

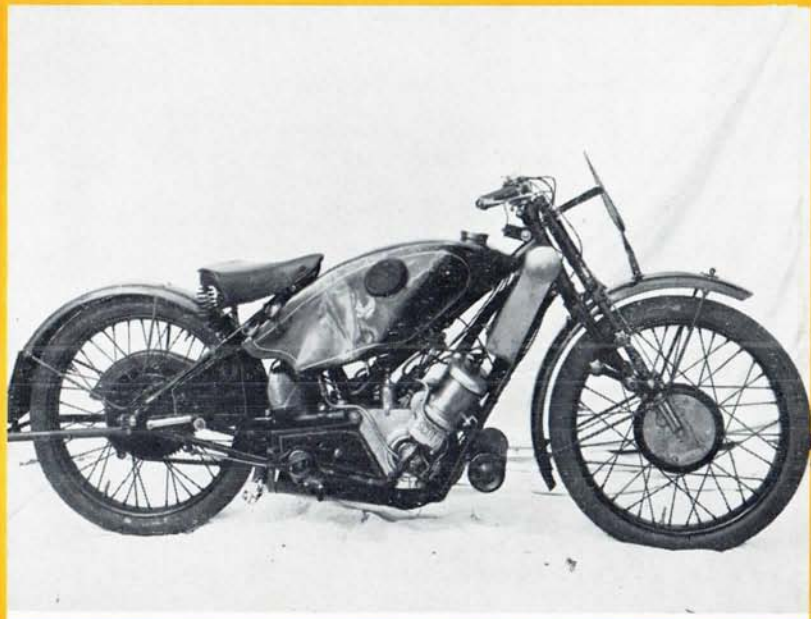


# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 4. APRIL, 1956.

ONE SHILLING



"Two wheels, a frame, and a suitable engine," as exemplified by Scott in 1925.

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Bemsee

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**APRIL 14**

**"MOTOR CYCLING'S"**

*Silverstone*

*Saturday*

John Surtees

M.V.

Cecil Sandford

Mondial & D.K.W.

Sammy Miller

N.S.U.

# Bemsee

Vol. 9. No. 4. APRIL, 1956.

EDITOR :  
L. R. HIGGINS

## THE BRITISH MOTOR CYCLE RACING CLUB

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## Taking the bait

NOT unnaturally the suggestion, made by a correspondent in last month's *Bemsee*, that the two-stroke boys would be better occupied in working on fuel injection, has provoked a reply. It is from A. E. Rose, well-known amongst us for his racing activities on two-stroke engined machines, and his contributions to *Bemsee* on two-stroke tuning topics.

Despite its simplicity, or because of it, the two-stroke engine is not easily tuned for speed. One of the greatest problems is, as A. E. Rose emphasizes, preventing loss of charge through the exhaust port. Conceivably, this could be overcome by employing some form of charging pump, but the restrictions imposed by the F.I.M. on supercharging virtually rule out their use.

By using a charging pump in conjunction with a fuel injection system, the spill through the exhaust port could be compensated by initially charging the cylinder with more air than it could inhale by natural aspiration. Into the residue could be injected the requisite amount of fuel. The method is not new, and is currently in use on an opposed-piston, two-stroke Diesel engine, which employs a Roots-type compressor for charging the cylinders with air.

In refusing to ban streamlining the F.I.M. showed great wisdom. That wisdom was dormant when the ban on supercharging was imposed. In pre-war years a blown two-stroke could be, as D.K.W. demonstrated, a serious rival to the four-stroke, but the ban has denied the two-stroke the chance of eclipsing its rival in post-war racing.

# RACING MACHINES WHICH YOU CAN BUY

IN ITALY!

ERWIN TRAGATSCH

THIS is the sad story of—I will call him—Benito. He was a journalist, employed with an Italian motor cycle journal and it was on the 31st December, 1955 that his boss, the Editor, asked him to compile a list of all motorcycle producers the country had at that time. Benito took a sheet of paper, put down name after name but when he had finished and presented the list to his gaffer he heard the bad news that the list was . . . wrong! Poor Benito started again, and once again the number he eventually got was not correct. This happened six times but still poor Benito could not produce a correct list. Unlucky Benito, had he produced a thousand lists not one would have given the correct number of firms connected with the production of motor cycles.

The reason? When Benito started his first list at 9.0 a.m. Italy had 87 motor cycle producers but when he finished the list at 11.0 a.m. the same day, Italy had only 85. Two had broken down in the meantime. At 12.0 p.m. he started his second list, which was completed at 3.0 p.m. but in the intervening three hours 5 machine factories and workshops decided to enter the field of motor cycle manufacture and as a result of that the list was again incorrect. Similar changes happened during the writing of the following four lists also, and I am very, very sorry for poor Benito.

Fortunately that is only a story, which I don't believe and which is surely not true, but it does show the situation in the

Italian Motor cycle industry. Factories appear and disappear like comets, which reminds me that the wonderful 175 c.c. "Comet" vertical-twins designed and produced by the famous Ing. Druisiana (who designed the first F.B. Mondial racing machines after the war) two years ago are also no longer with us. Ing. Druisiana now works for Bianchi and his own "Comet" has vanished from the market.

"Bemsee" is not the place to talk about the—mainly—wonderful creations of the Italian motor cycle industry, but I will tell you to-day a little about the over the counter super-sports and racing machines which you can buy, if . . . but that's another story! I have produced below a list with the characteristics of these machines. Nearly none of them are in mass production, but (with the exception of the 125 c.c. M.V. Agusta) all are regarded under Italian rules as production racing machines.

