



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 2. FEBRUARY, 1956. ONE SHILLING



In the good old days of T.T. racing, alcohol fuels were permitted.
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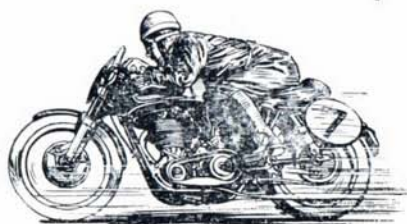
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APRIL 14

“MOTOR CYCLING’S”

Silverstone

Saturday



Bemsee

Vol. 9. No. 2. FEBRUARY, 1956

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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We don't want him.

ELSEWHERE in this issue we reprint a comment about the suspensions case made by a well-known journal devoted to sport. Whilst we do not necessarily endorse the opinion expressed, we cannot but feel that the choice of Mr. Anstice as the British representative to the C.S.I. was an unhappy one.

The man who represents British racing motorcyclists must be respected and popular with the riders, and one in whom they have confidence. Unhappily, Mr. Anstice is neither popular with nor respected by riders, and there are few, if any, who have any confidence in him. For this he has himself to blame, for the attitude he adopted in the L.O.M., when acting as Machine Examiner, left much to be desired. He has the unfortunate faculty of getting the backs up of everyone. Most racing men are reasonable beings, and even under the stress of racing conditions are not unapproachable provided a tactful and understanding manner is adopted. Mr. Anstice has not exhibited these virtues.

We cannot get along with him. We can get along without him.

RACING MACHINES

UNDER THE POCKET LENS

ERWIN TRAGATSCH

HOW fast are our present racing machines? How many horses are in them? That are two questions which I try to answer. But, to avoid any misunderstanding, I can't and do not want to take over any guarantee for my numbers. That concerns mainly the factory machines as the data one gets from competent men are often varying. We must also count, that

often more similar engines have quite different h.p. outputs and that sometimes h.p. outputs on the test bench are not fully effective on the road. It is also quite difficult to follow every development made during the season in a factory on a racing machine and therefore I regard the following numbers and speeds as a basic and not as a perfectly accurate statement.

125 c.c.:

Works machines:

M.V.-Agusta	-	Singles with 2 O.H.C.	:	19 — 20 H.P.	:	190 Km.p.h.
F.B.-Mondial	-	Singles with 2 O.H.C.	:	18 — 19 H.P.	:	185 Km.p.h.
N.S.U.	-	Singles with 2 O.H.C.	:	18 — 19 H.P.	:	175 Km.p.h.
C.Z. (Jawa)	-	Singles with 2 O.H.C.	:	16 — 17 H.P.	:	160 Km.p.h.
Ifa	-	Twostroke single	:	15 H.P.	:	155 Km.p.h.
D.K.W.	-	Twostroke single	:	17 — 18 H.P.	:	170 Km.p.h.

Production machines:

M.V.-Agusta	-	Single with 1 O.H.C.	:	14 — 16 H.P.	:	155 Km.p.h.
F.B.-Mondial	-	Single with 1 O.H.C.	:	14 H.P.	:	148 Km.p.h.

175 c.c.:

Works machines:

M.V.-Agusta	-	Single with 2 O.H.C.	:	20 — 21 H.P.	:	198 Km.p.h.
F.B.-Mondial	-	Single with 2 O.H.C.	:	19 — 20 H.P.	:	187 Km.p.h.

Production machines:

Morini	-	Single with 1 O.H.C.	:	16 — 18 H.P.	:	162 Km.p.h.
Aldbert	-	Single with 1 O.H.C.	:	13 — 14 H.P.	:	148 Km.p.h.
Mi-Val	-	Single with 2 O.H.C.	:	13 H.P.	:	145 Km.p.h.
Parilla	-	Single with 1 O.H.C.	:	12 H.P.	:	130 Km.p.h.
Jawa	-	Single 150 c.c. Twostroke	:	11 H.P.	:	125 Km.p.h.

250 c.c.

Works machines:

M.V.-Agusta	-	Twin with 2 O.H.C.	:	35 H.P.	:	205 Km.p.h.
N.S.U.	-	Twin with 2 O.H.C.	:	34 — 36 H.P.	:	210 Km.p.h.
Moto-Guzzi	-	Single with 2 O.H.C. 1954	:	32 — 34 H.P.	:	205 Km.p.h.
Jawa	-	Twin with 2 O.H.C.	:	26 — 28 H.P.	:	175 Km.p.h.
C.Z.	-	Single with 1 O.H.C.	:	26 H.P.	:	170 Km.p.h.
Ifa	-	Twin, twostroke	:	26 H.P.	:	170 Km.p.h.
Awo	-	Single with O.H.V.	:	18 H.P.	:	145 Km.p.h.

250 c.c.

Production machines:

N.S.U.	-	Single with 1 O.H.C.	:	28 — 29 H.P.	:	185 Km.p.h.
Moto-Guzzi	-	*Single with 1 O.H.C.	:	27 H.P.	:	180 Km.p.h.
Moto-Guzzi	-	Single with 1 O.H.C.	:	24 — 26 H.P.	:	170 Km.p.h.
Parilla	-	Single with 2 O.H.C.	:	24 H.P.	:	170 Km.p.h.
Parilla	-	Single with 2 O.H.C.	:	22 H.P.	:	160 Km.p.h.
D.K.W.	-	*Single, twostroke	:	26 H.P.	:	180 Km.p.h.
Adler	-	Single, twostroke	:	26 H.P.	:	180 Km.p.h.
Adler	-	Single, twostroke	:	24 H.P.	:	170 Km.p.h.
Puch	-	Single, twostroke	:	22 H.P.	:	165 Km.p.h.

