



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 2. FEB., 1955

ONE SHILLING



THAT FABULOUS FOUR. George Rowley at Kate's Cottage, Senior T.T., 1936.

*(Photo: Motor Cycling)*

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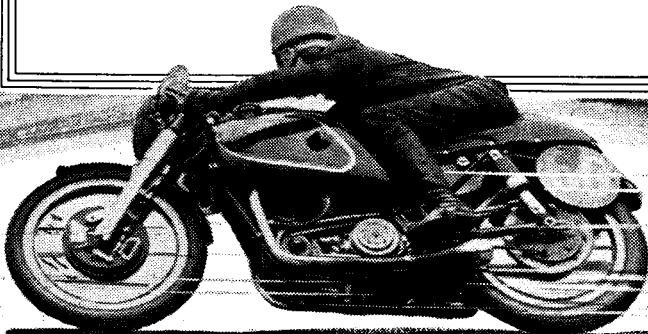
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# Bemsee

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.

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## - - - - comes the dust cart

THE J. Arthur Rank Organisation Limited has recently given itself a large pat on the back in the advertisement columns of the daily newspapers. The theme of their story is that they did a wonderfully good job in filming the coronation of Her Majesty Queen Elizabeth II, and distributing copies of the film in double quick time.

As each reel of film was exposed it was carried to the laboratories by a motorcycle despatch rider, where a staff of 1000 worked day and night to process 56,300 feet of film. Within 60 hours the film had been edited down to 7,717 feet, music and commentary were added and the first colour print was ready, an accomplishment which broke all records. Three days later the film had its world premiere in London and within fourteen days "Was shown in every country of the world outside the Iron Curtain."

Altogether an exceedingly praiseworthy effort. What a pity this organisation did not take the same care with its advertisement. This occupied two columns, 11 in. deep. There is a fair amount of art work in it, and art work is never cheap. At the top is a waiting despatch rider and this is where The J. Arthur Rank Organisation came a cropper. With all the might of its organisation and the fact that the motorcycle is a commonplace object on the roads—there are 1,000,000 of them—no one in The J.A.R.O. apparently knows what a motorcycle looks like! Nor did they attempt to find out. Apart from the structural inaccuracies, the wheels are out of line. Before anybody leaps to their feet and suggest that it could have been a continental model, let them ponder the fact that this advertisement was in praise of the British Commonwealth of Nations.

## THAT FABULOUS FOUR

IN answer to Bill Jarman's request (December *Bemsee*) for details of the pre-war A.J.S. four the following description is reprinted from "Britain's Racing Motor Cycles" (published by G. T. Foulis & Co. Ltd.) plus some additional notes.

A surprise of the 1935 Olympia show was the appearance of a four-cylinder A.J.S. of 495 c.c. capacity (50 x 63 m.m.) priced at £89 and presented as a super-sports machine to which a supercharger could be attached if so desired. The Company raced them in blown form during the 1936 season but without gaining much success.

Apart from the engine, and minor frame modifications, the machine followed standard A.J.S. practice. The engine was not of entirely new conception but based upon the racing singles, and was the first of several multi-cylinder designs that the Company were to produce during the next several years. It was virtually two V-twin engines mounted on a common crankcase, for the light alloy barrels and heads, and the valve gear, were individual to each cylinder, and arranged in a double V-formation with a 50-degree angle between the two banks.

The overhead-camshafts were housed in light-alloy boxes secured to the cylinder heads by four bolts, and driven by a single chain contained in a V-shaped casing lying between the pairs of cylinders. The chain was driven off the half-time pinion and kept taut by a Weller tensioning device. At the top of the chain case were two sprockets, one per pair of cylinders, with their shafts supported on bearings, and at the bottom an idling sprocket to change the direction of the chain. The sprocket shafts had sliding jaw couplings into which the camshafts fitted, one on either side of a sprocket.

The valves were fitted with exposed hairpin springs and operated by Duralumin rockers mounted on eccentric spindles to provide adjustment for the short tappets interposed between valves and rockers. There were two carburettors, mounted on either side of the engine and on short T-shaped induction pipes. The combustion chambers were, of course, hemispherical and, in the unsupercharged form, the compression ratio was 8 to 1 approximately.

A hollow two-throw crankcase was supported on five roller and ball bearings, and one con-rod of each pair was forked so as to provide a central thrust. A vertical shaft, coupled by gearing to the crankshaft, drove through bevel gears, the oil pumps and two magnetos.