When one considered that some of them are designed and completely produced by very small firms, one can have only the very greatest admiration for these enthusiastic manufacturers. They regard these models as means for advertising and love to see them in races, but they surely cannot be a financial proposition for the producers at all! It is sad to think that the comparatively very big British motor cycle manufacturers do not produce a single special racing machine in the classes up to 250 c.c., whilst in Italy . . . But here is the list:—

Make	Capacity	Engine	H.P.	R.P.M.	Top speed/Km.
B.M.	50 c.c.	OHC 40 x 38 m.m.	3	9,000	90 km/h.
Chiorda	50 c.c.	OHC 40 x 39 m.m.	3.2	9,500	79 "
Ceccato	75 c.c.	OHC 45 x 47 m.m.	8	1,100	115 "
Ceccato	100 c.c.	OHC 50 x 50.6 m.m.	11	10,500	125 "
Ducati	100 c.c.	OHC 49.4 x 52 m.m.	9.4	9,800	
Ducati	125 c.c.	OHC 55.3 x 52 m.m.	12	9,800	
M.V.	125 c.c.	OHC 53 x 56 m.m.	16		155 "
Ceccato	125 c.c.	OHC 54 x 54 m.m.			
Rumi	125 c.c.	2 str. twin	9	8,000	130 "
Bartali	160 c.c.	2 str. 57 x 62 m.m.	10.2	6,500	130 "
Benotto	160 c.c.	2 str. 57 x 62 m.m.	10	6,200	120 "
Maserati	175 c.c.	OHC 60.8 x 60 m.m.	15	8,500	140 "
Bianchi	175 c.c.	OHC 60 x 61.8 m.m.	14.5	8,000	145 "

Make	Capacity		H.P.	R.P.M.	Top speed/Km.	
Devil	175 c.c.	OHC 63 x 57.8 m.m.	15	7,800	135 "	
Devil	175 c.c.	2 OHC 63 x 57.8 m.m.	20	11,000	180 "	
Morini	175 c.c.	2 OHC 60 x 61 m.m.	20	9,800	175 "	
Mival	175 c.c.	2 OHC	13		145 "	
Perugina	175 c.c.	OHC	19	9,500	175 "	
C.M.	175 c.c.	2 str. 60.5 x 60 m.m.	12.5	7,600	138 "	
Guazzoni	175 c.c.	OHC 65 x 57.5 m.m.	13	8,000	130 "	
M.V.	175 c.c.	OHC 59.6 x 62 m.m.	15	7,800	135 "	
Parilla	175 c.c.	2 OHC 64 x 54 m.m.	16		145 "	
Aldbert	175 c.c.	OHC 60 x 61 m.m.	14	8,500	160 "	
F.B. Mond	175 c.c.	OHC	16	8,800	165 "	
Bartali	175 c.c.	OHC 62 x 58 m.m.				
Ganna	175 c.c.	2 str. 62 x 42 x 2 m.m.	13	6,500	120 "	
Beta	175 c.c.	OHC 59.5 x 62 m.m.	14	8,500	140 "	
M.M.	250 c.c.	OHC 64 x 77 m.m.	26	8,500	170 "	
Motobi	250 c.c.	2 str. 54 x 54 x 2	13.5	6,800	130 "	
Taurus	250 c.c.	OHC 68 x 68 m.m.	14	6,500	130 "	
C.M.	2 str Twin		52 x 58	20	7,800	165 "

You see with 31 different machines this list is quite impressive and taking the fate of poor Benito into account I think that a few more firms are playing with such "hot" machines too. Surprisingly high is the number of firms producing 175 c.c. racers. In fact, in Italy, this class is now the most popular one among the younger generation of racing men and therefore many designers concentrate on these machines. The H.P. and R.P.M. figures are much varying between the makes and sometimes I don't agree with the figures officially quoted by the manufacturers. However, when one remembers the efficiency of such engines 30 years ago like the Brooklands Villiers or the really fine 175 c.c. Blackburne's, it's difficult to believe how much engine (and also cycle part) design went forward in these years.

And now, more about the above mentioned machines:—

The B.M. 50 c.c. is a brand new design by Mario Bonvincini of Bologna. So far not raced, this little O.H.C. unit looks very businesslike and, if reliable enough, could put up a very good show in coming events.

While the B.M. is a perfect little racing machine design, the Chiora, produced by the Trapletti Bros., at Bergamo, looks much more as a super-moped and is, in fact, based on a sportsmodel, the "Arlecchino." This machine has pedals, but a swinging arm rear suspension and a four speed gearbox in unit with the engine.

Produced by Ceccato & Co., the Ceccato machines gained in the last years not only great popularity among sporting riders, but also many successes in races with the

75 c.c. and 100 c.c. OHC racing models. The 125 c.c. model is a brand new design on the lines of the little machines and is, so far, not raced. I am also unable to give more details about this machine, but when one counts the efficiency of the 75 c.c. and 100 c.c. models, the new 125 c.c. Ceccato should be a strong opponent in the future. At the moment, Ceccato machines are holding 14 World records, including some in the 100 c.c. class with a 75 c.c. model. Among them the 100 Km. record with an average of 135 Km/h.—surely a wonderful show for a real motor cycle of 75 c.c. only!

Ducati—Ducati Meccanica also of Bologna and one of the larger Italian firms, is showing great interest in racing this year. They have never produced racing machines before but now they have not only two fine 100 c.c. and 125 c.c. production racers, but will probably compete with factory machines and factory riders in the 125 c.c. classes in International races. The production racers have a single OHC head, but the factory 125 c.c. jobs will be "Bialbero's" "Double-Knockers." The frames are of more or less orthodox design, the unit design engine, the cylinders a bit inclined. They ran the 100 c.c. engine at 11,500 r.p.m. and the 125 c.c. engine at 11,400 r.p.m. for quite a long duration, and nothing happened!

The real racing 125 c.c. M.V.-Agusta "Monalbero" (Single-knocker) is well known here in England and does not need any description, while the 175 c.c. model, as mainly used in Italy, is a bit less "hot" and intended mainly for long distance races. In important events the factory sup-

plies also a factory owned version which is based on the 125 c.c. model and which, in 203 c.c. form, gave Bill Lomas his win in the T.T. last year.

The 125 cc., double piston Rumi two-stroke is now a bit out of date, but is still a quite reliable, fast (and noisy!) racer. So far as I know the factory is now playing about with a lot of new four-strokes and probably will appear soon with a very fast 175 c.c. OHC model, which will have a 62 m.m. bore and 57.5 stroke—a real short-stroker! Already the touring version of this new machine reaches 115 Km/h. This model is called the "V.T.-175."

Gino Bartali is a famous bicycle racer, and the motor cycles produced since last year and bearing his name look very potent. I mentioned the fast 160 c.c. two-stroke only, but they have already a 175 c.c. OHC racing machine ready and even a nice streamlining is for disposition. Besides that, the firm of Mototecnica Italia Centrale, which produce the Gino Bartali motor cycles, is experimenting with a "Double-knocker" head too, which means they are really out to gain successes!