350 c.c.:

Works machines:

Moto-Guzzi	- Single with 2 O.H.C.	: 44 — 45 H.P.	: 220 Km.p.h.
Norton	- Single with 2 O.H.C.	: 42 — 43 H.P.	: 210 Km.p.h.
A.J.S.	- Single with 1 O.H.C.	: 38 — 40 H.P.	: 195 Km.p.h.
D.K.W.	- Three Cyl., twostroke	: 38 — 40 H.P.	: 200 Km.p.h.
N.S.U.	- 288 c.c. twin 2 O.H.C.	: 40 — 42 H.P.	: 208 Km.p.h.
M.V.-Agusta	- 4 Cyl. with 2 O.H.C.	- 38 — 39 H.P.	: 195 Km.p.h.
C.Z.	- Single with 1 O.H.C.	: 32 H.P.	: 175 Km.p.h.
Jawa	- Twin with 2 O.H.C.	: 40 H.P.	: 195 Km.p.h.
Eso	- Single with O.H.V.	: 32 H.P.	: 175 Km.p.h.

Production machines:

Norton	- Single with 2 O.H.C.	: 38 — 40 H.P.	: 195 Km.p.h.
A.J.S.	- Single with 1 O.H.C.	: 34 — 36 H.P.	: 185 Km.p.h.
B.S.A.	- Single with O.H.V.	: 32 — 34 H.P.	: 175 Km.p.h.

500 c.c.:

Works machines:

Gilera	- Four with 2 O.H.C.	: 65 — 70 H.P.	: 235 Km.p.h.
Gilera	- Four with 2 O.H.C.	: 62 — 65 H.P.	: 230 Km.p.h.
M.V.-Agusta	- Four with 2 O.H.C.	: 60 — 63 H.P.	: 225 Km.p.h.
Norton	- Single with 2 O.H.C.	: 55 — 60 H.P.	: 220 Km.p.h.
Moto-Guzzi	- Single with 2 O.H.C.	: 55 — 58 H.P.	: 220 Km.p.h.
Moto-Guzzi	- 8 Cyl. with 2 O.H.C.	: 70 — 75 H.P.	:
B.M.W.	- Twin with 4 O.H.C.	: 65 H.P.	: 228 Km.p.h.
Matchless	- Twin with O.H.V.	: 50 — 52 H.P.	: 210 Km.p.h.
Jawa	- Twin with 2 O.H.C.	: 50 — 52 H.P.	: 208 Km.p.h.
Eso	- Single with O.H.V.	: 42 H.P.	: 190 Km.p.h.

Production machines:

Norton	- Single with 2 O.H.C.	: 45 — 50 H.P.	: 215 Km.p.h.
Matchless	- Twin with O.H.V.	: 48 — 50 H.P.	: 205 Km.p.h.
B.M.W.	- Twin with 4 O.H.C.	: 50 — 52 H.P.	: 210 Km.p.h.
Gilera	- Single with 2 O.H.C.	: 40 H.P.	: 190 Km.p.h.
B.S.A.	- Single with O.H.V.	: 42 H.P.	: 192 Km.p.h.

My association with road racing machines goes a long way back when I was a very young fellow. In fact, I saw my first big race 1924 in Monza in Italy, when Van Geert on a 250 c.c. Rush-Blackburne, Jimmy (Shell) Simpson on a 350 c.c. A.J.S. and Guido Mentasti on a 500 c.c. Moto-Guzzi won the "Grand Prix des Nations." Since this time I have very carefully observed the technical aspect on racing machines and was even more careful when quoting technical datas, especially horse power figures and top speeds.

The figures, I quote for some 125 c.c. works-racers seems even to me on the high side, but we shall not forget that the Italians concentrated in the last years very much on this class and thanks to very strong opposition—until 1954 also from Germany—they have been forced to put all their brains and other sources into these little racing machines. Only a short time ago was held at Monza a "flying kilometre" race and although the conditions were not perfect, Provini on the 125 c.c.

F.B.-Mondial reached 170.616 Km/h. Other speeds here included: Carlini on a 75 c.c. Ceccato 115.755 Km/h. and Silvestri on a 100 c.c. Ceccato 129.500 Km/h. Really not bad for these little machines!

All the speeds I have quoted for 125 c.c. works machines concern those in streamlined form. The N.S.U. quoted, is the "Rennfox" which was not raced in 1955, while the C.Z. is the machine which should have been ridden by Bill Lomas in the T.T. if it had arrived! It is definitely faster than the productions single knocker M.V.-Agustas. That was proved last year in races in Sweden, Holland, Germany and Czechoslovakia. The Ifa is produced by the East-Germans in the former D.K.W. factory at Zschopau and designed by Bernard Petruschke who rode before the war in the D.K.W. factory team and who rides still in the Ifa in races too. The 125 c.c. D.K.W. is the newest racing machine design of the Ingolstadt (West-German) D.K.W. works. It appeared for the first time late in 1955 and proved quite

fast but not too reliable, but should do very well in 1956 after some redeveloping.

How difficult it is to quote exact data, you see in the productions racing machine 125 c.c. class. Here are the much used single knocker M.V.-Agustas which, although leading in nearly all races in 1955, have very varying outputs. While the productions F.B.-Mondial is a bit down, the works F.B.-Mondials are hard on the heels of the M.V. Agusta. As the factory Morini's have not been raced much in 1955, I didn't quote them, but in my opinion Alfonso Morini, the boss and chief designer of this little firm, could, if financially backed, produce quite easily a machine comparable with the fastest M.V.-Agusta's or F.B.-Mondials. In the long distance Milano-Taranto race this year, his 175 c.c. Morini "single," was second in the general classification, beaten only by Bruno Francisci on a factory entered Gilera 500 c.c. 4 cyl. and in front of the second Gilera "4," ridden by Valdinoci!

