



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 6. JUNE, 1956.

ONE SHILLING



Area News. Members of the Manchester group entertain George Tottey from the Cheshire and Merseyside cell at their headquarters.

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**taking part in this year's Tourist Trophy
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of Man we wish a safe ride and all success.**

Bemsee

EDITOR :
L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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Subject for discussion

TORQUE is defined as the uniform or fluctuating turning moment exerted by a tangential force acting at a distance from the axis of rotation or twist; and brake horse power as the effective or useful horse power developed, as measured by a brake applied to the driving shaft. In short, and in simple language, torque is the quantity of work done and brake horse power is the rate at which that work is done.

The torque produced by a motorcycle engine is only effective *if the driving wheel is on the road*. When the wheel is off the road all the work and power is wasted as the wheel cleaves the air. But the wheel can be kept on the road by an efficient suspension system.

That much is obvious, for are not our racing machines fitted with rear suspension? But they were not less than twenty years ago (less seven for the war), for only a few works models were using experimental spring frames despite various attempts—and endless preaching on the advantages of a spring frame—from 1900 onwards.

Why were they not used generally prior to 1936? Surely the ingenuity that found expression in frame, engine and transmission design, could have mastered the problems involved.

What does a spring frame add to a machine in terms of m.p.h. over a given distance on a given circuit?

Why were the Brooklands Experts so content with rigid frames when a springer would have lessened their discomfort and increased their speed? And if they had used spring frames what would the lap record have been in 1939?

And *if* Brooklands was still in being, what would the lap record be to-day?

HOME WIN FOR FRANK WILLIAMS

DENNIS BATES

AS we sat in the sun on straw bales watching the riders tackle the measured kilometre, memories of past sprints were recalled for us by "Barry" and Noel Pope. The most interesting point made was that speeds today are no higher than a decade or so ago, yet despite this, support for "Bemsee's" first lone effort at running a meeting on the Madeira Drive, Brighton was excellent and, just to prove them right, Tomkinsons's 1929 Rudge Whitworth won the Vintage class. His time was only 3.92 secs. away from that of the 500 class fastest. (The winner, anyway, was on a pre-war Excelsior).

Poor spectator support kept income down, and more than 20 non-starters out of the entry of 70 was no help. Indeed, had the marshals and officials failed to turn out some very caustic remarks would have rent the air! Practice robbed the entry of one or two more, but some herculean efforts were made to repair damaged machinery. Unlucky was C. C. W. Mates who dropped in a valve on his 250 Smith Special. More fortunate was E. A. Woods whose 349 Norton kissed a valve, and a spare—the model is several years old—was found! Poor L. S. Bolton's 3-wheel L.S.B. Special never really went, but he pressed on hoping to cure the bother.

Promptly to the second the first men roared away. Starting was in pairs by the Hayes/Loughborough timing apparatus. This included three one-second lamps followed by a green starting signal; timing commenced with the wheel passing over the hockey stick. J. T. Terry (249 Ariel) was favourite but came last in the first run due to a missed gear change. On his second try he took the class by over three seconds from second place man C. H. Goody (249 Norton).

A battle royal between the Scotts of N. G. Pecoek, R. A. Willoughby and J. Clarke, M. C. Tomkinson, and the veetwin Martinsyde piloted by V. C. Tait, was expected when the Vintage boys came to the line. But despite the wonder of listening to the now rare Scott "yowl" there was no punch behind the motors and Tomkinson was an easy winner from Tait. The 1928 Norton of D. Pickering caused its rider a nasty moment when it headed straight for the Starting signal support but control was gained in time.

Bad getaways did not marr the 350 class. Extremely fast was Peter Ferbrache who wronged the last fraction of a second from

the timekeepers with his cracking starts. Tomkinson, out on his 1927 348 Velocette, tried hard to match him but the J.A.P. was just 0.14 secs. better. Woods, with his valve trouble cleared, had to retire again momentarily when the camshaft tube began to spew Mr. Castrof's best product, but on re-entering the fray he clocked 31.01. The 7R A.J.S. of A. A. Stride went just a wee bit faster and although Woods got down to 29.9 he lost third berth to Stride by .02 secs. L. G. Morris, had evidently been doing some hard thinking about 'getting on the meg' for his 7R sported a "straight through"—almost like seeing a megaphone on a Vincent!

Fresh from a 13.80 secs. time over the $\frac{1}{4}$ mile at Ramsgate two weeks previously, Charlie Rous (998 Vincent s/c) was eager to come to grips with Brighton. There was tough opposition in the form of Woods' fantastic, but potent, three-wheeled Rudge/Morgan, the 996 Morgan of Cyril Hale and L. W. H. Collins (495 Velocette s.c.). The Morgan responded well to the demands of its crew, leaving black streaks on the tarmac as it shot away, but when the time was announced it was over 3 seconds slower than Rous. Collins, another Ramsgate award winner, forfeited his first run to clear oil from the magneto. On coming to the line the second time there was still a little unhappiness coming from that piece of mechanism but it lasted to give him third place. Rous went on from a certain first to set a new sidecar record on his second run in the very creditable time of 26.80 seconds.

Frank Williams' Cotton was scratched from the 500 class as too much power in practice had pulled the cylinder retaining studs out. H. A. Voice set about putting the Excelsior marque back among its once customary place of race winners and turned the tables on the Hartley-Ariel of Peter Ferbrache. The standard G45 Matchless of J. N. P. Wright could not quite—by nearly half a second—make up in speed what it lacked in years and even he was harried by the Ardleigh special of A. L. Knight only 0.01 secs. behind. Poor W. Merrett (498 W. M. Contra) and R. S. May (498 Triumph) had a succession of false starts which must have put them off completely.

Right at the end of the programme came the mighty men of Sprinting. To rivals Frank Williams (996 Norton-J.A.P.),

(continued on page 122)

BRIGHTON

SPRING SPEED TRIALS



OFFICIAL RESULTS

TROPHY WINNERS

The Rex Judd Challenge Trophy:

Awarded to the rider making the fastest time of the day.
F. J. Williams (996 c.c. Norton J.A.P.)—22.40 seconds.

The Ron Watson Challenge Trophy:

Awarded to the rider making the fastest time of the day with a Sidecar or cyclecar:
C. W. Rous (998 c.c. Vincent S/c)—26.80 seconds.
Passenger—A. Bascombe.

The Riley Challenge Trophy:

Awarded to the rider of the fastest solo machine not exceeding 500 c.c.
H. A. Voice (498 c.c. Excelsior)—27.02 seconds.

The National Benzole Challenge Trophy:

Awarded to the rider making the best performance during his first appearance on the Maderia Drive course.
P. J. Peters (997 c.c. Ariel)—26.06 seconds.

Solo Motor Cycles from 225 to 250 c.c.

			1st Run	2nd Run	Place
S. Leeper	-	Norton J.A.P.	41.5	41.65	
R. A. Beecroft	-	New Imperial	48.0	45.20	
C. H. Goody	-	Rudge	35.95	36.06	2nd
G. Coles	-	Rudge	39.45	40.10	
V. D. Knapp	-	Norton	36.74	36.90	3rd
H. F. Taylor	-	Rudge	39.90	39.50	
C. W. Organ	-	M.O.V. Special	38.16	37.90	
B. W. Lack	-	Rex-Acme Blackburne	39.40	36.85	
J. T. Terry	-	Ariel	51.89	32.45	1st

Class Record: J. T. Terry (250 c.c. Ariel)—32.45 seconds.

