



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 1. JAN., 1955 ONE SHILLING



"If you go down to the woods today, you will be sure of a big surprise"

(Photo: Merlin)

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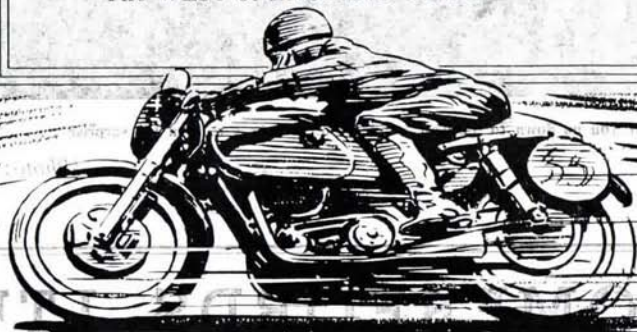
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Bemsee

Vol. 8. No. 1. JAN., 1957

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.

The shame of it

IN a recent issue of *The Motor Cycle* there appeared a statement made by L. Marsland Gander, radio and television critic of the *Daily Telegraph*, about the "Television Scramble". An outstanding comment was: "... viewers will need to know more about it before they really take it to their hearts. I imagine that the chief trouble for the majority was that they had never heard of the contestants. There was no Chattaway, no Stanley Matthews, no Hutton, no Bannister."

As the majority of viewers are dependent on the national daily newspapers to educate them—that is how they learnt of the existence of Chattaway, Hutton, etc.—they are likely to remain ignorant of the names of many famous motorcyclists unless these newspapers take an intelligent interest in motorcycle sport and provide their readers with good, factual reports.

Amongst the competitors in the "Television Scramble" were L. R. Archer, S. B. Manns, W. J. Stocker, G. J. Draper and P. A. Nex, men who have represented Great Britain in international events in a successful capacity, not as members of repeatedly defeated cricket, football and athletic teams.

That the newspapers are condemned for failing to educate the general public in motorcycle sport by one of their own accredited representatives is fitting. The *Daily Telegraph* which has a daily sports page, rarely mentions motorcycling. Even the report of their meeting they sponsored at Aintree was poor. A more dismal description of an afternoon's racing would be difficult to imagine.



drawn by N. B. Pope

*New Year Greetings to all
"Bemsee" members at
home and overseas.*

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THE Editor requires these notes to be sent in early so the Secretary tells me. It isn't easy to write a monthly article in the closed season but I've just realised that this issue will be the 1955 number, so on behalf of the Committee may I hope that you are "miles better" in the New Year and all through 1955.

☆ ☆ ☆

YOU have two duties to your Club to think about at this time, viz, your Annual Subscription and the Annual General Meeting. A racing club of this calibre cannot be run without three things, *men, money and materials* so make a New Year resolution to deal with the sub. and attend the A.G.M.

☆ ☆ ☆

AN eminent chemist informs me that large quantities of industrial alcohol are imported into this country. The plastics and paint producing firms alone require enormous amounts. Steps are being taken by I.C.I. to expand their output to something like 40,000 tons per annum, so all the talk and correspondence on this subject seems to be somewhat dependent on a lot of variable factors which do not point to any reduction in price.

☆ ☆ ☆

SEVERAL people have asked for more information on the "Cambridge Engine" or fuel cells concerning which I wrote last month. I gave all the available news in then and now await more details of the battery which will drive the engine or dynamo. Perhaps L.S. (Laps and Spots) Cheeseright will write an article on the hydrogen and oxygen into water process without dipping into nuclear physics. Come on Lionel—have a go!

☆ ☆ ☆

VARIOUS correspondents have written to me during the past year on the subject of engines normally aspirated, petrol and piston type. It is surprising how many of them refer to the pre-war

vee-four A.J.S. Unit. They all think that this motor had the making of a world beater and some of the writers go further by suggesting it could have been done without liquid cooling and a supercharger. Presumably these chaps are thinking in terms of alloy and alternators together with injectors. I wonder if one of the back room boys at Plumstead would give us some more information about this amazing unit. (This engine was in light alloy. It originated as an air cooled engine but suffered seriously from cooling troubles, hence the liquid cooling—Ed.).