Two of these machines were ridden, in unsupercharged form, in the Senior T.T. of 1936, by George Rowley and Harold Daniell, and both retired about halfway through the race. The machines were obviously not very speedy, certainly not fast enough to win the Senior T.T., and obviously needed a fair amount of development if they were to challenge their rivals. It was not surprising, therefore, that they were withdrawn and made no appearance in 1937.

After a year's absence the "four" reappeared, the engine now installed in a spring frame. The rear wheel was carried in a pivoted sub-frame, the spring boxes of which moved up and down the rods. The front brake was a massive affair with a magnesium alloy hub, a deeply finned drum of 8 in. diameter and 1½ in. wide shoes.

The engine caused a great deal of anxiety because of a tendency to overheat, and to overcome the trouble water-cooling was introduced in 1939. The machine was tremendously fast but was at a disadvantage on a tricky course because the steering did not match the speed, and it was not until the last classic road race of this pre-war era was run, the Ulster G.P., that those folk outside the A.J.S. *équipe* realized just how fast was this supercharged four.

There was tremendous excitement at Clady on that hot August Saturday afternoon when the late Walter Rusk averaged exactly 100 m.p.h. on his third lap, and it was equalled only by the acute disappointment that followed some minutes later when the fork link broke and Rusk turned back to the pits to retire."

THE maximum speed of the machine was never revealed, but from its performance on the Clady circuit it is likely that it was of the order of 130 m.p.h. There is also some doubt of the true output. George Rowley, when asked said he thought it was about 40-42 b.h.p., but Matt Wright, who was de-

(continued on next page)

# COMMITTEE NEWS

## Meeting held on 20th December, 1954.

Present: N. B. Pope (Chairman), G. C. Cobbold, H. L. Daniell, D. J. H. Glover, 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. W. W. Hunt.

**Silverstone Saturday.** The Secretary reported discussions he had had with Messrs. Temple Press, Ltd., and National Car Parks, and the provisional agreement that had so far been reached with these bodies. Details relating to admission and programme matters were resolved, it being anticipated that a meeting to discuss traffic control plans with the two Constabularies concerned would shortly take place.

**Oulton Park.** Further progress that had been made with the initial organisation of the National "Oulton Spring Meeting" on May 7th was noted. It was agreed that the Secretary should invite Messrs. National Car Parks to estimate for the meeting, and also investigate such arrangements that could be made for programme printing and distribution, etc. It was probable that an arrangement would shortly be concluded with a Northern newspaper whereby they would give the meeting certain editorial publi-

city, which it was anticipated would attract a sufficient number of additional spectators to cover the exceptionally heavy hire fees and other costs.

**Annual General Meeting.** Arrangements for the A.G.M. of the Company and Club were discussed, and the Secretary confirmed that the Company's accountants would be commencing the annual audit on January 3rd, 1955.

**Membership.** New members were elected.

**The Monthly Account** Was presented and approved.

**Passenger Awards.** It was resolved that in cases where the driver of a sidecar machine or cyclecar wins a challenge trophy and memento for retention, a similar memento would also be presented to that driver's passenger.

**250 c.c. Races.** In order to meet the needs of a large number of B.M.C.R.C. members who ride British machines in the 250 c.c. class, many of which are of pre-war design, it was agreed to include a race restricted to 250 c.c. machines of British design, as and where there was time to fit such an event into the programme of a meeting.

**Testing at Silverstone.** The Secretary agreed to investigate the possibilities of arranging for the use of the Silverstone circuit by members on a Saturday during March.

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## That Fabulous Four (continued).

velopment engineer at the A.J.S. factory at that time, said 56 b.h.p. Even if a compromise is struck and the b.h.p. mean value of 48 taken to be true, we come up against the difficulty of what sort of horse! No two manufacturers seem to agree on what constitutes a horse power, and it is a remarkable fact that the winner of a pre-war T.T. race used an engine which produced less power than his rivals, some 5 b.h.p. less—according to the two sets of published figures. Curiously enough, both manufacturers were at least, being honest with themselves.

In the above description there is the statement that the machines were raced unblown in the 1936 Senior T.T. However, a photograph of the machine ridden by George Rowley in that race, clearly

shows the blower mounted in front of the engine.

As a variation on water cooling, glycol cooling was tried experimentally, but as the results obtained were not any better than with water, it was not adopted.

