



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 1. JANUARY, 1956. ONE SHILLING



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Bemsee

Vol. 9. No. 1. JANUARY, 1956.

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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The Topsy Turvydom T.T.

THE treatment of the riders who opposed the Dutch racing authorities last year has aroused wide indignation. We are agreed that the riders concerned took too strong a line of action and broke agreements freely made, it is the harshness of the punishment and the curious contravention of rules by the C.S.I. that offends.

If that C.S.I. can be dragged out from behind the apparently impregnable barrier of no appeal they will obviously have to prepare plausible explanations to justify their actions. No doubt the ingenuity they have displayed in the past will stand them in good stead.

That the A.-C.U. has successfully appealed to the President of the F.I.M. and been granted an interview is news which will be heartily welcomed by all.

It has been a sad business, but if better treatment of the riders in future races is assured then this hulla balloo will not have been in vain. But the black mark that has tarnished the Silver Jubilee of the Dutch G.P. will long remain, and whatever the result of the suspension scandal may be, the F.I.M. have still to satisfy posterity of the justness of excluding a rider from a race several months after he has been declared the winner.

PASS THE PORT

A. E. ROSE

IT is now some months since I promised to give details of further two-stroke tuning experiments and as my copy of Bemssee with the last notes is now far away I am not too sure of what I did actually write.

I do recall writing that I would try the effect of a very late exhaust opening in conjunction with a high degree of crankcase padding and various exhaust shapes and sizes. For this purpose I used an old Bantam barrel and the top of the exhaust port was filled with Sifbronze and carefully turned, scraped and lapped to about one thou. under bore size to allow for the different rate of expansion of this material. This "lip" was then carefully streamlined into the port. About $\frac{1}{4}$ " of bronze was inserted and the actual exhaust timing was about 65° B.B. or, say, 5° in advance of the transfers—rather an extreme setting. The inlet port opening included angle was 140° against 120° standard and the transfers were standard timing of 60° BB but were about 20% longer at $\frac{3}{4}$ ".

The engine started very easily, though the day was bitterly cold, but the results were disappointing. Power was down quite a bit but it was of interest to note that with a very wide variation of pipe diameters, lengths and various shapes of megaphone, the top speed remained the same.

I then experienced the first seizure ever on the Bantam and the carbon on top of the piston bore a speckled appearance though not unduly hot looking. The R.47 plug looked cool and lent support to my own theory that plug readings on two strokes are unreliable as mixture or temperature guides. After some work on the piston the engine was ready again and from time-to-time the head was removed and small amounts removed from the top land of the piston by inserting a small file into the exhaust port. The performance gradually improved but the megaphone made no difference until the exhaust tuning was almost standard again.

This bears out the results of previous experiments which seem to indicate that the usual combinations of megaphone and pipe are surely effective over the closing period of the exhaust port insofar as the effect on cylinder induction is concerned. When the timing of the exhaust

port was "advanced" over the standard timing the megaphone causing a drop in the power. (I have already mentioned that high-crankcase pressure was being employed).

Now, all the foregoing is not very helpful in itself as I am well aware, but I feel that I have now tried most of the porting dodges available to the "backyard" tuner and beg leave to present some conclusions as follows:—

Inlet Port

The extent of timing "stretching" depends on certain factors. Assuming that in the standard condition a total opening of 120° is provided including the usual 'V' notch, increases up to 140° can be made depending on (a) carburettor choke size, (b) crankcase compression, (c) engine revolutions eventually achieved in top gear.

Small chokes, standard or near standard crankcase compression and high revolutions permit longer timings and large chokes; high crankcase compression and moderate revolutions usually demand shorter timings.

For example a condition which might cause poorish acceleration and pulling (though perhaps quite good maximum speed) would be a combination of over large choke and high crankcase compression together with an inlet period of, say, 140° , especially when pulling a high gear.

Incidentally, it is probably better to radius the bottom of the port as in figure 1, rather than have a straight base. The increase inlet period may be achieved by removing a portion of the bottom edge of the piston skirt at the rear and this has a secondary effect in that a "dwell" period of full openings is obtained as the top of the stroke. Hard and fast dimensions are difficult to give as the port varies a bit in production.

This may give you some idea of the lines on which I shall prepare for 1956. Carburettor $1\frac{1}{2}$ " or $1\frac{3}{16}$ " (i.e. large). Crankcase compression high as possible. Port timing 135° included angle with radiused bottom line in port as shown.

My previous cylinders have employed a $\frac{1}{16}$ " carburettor, 145° period and fully rectangular port with varying crankcase compression.

This port shape and period was causing blow-back and poorish pulling. It is my hope that a modified port shape and shorter timing will allow a larger choke to be used with less blow back and, overall, a heavier charge. Further port-timing experiments will be tried by working on the piston.

Transfer Ports

All my experiments indicate that for engine speeds in excess of 6000 r.p.m. a longer timing and increased area is profitable and necessary. I suggest opening these about $\frac{1}{16}$ " earlier and shaping out forward the rear about $\frac{1}{16}$ ". Try removing a little from the piston before actually lifting the top edge of the ports.

Exhaust Port

Depends greatly on exhaust systems and one cannot go far wrong in keeping standard timing, but straightening the top edge should this be curved. I usually put a $\frac{1}{16}$ " radius on the sides and a $\frac{1}{32}$ " radius on the top and bottom edges, the latter in case the rings flutter a bit at high revs. Incidentally I always use Vacrome rings in both grooves. Possibly the ring friction is a little higher but it is worth a small sacrifice in power, if any, to know that over revving in an awkward situation will not cause ring breakage and ruin a piston and barrel almost worth their weight in gold.