Benotto is one of the many little Italian firms which produces many different models from 50 c.c. up to 175 c.c. The mentioned 160 c.c. twostroke looks very nice and for those who prefer reliability to very high speeds this is a suitably sporting but not too temperamental and complicated piece of machinery.

The name of Maserati is well known in England. In fact, the Orsi Concern which owns now the Fabbrica Candele Acc. Maserati, is not only well known for their racing cars which this year are driven by Stirling Moss, but also for their motor cycles which they have now produced for two years. The Model 175-S.4 is a businesslike high speed machine with a compression ratio of 7.5 and 15 H.P. at 8,500 r.p.m. So far the firm have not shown the same interest in motor cycling as in car racing, but, as a result of their great experience the 175-S.4. should be a very potent motor cycle.

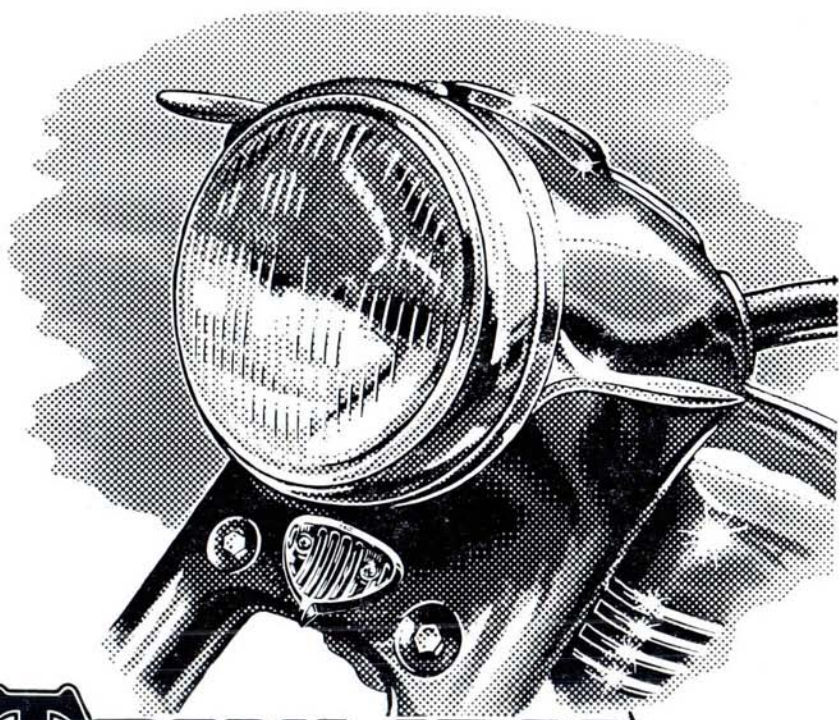
Three double-knocker 350 c.c. machines have been ridden in the Isle of Man—in 1926! The great Tazio Nuvolari rode one between 1924 and 1930 and in Italy was nearly unbeatable. Later they produced in the thirties a fast Norton-like 500 c.c. OHC single and a prototype of a 500 c.c. supercharged "Four" racer. But now for the first time

after the war they appear again with a real racing machine—a superb looking 175 c.c. model, the "Sprint." Designed by the famous Ing. Druisiani in this old and new factory, I regard the new Bianchi—produced by Edoardo Bianchi, of Milan, as one of the leading 175 c.c. racing machines now in Italy.

Talking about famous Italian racing machine designers, I want to mention one of the younger generation among them—William Soncini. He is the "Devil" works, Bergamo, and his newest sensational creation is the new "Double-knocker" 175 c.c. "Devil"—so far not available for factory riders while the single knocker model is already available for men with the money. When available the new Bilbero should theoretically be even better than the so far unbeatable Morini "Rebello". This model has 11,000 R.P.M. and 20 H.P. which means 115 H.P./Litre against the "poor" (but very reliable) 9,800 r.p.m. of the Rebello. And, by the way, all sporting and racing "Devils" have a five-speed gearbox. The whole "Devil" factory is 4 years old but they really do not lack ambition or initiative.

And now, Morini's "Rebello." They call this machine "Production racer" and the F.M.I. (the equivalent of the A.-C.U. in Italy) agreed to this statement although I don't think they have so far produced more than half a dozen of these expensive Rebellos. They are expensive but surely the most famous little 175 c.c. racing machine ever produced. With a top speed of more than 110 m.p.h. (without streamlining) and a fantastic reliability (proved in many long distance races) Alfonso Morini's creation is the work of about 30 years experience with racing machines. I can say about this machine only one word—fantastic! Fantastic even with the drilled holes in the front down engine stays (no tubes) which look as though they got the holes in a swiss cheese factory. Morini has also a less "hot" model the "Settebello" which goes 85 m.p.h. only, but if you want a "Rebello" to beat all existing 250 c.c.'s in England now, contact Moto Morini, at 1 Via Berti, Bologna, and don't tell me, please, that I am responsible for the shock when you hear the price of this superb racer!

Eric Oliver rode once in the "Six Days" a "Mival." In these years the Metal meccanica Italiana Valtrompia, Brescia, was a comparative newcomer in the motor cycle field. But they now have very nice and good machines which, in the form of



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**1st** GEOFF TANNER, Norton. 91.38 m.p.h.

Record lap at 93.14 m.p.h.

***Junior Manx Grand Prix***

**1st** GEOFF TANNER Norton. 88.46 m.p.h.

Also record lap 89.59 m.p.h.

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the "Double knocker" 175 c.c. Model should do very well in sporting events. In fact the firm will have an official factory team mounted on them in this year's races.

The Fonderie Officine A. Menicucci at Castel del Piano (Perugia) is not big and not very old. But they have a superb designer and superb workmanship on their machines. It is really a fine show to get 19 h.p. at 9,500 r.p.m. from a single o.h.c. 175 c.c. engine with a compression ratio of 8.7:1 and it is my opinion that the "Perugina" will do very well in the future in races in Italy.