The 175 c.c. class concerns mainly races in Italy, where this class is again very popular, mainly among riders on production machines. The 203 c.c. M.V.-Agusta single is based on a 175 c.c. model of the same factory. On such a machine won Bill Lomas the T.T. in 1955. In connection with the 175 c.c. productions racers I mentioned the Mi-Val. To be correct, the "double-knocker" 175 c.c. Mi-Val is a semi-factory model so far not in real mass-production.

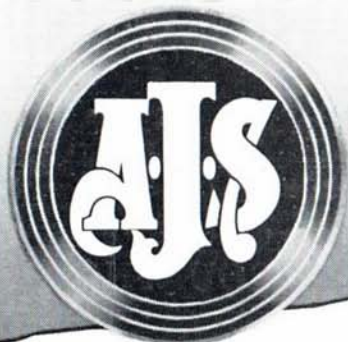
In the 250 c.c. class the newest design is the M.V.-Agusta "Twin" as ridden by Bill Lomas at Monza in 1955. Two 125 c.c. "double-knocker" singles form the basis for this machine. The mentioned N.S.U. "Twin" is the factory owned "Rennmax" which was not raced in 1955 while the Moto-Guzzi concerned is the latest, 1954 "Gambalunghino" more or less a 1953 engine with the 1954 streamlining. The Jawa 250 c.c. twin was designed 3 years ago but developed in the last two years and while it gained on speed, it is still very unreliable. The 1 cyl. C.Z. is basically the old Walter design of 1946, which was taken over in 1949 when Walter joined the C.Z. racing department. Although improved in the last years, it can't hold any more the present modern racing machines in this class in international events. The Ifa is a quite new design, consisting of two coupled 125 c.c. twostroke engines. So far, it hasn't proved enough stamina in bigger races. The Awo racing machine (with shaft drive) is developed from the B.M.W. like single cylinder East-

German Awo production machine. When one counts the difficulties of producing motorcycles and especially racing machines in countries behind the Iron Curtain, one must have only admiration for the men which made this—not too fast and not too reliable—racing machine.

The 250 c.c. N.S.U. "Sportmax" tops the production racers in this class. The data here quoted are for the unstreamlined machine. I mentioned here two Moto-Guzzis. The first one is the "Gambalunghino" with an ex-factory engine, the second one the same model with an "over the counter" racing motor, both cases without streamlining. That concerns also both Parillas which I have mentioned in fact, Parilla doesn't supply at the moment 250 c.c. racing machines at all. The machine with the 24 H.P. was a home developed racer owned by Gablenz of Germany, the best Parilla which was ever raced! The name "production racer" is also not too correct in connection with the 250 c.c. D.K.W., which is ridden by Karl Lottes. Although this machine was sold to him, nobody else got another machine of this type! Lottes, as you may remember, rode this machine also in 1955 at the "Hutchinson 100" at Silverstone. The twostroke racing Adlers have not much been developed in 1955. Hallmayers 1954 model with 26 h.p. was the best among them. The Austrian double-piston twostroke Puchs are more or less home tuned sports machines. I quoted 22 h.p., but it is possible that some of them have a bit more.

The whole racing season 1955 I tried to compare the factory Moto-Guzzis and works Nortons in the 350 c.c. class and got to the result, that the engines of both are about equal in efficiency. The difference was concerning the top speed mainly in the streamlined fairing of the green Moto-Guzzis and their lighter weight while the Norton engines had to pull heavier cycle parts as the 350 c.c. Norton frames are identically with the 500 c.c. ones. The speed quoted for the 350 c.c. 3 cyl. D.K.W. is probably a bit low, with full streamlining it should be about 10 Km/h lighter. But what helps the speed if the frames still can't cope with the engine? The enlarged 288 c.c. N.S.U. "Rennmax" Twin was not raced 1955 and also not much the 350 c.c. M.V.-Agusta "4", while the C.Z. is, like the 250 c.c. model, out of date now in bigger races.

In my opinion, the best machine for races produced now behind the Iron Cur-



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Way Out Ahead 

tain is the new 350 c.c. Jawa "Double-Knocker" twin, as ridden in the Swedish Grand Prix and Grand Prix of Czechoslovakia in 1955. A brand new design, which after further development, could put up a good show also in big races in western countries. In the "Czech G.P." it was much faster than all privately entered "Manx" Nortons, A.J.S. "Boy Racers," N.S.U. "Sportmax" and other fast machinery, it retired a few km before the finish. Like the Jawa, the Eso is a Czech make. Here a very nice o.h.v. engine is used. Also this design is new.

Not much can be said about the production racing machines in the 350 c.c. class where we have only Nortons, A.J.S. and B.S.A.s, when we do not count the one or other ex-factory Moto-Guzzi.

In the 500 c.c. works machine class I quoted twice the Gilera. First in preparation for a fast race as Monza and then in the form we know the Gilera as ridden also in England by Geoff Duke. Joe Craig will eventually not agree, after the Silverstone 100 and Brands Hatch, when I put the speed of this Gilera 10 km/h. higher than his Nortons, but even with all my great admiration for Bracebridge Street and Joe Craig himself, I don't think that the unstreamlined Norton can beat always the Duke-Gilera combination. The Gilera is still faster. Different is the comparison with the single cylinder Moto-Guzzi. While in the 350 c.c. class I would give the Italian machine a little a plus for reasons mentioned, I am sure that the 500 c.c. works-Norton with a Surtees-like rider can beat the 500 c.c. single cylinder Moto-Guzzi any time if the rider concerned uses correct tactics.