Vintage Solos, Sidecars and Cyclecars.

R. A. Beecroft	-	1928 Norton 490 c.c.	32.40	—	3rd
D. Pickering	-	1928 Norton 490 c.c.	33.58	34.11	
J. R. Clew	-	1927 Velo. 348 c.c.	41.60	39.40	
B. W. Lack	-	1927 Rex-Acme Blackburne 250c.c.	39.70	37.50	
M. C. Tomkinson	-	1929 Rudge 348 c.c.	27.94	—	1st
V. C. Tait	-	1922 Martinsyde 760	41.70	31.08	2nd
N. G. Pocock	-	1928 Scott 596 c.c.	35.30	35.07	
R. A. Willoughby	-	1928 Scott 600 c.c.	35.24	37.30	
J. Clarke	-	1930 Scott 498 c.c.	38.60	33.30	

Class Record: M. C. Tomkinson (1929 Rudge 348 c.c.)—27.94 seconds.

A Bemsee Event

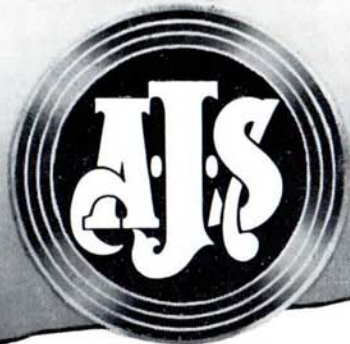
TROPHY DAY

CLOSED-TO-CLUB

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for Bemsee



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May 19th

AINTREE SIDECAR SCRATCH RACE

1st 'PIP' HARRIS Norton 73.03 m.p.h.*

Fastest lap at 75.10 m.p.h.

AINTREE LIGHTWEIGHT SCRATCH RACE

1st SAMMY MILLER N.S.U. 71.33 m.p.h.

2nd MICHAEL O'ROURKE M.V. Agusta

3rd GEOFF MONTY G.M.S.*

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MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS issue is virtually our T.T. number and as we focus our attention on the "Island of Mechanised Mann," let us pay tribute to the Manx people who have done so much to help us in the development of all the bits and pieces which are in general use today. Let us also remember the members of the B.M.C.R.C. who have raced or helped, ever since our own start at Brooklands in 1909, two years after the first T.T. in 1907. If you are going to the I.O.M., remember to wear your badge of office and do not hesitate to use them as a means of introduction. We are using the *Queens Hotel* as our place of rendezvous and "Squirrel" will be in residence for race week. Our Club Representative will again be Dennis Glover who will be at your service during the whole period. His I.O.M. address is "Ballacain," Mill Road, Onchan. Tel.: Douglas 1387.

☆ ☆ ☆

IT is nine years to the day since I wrote in the C.S.M.A. Magazine about the use of short-wave radio on the Mountain road in the Isle of Man. I was thinking about the isolated doctors and marshals who still perform miracles of improvised communications over that ten miles of very difficult terrain. This year the solo travelling marshals will be radio equipped, which is a step in the right direction. All we need now is a helicopter, and maybe the A.C.U. could approach the R.N. or the R.A.F. to use this magnificent opportunity to carry out some first-class training with a splendid objective.

☆ ☆ ☆

I take the blame for quite a few things but when one of the "Trade Types" promoted me to Air Chief Marshal and blamed me for the weather on "Silverstone Saturday"—that is too much even for me to bear. We lost a lot of money on that occasion and most of us caught bad colds in addition, so I'm repeating my recent request to all the "Trade Types" to join the Club. Yes I know that some of you have already done so, but the time has come for all of you to come in. Why not approach your Directors, do it officially and then proceed to get them in as well?

☆ ☆ ☆

THE time has arrived for all streamliners to carry their national colours. And in case you don't know them, here

are a few:—Italy Red, Germany White, Britain Green, France Blue, Belgium Yellow. Our sidecars look particularly good in British Racing Green and there is no reason for the solos to lag behind. What about it boys? Finish it off with the crossed Union Jacks obtainable from the office.

☆ ☆ ☆

QUITE a gang of the old-timers were at Weybridge on May 5th, thanks to Bill Lunn who hit on the idea of a Brooklands Reunion last year. The "*Hand and Spear*" at Weybridge was cluttered up with all kinds of vehicles plus several generations of men, going back to pre-Kaiser war days. Bill Lunn will shortly be presiding over the "*Holly Bush*," Redbourn (A5), Herts, so anyone who is in the vicinity now knows where to go.

☆ ☆ ☆

AS I write, the sad news has just come in about Fergus Anderson. We have lost a rider of great ability who was also a good journalist in several languages. He could easily have earned his living as a professional golfer, and could have done equally well with a car or a sidecar. The Continental Circus riders have also lost a great advocate who did not hesitate to help his fellow men when they did not get a square deal. We shall not forget Fergus for a very long time, and to Mrs. Anderson and family, the members of this great club extend our very sincere condolences.

☆ ☆ ☆

MUCH good natured leg pulling has come my way since a V8 half-litre job has come into the racing game. When I wrote about this possibility, it was after a discussion with "Barry" and Noel Pope. I am now asked to compare the straight four and the V8. Frankly the gain is so small and of dubious value on *two wheels* that it will be a long time before the four cylinder engine can be improved upon. As Geoff Duke puts it. "It takes a four to beat a four." Another possibility which we must not overlook is the chance of the Senior class being reduced to 350 c.c., in which case we can except history to repeat itself by 1969/70.

☆ ☆ ☆

TROPHY DAY at Silverstone on July 7th is a date for your diary. Practice in the morning and race in the afternoon.

(continued on page 115)

RACING TWOSTROKES *I HATE THEM!*

ERWIN TRAGATSCH

I don't like twostroke engines in motor-cycles. But while I do appreciate the usefulness of a simple twostroke engine in an "Everyday" machine, I really cannot understand the advantages of a "hot" and especially a racing twostroke motorcycle.

How long a twostroke will have the advantage over a fourstroke in cheapness of production as result of less parts I am prepared to close my eyes to some degree as this is surely an initial advantage, resulting in a cheaper machine. This is now more or less questionable, because a fourstroke engine, produced in bigger quantities, must not be much more expensive than a twostroke.

But if we want from a twostroke a higher output all the initial advantage is lost because not only the production costs are rapidly increasing with more complicated designs (double pistons etc.) but the running costs are becoming so high, that I can't see any practical advantage, only a lot of disadvantages!

In some countries on the Continent there is still a trend towards "hot" twostrokes. Not as a result of any advantages of this sort of engine but as result of prosperity! Thirty years ago when there was no prosperity, every buyer of a motorcycle considered first the economical side. A motorcycle had to be cheap to buy and also cheap on fuel consumption. Today, many riders can't use the high power output of a modern big fourstroke twin, but want from a lighter machine a comparatively high efficiency. They do not ask about the price and the fuel consumption but are interested to get lots of h.p. and m.p.h., although in most cases they have not much use for them. The result is these very expensive Continental twostrokes of 250 c.c. and above, which have a fuel consumption often twice of those of a British 500 c.c. or 650 c.c. vertical o.h.v. twin. Besides that running expenses are high and their life is often very short.