☆ ☆ ☆

A feathered friend has whispered something to me about three wheel racers likely to be seen during 1955. If these rumours are correct we shall have to think-up a new title for the "barrow-boys". At least two racing outfits are under construction which will surprise everyone when "Silverstone Saturday" comes along. The streamline idea can be a much better proposition on three wheels irrespective of type, i.e. straightforward three-wheeled cyclecar or solo with sidecar chassis. There is also the possibility of a four cylinder 500 c.c. three-wheeler being ready for the opening meeting. Home and hand made.

☆ ☆ ☆

MUCH water has gone under London Bridge since I wrote about the possibility of a reduction in the cubic capacity classes. It looks as though 1955 will provide the turning point, especially if some of the 250 racers from the Continent start winning the 350 events. It may not be long before they can hold their own with the 500s due to the fact that we are beginning to approach what might be called "usable power". There are so many factors to be considered on two wheels that the time might come when 250 c.c. is big enough for solos in road races anyway. As one of the Germans said to me in the I.O.M. last June, "How many men are there who can do full justice to a 500 c.c. racing solo?"

(continued on page 14)

NEW BOOKS

Racing Round the World 21s. 0d.

by Count Giovanni Lurani.

(Translated by John Eason-Gibson)

published by: G. T. Foulis & Co. Ltd., London.

TO an evergrowing list of books on racing, Foulis, who specialize on this subject, have added another winner, "Racing Round the World", by that well known Italian motorist, Count Johnny Lurani of Milan.

Lurani's interest lies not only in cars but includes motorcycling, for in addition to the administrative posts he holds with Italian motorcycling organisations he is also a vice-president of the *Federation Internationale Motorcyclistes*. But in comparison with his exploits on four-wheels his motorcycling adventures are limited and it is to cars that his book is almost entirely devoted. He confesses that his motorcycle racing experience in the saddle amounts to participation in only one or two lesser events.

Lurani started in what seems to be the classical manner. His interest was suddenly aroused whilst he was a school-boy and has remained with him without any loss of fervour to this day. Broadly, the book is his racing auto-biography covering the years from 1920 to 1935, but this year by no means marks the end of his career as a racing motorist, that was the date when the Abyssinian war put a stop to racing in Italy. Since the second world war Lurani has been abroad on four wheels again and his successes include 1st place in the 1½-litre class of the 1952 Mille-Miglia.

Perhaps the most fascinating passages in the book are written around his participation in that unique event the Mille Miglia, a race on open roads across open country, over mountain passes and through towns and cities a mad-non-stop rush fighting against the clock for twenty four hours. Lurani tells the story of that successful entry by M.G. in 1933 when the three cars driven respectively by Lurani and George Eyston, Earl

Howe and H. C. Hamilton, and "Tim" Birkin and B. Rubin, set a pace which outdistanced their rivals and ended with the Eyston/Lurani combination winning the 1100 c.c. class from their team mates Howe/ Rubin by 90 seconds after an 18 hour drive.

Amongst his friends were the Guzzi family and with their conivance Lurani built a remarkable 500 c.c. car. This idea had been with him in his studentship days at the Milan Institute of Engineering, but it was not until 1934, eight years later, that any concrete plans were made. After two or three essays on the drawing board the final design was evolved. This was to be a single seater car with the engine at the rear. This engine was one of the famous Guzzi 500 c.c. wide-angle (120°) twins, and the type with which Stanley Woods won the 1935 Senior T.T. The car was to be used for short-distance records. Tests were made in the Guzzi wind-tunnel and from the data obtained certain modifications carried out. At the end of the year, September, "Nibbio", as the car was named, was driven on test by Ulisse Guzzi and then went to Monza for further and full-scale tests to be made. Just when everything was set for the record attempts, official sanction was not forthcoming because of the start of the Abyssinian war, but finally permission was granted and Nibbio was taken to an autostrada for the record attempts. These were outstandingly successful and for the first time a 500 c.c. car exceeded 100 m.p.h., and took the flying kilometre record at 104.88 m.p.h.

If Santa Claus left a Book Token in your stocking, you could not do better than exchange it for a copy of "Racing Round the World".

A.G.M.

February 25th. 6.30 p.m.
at the
R.A.C.

