



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 3. MARCH, 1956.

ONE SHILLING



High Speed Mouse

(photo: Len Thorpe)

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Event

APRIL 14

"MOTOR CYCLING'S"

Silverstone

Saturday





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Bemsee

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT : The Marquis Camden, J.P.

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CHAIRMAN : N. B. Pope. VICE-CHAIRMAN : A. H. Taylor.

SECRETARY : R. C. Walker, 34 Paradise Road, Richmond, Surrey.

A.G.M.

NEARLY sixty members attended the A.G.M. on February 24th, held, as usual, at the R.A.C. This is the largest attendance for many a long year and is all the more surprising when it is recollected that weather conditions made travelling a hazardous business. Nevertheless several made long journeys, George Tottey, for example, covering more than 200 miles.

Although the meeting followed the pattern of recent years, formal and quiet, several constructive criticisms were forthcoming. Some of these were answered on the spot, while others were noted for further action to be taken. A pleasing feature was that the action to be taken. A pleasing feature was that the auditors were able to announce that, despite rising costs, the Club remains in a sound financial position. Emphasis was laid on this point, that because a substantial sum has been accumulated this must not give rise to complacency. This money is the Club's working capital, and when such a meeting as the Hutchinson 100 is organised, some £3000 has to be paid out long before the turnstiles begin to tick and make a return.

Topic of the evening was the question of an increase in the annual subscription, from £2-2-0 to £2-10-0. This proposal was put forward solely as a means of increasing our capital, for as already mentioned, a large-scale race meeting needs substantial backing. Severe losses have been sustained in the past when inclement weather has reduced the paying gate.

This proposal had given rise to a great deal of discussion in the cells, and George Tottey came along to present the views of Cheshire & Merseyside. As this Area now numbers 99 members, approximately 10% of the total membership, its views must obviously carry some weight. To a man they were against such an increase and pleaded that the proposal, if carried through, might well lead to a reduction in membership. Rather, a drive should be made to attract further members to the Club. George Tottey pointed out that there had been a noticeable increase in Area activity during the winter months, particularly in the north, and asked that this should be fostered, in the meantime post-poned the proposal for an increased subscription.

Other speakers enlarged upon this theme and there was little dissension. Finally it was proposed, seconded, and the motion adopted, that there be a postponement for a further year.

It now behoves every member to introduce a new member forthwith, for only a substantial increase can stay a higher subscription rate. The problem is not a simple one and the economics are such that with a certain membership number, additional members become a financial burden not a benefit. Over and above that figure financial equilibrium is restored.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THE A.G.M. has come and gone. Did you turn up and vote or take part in the proceedings? If you did not and failed to write in to say why, you must be a nice placid, passive character who is going all through life in a complacent manner. The Committee like to know the other man's point of view especially if the criticism is really constructive.

☆ ☆ ☆

NOW for the opening meeting at Silverstone on April 13th and 14th. Members who are not racing have a job of work to do so let us here from you if you are at all interested in the "Marshal Plan." The address is: 153, Reigate Avenue, Sutton, Surrey. A post card will suffice but do mention whether you can come for one or both days. The two-day offers are most important, and will be given preference. Some of the posts are already filled but please get busy with the pen right away.

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IT is not out of place for me to again mention the fact that the Silverstone runways are *out of bounds*, except to those few people who have a job of work there. We do not want any more bother about this subject and in case you want to know where you watch (when not otherwise engaged) here are the places: Woodcote Corner Enclosure and the Promenade over the Brick Pits. Two very good places to view.

☆ ☆ ☆

DO you know how to use a Fire Extinguisher? There are two kinds in use at most of our events. Foam and Methyol Bromide. Take a look at the instructions on the containers in case you ever have to be "quick on the draw." The foam type is more suitable in a strong wind because the Bromide gas is quickly dispersed in these circumstances. The foam extinguisher, however, discharges a slippery, viscous substance which is worse than oil on the course.

☆ ☆ ☆

AS a nation, we dislike being shoved around, pushed about, bullied or threatened and so on. We members of "Bemsee" are no exception either as a Club, or the elected Committee of the

Club and its Limited Company. However, we do occasionally get the "odd man out" who really tries to let the side down. Any queer groaners should read Rules 34 to 37, (which we have all agreed and signed) and abide by them or resign. No names because it has only happened about three times and that is infinitesimal in an organisation of this calibre. Moaning and growling cannot be distorted into constructive criticism which is welcome always as stated in my opening paragraphs.

☆ ☆ ☆

WHAT with my "brick" about horse racing and Les Higgins's "clanger" in December, we now read about Christmas *hostilities* in the February issue. We all make mistakes and what with thinking, writing typing and printing it's easy to slip up whilst you, gentle reader, quickly put these things right. All fine and dandy but do you realize, that a handful of chaps keep this journal going? We do it for pure love (groaners please note) and look forward to articles from other members from time to time. What about some of the new boys having a go? The Editor and the Secretary will look after you and see that nothing vulgar gets by. (Hostilities is right Bill. You must come shopping with me next December—Ed.).

☆ ☆ ☆

SOME months ago I wrote, "If I could start all over again it would be side-car racing for me." The number of men who want to compete in the Junior and Senior solo classes should seriously consider the tremendous competition. The top notchers in the "B.B." races do not get any younger with the result that when the Smiths and Boddices hang up their leathers, the youngsters who have plodded on will find themselves in the 1, 2 and 3 positions. Think it over.

☆ ☆ ☆

MAKE sure of your Bed and Breakfast for the nights of April 13/14. I have recently had a letter from a member who lives near Silverstone, telling me that places in Brackley, Buckingham and Towcester are already making bookings for this great occasion. If you intend

(continued on page 50)

NEWS ITEMS

INVITATION TO SNETTERTON

THE Snetterton Combine have extended an invitation to "Bemsee" for their members to participate in the road race meeting to be held under a Regional Restricted Permit at the Snetterton Circuit on Sunday, April 8th. Practising takes place at 9.0 a.m. and the racing programme is timed to commence at 1.0 p.m. There are classes for all capacity motor cycles from 125 to 500 c.c. solo, and to 1,200 c.c. sidecar.