I have known the C.M. machines for over thirty years. Already by 1925 they had won the 175 c.c. class in the German Grand Prix when was then held at Avus. Among the riders were, besides Guglielmo Sandri (who later became famous on Moto-Guzzi's) two fine technicians, Sceti and the boss, the late Mario Cavedagni, who died in 1941, but whose widow keeps the little firm going and produces among other models a very potent 175 c.c., two-stroke and one of the rare but, in this case fast and reliable 250 c.c. two-stroke "Twins." Bologna was always connected with little but good motor cycle producers, and the C.M. Works di Mario Cavedagni are situated there.

Aldo Guazzoni was for many years connected with Morini, but since 1950 he has produced his own "Guazzoni's" in Milan. The Officine Mecc. Guazzoni produces many different models, but for us the most interesting is the nicely finished 175 c.c. o.h.c. job which can't deny some Morini influence.

I always think Giovanni Parilla must have a superb brain when he knows all the models his factory is producing at the moment. He produces even one of the rare 350 c.c. in Italy (a vertical twin) and, in the racing field, 125 c.c. and now especially 175 c.c. models while the well known 250 c.c. racers are discarded. The 175 c.c. o.h.c. Parilla is a nice, fast, and not too expensive machine, but on request you can also get a 175 "Double-knocker" model which is very, very fast. I quoted 145 Km, but if they are really getting down to the job this speed can easily become increased to around the 110 m.p.h., *if you pay quite a respectable sum for it!*

I don't know where the Moto Aldbert S.r.L., Milan found this un-Italian name, but the fact is that the 175 c.c. Aldbert

machines gained success after success in 1955 races. I think they have been beaten only by the fabulous Rebello's from the Morini stable. One of the Aldbert bosses is the once famous racing car driver Clerici. They say the very nice 175 c.c. racer goes to 100 m.p.h. and I have no doubt this statement, in contrast to those of some other firms, is correct. The whole machine gives a fine impression of clean design, and is reliable and fast too.

The name of F.B. Mondial is well known in England. Maurice Cann rides one still in races (with a frame which is not much F.B. Mondial!) and the list of Ultra-Lightweight T.T. winners also includes some of these fine Italian machines. I said that Giovanni Parilla probably does not know himself all the models he is producing but I think Ing. Boselli the Mondial chief can beat him! They have a lot of 50 c.c. models, even more 125 c.c. models and, I think, about a dozen different 175 c.c. and 200 c.c. machines. On the racing side one can get 125 c.c. as well as 175 c.c. o.h.c. models and probably also in some cases a "hot" Bialbero for these classes. That the F.B. Mondials are fast is well known and if you are interested the factory address is F.B. (Fratelli Boselli) Mondial, 11 Via S. Giusto, Milano.

I once had a nice new yellow painted 250 c.c. Ganna with an o.h.v. engine (Jap Licence). Now the firm of Luigi Ganna & Co., Varese, is using mainly Austrian Puch and German N.S.U. engines for their machines, which include a very nice 175 c.c. model with the well known double-piston Puch two-stroke engine, as used in England by E.M.C. They supply a not-too-hot model which reaches about 75 m.p.h. but they are very clever tuners and have produced much faster two-strokes also. The finish and workmanship of Ganna's is first class.

When one sees the cylinder of the 175 c.c. Folgore produced by Beta, one gets the impression this machine has about 350 c.c. But the Beta is an excellent design which proved last year in many races high speed and great reliability. The engine is a single o.h.c. which gives about 14 h.p. and a speed of 140 Km/h. Produced by Giuseppe Bianchi the model Folgore belongs to the leading machines in this class in Italy and has gained great popularity in a relatively short time. This firm has nothing to do with the Bianchi factory at Milan.

*(continued on next page)*

# THE OUTSIDER

A. E. ROSE

A tale, my friends, you may enjoy  
Concerns a certain Bemsee Boy,  
Sans all prowess with spannered hand  
Aspiring though to beat the band  
And sit securely on the throne  
"The Champion"—at Silverstone.

The winter's tuning programme o'er  
It's speed? not one iota more  
His motor sounded ropey, hence  
Its sad reluctance to commence,  
The blame thrust neatly on his friends  
His entrance fee away he sends.

On practice day his lion heart  
Completely failed to make it start  
Unaided—but with effort long  
'Twould stutter sadly into song  
Assisted by a volunteer  
Plying his muscle at the rear.

With failure staring in his face  
Ignominy and, much worse, disgrace  
For certain boasting had been done  
Before the tuning had begun  
The need for action, quick, was plain  
Or sundry stakes were down the drain.

By tea from borrowed money bribed  
His loyal helpers heard described  
His plan, with artful cunning made  
To gain a tough assistant's aid.  
It mattered little if this craft  
Would mean a starting station aft.

"Perchance," he said, "I twist my knee  
In manner slight, you will agree  
Provided that I wince a bit  
I am an injured man; to whit,  
A rider who can fairly claim  
A pusher's help—that is my aim."

His cronies were an honest lot  
Not too enamoured of this plot  
But finally they all agreed  
To perpetrate the ugly deed  
And all repaired behind a tent  
Where race officials seldom went.

Planting his foot right in the dirt  
To carry out this minor hurt  
With leering smile he twists his trunk  
His knee joint gives a ghastly "glunk"  
"That should be plenty" the group decides  
As down towards the deck he slides.

The moaning starts, he cries with rage  
"I've jiggered up my cartilage"  
The stretcher men bear him away  
His motor will not fire today.  
His entry fees, unsullied, pure,  
Follow his stakes toward the sewer.

Take heed you lads on fame's kiss bent  
Rules are not made to circumvent  
Chapter and verse intend to show  
We start on equal terms, and so  
Excuse me while I take a stroll  
To drain away my methanol!

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## Racing Machines You Can Buy (continued)

M.M. played before the war the same role in racing circles as M.V.-Agusta are playing today in the little capacity classes. They had in the 'twenties a very fast 125 c.c. two stroke in the 'thirties a superb 175 c.c. o.h.c. racer, and later a chain-driven 350 c.c. o.h.c. racer—the only 350 c.c. racer produced in Italy in the 'thirties. These machines have been famous in racing circles although the 350 c.c. model never appeared much outside of Italy. Now the Fabbrica Italiana (Bologna) has a lovely 250 c.c. o.h.c. single, the S.S. with a 64 x 77 m.m. bore/stroke engine unit which gives 26 h.p. at 8,500 r.p.m., with a lot of possibilities for improving on this figure.