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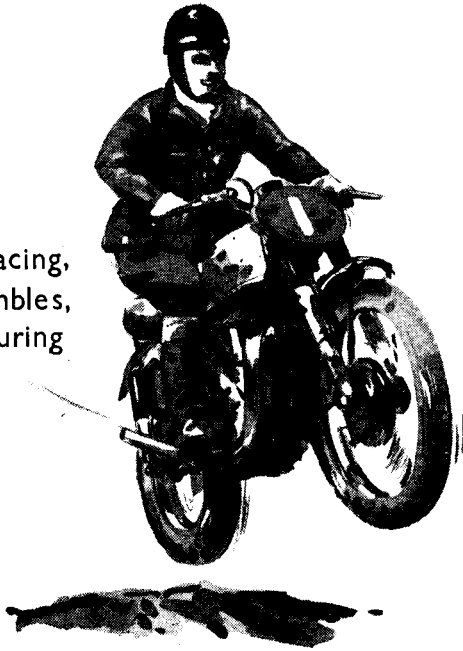
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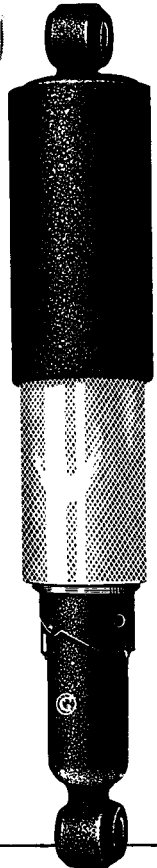
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COMMITTEE NEWS

Meeting held on 22nd November, 1954.

Present: N. B. Pope (Chairman), G. C. Cobbold, H. L. Daniell, J. D. H. Glover, W. W. Hunt, W. G. Jarman, A. H. Taylor and R. C. Walker, (Sec.)

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

Annual Dinner: The recent Club Dinner was reviewed and decisions were taken for the further improvement of this function in future years. It was agreed that arrangements be made immediately to book a suitable restaurant for 11th November, 1955, in which to hold next year's Event.

Les Graham Memorial Fund. In order that the proceeds of this fund might be devoted to the best possible type of memorial, it was resolved that this matter should be included on the Agenda for discussion at the A.G.M.

The Pinhard Prize. The Secretary reported that the Club's nomination of Mr. John Surtees to this annual competition had been successful and he had been awarded the Pinhard Prize for 1953-54.

Silverstone. Matters relating to the organisation of B.M.C.R.C. meetings at Silverstone in 1955 were reviewed and provisional arrangements for *Motor Cycling* "Silverstone Saturday" agreed.

Club President. Proposals for a successor to the late Sir Algernon Guinness, Bt., as President of B.M.C.R.C., were considered without, however, any decision

being reached. It was, therefore, agreed to refer the matter back to the next meeting.

Passenger Awards. It was resolved that a memento should in future be awarded to the sidecar passenger of any driver winning a main Challenge Trophy at B.M.C.R.C. organised road race meetings.

Benevolent Fund. It was unanimously agreed to elect Mr. A. C. Squillario as a trustee of the B.M.C.R.C. Benevolent Fund to fill the vacancy caused by the death of Sir Algernon Guinness, who had served the fund in this capacity since its inception.

A-C.U. The Secretary reported the majority decision that had been taken at last A.C.U. General Council meeting and the discussion that had taken place over the Clubmans Races in the I.O.M. for 1955. B.M.C.R.C. dates for next year had now been agreed as follows:— National Road Races, Silverstone, April 23rd; National Road Races Oulton Park, May 7th; National Road Races Crystal Palace, June 18th; Closed Road Races Silverstone, July 16th; Restricted Hill Climb Shelsley Walsh, August 28th; Closed Speed Trials Brighton, September 3rd; and International Road Race Silverstone, October 1st, 1955

The Monthly Account was presented and approved.

Membership. New Members were elected.

IMPORTANT DATES

—1955—

JANUARY 1st

Subscriptions due.

FEBRUARY 25th

A.G.M.

APRIL 22nd/23rd

Silverstone Saturday.

MAY 7th

Oulton Park.

JUNE 18th

Crystal Palace.

JULY 23rd

Trophy Day.

AUGUST 28th

Shelsley Walsh.

SEPTEMBER 13th

Brighton Speed Trials.

OCTOBER 1st

Hutchinson 100.

NOVEMBER 11th

Annual Dinner.

TAKING MY MEDICINE

A. E. ROSE

IN view of the comments of John Hogan in connection with my recent contribution it looks as though I am now called upon to justify my remarks concerning the speeds of the 125c.c. two strokes "down under". On reflection, perhaps I was a little too enthusiastic in supporting the quoted speeds on the evidence I had available but this was forthcoming from more than one source and from various States so perhaps I may set forth the reasoning which prompted me to write about matter.