Crankcase Padding

I must confess that towards the end of my unsuccessful experiment I began to think that it wasn't much good. It may be remembered, however, that my original barrel had both transfers and exhaust ports $\frac{1}{8}$ " high. This worked quite

well without crankcase padding and with a short pipe and 13" x 4" megaphone, but on adding the padding (so to speak) away went several m.p.h. which were retrieved by taking off the megaphone. Net gain—nil. I do not think that the padding in itself was the trouble. My feeling is that with an efficient induction transfer system the exhaust port period must not be too long yet must be such that an impulse is given to the fresh mixture. It does not seem possible to employ such an exhaust period to its most useful extent and yet retain the "open" type of exhaust systems most of us have used up to now. This would appear to be the reason for the type of restricted outlet megaphones now current on certain very fast factory two strokes in which the object seems to be to achieve an initial extractor effect, a suitable "pulse" for induction purposes and, finally, a degree of back pressure to prevent loss of charge. The factories concerned no doubt employ two men, rather essential for experiments of this nature, one being adroit with his slide rule and the other no mean hand at pipe bending.

For me it will have to be rule-of-thumb I am afraid, but I am going to build up an engine in the manner described, and really have a shot at getting some useful pipe data which I hope to pass on in due course.

Finally, in talking about two strokes, it is so easy to say a lot and yet say nothing. As I have mentioned before, however, the mistakes I have made may save others from wasting time by pursuing the same lines.

My opinions may not be correct and I shall probably have to modify them from time-to-time but I do hope that two-stroke enthusiasts have found them to be of reasonable interest.

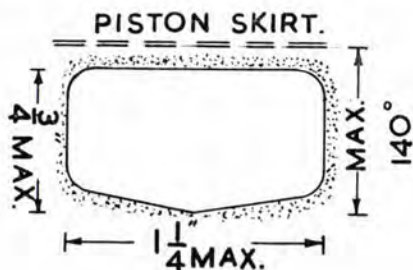


FIG. I.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

Talk happiness. The world is sad enough without your woe!

E. W. WILCOX.

A Happy New Year to you all and even if we have a tale of woe, let's forget it for a moment and make a coup'e of resolutions for 1956:

- (1) To pay our subscriptions right away.
- (2) To attend the A.G.M. of the Club and Company.

Some members travel long distances to attend Committee meetings, especially "Squirrel," who holds the long distance record. If these chaps can do it several times a year, surely you can come to the A.G.M. once in the same period. You're coming? Good!

☆ ☆ ☆

WHAT do you think of our first Handbook? Editor Higgins and Secretary Walker have been busy on it for months and each member is invited to sell one or more copies. On the other hand you may have bright ideas or constructive criticism for future reprints. If so, let's be hearing from you. Trade Members can help the Club by taking a batch of copies for sale, or issue as presents to those who would appreciate a handbook of this calibre.

☆ ☆ ☆

ALL being well, you will soon be able to purchase a "Bemsee" tie to go with the blazer badge which is so popular with the membership. "Squirrel" should be writing up the details so I will say no more now except that it's jolly good value. Yes, it is gold and black and the former is quite subtle. Details elsewhere D.V. etc.!

☆ ☆ ☆

WAIT until you see the new Guinness Memorial Trophy. This is a truly magnificent effort on the part of Messrs. Guinness, Ltd. who have donated this award in memory of our well-loved late President. I hope Bob Walker will be able to get a good photo of it for the magazine. I can assure you however, that no picture will do it justice. It must be seen and studied to be properly appreciated. A coveted award indeed.

☆ ☆ ☆

WHILST on the subject of trophies, I have been asked to advise future winners of the "Hutch" that the Mellano

Trophy holds four and a quarter gallons of ale, rum, gin, scotch or water, according to your pocket. This was checked by Cyril Smith and Perry Cahins at Earls Court last November. The sooner someone in the alcoholic trade wins it, the more likely it will be filed.

☆ ☆ ☆

HAVE you put the important dates in your nice new diary. If not, here they are once again: Silverstone Saturday, 14th April; Oulton Park, 21st May; Trophy Day, 7th July; Shelsley Walsh, 26th August; Brighton Speed Trials, 1st September; Hutchinson 100, 22nd September; Crystal Palace, 6th October; Annual Dinner, 9th November.

The above are 1956 "Bemsee" affairs only. For other National and International dates please refer to the technical Press.

☆ ☆ ☆

A recent letter from Germany tells me that the two cylinder B.M.W.s are now bashing out as much power as the Gilera fours. This is wishful thinking on someone's part because power output is proportioned to the fuel burned. Put in another way, it takes 1.6 times the effort to turn over the single as compared with the twin and 3.3 times in the case of a four. Reference to the basic formulae already given in this journal will also help any readers who are in doubt. We must also assume that each type of engine is still using poppet valves and not rotary or desmodromic valves. Anyone who is seriously interested in the latter should get in touch with Mr. Arnott, Grange Road, London, N.W.10.