We see this situation in Austria and Germany, while in Italy nearly all temporary twostrokes of the last years disappeared to make room for the much more economical fourstrokes. Even in Germany high efficiency fourstrokes are coming to the fore more and more and I am of the opinion that these "supporters of petrol firms" (called "hot" twostrokes) will disappear quite soon.

Why racing twostrokes? My experience with them goes a long way back. Double piston Puch's, water cooled D.K.W.'s with different kinds of forced inductions, supercharged Bekamo's, watercooled Windhoff's, noisy double piston Garelli's, membrane engined Titan's, simple three port Villiers engined machines, Rumi flat-twin's and many others passed through my hands and after a lot of work, many troubles with them I can only say: "I hate racing twostrokes"!

One never comes out of trouble with them. If you are very clever and able to make them fast without forced induction, you will run into cooling, lubrication or ignition troubles. And if you have cured them you will find that the needed water cooling adds weight in the wrong place because the cooler is not favourable for the air resistance and upsets road-holding qualities. Lubrication is a big problem when you are running a big and fast twostroke engine for a long duration, and the problems involving plugs and magnetos are further sources of trouble with a really fast twostroke racing machine. Another problem is the fuel. I will not talk at all about the terrible high consumption, but about the induction of sufficient quantities without a sort of supercharger. If you ride such a racing twostroke over a course like the Mountain course in the L.o.M., you will be surprised to see how much trouble with the carburation you can have at the Bungalow, although the carburetter setting a few minutes ago at the start in Douglas was correct!

There have been some superb designers of racing twostrokes. The late Ing. Weber, were much superior to the D.K.W.'s. The surely a very capable man, but he never could claim that his machines were reliable. They were very fast—and also very thirsty—but more than once the Italian (and even British) fourstrokes beat them. In 1939 the Moto-Guzzi's and Benelli's were much superior to the D.K.W.'s. The D.K.W.'s have been the most costly and surely best racing twostrokes ever produced. Since 1949 the D.K.W. factory is again competing officially in races but while they can partly reach the speed of the good fourstrokes, they never had reliability too.

Only a short time ago died two men which were closely connected with two-stroke racing motorcycles. A Marcellino and Ernst Loof. Marcellino was the chief designer of the Austrian Puch factory for many years and developed the famous Puch "double-piston" engine. During the years many fine facing machines were built by him and in 1931 a water cooled Puch with forced induction won the German Grand Prix in front of the then leading British Rudge, New-Imperial and Excelsior machines. Later the Puch design was copied and much improved by D.K.W. but—as I said before—against a really good fourstroke racer in the hands of a top rider, they have been outclassed. Unfortunately Puch retired in 1932 from the official competition in big races.

Ernst Loof was in 1935 with the German Imperia factory when Dr. Schroeter, the gaffer and technical director of this firm, produced the sensational 500 c.c. supercharged vertical twin two-stroke racing machine. Loof, a fine technician and superb racer, rode this unique design at Avus. The performance was poor and even much redesigning couldn't stop this machine from being a failure. In fact the work, and the costs involved in this design were too much for the manufacturer, who soon afterwards had to close down. Fate!

Work on twostrokes has cost many firms a lot of money and the results have been negative except when simple engines and not high efficiency engines have been involved.

It is a brilliant effort to get 105 m.p.h. from a tuned 125 c.c. B.S.A. engine as this is the case with the Walsh tuned machine in Australia. But here in Europe we can't use alcohol fuel and have to work in the frame of the F.I.M. regulations which now ban forced induction. Eberan von Eberhorst who is now responsible for the German D.K.W.'s is one of the most experienced men in the game with experience on Auto-Union, Era, Aston-Martin and other fast engines. He has the best technicians available and the best equipped factory and great financial resources, and still, he can't produce a two-stroke racing machine which is both fast and reliable to win big international races. How can a single privateer who works on his own with limited resources prove that a racing two-stroke is better than a racing four-stroke? I admire A. E. Rose and all the other gallant men who still want to uphold the prestige of the temperamental two-strokes, but I wouldn't do it after all my experience with them!

The limit of tuning a two-stroke is below the limit of tuning a four-stroke and here are my reasons:

The combustion in a four-stroke is more complete than in a two-stroke.

The four-stroke has a lower working temperature and therefore we can use a higher compression ratio.

Owing to the heavy charge in the cylinder in a four-stroke engine, the surface to volume ratio is better than on a two-stroke and we have therefore less heat loss.

The scavenging of the previous charge from the head is in a four-stroke engine complete while in a two-stroke engine the incoming gases are partly mixed with the burnt gases and therefore the four-stroke—as already mentioned—gives a better combustion.

The mixture of incoming and burnt gases results in a lower thermal efficiency, because too much incoming fresh gases are lost in a two-stroke, a thing which is especially noticeable with racing engines.

A two-stroke has a low mean effective pressure, arising chiefly from the very bad volumetric efficiency of crankcase displacement. This is partly due to the very large clearance space inside the piston and around the crank webs in comparison with the displaced volume of the piston per stroke.

A four-stroke has a higher mechanical efficiency due to its lower pumping losses. The pumping losses on a two-stroke are much higher. They are caused by the short time available for getting in a fresh charge.

Due to a more homogeneous mixture free from inert gases, a four-stroke gives a more regular firing at light loads, every time there is a spark there is an explosion.

The generation of a suitable spark in a two-stroke racing engine is quite difficult. In a four-stroke engine the whole ignition gear is more reliable and not so much stressed as in a two-stroke engine because the spark is needed only every fourth stroke and therefore it is ample time for a good spark to be generated. Also the sparking plug on a four-stroke runs cooler than on a racing two-stroke.

The mixture in two-strokes is often weak and patchy. The result is uneven firing at light loads (four-stroking).

Although the modern D.K.W. racing machines are aircooled, I think it is essential for a "hot" two-stroke racing engine to be liquid cooled. Giving the same b.h.p., a two-stroke compared with a four-stroke runs always hotter. In fact, the

(continued on page 122)

AREA NEWS

CHESHIRE & MERSEYSIDE

G. E. Tottey,

2 Rocky Lane, South,
Heswall, Wirral.

WE had a well attended meeting in April and many controversial points were brought up and happily settled, but the main theme of the meeting was the unrest and indignation of our members, racing and otherwise, at the lack of decisive action by our representative bodies over the suspension controversy, and the apparent frequent change of front and approach from what we can glean from anything published.

Our former hosts, Mr. and Mrs. Robson have moved to another hotel a few miles away, but Mr. Robson is still maintaining his interest in the Club and we shall never forget how he helped us on our way when the cell was first formed in January, 1953.

However we are fortunate indeed, in their successors Mr. and Mrs. Roberts, who came into our meeting during an interval and in a few well chosen words Mr. Roberts welcomed us and promised to do his best to carry on where Mr. Robson left off.

Our famous shrimp sandwiches were made up by Mrs. Roberts, and if they are anything to go by, we are certainly lucky in having two young and charming people for our future hosts, and certainly worthy successors to our former ones.

Owing to the spate of speed events and the T.T. our next meeting is on June 20th at the *Shrewsbury Arms*, 7.30 p.m. as usual.

I am not saying anything about the weather in future. After Silverstone, I think the Editors' remark that I must have uncrossed my fingers must be true.