In April, 1954, at Silverstone, I had a short talk with Maurice Quincey who rode the Walsh Bantams during 1953. He told me that a genuine 85 m.p.h. was being achieved and in reply to my query "on dope?" he said "yes, but they go just as well on petrol." At the time I wondered how this could be so but have learned subsequently that petrol usually means a specially compounded racing fuel with an alcohol content when used in a racing sense in Australia.

From this I felt that these particular machines could achieve about 80-82 on 80 octane. Now, these speeds appeared to me to be quite possible because I had previously observed, in September, 1953, at the Hutchinson '100' meeting, two particularly fast Bantams in the hands of P. Hogan and R. Ramsden. I felt that the former's machine was capable of about 80 m.p.h. at that time.

This machine featured a very short exhaust pipe and no megaphone. From this I concluded that the crankcase volume had been reduced as my own experiments show that a "padded out" engine doesn't take kindly to a megaphone when using the exhaust port timings available on the Bantam engine. At the same time, I believe that the megaphone can be used with good effect in conjunction with crankcase padding provided certain work is done on the exhaust ports and I haven't been able to carry this work out at present.

From certain information I have gleaned I gather that Walsh uses padding. He also uses a very extractive exhaust system and it seemed to me that he was a jump ahead of us in this country in that he had been able to reach a useful balance between crankcase padding, exhaust port area and timing and exhaust system characteristics. It therefore did not seem

out of the way to think that a speed of 85 m.p.h. was being obtained on dope. Certain photographs which have been published this summer show slight changes in the exhaust system and a larger choke carburettor is being used now. From this I credit the machine with an improvement over last year because it is unlikely that these alterations would be retained if the performance didn't justify them.

Hogan mentions that his correspondent completed a lap at about 2 seconds more than a Walsh machine. This is possible I suppose but proves nothing unless the evidence of the first man could be obtained. He may not have been pushing the bike very hard. As an instance of this sort of thing may I quote the 1951 125c.c. race at the 'Hutchinson 100' meeting. Riding a double O.H.C. M.V., R. L. Graham put up a record lap of just over 66 m.p.h. John Hogan was second. In September, 1953, P. Hogan completed at least one lap at 65 m.p.h. on a Bantam with a maximum of about 80 m.p.h. With all due respect to the latter rider I think that Graham could no doubt have gone round on this Bantam at a speed similar to the previously existing record. Yet, from my observations the M.V. concerned could certainly do 90 m.p.h. when necessary. So it can be seen that lap time comparisons mean nothing unless machines are known to be ridden all out.

At this point I should like to turn to my statement concerning Clem Dwyer's Bantam and must state at the outset that I have never heard directly from him or heard that he has made, personally, a claim of over 90 m.p.h. from his machine. This information reached me via a correspondent in Western Australia who has tuned a Bantam on lines suggested by myself some time ago in Motor Cycling and as this should ensure about 75 m.p.h. being reached on pump fuel it seems reasonable to expect his machine to do 78-80 m.p.h. on dope; this is, in fact, what he claims it will do. Furthermore he states that Dwyer can leave him standing and the estimate of Dwyer's speed was made by him.

Naturally, I was not too convinced about Dwyer's ability to do over 90 but in view of the fact that a time of just over 17 secs. was credited to this machine for the standing $\frac{1}{4}$ mile I felt that perhaps,

indeed, this man had found something. The only figures I have available for an M.V. for a standing $\frac{1}{4}$ mile are those of N. Webb at the recent Sunbeam Sprint (20.91 secs.) but, of course, I do not know how the respective conditions compare.

It is hoped that the above explanation will suffice for the time being and I trust that we can be favoured with some information from Australia which will prove or disprove my statements. For myself I should be pleased either way, for if I am wrong then I am not so far behind as I thought. If I am correct then at least we know that the Bantams can be made to move very nicely given time, patience and knowledge.

As to the M.V.'s in spite of my previous statement that I thought their maximum was somewhere between 85 and 90 m.p.h. I was under the impression that the one ridden by Hogan was one of the better examples but accept his evidence of its maximum of 86 m.p.h. To reply to his question "does anyone seriously believe that the Australian Bantam would beat it my answer is 'we don't know yet'".

