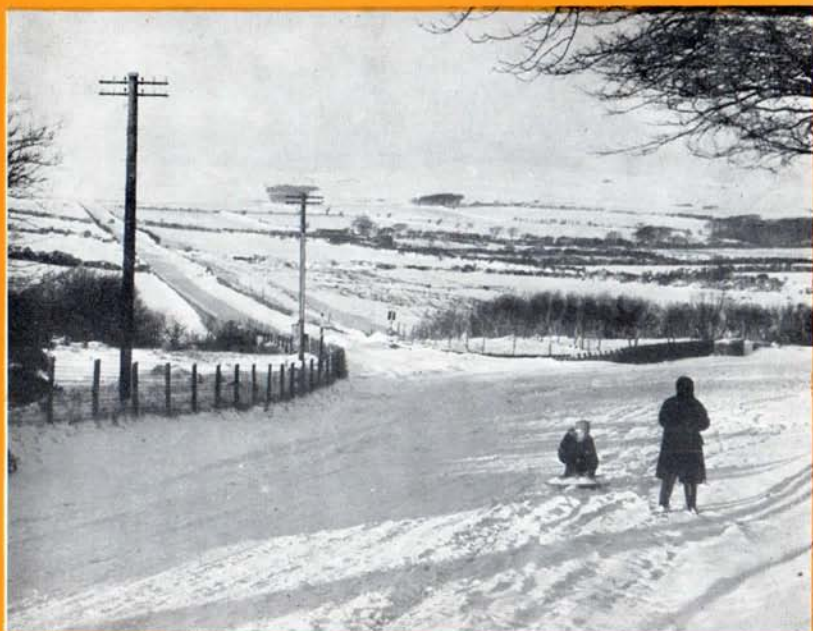




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 3. MARCH, 1955 ONE SHILLING



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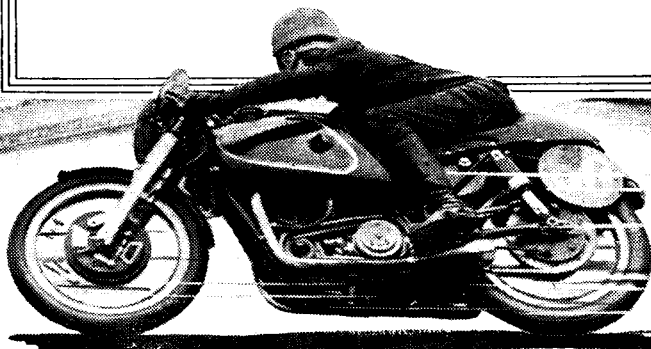
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Bemsee

Vol. 8. No. 3. MARCH, 1955

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

VICE-PRESIDENTS : Professor A. M. Low, D.Sc., A.C.G.I., E. C. E. Baragwanath.
H. L. Daniell, C. A. Lewis.

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

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

In the Melting Pot

THERE are indications that the trend of racing is about to make another abrupt change of direction. The rift between the F.I.M. and the Manufacturers has widened to such an extent that this year only three Italian manufacturers will be supporting the championships. Last autumn the Germans stated that they would not take part. Just recently the two British manufacturers who support racing have not only made a similar statement but have also stated that their works' sponsored entries will use production racing models, that is, Norton will race standard Manx models and A.J.S. 7R models. Nor will streamlining be employed.

These bold decisions have been taken because these manufacturers consider that development is proceeding along the wrong lines. Self-imposed restrictions are bound to have more effect than an outright ban by the F.I.M., for whether an outright ban is a good or bad policy is moot. In the interests of development the imposition of restrictions is a bad policy and races should therefore be contested by machines which are equipped with any aids to speed which the entrant desires to use, whether they be streamlined shells, alcohol fuels or superchargers. Whilst it is fairly easy to define and ban certain types of fuel and components such as blowers, it is far from easy to define streamlining and frame rules which cannot be circumvented.

If the manufacturers agree amongst themselves not to pursue a particular line of development so much the better; it kills all hard feelings and relieves the F.I.M. of the onerous duty of pleasing everybody and offending none. Surely it is the F.I.M.'s job to conduct the sport of motorcycling and the manufacturers to design and develop the motorcycle.

This year's world championships are now reduced to nothing more than Italian National Championships; whoever is victorious will gain nothing more than a hollow victory and these circumstances may force the Italians to fall in line with the British and German attitude.

One aspect in which we can rejoice is that by racing production racers the works' riders will have only a small advantage over the private owner and dealer entries, and these will figure more largely in the results. Without the private owner racing would be very poorly supported.

REPEAT THE DOSE

A. E. ROSE

PROVIDED this meets with the Editor's approval I should like to round off my recent remarks on two stroke matters by giving some indication of where I have got so far; how I've got there and what conclusions can be drawn from my success and failures. As previously mentioned, I hope to give some useful information on two-stroke tuning but having had my efforts diverted to another machine for the time being my Bantam engine is still in the experimental form reached in September last. Perhaps I may describe the work carried out in the hope that it will save others a certain amount of time and unfruitful work.