The man who is responsible for the interesting Motobi is none other than Ing. Giovanni Benelli, who already produced two lightweight T.T. winning machines—

the winning Benellis, ridden by the late Ted Mellors and by the late Dario Ambrosini. After he left his brothers in the Benelli factory, 6 years ago, he founded the F.A.M. S.r.L. at Pesaro and started the production of the Motobi. His 250 c.c. two stroke is no real racing model but a very fast super-sports machine, suitable for events of a long duration where roadholding, comfort and reliability are more important than a high top speed.

The same can also be said of the Taurus (Milan). These machines are looking very nice and are built by a firm which is for many years in the trade, although they belong to the smaller concerns. The engine is a unit-design single.

And that's the lot. I wish I could write such an article about British racing machines!

## THE EDITOR'S CORRESPONDENCE

THE suggestion of D. Thompson that Bemsee could do with a brisker correspondence feature is one that has my support as it would serve to show us all what our fellow members are thinking and doing. I do not think that most of us would be unkind to any contributor who had something to say with which we did not agree because any of us who have tried to put ideas forward have met a measure of disagreement sometimes. Initially this hurts, especially when one is young and enthusiastic but later one learns to take criticism and be grateful for it.

The suggestion that "two stroke boys would be better occupied in working on fuel injection" caused me to shake with sobs. Submerged as I am, with endless permutations of port shapes and timing, pipe lengths, compression ratios, ignition settings, choke sizes and mixture settings etc. the superimposing of the problems of fuel injection seems just unbearable.

Like several other members, the eventual possibility of using this has been in my mind. Note that word eventual. It is significant because the view I have reached on my limited experience indicates that this problem is one which is subordinate to those with which we already grapple.

The great problem is not only to secure a heavy charge but to have it in the cylinder when the exhaust port has closed. At one particular phase of my experiments I had increased the breathing ability of my engine by about 25% over that of a previous arrangement. The maximum speed remained the same for the simple reason that the charge was spilling through the exhaust port.

"All right" you say. "Petrol injection can be timed to avoid this loss." Fallacy number one. Certainly the fuel wouldn't be lost but what about the most important component of the charge—the air? Unless the weight of fuel is properly related to the air remaining at exhaust port closure an unbalanced mixture results and power will be down.

I am convinced at present (though always ready to change my mind) that this problem of exhaust port spilling is a dead weight on two-stroke performance. As soon as one hits on a port arrangement which, combined with inlet and exhaust tract lengths and diameters, increases the charge leaving the transfer ports so the problem of retaining it in the cylinder re-occurs.

Returning to fuel injection. If a workable system were evolved one would have to devise an automatic mechanical oiling system and present types of pump available do not meter correctly at low or medium engine revolutions so a new problem would arise. Also some form of throttled air intake would have to be used probably much the same as an existing carburettor, with no fuel arrangements but a balancing device for fuel metering. So for all this we gain nothing unless the charge is retained in the cylinder.

A recent article on the D.K.W. engine put on record that fuel injection could step up power output by some 15%.

D.K.W.'s should know. It is possible that they have one or two people around who know a thing or two about two strokes and experimental facilities rather better than the average shed in which we spend our time.

My present schedule will enable me to finish my machine a few minutes before scrutineering commences on April 13th hence the aforementioned sobs.

Happy days—if one gets time to enjoy them. The average two stroke tuner can be included out.  
Cheshunt

A. E. Rose.

PROPOS of the indisputable need to augment the available funds of the B.M.C.R.C. I feel delaying raising the subscription to a more realistic level does not answer the problem, but merely postpones it. The Club could so easily be "in the red," due to weather conditions, or probably falling gate money owing to alternative attractions. Matters quite beyond the control of our administration.

For the present subscription of two guineas the members have eight first-class fixtures listed for 1956, in which they can either actively participate, or equally enjoy in other ways. Can any member seriously contend that 5/3d. per event is an adequate sum to cover the Club's financial risk, or would be extortionate even if doubled?

At the A.G.M. one speaker placed much emphasis on the Club Dinner not being readily accessible to Northern members. The Dinner, however, is not the be all and end all in the value of Club membership. No matter where they reside, there is a programme that more than covers the

(continued on page 75)

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

THE troubles in the printing trade have made things very difficult for your club. Anything you can do to help with posters, stickers and publicity among local clubs will help "Bemsee." Never forget you are a shareholder in our limited company. Help yourself!

\* \* \*

IF this issue is not delayed, there may just be time for you to help with the "Marshal Plan" at Silverstone on April 13th and 14th. If you are a new member, arrangements can be made to pair you up with an experienced marshal who will be only too glad to see that you know what is required. Some of the regulars know all the jobs whilst others prefer to concentrate on one duty. Write to me at 153 Reigate Avenue, Sutton, Surrey and quote your B.M.C.R.C. membership number. If you have a good friend who is interested in becoming a Member Marshal, nominate him and bring the form along with the sub. We can do with a few more M.M.'s because this racing club of ours is run by the members for the members. We also need the revenue which a large number of enthusiasts can help to provide, and remember the working capital for our big meetings runs out at more than three thousand pounds. Quite a business: is it not?

\* \* \*

TALKING of membership, have you ever thought of proposing a new boy? If not, now is the time to do it and help to ensure top class motor cycle racing in this country. We cannot and must not allow our income to go down, so do your stuff and help to double our numbers right away. Read last month's issue of this magazine for confirmation and proof, etc.

\* \* \*

A recent letter from an ex-racer tells me he has decided to stay in the club and help with the "inside admin." This is the right spirit because we need men like this. Men of speedy thought and execution who know what to do without being briefed more than once. My correspondent concluded by saying "Now that my racing days are over, I want to assist those who have assisted me."

I have been asked to name the places again where the boys can rendezvous in the triangle of towns near Silverstone. Here they are in alphabetical order:—Brackley, *The Crown*; Buckingham, *The White Hart*; and Towcester, *The Saracen's Head*. In each case, there is a nearby hostelry if too many people foregather, and furthermore parking is not difficult. I did think of asking Shell Mex to lay on a film show at Buckingham Town Hall, but the printing trouble made me think again. Maybe we can do something like this at the "Hutch" in September. I'll ask James H. Simpson anyway and remind him of the 1926 Junior T.T. picture which caused a lot of fun in the February issue. (See "News Items" for further details.—Ed.)

