



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 4. APRIL, 1955 ONE SHILLING



GOING UNDER, DOWN UNDER. A scene from a Bathurst, Australia, race meeting.

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Bemsee

Vol. 8. No. 4. APRIL, 1955

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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Little Claus and Big Claus

ELSEWHERE in this issue is a thought-provoking article on multi-cylinder engines by an author, an ex-Brooklands man, who has long advocated "lots of pots." Multi-cylinder motor cycle engines, twins and fours are not a new development, but have been raced since the beginning.

Opinion on the use of several small cylinders instead of one large one is divided, for there are many who favour the single if only for its simplicity and the ease with which it can be maintained by a private owner. Of late years the single has lost its ancient simplicity and has tended to grow some of the characteristics of the multi-cylinders, that is the useful range of r.p.m. is spread over a very narrow band and is confined to the top-end. The available torque low-down is insufficient to cope with the simple rice-pudding test.

In opposition to this trend of lots of small pots and top-end performance only, comes news of an experimental engine being developed by a well-known Italian car manufacturer, world-famous for their racing successes. When the design was postulated it was regarded with some amusement, but the details published in the current issue of *Motor Racing* prove that the theories upon which the engine was based were not the air-fairy notions that so many people supposed. In support of this are the figures which *Motor Racing* gives. The engine is a parallel twin cylinder unit of $2\frac{1}{2}$ litres, with bore and stroke dimensions of approximately 150 mm and 78 mm respectively. The cranks are 180° apart and the crankshaft supported on three bearings. Heads and barrels are integral and in a monobloc casting, the valves—there are four per cylinder—are operated by double overhead camshafts, and each cylinder has two sparking plugs. The inlet ports are said to be of small diameter. This over-square engine is not supercharged and the power output at 4000 r.p.m. is quoted at 122 b.h.p., and at 6200 r.p.m. at 238 b.h.p. The compression ratio is given as 11.3 to 1. Some idea of the engine's flexibility can be gained from the information that a three-speed gearbox is to be used.

This new car will be raced in the Monaco Grand Prix on May 22nd. Its performance is bound to be watched with great interest, and the results may well shatter several well conceived ideas in both schools of thought.

SOUND

EFFECTS

— OIL DRUMS

BRAKE DRUMS

EAR DRUMS —

heard by

MICHAEL McGEAGH

THOSE of you who followed the newspaper reports of Princess Margaret's recent Carribean Tour may have wondered at the frequent references made to the Steel Bands, Junk Bands and Oil Drum musicians who provided most of the music for her whilst in the West Indies.

At the risk of being told that an empty oil drum is but a slender link between Steel Bands and racing, I propose to offer a simple explanation, that is, as far as the Trinidad Steel Band is concerned.

Trinidad is actually the birthplace of the Junkyard musician, though others lay varying claims to initiation. The music started up in Shantytown, a somewhat unrefined suburb of the capital city Port of Spain. The annals do not record just who beat out the first note, but it was someone with an ear for music who discovered that an oil drum, cut in half, and with eight segments in the top beaten to varying depths and tuned, could produce a scale. The sound is a cross between a harp and xylophone and, surprisingly enough, is very pleasant. It is resonant, filled with a touch of sadness and loneliness—a similar sensation to the one you get when the motor quits motoring on the last lap at the Mountain Box.

The forty-gallon drum bisected produces the bass. A third of the drum provides the tenor. The in-between ranges can be found by a little judicial hacksaw work. The notes are produced by beating the tuned segments with small cloth-covered bamboo sticks or the soft variety of drum stick. The "pan," to use the technical term, is hung from a cord around the neck and is usually painted in vivid contrasting colours.

These pans are the basic instruments of the Steel Band. The remaining items are usually from the junk yards, though the

tendency to include a trumpet (non-megaphone variety) is growing. The junk yards provide sections of angle iron, pieces of broken castings and worn out brake drums. These are carried by the "musicians" and are beaten and clashed together and form the accentuation and warning of rhythmic changes.

Easy enough to produce a noise with all that lot you say! Agreed; but to produce a melody, a calypso, a mambo, all of which are so appealing, so sensitive, so demanding that it is impossible to keep your feet still and the blood from coursing through your veins, that is not easy.

The February Carnival, a glorious three-day affair which sweeps the Island from Toco to Point Fortin, is the time to hear the Steelbands at their finest. It is at this time that they have reached their perfection after weeks of practice. Their costumes are a fantasy of design and colour; vivid contrasts against an azure sky, and green waving palms swaying in the trade-winds. Port of Spain pulsates from dawn to dawn as the bands—and there are as many as twenty—weave through the streets heading an army of followers "jumping up" (dancing) behind them. Head on collisions are avoided by the dexterity of the Trinidad police.

In 1953, carnival danced to the tunes of "Madelaide" and the calypso "Oh, Mr. Fox." In the former, the panbeaters produced from the drums a sound far exceeding the aroma of well-burnt "R," whilst in the latter they made even the "cold" Britishers forget their customary reserve and join in the parade.

Fortified by a few draughts of "Vat 19," I tagged on behind a band and watched the musicians as they made their oil drums and scrap metal talk. When I eventually left Columbus' Isle, I left the creoles to their panbeating, for my research had determined two things. To play the oil drum, some time in your make-up there must have been the throbbing drums of Africa and, in the immediate background, the warmth and colour of the Caribbean. I have neither, and my oil drum is still full of oil, but perhaps when the season is over, and the gallons vanished through the megaphone, I may have another shot at playing the pan—but I suppose by then it will be snowing again. I can dream, can't I?

LOTS OF POTS

W. G. BILL JARMAN

And he gave it for his opinion that whoever could make two ears of corn or two blades of grass to grow upon a spot of ground where only one grew before would deserve better of mankind and do more essential service to his country than the whole race of politicians put together.

WHEN Jonathan Swift wrote those famous words there was an inspiring theme in the background and it did not only refer to "ears of corn" or "blades of grass." The main idea was duplication, triplication, quadruplication and so on. In other words, productivity, and for my purpose I intend to try to prove why four cylinders are better than one. Constructive criticism will be most welcome because this is your magazine as well as ours and what more suitable medium could a club of this calibre possess?

Let us start by taking and comparing the appropriate formulae for a half-litre single-cylinder engine, contrasted with the 125 x 4 job using identical fuel and compression ratios plus poppet valves. We then get $\sqrt[4]{4}$ or approximately $1\frac{1}{2}$ for the linear dimension $\sqrt[4]{4}$ or approximately $2\frac{1}{2}$ for the proportional area.

Thus at equal revolutions per minute the half-litre single has to pass four times as much gas through only two and a half times the valve and port area of the four-cylinder motor. The single has also to dissipate four times as much heat with only two and a half times the cooling area. All fair and reasonable! It may thus be deduced that the 500 c.c. four benefits to the extent of one-and-a-half times the valve, port and cooling areas of its opposite number.