I have previously mentioned that the exhaust port was widened to $1\frac{1}{4}$ " and the opening timed to occur $\frac{1}{16}$ " early, this gave good results; an indicated 78 m.p.h. (I am quite willing to believe that the speedometer is a bit fast).

A further increase of $\frac{1}{16}$ " resulted in a drop in speed of some 2-3 m.p.h. and a general loss of snap. Whereas, formerly, the speed with a megaphone was some 7 or 8 m.p.h. faster than that with the short open pipe only, the modified cylinder showed no change with the short pipe and the indications were that some of the charge was "spilling" with the extractive system in place.

My next move was to make certain devices to reduce the crankcase volume. Their combined volume was equal to about 40 c.c's.

Following this modification, tests showed that induction and transfer was more efficient, the increase in fuel consumption alone showed that! Power, however, was down.

The speed on the short pipe showed an increase of about 5 m.p.h. but with megaphone fitted the speed was only about 70 m.p.h., a complete reversal of the previous situation and one which was not altogether unexpected.

I might add at this stage that this is from memory and short notes so anything I write later on may not correspond exactly.

A further point noticed was that although fuel and, therefore, oil consumption rose, the amount of exhaust smoke diminished.

Generally speaking this all seems to show that a large volume of fresh gas was spilling out of the exhaust port.

The cylinder was changed for one having standard timings on both transfer and exhaust ports but with cross sectional areas about 25% greater. Results were exactly the same.

Now, any number of conclusions could be drawn from this and probably the best one of these is that if you haven't got a lot of time at your disposal don't do too much crankcase padding!

For my own part I am satisfied that a useful gain has been made in breathing efficiency and even though the performance has dropped I am hoping that this is only a prelude to a more successful phase.

I have come to think that once a certain standard of breathing and transference has been obtained it is not a great deal of use in seeking further improvement in this direction until some method of keeping the charge in the cylinder has been tried. For this reason I am not proceeding at present with a simple inlet rotary valve which I have roughed out and may give some thought to an equally simple exhaust rotary valve I have in mind in order to get a favourable exhaust port timing artificially.

In addition, certain possibilities lie in experiments in using a small degree of back pressure or in breaking down the exhaust pipe depression at a critical engine phase, namely, when the piston is a short way up on the closing stroke. An idea has occurred to me regarding the latter method. It is extremely simple and if it works you will see it in due course. If it doesn't I'll have a glib excuse. Possibly I may try bringing down the transfer ports a bit. I never have been too happy about this arrangement but am bound to say that some very successful people advocate it.

The trouble is that one can think of any number of ideas to try but the means of carrying them out isn't always available. I should dearly like to make up a cylinder with a $1\frac{1}{4}$ " wide exhaust port having only about $\frac{1}{16}$ " lead over the transfers and an extractive exhaust system of correct length. This would probably necessitate bronze-welding the top edge of the port and lapping or boring out afterwards but it might show results provided the engine breathed well originally.

At the last Crystal Palace meeting one of the scrutineers said, "I don't know

(continued on page 46)

MARSHAL'S MUSINGS

W. G. BILL JARMAN

FIRST of all an apology to Smiths, Ltd., and "Maxie" Maxsted who laid on a visit to their Cheltenham Works for a party of a dozen of us. We did not expect snow, ice, frost and fog but these foul weather conditions ruined what should have been a most interesting and instructive occasion. Maybe next Autumn, we might try again, but meanwhile lets say a nice bright idea went for a Burton!

☆ ☆ ☆

THIS issue is due to reach you early in March and members who want an Inside Marshal's job at Silverstone should write to me at 153 Reigate Avenue, Sutton, Surrey, right away. Wives and girl friends of members who would like to help with the Programmes sales must write to Gordon Cobbold at Parade Motors, Monarch Parade, Mitcham, Surrey. In both cases there is no time to lose so get busy with pen and paper today.

☆ ☆ ☆

DID you notice that Lord Mancroft in the House of Lords undertook to look into Lord Brabazon's suggestion for a British Grand Prix road race? We must be one of the few countries without such a Circuit and, it is good to think that the subject is not forgotten at "High Level."

☆ ☆ ☆

BEMSEE members between the two wars will be sorry to hear of the death after illness of W. E. Dick Humphrey. Remember this tough type with his big twins at Weybridge? Harleys and Broughs mostly, plus lots of good humour and practical jokes in keeping with his big frame.

☆ ☆ ☆

THOSE people who said a one-litre vee twin could not be put into a "feather-bed frame" should see what old time member Frank Williams has done with an 8/80 J.A.P. in a Norton lay-out. This handsome machine is intended for sprint-work and will be seen carrying our colours wherever possible. What a pity it cannot be tried out for sheer maximum somewhere in England. The big-twin boys will have a field day at Brighton this year but I'm willing to wager that the coil jobs will out-sprint those with magnetos (if any).

ONE time "Bemsee" Secretary, then A.C.U. Secretary and now F.I.M. ditto, Tom Loughborough has joined the braver section. (Or Beaver?—Ed.) Expect to see him at Silverstone with a Van Dyck beard which will set an example for many others to try and emulate. What I am looking forward to seeing is a racing sidcar outfit with driver and passenger having suitable face protection. Jenks, takes your choice and provide the press photographers with first class material.