☆ ☆ ☆

A turbulent priest once said to me, "I would rather preach to you and not over you!" I don't think I shall ever forget his words, because he rode all kinds of motor cycles in his time. Why do I tell you this? Simply because it came to mind and has a wealth of meaning behind it and made me analyse the phrase. Nowadays I might answer back and say, "Yes, sir, and service has more than one meaning!" Which leads me up to the point of asking your present members to rope in any of the old boys who do not know we are still going strong.

(continued on page 17)

Boddice again!

WINS MINNIE GRENFELL AND WATSONIAN TROPHIES SECOND TIME RUNNING

Bill Boddice and Bill Storr have used Shell X-100 for their 490 cc. Norton Watsonian combination for the past three years. Here are some of their successes for 1955 :—

Date	Venue	Position in Scratch Race	Handicap
April 3	Brough	1st	6
„ 5	Brands Hatch	1st	1st
„ 7	Snetterton	2nd	1st
„ 17	Crystal Palace	1st (R.Lap)	4
„ 23	Silverstone	1st	f.t.d.
„ 24	Brands Hatch	1st	3
„ 30	Aintree	1st	
May 7	Oulton Park	1st (R.Lap)	
„ 15	Brands Hatch	1st	2
June 9	I.O.M. T.T.	2nd	
„ 16	Crystal Palace (Race Record)	1st (R.Lap)	1st
„ 26	Brands Hatch (Race Record)	1st (R.Lap)	1st
July 16	Silverstone (Trophy Day)	1st	
„ 23	Oulton Park	1st	4th
Aug. 20	Brands Hatch	1st	
„ 28	Shelsley Walsh	1st	
Sept. 18	Brands Hatch	1st	2nd

As Bill Boddice said, “ This is surely a tribute to Shell X-100 Motor Oil, which has also saved me considerable expense for which I am extremely thankful.”



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J. SURTEES

*Winner of the Avon Gold Cup
for the British Senior
Championship, 1955*

G. E. DUKE

*500 c.c. World Road Racing
Champion 1955*

W. A. LOMAS

*350 c.c. World Road Racing
Champion 1955*

AVON



R. BURNS

*Breaker of the World's
Maximum Sidecar Record
at Christchurch, New Zealand,
2 July 1955*

R. WRIGHT

*Holder of the World's
Maximum Solo Record,
Christchurch, New Zealand,
2 July 1955*

R. ARMSTRONG

*Winner of the 500 c.c.
Spanish Grand Prix 1955*

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Photo's by courtesy of 'Motor Cycle' and 'Motor Cycling'

NEWS ITEMS

A.-C.U. I.R.R.M.

THE 1956 International Road Race Meeting will be held at the Thruxton Aerodrome circuit, Nr. Andover on Monday, August 6th and organised on behalf of the A.-C.U. by the Ashton Combine.

MEDICAL CERTIFICATES

THE Competition Committee of the A.-C.U. has decided that application for International Competitions Licences for road racing must in future be accompanied by a medical certificate issued within one month of the date of application.

NON-APPEARANCE OF DRIVERS

THE A.-C.U. Competitions Committee has recently considered reports of the increasing number of non-starters at road race meetings and the fact that drivers have failed to notify the promoters, before the meeting, giving the reasons for their absence. The attention of all drivers is drawn to General Competition Rule No. 141 and they are reminded that having entered for a meeting and then being unable to appear, they must inform the promoters prior to the meeting.

G.C.R. No. 141. "Any driver who has entered for a competition and does not present himself shall be suspended unless he can justify his absence."

A.-C.U. BENEVOLENT FUND

AT the November Meeting of the Administrative Committee of the Fund twelve cases were reviewed and in addition three new applications which had been dealt with by the Emergency Committee, on the day they were received, were confirmed. As an indication of the help the Fund gives, here are some very brief details of a half a dozen cases, which are typical of the applications placed before the Committee at each of its monthly meetings.

A married man with two children, who has been partially paralysed for 2½ years, following an accident at a Grass Track Meeting, is receiving 30/- per week, and in addition, the Fund is paying for his Physio-Therapy treatment.

A widow whose husband was killed in a road accident, has received over £50 in grants since her husband's death, and the

Fund has recently sent her an ex-gratia payment on the birth of her second child.

A widow whose husband was killed at a race meeting is receiving £1 per week to balance her weekly budget.

A married man, injured at work, is receiving £1 per week to help keep his family, whilst his income is reduced.

A single man, injured in a road accident, whose present income covers his board and lodging only, is receiving £1 per week.

A widow with three children has, up to now, received £240 in weekly grants, and the grant will continue until her circumstances have improved.

The Committee also decided to make a grant just before Christmas, to each child under sixteen, connected with the families cases reviewed.

DE-RESTRICTIONS

FOLLOWING representations by the Royal Automobile Club and the Automobile Association, the Minister of Transport has announced that a length of the London—Inverness trunk road (A.6) between Walton-le-Dale and Chorley, Lancashire, is not subject to a 30 m.p.h. speed limit.

This length of road extends from the junction of route A.6 with Kellet Lane, at Kellet Lane End in the urban district of Walton-le-Dale, to a point 50 yards north of its junction with Euxton Lane, at Harwood Green in the Borough of Chorley—a distance of 3 miles, 1,520 yards.

Street lighting was installed in 1954, thus automatically imposing a speed limit. De-restriction signs were erected however on only a small number of lamp standards and this anomalous situation caused confusion among drivers.

The R.A.C. and the A.A. therefore made representations to the Ministry of Transport that the imposition of a speed limit by virtue of the lighting was not warranted, particularly having regard to the importance of this trunk road and the fact that it had not the characteristics of a built-up area.