\* \* \*

I enjoyed Roy Charlton's contribution about "Rumblegut" last month. Maybe you have a good story to tell and one which is bound to interest the rest of us. Possibly you have a super photo of one of the boys in action. Perhaps you can sketch like Noel Pope or draw caricatures like Norman Sharpe. Have a go and send your stuff in to the office. This journal is one of the features inseparable from the B.M.C.R.C. and never forget the Editor's Correspondence. He likes it! So do we! But I refuse to go shopping with Mr. and Mrs. Higgins next December. Christmas Hostilities indeed? I do mine in the Autumn.

\* \* \*

THOSE who know Bill Rose will be pleased to hear he has consented to act as our Press Officer-cum-P.R.O. for a while. Those who do not know him should make his acquaintance as soon as possible. At last we have a man who knows who's who and what's what on this important aspect of our activities. Thank you William!

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MEMBERS who intend to visit the Isle of Man for the first time this year are invited to apply to the I.o.M. Information Office at 119, Grand Buildings, Trafalgar Square, London W.C.2. Those who can call should do so because they are in a position to provide all kinds of literature about Trophy Island. Don't forget your Bemsee Badge because it counts for something with the Manx people. Yes Sir!

\* \* \*

AFTER Silverstone, we have the Speed Trials at Brighton (George Brown and Roy Charlton should be worth seeing) and then on to Oulton Park, Whit-Monday. There is very little marshalling work at Brighton but there's a heck of a lot at Oulton Park so let's hear from you. It will help me if you keep correspondence about each meeting separate, i.e. one letter, one subject, for the simple reason that I keep a file for each event.

TO the ninety nine members around about Merseyside, congratulations! Maybe its a hundred by now and perhaps it will be doubled in time so long as "Tot" presides over this Group. If he can persuade them all to stop shaving I'll ask Bill Rose to make it front page news and get their picture taken at Oulton Park where every man will be racing, servicing or marshalling, according to George.

\* \* \*

MEMBER Marshals who have volunteered to help at Silverstone, don't get alarmed if you don't get your documents until later than usual. You all know what is involved, so we shall act like the good optimist and find "opportunity in difficulty."



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# NEWS ITEMS

## B.M.C.R.C. BRIGHTON SPEED TRIALS

AS announced on the "inside back" of last month's magazine, "Bemsee" will be organising its own special trials at Brighton (Madeira Drive) on May 12th, and it is encouraging to report that entries are already coming in well for all classes, 250, 350, 500 and 1,000 c.c. Solo and also Sidecar and Vintage events. Practice commences at 10.00 a.m. and goes on until 12.30 p.m. The Race Programme starts at 2.00 p.m.

This is the first post-war sprint we have organised and members are asked to give it all possible support and publicity. Double-crown posters are available on application to the Secretary, at the Richmond office, and those of you living in the South, particularly in the Sussex-Surrey-West Kent areas, are requested to display as many posters as you can in Towns and Villages in these counties. Providing we have a good attendance there is every chance that the Brighton Corporation will be disposed to co-operate with us again in future years and make this another annual fixture in the Club's calendar.

Entries close April 11th.

Regulations and Posters available on application to:

34 Paradise Road, Richmond, Surrey.

## SUNBEAM SPRINT

AS announced in the February issue of this magazine, the Sunbeam M.C.C. have again invited B.M.C.R.C. members to participate in the sprint meeting they are organising at Ramsgate on Sunday April 29th. There are classes for solos: 125 to 1,000 c.c., Vintage to 1,000 c.c., and Sidecars to 1,200 c.c. Regulations are available from D. Bates, "Birchfield," Kenwood Drive, Beckenham, Kent. Entries close April 16th.

Falling as it does only two weeks prior to our own Speed Trials at Brighton, this event should prove a useful testing ground, quite apart from what will undoubtedly be an enjoyable day's sport.

## VINTAGE M.C.C. SPRINT

THERE is no doubt that sprint meetings are regaining some of the popularity they enjoyed many years ago when such events were a lot easier to organise than they are today.

The latest invitation to be extended to "Bemsee" members is from the Vintage M.C.C., who are staging a ¼-mile sprint at the Tempsford Aerodrome, Nr. Biggleswade, Bedfordshire on Whit-Monday. In addition to Vintage there are classes for 250, 350, 500 c.c. solo and 1200 sidecar. Entries close May 7th.

Regulations may be obtained from R. Thornton Rigby, 141 Pinner Road, Northwood, Middx.

## MUTUAL AID

**125 c.c. Racer Wanted**—An urgent request has been received from Jack Sparrow, who it will be recalled acted until recently as B.M.C.R.C. Area Organiser for Shropshire, who wishes to obtain a 125 c.c. racer suitable for entering in this year's T.T. He is prepared to either buy, borrow or hire such a machine subject to its all round suitability and would, if necessary, prepare it at his own expense. This is now a matter of urgency and if any member is able to assist directly or indirectly, would they please get in touch with J. Sparrow, 13, New Street, Wem., Salop.

**Experienced Rider**, including three mountain Circuit races, requires the loan of a machine for the Senior or Junior Clubman's T.T. Prepared to accept any reasonable arrangement.

A. Scholefield, 86, Clement Street, Accrington, Lancs.

## NEW MEMBERS

THE following New Members have been elected:

W. J. Almond, B. R. Anderson, D. R. Andrews, A. A. Ashton, R. H. Bacon, D. Ball, R. M. Baxter, E. Beatwell, J. Beeton, R. Bonhan, G. E. Briggs, L. Bull, J. Bullock, A. Burgazzi, K. E. Butcher, W. H. Campbell, C. G. Caress, W. G. Caress, R. H. Carmen, N. Clarke, E. W. Collins, J. Conroy, R. J. Cowles, B. A.



Dennis, J. Drysdale, J. N. Fawkes, L. Flury, J. E. Griffiths, A. Higginson, R. A. Ingram, K. W. James, W. H. James, T. Jones, W. Lancaster, J. A. Lane, P. J. Laney, J. H. L. Lewis, R. S. Mayhew, T. Mash, H. E. Moncrieff, P. E. Morley, P. D. Mullin, M. R. Oram, C. E. Packer, J. R. Pearson, W. I. Peden, E. Plews, C. Richardson, H. E. M. Russell, T. H. Saunderson, W. J. Sawford, H. T. Sawyers, R. S. Snell, J. Starbuck, B. D. Still, R. R. Stoward, M. J. Taylor, P. J. Tucker, L. J. B. Webster, R. Whitehouse, J. A. Winfield, A. Winton, A. J. Wood.