Copies of the regulations are now available on application to Mr. R. J. Havers, 138, Hall Road, Norwich.

DUNLOP BOOKLET

NINETEEN droll illustrations in colour give a lively touch to the sixteen pages of "How to Keep Your Motor-Cycle Tyres Fit," a revised version of Dunlop's well-known booklet on the care of motorcycle tyres, which, in this new edition, welcomes motor scooter tyres with the others. It says all there is to be said on inflation; alignment; fitting oversize tyres; taking a tyre off and putting it on again. Copies of the booklet, in which fact and fun are neatly balanced, can be had from the Manager, Service Department, Fort Dunlop, Erdington, Birmingham 24.

NEW MEMBERS

THE following new members have been elected:

M. E. A. Miller, A. H. Collinson, H. Llewelyn Daniel, K. J. Ellis, B. W. R. Hart, N. Jones, D. King, G. S. Lashmar, G. A. Legg, L. R. Meager, A. E. Moffatt, R. W. C. Phillips, J. S. Rice, J. W. Sharp, W. A. Smith, T. Sparks, D. Wilkinson, J. N. P. Wright, B. J. Bartlett, R. Blanning, G. A. Borland, F. Boyce, P. G. Butler, P. C. Chapman, J. P. Ciniclio, S. G. Davies, J. Fliteroft, A. H. Frost, B. D. Goss, R. M. Harding, P. G. Harris, I. J. Hillier, G. Howarth, J. Hutchinson, L. F. Ivin, P. W. Davey, L. A. James, A. R. Jones, R. E. Kemsley, R. E. Lucas, F. Milner, T. Morris, V. M. L. Naintre, G. S. Pennington, G. Penson, L. G. Pinzani, H. W. Rayner, J. C. Smits, J. A. Sugden, B. L. J. Trinder, P. H. Tyack, P. A. Dyke, K. A. Wade, T. F. Wade, L. H. Wardle, O. P. Williams, T. J. Williams, T. L. Williams.

TESTING AT SILVERSTONE

FURTHER to the announcement appearing in the January issue of this magazine, regarding the special arrangements that were being made for members wishing to test their machines at Silverstone before the commencement of the racing season, it is anticipated at the time of writing that it may be possible to fit in a few more persons should there be any further number wishing to take advantage of this facility.

The date on which the test will take place is Saturday, March 17th, but application must be made to the Secretary, 34 Paradise Road, Richmond, Surrey, before the 7th of this month, after which time no further applications can be considered.

SILVERSTONE—APRIL 14th

Motor Cycling's Silverstone Saturday

AS usual for this event, a first class entry has been received and all we now request is a sunny Silverstone on both practice and race days, along with a first-class attendance. This latter can only be achieved however, if the public are made aware that the event is being staged, you are therefore requested to display the enclosed poster in the best position you can or should it be that you are quite unable to do so, please pass it on to a friend who may be in a better position and will display it for you.

A number of Public Control (Special Marshals) will again be required and any member who is not racing or acting as a mechanic etc, is asked to co-operate and offer his services to W. A. S. Knox-Gore, c/o "Bemsee" 34, Paradise Road, Richmond, Surrey.

BENEVOLENT FUND

DONATIONS have been received from:

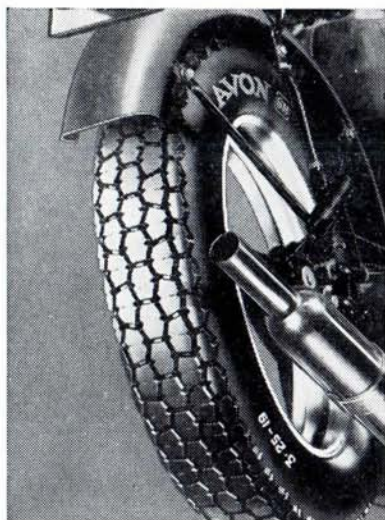
W. Shackelford, R. Stevenson, N. Peacock, G. Cobbold, S. Parlmer, J. Bensey, I. J. Hillier, R. E. Hellett, H. W. E. Fruin, A. A. Rees, W. A. Maddrick, R. Davis, J. H. Parker, G. Lattimer.

We were also very grateful to receive a donation of £2-2-0d. from the *Faversham & District M.C.C.*

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News from the R.A.C.

BRITISH INTERNATIONAL RALLY

LEADING Rally drivers throughout western Europe have been invited to participate in the sixth British International Rally organised by the Royal Automobile Club, which will take place between Hastings and Blackpool from March 6th to March 10th inclusively.

As in previous years, the entry list will be restricted to 240 for the Rally which is one of the major events in the international sporting calendar and qualifies for the Touring Championship of Europe.

This year the Rally will consist of a two thousand mile road section interspersed with 17 tests. On Tuesday, March 6th, after an initial test on the Promenade, two convoys, each 120 strong, will set out at two minute intervals from Blackpool and Hastings at 9 a.m.

The two contingents will converge at Prescott, near Cneitenham, for a timed climb of the renowned hill before continuing to the West Country for navigation trials near Barnstaple and Exeter during the night of March 6th—7th.

On March 7th drivers will face four tests on the way to Hastings at Castle Coombe, Matcham's Park Stadium near Ringwood, Goodwood, and Brand's Hatch. On arrival at Hastings in the early evening a further test on the promenade is included before the crews get a twelve hour break for sleep.

When the Rally resumes, the first car will leave Hastings before dawn on March 8th heading north for tests at Silverstone, Cadwell Park, Louth and Gamston (or Bawtry) to a second night navigation trial in Yorkshire.

After an early break at Scotch Corner on March 9th, the route goes still further north into Southern Scotland for more tests at Otterburn and Charterhall Race Circuit near Berwick before the cars swing back to England again for trials in the Lake District on their way to Blackpool which competitors will reach during the night of March 9th—10th.

After a second night's rest the Rally concludes with three tests to be staged at Blackpool on March 10th.

Entries closed on February 14th.

The Rally will be open to four groups of cars—normal series production touring cars; grand touring series production cars; special series (production touring cars and series production sports cars.