☆ ☆ ☆

Member and regular contributor Erwin Tragatsch is likely to move from Tel Aviv to Meriden, if he has not already done so. This brainy Czech is likely to put more poke into any engine with which he is associated. Erwin is also full of all kinds of good ideas and maybe we shall get a surprise in the very near future. He agrees with the "lots-of-pots" school anyway but I'm not so sure about the type of motor he favours. We must wait and see as the politicians say. Statesmen keep quiet.

☆ ☆ ☆

LES DEAR has decided to hang up his boots and leathers after 20 years of racing which started at Brooklands on a New Imperial. Les has wisely decided to stop now that his reactions are not so quick as they used to be. Denis Parkinson has also decided that 26 years of speedwork is enough. Doubtless Denis will find a first-class "pup" to sponsor because the sporting Agent Members have now become the most important people in this Club, in particular, and the racing game in general. It also provides a very good kind of publicity. Think it over!

☆ ☆ ☆

HAVE you paid your sub? If not, you are throwing an unfair load on those who have and whilst you are making out the cheque, why not propose a New Member? Even if he is not yet ready to start racing, the lad can learn a lot by helping on jobs such as flags, phones, pits and paddock etc. Marshals to racers and back to Marshals again all helps good administration. You can also make it clear to the new boy that he will become part of the racing event instead of a mere

(continued on page 36)

COMMITTEE NEWS

Meeting held on 17th January, 1955.

Present: N. B. Pope (Chairman) G. C. Cobbold, H. L. Daniell, W. W. Hunt, W. G. Jarman, K. Rickard, A. H. Taylor and R. C. Walker (Secretary).

Ex-Officio Member:

E. C. E. Baragwanath.

An apology for absence was received from Mr. D. J. H. Glover.

Testing at Silverstone

As a result of negotiations with B.R.D.C. arrangements had now been made whereby members would be provided with facilities for testing their machines on a part of the Silverstone Circuit on March 19th, 1955. Control would be exercised by B.M.C.R.C. officials.

President of B.M.C.R.C.

The Secretary reported that, as directed, he was now in communication with The Most Honourable The Marquis Camden, J.P., as a result of which he was hopeful that the Marquis would accept the invitation to become the Club's President in succession to the late Sir Algernon Guinness, Bart.

Culton Park

Mr. Hunt reported on the discussion and negotiations he has had with a Director of Cheshire Car Circuits Ltd., with

regard to the terms on which B.M.C.R.C. would hire the Circuit for the meeting on May 7th. Programme and publicity arrangements were decided and it was now known that the *Daily Dispatch* would be sponsoring the meeting from an editorial point of view.

B.M.C.R.C. Championship

The draft rules prepared by the Secretary for the setting up of a Members' Championship were examined and approved. For 1955 there would be individual Championships in the 250 c.c., 350 c.c., 500 c.c. and Sidecar classes, points would be allocated according to finishing position in all National and International Road race meetings organised by the Club throughout 1955, concluding with the "Hutchinson 100." The B.M.C.R.C. Champions in each Class would be announced at the conclusion of this meeting.

Accounts

The monthly account and also the Income and Expenditure Account and Balance Sheet for the year ended December 31st, 1954 having been duly audited were examined and approved.

Membership

New Members were elected.

Marshal's Musings (continued)

observer. Above all, he will find that membership provides countless opportunities for meeting a fine cross-section of people whose common bond is inspired by the racing motor cycle and those who ride them. We can do with a lot more members who want to help as Marshals.

A LETTER from Germany on the subject of streamlining makes interesting reading, "An N.S.U. covered the mile at 111 m.p.h. using 100 c.c. in an alloy shell, with Gustav Baum in the controls. The b.h.p. was about 7, so if they put the 250 c.c. twin with over 30 b.h.p. in the shell we can expect 200 m.p.h." No wonder the Neckarsulm people are so confident in the small capacity classes. Incidentally they are now producing and selling a 125 c.c. job with eccentrically operated camshaft gear (as in the 250 c.c. twin).

SINCE the world championships were started in 1949, Eric Staines Oliver has won four times out of six. He has also won over 80% of Continental sidecar races, and this incredible achievement has not received the publicity it deserved. It is well known that a lot of back-room boys have a very great regard for the chariot-ers and I am no exception to the rule. In fact the Committee of this great Club constantly review the sidecar events and the prizes for *both* of the crew of each placemen and so on. The fact that Eric Oliver has set such a hot pace may have worried some people but not his friends and rivals. Their attitude may be summed up very briefly because if they can keep nearby or even get in front of "Olly," then they're doing fine. So until April at Silverstone we must wait patiently for the "Battle of the Barrow Boys."

for racing,
trials, scrambles,
or just touring



a direct landing . . .
and the direct answer

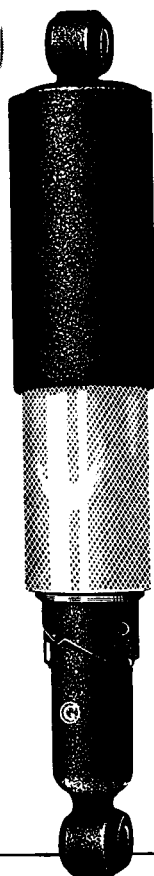
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B.M.C.R.C. CHAMPIONSHIP

IN order to increase the competitive spirit and general interest between members it has been decided to inaugurate a B.M.C.R.C. Members Championship competition which will have as its object the deciding of the most successful member rider in each of the 250 c.c., 350 c.c., and 500 c.c. solo classes and also the sidecar class in all B.M.C.R.C. organised road race meetings that are held under national and international permit in each year.