The 8-cylinder Moto-Guzzi is still a

dark horse. I quoted some h.p. figures but I am too shy to mention any speeds. I have no experience with 8-cyl. racing engines in motorcycles but have still my nose full from a very fast 500 c.c. racing V-twin in the thirties!! I am a great pessimist concerning the new Moto-Guzzi 8 cylinder racer, until Mandello proves me that I am wrong! The B.M.W., in this case mainly ridden by Walter Zeller of Germany, was a semi-factory machine. Officially the factory was not competing in 1955, but it is difficult to deny that it was behind this great rider and his successes. The Matchless is sufficiently known, while the 500 c.c. Jawa still doesn't belong to the most reliable racing machines although quite fast. The Eso, like the 350 c.c. model is a new, modern O.H.V. single.

I quoted 215 Km/h. as top speed for the production 500 c.c. "Manx" Norton in 1955 form, only 5 Km less than for the works machines. I am prepared to agree that the works machines have been at the end of 1955 faster, say 225 Km or even 230 Km. And that, according to Joe Craig, would mean that the "over the counter" 1956 "Manx" would have the same top speed and I have no reason not to believe it. Good luck to you all "Bemsee" members and "Gilera 4" hunters! I write Gilera 4, because the mentioned Gilera single is only the old "Saturno," now out of production.

That is, as I see the racing machines at the present time. Next year I do hope to be able to extend my list with the 250 c.c., 350 c.c., and 500 c.c. B.S.A. works racers, the 250 c.c. works Excelsiors (no mistake) and Dots, the 125 c.c. Gilera and Bianchi's, the 350 c.c. M.V.-Agusta twin and others.

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NEWS ITEMS

CAPERS IN COURT

A well-known "barrow boy," who shall be nameless—he is not a member of "Bemsee"—was recently the centre of an amazing incident in a court of summary jurisdiction held in a small country town in the south. At the close of the case a fine of £3 was inflicted upon the "b.b." for speeding; evidently he had expected a much heavier punishment, and in answer said: "Thank you very much." To the astonishment of the magistrates the Chief Inspector of the Police then sat on the floor.

According to an eye witness account this unexpected action was not brought about by the policeman's amazement at the insignificance of the punishment, nor at the delinquent's show of politeness. It is reported that as the "b.b." passed down the court room to pay the fine he pulled the policeman's chair from under him and caused him to be unseated.

Pausing to shout a hurried apology, the "b.b." then hastened to pay his fine, pursued by several policemen. He was arrested and placed in the cells, reappearing before the magistrates during the afternoon on a charge of assaulting the chief inspector in court that morning.

In evidence the chief inspector stated that the "b.b." had deliberately hooked the chair away with his foot and caused him, the c.c., to fall very heavily to the floor. So great was the impact that the policeman's left shoulder was injured.

The "b.b." then gave evidence on oath. He denied that he had deliberately moved the chair away. What had happened was that the inspector moved back as he, the "b.b.", passed his chair, and his foot was entangled with the chair leg. He had a slightly lame leg which was weak and caused him to stumble. At the court room door he looked back in answer to the policeman's cry of "Oi" and was surprised to see him sitting on the floor.

The chairman of the bench told the "b.b." that it was difficult to explain how this fall had come about unless it was because the "b.b." was a man of uncontrollable temper. He emphasised that the chief inspector might have broken his back or suffered some other serious injury. He regarded the incident very seriously, as any assault on the police must be regarded, and their first impulse was to sentence the "b.b." to prison. Instead, they imposed a fine of £10.

"TURBO-CARS" IN GRAND PRIX RACING

GAS turbine and piston-engined cars may compete together in Grand Prix races in 1958. This was discussed at the F.I.A. meeting held in Paris recently. Delegates from America, Britain, France, Germany and Italy recommended that a new formula should be devised to allow turbine-engined cars to compete on equal terms with piston-engined cars in Formula 1 races in 1958 and 1959. The Sub-Committee agreed to the continuation of the present Formula III (for unsupercharged cars of up to 500 c.c.) for two more years (i.e. 1958 and 1959); to the continuation of the present Formula I (for unsupercharged cars of up to 2,500 c.c. and supercharged cars of up to 750 c.c.) in 1958 and 1959. The final decisions of the Sub-Committee will be referred to the C.S.I. for approval.

SPEED LIMIT FOR DUAL-PURPOSE VEHICLES

THESE regulations came into operation on December 14th, 1955, and their effect is that utility vehicles which satisfy certain conditions as to construction are termed "dual-purpose vehicles," and are in all respect in the same position as regards speed limits as ordinary private cars. The question, therefore, whether these vehicles are operated under A, B or C licences is now irrelevant from the speed limit point of view. A further effect of the regulations is probably that all goods vehicles which do not satisfy the conditions as to construction of "dual-purpose vehicles," are subject to a speed limit of 30 m.p.h. at all times, regardless of use. The position is not entirely free from doubt, but this will certainly be the eventual result if a clause in the Road Traffic Bill is passed in its present form. The regulations are complicated but, generally speaking, ordinary utility vehicles weighing not more than 2 tons unladen, and with transverse seats for passengers to the rear of the driver's seat, fall within the conditions. So also do light 4-wheel-drive vehicles such as Land Rovers. Details of the conditions as to construction of "dual-purpose vehicles" can be obtained from the R.A.C. Legal Department.

SEASONAL GIFT FROM R.A.C.

OVER 2,000 R.A.C. Motor Sport members have received an unexpected Xmas-New Year present. It is an attractive wallet in black ribbed plastic from the Royal Automobile Club, of just the right size to hold a Competition Licence.