Competitors will be required to cover the route at an average speed—tests excepted—not exceeding 30 m.p.h. Secret checks may be operated to ensure that drivers do not travel at grossly excessive speeds.

Last year the Rally was won by Mr. J. H. (Jimmy) Ray of St. Helens, Lancs., in a modified Standard 10. He also won the Blackpool award. Miss Sheila Van Damm of London in a Sunbeam won the Ladies' Cup, while Mr. A. G. ("Golf") Imhoff of London gained the Hastings award.

DEWAR TROPHY

THE Royal Automobile Club announces that there will be no award of the Dewar Challenge Trophy for 1955.

The Dewar Trophy, presented by Sir Thomas R. Dewar, M.P. in 1904, may be awarded annually by the R.A.C. for the most outstanding British technical performance in the field of automobile engineering accomplished during each year under the terms of the award.

In the opinion of the Technical and Engineering Committee of the Royal Automobile Club, no performance of sufficient merit, of which the Club is aware, had been accomplished in 1955 and the Committee therefore recommended that the Trophy should not be awarded.

The Trophy was last awarded in 1951 to Jaguar Cars, Ltd., for their performance in four major international events.

"GET YOU HOME" SERVICE

MORE motorists and motor-cyclists than ever before were helped last year by the R.A.C.'s all-round-the-clock "Get-you-Home" Service.

Altogether over 120,000 members and their passengers took advantage of the scheme under which alternative "Get-you-Home" transport is provided free-of-charge by the R.A.C. for stranded members unfortunate enough to experience roadside trouble with their cars or motor-cycles. Motor-cyclists helped numbered 5,565.

(continued on page 52)

RUMBLEGUTZ RUMBLES ON ROY CHARLTON

THOUGH some readers of this will be aware of the humble origin of my sprint iron, a few words on the subject may not be out of place, particularly in view of "mods" incorporated during last winter. The bicycle first emerged from Vincent during the early part of 1950 in the guise of a Black Shadow, when it was promptly shackled with a third wheel, remaining that way until I acquired it in April '53. During the subsequent winter I brought it up to approximately "Black Lightning" standard mainly by virtue of selling discarded road going equipment, this in order to provide the wherewithal to buy bumpier cams and pistons, etc.

Hoping to benefit from experience gained during the '54 season, a considerable quantity of midnight oil was again burned during last winter. This time attention was mainly devoted to improving breathing and reducing weight. A "Rapid" front head was purchased for a reasonable figure which, after receiving some attention, was dropped on to the rear cylinder, this being the approved wear for optimum power output. Straight induction pipes and special 2-in. diameter exhaust pipes were made and fitted, the latter being a particularly neat example of the plumber's craft. The rear wheel was replaced with an 18 in. job thus permitting the use of a 4 in. tyre. This work extended well into the summer and, inevitably I suppose, was completed only by virtue of working in the early hours on the days preceding the Brighton Speed Trials.

With the machine almost complete, my mechanic and I were faced with the problem of transporting it, together with spares, tools, fuel and last, but by no means least, one wife and one girl friend to Brighton. I had sold "The Barrer" (my 27 h.p. Humber ambulance) a few months previously, mainly on account of its prodigious thirst for both petrol and water, but eventually located an A.40 van that was available on hire at seven and a half bars for two days. Hire? I thought I'd bought the thing!

We stole away from Birmingham around 4.30 a.m., and after an uneventful journey punctuated by one stop for tea, rolled into Brighton about 10 a.m. An anxious eye turned skywards noted a fair amount of

cloud held aloft by a fitful breeze, and owner of said eye offered up a "little one" that it would stay there. Since the girls by this time were verging on a hunger strike, we left the van in the Paddock and went to enjoy somewhat belated breakfast. On returning to the pits, we spent a very interesting hour dissecting some of the machinery brought along by our four-wheeled compatriots. I was very impressed by the superb engineering of the "Works" Connaughts—one of these later performed sans bodywork which puzzled me greatly, as the saving in weight must have been small and the increase in drag appreciable. Ken Wharton's two-litre blown E.R.A. was there of course, looking rather scruffy but making plenty of noise. The two aero-engined monstrosities, a 21-litre Kestrel powered "Flying Triangle," and a 27-litre Merlin propelled "Swandean Spitfire Special" were conspicuous by their absence. An official suggested that their owners were temporarily out of stock of gearboxes!

George Brown arrived at this juncture, closely followed by my tip for F.T.O.D., that "young" old-timer Frank Williams with his 1000 c.c. Norton-J.A.P. These all-alloy J.A.P. motors churn out 83 b.h.p. in standard trim, and Frank—a tuner of no mean ability—had eliminated any possible asthmatic tendencies by fitting "Grand Prix" carburetors.

Reviewing the prospects of the car chapies recovering the Course Record, I felt that Ken Wharton was still the fellow to watch. The Connaughts and "Works" D-type Jaguars whilst extremely fast by our standards, being capable of speeds around 190 "per," just hadn't got what it takes for a short standing-start event. Peak revs and foot-off-the-clutch-pedal seemed to be the technique used during "paddock practising" in the morning. During the afternoon when Rob Walker in the enclosed Connaught still persisted with this method, he spun right round on the track and headed straight for the portals of the "Gents." Given a "wide" box and a driver with sprint savvy, this type of car could be a real threat.

During the lunch break, we unloaded the bicycle and busied ourselves with a routine check. Tyre pressures, fuel, battery voltage (under load), all controls; a pair of clean plugs screwed home and we were

ready to warm up. George was pretty busy too, and when he eventually pushed off I was very surprised with the quietness of his motor. Trickling up and down at 20 "per" with clutch engaged, firing perfectly evenly, he seemed to prove beyond question his ability as a master of the finer points of tuning. A few moments later, the 2 in. pipes of Rümblegütz opened up with a cacophonous roar equal to any emitted by the 1,100 c.c. blown J.A.P's that the car boys are so fond of. With the approach of zero hour I gave the motor a final five minutes warm up, the earlier numbers departed and I switched off to await my turn.