I am sure the lads must be happy now that Geoff Duke is on our Committee and they can rest assured they have very able and wise representation now at the administrative level.

Incidentally Bill Jarman's query about mileage to the Committee meetings. Geoff tops me by about 10 miles if he comes from Southport. By train he does about 220 miles to London. Myself 210.

However, Geoff being a top income bracket man, unlike myself, frequently flies by a very convenient plane from Liverpool to London. Can't wait for a train very often.

SURREY AND MIDDLESEX

W. G. Jarman,

153, Reigate Avenue, Sutton, Surrey.

ALTHOUGH the racing season is in full swing, we have not lost sight of the fact that we need a good place to meet during the winter months. A well known member thinks that Whitton near Hounslow, might prove a good geographical location for both Surrey and Middlesex. Furthermore, there is a good "House" in the district where we can have a room to ourselves at a very nominal charge (if we go mid-week).

Any Surrey or Middlesex member who wishes to make any other suggestions is welcome to do so, but this winter we must see if we can beat the lively Merseyside Members who rally round "Tot" like bees around the hive. All being well we will start the winter season with a "Bemsee Brains' Trust," so stand by to be shanghied, some of you.

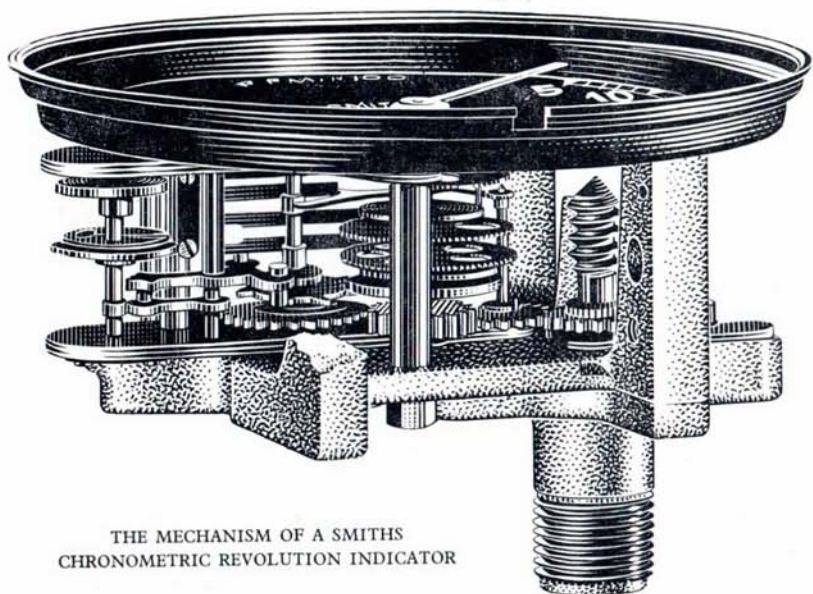
HERTS

C. E. Lucas

14, Oundle Avenue, Bsuhey.

EAST and West, this area is wide and handsome and I hope in the future a more centralized meeting place can be arranged which will help the remotely situated members, and on this point I would welcome ideas. It was pleasing to see new faces at our last meeting, Wednesday, May 9th, and to meet some of the younger members who tell me they are looking forward to their racing debut next season. We had a lively discussion, and very comprehensive, weights, steering, springing and sidecars and new sidecar outfits to come. On my arrival a marvelous Young thing, Sleek and beautiful in a lovely shade of red greeted me, although then very quiet, but reputed to be very fast in her ways, admiration from all when the meeting broke up. The Lady, one of the members transport, a Race Bred M.G. All members present expressed their regret at the news of the untimely end of that stalwart rider and journalist Fergus Anderson and agreed that a message of sympathy be conveyed by the Club Secretary (if he has not already done so) to Fergus Anderson's widow and family.

What is the reason why so few of the real local members have turned up? Give yourself a break and make a point of



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FACT 1: Taking into account the performance of the modern motorcycle and present-day conditions on the road, the same "all-purpose" tyre, front and rear, on solo machines, is no longer satisfactory. FACT 2: Lightweight and heavyweight machines have equal need of a different design of tyre, front and rear. FACT 3: Avon research, in the laboratory and in international racing, has revealed that "different" tyres are not enough! The maximum in performance, safety and tyre mileage is only attained when you ride with front and rear tyres that are **DESIGNED AND MATCHED AS A PAIR**.



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... you need
the **safety** of

AVON

**paired
tyres**

turning up at the next meeting. On account of the L.O.M. Races the next meeting will be held on June 27th at the *Windmill Inn*, Bushey Heath. To all members riding in the T.T. I wish you the best of weather and a good ride. Don't forget to let me have any ideas about meeting places and the blend of entertainment that can be laid on.

DERBYSHIRE AND NORTH STAFFORDSHIRE

487, *Uttoxeter Road*, Derby.

I am pleased to report that our inaugural meeting was held on April 26th as scheduled, at which we had an attendance of seven, namely John Allen and brother Tony, "John" Kalinins, Bob Evans, Reg Thornhill, Harold Hollis and me. The landlord made us very comfortable and we had quite a pleasant evening discussing plans for the new cell. It had been hoped to arrange a film show for this month's meeting but, unfortunately, there has not been sufficient time to obtain the

projector. However, two films, "Goldstar" and "Stars in Action," have already been booked for June and the necessary arrangements made for the hire of projection equipment. I will advise in due course of the date of the film show, but, for the time being, will you please note that we shall be having another chatty evening on Thursday, May 17th at 8 o'clock. Incidentally, it was agreed that wives and girl friends will always be welcomed to our meetings, and sandwiches will be available for those who like a snack with their pint. The meeting place is as before, the *Normanton Hotel*, Normanton Road, Derby. Will members please do their best to join us or drop me a line to let me know if they are still interested. Reg Thornhill, "John" Kalinins and I had an interesting afternoon out on April 28th, giving the new Kirby Mallory circuit the once over. In spite of sundry carburation troubles, both the 7R and the Gold Star put in a dozen or more laps of this smooth, fast course (over the ton on the straight) and we are looking forward to the first pukka meeting on May 13th.



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Entrant of Twenty Replica Winning Machines in 1937-39, 1947-8-9 and 1951-54 Junior and Senior T.T. Races, who has supported the T.T. from 1937 to 1954 inclusive.

FOR ALL MAKES AND TYPES OF MOTOR CYCLES FOR— RACING, TRIALS, SCRAMBLES AND TOURING MODELS.

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"THE RIDER AGENTS"

The Sportsman's Specialists
25 - 27 & 72 - 74 SHORTMEAD STREET
Biggleswade, Beds.

R.A.C.

SPEED LIMIT REMOVED

A 400-yards stretch of the London Holyhead (A.5) Trunk Road at Bangor (Caernarvonshire), has been derestricted following a Public Enquiry at which representations were made on behalf of the R.A.C. and the A.A.

After considering the findings of the Inquiry, the Minister of Transport and Civil Aviation has made an order lifting the 30 m.p.h. speed limit imposed on that part of the road running from its junction with Penrhyn Avenue to the junction with Port Penrhyn Road, Bangor.

At the Inquiry it was stated that the speed limit had first been applied to the road in 1937 when street lighting was installed. In 1954 the County Surveyor drew attention to the fact that restriction signs were not easily visible to traffic because of trees growing on either side of the road. The Minister decided that the limit signs should be moved so that a further 400 yards of the road was derestricted but contrary representations were made by the local authorities and the police.