In the Ultra Lightweight T.T. a Montesa finished ahead of one or more M.V.'s. This machine is a plain straightforward two-stroke upon which much thought and skill has been expended. The Bantam engine is a fine piece of designing, basically and of good workmanship. Given the same attention that the Montesa has had, plus some modification, who would care to say that it would not be just as good. What is wrong therefore in thinking that a Bantam *on dope* might beat a production M.V. on pumpfuel? Mind you, I'm not saying that their ultimate capabilities are the same. I can quite believe that an "over the counter" M.V., given a stage of development by a capable man would quite easily beat a Bantam whatever fuel was used by each. At the moment we are comparing present speeds (admittedly, not entirely satisfactorily proved).

Regarding Australian tuners, it isn't so long ago that a very famous rider took factory machines out there and found that elderly home tuned machines running on dope could move a little quicker than he could so lets give these chaps credit for some knowledge. Not that I am trying to belittle our capabilities over here. My point is that when the latest factory product isn't readily available one is more likely to find knowledgeable riders seeking a little more speed on their own account and this is a healthy thing for the sport.

The whole point behind my series of articles is to encourage chaps to have a go themselves; not to get discouraged and to give assistance to others who like to ride but for various reasons cannot undertake private experiments. In thinking that the 125 c.c. class provides a good medium for this I hope I am not boring those whose interest lies elsewhere.

I am not wholly interested in two strokes but find this type of engine provides a most absorbing subject. I certainly do not consider it temperamental at all. In almost 1000 miles of racing and development my engine has never seized or given any trouble except for a broken ring due to foolishness. There is one tip I would like to give. Do not follow another man's methods merely because he happens to be going faster. The reason for his superiority may lie in something entirely different from the particular measurement or alteration of which you learn. There must always be sound reasoning behind any alterations even if, in the end, alteration isn't too successful as I have found sometimes. The knowledge gained is always useful.

Experiments carried out during 1954 may be of interest. My present belief is that given an engine which is capable of inducing a good charge into the crankcase, the exhaust port is the most critical factor remaining. It seems to me that whether one advances or retards the opening and closing of the transfer ports the ultimate end is to transfer the maximum charge into the cylinder. I have found that, without crankcase padding, one can lift the top edge of the transfer ports by as much as $\frac{1}{8}$ " with consistent improvement of performance but generally speaking would not recommend more than $\frac{1}{16}$ ". The exhaust port can be raised up to $\frac{1}{16}$ " only. Anymore will cause a definite loss in performance especially with a megaphone. Some people achieve success by actually lowering the transfer port top edges slightly by bronze welding (followed by lapping) or by welding a lip on the piston opposite the ports. My own feeling is that the exhaust port 'lead' over the transfers could be reduced provided the exhaust system is very extractive and the correct length (the latter is really important). Also there is a strong case for opening the exhaust port early, using an exhaust system of "neutral" characteristic, that is, not particularly extractive but having good capacity and correct length. The outlet should be very small and the net result should be an initial rapid clearance of exhaust gas from

(continued on page 15)

NEWS ITEMS

ASSOCIATION WITH THE R.A.C.

AS briefly mentioned in the December issue of this magazine negotiations have been proceeding during recent months to enable this Club to become an Associate Club of the R.A.C. These have now been completed and those of our Members who wish to become Associate Members of the R.A.C. may now do so on payment of nominal additional subscription of £1 5. 0. (Motor Cycle) or £1. 11. 6. (Car). Application forms may be obtained from the Secretary, 34 Paradise Road, Richmond, Surrey.

It is quite unnecessary to detail the many advantages that may be derived by those becoming Associate Members of the R.A.C. as these are already well known to the majority and include such benefits as Free Legal Representation, and assistance in Home and Foreign Touring (Customs Papers, Assistance at Ports, etc.) From the point of view of the Club as a whole we shall now be entitled to at least two Representatives on the General Council of the R.A.C.

Additionally, the Royal Automobile Club makes available the special Insurance Policies which are reserved for the exclusive benefit of their Associate Members, and in this respect the B.M.C.R.C. Office has now been provided with the necessary facilities to handle the Scheme on behalf of Bemsee Members by the official Insurance Brokers, Messrs. Beddall, Bradford and Co. Ltd., who are responsible for the arrangement of these special R.A.C. Policies.