For those unfamiliar with the rather unique starting tackle used at Brighton, it could best be described as consisting of six illuminated discs in two rows of three. The top three are coloured red-green-red, in that order, and the bottom numbered 3-2-1, from left to right. These lights operate in conjunction with two hockey-stick shaped false start detectors, one of which is placed just forward of the competitor's front wheel. Upon each rider indicating that he is ready to do battle, the sticks are lowered under their respective wheels, the Chief Starter throws a switch and the rest is up to the fellow holding the handlebars.

I had been puzzled during warming up by a slight "miss" on No. 2 cylinder. A quick plug change cured this temporarily though it returned soon after re-starting. There was little else I could do at this stage except hope that it would clear under the influence of full throttle.

Dick Barton (1,000 c.c. Brough) and I rolled to the line and waited for the "course clear" signal. Half a minute passed by so I nicked into neutral to save the clutch, and this of course immediately resulted in the Klaxon sounding! Automatically I glanced down to check the gear indicator prior to giving the Starter the O.K., but before the cog had meshed there was a blast of noise from Barton's berth as he let in the clutch. Mouthing rude words at the Starter who had lowered his hockey stick without even looking in my direction, I hacked first gear in, realising at the same time that I had had it for this run, anyhow. Actually that wasn't all, as soon as I gave the motor some grip the miss-fire grew rapidly worse, and the run was completed on one and a half pots in 27.00 seconds.

Returning to the pits, I nipped over to congratulate George. He had well and truly cracked the record by tramping up to Duke's Mound in 22.96 seconds, and I think we all felt pretty confident that the car boys could not equal that!

I was naturally worried about the miss-fire, so sat down and gave the matter much thought. In the absence of any test facilities that was all I could do, and proceeded to plot a course of action that would offer the best chance of the restoring the full quota of 7,000 bangs per minute at peak revs. We replaced the plugs with a soft grade, drained and refilled the fuel tank, checked the tank breather, taps, fuel lines and contact breaker, and changed the battery. A quick blast up and down the paddock confirmed that the "miss" had cleared, temporarily at any rate, so we wandered off to see some of the cars perform—both pretending that we knew the beast would go all right on the second run.

As the last pair of cars disappeared up the course, we returned to our camp and wheeled out Rümblegütz again. We knew by this time that Ken's E.R.A. was leading in the car class with a time slower than last year, so that George had secured the Course Record for the bicycles anyhow. All that remained was to settle between ourselves who really was the fastest; Frank, George, or your humble. After stoking it up for about ten minutes on the soft plug, during which time most of the field had departed, I dropped back out of programme order, switched off and changed to a pair of medium-hard candles. According to the makers these would not stand a kilo at full throttle on the C.R. I was using, but I felt that to use the same grade as before would be tempting Providence. At this stage it appeared as though I would have a lone run since all of the "pairs" had departed, but at the last minute Frank rode up on his big 'un. He had apparently made his first run on the 500 Cotton and returned to the pits by road in order to take his second run. We were both equally pleased at the prospect of dicing together, for we had been in close touch during the preceding months and were curious to know just how quickly the other's iron would go.

Well this is it! With hard plugs in, fuel on, ignition on; three quick steps, clutch in and she fires immediately—very different from last year. I paddle up to the line where my mechanic has already pin-pointed two or three inches of tarmac unsullied by oil or burnt rubber. Not satisfied with the first line-up I back away and roll forward again, squeezing the hockey stick operator against the barrier separating the two berths. Doubtless realising that if the back end comes round he cannot escape he takes a pretty dim view of this, but says nothing. Half a turn down on the steering damper and we are

ready, but at this point the mis-fire again becomes apparent so I stab it into bottom cog and keep the motor blasting at around 6,000 revs. wondering again whether it will clear or grow worse at full throttle.

A nod to the Starter, and down goes the hockey stick; three seconds, two, one and we are away! Frank, with a lifetime of "sprint" experience behind him and a motor that will accelerate evenly from as low as 2,000 revs., beats me easily out of the trap—and to crown it all that thrice accursed "miss" is still there. The "Nor-jap" is already twenty yards ahead and gaining steadily as I stamp the Vinc. into second at 7,000 revs. Keeping wheelspin to the minimum I wind on throttle and the tacho, needle again sweeps round the dial; six, six and a half, seven thousand revs and the rear pot is still fluffing. Hit or bust! I hold second for a moment longer and the needle flicks crazily to the 7,500 mark—105 in second—and she's running as sweet as a nut. Frank is by now every inch of thirty yards ahead but I know I can take him. "Third" meshes with only a bare easing of the grip and the back end slides away towards the white blurr marking the pillars that edge the course. She straightens out with a kick that would spell disaster at any slower speed and we tramp past the "Norjap" with the needle again climbing rapidly round the dial towards peak. I can see that Frank is ob-

viously enjoying himself immensely as we pass the $\frac{1}{4}$ mile point together. Top goes home with a mere gesture on clutch lever and grip, and now it's elbows and knees in, face flat on the tank until it hurts. Despite the bumps I try to concentrate on the white line rushing by below, lifting my head just in time to see the "Fin-ish" banner flash by overhead.

With the grip rolled back, and sitting upright to assist the over-burdened "sprint" anchors, speed drops none too rapidly as we eat up the nail mile run out. More thanks to the gearbox than the smoking brake drums I avoid mowing a path through earlier competitors, and turn round to await the travelling marshal who will conduct us back to the paddock. There it has already been announced that the time recorded was 22.27 seconds; an average speed of 100.45 m.p.h. for the standing start kilometre—quick enough to keep the cars at bay for another year or two methinks, even supposing for one unlikely moment that the two-wheeler does not improve the figure next year.

This tale would not be complete without making an effort to penetrate the rather obscure future of Rumbelgütz, but all I can say at the moment is that though an attempt at four s.s. World's Records is proposed the outlook will remain unsettled until I am able to persuade someone that the resultant publicity would justify a small investment of hard cash!

Marshal's Musings (continued)

to camp or use a caravan the site is right opposite the main entrance. Camping inside the circuit is forbidden.