The motoring organisations supported the Minister's proposal on the grounds that the road was in good condition, reasonably wide and undeveloped on either side. It was stated that the nearest house was 300 yards away from the main road and that the accident record showed that the road was not dangerous.

MOTOR SPORT MEMBERSHIP FOR MOTOR-CYCLISTS

MOTOR SPORT Membership of the Royal Automobile Club has now been extended to motor-cyclists.

This new form of R.A.C. membership was first instituted just over a year ago and until now has been maintained exclusively for the past and present holders of competitions licences issued by the Club.

It has now been arranged, by mutual agreement between the Royal Automobile Club and the Auto-Cycle Union, that R.A.C. Motor Sport Membership should be extended to holders of current or past A.-C.U. Competitions Licences.

The annual subscription for motor-cyclist members of the Motor Sport Section is £1-11-6d. This charge is reduced to £1-5-0 in the case of eligible members

of A.-C.U. affiliated clubs. A further fee of £1-1s. is payable for use of the distinctive Motor Sport badge and for the R.A.C. telephone box key. The badge is available in a variety of fittings suitable for attachment to a motor-cycle headlamp, handlebar, forks or front mudguard.

Special services reserved for Motor Sport Members include regular news bulletins giving information about events both at home and abroad. Members wishing to attend race meetings can obtain detailed route plans to all European and British race circuits.

In addition to these special services, Motor Sport Members are also entitled to all the benefits of ordinary R.A.C. Associate Membership. These include the "Get-You-Home" scheme, free legal advice and the comprehensive home and foreign touring facilities.

PARKING METERS

VIGOROUSLY condemning the Minister of Transport's proposals for the introduction of parking meters, Captain A. W. Phillips, General Manager of the R.A.C., said at a Press conference held in London last month: "Parking meters used in the manner intended in the Bill will contribute nothing constructive towards alleviating the traffic problems of the Metropolis. By what magic will cars parked in streets where present parking is deemed to cause an obstruction, cease to do so by dropping a coin into the slot of a parking meter? The Minister's new scheme means that any motorists entering central London will be faced with the almost certain knowledge that every time they stop to make a business call they will be obliged to pay a fee for the 'privilege.' Instead of wasting public money on meters and manpower, maintenance and enforcement, the authorities should endeavour to do something constructive. Trying to scare away the motorists from London by once again raiding his pocket is the sort of negative move which is bound to fail." After outlining several proposals to improve the London traffic paralysis, Captain Phillips concluded by emphasising that only by immediate positive action could the stranglehold which was throttling London's road arteries be loosened.

40 M.P.H. SPEED LIMIT

UNLESS motorists are extremely careful they may well fall for the bait of a higher limit of 40 m.p.h. only to find that they have let themselves in for wholesale speed restrictions on roads where no limit is now applied. Although far from ideal, the 30 m.p.h. limit has at least the advantage of being easily understood. The report recommends that different speed limits should be applied according to the particular character of each section of road. That could only result in misunderstanding and confusion which, to say the least of it, is unlikely to reduce accidents. Simplicity is the essence of efficient traffic control. In spite of the persistent efforts of the motoring organisations, the roads today bristle with all kinds of informative and obligatory signs. In our view it is ridiculous to expect drivers to comply with a succession of signs denoting a variety of speed restrictions on comparatively short stretches of the same road.

COMPULSORY VEHICLE TESTING

THE motoring organisations have continually pointed out to the Government the immense practical problems involved in carrying out compulsory vehicle testing. An outstanding objection is the difficulty which would be experienced in ensuring uniformity of standards throughout the country. Although the motoring organisations are doing everything they can to promote road safety there is very little evidence to suggest that defective vehicles more than ten years old are in any way a primary cause of accidents.

PENNANTRY IS DANGEROUS

IN a recent appeal to motorists not to plaster their vehicles with pennants, stickers and mascots, a spokesman of the Standing Joint Committee of the R.A.C.,

the A.A. and the R.S.A.C. said: "Pennantry is dangerous, not decorative. In recent years many motorists, especially returning holidaymakers, have festooned their car windows with stickers proclaiming where they have travelled. The practice can be extremely hazardous. It is essential that drivers should have a completely unrestricted view through all their windows, and pennants not only seriously curtail the arc of vision but also serve as a distraction to other road users."

FOREST FIRES: A WARNING

TWO hundred thousand leaflets carrying a reminder of the danger of forest fires are being distributed by the R.A.C. The leaflets, appropriately printed in fiery red type, have been prepared by the Forestry Commission which has asked the R.A.C. to help in their countryside circulation. Fire brigades throughout the country are called out to fight more than 20,000 outbreaks of forest, heath or rick fires every summer. Many hundreds of thousands of young trees and thousands of tons of timber and fodder are destroyed each year through the carelessness of smokers, picnickers and campers. The R.A.C. urges all motorists and motorcyclists to observe this "Country Code". Always stub out cigarettes; replace dead matches in the box and put out camp fires properly before leaving. Never throw burning cigarette ends or matches out of the car window. The Forestry Commission's leaflet warns: "A moment's thoughtlessness can imperil the nation's timber supplies and ruin the beauty of the countryside."

NEW R.A.C.

PREMISES IN BIRMINGHAM

AS from 7th May, the R.A.C. Midland Counties Office in Birmingham will be located in new and improved premises at 93-95, Hagley Road, Edgbaston, Birmingham, 16. Telephone: Edgbaston 5401/3.

Marshals Musings (continued)

Most people regard this meeting as the nicest event on our calendar. If you belong to your local club, tell them to come along and spot the stars of tomorrow. No charge for admission. Members who can assist are invited to drop me a line as soon as they can. Time is short.

I met a very pre-war racing man the other day who is shortly to celebrate his sixty years in his life. I asked him if he had a message for the young racers of today and this is his reply. "Tell them to use the four B's, Brains, Body, Box and Brakes, and if you mention my name, I'll count you as a stranger in future!!" No prizes for a correct guess at his name.

OULTON PARK

"DAILY HERALD" BRITANNIA VASE MEETING

OFFICIAL RESULTS

SPECIAL AWARDS:

The Daily Herald Britannia Vase

G. E. Duke. 500 c.c. Gilera. 84.95 m.p.h.

The Sir Algernon Guinness Memorial Trophy

C. C. Sandford. 125 c.c. Mondial. (Race speed equalled existing lap record)

The Hector Dugdale Trophy

G. E. Duke. 500 c.c. Gilera 84.95 m.p.h.

The Sporting Life Challenge Trophy

R. McIntyre. 348 c.c. Norton

The Lambretta Trophy

C. C. Sandford. 125 c.c. Mondial 70.39 m.p.h.

The M.C. Tomkinson Trophy

C. Hale. 996 c.c. Morgan 72.66 m.p.h.

14 miles, Preliminary Race, Solos 251 c.c. to 350 c.c.