The motoring organisations have now been advised by the Minister of Transport that he has made the necessary Order, which came into operation on 29th November, 1955.

R.A.C. NEWS

New R.A.C. Insurance Scales. A revised insurance policy which rewards careful driving with greatly reduced premiums, is being introduced this month by the R.A.C. for its members. One outstanding feature is that the immediate thirty-three-and-one-third per cent no-claim bonus which has been offered in the past is now increased to a forty per cent reduction for policy holders who complete four consecutive claim-free years. On 1st December, all motor insurers, whether tariff or non-tariff concerns, revised their comprehensive cover rates for cars registered after the 1st January, 1947. A substantial increase in premiums has been generally found necessary because of the economic spiral since the war. The R.A.C. policy, however, offers motorists whose vehicles come within this category a saving of between 10s. and £3, depending on the type and value of the car, compared with the markedly dearer scales which are being brought into operation by other companies. The R.A.C.'s special "Bonus" policy has been framed to stimulate safety on the roads. Its relative cheapness is possible because statistics prove that the vast proportion of members maintain extremely high accident-free record.

R.A.C. Helicopter at Veteran Car Run. Last month's R.A.C. Veteran Car Run from London to Brighton attracted record crowds. It was officially estimated that over two-and-a-half million spectators saw it. One hundred and ninety-four of the 213 entrants started from Hyde Park, of whom 187 qualified for a commemoration medal by finishing within the allotted time. A new feature which attracted much attention was the R.A.C.'s "Aerial Patrol" Helicopter, which was of considerable assistance in preventing traffic hold-ups.

No Parking Without Lights on Bus Routes. A warning to drivers about parking cars without lights on bus routes or in fog is given by the Ministry of Transport and Civil Aviation. The Ministry reminds motorists that the recent Regulations relaxing lighting requirements for vehicles parked on roads in the London area do not permit vehicles to be parked without lights at night on bus or trolley-bus routes. On these roads standing vehicles must show normal lights or, alternatively in the London area only and subject to conditions already announced, either their off-

side front and rear lights or parking lamps. During fog, or when fog is likely, the Ministry strongly advises motorists in all parts of the country to avoid parking on the roads. If this is unavoidable, motorists in the London area are advised in the interests of road safety and the safety of their own cars to leave on their full normal side and rear lamps.

Accompanying a Learner Driver. The increasing number of learner drivers on the roads underlines the responsibility devolving upon the individual who accompanies a learner holding a provisional licence. This person must be the holder of a current full licence, covering the driving of vehicles of the class being driven at the time and must have held a licence for at least two years or passed a test. Several cases have arisen in which a learner has been convicted of careless or dangerous driving and the supervisor, unaware beforehand of the liabilities he was likely to incur, has been convicted of aiding and abetting the offence. The R.A.C. reminds motorists that the law requires a supervisor to do as much as he reasonably can to make up for the learner's incompetence. In other words, it is his duty, when necessary, to prevent the learner acting unskillfully, carelessly or in a manner likely to cause danger to others.

Monte Carlo Rally, 1956. Nearly 300 applications from British drivers for next year's International Monte Carlo Rally have been made to the R.A.C. From these the Club has accepted 95 entrants, the maximum quota available to Britain, with a further 36 reserves who will be eligible to participate if other countries fail to take up their full allocations. Sixty-two of the British contingent have applied to start from Glasgow. The remainder divide their preferences among the other six alternatives starting points as follows: Stockholm 11, Lisbon 10, Munich 6, Paris 4, Rome 2, Athens nil.

Lighting-up Times for 1956 R.A.C. folder now available. The R.A.C. Lighting-up Time Table and Mileage Indicator for 1956 is now obtainable from any R.A.C. Office.

This pocket-sized folder, published annually by the Royal Automobile Club, is one of the motorist's most useful aids.

It shows the beginning and end of light-up time in London for each day of the year, with a correction table giving the variation in minutes for Bristol, Birmingham, Leeds, Manchester, Newcastle-on-Tyne, Glasgow and Belfast.

Also included is a quick reference mileage indicator giving distances between 41 important towns in Great Britain.

In view of the considerable demand for this folder, which is free of charge, motorists are devised to make early application for a copy.

"Jets" May be allowed in Grand Prix future Racing Formula under discussion.

Gas turbine and piston-engined cars may be able to compete together in Grand Prix races in 1958, according to the Royal Automobile Club.

As the controlling body for motor sport in Britain, the R.A.C. was represented at a special Sub-Committee of the Commission Sportive Internationale in Paris recently, consisting of delegates from the main car manufacturing nations—America, France, Germany and Italy as well as Britain—under a Swiss Chairman.

The chief topics under discussion were proposals to amend the racing car formulae when the present regulations expire at the end of 1957, and revising the requirements for sports cars and also for vehicles taking part in rallies.

The Sub-Committee agreed to continuing the present formula III (for unsupercharged cars of up to 500 c.c.) for two more years (i.e. 1958 and 1959); to introducing a new formula II (for unsupercharged cars of up to 1500 c.c.) for the years 1957, 1958, 1959, and to continuing the present formula I (for unsupercharged cars up to 2,500 c.c., and supercharged cars up to 750 c.c.) in 1958 and 1959.

