunstall	W. H. G. Young	G. J. Penn
F. O. C. H. Keeling	T. Plant	J. Ball	A. M. Sutton
J. A. Milton	R. F. Marks	R. L. Dawson	J. J. Young
H. Stanford	J. H. Evans	P. Evans	P. M. Brambleby
F. R. Walley	G. Hopley	E. Kaye	C. A. Surridge
D. Walker	A. J. Ackroyd	C. H. R. Warner	F. E. Andre
G. Bradshaw	C. W. Child	E. H. S. Tye	

# GOLD STAR

WHAT is a "Gold Star"? The question was asked by a newcomer to motorcycle racing and it caused some raised eyebrows amongst "Bemsee" members of long standing. It is a little bit of motorcycling love of which many post-war motorcyclists are ignorant. Small wonder, Gold Stars are now nothing more than history.

The Star itself is a small star-shaped piece of yellow metal, no larger than a shirt button, and you can see them hanging from the "Bemsee" badges of certain pre-war members. They were awarded to all members who at a B.M.C.R.C. race meeting lapped the Brooklands outer circuit at 100 m.p.h. or more, and in each capacity class. Thus a rider could win more than one Star by turning a lap at 100 m.p.h. in the 1000 c.c., 500 c.c., 350 c.c. etc. classes.

How and when the idea was born we don't know. Records were not kept for posterity in those days, and, moreover, all "Bemsee's" pre-war records were lost or destroyed during the war years 1939-1946. Even "Barry" doesn't know. If any member can shed light on the mystery we shall be pleased to hear from them. All that we know is that the Star was first awarded sometime during the 1920s and was made retrospectively. Thus, the late Bert Le Vack

was the first to gain the distinction.

As the machines progressively became faster, it was fairly easy to win a Gold Star on a five-hundred, and many riders were turning laps at 100 on three-fifties towards the close of the 1930s.

At a later date Double Gold Stars were awarded for 120 m.p.h. laps, but only two were won, the first by our Chairman Noel Pope, and the other by the late Eric Fernihough. Three Stars were won by the "barrow boys:" Freddie Dixon in 1927, Barry in 1931, and Noel Pope in 1938. All three used Brough Superiors.

Only one 250 c.c. Star was awarded, and that went to M. B. Saunders, as long ago as 1933, after many, many attempts which failed by fractions of a second.

The B.S.A. "Gold Star" motorcycle was so named after a Brooklands exploit by the late Walter Handley. On June 30th, 1937, Handley appeared at the Track with a specially prepared 500 c.c. Empire Star model. He won a 3-lap race at 102.27 m.p.h. and covered his second lap at 107.57 m.p.h. This led to the development of a new B.S.A. for 1938, and named the "Gold Star," but unlike Handley's "Empire Star," the cylinder head and barrel were of light alloy, with inserted valve seats and a cylinder liner.

## GOLD STAR BADGE HOLDERS

Members who have lapped Brooklands outer circuit, at a meeting organised by B.M.C.R.C., at a speed of 100 m.p.h. or over. A lap measured 2.76 miles.

### CLASS E—1000 c.c.

1922 H. Le Vack.  
1923 C. F. Temple.  
1923 F. W. Dixon  
1924 T. R. Allchin.  
1925 J. L. Emerson.  
1925 J. S. Wright.  
1925 H. J. Knight.  
1925 O. M. Baldwin.  
1926 E. W. Guyler.

1926 R. Charman.  
1926 G. W. Patchett.  
1930 E. C. Thomas.  
1931 G. Davies.  
1933 N. B. Pope.  
1933 B. L. Pickford.  
1934 C. K. Mortimer.  
1935 E. C. Fernihough.  
1935 H. Trevor-Battye.

1937 S. H. Goduard.  
1938 R. C. Appleby.  
1938 J. F. Kentish.  
1938 G. E. Gott.  
1938 E. Fullam.  
1939 M. N. Mavrogordato.  
1939 E. J. Frend.  
1939 M. R. L. Tuffnell.

### CLASS D—750 c.c.

1925 H. M. Walters.  
1925 V. E. Horsman.  
1926 C. S. Staniland.  
1926 W. L. Handley.  
1927 A. Denley.  
1928 H. Le Vack.  
1929 C. J. Williams.

1929 R. R. Barber.  
1929 M. E. Davenport.  
1929 H. W. Collier.  
1930 L. P. Driscoll.  
1930 C. T. Atkins.  
1930 C. W. G. Lacey.  
1930 A. R. Quinn.