The following incontrovertible facts emerge to show how the four scores over its single cylinder rival in racing. At equal gas speeds, the four is one-and-a-half times better and produces more brake horsepower throughout the power curve. The four will go on producing more power up to about fifty per cent above that of the single. *Repeat, fifty per cent!*

What is the limit, you might ask, and the answer is poppet valves and sparks; but you might also enquire why the single is so near to its maximum development for racing. The answer here is *heat* which limits the power output because of the difficult scavenging problems. Broadly speaking, the valves are the limiting factor in both cases, but the four scores every time due to the spread over four pots in-

stead of one. Thought provoking, is it not?

Information from Italy and Germany, obtained independently, proves that duplication and quadruplication of cylinders for a given capacity solve many problems without introducing any new ones *at the moment*. Both sources of information have worked on the 125 c.c. single, 250 c.c. parallel twin and 500 c.c. straight four. Both sources also say that the old idea of power losses with multiplication was quite wrong, and some people with experience at home will agree. Two examples come to mind, i.e. the 250/500 New Imperials and the 500/1000 Vincents. Several of the men associated with these engines have said that if they could start again, it would be 125/250/500 with rotary valves and alternators.

It will be readily agreed that the 500 four is quite capable of producing enough power for any motor cycling purpose. It is in fact producing more power per c.c. than any other type of unblown piston engine *but* the time will come when a 250 will be quite big enough and it will be interesting to see what happens, i.e., twin or four. Power brings so much responsibility and it is no use producing a racing motor cycle which only supermen can ride. Do not remind us of the V8/500 Galbusera of pre-war days or the V8 Guzzi which may (or may not) be running around Italy today. These efforts are of very specialistic nature and outside the scope of this article. Mention is made merely to illustrate or enlarge on the theme of multicylinders as compared with the one lung job. There is a limit to the number of cylinders in relation to the cubic capacity and this can be proved mathematically at any rate.

We are considering the half-litre four-cylinder racing engine and what it will do as compared with a motor of the same size with only one cylinder. If I have made you do some hard thinking, if I have made you realise that we sometimes go to a lot of trouble to find reasons for not doing something, then this article will not be in vain. The time has come
(continued on page 67)

Continental

Racing Motor Cycles

ON July 30th, 1954 Joergen Skafte Rasmussen was 76 years old. This great man, soon after the first World-War, started in Zschopau, in the Saxonian part of Germany, the production of motor-cycles. He is the son of a ship-captain. He became an apprentice in a blacksmith shop in his native Denmark. 1899 he came to Germany and was studying at the engineers schools at Mittweida and Zwickau. Later he joined the car factories Presto and Elite. 1906 he started his own business at Zschopau, producing armatures. At the end of World-War I he produced his first cyclemotor which was a fourstroke. But soon he started with the production of two-strokes and never afterwards, a four-stroke left the D.K.W. works at Zschopau and never now after the war at Ingolstadt.

Rasmussen himself, was in 1932 co-founder of the Auto-Union, which included except the Wanderer, Audi, Horch also the D.K.W. works; but was in 1934 excluded from this business by the former—Nazi—government of Saxony. After World War II, he returned to his homeland, to Denmark and lives now at Hareskowsby near Copenhagen.

A very clever technician, a good business man and a great sportsman, Rasmussen soon saw the worth of continuously support of racing; both from technical point of view as well as advertisement. And it was mainly the racing game which made these little two-strokes so popular. Thanks to their advanced design, they have been capable to beat all other machines of the early twenties and in 1922, at the Avus race in Berlin, D.K.W. machines won 1, 2, 3 and 4th place against not fewer than 27 other manufacturers which had together 55 riders in the field. Such successes gave the firm a strong support and 1928 was D.K.W. the biggest motorcycle factory in Europe and a year afterwards the biggest in the World?

The first D.K.W. engines had 82 c.c., later they got 125 c.c. In the mid-twenties, the factory produced a very fast, reliable and popular 175 c.c. three-port two-stroke racing machine with water cooling and two years afterwards—in 1927—a 250 c.c. racing model; an enlarged 175 c.c. machine.

The Story of the

D.K.W.

told by

ERWIN TRAGATSCH

The next in the same year was a 500 c.c. twin two-stroke water cooled racer and also a 350 c.c. racing machine in the same lines was produced. They never sold both the 350 c.c. and 500 c.c. racer to private entrants. Between 1925 and 1930 they gained numerous wins in road races—including Continental T.T. and Grand Prix races—with both the smaller models, ridden by factory and in some cases also by private entrants. The 350 c.c. model never proved enough fast and was after a short time dropped, while the 500 c.c. machine was also not so successful as the smaller machines. The main strength was always in the 175 c.c. and 250 c.c. class.

D.K.W. had at Zschopau a wonderful racing department and always a lot of fine riders. The younger generation of "Bemsee" riders will probably not know the names of all the old D.K.W. factory riders, but for the men which raced against them and for the older enthusiasts, I will mention some of them. On top, Walfried Winkler, who already 1925 rode in the D.K.W. stable and who since that time until 1939 was one of the strongest opponents, British riders on the Continent had. He rode mainly 175 c.c. and 250 c.c. and in 1938 and 1939 also 350 c.c. machines and tried after World War II occasionally also the miraculous eight piston 250 c.c. racing machine, probably the fastest ever produced 250 c.c. two-stroke with forced induction. Unfortunately this vehicle was still not fully developed and could never stand the full distance of an race. Three years ago he retired from active competition in races, came over to West-Germany and is now competitions manager at the Victoria Works in Norimberk. Others of the early D.K.W. riders have been Hans Sprung, Blau, the designer and rider the late Ing. Weber, the famous little and much mourned Kurt Henkelmann, Kurt Friedrich, Bartels who rode mainly the 350 c.c. model, the late Hans Kinkler

who often rode in three classes—175 c.c., 250 c.c. and 500 c.c., Herbert Kirchberg, Xaver Gmelch, Arthur Mueller, and the three men which rode mainly 500 c.c. machines: Ernst Zuendorf (who was with Jack Woodhouse at Koeln in business), the late Kurt Stegmann (whose son rides now a Gilera in races) and Josef Klein.

That was in the late twenties. In 1929, Stegmann changed over to B.M.W. and the famous Toni Bauhofer, who before rode Megola and B.M.W. machines entered the D.K.W. team. He was a superb rider on the 250 c.c. and especially 500 c.c. machines. And probably the most popular of all D.K.W. riders in intern. races was the little Arthur Geiss, who in the thirties competed also in England in the T.T. and in Ireland, winning the Ulster Grand Prix in the 250 c.c. class in 1935.