☆ ☆ ☆

I do not like to see petty states within a state, or pseudo courts without legal status, or dictators with self-invested power to make people do this that or the other. This is my answer to those few people who disagree with what I wrote about the C.S.I. and F.I.M. last month. If the F.I.M. cannot put its house in order the members know what to do—resign! Two officers of the Dutch Federation were members of the November court and were *allowed to vote*. Then, to cap it all, they inflict *delayed action penalties*, which are unreasonable, and vicious in relation to the provocation. Incidentally this provocation has been boiling up in Holland for years and goes back to pre-war days. Ask any of the T.T. and G.P. riders who have competed there.

I am still enjoying some interesting correspondence with chaps in the New World as well as Down Under on the subject of valves, lots of pots and liquid cooling. Note the word "liquid" because at the moment the temperature is thirteen below freezing point, and that means lots of bother with water. Personally I think Bradshaw is right when he says air and oil are cool enough when used with the right metals. I also agree with all the people who tell me what a wonderful job is done by the poppet valve irrespective of the method used to open and close it.

The point I am trying to make is really very simple. It is not good engineering to bash metal about and sooner or later the poppet valve will have to take second place to some other system. That all the four-cylinder engines with rotary or other type of valve gear will also come and go before we are much older but the Bradshaw "Omega" has set up a new train of thought. The only thing which intrigues me is the method of machining the sausage pistons. The remainder is straight forward enough. (continued on page 51)



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Marshal's Musings (continued)

CAN anyone tell me what has happened to the Aspin engine? This was an idea with enormous possibilities but I have lost track of it since 1939. Perhaps someone at J.A.P. will also contribute something about their four cylinder job. News of the Cross R.V. Unit will also be welcome.

MAY I conclude by asking any of our Isle-of-Man members if there are any developments over there in connection with the T.T. Pool or Forecasted Competition? I have a very good reason for wanting to know.

SILVERSTONE SATURDAY PADDOCK PASSES

A limited number of paddock transfer passes are available and may be obtained on application to the Secretary.

These applications must be received not later than March 29th.

NEW BOOKS

ANNUAL AUTOMOBILE REVIEW

Number 3—1956—42/-

Published by: **Edita S. A., Lausanne,
Switzerland.**

*Distributors for Great Britain:
G. T. Foulis and Co., Ltd.,
Milford Lane, Strand,
London, W.C.2.*

HERE you have a Year Book which is quite the grandest of all year books; in size, in quality, in interest. Expense has not been spared—and this is reflected in the price, 42 shillings—for the book has a handsome binding, is profusely illustrated in rich colours and many full-page black and white pictures, all superbly printed and a joy to behold.

The page size is one which enables full justice to be done to the many action-incident photographs.

And what of the contents? 264 pages full of motoring lore and "gen" to satisfy the most lustful enthusiast. Eminent Italian specialist, Maria Revelli de Beaumont discusses styling and its impact on design, reviewing the past fifty years and taking a peep into the future.

The density of traffic and parking in large cities is a topical problem, one that is troubling authorities the world over although the aspects may vary from one country to another. Some expert and enlightening views are expressed by an architect—from Paris—and a traffic

expert—from America. Some of their views differ considerably from those conceived by popular opinion, but they are at least backed by sound reasoning.

A colourful review, "Cars of the Year," analyses the world's production. There are several wonderful illustrations contained in these sixty pages, notably those in colour of the 3-litre Alfa-Romeo, the D-type Jaguar, and several more Italian makes.

Count Johnny Lurani deals authoritatively with the 1955 World Championships, and this is followed by detailed reports of the most important rallies and races that took place during the past season; profusely illustrated with action photographs, close-ups of the vehicles and the drivers. The results of the events are given in full, and there are maps of the routes and circuits.

A particularly interesting full-page illustration is that of Stirling Moss and "Jenks," travel-stained but happily indulging in a victory dance after winning the Mille Miglia. "Jenks" contributes a gripping pen-picture of that race, ten hours alongside one of the greatest of modern racing motorists.

The book closes with a highly-interesting account of the development of a racing car—Project W196R, the story behind the latest racing Mercedes; and sports car racing in America.

The illustrations alone are worth the price and present an informative review of one year in the world of motor cars.

R.A.C. News (continued)

In the R.A.C.'s analysis which covers twenty-three possible causes, by far the greatest number of are breakdowns, was again attributed to electrical faults involving battery, starter, ignition, lighting and sparking plugs.

In the R.A.C.'s experience the majority of such failures can be traced to lack of proper maintenance. Electrical faults among motor-cyclists showed a similar increase.

Motor-cyclists had slightly more clutch and chain trouble last year than in 1954, and more were immobilised through lack of petrol.

There were considerably fewer calls for help among motorists due to accidents

—544 compared with 776 in 1954. More motor-cyclists called on the Service as a result of accidents than in the previous year, although the proportion of accident cases was lower.

Punctures accounted for nearly double the 1954 total of breakdowns to motor-cyclists.

Since the R.A.C. pioneered the "Get-you-Home" Service as long ago as 1913, it has greatly been extended and improved until now it embraces the whole of the country on an "all round the clock" emergency system operated through local offices and over 6,500 specially appointed garages and agents in all parts of the British Isles.

AREA NEWS

CHESHIRE & MERSEYSIDE

G. E. Tottey
2, Rocky Lane South,
Keswall, Wirral.

SINCE our last notes we have not had a meeting up to the time of writing but all being well we shall have our film snow Feb. 22nd.

All the praise lavished on me in last month's issue is getting me quite embarrassed, I'll have to drop a clanger or something to reverse the process to bring me down to earth.

Thanks to Bill Jarman for his amusing reference. Funny now his area seem to run on inviting the ladies round. No less than four times in the last notes, and yet we seem to get on fine without 'em too much in the foreground. Perhaps Bill believes in safety in numbers, as long as Linda doesn't get on his track.

I must mention a fine deed by one of our members just recently although he will probably raise a stink about it being published. Frank Brereton is normally placid and unhurried in his movement but he certainly hurried the other day. A young girl rushed into the street, near his business place, with her clothes in flames. Frank caught her and very promptly quelled the flames, and his prompt action almost certainly saved the child's life. Good work.

I suppose everyone will be aware of the bad luck that Ted Lambert and Norman Milligan had in the Monte Carlo Rally. They were involved in a crash with a French coal lorry, which was being driven on the wrong side of the road—and this in broad daylight on a clear road, in no hurry, having a lot of time in hand.