In 1939 two of these machines were in existence. Rusk rode one, Bob Foster the other, but only one has survived. This was ridden by Jock West after the war in a Continental race before the new "Porcupines" were ready and before the F.I.M. ban on Supercharging was imposed. For some time it was on view in a motor and motorcycle museum, open to the public, in Beaulieu Castle, Brockenhurst, in the New Forest. The engine was displayed on the A.J.S. stand at Earls Court last November and will be exhibited on the Continent very shortly.

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

**T**WO letters reached me last month on the subject of four cylinder engines in the 500 c.c. class. Both of the writers challenged me to prove my statement that the 500 four is better than the 500 single, so I am now preparing an article to settle the argument. As I must get some information from Italy by way of confirmation, it may be a month or so before you see it in print. At the time of writing, I can tell you that at equal gas speeds the four is one-and-a-half times better, and the maximum b.h.p. is greatly in excess of the one lung job.

**M**ANY members asked why the B.M.C.R.C. avoids Bank Holidays. A glance at the 1955 Competition Calendar will explain itself. These dates are cluttered up with all kinds of competition events throughout the country, and are not confined only to motor sport. Furthermore, a wet public holiday is about the most miserable kind of vacation imaginable. Your committee members are a pretty shrewd bunch of men who do not like the idea of taking silly risks, and rightly avoid days when there are so many counter-attractions.

**A** long letter from a member in the Midlands tells me that as he gets older, he gets slower, and must now continue as an inside marshal. That's the spirit, gentlemen, because we cannot run a Club like this without first class chaps on the administration. A racing member turned marshal is a very valuable type of man, and, as you all know, there are quite a few in this category, but many more are needed—so keep on trying, won't you? There's a lot of mental satisfaction to be had by helping in this way. Try it!

**A**S I write, the news has come in that "the Duke"—Geoff. Duke—has left London Airport for Australia. I do not know if he has taken "Gilly" along but if so, he will find it even more difficult to use the B.H.P. Many of my relations are in Australia, and they say that speedway tactics are regularly used in some of the racing. Perhaps Fergus Anderson and K.K. gave Geoff. a very good briefing before he went. Anyway, he will be sure of a great welcome from the lads down under.

**O**UR Senior Flag Marshal, L. E. Baker really went to town with his cards

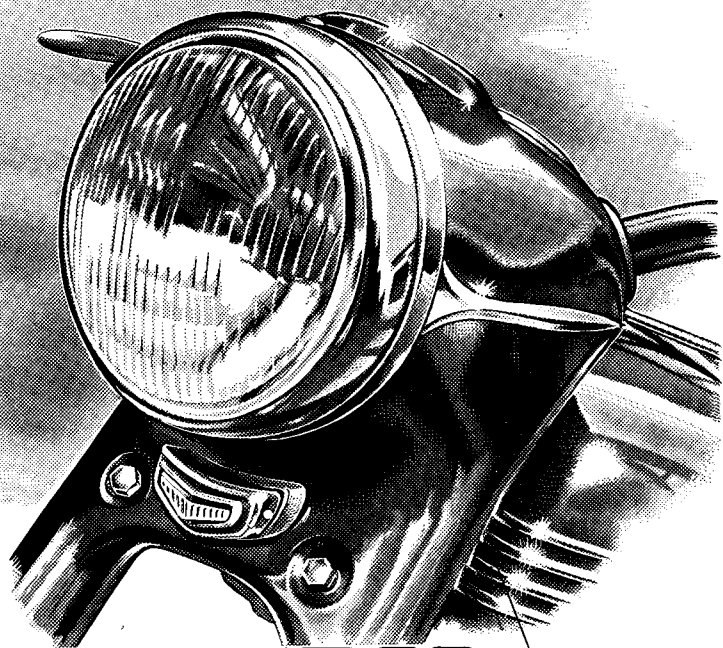
last Christmas. They consisted of several snaps of members in action, and reminded me of our toast to "Bemsee" at noon on Christmas Day. Thanks, "L. E.", and the photos are booked for the album, so that when the beard turns white we shall have something to gloat over. Photography is a nice second hobby if there is enough cash in hand.

**R**AY Amm on four pots should provide a sound symphony during 1955, especially if Geoff's "Gilly" is nearby. The place to hear this music will be Silverstone on a dry day without much wind. If only we had a four to join in the chorus. However, the singles and twins will provide an orchestra of fifty, and this will be worth seeing as well as hearing. Come on J.A.P., press on with that four o.h.c. job of yours.