Geiss, by the way, is now already 53 and lives in his home town Pforzheim.

In the late twenties the D.K.W. factory found difficulties to bring the three-port two-strokes in line with the British racing four-strokes of that time—the O.K.-Supreme, Excelsior, New Imperial etc.—and had also an superior two-stroke opponent in the Austrian Puch, which had a watercooled double piston engine. This Puch was so terrible fast, that in 1931 they won the Grand Prix of Germany (with the Swiss rider Elvetio Toricelli, who is now in Canada, in the saddle) in front of all British and German top racing machines and riders.

A solution for D.K.W. was to build double piston racing engines too. And here starts the story, which was told to me by Franz Gall, who was at that time racing manager of the Puch factory. His brother was Karl Gall, the B.M.W. factory rider, who was killed during T.T. practice in 1939. Franz Gall told me that the Puch factory at Graz in Austria had lent a pukka factory racing machine to their German factory at Passau, for the use by an top rider in German races. Connected with this was the strict order not to open the engine by anyone, outside of the racing department at Graz. The machine was ridden at the Avus race by the late Carl Binder-Saam. Later the late Hans Winkler—who before was a D.K.W. factory rider and who at that time rode Rudge and D.K.W. machines as private entrant—got a lend of this machine and it is said that he took this vehicle to Zschopau for “examination.”

When this machine was returned to Graz by the Passau Works of Puch, they found a lot of signs that the engine was opened against all instructions!

I can only say, that soon afterwards the first double piston 250 c.c. D.K.W. racing machine made their debut in the hands of Toni Bauhofer. The 175 c.c. model was at that time—with a few exceptions concerning the works riders—dropped and the 250 c.c. D.K.W. appeared during the thirties in many different forms . . . and became from year to year faster! Faster, but never too reliable. And was always very thirsty for fuel and hungry for plugs. For years the D.K.W. engineers, with Chief designer Ing. August Pruessing have worked on the development of these very expensive racing machine designs. In 1938 and 1939 they reached not only speed but also a quite high grade of reliability and Ewald Kluge won the Lightweight T.T. in 1938 and was second 1939.

Except the 250 c.c., also a redesigned 500 c.c. racing machine with double piston engine was used during the thirties with quite good success. In 1929, Ewald Kluge was a private entrant on D.K.W. machines in races, later he became a member of the factory team as well as Siegfried Wuensche, who some more years rode privately owned D.K.W.'s before Pruessing took him into the team. Another rider was little Bernard Petruschke, who now in East-Germany designs and rides 125 c.c. Ifa machines. In the mid-thirties other famous names appeared in the D.K.W. stable. H. P. Mueller, who became later a Auto-Union racing car driver and who now rides Horex and M.V.-Agusta fours, Otto Ley who later joined the B.M.W. team, Oscar Steinbach, Kurt von Mansfeld who rode in the 1935 Senior T.T. and one of the most famous ever, Bernd Rosemeyer, who after a short period on D.K.W. machines became the Auto-Union top driver. Other D.K.W. factory riders have been Kurt Hamelshie, Karl Bodmer, Wilhelm Herz who on N.S.U. machines holds now the absolute World record, Heiner Fleischmann, Kurt Schumann (sidecars), the late Toni Babl and the late Karl Braun (also sidecars) and others. And two Englishmen have also played an important role in the D.K.W. team. Stanley Woods, who never was feeling too well on these racing two-strokes and Ernie Thomas, who gained many successes on them.

(To be concluded)

AN APPRECIATION

AS mentioned in the review of the A.G.M. the Secretary was instructed to write to Walter Hunt and express to him the appreciation of the meeting of the part he played in re-drafting the Club

To W. W. Hunt, Esq.

I have to convey to you the thanks and appreciation of all those members who attended the Annual General Meeting of the Club last Friday week, for the work and detail that you expended when drafting the new Rules of the Club, which were accepted with only one or two minor amendments.

This vote of thanks came from the floor of the meeting and goes to show that there is an appreciation for those "backroom boys" like yourself who are of such extreme value to any organisation.

R. C. WALKER,
Secretary.

To R. C. Walker, Esq.

I do appreciate the sentiments which you express in your letter, and I would further appreciate it if you would record in *Bemsee* my appreciation of the vote of thanks which was moved from the floor of the hall. I repeat that I have always enjoyed my association with the Club, and I am extremely regretful that circumstances forced me to resign from the committee.

However, I do not feel that I am out in the wilderness, for you know that I shall always be very happy to do anything I can for the Club.

Yours very sincerely,

W. W. HUNT.

'REV COUNTER' REPORTS

K. J. Elvy writes from Jinja (Kenya) to say that his motor cycling activities are confined to an occasional hill climb and grass track event. A first place and F.T.D. being gained in a recent Kampala Grass Meeting on a Hartley Ariel, believed to be the one ridden by Humphry Ranson at Shelsley a few years back. He is now looking forward to coming home on leave next year, and hoping to participate in short circuits events in this country.

David Bradshaw has now settled down in his new surroundings and appointment with A. V. Roe of Canada, Ltd., where he is attached to the engine division. David has not made up his mind about staying there, however, as many things are missed, including racing and his association with "Bemsee." Nevertheless he wishes to be remembered to his many friends in this country.

Roy Smith, who will be remembered as one of our members who put up a good show in last year's Senior and Junior T.T. by winning a silver and bronze replica,

has now opened up a new showroom at 46 Surbiton Road, Kingston-on-Thames, and would be pleased to see any member who happens to be passing by.

Bob Newman, at present resident in B.A.O.R., has been recommended for a commission, and, quite apart from this good fortune, it will probably mean that he will return to this country in the near future; in fact he hopes to arrive in time to do a job of work at Silverstone on April 22nd and 23rd.

Hedley Cox is yet another who will shortly be leaving these shores for Canada, where he expects to link up with David Bradshaw in Toronto. It is understood, however, that he will be leaving his masterpiece, the Covel 2, behind, and this will probably be ridden by John Phelps if the trials that are taking place go according to plan. We wish Hedley all success in his new venture and feel confident that knowing him to be the first-class engineer he is, he will not fail.