Delegates also decided that a specification should be devised to allow turbine-engined cars to compete on equal terms with piston-engine cars in formula I races in 1958 and 1959.

Proposals made by the French delegates that changes in the regulations affecting the eligibility of cars in races should be given immediate effect and applied to 1956 were rejected. The Sub-Committee, in fact, recommended that as manufacturers have already made their plans for next year, the Organisers of the Le Mans Race in 1956 must abide by the current regulations. Consequently, the Organisers for this particular event are debarred from making their own requirements in regard

to the minimum dimensions of bodies. If—as proposed by the Organisers—the prototype cars at Le Mans are restricted to an engine capacity of not more than 2½ litres, the Sub-Committee recommended that the Race should not count for the World Championship of Manufacturers, because a representative entry would be debarred from participating.

Agreement was not reached as to the type of fuel to be allowed in formula I and formula II events. There was a definite move towards permitting petrol only, but this—and other matters—will be studied at a further Meeting of the Special Sub-Committee on January 10th in Frankfurt.

For races counting towards the World Championship of Manufacturers, the Sub-Committee agreed to certain minimum body dimensions for sports cars; that two doors and two seats, one on either side of the car, should be compulsory; that the size of windscreens and the width of seats should be increased; and that prototype cars should be limited to an engine capacity of 3,000 c.c.

The final decisions of the Sub-Committee will be referred to the C.S.I. for approval at Monte Carlo on 24th January, 1956.

TESTING AT SILVERSTONE

MEMBERS will be pleased to hear that provisional arrangements have now been concluded whereby they will be able to carry out carburation and other tests on the Silverstone circuit on Saturday, March 17th, 1956.

The total number of persons that can take advantage of this facility must necessarily be limited to some extent. Applications must be made to the Secretary, 34 Paradise Road, Richmond, Surrey as early as possible. Full particulars will be advised. There will, of course, be the usual small charge to cover the necessary insurances, etc.

JAGUARS NEXT SEASON

JAGUAR will enter an official team in selected sports car races in 1956.

For some time it appeared likely that heavy pressure of work in the Design and Development Department would prevent the continuance of competition work next year. Furthermore, the uncertainty which prevailed concerning the regulations for Le Mans has delayed a decision. However,

(continued on page 14)

AN ACCURATE METHOD OF DETERMINING T.D.C.

QUARTER LITRE

THOSE of us who have at sometime or other had to find t.d.c. accurately have no doubt had some difficulty in determining exactly where t.d.c. is, with-in, say, a degree. This is even more difficult as the bore gets larger and the stroke shorter, and no doubt others have experienced this problem and ended up by saying "that is near enough." The method described below removes all doubt and inaccuracies.

The required equipment consists of an accurate timing disc (preferably metal) a pointer and a depth micrometer or depth gauge. Proceed in the usual manner of building the bottom half of the motor and fit magneto or (distributor) and cylinder barrel, but not the cylinder head. Now fix the timing disc to the engine shaft and ascertain that it is seating squarely and is concentric. Set the pointer, with the piston at approximately t.d.c. Set the depth gauge to any convenient measurement (this measurement is not

important), say $\frac{1}{2}$ ", and lock tight. Turn the motor until the piston is 1" or so down the bore, place the gauge across top of the barrel so that the rule or spindle is in the centre of the piston crown. Turn the motor until the piston touches the gauge. Check the reading and they should both be equal. The error can easily be checked and adjusted in this way with absolutely no guesswork.

A point or two to remember, is: lock the pointer securely to some convenient point. How often has a coat sleeve caught up in it and we have to start from scratch again?

Don't remove the gauge from the top of the cylinder once one measurement has been taken and until the record has been taken, as a piston with a domed crown will not give the same reading in two different places.

Having accurately set the disc lock up tight and recheck.



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Way Out Ahead 

AREA NEWS

MANCHESTER AND SOUTH LANCS

R. A. Ingham Clark

22 Chester Road, Manchester 15.

ANOTHER cheery meeting was held on December 6th, with the numbers gradually increasing. No particular item of interest was arranged for the evening, unfortunately, but "exploratory discussions" are taking place about film shows and other entertainments. We hope that shortly our first new member may sign on, as some four application forms were requested.

A strong contingent went over to the Wirral for the Cheshire cell's Hot Pot. We spent a thoroughly enjoyable evening. Next year we are determined to have our own.

The next meeting will be on January 10th, 1956, at the *Bridgewater*, Chester Road, Knott Hill, Manchester 15.

CHESHIRE

G. E. Tottley

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

THE Hot Pot and Film Show, with two very famous riders as guests, was voted by all present to have been outstandingly successful, in fact the best night we have had in our Area so far.

143 members and friends sat down to an excellent meal, soon after 7 p.m., and the proceedings went on until some time after midnight.

It came as a surprise to most, as I had not announced it previously, that we had with us Geoff. Duke and his wife, and Robert Burns. We are very grateful to them for the trouble they went to to be present. Geoff had only just flown back home, and was leaving again at midnight. Bob Burns made a special journey from Glasgow to be with us and returned next day.

The whole lot was informal the only speech (if it could be called a speech) was a few words by the writer, in which he welcomed many officials of other motor cycling clubs and was very pleased to note the increasing co-operation which is now taking place.

Thanks were extended to many members for their assistance at this function and at many places during the

year. We are very grateful to Mr. Robson of the *Shrewsbury Arms*, who puts his pavilion at our disposal during the year, and to Mrs. Rooson, who so cheerfully provides our shrimp sandwiches and other eats during the year.