**T**HE Editor must be pleased to receive new contributions from members besides the old die-hards. Remember this magazine is your medium through which you can express opinions, even when the subject is likely to cause controversy. This great club of ours contains any amount of talent, and this journal is a very valuable feature of membership. If you have any bright ideas, why not try your hand at scribbling? Don't worry about grammar and spelling, because this can easily be edited. If your ideas are humorous, so much the better, because we do not want our book to be one hundred per cent serious.

**M**AYBE you can emulate Noel Pope and provide a good sketch or even, perchance, a cartoon. There is also room for the odd caricature of the numerous members who sport beards. Just think what might happen if Giles or Tom Webster joined the B.M.C.R.C. What a rush there would be each month to see who had been done!

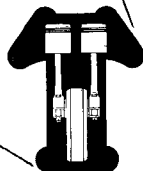
**M**AY I conclude by asking you to make a real effort to be at the R.A.C. for the A.G.M. on the 25th February. Make it a re-union and let your hair down after the meeting. We want the young members to know that all work and no play could make "Bemsee" a dull club, and that is the last thing we want. After the meeting we adjourn to the "Crimson Beast" next door to St. James' Theatre.



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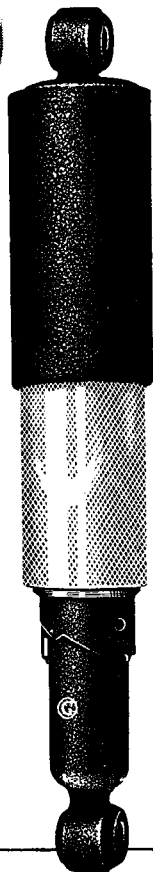
# GIRLING



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# AREA NEWS

## CHESHIRE

G. E. Tottey

2, Rocky Lane South, Heswall, Wirral.

Phone: Heswall 300.

**M**ANY thanks for all the seasonable greetings to the "Cell" in general, and myself in particular, from Barry and many others.

Sid More made and sent me a gavel for calling order at our meetings. He worries to hear me banging a pint pot, and fears for its survival and hates good beer being wasted. He could not get along to the Hot Pot, being snowed in, as is frequently the case in the winter in his mountain fortress. And I can confirm it to, having forcibly tried to get there on my way back from the Smithfield Show, via Cliff Lewis at Hereford. I failed by 300 yards. Never again, I'm no Alpine enthusiast.

Had a long letter from Jack and Dolores Steebles in California. Many of us met them in the I.O.M. this year, at T.T. time, and they subsequently saw many of the classic events during an extended tour of Europe. He took back with him a Triumph T 110, which he is riding in events over there.

Rod Coleman and his wife must have had an interesting journey home. Jack tells me they called at his home in North Hollywood on their way back to New Zealand.

Also, many thanks to the Steebles', who have arranged for the American Motor cycle publication "Cycle" to be posted to me. It will be interesting to be able to see the trend of events in their motor cycling competitions.

Incidentally, our Post Office deliveries seem inexplicable. His letter was posted at 2 p.m. (local time) or 10 p.m. G.M.T. on December 16th, and arrived by the same delivery as a letter from Bob Walker on the 17th

Two of our members, Ted Lambert and Norman Milligan, are driving in the Monte Carlo Rally, and have got a "Bemsee" car badge and are wearing "Bemsee" blazer badges. So for the first time (at least I think so), Bemsee colours will be carried in that event. They are also making a film of the run, which should be very interesting. Good luck to them.

Their last minute preparations prevented them getting to our Hot Pot.

John Wallis has been home again from Australia, and once again he missed our meeting, as he had to sail 3 days before. However, he brought a beautiful gift to be raffled at the Hot Pot to help raise some money for our own punchy local expenses.

Our Hot Pot and Dance took place on Wednesday, January 12th, but the weather was very unkind and the snow and icebound roads and bitterly cold weather prevented a few coming. However, our guest of honour, Edna Graham, bravely came a long distance to be with us, and she received a great welcome. It was fine to have her with us, and she helped in many ways to make the night a success.

91 sat down to an excellent meal, and a few friends came later who had been on late turns of duty, etc., to join in the dancing, bringing our muster to 98, which I think was most satisfactory under the circumstances.

The writer had to say a few words, and the following items were noted from his resume of the "cell's" history:

It was exactly 2 years from the formation (January 13th, 1953) to the night of the Hot Pot, and the original 25 had grown to 53 in January, 1954, and is now 78. This allows for resignations, odd immigration and emigration, and is the nett number remaining.

We have already made a start to increase our number during 1955, as Des Wright has now joined us.