				<i>m.s.</i>	<i>m.p.h.</i>	
1.	R. McIntyre	-	Norton	-	10.48.8	76.40
2.	R. Fay	-	B.S.A.	-	11.10	73.93
3.	R. N. Brown	-	A.J.S.	-	11.10.4	73.89
4.	B. Kershaw	-	A.J.S.	-	11.17	73.16
5.	J. C. Smith	-	A.J.S.	-	11.30	71.79
6.	W. A. Smith	-	B.S.A.	-	11.36.6	71.09

Other Finishers: F. Burgess (Norton); P. Eden (Norton); R. Avery (B.S.A.); D. A. Hogg (B.S.A.); D. P. Legge (B.S.A.); W. H. Dixon (Norton); B. D. Gissane (Velocette); O. P. Williams (A.J.S.); D. Poolton (Norton); S. Hollis (B.S.A.).

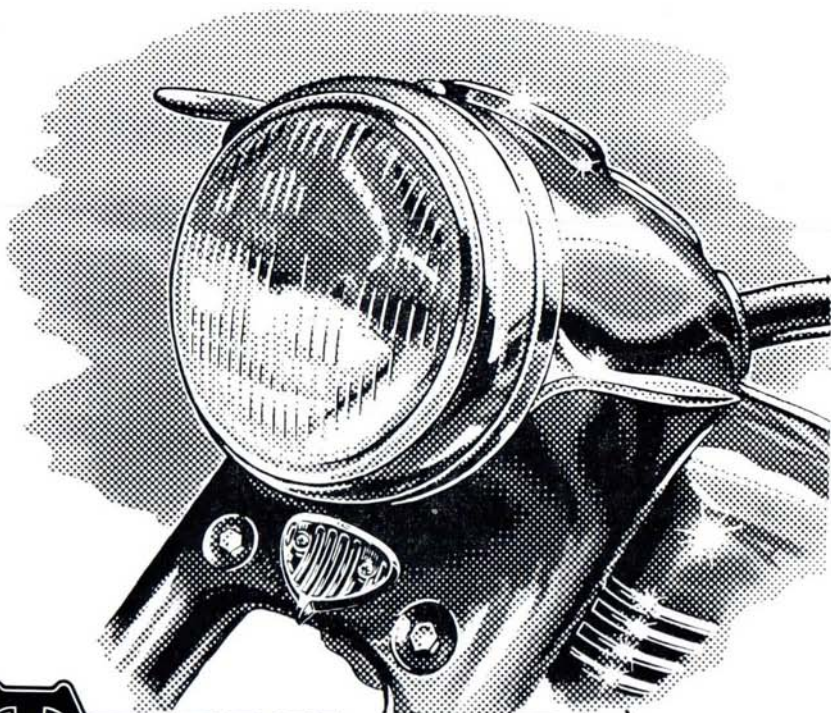
Fastest Lap: R. McIntyre. 2 mins. 06.2 secs. 78.76 m.p.h.

14 miles, Preliminary Race, Solos 251 c.c. to 350 c.c.

1.	G. R. Dunlop	-	A.J.S.	-	10.39.4	77.47
2.	A. King	-	Norton	-	10.39.8	77.42
3.	P. H. Carter	-	Norton	-	10.49	76.32
4.	V. T. Williams	-	Norton	-	10.51.4	76.04
5.	R. M. Harding	-	Norton	-	10.59	75.16
6.	D. V. Chadwick	-	Norton	-	11.07.6	74.20

Other Finishers: R. Stretch (A.J.S.); "J. Alexander" (A.J.S.); E. G. McFarlane (B.S.A.); T. M. Chrich (B.S.A.); E. McG. Haldane (B.S.A.); G. K. Penson (Velocette); J. T. Griffiths (B.S.A.); S. F. Lewis (Velocette); R. Thompson (B.S.A.); E. W. Walczak (B.S.A.); G. Howarth (A.J.S.); V. L. Green (A.J.S.); A. H. Frost (A.J.S.); N. Jones (B.S.A.); W. Fitzsimons (Norton); T. Jones (B.S.A.); A. Scholfield (B.S.A.); P. J. Ashby (A.J.S.).

Fastest Lap: A. King. 2 mins. 0.3 secs. 80.42 m.p.h.



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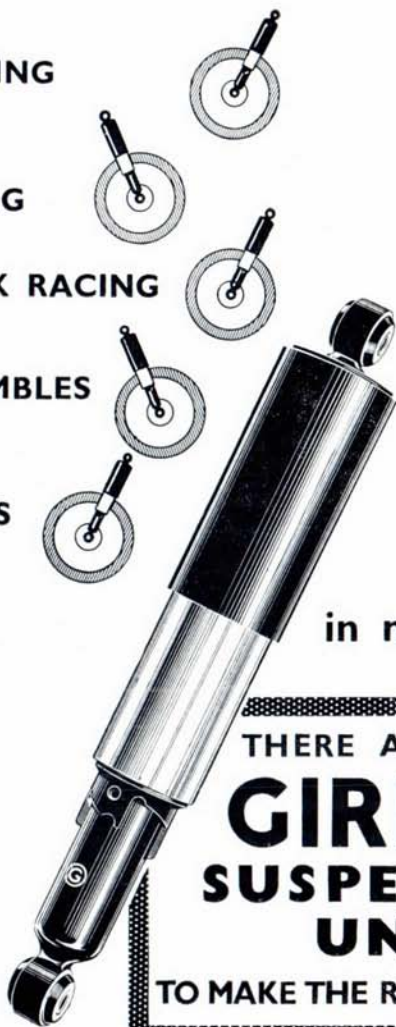
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TWO WHEELS OR THREE

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KINGS ROAD · TYSELEY
BIRMINGHAM 11

J2538

14 miles, Preliminary Race, Solos 351 c.c. to 1,000 c.c.

			<i>m.s.</i>	<i>m.p.h.</i>
1.	G. R. Dunlop	-	Matchless	-
2.	P. H. Carter	-	Norton	-
3.	G. T. Salt	-	Norton	-
4.	J. D. Brindley	-	Norton	-
5.	M. P. O'Rourke	-	Norton	-
6.	S. R. Stephenson	-	Norton	-

Other Finishers: A. Shepherd (Triumph); E. McG. Haldane (B.S.A.); A. A. Knowles (A.K.S.); P. W. Daft (B.S.A.); H. W. Bowman (B.S.A.); B. Kershaw (Norton); K. G. Buckmaster (Triumph); G. Little (Moto-Guzzi); C. H. Hubbard (B.S.A.); M. Gittins (Matchless); R. Thompson (B.S.A.); L. G. Kempster (Norton); B. Payton (B.S.A.); G. W. Walker (Norton);

Fastest Lap: G. R. Dunlop, 2 mins. 02 secs. 81.47 m.p.h.

14 miles, Preliminary Race, Solos 351 c.c. to 1,000 c.c.

1.	G. E. Duke	-	Gilera	-	10.02.4	82.23
2.	R. McIntyre	-	Norton	-	10.06	81.74
3.	R. Fay	-	B.S.A.	-	10.41.2	77.26
4.	B. Duffy	-	Norton	-	10.44	76.19
5.	A. V. Hegbourne	-	Norton	-	10.47.8	76.47
6.	R. N. Brown	-	Matchless	-	10.53.2	75.84

Other Finishers: B. Purslow (Norton); R. S. Snell (A.J.S.); B. H. King (Norton); J. Bullock (Triumph); W. R. Anderson (Norton); V. Preston Norton; R. Preece (B.S.A.); E. C. Little (B.S.A.); P. Eden (Norton); K. Bowell (B.S.A.); L. A. James (Vincent); G. E. Packer (Matchless); G. Wilson Norton; P. Darvill (998 Vincent-H.R.D.); R. Ogden (Triumph-Norton); S. Elkin (B.S.A.).