There was a raffle during the evening to raise a bob or two for expenses. Thanks to those who made gifts in cash and kind towards this.

Naturally some reference was made to the recent trouble over the suspension of various riders, and feeling ran very high indeed.

Quite a few came from long distances, and we were very pleased to have with us, almost *en bloc*, the newly formed Manchester Cell, organised by Ingham Clark. Whether it was fear of his military efficiency, or just a natural desire to be present, which caused such a turnout we don't know, but they were made very welcome.

Geoff Duke gave us a short talk on many amusing incidents he has experienced, and then invited questions. When one listened to his answers and heard how he first learned the T.T. course, and the absolute painstaking and thorough work he put in to learn every detail of the geography it is no wonder that he has had such well-deserved success.

He emphasised how vital it is to be quite fit, and mentioned that he found swimming one of the best exercises to condition the body in the manner required for racing. He did not think much of the idea of increasing the length of the T.T. After 7 laps all out, nobody wants any more. Another point was that after, say 5 laps the race has become fairly well sorted out, and the likely result can be anticipated and any lengthening would quite likely decrease the spectator interest towards the end.

He is also very optimistic about the present hush-hush British 250, and thinks it will give a very good account of itself when it appears. How fine it will be to see Geoff, once again leading a race on such a bike.

Bob Burns then showed his films of the World solo and 3-wheeler record runs, one by one, gave a talk and answered questions between each film. He gave us a whole heap of technical information and details and mentioned some of his future plans, and hopes for the over 200 m.p.h. mark, as soon as possible, probably in the U.S.A.

I am sure we shall all follow with even greater interest and feeling the future exploits of these two remarkable men after such interesting personal contact; as everyone said, "Best of luck, Geoff and Bob."

After this we had a showing of films, which was somewhat curtailed because of the aforementioned proceedings, but nevertheless was most interesting, and ended up with the Car Grand Prix at Aintree.

We hope to be able to set aside another evening later in the season when we can devote the whole to a film show.

It was good to see our Area having a better representation at the Dinner, and what a success it was! Congrats to the organisers for providing such a wonderful evening with usual Bemsee perfect organisation.

After the Dinner some of us adjourned to the Covent Garden area in the early hours of Saturday, and when departure time arrived it was very edifying to observe one of our more important officials waeeling porters' barrows about to extricate his car, which had become surrounded during our stay.

The T.T. riders' Association lunch was also a most excellent function, followed by a cocktail party and film show laid on at Shell Mex House for us by Jimmy Simpson.

Quite a few of our boys seemed to be having quite a time in the Motor Cycle Show, and a good muster was usually to be found in the Alpine Bar. Particularly one late afternoon when one famous ex-T.T. rider could be found happily dispensing egg nogg which consisted of Lyons Mayonnaise and gin; opinions on its quality were not too good on the whole for those who had any worthwhile taste left.

Next meeting is on January 11th at the Shrewsbury Arms, when we hope to have the one and only Jimmy Simpson with us to give, a chat on the old days in the I.O.M.

YORKSHIRE

H. Bedford

ACCORDING to several dismal Jimmies who are supposed experts, I have an impossible task before me, in trying to organise a cell in the Yorkshire Area.

As I am uncertain as to the enthusiasm of the local members, I have arranged, for a start, to join with the Yorkshire Centre of B.A.R.C. for their Winter series of film shows at the Liberal Club, Hough

Lane, Bramley, Leeds 13. on the following dates. The films will consist of Motor and Motor-Cycle Racing films, and various Rally and Trials films, details as follows: Thursday, January 12th 7.30 p.m. Shell Racing Films. Thursday, January 26th 7.30 p.m. Esso Racing Films. Thursday, February 16th 7.30 p.m. the new Castrol Racing Films.

If you wish to join us, and do not know your way through Leeds, or have no transport, I can arrange a guide and transport from City Square, Leeds (outside the General Post Office) leaving at 7.15 p.m.

In addition to the above film shows, I suggest we may meet at the *Victoria Hotel*, Leeds, (behind the Town Hall) on the second Monday of each month, at 8 p.m. the first meeting to be on Monday, January 9th, 1956.

May I, on behalf of the Yorkshire cell, wish all other members a Prosperous and successful Year in 1956, and hope that by 1957 we in the North are a flourishing community.

ISLE OF MAN

W. N. C. Salmond,

54 Athol Street, Douglas, I.O.M.

BEING the inaugural meeting on the Island, all 12 other members were circularised by the Area Secretary to meet on December 8th at 8.0 p.m. at the private house of member Dr. W. E. Pycraft. It was known that four members were currently living on the mainland, but as any of them may have been over on holiday and as they would not feel "out of it" if notified, it was thought to be justified.

Apart from the Area Secretary and Dr. Pycraft, 2 members attended. Although this figure looks very disappointing, it actually is 4/7ths of the possible attendance as 2 members were not able to attend at the last minute owing to urgent private matters.

The Suspension of G. E. Duke and others was discussed with much feeling and a resolution was passed to urge the Committee to inquire into the whole proceedings. Grave concern was expressed at the constitution of the C.S.I. Tribunal which, according to "Motor Cycling" information, appeared to be irregular and it was hoped that suitable steps would be taken to urge the A.-C.U. to contest the whole affair.