On one side the wallet carries a centrally placed oval replica of the distinctive silver, blue and red R.A.C. Motor Sport Membership badge. The other side is formed by a transparent plastic film to display the licence.

Motor Sport Membership of the Royal Automobile Club is restricted exclusively to past and present holders of R.A.C.-issued Competition Licences. Membership in this category entitles a person to all the usual benefits of ordinary R.A.C. Associate Membership. Its additional special advantages include a full fixture list of all motor sport meetings in Britain and abroad plus regular bulletins giving the latest news of motor sport.

The wallet is a convenient size for carrying the R.A.C.'s streamlined, new-look "Get-you-Home" service voucher in addition to a competitions licence. Presentation of the voucher ensures a member getting prompt attention from any R.A.C. approved agent or repairer in the event of a breakdown. Even if the car cannot be "got home" at once, the special R.A.C. service provides free transport for both the driver and his passengers up to a distance of twenty miles.

R.A.C. Motor Sport subscription is two guineas a year plus a guinea fee for the use of the special new badge and access to the countrywide R.A.C. telephone network. Members and Associate Members of the R.A.C. are required to pay only the extra one guinea badge fee.

MOSS NOT TO DRIVE FOR JAGUAR

IN view of the various statements which have appeared in the Press concerning the probability of Stirling Moss driving for Jaguar in 1956, the Company state that it is true that negotiations with Moss have taken place and that there was a mutual desire that he should drive Jaguars. The Company would have welcomed him to the team, but it was not possible to

engage him as Number 1 driver as, of course, the team will be lead, as last year, by Mike Hawthorn whose outstanding performance for Jaguar included winning Le Mans, the Sebring 12-Hours Race and the establishment of a new lap record in the T.T. For these achievements Hawthorn was awarded the John Cobb Memorial Trophy for the most meritorious performance by a British driver driving a British car.

R.A.C.—A.-C.U. TRAINING SCHEME SUCCEDES 1955

MORE than 1,500 learner motor-cyclists gained proficiency certificates under the R.A.C.-A.-C.U. Training Scheme last year.

Devised and operated by the Royal Automobile Club and the Auto-Cycle Union, the scheme is run in conjunction with motor cycling clubs in all parts of Britain.

Altogether sixty-four Clubs now take part in the scheme and there is keen competition between them to turn out more and better motor-cyclists.

In all a total of 1,529 certificates were issued in 1955. Heading the list for the greatest number of successful pupils in 1955 is the Wood Gren Club of Harringay, London, with a total of 100 learners who have been awarded Proficiency Certificates. This represents a 400% increase on the Club's record for the previous year.

The sixty-four training schools employ a total of 170 lightweight machines all of which are provided free of charge, largely by the Royal Automobile Club. £2000 was recently donated by Britain's motor-cycle manufacturers for the purchase of a further twenty-six new machines for the Training Scheme. These new motor-cycles will ensure that this year more pupils than ever will be trained on modern machines, and it is hoped that under the provisions of the new Road Traffic Bill the scheme may be even further expanded and improved.

Since the scheme was introduced nearly nine years ago, 7,027 learner motor-cyclists have graduated from the various training schools.

The cost to a learner-driver of the very thorough training course, is as little as 1s. 6d. a lesson. The complete course of twenty-four tuition periods covers theoretical as well as practical instruction spread over a period of from six to twelve weeks.

'REV COUNTER' REPORTS

D. J. Scannell. Most of you will know by now that Mr. Scannell has resigned his Secretaryship of the British Racing Drivers' Club, after no less than 19 years in this executive position. In those far-off days when he first took up the reins for B.R.D.C., racing was a very different problem to that as we know it today, and perhaps easier to cope with and a lot happier. I understand he has taken up an appointment within the Trade, and will therefore be able to keep in general touch with the movement as a whole. We wish Desmond Scannell every continued success and prosperity in his new appointment, and also that his successor at B.R.D.C., Mr. J. Easton Gibson, who, as a motoring correspondent, will not be altogether strange to motor race organisation, will raise the standards of the Club to even greater heights.

R. J. Webster. Writes from Toronto expressing his satisfaction with the B.M.C.R.C. Handbook and, like a number of others, draws attention to the error in the caption for the cover picture of the December issue of *Bemsee* — our apologies to one and all. As a result of a racing accident last September, resulting in a broken wrist and ankle, he reports that although the latter has completely mended, the wrist is unfortunately still in plaster, which, however, should be off in the near future.

G. E. Tottey. Ranks as our number one Area Representative for showing results for his labours on behalf of the Club, and certainly went to great trouble and exceeded all previous efforts on the occasion of the Cheshire "Group's" annual Hot Pot. As you will have read in Area News in the January issue, there was a total attendance of 143, which included many famous home and colonial names. A further point was the very great interest that was taken in the social gathering by the local press, and as a result at least three papers gave very reasonable space to

a report on proceedings. Two of these, the *Birkenhead News* and the *Heswell and Neston Advertiser*, gave front page pictures! Have we another Representative who would like to challenge our Tottey's effort and put on an even better show?

N. J. Dicks. In a recent letter from this member, he gives news of how one of our Area Representatives was able, and in fact went to extreme trouble, to help and generally make life more bearable after a crash which confined him to hospital at Mountain Ash. No need to ask who when we come to Wales, none other than Mrs. Marion Pryse. Thanks a lot, Marion, from us all, for a really grand job you made of keeping an eye on one of our members who was a long way from home.