During 1955 the National events that will count in the Championship are *Motor Cycling's* "Silverstone Saturday," April 23rd; Oulton Spring Meeting, May 7th; "Metropolitan" (Crystal Palace), June 18th and the International "Hutchinson 100," October 1st. Points will be awarded relative to the position in which a member finishes in a race:

| Place | National | International |
|---------|----------|---------------|
| First | 7 | 10 |
| Second | 6 | 9 |
| Third | 5 | 8 |
| Fourth | 4 | 7 |
| Fifth | 3 | 6 |
| Sixth | 2 | 5 |
| Seventh | 1 | 4 |
| Eighth | 1 | 3 |
| Ninth | 1 | 2 |
| Tenth | 1 | 1 |

In some instances where, for some reason it is not possible or advisable to organise a straight race for the particular Championship, there will be "preliminary" races (heats) from which a predetermined number of the fastest drivers will qualify and go forward to ride in the actual B.M.C.R.C. Championship Event, on the result of which race points will be awarded.

It should be noted that in the Supplementary Regulations for the first event, *Motor Cycling's* "Silverstone Saturday," only the 350 and 500 c.c. B.M.C.R.C. Championships are mentioned, due to the fact that the regulations for this meeting were approved before agreement had been reached on this Championship competition, and in this particular instance Event 8 (10-Lap 250 c.c. race) and Event 10(15-Lap Sidecar race) will count for the 250 c.c. Solo and Sidecar Championships respectively.

The progress in each of these four competitions will be announced in *Bemsee* from time to time, and, although no final decision has yet been reached, it is anticipated that a commemorative memento will be awarded to the respective winners each year.

1955 SUBSCRIPTIONS

WHILST it is pleasing to be able to report that as a result of various reminders that appeared in last month's issue of *Bemsee*, the majority of members have now paid their 1955 subscription (which became due on 1st January). There are nevertheless quite a number who have not yet paid their dues to the Club.

To those whom it may concern, therefore, I must request payment of the Annual Subscription of £2-2-0 (£1-1-0 if resident overseas) without further delay. The names of all persons whose subscription is not received by Monday, 14th March, will be reported to the Committee who will take appropriate action and may delete the names of any member who is

still in default without having put forward good reason why he has not met his obligation in this respect.

Your co-operation is earnestly requested and it is hoped that there will be few, if any, names that have to receive special attention as indicated above. Please remember that it costs the Club money—your money—in both time and postages if you make it necessary for the office to send out special reminders, quite apart from the fact that it would not be possible to spare personnel for this task during the busy season which commences in February each year.

THE SECRETARY.

ANNOUNCEMENTS

T.T. PRACTICE

THE Schedule of Practices for the International T.T. and Clubman's Races in the Isle of Man will be as follows:

Wed., May 25—International 350 & 500 T.T. Course, 4.45/7.15 a.m.; *Thurs., 26 May*—International 350 & 500, T.T. Course, 4.45/7.15 a.m.; *Fri., May 27*—International 125, Clypse Course, 4.45/6.00 a.m.; International 250, Clypse Course, 6.00/7.15 a.m.; *Sat., May 28*—International 350 & 500, T.T. Course, 4.45/7.15 a.m.; Clubmans 350, Clypse Course, 6.30/7.30 p.m.; Clubmans 500, Clypse Course, 7.45/8.45 p.m.; *Mon., May 30*—International 350 & 500, T.T. Course, 4.45/7.15 a.m.; Clubmans 350, Clypse Course, 6.30/7.30 p.m.; Clubmans 500, Clypse Course, 7.45/8.45 p.m.; *Tues., May 31*—International 350 & 500, T.T. Course, 4.45/7.15 a.m.; Clubmans 350, Clypse Course, 6.30/7.30 p.m.; Clubmans 500, Clypse Course, 7.45/8.45 p.m.; *Wed., June 1*—International 250, Clypse Course, 4.45/6.00 a.m.; International Sidecars, Clypse Course, 6.15/7.15 a.m.; International 350 & 500, T.T. Course, 6.30/8.45 p.m.; *Thurs., June 2*—Clubmans 350, Clypse Course, 4.45/6.00 a.m.; Clubmans 500, Clypse Course, 6.15/7.15 a.m.; International Sidecars, Clypse Course, 6.30/7.30 p.m.; International 125, Clypse Course, 7.45/8.45 p.m.; *Fri., June 3*—International 350 & 500, T.T. Course, 4.45/7.15 a.m.; Clubmans Pre-Race Examination, 10.00 a.m./ 3.30 p.m.; International 125, Clypse Course, 6.30/7.00 p.m.; International 250, Clypse Course, 7.15/7.45 p.m.; International Sidecars, Clypse Course, 8.00/8.30 p.m.