It is apparent that these Policies provide something extra to what is normally regarded as complete security and are designed to save Members both time and money which certainly justifies their careful consideration.

Saving effected by really efficient administration have been passed on to R.A.C. Policy holders in the form of reduced premiums, an improved and extended service with extra benefits and exceptional features, examples of which are:—

a. The standard wording of the Motor Cycle Policy includes participation in reliability trials and other com-

petitions held on the public roads and approved by the R.A.C. or A.C.U. at no additional cost.

- b. A cumulative Bonus reduction of 10%, 15% and 20% over a claims-free period of three years has recently been included in the Motor Cycle Policy whereas the majority of Insurers limit the Bonus allowance to 10% irrespective of the claims-free period.
- c. A most attractive feature which is obviously designed to encourage safe driving is the Bonus reduction of 33½% allowable for only one year free of claim, and is granted immediately on transfer from other Insurers irrespective of the percentage annually earned. If the Bonus is unfortunately lost during any year of insurance it is necessary to complete only one further year without claim in order to regain the full 33½% allowance.
- d. Cover is extended under the Car Policy to indemnify passengers in respect of their individual legal liability for negligent acts in the same terms as the indemnity provided for the Assured or the driver for which it is the general insurance practice to charge an additional premium of 10/- per car.
- e. In the unlikely event of a dispute arising arbitration under a R.A.C. Policy is by the Legal Committee of the Club.

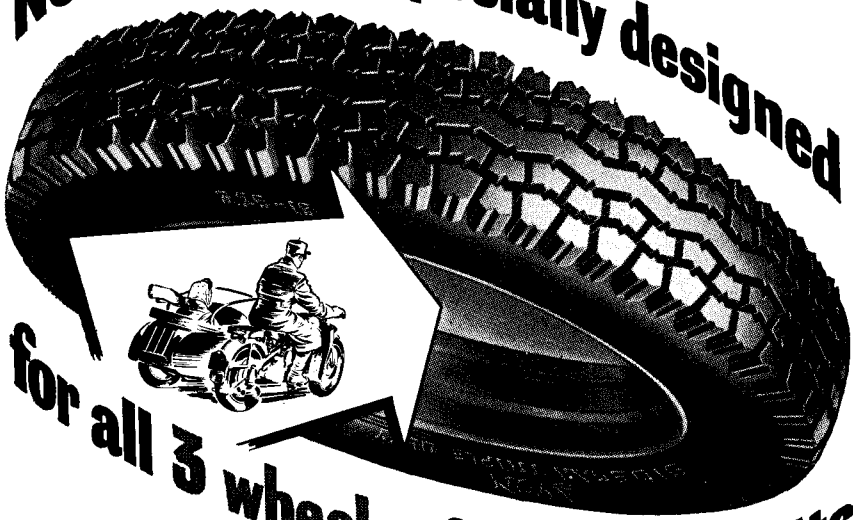
Premium rates, Policy terms and conditions, etc., are kept under constant review in the light of current conditions and the impartial advice of the Royal Automobile Club is frequently sought.

Copies of the combined prospectus and proposal form relating to the three types of Policy are readily available on completion of the enclosed leaflet which should be forwarded to the Secretary for attention.

FILMS

A most informative booklet has been received from Shell Mex & B.P. Ltd., giving details of their Film Lending Library, through which it is possible for a Club or other Organisation to obtain the free loan of a particular Shell Film or
(continued on page 13)

Now one tyre specially designed



for all 3 wheels of sidecar outfits

- Square 'car type' tread for longer life and greater road-grip.
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Out of Avon's wide experience in side-car racing comes the "Sidecar Triple Duty"—FIRST tyre ever designed for use on all 3 wheels. It brings to sidecar drivers new safety, new tractive power, greatly increased mileage and *balanced* stability. Study the features listed here on the left. You can be sure this is the right tyre for YOU. See your Dealer now. In two sizes, 3.25-19 and 3.50-19.

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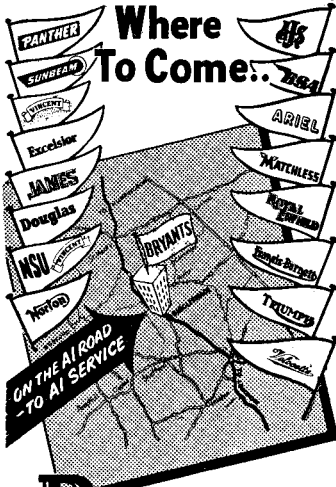
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ANNOUNCEMENTS

S.O.S.