Frequency of meetings was thought to be undesirable at less than two-monthly intervals. It was decided that only when good reason, such as a visit to the Island

(continued on page 19)

COMMITTEE NEWS

Meeting held on December 12th, 1955.

Present: N. B. Pope (Chairman), L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, H. S. Hall, A. L. Hexley, W. G. Jarman, W. A. S. Knox-Gore, A. Squilario, A. H. Taylor, I. F. Telfer and R. C. Walker (Secretary).

Ex officio member: E. C. E. Baragwanath.

Speed Trials.

The Secretary announced that negotiations with the Brighton Corporation had now been re-opened and that there was every possibility that the Club would be in a position to organize a Sprint event on the Madeira Drive at the end of April or early May 1956, subject to the necessary permit being granted by the A.-C.U.

Suspension.

The Secretary reported the meetings that had taken place and the subsequent action that had been resolved concerning the resolutions that would be sent to the A.-C.U. regarding the F.I.M.'s action in suspending a number of drivers, including G. E. Duke and R. Armstrong, as a result of their behaviour during the Dutch T.T.

Area Representation.

Mr. N. A. Bedford was formally elected to stand as the Club's Representative for the North East. The following counties would be included, Yorkshire, Durham and North Lincolnshire.

It was understood that arrangements were being made to hold an inaugural meeting which would probably take place in Leeds. It was agreed to request any members in these areas to co-operate with Mr. N. A. Bedford, 1 Lowther Terrace, Swillington Common, Nr. Leeds, and to give him as much support as possible.

News Items (continued)

the introduction of the new 2.4-litre has gone through smoothly, and the new Le Mans regulations now encourage the use of standard production sports cars thus eliminating the need for building special prototypes which were becoming a necessity in order to compete with the highly specialised Continental machines of semi-racing types bearing no relation to production cars.

As is well known, the Jaguar "D" type which won Le Mans this year came into

Honorary Membership.

Having taken into account the invaluable services that have been rendered to the Club at their various race meetings over the year and especially during the past season, it was decided to grant Honorary Membership to the Club to Mr. Gordon Hadfield, F.R.C.S.

April Silverstone 1956.

The draft supplementary regulations for this meeting were approved.

Annual General Meeting.

It was agreed that the Annual General Meeting of the Club should immediately follow that of B.M.C.R.C. Ltd. and would take place in the R.A.C. on Friday, February 24th, 1956.

Subscriptions.

It was resolved that a recommendation for an increase in the annual subscription to the Club should go before the Annual General Meeting for approval, and that separate paragraph on this matter should appear elsewhere in this issue of the magazine.

Donington Park.

The Secretary read a letter he had received from the A.-C.U. regarding the future of Donington Park, and reported that no further communication had been received from the Trustees of the Donington Estate. The position was noted.

Membership.

New members were elected.

series production at the beginning of the year and is eligible to compete at Le Mans, thus relieving the Engineering Department of the work of constructing a new prototype sports car which would have been necessary had specialised semi-racing cars from the Continent still been permitted to compete on equal terms.

An early announcement will be made regarding the drivers, but it can be stated that Mike Hawthorn has already signed up for Jaguar.



**1955
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16 of the 33 silver
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AN IMPORTANT ANNOUNCEMENT

FROM THE COMMITTEE OF B.M.C.R.C.

AT a recent meeting of the Board of B.M.C.R.C. Ltd., it was decided to form a Sub-Committee to examine the financial affairs of the Club, and from time to time, to make observations to the Board for their consideration.

This Sub-Committee, composed of H. L. Daniell, A. Squillario and R. C. Walker, met recently and reviewed the position after the 1955 Season.

We have had a very good racing season, considerably helped by the weather—especially the Hutchinson 100—and the organisation everywhere was first class. Unfortunately, attendance figures generally are decreasing at a time when the cost of all essential equipment required for the organisation and promotion of a large race Meeting is constantly increasing, and the time has now come when we must ask Members to bear a portion of

these costs if this Club is to maintain a reasonable working capital and safeguard our financial position in the future.

One of our recommendations is to increase Members' subscriptions from 42/- to 50/-, and this will be on the agenda for the Annual General Meeting in February. We are very reluctant to take this step, but we feel that in view of the preceding remarks you will give the matter your consideration and agree to this proposition. We should like you to bear in mind the subscription in 1921—£5.5.0. Trade and £3.3.0. Private Members.

We trust you will all rally round, and with your continual support it may one day be possible for the Club to have its own H.Q. and Club House—perhaps Donington—who knows?

Secretary.

Marshals Musings (continued)

JOE WRIGHT is guiding his son along the right lines. At the moment he is being coached on a "thousand" with a view to racing a "five hundred." This method worked quite well with Surtees Senior and Junior. Let us hope it will be right for Wright. Joe sends his regards to all and looks forward to doing his usual job at Silverstone, viz o/c Sidecar Marshals, but this year he hopes nobody will need the towrope

☆ ☆ ☆

ANYONE who has wrongly retained an armlet can expect a spot of bother at the next meeting. A change of system whereby the lapel label and the armband have to coincide with the proper duty will enable the police and officials to detect any "spivs" on site. Old type armlets should

be destroyed if you are unwise enough to hold one. That's all!

☆ ☆ ☆

THE A.-C.U.-G.C.R. 141 reads "Any driver who has entered for a competition and does not present himself at the start shall be suspended unless he can justify his absence." This rarely happens at one of our meetings, but if you are ever in this unfortunate predicament, anywhere, anytime, let the Clerk of the Course know about it right away. Never, repeat, never, enter two meetings scheduled for the same day.