Thanks were expressed to Keith Wilson and his wife for their efforts in getting gifts for the raffle, arranging the draw, and assisting in many ways, and to those who helped to sell tickets.

The following gave things for the raffle, for which we are very grateful:

John Wallis, Arthur Pratt, Victor Horsman Ltd. (via Bill Irwin), Len Cramp, Bill Webster, Glyn Davies and

*(continued on next page)*

# ANNOUNCEMENTS

## BENEVOLENT FUND

DONATIONS received this month from: B. Cortvriend, H. W. E. Fruin, R. Gaunt, P. H. Stevenson, M. Henderson and one Anonymous.

## THE LES GRAHAM FUND

TWO donations have been received this month; the first from G. Bradshaw and the other from W. S. Keeler, bringing the account to just over £145.

## A.G.M.

THE Annual General Meeting of the Company, to be followed by that of the Club, will be held at the R.A.C., Pall Mall, London S.W.1, Western Entrance, on February 25th, at 7.30 p.m.

## CORRECTION

THE "Trophy Day" date given in the Important Dates announcement in the January issue of *Bemsee* is incorrect. This date is July 16th.

The "Brighton Speed Trials" date is September 3rd *not* September 13th.

## CRYSTAL PALACE

The first motorcycle meeting will be under a National permit on Easter Monday, April 11th, and organised by the S.E. Centre of the A.-C.U. There will be solo races for the following classes, 200 c.c., 250 c.c., 350 c.c., and 1000 c.c., Sidecar races and solo and sidecar invitation handicaps.

Regulations are available from W.T. Bult, 33 Sayes Court, Addlestone, Surrey.

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## Area News (continued).

Frank Brereton, and for some of the spot prizes:

Mr. and Mrs. Allan Collins.

Mr. Robson, efficient as always, arranged the bar facilities, and we thanked him and his wife for their ever ready help throughout the year and for the use of the pavilion or other room at the *Shrewsbury Arms*. Nothing ever seems any trouble to them, and we are fortunate in having such a place to meet.

Early during the evening the Dance Room was rather cold, and the bar seemed to do much better than the dancing, but gradually, more couples took the floor, and the evening concluded about midnight.

A friend of ours, Sid Butcher, made a very fine M.C., and the band was all that could be desired. Let's hope that next year we have somewhat kinder weather.

Our next meeting is on February 9th, when, it is hoped, Harold Daniell will be coming to see us. No doubt we shall hear quite a lot about the I.O.M. that we don't know at present. I am sure we shall have a good attendance to show our appreciation of his coming so far to be with us.

On February 23rd, Hector Dugdale will be giving us a film show.

So cheerio till the 9th, and let's be seeing you.

## SURREY

W. G. Jarman,

153, Reigate Avenue, Sutton, Surrey.

WE now have the nucleus to justify our monthly get-together, and Croydon Aerodrome Hotel was chosen so that people from Kent can join us. If you own an aeroplane you can fly in and give us something to write about. South London members can also join in, and what is more, the wives or girl friends will be welcome. Come on ladies, drag the men away from the bikes or T.V. screens and come along. The next date is Friday, February 18th, and in case you miss this one, the next is on Friday, March 18th. Whichever room you choose there is a piano in each, where you can croon like a Montesa or snarl like a D.K.W. (pre-war type). See you on February 18th, which is the Friday before Quinquagesima, 7.30 p.m. onwards.

Has anyone in Surrey got a projector?

# PLEASE ADOPT THE BABY.

BILL SALMOND

WHEN I reached the Britax stand at the Motor Cycle Show last November and saw a 50 c.c. racer for the first time in the flesh, I thought it was a moment to remember. I was lucky to find friend Arnold Jones explaining some of the finer points to a type who looked of an age when he was considering the pros and cons of 'having a bash', and who wore that indefinable air that seems to stamp the racing man from the rest of the herd. Unashamedly eavesdropping, I heard this chap ask a lot of shrewd questions about the machine and closely associated matters, and concluded that it was a fortunate thing that one as knowledgeable as Arnold was there to dispense the true gen on the machine in particular, and lightweight racing in general.

While they concentrated on one item located at the rear of the diminutive motor, I found myself wondering just what the effect of these 'Thimble Racers' was likely to be on the sport in Britain.

Costing ninety odd pounds only, these machines would open the gate to the sport to many riders who could not manage the initial cost of the larger sizes, and might well enable a keen rider to continue racing who otherwise would have to pack it up rather than keep several hundred pounds tied up in the garage, thereby truly improving the manpower situation.