☆ ☆ ☆

T.T. RACE TIME TABLE

Sat., June 4—Junior International Pre-Race Examination, 9 a.m./2 p.m.; 350 Clubmans Race, Start 4.00 p.m., Clypse Course; 500 Clubmans Race, Start 6.30 p.m., Clypse Course; *Mon., June 6*—Junior International Race, T.T. Course; *Wed., June 8*—250, 125 & Sidecar International Races, Clypse Course; *Fri., June 10*—Senior International Race, T.T. Course.

☆ ☆ ☆

T.T. REGULATIONS

THE Regulations for the 350 and 500 Clubman's Races on the 4th June will be available shortly and will show that

the maximum number of drivers per race will be 50, but if the 350 race entries exceed 50 and the 500 race entries are less than 50, the surplus entries for the 350 race will be permitted to take part in the 500 race, using their 350 c.c. machines. A ballot will be made if necessary.

Entrant's Club will no longer need a competition licence.

☆ ☆ ☆

FLOREFFE

THE 22nd Circuit International de Floreffe will take place on April 17th, and full particulars may be obtained from Monsieur R. Limage, Royal Motor Union Namurois, Rene 19, rue Felix Wodon, Namur, Belgium.

The course is 13½ kilometres long and the following classes are catered for: Solos: 250 c.c., 350 c.c. and 500 c.c. Sidecars: 500 c.c.

☆ ☆ ☆

TESTING FACILITIES

WE are pleased to report that arrangements have now been completed whereby the use of one of the main runways of the Silverstone Circuit will be placed at the disposal of the Club for testing purposes on Saturday, March 19th (this month) between the hours of approximately 10.30 a.m. and Noon and 2.00 p.m. and 4.00 p.m.

Members who desire to carry out carburation tests etc. on their racing machines are therefore invited to communicate with the Secretary at 34, Paradise Road, Richmond, Surrey, (RiChmond 6326) without delay, and in any case *not later than Wednesday, 9th March*, full information regarding test control and insurance details will then be advised. It is anticipated that in view of the fact that it has been possible to arrange this facility on a Saturday this year, a far greater number will be in attendance, and this will obviously limit the amount of time each member is able to spend on the runway.

In order to ensure that all are able to have reasonable and sufficient time for testing, making adjustments and final testing etc., it may be necessary to limit the total number of permits; in this case it will be first-come, first-served.

Don't forget to write or 'phone at once.

MOTOR CYCLING'S SILVERSTONE SATURDAY

WILL any Member who is not competing or acting in some official capacity at the above meeting on April 23rd and wishes to go into the Paddock, please note that Paddock Transfer passes will again be available free-of-charge, in addition to the usual vehicle pass. These transfer passes are limited in number and available only to those members who are attending the meeting as spectators. Applications must be made to the Secretary before Saturday April 5th, stating B.M.C.R.C. membership number and enclosing an S.A.E.

☆ ☆ ☆

OULTON SPRING MEETING

SIMILAR facilities for transfer passes to the paddock will also be available to Members at our Oulton Park Meeting on May 7th. These will be issued under the same terms and conditions as for Silverstone.

☆ ☆ ☆

BEMSEE

IT is now possible to obtain additional copies of our magazine and if any member has a friend who would be interested in receiving a copy of *Bemsee* each month, would he please advise the Secretary. The annual subscription for *Bemsee* is 13/6, inclusive of postage. Additional copies can, of course, be sent direct to Members for re-distribution on similar terms.

☆ ☆ ☆

I.O.M. CLUBMANS RACES

WILL any Members who are intending to participate in either of the two I.O.M. Clubman's races in June, and would like to be considered for nomination as the Club's official entry, please submit their application to the Secretary not later than March 14th, together with full details of past road-racing experience. All applications will then be placed before the Committee for their consideration, after which applicants will be immediately notified as to whether they have been accepted or not.

☆ ☆ ☆

NEW MEMBERS

B. L. West, A. W. Walczak, R. J. Stevenson, T. H. Stazicker, B. E. Perks, G. K. Penson, S. R. Hill, H. A. Maxted, P. S. Dowse, A. W. Brodrick.

CLANGER

ONCE again an error in race dates occurred in last month's *Bemsee*. This was that the Oulton Park meeting would take place on May 27th. The correct date is May 7th.

☆ ☆ ☆

LES GRAHAM MEMORIAL FUND

DONATIONS received from:

R. Ogden, L. J. French, R. Hellett.
The account now stands at approximately £155.

☆ ☆ ☆

BENEVOLENT FUND

DONATIONS have been received this month from the following Members: T. Thorpe, D. W. Allen, L. E. Good, R. Harrison, E. J. Washer, R. W. Porter, N. J. Leach, W. J. Maddrick, A. S. Harris, D. G. Moss.

☆ ☆ ☆

SUNBEAM SPRINT

MEMBERS will be pleased to hear an invitation has been received from the Sunbeam M.C.C. for B.M.C.R.C. members to participate in the open-to-South Eastern Centre A-C.U. Sprint Meeting they are organising in the Aldershot area on Sunday, May 1st.