Ted is well known for his all out crusading for safety on the road and it is rather ironical that he should have to test so many of his safety devices by this unfortunate incident. However their injuries were minimised very considerably by such things as safety straps and collapsible steering wheel and so on. Norman only sustained a cut but Ted was knocked out and only came round on the way to hospital in another car.

He seems to have had rather a disconcerting time, especially as his French is not too fluent and he only understood some of what was going on.

Apparently one surgeon after another examined him and drew a line somewhere on his centre portion, and as Ted is of

ample proportions they had plenty of space to do their thumbnail sketches.

Ted began to get a bit alarmed as each one had a different idea of where to have a go. If all had had their way Ted would undoubtedly have come adrift. However just as the sketching ceased, someone, who appeared to be the boss of the department, came in and enquired if there were really any symptoms to necessitate this cutting up business; and apparently there were none. So said boss suggested Ted have some eats and drinks instead, he then bucked up marvellously and is now back at work again, although a little sore in places.

By the next issue racing will be upon us and once again there will be lots of activity to report and lots of people in the usual last minute rush the night before a meeting doing things which could have been done any time in the last five months. One consolation one has after retiring from active racing is that these anxieties and butterflies in the tummy cannot happen any more and that in any case we would have managed it better. This is only wishful thinking because none of us were any better really. There always seemed lots of midnight oil being burned on the Friday night at Brooklands before the first meeting of the season.

DERBYSHIRE & NORTH STAFFORDSHIRE

J. G. Shaw
487 *Uttoveter Road, Derby.*

HAVING only been assigned a few days ago, there has been very little time for any developments of particular interest in the Derbyshire and North Staffordshire cell to take place. I certainly hope that I shall have a rather different story to report next month but, so far, our activities have been confined to the passing of an introductory letter. However, a little inside knowledge looks like providing us with a congenial licensed meeting place for our initial get-together although, unfortunately, it is not possible to publish the date, place and time as final details have yet to be settled. I am hoping that the majority of the club members in the cell will either turn up at the forthcoming meeting or drop me a line to establish acquaintance. We are generously blessed in this part of the country with road racing circuits, i.e., Alton Towers, Osmaston Manor,

Cadwell Park and the new Kirby Mallory track at Leicester. With such local encouragement, there should be no lack of interest once we have got past the "pleased-to-meet-you" stage.

MANCHESTER & SOUTH LANCs

R. A. Ingham Clark

22 Chester Road, Manchester 15.

SEVERAL new faces appeared at the last meeting, some being old members on their first visit, but at least one being a new member. The Editorial of the February *Bemsee* produced great satisfaction.

A number of members of this group have asked me to try and find somewhere to practice a little nearer than Silverstone. I am in touch with the owners of Oulton Park who are agreeable but with the stipulation of silencers, which may decrease peoples' interest. All members in this area have been given preliminary news about this, and I should now like to hear from all those interested. The cost will vary in proportion to the number using the track, but should be about 10/- each if, say, 10 people take advantage. A possible date mentioned is March 10th.

The next meeting is arranged for Tuesday, March 6th, at the *Bridgwater*, Chester Road, Hulme, Manchester. Bob Berry has promised to come (having been called away last time unexpectedly, for which he apologizes). I hope there will also be a short film of Pendine. Has anyone got a 16mm. projector?

There may be some members within reach of Manchester who do not hear from me regarding our meetings. If so will they please drop a note with their address.

MIDLANDS

A. Squillario.

Shrewley Fields, Little Shrewley,

Hatton, Nr. Warwick.

THE first gathering of this group held in the *Red Lion*, Calverden, was a great success and many well known personalities were among the 38 members present, many of whom were accompanied by guest. Mr. and Mrs. Bernal Osborne were especially welcome and a report of this inaugural meeting appeared in "Midland Diary" a few weeks back.

By the common consent and wish of those present it was agreed that the next meeting of the Midland group (Warwick's Worcestershire and South Staffs) be held at the *Bulls Head*, Shenstone Thursday, March 15th where mine host is "Dicky" Henderson, a consistent performer at Sneysley Walsh on his Cooper. It is hoped to include a short film show as part of the evening's programme which commences at 7.30 p.m.

Volunteers are urgently needed for security duties in the back areas of the Silverstone circuit during our *Motor Cycling's* meeting on April 14th. Will those who are prepared to volunteer for this duty please offer their services to me as soon as possible, when I shall be pleased to make the general requirements of this duty known to them.

EAST MIDLANDS

(*Notts, Leicester, Rutland, N. Bucks
and S. Lincs.*)

THIS is a new group at present in the process of formation and will be under the area Secretaryship of W. B. Martin, 208, Lower Parliament Street, Nottingham, to whom all enquiries regarding future meetings of the group should be made.

SURREY & MIDDLESEX

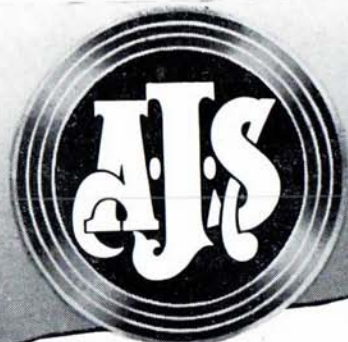
W. G. Jarman.

*153 Reigate Avenue,
Sutton, Surrey.*

BOB WALSHAM travelled from the wilds of Wiltshire, via Lancaster, to the whims of Wimbledon on February 9th. His visit, chat and pictures were very much enjoyed by about 36 members and friends in spite of the bad weather outside. Thanks Bob!