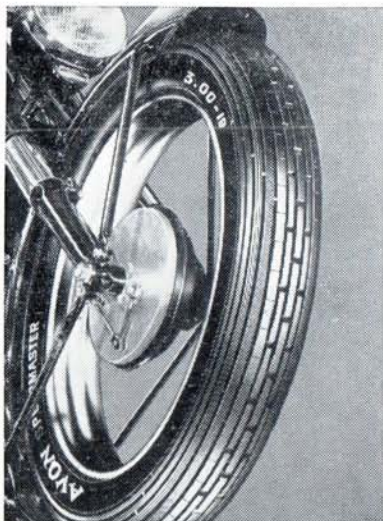


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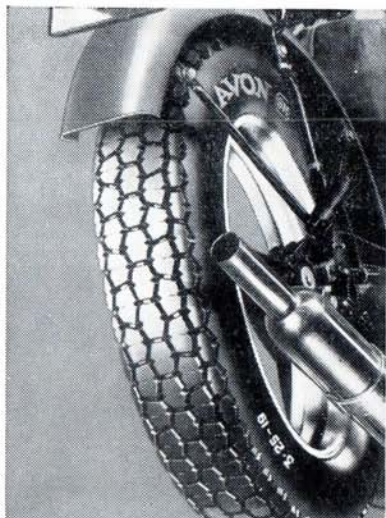
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B.M.C.R.C.—R.A.C. ASSOCIATE MEMBERSHIP AND INSURANCE SCHEME

FOR the benefit of those who may have missed the announcement that was made on page 10 of the January issue of this magazine, regarding the fact that B.M.C.R.C. had entered into an agreement of Association with the Royal Automobile Club, and more particularly for the large number of new members who have joined our ranks since the beginning of the year, we give a brief review of the many benefits that are to be derived from this Association.

B.M.C.R.C. members are now able to become Associate Members of the R.A.C. at considerably reduced subscription rates of £1-5-0d. for Motor Cycle or £1-11-6d. for a car per annum, and will then become entitled to the full benefits that the R.A.C. accord to all Associates. Most useful of these is, perhaps, the Home and Foreign Touring facilities; in the case of the latter every assistance is given at sea and airports and in connection with customs matters, etc., but whether you travel abroad or not, it is always a comforting thought that, with the one exception of driving while under the influence of drink, you are entitled to be represented (free of charge) by an R.A.C. appointed solicitor in any magistrates court in the U.K. on the hearing of a summons connected with a driving offence in which you may be involved. The "Get-You-Home" Service needs no introduction and operates 24 hours a day; every member is provided with a set of "Get-You-Home" vouchers on joining. The R.A.C. telephone box key now fits both R.A.C. and A.A. boxes, and all told, there are over 1,000 of these boxes spread throughout the country. County offices are situated in some of the larger cities, and these are able to provide the same personal service and general up-to-date information as the head office in Pall Mall.

The greatest "money-saver" is, of course, in the special insurance scheme that is available to those of our members who take up Associate Membership of the R.A.C., and is in fact reserved for their exclusive benefit. The B.M.C.R.C. office has been provided with facilities to handle both insurance and R.A.C. Associate Membership matters on behalf of "Bemsee" members by the insurance brokers, Messrs. Beddall Bradford & Co., Ltd., and the Royal Automobile Club.

Saving effected by really efficient administration have been passed on to R.A.C.

policy holders in the form of reduced premiums, and improved and extended service with extra benefits and exceptional features, examples of which are:

(a) The standard wording of the motor cycle policy includes participation in reliability trials and other competitions held on the public roads and approved by the R.A.C. or A.C.U. at no additional cost.

(b) A cumulative bonus reduction of 10%, 15% and 20% over a claims-free period of three years has recently been included in the motor cycle policy whereas the majority of insurers limit the bonus allowance to 10% irrespective of the claims-free period.

(c) A most attractive feature which is obviously designed to encourage safe driving is the bonus reduction of 33 $\frac{1}{3}$ % allowable for only one year free of claim, and is granted immediately on transfer from other insurers irrespective of the percentage annually earned. If the bonus is unfortunately lost during any year of insurance it is necessary to complete only one further year without claim in order to regain the full 33 $\frac{1}{3}$ % allowance.

(d) Cover is extended under the car policy to indemnify passengers in respect of their individual legal liability for negligent acts in the same terms as the indemnity provided for the assured or the driver for which it is the general insurance practice to charge an additional premium of 10/- per car.

(e) In the unlikely event of a dispute arising, arbitration under an R.A.C. policy is by the legal committee of the club.

Copies of the combined prospectus and proposal form relating to these special insurance policies, along with a provisional premium quotation for the type of cover you require for your vehicle, may be obtained if you will complete the details requested on the enclosed leaflet and forward it to B.M.C.R.C. Ltd., for attention.

The necessary application form for Associate Membership will be found on the last page of this magazine, which should be completed and forwarded with correct remittance to The Secretary, B.M.C.R.C. Ltd., 34 Paradise Road, Richmond, Surrey. In the case where a "Bemsee" member is already an Associate of the R.A.C., arrangements can be made for him to transfer his subscription through this Club; all that is necessary for the member to do is to forward his R.A.C. membership card, along with the

(continued on page 67)

NEWS ITEMS

TOUGH TYRES

R. WRIGHT, who recently unsuccessfully attempted to set up a new World's Speed record for motorcycles, is claiming a British Empire record of 170 m.p.h.

An interesting detail about one item of equipment has come to light. The tyres used were Avon, and it is thought that because of an oversight Wright used the same tyres that Burns used in his successful three-wheeler record attempt some weeks earlier.

On examination, the tyres revealed that, despite the strain of the ultra-high speeds, the front tyre still showed the mould marks, and that there was little sign of wear on the rear tyre.

AN ESSO SERVICE

A new touring service has been introduced for motorists and motor-cyclists planning to travel abroad.

Under this scheme, which has been initiated by Esso Petroleum Company, Ltd., any motorist or motor-cyclist who intends travelling abroad can now obtain free of charge from his local Esso Dealer:—

- (1) Specially printed, fully illustrated foreign road maps marked with planned route and return route suggestions.
- (2) Information on current road conditions in the countries to be visited.

These facilities are available for any of the following countries:—

France	Switzerland
Belgium	Italy
Luxembourg	Spain
Holland	Portugal
Denmark	Algeria
Norway	Tunisia
Sweden	Morocco
Finland	Canada
Germany	U.S.A.
Austria	

The service operates as follows:

The motorist calls at the Esso station and obtains an enquiry card which he completes and posts to the Esso Touring Service, Paris. He then receives through the post a set of road maps marked with

the required routes, together with supplementary travel information.

All motorists are welcome at the Paris office, where personal advice from English-speaking travel experts is available. The staff who administer this service—the Travel Planners and Advisers—have a broad overall knowledge of all Continental road systems as well as a detailed familiarity with every area, region and county covered by the scheme.

This is supplemented by a close liaison with road construction and maintenance offices, automobile clubs and touring organisations. The moment anything happens to affect motor travel in any locality, it is noted in the Paris office and incorporated in the information supplied to intending travellers.

This service in no way supplants the existing services available to members of the main motoring organisations. It offers motorists travelling abroad *additional* facilities in the way of detailed road maps and routes and other useful information about the countries they plan to visit.