A School for Service. According to a report in *Motorcyclist*, it appears that a joint effort is being made by B.M.W. and N.S.U. to teach their American agents the best ways and means of servicing their respective products. For as little as \$380 (about £135) per person, a two week trip to Germany is being arranged and will include the air trip there and back by K.L.M., and room, board and transportation while in Germany. Dealers taking advantage of this facility will spend one week at the Service School of N.S.U. at Neckarsulm, and a further week at Munich with the B.M.W. concern. Even families who may wish to accompany dealers on this mission will be entertained (sightseeing etc.) whilst the dealers are attending the Service Schools.

Speed Trials. At the time of writing, it seems probable that we shall be organising a further meeting this year, in the form of a Speed Trial at Brighton, and should this materialise, it will be operated under restricted permit for this first year, but subject to the support received it may well be upgraded to "National" status in further years.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

IN last month's issue I suggested a couple of New Year resolutions:—to pay the annual subscription and attend the A.G.M. on February 24th. Don't forget that your resolutions and nominations must be sent to the Secretary not less than 14 days before the A.G.M. Make it a re-union this year and join us at the "Crimson Beast" after the meeting which is a duplicated affair covering the Company and the Club. Every member of the Club is a shareholder in the Company and that's fair enough.

☆ ☆ ☆

A letter, from Italy if you please, asks me to express in simple language, without formulae, why the 500 four will develop more power than the 500 single. It isn't easy but here goes. The inertia forces in a piston engine are caused by the piston itself which does a fantastic amount of accelerating and decelerating. These forces increase as the square of the rotational speed and it will be readily appreciated why the 500 single is just about as good as it will ever be. Spread the load over four pistons and up goes the brake horse power and in comes another problem, valves and valve gear. Maybe this metal bashing process is the real culprit in both cases and that is why the new Bradshaw "Omega" engine has such immense possibilities.

☆ ☆ ☆

ANOTHER member has asked me if I can give any information about optical contact lenses. I only know two men with experience of this remarkable development and Travelling Marshal Peter Walsh is one of them. He will be only too pleased to help anyone who needs advice. Harold Daniell has also had some experience but that was in the pioneering days when the specialists were collecting information, etc.

☆ ☆ ☆

F.I.M. Articles 134 and 158 lay down the rule "Any penalty inflicted in accordance with this Code shall take effect *forthwith*". This explains exactly why the suspended riders have so much support especially in the Commonwealth where we like a square deal. The C.S.I. made a bad blunder and the F.I.M. must take the blame, put things right, or resign. The A.-C.U. must also continue to press hard

for justice even if it means shaking the F.I.M. very severely indeed.

☆ ☆ ☆

DID you notice that the Cheshire and Merseyside cell recently collected over a hundred members and funds for a hot-pot supper and film show? Tottey now has so many feathers in his cap he looks like "Big Chief Feel no Pain." Joking aside, it is no small achievement to gather such a crowd together because some of them have travelled long distances to be present. Congratulations!

☆ ☆ ☆

READERS will be glad to know that our old friend Canon Stenning has been awarded the M.B.E. He has been associated with the T.T., "Bemsee" and the L.O.M. for more years than I care to remember. Canon Stenning retired from King William's College last July after 44 years at this fine establishment. We all hope he will enjoy his leisure (if any) and continue to take an interest in the T.T. and the "Bemsee" riding members who do so much to provide the spectacle.

☆ ☆ ☆

I am occasionally asked by new members where they can go for bits and pieces for their racing machines. Invariably they are referred to their nearest dealer who belongs to this club. Some of these dealer members are always on the look out for young men worthy of support and there are many cases on record where the good rider and his "Sugar Daddy" have made themselves quite famous. As I have said before, the sporting dealer is the man to see and get to know when you start racing. Apart from help and good advice, the new boy will gain confidence and experience which cannot be expressed in L.S.D. Most of the top-notch dealers belong to the B.M.C.R.C. Similar remarks apply to the firms who make the various bits and pieces without which there would be no racing.

☆ ☆ ☆

JUST for a change, I have recently watched some of our trials riders. The professors of plonk and masters of mud have excellent "balance" both behind and above their ears. A few of the competitors belonged to "Bemsee" and they seemed to like the idea of a day in the country with

(continued on page 33)

AREA NEWS

MANCHESTER

R. A. Ingham Clerk,

22 Chester Road, Manchester, 15.

OUR last meeting was on January 7th, when our "back room" was pleasantly full, some members coming from quite a distance, including a strong detachment from Rochdale and Frank Taylor from Todmorden. Bob Berry was due to give a talk on his plans for record-breaking next season, which would have been particularly interesting for those of us who heard Bob Burns tell of his, when visiting the Cheshire Cell for their Hot-pot. Unfortunately Bob had to call off at the last minute, but has promised to come another time.

For those members who may have read Tottey's notes last month, and have been put off visiting the *Bridgewater* by the rather alarming picture of me he draws, let me assure them I am a very mild person, anxiously looking forward to meeting them and hoping that any arrangements I can make will be of interest and help to all.

It is good to see more new cells starting up, particularly our neighbours "over the hill" in Yorkshire, to whom we wish the best of luck. Perhaps we can have a get-together some time. What about a War of the Roses at darts during the off-season?

Our next meeting is arranged for February 7th at the usual place, the Bridge-water Arms, Chester Road, Manchester.

CHESHIRE and MERSEYSIDE

G. E. Tottey,

2 Rocky Lane South,
Heswall, Wirral, Ches.

JIMMY SIMPSON came on January 11th, and gave us a most interesting talk on his T.T. days and other experiences.

The pavilion was full, and so engrossing was his talk that one could have heard a pin drop. Later, he answered many questions, and when he had finished many of us had somewhat revised our opinions of how he used to ride. Dogs on the course seem to have caused him no small trouble at various times.