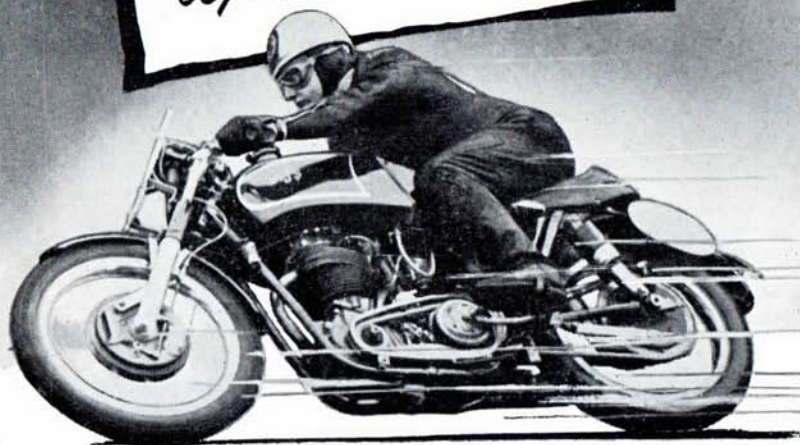
The last winter rendezvous at the *Antelope*, Maple Road, Surbiton, takes place on March 8th, 7.30 for 8 p.m. as usual. Noel Pope has promised some really artistic paintings for this occasion. Don't stay away just because you prefer lemonade to ale. The landlord doesn't mind in the least. Invitations for March: M.P. Club, Chigwell, Essex, March 17th. M.P. Club, Hayes, Kent, March 31st.

That's the lot for this month except to remind you about April 13/14. If you are not racing or helping a racing member, then you are asked to do a job of work on these two days. Details elsewhere in this issue. See you at Silverstone.



**1955
JUNIOR T.T.**

*A.J.S. riders won
16 of the 33 silver
replicas awarded*



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U.S.A. MIDWEST

Theresa Wallach.

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A pleasant surprise, as good as a Christmas present, was the arrival of the Club's Handbook. Thank you Committee for this excellent publication. Of your eight United States members listed, three are from this Cell. Roy Godwin, whose racing on Nortons in the Island and on the Continent we have all followed. Roy does still, and I guess always will, reminisce about the "cocoa tent." Norm. Millar is field representative on the staff of B.S.A. Inc. Norm. was a member of the Belfast and District Club and is the competitor listed in the "Who's Who" of the Ulster Grand Prix programme as E. N. Millar—better known as Dusty," one of R. H. Wright's International Timekeepers' staff.

Waves of unrest have been surging amongst competitors against the A.M.A. for a long time here. In the land of "get-things-done" it is a wonder that this state of affairs lingers on. But it comes as a surprise and a disappointment to learn that such a waterspout could generate from the F.I.M. I refer, of course, to the suspension of riders.

The competition committee of the A.M.A. recently held the annual meeting at its home town of Columbus, Ohio. In reviewing the past racing season, the committee reported that it was apparent that there had been a much smaller number of competitors riding 500 c.c. ohv machines than in former years. In analyzing this situation it may at first seem that it was a result of this type of machines' inability to compete with the 750 c.c. side-valve Harley-Davidsons. However, on investigation it appears that equipment was not available to dealers and riders for the purpose of competitions, and for this reason and others, riders switched to the 750 c.c. s.v. type. Other reasons quoted were lack of assistance to riders on the part of dealers and distributors as well as lack of competent tuners to keep equipment in shape.

With regard to the lack of equipment, there were positive statements on the part of English motorcycle dealers that they were not able to get suitable equipment and parts. With regard to tuners, statements were made by men who have been so engaged in the last season, to the effect that tuning is a very necessary and in-

dispensable aspect of racing which cannot be eliminated if winning races is the final objective.

Summarizing, with regard to riders, tuners and equipment, it seemed apparent that the maximum effort and expenditure was not made to enable the 500 c.c. o.h.v. type machine to win. One of the important amendments passed was an increase of compression ratio to 9.0:1, the motion 9.5:1, being defeated.

Each of the three American journals is published monthly and, therefore, I sometimes get American results and news tips from the English weeklies first.—So near and yet so far.

WALES

Mrs. M. Pryse

*Preswylfa Cambell Terrace,
Mountain Ash, Glam.*

ON Sunday, March 4th (this month) the Aberaman Club will be arranging a special social event on behalf of the Cambrian Council of Welsh Clubs, at which Ivor Lloyd will be presented with his Cambrian Star" as Welsh racing Champion for 1955; trials and scramble stars are to be presented in a similar manner. Proceedings are timed to commence at 4.30 p.m. at Aberaman H.Q., Park Road, Lewis St, Aberaman, Glam.

Mrs. Pryse, who is also the keen secretary of the Aberaman M.C.C., extends an invitation to "Bemsee" members in her Welsh group to attend this function, it being her intention to make this a dual occasion and hold a separate meeting of "Bemsee" members in the evening for a general get-together and plan future activities. You are specially requested to make every effort to support this function.

NORTH-EAST

N. A. Bedford.

THE film shows appear to be more popular than the meetings as there were only two of us at the *Victoria* on the 13th. I hope it was the weather and not superstition which made for us a quiet but very pleasant evening.

Looking to the future, we will have another try at an informal gathering at the *Victoria Hotel*, Leeds (behind the Town Hall) at 8.0 p.m. on Monday, March 12th; film shows at Hough Lane, Bramley, Leeds, on Thursday, March 15th, car racing films and a "Donald Duck; "Thursday, March 29th (week after Brough), more car racing films Brands

(continued on page 58)

COMMITTEE NEWS

Meeting held on January 30th, 1956.

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

Ex Officio: E. C. E. Baragwanath.
Apologies were received from N. B. Pope and D. J. H. Glover.

Area representation. It was noted with regret that Mr. D. Allen, who has acted as the Club representative for the Norfolk & Suffolk area for the past two years, has found it necessary to resign this post for business reasons. It was decided not to nominate a further member to take over at the present time.

Mr. J. Shaw of 487, Uttoxeter Road, Derby, was elected as the official representative of the Club for the Derbyshire & North Staffordshire area, and all members coming within the area of this new group are requested to co-operate with Mr. Shaw and ensure so far as possible that any meetings organised are given full support.

Middlesex and Surrey. Due to the indifferent support given by the Middlesex group, it was decided that they should combine with Surrey under the group Secretaryship of W. G. Jarman, whose meetings in the Wimbledon-Surbiton districts were being well supported. The resigning Secretary of the Middlesex group, K. Rickard, was accorded a vote of thanks for his efforts on behalf of the Club during the past three years.