DAYTONA

TWO air letters from Theresa Wallach arrived in the office three days after the Daytona races, with the results of the Amateur and Experts events. Many thanks, Theresa.

The results are: *Amateur 100-mile race*, 1st. Dan Richards, Harley Davidson; 2nd. Charles Best, B.S.A.; 3rd. Lloyd Mann, Triumph; *Expert 200-mile race*, 1st. Bradley Andres; 2nd. Jimmy Phillips; 3rd. John Gibson. All three rode Harley Davidsons.

Both races were won at record speed, the Amateur at 92.43 m.p.h., and the Expert at 94.57 m.p.h.

R.A.C. NEWS

R.A.C. Trophy Awards.

THE *Sir Malcolm Campbell Memorial Trophy* has been awarded by the R.A.C. jointly to Peter Whitehead and Ken Wharton, drivers of the Jaguar car which won the Rheims 12-hour Race last July. The Trophy is presented to the British driver, or drivers, who are considered to have made the most outstanding performance during the year, driving a British car in any form of motor competition.

NO award of the *Dewar Challenge Trophy* will be made for 1954. The Dewar Trophy may be awarded annually by the R.A.C. for the most outstanding British technical performance in the field of automobile engineering accomplished each year under the terms of the award. In the opinion of the R.A.C. Technical and Engineering Committee, no performance of sufficient merit, of which the Club is aware, had been accomplished in 1954.

THE Awarding Committee for the *Segrave Trophy* has decided that no feat was performed in 1954 justifying the award of this Trophy. The Trophy is gained by an outstanding demonstration of the possibility of transport by land, air or water, and at present the holder is S/Ldr. Neville Duke.

Car Parking in the Royal Parks.

At the request of the Ministry of Works, the R.A.C. is to supply forty-one "P" Parking signs for erection in Hyde Park and St. James's Park. Following the Minister of Transport's announcement last December that parking would be authorised in the Royal Parks, it is proposed to allow parking around the whole of the Ring Road in Hyde Park, with the exception of some restricted areas in the vicinity of the Gates. In St. James's Park, it will be allowed on one side of Birdcage Walk, and on both sides of the Horse Guards Approach Road in selected positions. Of the forty-one signs, which are in addition to twelve erected by the R.A.C. in Hyde Park last year, thirty-three are to be sited in Hyde Park, and eight in St. James's Park.

Insurance Concessions for Motor Cyclists.

MOTOR CYCLISTS who wear safety helmets of British Standards Institution design at all times when riding, can now obtain a substantial reduction in their insurance premiums. This concession, announced by the R.A.C. last month, applies to the personal accident cover available to R.A.C. members in conjunction with the R.A.C. motor cycle policy. Its object is to encourage more motor cyclists to wear safety helmets. This road safety measure has had the backing of the R.A.C. for many years and was given considerable impetus when, in 1954, all

R.A.C. Road Patrols were equipped with these helmets. A second insurance concession has also been made available to motor cyclists by the R.A.C., this time to learner riders who qualify for the Proficiency Certificate awarded at the completion of the R.A.C.—A-C.U. Training Scheme. In future, they will not have to pay the increased pre-ant innovations underline once again the leading part which the R.A.C. is taking to safeguarding the interests of the motor cyclist.

Continental Motoring.

BOOKINGS already made this year for R.A.C. members taking their cars and motor cycles to the Continent are nearly 45 per cent up on the equivalent figures for 1954. Applications for space on the cross-channel boats and air ferries are being received by the Royal Automobile Club at a rate of several hundreds a day and everything points to 1955 being even busier than last year—hitherto a record year for foreign touring.

The reasons for this increased interest in Continental touring are the greater number of new cars reaching British motorists and the higher travel allowances now obtainable. These stand at £100 for adults and £70 for children under twelve.

Last year, when the allowances were 50 per cent lower, 46,531 Continental bookings were made by the R.A.C. compared with 42,203 in 1953. This year's final figures will undoubtedly be considerably higher.

The R.A.C.'s advice to prospective holidaymakers on the Continent is: Book now; travel in mid-week if you can and, if possible, avoid the month of August.

PROTECTIVE CLOTHING

RIDERS are reminded that at the moment the only approved leather substitute is Vynide V.41 and that racing suits of this material *must* bear the A-C.U. stamp which is impressed on the left hand breast of the suit. In their own interests riders purchasing suits made of approved material should satisfy themselves that the suit is so stamped otherwise they will not be permitted to wear such suits in speed events which come under A-C.U. jurisdiction.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

APRIL is here again. The birds are singing, the sap is rising and poets are inspired to things lyrical, whilst we of the "Bemsee Brigade" are thinking of Silverstone on the 22nd and 23rd instant. Have you booked your Bed and Breakfast or are you camping on the reserved site opposite the main entrance? Remember that camping *inside* the circuit is forbidden so please do not ask for permission. It just isn't allowed. Is the bike ready after the long lay-up? Remember the cold days last January and February when jobs had to be done by instinct—one could not use one's sense of touch. Ugh! Brass monkeys.

☆ ☆ ☆

ANY member who is not racing or acting as a mechanic is invited to throw in his lot as a Marshal. Write to me at 153, Reigate Avenue, Sutton, Surrey *immediately*. Next week will be too late. Please say if you can manage both days and quote your membership number to save a lot of trouble. It will also assist if you say solo, sidecar or car transport. No aircraft.

☆ ☆ ☆

THE Isle of Man Times recently suggested a conference of interested parties to discuss the future of the T.T. Races. Almost everyone was mentioned except the B.M.C.R.C., which can rightly claim to represent the really important people, i.e., the riders, most of whom belong to this great club which is nearly fifty years old and whose members have ridden in the T.T. from its inception. No conference of this character can be really effective without a couple of lads from "Bemsee," say one racing and one of the admin. types. Most of the members with whom I have chatted on this subject long to get back to the days when the T.T. was run in a straightforward manner on the proper course, without all kinds of distractions. The only thing I really would like to see is a sidecar race with 30 or 40 outfits on the Mountain circuit.

☆ ☆ ☆

A letter regarding the racing of sports machines asks for my views on the subject, so as it is of general interest, I am taking the liberty of replying in this journal. The matter is full of amazing possibilities, especially if prototypes are included as in the sports car world. All races staged by the B.M.C.R.C. for Club-

men have for many years prior to and since the war been run for men whose machines are fully equipped and licenced, etc. The winning motor cycles are examined *before* and *after* the event by scrutineers of great experience who know every trick which might be tried. It is gratifying to note that the A.C.U. is putting something similar into operation in the I.O.M. this year. Provided everyone plays fair and square, the racing is good and victory goes to the right man. It is generally agreed, however, that the spectacle is not very stimulating except to students of design, etc. What an apocalypse for them.