There will be classes for 150 c.c., 250 c.c., 350 c.c., 650 c.c., and 1,000 c.c. solos and up to 1,100 c.c. for Sidecars and Cyclecars, in addition to an event for Vintage machines. Practice take place between 10.30 a.m. and 12.30 p.m. and racing commences at 1.00 p.m. The timed distance will be over a distance of 440 yards. Regulations may be obtained from the Secretary of the Meeting, D. Bates, Birchfield, Kenwood Drive, Beckenham, Kent. (Phone BECKENHAM 4941). Entries close April 18th, 1955.

☆ ☆ ☆

MUTUAL AID

For Sale: One brand new Rev. Counter, complete with gearbox and cables—£5. One 350 x 19 Avon Racing tyre and tube. Little used 30/-. One 3.25 x 20 interrupted rib front racing tyre and tube, Avon, two laps I.O.M.—30/-. R. Madsen-Mygdal, 26 Appleton Road, Cumnor, Nr. Oxford.

AREA NEWS

SURREY

W. G. Jarman,

153 Reigate Avenue, Sutton, Surrey.

SNOW, ice, fog, frost and television ruined our January assembly and as these notes are written before the March get-together on the 18th, there is little to report. There will be no more assemblies at Croydon until the Autumn because the racing season is about to begin and there will not be any time to spare. When we resume in October, what about joining the band of die-hards who regularly support this meeting during the winter months? Just to show there are no hard feelings come along on March 18th and make a few suggestions. I am quite willing to do the paper work. By the way, Croydon Aerodrome Hotel is on the Purley Way (Croydon-By Pass) and there is room for a large crowd.

CHESHIRE

G. E. Tottey,

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

HAROLD DANIELL came on February 9th and gave us a concise and intensely interesting account of his racing career, all put over so modestly that to do a 91 m.p.h. lap on the T.T. course in 1938 seemed quite a normal thing to do.

The whole talk was so consistently interesting and humorous that it would be difficult to pick out any salient points although his accuracy on always breaking down (if at all) at Kirkmichael seemed

a little suspicious and the mystery was not elucidated.

After a break for the odd shot, he answered many questions from a very appreciative audience of about 50, and we certainly all appreciate his kindness in giving up his time and coming so far to do this. It is such events as this that help our Cheshire area along and creates interest among our visitors who frequently decide to join us soon afterwards.

Congratulations to Ted Lambert and Norman Milligan who won the 'Concours de Confort' in the Monte Carlo Rally. Norman came along to our meeting (Ted was engaged at the Wirral Hundred) and it was nice to hear that one of the first officials they met in Monte Carlo was Johnny Lurani (well known in motor cycling circles) who immediately recognised their Bemsee badges (which I mentioned last month).

I am glad to say we have a promise of a view of the film of the Monte Carlo Rally which they have taken, in the near future.

My copy was late last month with the result that several misprints occurred and I apologise to those whose names got very much mutilated.

However, I was not the only one to be misquoted and I was amused in the article on the old A.J.S. four cylinder to read of a 2 throw "crankcase." (This is correct. The designer threw it at the rider and the rider threw it in the hedge—Ed.)

I wonder if the evergreen fuel controversy will come up again at the A.G.M., an occasion which gives me an opportunity and a very good excuse to escape from the marital clutches for a couple of days or so.

MOTORCYCLE RACING IN THE MIDLANDS

Silverstone Saturday
April 23rd

'REV COUNTER' REPORTS

E. W. Harnett is now in Kamerau, New Zealand, where he has taken up an appointment with a pulp and paper company. I am told that this place is not even on the map but it is situated some twenty miles from Whakatane on the Bay of Plenty, North Island. This sounds attractive and we all wish him the best of luck and prosperity.

George Ewer tells me that he will be riding the Pike Rudge and Geoff Tanner will again be mounted on the short-stroke Nortons for G. K. Rae, who it will be recalled, were the first people to take an active interest in that polished rider Bob Keeler.

Major (Bill) Thompson sends a long and interesting letter from the States with news surrounding the sales of British machines, which for the majority appear good, but with the exception of one or two prominent makes the spares and service facilities lag far behind. It is gratifying, however, to hear of the great popularity of B.S.A. and Triumph. It is understood that Bill will not be entering anyone in Continental road races this year but is almost certain to have a rider in the Island next June.

P. Walsh has now taken delivery of a "Black Knight" and, although no serious riding has yet been indulged in, it is reported to be remarkably steady on a windy day despite the total enclosure.

Len Parry and Michael McGeagh report business is very fair considering the time of year and the extreme weather conditions we have been experiencing of late, and hope to be entering a "much modified" 7R and also an unspecified 125 c.c. mach-

ine in a number of events during the coming season.

Ron Beecroft has recently returned from a visit to the States and whilst at B.S.A. Inc. saw Freddy Dixon's 1923 Indian on which he finished 3rd in the T.T. in that year. The machine has a sidevalve engine with *updraught* inlet port and has been completely overhauled and is in "as new" condition.

Douglas Luke who has been prevented from racing during the past eighteen months due to the fact he has had to give all his attention to the motor business he started last May, now looks forward to the coming season and a return to the saddle. Douglas asks me to say that he will be very pleased to see any member who happens to be passing through Seaford (Sussex) should they care to look him up.