1936 C. B. Bickell.  
1936 N. B. Pope.  
1936 G. Newman.  
1936 C. D. Allen.  
1937 J. M. West.  
1938 D. C. Minett.  
1939 F. W. S. Clarke.

### CLASS C—500 c.c.

- |                       |                           |                        |
|-----------------------|---------------------------|------------------------|
| 1925 H. Le Vack.      | 1932 W. H. Rigg.          | 1936 I. B. Wicksteed.  |
| 1927 A. Denly.        | 1932 J. O. Britton        | 1936 E. J. Lemon.      |
| 1927 C. W. G. Lacey.  | 1932 H. Levings.          | 1936 C. K. Mortimer.   |
| 1927 T. F. Bullus.    | 1932 H. G. Tyrell-Smith.  | 1936 N. B. Pope.       |
| 1927 R. N. Judd.      | 1932 W. Kilmister.        | 1936 R. H. Newman.     |
| 1927 G. C. Cobbold.   | 1932 J. H. Fell.          | 1936 C. D. Allen.      |
| 1928 W. A. Colgan.    | 1933 J. M. Muir.          | 1936 J. B. Waite.      |
| 1928 C. J. Williams.  | 1933 E. Owens.            | 1936 G. R. Stanley.    |
| 1928 R. Gibson.       | 1933 Erik Nelson.         | 1936 D. C. Minett.     |
| 1928 E. M. Thomas.    | 1933 L. N. Gregory.       | 1936 E. J. Tubb.       |
| 1928 G. E. Nott.      | 1933 J. M. West.          | 1936 A. C. Perryman.   |
| 1928 R. Barber.       | 1933 H. Stevenson.        | 1936 D. A. Loveday.    |
| 1929 C. W. Johnston.  | 1933 P. A. Refoy.         | 1936 J. B. Moss.       |
| 1929 A. L. Loweth.    | 1933 A. C. Dobson.        | 1937 C. M. Gatley.     |
| 1929 P. M. Walters.   | 1933 F. W. Forbes.        | 1937 M. D. Whitworth.  |
| 1929 B. L. Hieatt.    | 1934 Miss F. Blenkinson.  | 1937 A. C. Bartlett.   |
| 1930 C. S. Staniland. | 1934 R. Harris.           | 1937 G. Newman.        |
| 1930 M. V. McCudden.  | 1934 D. W. Ronan.         | 1937 T. F. Pullin.     |
| 1930 Gus Grose.       | 1934 Miss B. Shilling.    | 1937 W. L. Handley.    |
| 1930 A. R. Quinn.     | 1934 F. W. S. Clarke.     | 1937 R. C. Appleby.    |
| 1930 J. Levene.       | 1935 B. G. P. de Mattos.  | 1937 H. Rayfield.      |
| 1930 V. E. Horsman.   | 1935 A. Paul.             | 1937 M. O. Klein.      |
| 1930 J. D. Duncan.    | 1935 H. C. Lamcraft.      | 1938 G. A. Naynor.     |
| 1931 H. Clifton.      | 1935 R. Somerville Sikes. | 1938 M. R. Tufnell.    |
| 1931 W. H. Phillips.  | 1935 R. J. Borradaile.    | 1938 L. Pike.          |
| 1931 C. B. Bickell.   | 1935 J. C. Gaythorne.     | 1938 J. A. Lock.       |
| 1931 N. A. Anderson.  | 1935 W. J. Shortt.        | 1938 V. N. Hood.       |
| 1931 L. R. Courtney.  | 1935 J. H. Greenwood.     | 1938 E. F. Cope.       |
| 1931 J. H. Pringle.   | 1935 E. C. Nicholls.      | 1939 L. A. Howc.       |
| 1931 C. T. Atkins.    | 1935 P. R. MacIver.       | 1939 M. W. K. Tisdall. |
| 1931 F. K. Anderson.  | 1935 G. Brockerton.       | 1939 G. E. Gott.       |
| 1931 W. C. Marshall.  | 1935 J. Lamb.             | 1939 A. Leveson Gower. |
| 1932 H. J. Bacon.     | 1936 O. S. Doulton.       |                        |
| 1932 S. Wood.         | 1936 G. W. Webster.       |                        |