☆ ☆ ☆

ACCORDING to my dictionary a race is a trial of speed, progress, breed and several other things which do not concern us. The members of this Club do not squeal if the racing is fair, and private owners, agents and works riders have, therefore, competed against each other since 1909. The P.O.'s have invariably outnumbered the others and many of them have graduated through a sponsoring agent into the works' teams. It takes a chorus to produce the stars, and the public can easily ruin all of them as in show business. What is this all leading up to, you might ask? Just this, and it has been our object for well over forty years, *the encouragement and development of motor cycle racing*. So don't get depressed about the lack of British racing twins or fours, etc. Make one of your own!

To Don MacBain and Peter Walsh (Solo T.M.'s in case you've forgotten) an idea has been given to me for a coat of arms for these men together with Cabby Cooper on the battle wagon. It is a quartered shield with crossed jacks rampant and megaphones couchant plus jackboots dormant with spinning wheel stagnant. Motto "FLECTI NON FRANGI" (To bend not bust). Any member who can design one for Silverstone Saturday may display it on my spare notice board. Whilst on the subject, I've been promised a coat of arms by a publican. Yes you're right, the one at the "Crimson Beast" where we go after committee and A.G.M.'s. There's only one thing wrong with it. One "L" is enough for anyone.

No prizes for the correct answer.

IN case you're interested, here is a list of Senior Marshals on the inside jobs on April 22/23.

Flagspoints—L. E. Baker and M.B.M.C.C.

Phone Points—Bill Mold and B.D.G.M.C.C.

Switchboard—Dick Bryant.

Pits and Test Area—Angus Herbert.

Towing In (S/Cars)—H. W. Fruin.

Paddock and Track Gate—Bill Huxley.

Grid Ballot—Linda Jarman.

Course Car—Cabby Cooper.

Solo T.M.—Don MacBain and Peter Walsh.

The Special Marshals all round the course now operate under W. A. S. Knox-Gore, who is directly responsible to the Clerk of the Course. The Officials and Stewards are all as per Regulations and Programme.

* * *

CAN you display a Silverstone Poster in a place where it will be seen by a lot of people? Can you get your pals

with saloon cars to put a sticker in the rear window? If so, will you help your Club with these forms of publicity, especially the latter, which is mobile. Drop a note to Bob Walker at 34 Paradise Road, Richmond, Surrey, and he will see that you get the necessary posters.

* * *

BEFORE concluding, may I ask all the Inside Marshals to read through the racing regulations and bring them along with the papers which will be sent out about the middle of April. There is a good reason for this, based on many years of experience. In other words, the new boys expect a Marshal to know all the answers. The old boys are not so highly strung as a youngster who, might be very self-conscious at first.

* * *

FINALLY, by the time this issue reaches you, we shall be very busy indeed, so if you want to do a really worth-while job, either at Silverstone or Oulton Park, *please write at once.*



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ANNOUNCEMENTS

NEW MEMBERS

THE following New Members have been elected, this number being a record for any one month.

L. Alcantarilla	K. G. Buckmaster
C. L. Cheverton	H. R. Collier
N. Collier	D. T. Crabbe
G. A. Dormer	G. Farrell
B. G. Hill	D. A. Hogg
D. Howe	V. F. Kerbey
L. R. King	S. L. Lightbown
G. F. Matthews	P. B. Miller
D. W. Minter	D. G. Moss
C. W. Organ	A. C. Partridge
H. Plews	D. S. Skennerton
N. C. Stacey	F. W. C. Sterling
H. F. Taylor	W. G. Tremlett
N. H. Vivian	C. O. Watson
R. A. Wheeler	A. Young
E. H. Arthurton	M. Chambers Challis
C. A. Chivers	K. Collier
J. A. Couldridge	B. Denton
A. Evans	N. C. Fletcher
W. Hillary	J. C. Holloway
A. H. Jenkins	E. King
A. A. Knowles	A. Longbottom
A. W. Miles	E. Minihan
G. Monty	R. D. H. Neville
T. A. Ovens	W. C. Neal
P. W. Price	J. L. Payne
F. J. Steele	E. A. F. Spooner
P. T. Towill	B. C. Stimson
M. Wassell	T. A. Turner
G. E. Wilson	J. Wheeler

☆ ☆ ☆

BENEVOLENT FUND

DONATIONS have been received this month from the following Members:

J. Bewsey	K. J. Elvy
M. Eagle	W. Fitzsimons
H. C. Mack	

☆ ☆ ☆

BALLAST AVAILABLE

John Cahill, who has been with F. W. Johnson for several years on his Vincent outfit is now without a ride since Johnson is apparently giving up the game. If anyone requires a passenger therefore, will they please contact John at the address below. His specification, he says, is as per Eric Oliver's.

J. Cahill, 46A, Greenhill Gardens, Northolt, Middx.

LES GRAHAM MEMORIAL FUND

DONATIONS have come this month from:

Nobody!

The account still stands at approx. £155.

☆ ☆ ☆

RE-UNION

SEVERAL weeks ago a letter appeared in the technical Press over the name of Bob Lunn, an ex-Bemsea member and Brooklands runner, suggesting a re-union of those who used to race at the Track.

Since then plans for this proposed re-union has gone ahead, but the suggested day, April 23rd, has been cancelled because of the clash with the "Silverstone Saturday" meeting.

It is now hoped to hold it on May 14th., the venue to be announced later. Bob Lunn states that more than thirty riders have expressed their intention of attending.

☆ ☆ ☆

REMINDER

THE Sunbeam Sprint Meeting, near Aldershot, takes place on May 1st. Entries close April 18th, Regulations from: D. Bates, Birchfield, Kenwood Drive, Beckenham, Kent, 'phone BECKenham 4941.

The Snetterton meeting is on April 10th.

☆ ☆ ☆

MUTUAL AID

For Sale: 1948 Mk VIII Velo. Fully modified motor. Very light, fast and reliable. Five short circuits since complete rebuild. Ready for season. Superb condition, many spares—£165.

Also 2 piece, padded, horsehide leathers, unmarked, 5' 8"—40 in chest—£15. Apply to E. J. Lewis, 89 York Street, Norwich.

Wanted—reasonably priced set of racing leathers—approx 38" chest and 5' 9".

Offers to R. C. Weyman, 49 Links Way, Croxley Green, Rickmansworth, Herts.

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COMMITTEE NEWS

Meeting held on February 25th, 1955.

Present: N. B. Pope (Chairman), G. C. Cobbold, H. L. Daniell, D. J. H. Glover, W. G. Jarman, K. Rickard, A. H. Taylor and R. C. Walker (Secretary).

Ex-Officio Member: E. C. E. Baragwanath.