## BENEVOLENT FUND

DONATIONS have been received from the following Members:

N. W. G. Axten, R. Harrison, F. J. Williams, C. E. Belcher.

## ASSISTANCE AT BRIGHTON

THOSE of our Members who are entering for the Brighton Spring Speed Trials on May 12th will be gratified to hear that Mr. G. F. Thomson of G. T. Motors, 21, Chapel Street, Brighton, has kindly offered the use of his well-equipped workshop, and help to anyone who may strike mechanical trouble during the course of our meeting.

## CHARLTON TO ATTACK RECORDS

ROY CHARLTON, holder of the course record at Brighton, is to attack World's records over the standing kilo and standing mile with his now-famous 1000 c.c. Vincent, "Rumblegut." The existing solo figures are: standing mile 31.4 sec. (114.5 m.p.h.), standing kilo, 22 secs. (102 m.p.h.) for solos and for sidecars the speeds are respectively 84.5 m.p.h. (26.4 sec), and 97.5 m.p.h. (37.0 sec).

In this attempt Roy Charlton will use "Filtrate" oil, the standard Colloidal super 30/50; "Filtrate Linklyfe" chain lubricant for the rear chain; and "Filtrate" chain case fluid in the primary chain case.

The attempt will be made after "Bemsee's" Brighton Sprint Meeting on May 12th. Charlton will use this meeting for testing the Vincent after the winter's work. Then he will go to Bristol and attack the records on the runway used by the "Brabazon" aircraft.

We wish him all success.

## DAYTONA

SAMMY MILLER cables from U.S.A. that the Daytona Amateur 100-mile race was won by Bates Molneaux (Harley Davidson). Two B.S.A. riders, Jack Schlaman and Roger Armstrong, were second and third respectively.

The 200-mile Experts race was also a Harley Davidson victory, John Gibson winning at 94.2 m.p.h. Again B.S.A.'s finished second and third, namely, Dick Klamfoth, and George Everett. B.S.A. also finished fourth and fifth.

## FEBRUARY COVER PICTURE

JIMMY SIMPSON confirms that Graham Walker's guess about the cover picture on the February issue of *Bemsee* was the correct one. The year was 1925. The race was the French Grand Prix.

The Celebrations were to acclaim Jimmy Simpson as the winner of the 500 c.c. race. In addition to first place, J.H.S. also made the record lap.

## OFF SICK

MEMBERS will be sorry to learn that Graham Walker is on the sick list. We all wish him a rapid and complete recovery.

---

**The Editor's Correspondence (continued)** present subscription. Neither is a comparison with other Club's subscriptions relevant, as their racing fixtures are not on the same scale, or as well organised.

I suggest all members be approached to give a guarantee to double one year's subscription should the Club ever be in need of it, following an adverse season. The active Racing men would have the satisfaction of ensuring continuity of a full programme in following years, and the non-active men the gratification of know-

ing they were helping to back England's premier motor cycle racing Club.

It would only touch Member's pockets in the Club's hour of need. If that should arise, who is the member who would refuse to assist? They do claim to be enthusiasts. Increasing membership alone will not produce a quart out of a pint pot, which seemingly is the desire of some sections of the Club. Do let us be realistic, and face unavoidable increasing expenses.

Coulsdon.

L. P. Peters.

## NEW BOOKS

**MIND OVER MOTOR. 15s.—0d.**

by **W. H. Charnock.**

*Published by: G. T. Foulis & Co. Ltd., London, W.C.2.*

EVERY motorist of long standing could spin a tale of his experiences. Some would be dull because the tellers were affluent enough to satisfy their every whim. Others would be chock-full of exhilarating charm. But very few of these tales are committed to paper because the would-be story tellers are more adept at clutching a steering wheel than a pen. One of these who can turn a wheel and a phrase with like agility is W. H. Charnock, who has already delighted many of his fellows with his crisp and humorous motoring verses. And having read this delightful nonsense your appetite is whetted and craves for still more Charnock. Ever helpful, he has obliged with "Mind over Motor."

This is the story of an enthusiast who has, for something like a lifetime, braved the roads of Britain on two and four wheels; in the old days when you never knew what was going to burst, in these new days when you never know what is going to hit you.

His taste in motor-cars may not be to everyone's liking, but there is no denying that he was fastidious in his choice and not led astray by the hoipoloi.

He will endear himself to all motorcyclists by his confession that, "If the motor car has been my life-long love, then I suppose the motorcycle has been my unreasoning infatuation;" and, ". . . I have no regrets and would not have missed a single mile." And will forgive him his criticism that ". . . it is cold and wet and often damned uncomfortable . . ." In our saner moments most of us would agree, especially those who began their riding thirty and more years ago—

on narrow-tyred monsters equipped with hard saddles, rigid frames, so-called spring forks, and capable of speeds not so far short of our modern pieces.

Amongst the motorcycles the author owned were a Rudge-Multi, a sprint o.h.v. Norton, "A proper Zenith with real hair on its chest and a four-cam J.A.P. 1000 c.c. twin," and a Bickell-tuned "Squarrel." These lusts were tempered by a McKenzie—one of the early motorized bicycles, *circa* 1925 — a two-stroke Excelsior, a G.T.P. Velocette and one of the "Cruiser" Frantic-Barnetts of the 'thirties.

Gauge his enthusiasm for a fast motor, and his covetousness, by this little anecdote.

"In the early spring of the following year, I was filling up at a wayside garage outside Doncaster and got into conversation with a character bestriding an extraordinarily attenuated Norton, as thin as my Zenith was fat. This was one of the early push-rod o.h.v. machines lightened down for sprints and sand racing. The tank held about a thimbleful and the mudguards and things were hardly there at all. The very contrast between the two bicycles so fascinated us both that we did a level swop there and then."