☆ ☆ ☆

I will conclude by reminding you chaps about ball ended levers. The Scrutineers are bound to be interested in the methods adopted for taking the points away from the tips of these controls from 1956 onwards.

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Halo and Goodbye

WHILST I was young and still at school,
I had but one desire,
To race a motor cycle fast:
To that I did aspire.

So in the years that followed on
When school gave way to work,
I strove to save the wherewithal
And from it did not shirk.

The grindstone I did always nose,
The mill I oft times trod,
I worked my fingers to the bone,
I was a silly bod.

And all that time I didn't drink,
What's more I didn't smoke,
I didn't play around with girls,
I was a careful bloke.

I sat indoors at night and read,
As all good young men should,
I led a saintly life at home,
And saved up all I could.

Resulting from this life sincere
Eventually there came,
To me a bike of well-known make,
And international fame.

With joyous feelings soon I crouched
Upon that racer fair.
But joyous feeling soon gave way
To those of deep despair.

For though I tucked me well away,
And no protrusion showed,
A foot above my cranium
A halo gleamed and glowed.

No matter how I moved about,
No matter what I said,
This honour of a life well spent
Still shone above my head.

Regrettably, 'tis well-known fact
A halo's awful slow.
In heavenly code its written down,
Twill ne'er o'er thirty go.

And thirty is no speed at all,
If a race you're to win.
But in a flash my path was clear!
I must resort to sin.

What dreadful deeds to perpetrate?
How earn myself disgrace?
What union with the devil make
To suffer loss of face?

'Twas simple though, as soon I saw
There'd be no complication,
The first step in my downward trend
Would be intoxication.

And so in Red Lion, Goose and Duck,
Rose and Crown and others,
I wallowed in what's known as gin
The stuff that ruins mothers.

But though the halo dimmed its light,
It did not disappear,
It merely swayed from side to side,
And grinned from ear to ear.

Harsher methods then I'd try,
To move this glow along,
So standing on a table top,
I sang a dirty song.

At this the halo shook itself
And registered dismay.
But though deploring my remarks,
Refused to go away.

What then thought I to make it leave?
What further could I do?
Then just as if my thoughts were read,
The answer came in view.

A voluptuous thing with large blue eyes,
And briefest of all dress.
She cuddled up against my side,
Inviting my caress.

Of course I wouldn't normally
Have cast a second glance,
But for the fame I hoped to win,
I thought, I'll take a chance.

The halo sure would disapprove,
And suitably respond.
And twixt the choice of him or her
I much preferred the blonde.

Needless to say that e'er the night
Had turned to gold of day,
The halo had renounced its charge
And quickly run away.

I foolishly imagined that
Its disappearance would,
Enable me to race at last,
As oft I'd dreamt I should.

Alas this dream was not to be,
For from celestial glow,
I'd jumped into the Devils fire,
Stoked many leagues below.

The women plus the wine and song
Admittedly were nice.
But now they passed the casual side
And were established vice.

To satisfy my greed and lust
I soon had spent a fortune,
I pawned my lot, then did my lot,
Then sold the bike by auction.

I cheated, lied, I must admit,
To awful depths I sank.
To buy the things I needed most
I even robbed a bank.

'Twas not surprising in the end
I got my just deserts.
Five years the judge awarded me,
For what began with skirts.

The moral of this story is,
If racing be your dream
Then live yourself a natural life
Not one that is extreme.

So have your women, wine and song,
And live a life that's gay.
But like the halo, have your fun,
Then quickly run away.

D. A. Ball.

Area News (continued)

of a notable in the motorcycling world, or the arrangement of a film show or similar attraction, would the meetings be arranged, except that it was agreed to hold a meeting after the Tourist Trophy races and again after the Manx Grand Prix races automatically each year. The Secretary agreed to contact Geoff Duke and make a date for his next Island visit if possible.

Dr. Pycraft offered to show any films suited to his 9.5 mm projector and also thought he could sometimes borrow a 16 mm silent projector if necessary.

Refreshments were enjoyed through the kindness of Dr. and Mrs. Pycraft.

SURREY

W. G. Jarman,

153 Reigate Avenue, Sutton, Surrey.

THE Surrey Cell is growing again. Our monthly rendezvous at the *Antelope*, Maple Road, Surbiton, Surrey, is proving to be popular, and when Noel Pope gets a few pictures up we shall feel very much

at home. The December film show at Wimbledon was organised with the co-operation of the Lambretta club, who kindly provided the hall. Gordon Cobbold provided a bottle of whisky for a raffle and this fetched £2-10-0 for "Bemsee's" Benevolent Fund. The ale was good too. Thank you, Messrs. Cobbold, Huxley and Burniston. What about another?

The January rendezvous at Surbiton is fixed for the second Thursday, which is the 12th day of the month, according to Huxley's calendar, which has proved so useful because it shows three months at a glance. See you at Surbiton on the twelfth (and I hope we don't need four bus routes this time).

Bob Walsham of Avons has promised to give us a talk on the Continental Circus (illustrated with slides) in February. The provisional date is Thursday February 9th, but so far the worry is where can we get a room to hold it.

Best 1956 wishes to the new Cells. The more the better!

A.G.M.

February 24th

at the R.A.C. London.

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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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