An apology for absence was received from W. W. Hunt.

B.M.C.R.C. President.

As a result of a meeting that had taken place between the Marquis Camden, J.P., Prof. A. M. Low, Messrs. W. W. Hunt and R. C. Walker, it was now known that the Marquis had generously consented and agreed to become the new President of the British Motor Cycle Racing Club, in succession to the late Sir Algernon Guinness. It was with pleasure, therefore, that the Committee unanimously decided to formally propose the election of Lord Camden as President of the Club.

Oulton Park.

The Secretary reported progress made with Messrs. Cheshire Car Circuit Ltd., and other bodies that were connected with the Club's forthcoming National Meeting at Oulton Park on May 7th. In approving the report it was agreed that arrangements be made for the operation of an admission control system similar to that operated by the Club at main meetings at Silverstone. Confirmation had been received from the British Cycle and Motor Cycle Manufacturers and Traders Union Ltd., that this meeting would be placed on the approved list of road racing events and would be supported by the manufacturers.

Silverstone Alterations.

Resulting from discussions that had taken place between the Club and B.R.D.C., it was now known that the tenants of the Silverstone Circuit had decided to go ahead with certain alterations to the Circuit. These would include the building of a "wall" some 18 ins. in height along the inside of Copse, Stow and Club corners, outside which would be placed a narrow angle "kerb" of the type used at the Crystal Palace, which would replace the present painted lines marking the edge of the track.

Crystal Palace.

Due to the fact that it had not been possible for the Parks Department of the L.C.C. to secure an extension of time which would permit racing to be carried on past 6.00 p.m. on the occasion of the Metropolitan Meeting on Saturday June 18th, all practising would take place only during Friday June 17th, as it would be necessary to commence the racing programme during the Saturday morning if all capacity classes were to be catered for in the usual way.

Membership.

New members were elected.

The Monthly Account.

The Monthly Account was presented and approved.

AREA NEWS

CHESHIRE

G. E. Tottey,

2 Rocky Lane South, Heswall, Wirral.
'phone Heswall 300.

ON February 23rd Hector Dugdale gave us a most comprehensive film show covering all types of motor cycle sport at many different places, and the whole show was nicely leavened by a few Charlie Chaplin shorts, which had us all in fits of laughter. The show was to an absolutely packed pavilion, surely our best turnout yet, and in the general opinion the sound film of the 1954 Dutch T.T., including aerial views, was the best film of its type that we have ever seen.

We had the usual interval for our famous shrimp sandwiches, etc., and at the conclusion of the show we did the usual club business.

We are all looking forward to March 16th, when we expect Cyril Smith to be with us, but this must go to press before a report on his visit can be made.

Please make a note of Wednesday April 13th, when Ted Lambert and Norman Milligan will be showing us the film of the Monte Carlo Rally which they took during the course of this year's event, and in which they competed so successfully in their Morris Oxford.

We are needing all the help possible in marshalling and other duties at Oulton Park on May 7th, so I hope all those who can possibly spare the time will let me know so that I complete our list as soon as possible.

We need people for both Friday and Saturday (particularly Friday) so let me have a note as soon as possible, indicating whether you can do one or both days.

A. THE A.G.Ms of B.M.C.R.C. Ltd. and the British Motor Cycle Racing Club took place on February 25th at the R.A.C. London, and as usual was attended by a disgustingly small proportion of members, a mere 3%. The usual faces were about the place but very few new ones, so it appears that apathy and disinterestedness are the chief causes of a poor attendance. The difficult weather conditions can be discounted, for at least three members travelled more than 100 miles to attend. A notable feature of the meeting was that for the first time in many years the question of permitting the use of alcohol fuels was not discussed.

The business of B.M.C.R.C. Ltd. was quickly and satisfactorily dealt with, and after a short interval the A.G.M. of the Club began.

In his address the Chairman, Professor Low, welcomed those present and paid tribute to our late President, Sir Algernon Guinness. The company then stood in silence as a tribute to Sir Algernon's memory.

An important item of business was the election of a new president. The Secretary proposed The Marquis Camden, J.P., who had expressed his willingness to stand and was keenly interested in our affairs. Mr. Pope seconded the proposal and a unanimous vote supported it. The Chairman suggested, and it was agreed upon, that a message be sent at once to Lord Camden to advise him of our decision.

The election of vice-presidents followed and all the existing vice-presidents, Professor Low, E. C. E. Baragwanath, H. L. Daniell and C. E. Lewis were re-elected. Expressions of thanks were made by all four.

A further important item was the adoption of the new rules of the Club. They had been re-written and had been available for study for the past two months. Only five applications for copies were received! After the Secretary's explanation of the reason for the revision of the rules, the Chairman invited comments. There was some discussion on various points and the outcome was that minor changes were made.

A proposal was made, and carried unanimously, that an appreciation be sent to Mr. Walter Hunt for the considerable interest and work he had taken in re-drafting the rules.

A general committee was elected, details of which appear elsewhere in this issue.

The Leslie Graham Memorial Fund came in for a great deal of discussion, with opinion divided about its disposal, ranging from financial assistance to members who were ambitious and had shown ability, through forms of memorial—a painting of Les Graham to be hung in the Club house when it was in being, was suggested—to equipment for the Rest Hut which was being erected in the I.O.M. from the proceeds of the A-C.U. fund. No decision was taken.

The meeting closed with presentations of bound copies of *Bemsee* to those who had contributed to it throughout the year.

THE GENERAL COMMITTEE

ELSEWHERE in this issue you will read an account of the A.G.M. of the Club, and will see that new Rules of the Club were approved and, among other things, these provide for the setting up of a General Committee. Its members will comprise the Directors of B.M.C.R.C. Ltd., along with not more than six other Founder or Ordinary Members. It so happened that the maximum number were elected on this occasion, and I am happy to introduce them, if such an introduction be necessary.

L. S. Cheeseright, a willing helper has for a number of years been responsible for practice records and in charge of the lap-scoring team at all B.M.C.R.C. race

meetings. In taking on this particular type of duty he is able to see the racing game from a different angle from most people.

H. S. Hall has been a member of Bemsee since 1949, and has competed in the majority of meetings in this country, some in Northern Ireland and represented the Club in the 1951 Clubman's T.T. As an actual participant in races up to last season, he will be in a favourable position to put the rider's point of view.

A. L. Huxley has been in charge of paddock gate control and attendant duties at all our race meetings in post-war years, including those two memorable events at Dunholme, and is, therefore, well versed in these affairs and able to advise the Committee on such matters.

W. A. S. Knox-Gore commenced motor cycling in 1927 whilst in India, and has since ridden in almost every type of sporting event. In recent years riding has given place to organising these events, and one of his foremost achievements must surely

be the successful control of spectators around the track since he accepted the duty of Public Controller during last season.