We are, just now, celebrating our third anniversary and are still growing. We had hoped to have quadrupled our original membership of 25 by this time, but we have not quite done it, missing it by about 5. Had it not been for some resignations and emigrations we would have done it

easily. However, all this increase is due to all the members working together so nappily and helping in so many ways towards what success we have had so far.

We are very grateful to all the famous guests who have visited us since we started, and they, of course, have helped enormously to foster and increase the interest in "Bemsee" in our local area.

Many of our members are officials of other clubs also, but that does not seem to deter them from giving us every support, for example, Don McDonald is Secretary of Wallasey Club, but soon it appears that several Wallasey people will be joining "Bemsee," as I was at their Annual Dinner recently and I had many enquiries about us at their very happy and successful event.

Reverting to enthusiasm, I feel I must mention B. Graves, who was on an Army course at Bridgend in Glamorgan, and came 200 miles odd on his motorcycle to hear Jimmy Simpson.

Alastair Ingham Clark came along from Manchester with some of his members. I hope we shall be able to visit them some time in the near future.

We are having a film show, put on by Hector Dugdale, on February 22nd, when I expect we shall have the latest Shell films of last year's events, which include the Sidecar T.T. and the Ulster Grand Prix.

NORTH EAST

N. A. Bedford

1 Lowther Terrace,
Swillington Common,
Leeds, 15.

PERHAPS the experts are correct after all, as only three members turned out on Monday the 9th. However, we will have another try in February. On Monday, February 13th (anyone superstitious?) I, and, I hope, my three stalwarts will meet at the *Victoria Hotel*, Leeds (behind the Town Hall) from where we extend a welcome to all North-Eastern members to join us for an informal "Noggin and natter," in an attempt to organise a programme for the remainder of the "thumb twiddling" months.

At the B.A.R.C. film show, two Bemsee members were present, C.H.R. (Chair) Warner and myself. Except for a motor cycle scramble, two motor cycle trials and a "Donald Duck," the films consisted of

car rally and racing films, which I think Chris and I thoroughly enjoyed. The local "Bemsee" members are still invited to these shows, which, I can assure you, are nearly as good as a genuine cinema. The next performances are on Thursday, February 16th, which includes "Rendezvous at the Ring," motor cycle and side-car races at Nurburgring, and Thursday, March 1st, "Doctor in the House" and "Flying Ice." These shows are held at the Liberal Club, Hough Lane, Bramley, Leeds 13, at 7.30 p.m., and again I will wait in City Square until 7.15, outside the G.P.O. The vehicle will be an Austin A40, Reg. No. NLC306.

Here's hoping to see a few more members in February.

SURREY

W. G. Jarman,

153 Reigate Avenue,
Sutton, Surrey.

WE met, as usual, during January at the *Antelope* at Surbiton and discussed everything from suspension systems to alcoholic additives. This month, however, we have rather a special treat laid on at the *Broadway Hotel* at Wimbledon. On Thursday, February 9th, Bob Walsham of Avon has promised to come along to give an illuminated address on T.T. and

G.P. racing. Yes, you can bring the wife or girl friend because it is quite interesting to both sexes. Please make a special effort to attend, 7.30 for 8 p.m. *The Broadway* is right in the centre of Wimbledon and you will approve the hostelry which is already well-known to some of the Surrey and South London members. Bill Mold has asked me to mention the fact that the Chigwell (Essex) Socials are fixed for the third Saturday in each month. The Hayes (Kent) Socials are held a week later. "Bemsee" Members from the Metropolitan area are made welcome at both of these fine clubs. Wear your badge or carry your card. Yes, you can take the girl friend. Ask for Bill at Chigwell and "Timber" Wood at Hayes.

Any Surrey or South London member who would like to give the boys and girls a talk should write to me as soon as possible. Thanks to Gordon Cobbold, we can get a good room with piano and bar, etc., at Wimbledon. Trade types please note and run a specialist quiz before racing is resumed. When writing, don't forget *Sutton, Surrey*. The P.O. people have recently reminded me about the number of places once called "South Town" in this country. Don't forget the A.G.M. on February 24th. The March date for Surbiton is the second Thursday, on March 8th. Same time, same place. Bring the ladies.

Marshal's Musings (continued)

all sorts of difficulties thrown in. They also said it was healthy (agreed) and helped to prevent any suggestion of stalemate during the winter months (question mark). How can a racing man go stale in the closed season with so much work to be done? The late Harold Willis used to say the winter did not last long enough to allow him sufficient time to be ready for the opening meeting.

☆ ☆ ☆

I dropped a large brick in the December issue and conveyed a wrong impression on the subject of horse racing. I did not mean to criticise the sport itself which provides much pleasure and employment to so many people. May I apologise for expressing myself in such a slap-happy way. I am indebted to Brigadier Bennett and several other members, who were quick enough to explain that many followers of horse racing do not go in for heavy gambling, which can spoil any sport. What did surprise and please me was that all my

critics, both written and verbal are agreed on this point. May I conclude by saying that my parents and forebears came from the Exmoor area of Devon and my early years were, therefore inseparable from horses of all shapes and sizes. Horses for courses indeed.

☆ ☆ ☆

NOW that you've almost forgotten the Christmas and New Year celebrations, may I bring you down to earth with a bump. If you could see some of the entry forms which come in to the office, you would wonder how some of them ever get deciphered, never mind accepted and programmed. If your writing is not so hot, why not put the details in block letters so that schedules and programme details can be properly drawn up. Failing this, why not ask your wife or girl friend to type in the answers?