It was unanimously agreed to accept the offer made by Mr. W. B. Martin to form a group in the Nottingham district and

that the Secretary should decide and collaborate with him as to the precise area that should come under his jurisdiction.

Silverstone Meeting. Progress reports were given and a general review was made of the arrangements for *Motor Cycling's* Silverstone Saturday meeting on April 14th. Mr. Cobbold stressed the need for the nomination of a member to act as his deputy on Programme Control work before and during the meeting. Mr. Taylor promised to see if it would be possible for him to assist in this capacity. Mr. Squillario drew particular attention to the need for proper Press facilities and that its members be properly received and attended to.

Starting of Sidecar Races. It was unanimously resolved that the new A.-C.U. requirements for the starting of sidecar races would be completely unsatisfactory in practice and would tend to increase rather than decrease the accident risk. The Secretary's action in writing to the A.-C.U. on this matter endorsed.

Oulton Park. Matters connected with the organisation of the meeting at this circuit in conjunction with the Cheshire Centre A.-C.U. on 21st May, were discussed. It was hoped that the general agreement of that Centre would soon be forthcoming.

Membership. Resignations were accepted and New Members elected.

Prof. A. M. Low. It was the unanimous wish of the meeting that a letter be sent to Prof. A. M. Low, who was known to be still in hospital recovering from an operation, to convey the sincere wishes of those present for his speedy and complete recovery.

Area News (continued)

Hatch, motor cycle racing and "Pluto:" both shows to start at 7.30 p.m. Both by kind permission of B.A.R.C. As on previous occasions, Austin A.40, Reg. No. NLC 306, will be waiting in City Square (outside G.P.O.) from 7.15 to about 7.25 p.m.

Here's hoping to see at least one other member at some of these meetings.

I don't know much about darts, but I am sure if I can collect a few more members, we can join the "Red Rose" in

mortal combat next autumn. On behalf of the "other" members and myself I thank the Mancunians for their kind wishes.

MUTUAL AID

For Sale:

A. H. Taylor having now retired from active participation in road racing events, wishes to sell his 125 c.c. E.M.C. Puch. Any reasonable offer considered. Quick sale required. Phone: CHAncery 6627 (Day) or Weybridge 355 (Evenings).

THE EDITOR'S CORRESPONDENCE

VERILY, indeed, in the good old days of T.T. racing, before the petrol barons took part in the running and ruining of our sport, alcohol fuels were permitted. But there is no alcohol in that Junior A.J.S. tank, Mr. Editor, for the year is 1926, and, judging from the expression on the rider's face, none in his glass. Perhaps, however, having finished in second place, he is wondering how on earth he came to be over 10 minutes behind the winner.

London S.E.7.

Joseph Bayley.

WITH reference to the cover picture on the February "Bemsee" I think it is the 1926 Junior T.T. in which Simpson was second. His number in that event was 35; in 1925 his numbers were Junior 18, Senior 46.

Birmingham, 30.

J. L. Balleny.

... and Graham Walker says:

The cover picture (February) was taken at Montlhery and shows Jimmy Simpson on his 500 c.c. A.J.S. at the conclusion of the 1925 French Grand Prix

OUR magazine could do with a brisker correspondence feature. It seems to me that racing types must either be inarticulate, too close (and therefore unwilling to impart any "gen" they may have) or are afraid of appearing lacking in "gen."

Let me start something by suggesting that the two stroke boys would be better occupied in working on fuel injection, with all due respect to the wonders performed so far without it.

Oakham

D. Thomson

WHILST taking part in a night trial with my Zodiac recently, my navigators instructions to me, were proceed in a northerly direction for one mile. We understood from the organizer later that we had mis-interpreted the instructions, and that whilst we did proceed in a northerly direction they intended that we should do so on the wheels of the car. We however found ourselves proceeding in a northerly direction on the roof. This we were told later was wrong. Although we managed to get the car on the wheels again (with outside help, I am afraid) we did proceed a mile or so, but had to retire.

The garage fetched the car in, and the insurance assessor came along and agreed the body was a write off, and that a new body would be needed. Being a good insurance company he said they would present the car back to me in as good a condition as it was before, with no cost to me. The estimate of this job was £456.

In due course the car was returned to me. I took it out and tested it along with the coach builder and the insurance assessor, and agreed it was a good job. I noticed however that the "cross jacks" which are always on my cars—I put one transfer on each side—were missing. I pointed out to the assessor that the car had not been returned in the original condition. The coach builder had seen the old cross jack and agreed they should be on.

The assessor asked where these were obtained and agreed if I obtained some more transfers they would certainly add this on to the account of £456.

I was very pleased with this gesture, and it goes to show that "cross jacks" do get around and usually come off heads.

Rushden.

A. F. Mills.

FROM PROFESSOR LOW

IT is a terrible disappointment to me to have to ask you to make my apologies at the A.G.M. I will not be "out," I think, for another 10-14 days. I can only say that my heart is with the Meeting for I have attended the A.G.M. for very, very many years and I miss my friends so much.

But they say I will soon be better than ever—I have been here now for 7 weeks and it is a long and weary time. All good wishes—I think you know how proud I am of my connection with the Club and its famous men. I pray that I may be able to serve you better in the future.

London W.4.

A. M. Low.

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NORTH

May 21st.

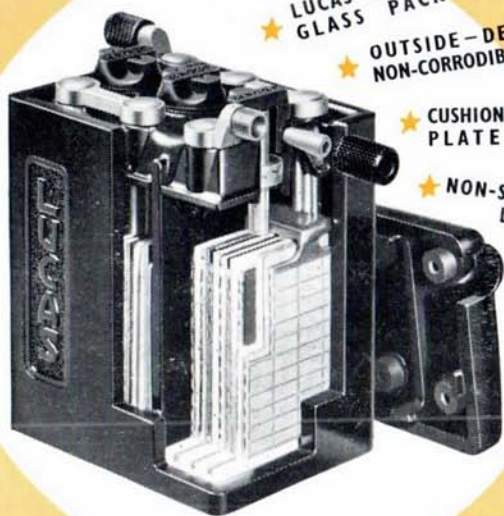
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