Will the member who contributed an article to *Bemsee* under the *nome de plume* of "Trusty", and which was published in March, 1954, please let the Secretary have his name and address.

NEW MEMBERS

THE following were elected Members of the Club at the last Committee meeting:

J. D. Price, J. W. Wills.

BENEVOLENT FUND

DONATIONS to the Ben. Fund have been received this month from:

J. A. Johnson, B. J. Bentley, K. S. Daws
Through the generosity of many Club members and friends a number of gifts were raffled at the Annual Dinner, the proceeds amounting to £30 10 0 which substantial sum was placed to the benefit of the Benevolent Fund.

THE LES GRAHAM FUND

NO donations at all have been received this month. The balance of the Silver collection made at the Denis Parkinson Film Show, after costs had been deducted, amounting to £1 7 2 was placed to this Fund.

MUTUAL AID

For Sale

1949 7 R. Large inlet valve, short pipe and megga., clip-ons, etc. Spares include sprockets to suit any type of circuit, camshaft, piston, etc.

This machine was prepared regardless of cost for the 1954 Manx and did a very genuine 7,000 r.p.m. along Sulby. It also proved to be 100% reliable with not a stop for any reason.

Reason for sale, owner investing in new machine for the Clubmans'. £195 or H.P. terms if required.

B. Cortvriend, The "Nook", Minchington, Nr. Farnham, Blandford, Dorset.

News Items (continued).

Films for showing to its Members. This library contains a really considerable number of authoritative films on not only the production of oil but also the various aspects of life in which petroleum products play such an important part. These are listed under five main headings:— Petroleum, Industrial and Engineering, Agricultural, Aviation and Motor Sport. In the latter category appear a total of twentyfive films, the duration of these vary from 10 to 40 minutes each and include such famous events such as the Sidecar T.T., Le Mans, Dutch T.T. and our own "Silverstone Saturday" Meeting. Applications and enquiries should be addressed to Shell Mex & B.P. Ltd., Public Relations Dept., Shell Mex House, Strand, London, W.C.2., or any Divisional Headquarters.

"MOTOR CYCLING" DIARY — 1955

"MOTOR CYCLING" have again produced their handy little pocket diary. It is available in two qualities, Rexine covered at 3/3d., and in leather

with a smart pencil at 5/3d. The overall size is 3¼" wide by 4½" deep. The diaries can be obtained direct from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. at 3/6d. and 5/6d. post free respectively.

The diary has been specially compiled for motorcyclists needs. All the day-to-day pages carry space for records of daily and weekly mileage and the growing total. At the front are 64 pages of useful information and items of particular interest to the motorcycling enthusiast. There are lists of past T.T. and M.G.P. winners; charts for mileage, maintenance records and electric wiring diagrams; tables of r.p.m., speed, carburettor settings, engine capacity, world's records, I.O.M. lap speeds, ferries and tyre sizes, a directory of manufacturers, details of the A.C.U./R.A.C. organisation, touring information, a set of road maps covering the U.K., one for London and a couple of London Underground railways.

SUBSCRIPTIONS

Are now due.

AREA NEWS

SURREY

W. G. Jarman,

153, Reigate Avenue, Sutton, Surrey.

THESE notes are written prior to our December rendezvous at Croydon Aerodrome Hotel so I cannot report. Anyway the January 1955 date is the 14th and you are invited to come along, solo

or sidecar, we don't mind. Kent and London members are also invited especially if they have any bright ideas. See you on the 14th

CHESHIRE

G. E. Tottey

2, Rocky Lane South, Heswall, Wirral.

BOB WALSHAM of Avon Tyres came along on 1st December, and gave us a very excellent talk on this year's racing and racing machines, with hundreds of very good photographs which were projected on the screen. Frequently these were interspersed with very humorous cartoons much appreciated by an audience of nearly 50.

He also showed some views taken of the waves in the tread of a tyre at 120 m.p.h. and after seeing the effect of speed on a tyre no-one was surprised that treads do come off sometime and other troubles happen to tyres.

We learnt a good deal about casings and other technical points in tyre manufacture and usage by means of question and answer after his talk.

We are very grateful to him for com-

ing so far to entertain and help us. He gets around some, as next day he was due in Plymouth.