### CLASS B—350 c.c.

- |                        |                      |                        |
|------------------------|----------------------|------------------------|
| 1928 F. G. Hicks.      | 1934 J. H. White.    | 1938 D. Vincent.       |
| 1929 A. Denly.         | 1934 H. C. Lamcraft. | 1938 J. Sandison.      |
| 1929 C. W. G. Lacey.   | 1934 H. E. Newman.   | 1938 W. A. Lampkin.    |
| 1930 C. S. Staniland.  | 1934 J. M. Muir.     | 1939 F. W. S. Clarke.  |
| 1930 W. J. C. Hewitt.  | 1934 H. J. Bacon.    | 1939 J. Sandison.      |
| 1931 L. J. Archer.     | 1934 H. Clifton.     | 1939 F. W. Fry.        |
| 1932 R. Barber.        | 1935 N. Christmas.   | 1939 V. H. Willoughby. |
| 1932 A. G. Mitchell.   | 1935 L. R. Courtney. | 1939 T. F. Pullin.     |
| 1933 E. C. Fernihough. | 1938 J. W. Forbes.   | 1939 Miss T. Wallach.  |
| 1933 C. B. Bickell.    | 1938 D. C. Minett.   |                        |

### CLASS A—250 c.c. 1933 M. B. Saunders.

#### 1000 c.c. WITH SIDECAR

- 1927 F. W. Dixon. 1931 E. C. E. Baragwanath. 1938 N. B. Pope. all Brough Superior

#### 1100 c.c. CYCLE-CAR

- 1930 H. C. Lones. 1934 T. A. Rhodes. 1936 H. Laird. all Morgans  
1930 R. R. Jackson.

### DOUBLE GOLD STAR—Members who have lapped Brooklands at a B.M.C.R.C. Meeting at a speed of 120 m.p.h. and over.

- 26/6/35 N. B. Pope. 27/7/35 E. C. Fernihough. Both Brough Superiors

## THE EDITOR'S CORRESPONDENCE

WHAT do B.M.C.R.C. members think about the I.o.M. Steamship Company's policy of charging full rate for racing machines? Could they not charge trade rate? Or a reduced rate for racing machines?

And if the racing machine is *on* a side-

car float, or *in* a van, on which deck rate has already been paid, surely it is unfair to charge full rate again for the racing machine? I have written to the Steamship Company about this. Will other members please do likewise?

London N.21.

**J. Hedley.**

## A.G.M.

THE 1954 A.G.Ms. of B.M.C.R.C. Ltd. and B.M.C.R.C. were held at the R.A.C., London on February 26th. They followed the pattern of the last few years, were remarkably quiet and poorly attended. Noel Pope was in the chair. A notable absentee was Professor Low, prevented from attending by pressure of business. The Committee bench was graced by a distinguished looking foreign gentleman. It transpired, however, that this was no "furriner" but our own Bill Jarman, disguised by a beard. A long distance journey was made by G. E. Tottey, representative of the Cheshire Cell.

If anything the meeting was quieter than last year. Very few questions were put. What happens to the numerous complaints and grumbles that are heard throughout the year? Even the proposal put forward by Peter Ferbrache, "that alcohol fuels be permitted at all our National Meetings this year," was received quietly. After the meeting had closed there were some light-hearted arguments on this topic, but blood was not at anytime near boiling point. At that time it was received with raised eyebrows by the opposition but quietly outvoted by virtue of their overwhelming weight of numbers.

A notable achievement by the Committee came to light during the evening. To a number of suggestions put forward the Chairman was able to reply that this matter was under consideration by the Committee, or was considered and rejected by the Committee (reasons were given), or was about to be adopted by the Committee (reasons were given). Obviously the Committee is well alive and conscious of the Club's Welfare. And maybe that is why A.G.Ms. are so quiet; the Committee has already anticipated our thoughts.

The meeting closed with the presentation of bound copies of the 1953 January to December *Bemsee* to all those who have contributed during the year. Other copies were sent by post to members not present. The idea emanated from Bob Walker, and was done as a gesture of appreciation to those who helped to fill the pages of *Bemsee* during the year. It is hoped, too, that it might encourage others to send in contributions. The Journals are in yellow cloth and make an attractive and useful addition to the bookcase. A copy can be yours next year if you care to spend a few hours contributing articles to the Journal from time to time.

## 'REV COUNTER' REPORTS

**P. Broughton** is now back from Canada and has been posted to the Suez Canal Zone. He has fulfilled an ambition, inasmuch that he is now a member of a day fighter Ground attack Squadron and is enjoying, "bags of flying" in ideal conditions, if perhaps a little on the hot side. As might be expected, motorcycling activity is small but there are the odd time-trials and scrambles over the desert.

**Stan Hall** has obtained a 350 Velo on which he is now busily engaged in cutting down to 250 c.c. (camshaft) and hopes to have things ready for April 10th.