A. C. Squillario started his career on two wheels in 1921 at the Douglas Works, where he was employed as a tester, and subsequently became a well-known figure in trials; he joined Bemsee in 1923 and has acted as Scrutineer since about 1926, which onerous position he still holds and in this capacity he is perhaps one of the best known of all our main officials.

I. F. Telfer will undoubtedly prove himself to be of great assistance to the Committee as it is his intention to continue riding at race meetings throughout the season. Well known for his engineering abilities and "shrinking" 350 c.c. Velos and Featherbeds down to a capacity eligible for the 250 c.c. class. His first main event was in 1948, when he rode an M.O.V. Velo in the 250 c.c. Clubman's T.T. Since then he has "graduated" and ridden in the 1952, 53 and 54 Ulster Grands Prix.

R. C. WALKER.

Lots of Pots (continued).

for our leading firms to get together and produce an engine-gear unit which is better than anything made anywhere else. The 125 single, 250 twin and 500 four is a very attractive proposition for all requirements, solo, sidecar or small car. If we do not do it in England, someone

else will, and the Germans are the most likely people, notwithstanding the immense efforts already made in Italy. However, it is not too late for a few of our top-notch designers to pool their ideas with one objective in mind, so may I conclude as I began, by recalling Jonathan Swift once more.

R.A.C. Insurance Scheme (continued).

correct remittance for subscription renewal direct to the Secretary at the above address.

R. C. WALKER.

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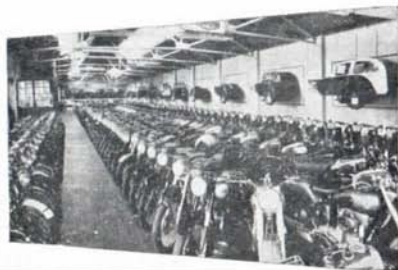
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To the Secretary,

B.M.C.R.C. Ltd., 34 Paradise Road, Richmond, Surrey.

I hereby make application for enrolment as an Associate Member of the Royal Automobile Club, and I undertake to abide by such Rules and Regulations governing Associate Membership as may be issued from time to time.

I agree to accept the R.A.C. Associate Badge and Telephone Key on the following conditions:

- (a) The badge and key are issued on loan and remain the property of the R.A.C. and must be returned without refund immediately the holder ceases to be an Associate Member of the R.A.C.;
- (b) The R.A.C. reserves the right to require the return of the badge and/or key at any time;
- (c) The Associate Member to whom the badge and key is issued undertakes not to part with it to any other person.

In pursuit of my application above, I enclose herewith my additional annual subscription to the Club (the amount of which is detailed hereunder) and also the joining fee to the R.A.C.

	£	s.	d.
Subscription (Car)	£1	11	6
Subscription (M/Cycle)	£1	5	0
R.A.C. Joining Fee (Car)		10	0
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R.A.C. Guide and Handbook		5	0
Total Remittance	£		

All Cheques and Postal Orders should be made payable to British Motor Cycle Racing Club Limited.

Surname

Full Christian Names

Address

Profession or Occupation

Nationality

Particulars of Vehicle (Make, H.P. or C.C., Regn. No., Type of Body)

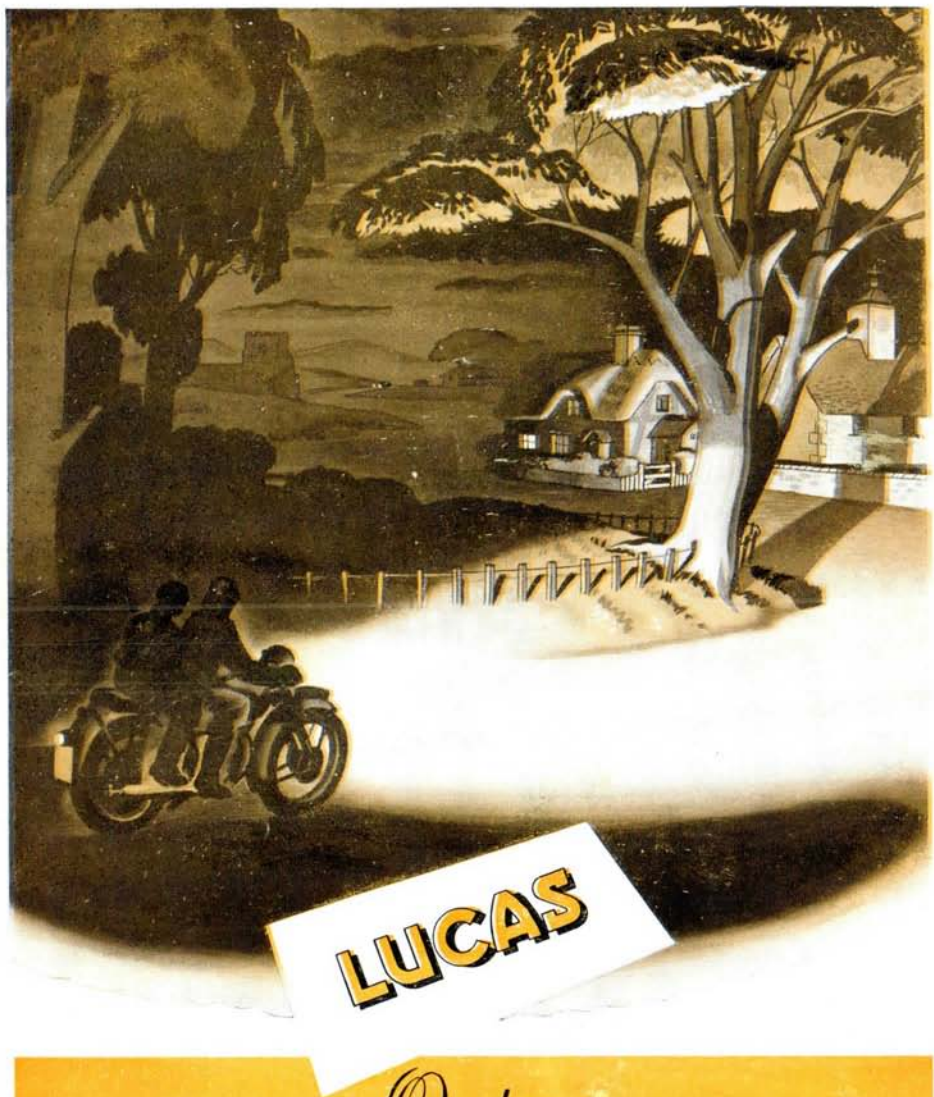
Is the Vehicle used solely for your own private purposes?

(If not, please state for what purpose used)

State here fitting required for badge

Signature

Date



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