Fastest Lap: G. E. Duke, 1 min. 58.6 secs. 83.61 m.p.h.

44 Kilometre, 125 c.c. Championship Race, Solos.

1.	C. C. Sandford	-	Mondial	-	23.52.6	69.22
2.	E. Pantlin	-	L.E.F.	-	25.08	65.81
3.	W. N. Webster	-	M.V. Agusta	-	25.53.2	63.89
4.	R. W. Porter	-	M.V. Agusta	-	25.53.6	63.87

Fastest Lap: C. C. Sandford, 2 mins. 21.2 secs. 70.39 m.p.h.

66 Kilometre, 250 c.c. Championship Race, Solos.

1.	R. McIntyre	-	Norton	-	32.58	75.29
2.	P. H. Carter	-	Velocette	-	33.07.6	14 laps
3.	T. E. Fenwick	-	Moto-Guzzi	-	33.18.2	"

Fastest Lap: R. McIntyre, 2 mins. 09.8 secs. 76.58 m.p.h.

66 Kilometre (15 Lap) Sidecar Championship.

1.	E. Walker	-	499 Norton	-	35.17	70.35
	Pass: D. G. Roberts					
2.	L. Wells	-	479 Norton Wats.	-	37.26.4	66.30
	Pass: A. McKone					
3.	C. H. R. Warner	-	998 Vincent Spl.	-	37.47.4	65.68
	Pass: C. Bullock					

Fastest Lap: C. Hale (996 Morgan) 2 min. 16.8 secs. 72.66 m.p.h.

85 Kilometre (19 Lap) Senior Championship Race, Solos.

1.	G. E. Duke	-	Gilera	-	37.28.2	83.92
2.	R. McIntyre	-	Norton	-	38.14.4	82.24
3.	P. H. Carter	-	Norton	-	39.06.6	80.41
4.	G. R. Dunlop	-	Matchless	-	39.27.4	79.70

Fastest Lap: G. E. Duke 1 min. 57 secs. 84.95 m.p.h.

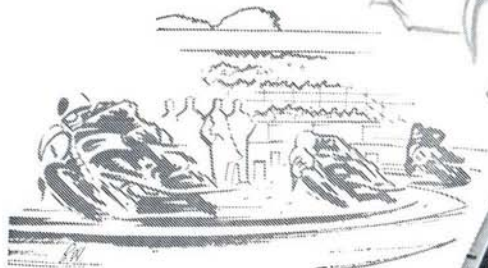
85 Kilometre 350 c.c. Championship Race, Solos.

1.	R. McIntyre	-	Norton	-	39.53.6	78.83
2.	A. King	-	Norton	-	40.11	78.26
3.	P. H. Carter	-	Norton	-	40.15.4	78.11
4.	G. R. Dunlop	-	A.J.S.	-	40.40	77.33
5.	V. T. Williams	-	Norton	-	40.58	76.76
6.	R. M. Harding	-	Norton	-	40.59	76.73

Fastest Lap: R. McIntyre, 2 min. 04.4 secs. 79.90 m.p.h.

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On all types of surface Dunlop "RIBBED" is the ideal tyre. Its circumferential ribs give low rolling resistance, provide light and easy steering, resist side-slip, even when cornering fast.

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NEW BOOKS

TWO new books recently published by Temple Press Ltd. are the 1956 edition of *Motor Cycling's Year Book* and another collection of Road Tests.

The *Motor Cycling Year Book* follows the pattern set by past editions and gives a full review of the major racing, scrambling and trials events of 1955. There are also contributions from members of *Motor Cycling's* editorial staff, which encompass such widely diverging subjects as the trend of design, continental touring and vintage machines. A notable chapter is Geoff Duke's story of his year's racing.

A map of Britain shows the location of the road-racing circuits throughout England, Scotland, Wales and Ireland (both bits), and further pages are devoted to diagrams of the ten classic Grand Prix circuits of Europe and short descriptions.

A feature of any Year Book is the section devoted to statistics. In *Motor Cycling's Year Book* this is exceptionally complete, for not only does it include the results of the principle races, trials and scrambles at home, in the dominions, and

foreign countries, detailed T.T. performances and I.S.D.T. results, but also specifications of three-wheelers, scooters, sidecars, cyclemotors and motorcycles, plus a digest of the year's road tests carried out by the editorial staff.

The book is edited by R. A. B. Cook, and is available from all book sellers.

"Motor Cycling" Year Book, price 10s.-6d.

Road Tests is the fourth series and covers the machines tested by *Motor Cycling's* staff during the 1954-55 season. It is in fact a reprint of those tests bound into a handy volume, a much more satisfactory way of having this information by you than a collection of loose sheets, which you can rarely find when you want them.

The value of these tests is appreciated when you are buying second hand, for each carries a brief specification plus the vital information concerning maximum speeds, braking efficiency, weight, fuel consumption etc.

Road Tests, fourth the series, price 5s. 0d.

JAGUAR GRAND PRIX VICTORIES

AT the International Production Car Grand Prix held at Spa, Belgium, on 13th May, British Jaguars won both the main events at record speeds.

The 100 Miles Sports Car Race was won by Ninian Sanderson at 110 m.p.h. with a Jaguar "D" Type, and the 88 Miles Touring Car Race by Paul Frere at 96 m.p.h. with a Jaguar 2.4-litre Saloon. Jaguar also broke the Sports Car Lap Record with a lap of 115.525 m.p.h.

This was only the second appearance on a race track of the new 2.4-litre Jaguar Saloon, a similar model having taken third place in the recent Silverstone Touring Car Race which was won by a Jaguar Mark VII.

NEW MEMBER

AMONG our latest new members is Bill Tuman, of Rockfield, Illinois. Bill, aged 25, has been National Champion, Dirt Track Star, several times and has won the 200-mile National Championship in 1953; the 25-mile National Championship in '53 and the 20-mile Championship

in 1952. He always does his own tuning. Married, with four children, Bill has recently been appointed B.S.A. Field Representative for the important Mid-West territory.

VAN FOR SALE

For Sale. Maurice Quincey's Racing Van. Fordson (1944) 20 ft. long, 7 ft. wide, 11 ft. 6 in. high with kitchen, bedroom and workshop space. Equipped with double bed spring mattress, bed and kitchen linen, crockery, cutlery, cooking utensils, calor gas heater, calor gas stove, two Aladdin lamps, aluminium sink with handpump from 15-gall. water tank, table, two folding chairs, chest of drawers, cupboard, built-in wardrobe, curtains, medicine chest, vegetable tidy, rubbish tin, watering can, mat and towel rails.

Folding bench with vice, shelving, floor brackets to hold two motorcycles whilst travelling, ramp for loading. Will carry four motorcycles.

Good tyres, one brand new spare. In sound condition throughout. Price £325. Apply: A. & H. Hardy, Vale Road, Northfleet, Kent.

Solo Motor Cycles from 251 to 350 c.c.