The book is written in a racy, spicy style; takes you from the sublime to the ridiculous in a flash; halts you with a sudden turn of seriousness; and sends you wistfully wandering around the byways and highways of a world of motoring that will never return. Then, with a sudden turn, that could be equalled only by a learner-driver, has you back on the hard highway of today.

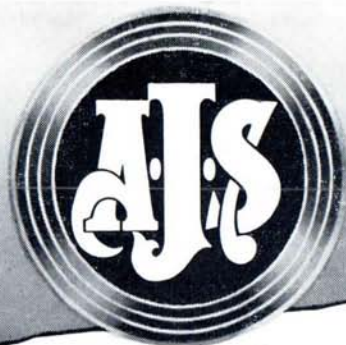
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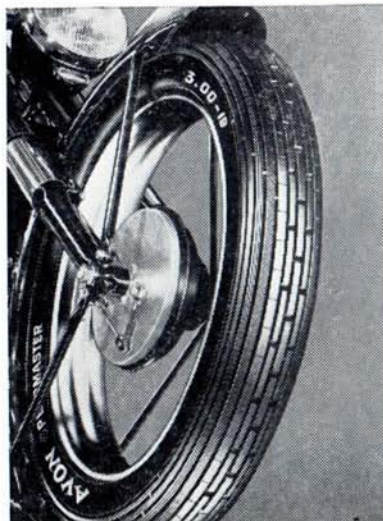
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# AREA NEWS

## CHESHIRE AND MERSEYSIDE

G. E. Tottey,

2 Rocky Lane South,  
Heswall, Wirral.  
Phone: Heswall 300

WE had a very good film show on February 22nd, with films supplied by the Shell Company, and in spite of snow and bad roads we once again had a full house.

Hector Dugdale runs the Show for us and he came a long way under difficult conditions to do it. After all his efforts, for which we are always grateful, he had the misfortune for a defect to develop in the sound reproduction. Fortunately Norman Milligan was there and he rushed off and in a few minutes was back on the scene with another projector so all was well.

The film of the Ulster Grand Prix was very much appreciated, and of "Silverstone Saturday" in which some of us appear.

In our Area we have a rider looking for a mount this season and when I say rider I don't mean one who thinks he is, but who really is a good one. He has ridden in the Norton works team and for a foreign manufacturer with great success, including recent wins in International races.

He is desirous of riding in the T.T., and in Continental races if required. Naturally he has an International licence and the starting money he is offered and the bonuses he enjoys would make him a very desirable rider for a manufacturer or an enthusiastic agent financially, apart from his potential as a race winner and not an also-ran.

If anyone interested will write me I will put them in contact immediately.

We are very sorry to hear of Graham Walker's illness and hope he will soon be out again.

His illness and Geoff Duke's absence in Italy brought Bill Quinn and myself an unexpected night out at Pilkington's in St. Helen's recently. We went along at short notice and gave a chat on Brooklands in the old days and answered some questions put by members of the audience, along with a film show.

We were on a pretty safe wicket as no one else present knew anything about Brooklands, so Bill and I could shoot a bit of a line if necessary and smile blandly at each other in mutual agreement. The

audience was a mixed one so some of the more spicy bits remain untold.

## SURREY AND MIDDLESEX

W. G. Jarman

153 Reigate Avenue,  
Sutton, Surrey.

AS the racing season is about to begin, there will not be much time for social activities until October. Therefore, unless there is something very special to report, there will not be any notes during the next few issues. You will observe that Surrey and Middlesex have got together, so we can amuse ourselves once again finding a place of convivial attraction which is geographically good. Can anyone suggest a good "House" somewhere along the line between the two counties? Say the Kew, Richmond or Kingston areas, so that the London types can join in.

Any member who is in the following districts will be made welcome at:—*The George, Epsom, The Antelope, Surbiton, The Winning Horse, Claygate*. If there are any other members associated with licensed hostleries, please let me know.

## MANCHESTER AND SOUTH LANCs.

R. A. Ingham Clark,

22 Chester Road, Manchester 15

AT the last meeting of the Group, Bob Berry came along and gave his promised talk about his experiences during his record attempts and plans for the future. There should have been a showing of a film of Pendine Sands. Unfortunately the Area organizer managed to blow the bulb in practise! Bob's talk was interesting enough though, without it, the more so for those who had heard the other Bob Burns talk about *his* plans when over in Cheshire recently. It seems that Utah is going to hear a lot of exhaust notes this summer. We are most grateful to Bob and wish him the best of luck in getting the record back from the Germans.

As I think most of the members in this Area know by now, I am being posted back to London by my firm shortly. I am very disappointed I have to leave now, just when we seem to be really getting under way. I hope that before the next meeting I will have "persuaded" someone to take over. The next meeting is provisionally arranged for April 10th at the *Bridgewater Arms*, 105 Chester Road., Manchester 15.

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**SPRING**

**SPEED TRIALS**

First event 2 p.m.

Practice 10 a.m.

*Last day  
for entries  
April 11*

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NORTH

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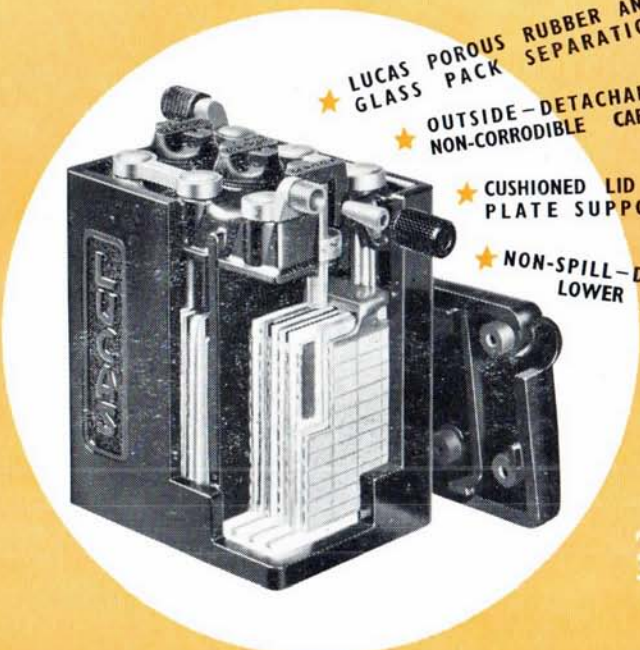
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