☆ ☆ ☆

SEE you at the A.G.M. on 24th February.

F.I.M. Suspensions

The following extract appeared in *The Sporting Record* on January 14th and is reproduced by kind permission of that paper.

STILL no news of any move by the F.I.M. to revise the suspensions of 17 road-racers. The storm of protest continues, with the A.-C.U. of Victoria, Australia, recommending that the suspensions should not be recognised until the Council of the Australian A.-C.U. "is satisfied that justice according to British standards has been observed."

"The New South Wales A.-C.U. has taken similar action.

"Now for a voice crying in the wilderness that of 'Phoenix' in January's *Wessex Centre Gazette*.

"I agree entirely with the findings and sentences imposed by the C.S.I. of the F.I.M." he writes. "This opinion is based on the published facts and on other valid items of information which have come into my possession."

"'Phoenix' goes on to claim that the riders involved showed bad sportsmanship by breaking their contracts with the Dutch authorities at Assen and adds:

"The so-called severity of the sentences imposed cannot surely be argued when it is considered that three months at least of the suspension is in the closed season."

"Well, well!! So it isn't savage to deprive Geoff Duke of the chance to defend his world championship? Or to bar the men concerned from the Spanish and French Grand Prix and the Manx T.T. series, to say nothing of the British meetings and the Continental circus round during April, May and June?"

"The Dutch Grand Prix also falls in the suspension period—oddly enough on June 30th, the final day of sentence. But I can't imagine that the riders involved would be likely to ride there.

"Could it be slightly more than coincidence, do you think, that the editor of the *Wessex Gazette*, for whom 'Phoenix' writes, is Vic Anstice?"

"Anstice, remember, was a voting member of the F.I.M. Sporting Commission which imposed the sentences. I wonder."

Ken Hawkes



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ANNOUNCEMENTS

1956 SUBSCRIPTIONS

IT is gratifying to be able to record that Club subscriptions for the current year have come in exceedingly well, one might even say better than ever before, but there are however a number who have not yet forwarded their dues or alternatively given reason why they have been unable to do so.

To those whom it may concern, attention is drawn to the fact that members annual Club subscriptions fall due on January 1st in each year. In accordance with Club Rule 38, therefore, any member whose subscription is not paid before the 25th February, 1956, (this month) or has not given due reason why he is unable to do so, will be reported to the Committee who may order the removal of that member's name from the register.

You are earnestly requested to co-operate in this respect and forward your subscription of £2-2s.-0d. (£1-1s.-0d. in the case of overseas members) without further delay and so save the Club needless expense in postage and personnel required for this task. It might also be borne in mind that this year there is an additional event to organise with no increase in staff.

CORRECTION ONE

THE machine illustrated in the cover picture of the December issue of *Bemsee* was not a B.S.A., it was a Norton. All but one member has written or phoned to point out the error. The abstainer was the Editor; he knew and apologises for the error but pleads that because of advance Christmas hostilities he confused the Senior Clubman's T.T. with the one-make clubman's T.T.

CORRECTION TWO

AN omission from the second paragraph in the article "An Accurate Method of Determining T.D.C."—not the author's—renders part of the text meaningless. The sentence beginning "check the reading . . ." should read:

"Check the reading, turn the motor backwards until the piston touches the gauge, and they should both be equal."

BEMSEE SPEED TRIALS

ARRANGEMENTS have now been made whereby this Club will organize a Speed Trial over the measured Kilometre (standing start) on the Madeira Drive, Brighton, on Saturday, May 12th, 1956. This event, details of which have yet to be finally decided, will be held under Regional Restricted permit. There will be classes for solo machines from 250 c.c. to 1,000 c.c. and sidecars and cyclecars to 1,200 c.c. Regulations will shortly be available on application to B.M.C.R.C. 34 Paradise Road, Richmond, Surrey.

SUNBEAM SPRINT MEETING

ONCE again the Sunbeam Motor Cycle Club have kindly invited members of this Club to participate in their Sprint Meeting which takes place on Saturday, April 29th. It is anticipated that the venue on this occasion will be Ramsgate, but further details and copies of the regulations for this event are obtainable from Mr. D. Bates, Birchfield, Kenwood Drive, Beckenham, Kent. It is understood that all classes will be catered for and that entries close on April 10th.

COVER PICTURE

OUR illustration this month is of Jimmy Simpson, probably celebrating his first major Tourist Trophy success, third place in the Junior Race of 1925. Can any reader confirm this or identify the race and year. If so the Editor would like to have their views.

A.G.M.

THE Annual General Meeting of the Company and the Club will take place at the Royal Automobile Club, Pall Mall, London, S.W.1. on Friday, February 24th.

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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.
<i>Subscription (Car)</i>	£1	11	6
<i>Subscription (M/Cycle)</i>	£1	5	0
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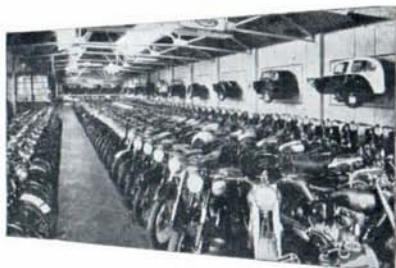
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1956 DATES

MOTOR CYCLING'S "SILVERSTONE SATURDAY",

Saturday, 14th April.

OULTON SPRING MEETING.

Whit-Monday, 21st May.

TROPHY DAY.

Saturday, 7th July.

SHELSLEY WALSH.

Sunday, 26th August.

BRIGHTON SPEED TRIALS.

Saturday, 1st September.

HUTCHINSON HUNDRED.

Saturday, 22nd September.

METROPOLITAN MEETING.

Saturday, 6th October.

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