			1st Run	2nd Run	Place
D. Pickering	-	J.A.P.	-	39.10	59.21
E. Ellis	-	Norton	-	32.45	32.70
J. R. Clew	-	Velocette	-	40.80	40.60
M. C. Tomkinson	-	Velocette	-	29.85	29.62
E. A. Woods	-	Norton	-	31.01	20.70
P. Ferbrache	-	J.A.P.	-	29.48	29.63
A. A. Stride	-	A.J.S.	-	29.90	30.80
E. C. Siggery	-	A.J.S.	-	34.30	32.00
R. A. McArty	-	Ariel	-	33.96	34.40
D. W. Polley	-	G. E. M. Rudge	-	33.94	33.67
P. J. Tucker	-	Velocette	-	31.26	31.25
J. L. Balleny	-	Norton	-	35.00	36.70
H. A. Richards	-	B.S.A.	-	32.30	32.48
L. G. Morris	-	A.J.S.	-	32.70	32.59

Class Record: J. Walker (J.A.P.)—28.2 seconds.

Motor Cycles with Sidecars from 490 to 1,000 c.c. and Cyclecars up to 1,200 c.c.

G. D. Payne	-	Triumph 498 c.c.	-	36.80	36.00
Pass: G. Mayne					
L. W. Collins	-	Velocette 495 c.c.	-	—	33.32
Pass: J. Terry					3rd
C. W. Rous	-	Vincent 998 c.c.	-	28.51	26.80
Pass: A. Bascombe					1st
L. S. Bolton	-	L.S.B. Special 996 c.c.	-	37.49	—
Pass: D. Vince					
C. Hale	-	Morgan 996 c.c.	-	31.73	32.25
Pass: F. Hadley					2nd
R. Sleap	-	Ariel 500 c.c.	-	37.10	35.08
Pass: H. Taylor					
E. A. Woods	-	Morgan 500 c.c.	-	34.20	33.43
Pass: S. G. Mills					

Class Record: C. W. Rous (998 c.c. Vincent S/c)—26.80 seconds.

Solo Motor Cycles from 351 to 500 c.c.

W. Merrett	-	W.M. Contra	-	28.05	27.92
F. Ferbrache	-	Hartley Ariel	-	27.33	27.76
R. S. May	-	Triumph	-	31.80	33.70
J. N. Wright	-	Matchless	-	28.39	27.45
F. I. Green	-	Scott	-	39.20	37.60
H. A. Voice	-	Excelsior	-	27.95	27.02
A. Knight	-	Ardleigh Special	-	27.80	27.46
G. F. Thomson	-	Monroe Special	-	59.95	29.10

Class Record: B. E. Keys (Norton)—26.22 seconds.

Solo Motor Cycles from 501 to 1,000 c.c.

P. J. Peters	-	Ariel 997 c.c.	-	26.20	26.02
F. J. Williams	-	Norton J.A.P. 996 c.c.	-	22.80	22.40
R. Charlton	-	Vincent 998 c.c.	-	26.40	24.20
G. Brown	-	Vincent Special 1000	-	23.28	22.74
G. Hughes	-	Triumph 649 c.c.	-	28.88	28.09

Class Record: R. Charlton (998 c.c. Vincent)—22.27 seconds.

BRIGHTON TROPHIES

A main and heavy outlay for any new motor cycle race meeting is the purchase of those main challenge trophies which mean so much to the contestants in an annual event of the nature of this Club's "Brighton Spring Speed Trials," which took place on the Madeira Drive on May 12th, 1956. On this occasion we are happy to report that all four challenge trophies presented were given to the Club by generous members and outside supporters.

The Committee therefore wish to express their appreciation to the following donors.

Mr. R. L. Judd for the "Rex Judd Chal-

lenge Trophy' presented to the rider making the Fastest Time of the Day.

Watsonian Sidecars Ltd. for the "Ron Watson Challenge Trophy," presented to the rider making the Fastest Time of the Day on a Sidecar machine.

Mr. H. J. Riley for the "Riley Challenge Cup," presented to the rider making the fastest time of the Day on a Solo machine of under 500 c.c.

The National Benzole Company Ltd. for the "National Benzole Trophy," presented to the rider making the best performance on his first appearance on the Madeira Drive Course.

Home Win (continued)

playing at home, came George Brown (998 Special Vincent) and Roy Charlton (998 Vincent). Newcomer to Brighton Peter Peters offered his 997 Ariel as a contender from the West Country, and gallant G. J. Hughes took on them all with a mere 649 c.c.'s of Triumph. Even so he recorded a creditable 28.09 on a machine that looked to be in standard trim. When the turn of Frank came he straightway brought off a run of 22.80. Brown did the trip in 23.28 but Charlton, plagued by a mis-fire could only make 26.40. However when the second runs were made it was announced that a crack at the course record would be made. George Brown went first, and left the starting trap so smoothly and cleanly that his departure belied the power under the sprint tank. His announced time

was 22.74—the best so far. All eyes were on Williams who paired off with Charlton, the latter's machine still suffering from gremlins in the motor. Unlike last September the trouble was to prevent Roy from severely challenging Frank who gradually drew away to make the best time of the day, and to win the "Rex Judd Challenge Trophy" for so doing. Peters, with a sticking needle, eventually managed two runs and, for his performance, took home the "National Benzole Challenge Trophy" for the best first timer at Brighton. Shortly afterwards the Mayor of Brighton presented the trophies to the riders, and so ended a meeting which had its moments of both triumph and disappointment. We can now wait and see whether or not the invitation will be extended for next year.

Racing Two Strokes (continued)

problem of waste heat on a two-stroke is a major one. As I said before, a radiator in case of water cooling adds not only weight, but complicates streamlining and often also effects roadholding. Not to mention possible troubles and the need to replace water during a long race.

The fuel consumption of a racing two-stroke is often 100% higher than of a four-stroke of the same capacity. Money for fuel does not count so much in this case, but bigger fuel tanks are needed, or refuelling, when a fourstroke has not to stop for petrol. And that means a loss of time during a race.

What I would like to know is, where is the advantage of a racing twostroke? It is possible to make a twostroke fast and to some degree quite reliable; but it is impossible to produce a racing two-

stroke without forced induction equal to a modern and good fourstroke racing machine for road races.

Gone are the days when a twostroke won the T.T. Gone are the days of the tuned production twostrokes in big races. Today I don't dream of the racing Scott's and twostroke Levis's . . . I remember too well that a few years ago I rode a factory "tuned" 250 c.c. Jawa in a big trial and ran out of petrol because this machine—although looking different from a normal production machine outwardly—had 16 h.p. and needed nearly 80% more petrol than the same production model which gives about 11 h.p.! And that is also the reason that I am in favour of a fuel consumption test in the "International 6 Days Trial," for I am sure that no twostroke would win this event again!

BRITISH MOTOR CYCLE RACING CLUB, LTD.

Application for Associate Membership to the ROYAL AUTOMOBILE CLUB

To the Secretary,

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

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

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

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

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

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

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

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Is the Vehicle used solely for your own private purposes?
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State here fitting required for badge

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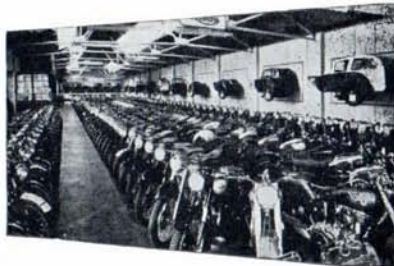
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