During the usual chat afterwards a very loud unanimous protest was made about the treatment of Fergus Anderson and I was asked to forward this to the correct place.

Phil Carter seems a very energetic motor cyclist and was congratulated on winning the Picton Trial, a real tough one. His quiet and unassuming manner disguise very much his resolute and capable riding ability.

Will members please remember the Hot Pot on January 12th, and send for tickets (10/- each) at once, if they have not already done so, as I must let the Caterers know in good time how many to prepare for.

Marshal's Musings (continued).

WE shall soon be starting preparatory work for the big event at Silverstone on April 22nd and 23rd. Do not expect the Secretary or me to *assume* you will be able to do a job of work. We cannot guess you will not be racing so make a note of the dates in your nice new diary and send a postcard if you can help your Club. The members are the inside men and the ruling that they are to be given the coveted jobs will apply, so put your number below your name and address to save us the bother of looking it up.

After the Silverstone event we are due

at Oulton Park on May 7th, then the Crystal Palace on June 18th followed by the popular "Trophy Day" at Silverstone on July 23rd. The Hill Climb at Shelsley is fixed for August 28th and Brighton Speed Trials on September 3rd. The B.M.C.R.C. season concludes with the "Hutchinson 100" on October 1st. All the above dates are B.M.C.R.C. events entirely so you can make a note of them right away. If the wife or girl friend failed to give you a 1955 diary you'll have to buy one (a diary, not a wife or girl friend.)

FIRST CATCH YOUR TIDDLER

A. H. TAYLOR

I agree with Rose in giving an honest answer when questioned about my machine's performance, indeed, there is no point in making an over-statement, for one will surely be overtaken by retribution sooner or later. Even so, it is difficult to be entirely forthright on the matter of speed, because little machines are very sensitive to head wind and gradient; for example, the run-up from Woodcote to Maggots. Furthermore, the art of keeping oneself well tucked down on these small bikes is acquired rather slowly, and requires a deal of concentration.

Prior to the Crystal Palace Meeting last July, I fitted a pair of megaphones which were very much smaller than the standard size, and Rose paid me a compliment when he remarked that he was pleased to see someone trying megaphones of small dimensions. My own belief is that there was no deterioration in performance, but any improvement was too small to define. However, with crankcase induction two-strokes, the constant capacity charge is directly pumped into the cylinder, and it seems that nothing short of a drastic alteration in the exhaust layout can be of material help in reducing losses that may be attributed to exhaust and transfer. Rose's correspondent in Australia certainly implies this, and, after all, my modified megaphones were fitted to an orthodox and standard exhaust pipe arrangement.

I remember discussing the matter with Roland Pike at Oulton last May. My

recollection of the conversation is hazy, and I am sure he will forgive me if I am wrong when I say that, from his experience, varying the exhaust system, within the bounds of accepted practice, appeared to have little effect on the performance of the Bantam. Probably Pike was referring to standard engines on the test rig. Perhaps Rose will express his views on this exhaust problem, because I feel that he will have taken a great deal more trouble over the job than I have, and will have wider experience. By the way, I did not alter the jet after changing megaphones, as one might well be obliged to do on a four-stroke, but an interesting feature was the improved condition of the piston crowns and the cylinder head. And so I hope that I was not altogether kidding myself with this exhaust modification, or was I—what do others think?

I do not intend to become alcoholic, but shall remain content with the petrol waggon, I feel that it is a mistake to chop and change, having regard to the limited time and means at my disposal; furthermore, the few meetings at which I ride are nearly all confined to petrol under their regulations, some of which occasionally allow a squirt of benzol. But I am not a benzol addict, to me it is neither one thing or the other.

Rose's comments on road surfaces are indeed interesting, and what confidence an inferior rider as myself gleans from a high class surface, as compared with those black shiny horrors

Taking My Medicine (continued).

the cylinder, absorption into the pipe and a slight back pressure caused by the restriction sufficient to cause an artificial "closing" of the exhaust port earlier than the actual timing. As can be seen, the capacity and length of pipe are most important.

It had been my hope that by this time I could give definite information on the

above points but as each small alteration involves a return journey of 80 miles and every available day recently has been soaking wet I am falling behind badly

One more thing, I welcome constructive criticism of the type submitted by J. Hogan so if anyone thinks I'm wrong let me know—it might save me a lot of work!

1955 — SUBSCRIPTIONS — 1955
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