Bill Oliver is another who extends an invitation to those who find themselves on the Dorchester Weymouth Road, where he has just purchased a filling station which will be known as Weymouth Autosales (Upwey). Many may remember Bill has been running a car business in London until recently, but I gather this move will not affect Mike O'Rourke who will still be using the 7R and Norton this year.

Ken Brett writes a brief line which indicates that his K.C.B., which made its debut last season, is now being extensively modified with a new type motor plus streamlining. It was this machine which won for Ken the Christopher Trophy in 1954.

IN THE NORTH

May 7th

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NEWS ITEMS

R.A.C. NEWS

THERE are now 6,426 R.A.C. Appointed Repairers and Agents in the United Kingdom—39 of these appointments being newly granted during 1954.

All garages which apply for appointment are inspected by qualified R.A.C. representatives. Premises, equipment and staff must comply with the requirements laid down by the R.A.C. before the appointment is granted and periodic checks are made by the Club thereafter to ensure that the terms of the agreement are adhered to and the high standard of service maintained.

One of the most important aspects of appointment concerns the R.A.C. "Get-You-Home" Service, which all appointed garages undertake to operate, by having relief cars and breakdown vehicles available to go to the assistance of members whose cars or motorcycles have broken down on the road.

With the recent extension of the R.A.C.'s 24-hour Emergency Service, the value of this scheme is being appreciated by an increasing number of garages which are adjusting their own service to cover the night as well as the day. This resulted, last year, in a record demand for "Get-You-Home" Service. Every call was answered and not far short of 100,000 car drivers and motor cyclists, with their passengers, thus receive much-needed help—at no cost to the members concerned.

Record Year for "Get-You-Home."

DURING 1954, nearly, 33,000 members of the R.A.C. received roadside assistance, free of charge, through the Club's "Get-you-Home" Service. This is the highest annual figure ever recorded since the service was instituted forty-three years ago, and an increase of more than 12 per cent compared with 1953. The total number of members who made claims on the service last year was 32,557: of this total, 28,905 were car drivers and 3,652 motor cyclists. It is estimated that not far short of 100,000 motorists and motor cyclists and their passengers were thus "saved" by the R.A.C. from being stranded on the roadside. There is no doubt that this considerable increase in the number of calls for assistance is due to the R.A.C. 24 hour Emergency Service, which operates seven days a week from the Club's offices in London, Birmingham, Manchester and Leeds. A tele-

phone call to any one of these offices which, between them, cover 50,000 miles of roads in an area of 20,000 square miles including seventeen countries, will bring immediate assistance from one of the 650 garages which co-operate in the scheme. This service is shortly to be extended to other R.A.C. County Offices.

Fifty Five Million Miles of Motoring

DESPITE the growing popularity of motoring holidays on the Continent, motorists probably travelled farther in Britain in 1954 than in any previous year. This is indicated by figures published today by the Royal Automobile Club showing the distances covered by routes provided last year for members touring the British Isles.

These totalled no less than 55,612,223 miles, a five million increase over 1953 and a record mileage in any one year.

More than a third of the routes were supplied by the Head Office of the R.A.C. in London and the remainder by the Club's sixteen County Offices in Great Britain and Northern Ireland.

CRASH HELMETS

THE British Standards Institute has recently carried out exhaustive tests of various types of crash helmets and that the A.C.U. approved pattern has proved to be most satisfactory.

GUZZI RACING PLANS

THE Guzzi team for 1955 will be Ken Kavanagh, Duilio Agostini and Dickie Dale. An in-training reserve will be Giovanni Rocchi, the category two Italian champion of 1954. Fergus Anderson will be Team Manager from now on and will ride only on occasion.

In view of the German and British attitude to the Championships, and the withdrawal of the 250 c.c. N.S.U., it is not surprising that Guzzi have decided to take no part in this competition this year. The official team will only test the 350 c.c. and 500 c.c. events, but Cecil Sandford, Enrico Lorenzetti and Roberto Colombo will probably be racing ex-works Lightweight Guzzi.

A new and experimental 250 is being prepared for the future together with some new monster, rumoured to be a V-8 of 500 c.c.

Silverstone Saturday

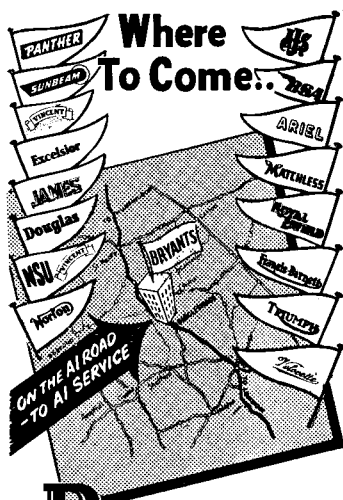
April 23rd

Promoted by: Motor Cycling — Organised by B.M.C.R.C.

URGENT REQUEST FOR Programme Sellers

WILL all those members, friends and helpers who have generously assisted us by selling programmes during this event in recent years, and who would be willing to help the Club in a similar manner on April 23rd, please send a post card confirming this to Mr. G. C. Cobbold, of Parade Motors Ltd., 66/67 Monarch Parade, Mitcham, Surrey.