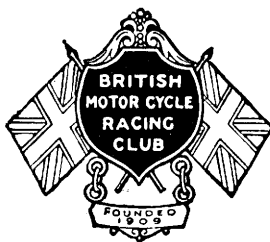
**P. Tait.** According to a report from Les. Hordley, Percy Tait is now feeling quite fit, with the exception of his shoulder which requires further rest, but will it is understood be "operational" in time for the start of the season.

**Geoff Hopkinson**, who did much to assist the Club on the occasion of our first meeting at Oulton Park, is getting married on April 24th. He will probably shift south and take up residence on the South Devon or Hampshire coast,—Best of luck Geoff!

**Barry Cortvriend** has now joined the Sales Staff at Bob Foster's branch at Parkstone and is apparently well satisfied with his move as he can now devote all his time to the motorcycle business and the sport.

**R. W. Porter** tells me that "Mo" Taylor has sold his Grass Track machine and has worked much overtime in order to collect the necessary to cover the cost of some "protective clothing." After having worked in a "draughty shed with paraffin lamp" throughout the winter on some full scale modifications to the top half of the motor, it is nice to know that he has entered our April Meeting with this interesting piece of machinery.

**Canon Stenning** writes to say: I am always here on tap, when all our riders are over for these races, and I am only too ready to do what I can to help any of our members in any difficulty that may arise. I am very rarely called upon to do so, which I imagine is owing to the high efficiency of the B.M.C.R.C. and its officials. But I do sincerely hope that any member who needs any help, information or advice, will not fail to use me as there would be nothing that would give me greater pleasure.



## **What a day I've had!**

**M**ORE than six hours of excitement, watching motorcycle-racing at Silverstone. Races for the professional racers of renown; races for the ordinary-man-on-the-motorcycle—like me! and, most spectacular of all, races for motorcycles and sidecars. Superb racing, slick organisation. But that is the sort of programme you can expect when it is organised by the British Motor Cycle Racing Club\*—*Bemsee* to us—and sponsored by *Motor Cycling*.

“Silverstone Saturday,” they call it.

“Silverstone Saturday” this year falls on  
Saturday, April 10th.

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**A “Bemsee” event**

\*There is 45 years of tradition behind “Bemsee” and the Club has been organising motorcycle racing since 1909.

# ANNOUNCEMENTS

## T.T. NEWS

Starting times of Races will be as follows:—

*Clubman's Trophy Races — 10th June*

Junior 10 a.m.

Senior 1-30 p.m. approx.

*International T.T. Races—*

14th June 10 a.m.

16th June 10 a.m.

18th June 10-30 a.m.

Practice for the International events commences on the morning of Wednesday, 2nd June, and on the morning of Friday, 4th June for the Clubman's Races. Full details of practising will be announced shortly.

Fuel for the International events will be in accordance with a directive from the F.I.M. dated 9th February:—

"A commercially obtainable petrol of from 75 to 80 octane rating (motor method, plus or minus 2½%), having, if any, not more than 0.6 c.c. per litre of tetra-ethyl of lead and with no alcohol content."

## HOCKENHEIM AND SAAR RACES

DETAILS of two main events which are to take place during April, in Germany, have been received from Bill Thompson. Apparently the organisers of the Hockenheim-Ring meeting are prepared to defray travelling costs for good riders in the 125 and 250 c.c. classes and are keen to get rider-built entries. Entries for the Saar Races close on 10th April and for Hockenheim on 20th April, these two events are only some 100 miles apart and interested members who consider they have the necessary qualifications should write to W. Herz, Badischer Motorsport Club, Hockenheim Baden, Obere Hauptstr 8, Germany.

## BENEVOLENT FUND

Donations to the Fund have been received this month from the following members:

E. Creswick

L. E. Good

J. Boulter

H. Weslake

A. Holmes

D. W. Allen

M. Eagle

F. Heath

J. A. Ure

V. A. Bryant

H. T. Tyson

C. G. Griffiths

A generous donation has been received from members of the Cheshire Cell as a result of a collection at a recent gathering.

## Literature Received

DETAILS have been received of the Greeves motorcycle, a newcomer to the industry. It was announced last September. Two basic models are made, a 200 c.c. single cylinder model with a Villiers engine, and a 250 c.c. twin with British Anzani two-stroke engine. Features of the design are a light alloy main frame, bottom link front forks, and rubber, in torsion, for the front and rear suspension. Roadster, trials and scramble specifications are provided.