ALL offers will be greatly appreciated, but it will be understood, as there is a large amount of preparatory work to be carried out beforehand, all such offers of assistance should be made as soon as possible, and in any case not later than Friday, February 25th.



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Repeat the Dose (continued)

what you two-stroke chaps find to do." One of my occupations is to spend a few seconds on some mornings observing the bags under my eyes due to sitting up late trying to decide which good idea to try first. It doesn't make it any easier when the best one is a failure!

Recently I have been reading a technical paper on "Air Flow in a Two-Stroke Engine" published by the Institution of Mechanical Engineers. The first few pages looked like sheet music to me; apparently its a new sort of idea called mathematics. It was slow going for me but I gathered that it is all wrong to arm oneself with a long pipe and a hacksaw when doing exhaust pipe experiments. It can be done just as easily with a stick of chalk and a blackboard.

If you only knew what goes on inside an exhaust pipe! One thing intrigued me especially and this related to the *inlet* ram which could be induced by a correct exhaust system. Not only this but the ram can be repeated a number of times per cycle.

For my own part I could not help thinking that a great deal of the ground covered in the laboratory by the extremely well qualified authors had also been traversed by lesser beings such as myself in a practical way. It always seems to me that these tests fall down in one or two directions. The most important, I think, lies in the fact that the engine speeds used are usually very low by our standards so that, in two strokes, one tends to get an accuracy of loop-scavenge which I do not think occurs at high revolutions. Secondly, most of the cylinders used are of large bore and stroke and consequently

the path followed by the transferred gas is a long one and the portion which may escape through the exhaust port is small in comparison with the cylinder volume. With the small cylinders we use, a slight deviation of the gas which emerges from the transfer ports such as may occur when the velocity falls toward the end of the closure can send it straight out of the port.

Another point which occurred to me arose from the fact that the induced volume of gas was taken as a measure of engine efficiency thus ignoring the quantity which could be lost out of the exhaust port.

Still, I wouldn't mind having one of these men as an adviser on exhaust and inlet problems!

It is hoped that all the foregoing will be interesting and will, for some people, promote a train of thought ending in an actual engine improvement.

To conclude, I wonder whether you noticed a small comment in one of our "weeklies" to the effect that the new production 125 c.c. N.S.U. "Superfox" produces just under 10 b.h.p. together with a high degree of fuel economy, the latter is significant for it can only indicate that a carburettor of moderate choke size is fitted and nothing extraordinary in the way of valve overlap. If this is true then attention to these matters plus the exhaust system is all that's necessary to make M.V.'s, Mondials, Bantams and what have you just so much scrap. Or could they be talking about different sorts of horses?

Sorry to end on such a cynical note, I may yet have to eat my words.

THE EDITOR'S CORRESPONDENCE

WHILST I agree with A. C. Squillario's remarks about the comments on the Press at our annual dinner, I cannot agree with his others. Let us, he says, educate the Pressman to our way of thinking. But we do try to do this and he refuses to learn. Nor do I share his sympathy with the poor Pressman who "has to stand around an aerodrome circuit all day in our inclement weather." This poor Pressman manages very well at cricket matches, football matches, horse racing events etc., and when it comes to pillorying some poor wretch who has transgressed the law he is very slick at finding out a great many details of the individual's private life. This nosy-parkering could very well help them to obtain information at our race meetings.

If the Pressman did his job properly, and the editors of the papers published his reports, those millions of T.V. viewers would have known who was who in the televised scramble. Is not this the point that the editorial comment emphasized?

Mr. Squillario is evidently mesmerised by recent British sporting successes into believing that they are consistent. I did not read in the editorial comment any adverse comment on the men whose names were mentioned, they appear to me to be merely quoted from Marsland Gander's remarks. The recent success of our cricket team in Australia—I for one was very glad to applaud it—is, however, the

first decisive victory an English team has had over the Australians for many years. My recollections go back over thirty years. And how many other major sporting events have Britons won? Most of their successes are national only. But British motorcyclists have been overwhelmingly superior to all others for more than 50 years, and they have won at least 75% of the international road races and trials. But the British public doesn't know that!

The Press are just not interested in the petrol engine except from the sensational angle. How many of our big dailies gave publicity to the recent statement by A.M.C. on their racing programme for this year? I saw only two, and yet according to our technical Press many well-known motoring correspondents were present.

Finally, the Press immediately after the war did a great deal of canvassing to have the horse-racing circuits restored. Such places as Epsom, Ascot and Newmarket went through the war unscathed but our three circuits, Brooklands, Crystal Palace and Donington were snatched from us. Brooklands is ruined, Donington appears to belong to the Army for good, and only the Palace after a long interval, has been restored. The Press and the governments of this country are still living in the horse era.

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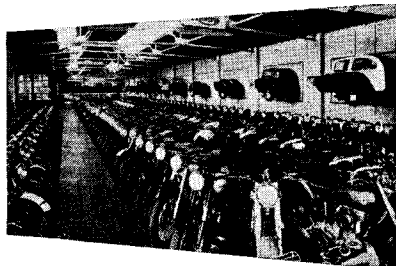
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