The design was fully described and road tested by the technical Press last September. Full details can be obtained from Greeves Motor Cycles, Church Road, Thundersley, Essex.

## MUTUAL AID

**For Sale.** 7R '49 unused '50-'52. Brought up to pitch with all latest mods. by A.J.S. August '53 in preparation for "Manx Grand Prix." Clutch, brakes lined etc. by makers during "Manx." New tyres, chains, rev. counter, gearbox drive; 300/350/19 wheels Italian alloy rims, Jam pots, roller rockers; clip ons. This 7R is NOT worn out and has been used very little and is worth £210. Usual H.P. terms.

7R rear spring units £6-0-0.

10T.T. AMAL carburettor £7-0-0.

49 tooth Douglas rear sprocket 30/-.

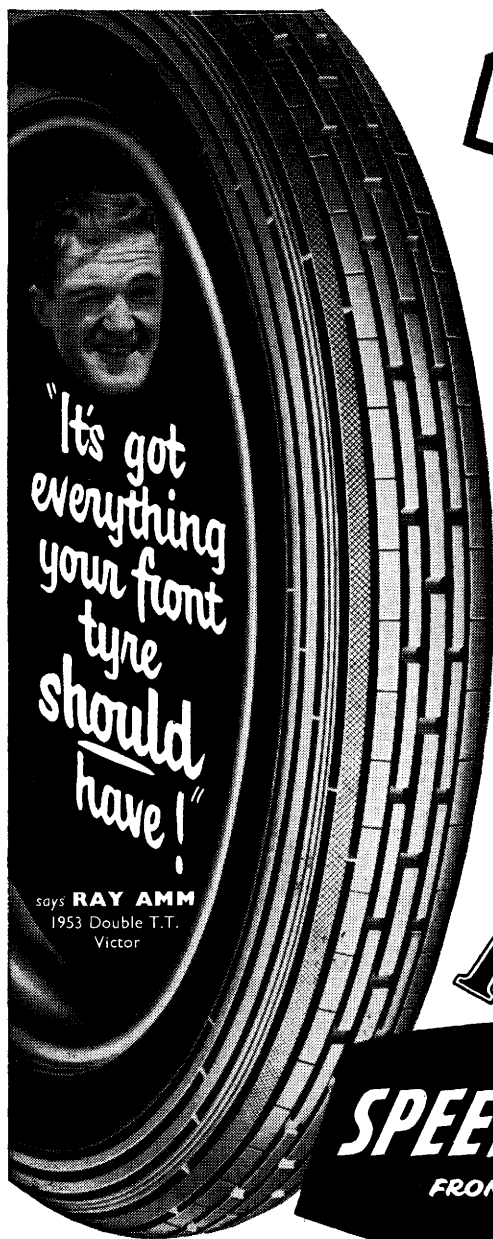
300/21 350/20 Racing tyres.

Apply: J. Hedley, 54, Highfield Road, Winchmore Hill, London, N.21.

**For Sale:** 1953 Triumph Works Development Model—"Grand Prix" Engine dev. 41 b.h.p. Twin Carbs. Megas etc. Swinging Arm suspension. Ready for the Season £175. D. Luke, Byfield, Thurlow Park, Torquay, Devon.

**Wanted:** A 'pre-Featherbed' Manx Norton Gear Box complete, with or without Clutch.

Details to J. Boulter, The Retreat Guest House, Quedgeley, Glos.



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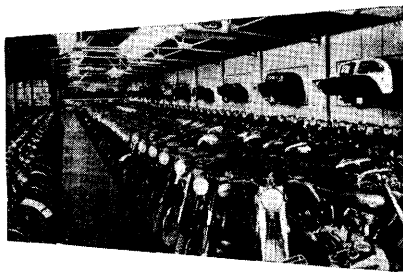
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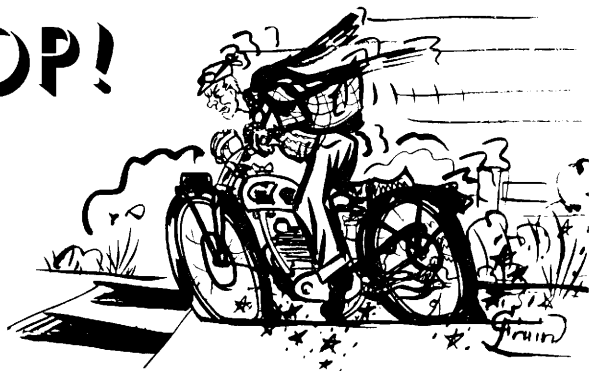
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