They would also enable the tyro to try his hand at racing without having to control as much power and speed as in the bigger class, and at the other end, the older rider who felt that modern speeds were getting a bit beyond his reactions would be able to 'change down' to this size and thoroughly enjoy many more racing miles.

I imagine that these tiny machines would emphasise good and bad riding technique more than powerful ones, and a beginner would soon learn to tuck himself away if he found himself being left behind by similar machines being properly ridden.

Maintenance should be less awe-inspiring than being faced with the compli-

cations of some of the modern 350s and 500s, and presumably it would be quite practical to have a spare engine in reserve, even from the cost angle again. In fact the apparent simplicity of these tiny power units would probably encourage the rider to carry out more of his own overhauling than seems to be the case nowadays among many owners of the bigger bangers—and I personally believe that the intimate familiarity with the engine that usually stamps the Dominion rider may well explain why these likeable characters are invariably successful, even when last minute snags would appear at first sight to have put them out of the running.

A notable example of this familiarity is that famous Australian Harry Hinton Senior, who became so at home with the insides of his Norton engines, that he was invariably able to persuade them to produce several more snags than was promised by the book.

The transportation of these small mounts offers far less of a problem too. Removal of the front wheel should render them capable of being tucked into almost anywhere—even the back of the average sized car or through the door of most aircraft.

Those organisers that might think that these miniatures will have little crowd appeal, should reckon up the fact that the average crowd likes to have variety as much as anything else, and as apparent speed is largely a matter of comparison, the answer would be to run the smallest capacity classes first so that the speed steadily mounts throughout the meeting, thus each class will look fast from the word go. A further point being that there will be the novelty angle to attract the cash customer for a while.

Altogether, there are many good reasons why the 50 c.c. class should be added to the existing lists—remember that if it is ever decided to wash out any of the largest classes for reasons of safety, there will then arise the need to try things out

*(continued on page 29)*

## 'REV COUNTER' REPORTS

**D. R. Drew** our representative in Western Australia, has now recovered from the effects of a crash while participating in a road race, and is now preparing to re-organise his 'cell' in Fremantle and introduce more Aussies to Bemsee. Judging from the general trend of news, it appears that Geoff Duke's tour is going to be more than popular, and will be one of the greatest of events for the Australian motor-minded public.

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**Les Hordley** will continue to ride the 250 Triumph-J.A.P., which he tried out at Alton Towers last September, in suitable events next season, in addition to regular appearances on the 500 "Camel". The Triumph, by the way, boasts a wheelbase of no less than 57½ ins.

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**Bob Newman** has now departed for a period of service with his Unit in Germany, and is little grieved that there is no motor cycle club in his locality. He thinks the 50 c.c. N.S.U. "Quickly" has possibilities from the racing angle, and was very impressed after a ride on a standard 250 o.h.c. of the same make, the acceleration being comparable with that of many five hundreds.

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**Jim Sheldon.** All will be sorry to hear that this famous recorder of vintage machinery is again experiencing trouble as a result of a wound received during the war, and is at present back home in his native Aberdeen. It is interesting to recall that he was recently awarded the James Allday Cup for his contribution to veteran car journalism during 1954.

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**Maurice Brierley** writes to say he is anticipating that he will have his "new" leg fitted by the end of January and is looking forward to getting the 7 R ready for next season.

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**W. N. Fitzsimons** has finished his period of National Service, and is now looking forward to resuming normal civilian life. He wishes all members a successful racing season.

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**Maurice Cann** started racing on grass tracks in 1927 and entered his first road race the following year, and this, according to my reckoning makes 1955 his 27th year in racing, excluding, of course, the war years. Can anybody beat this record?

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## JUMP TO IT

**DID YOU KNOW** that 95% of our members have not paid their subscription for 1955, which fell due on January 1st? This is a disgustingly high proportion of which you are, of course, thoroughly ashamed.

Many of you have hibernated for the winter months and won't be re-awakening until the spring when racing re-starts, but the Club cannot hibernate. All through the winter months Bob Walker is wrestling with worries left over from the previous season and making plans that beget more worries in the coming season. Amongst these worries are financial ones, and prompt payment of subscriptions will help to alleviate them.

At the moment you 95% are getting something for nothing, a fact which will abhor you. You can however, save your consciences by sending your two guineas immediately to the secretary.

Last year we had to write a rude editorial comment to draw your attention to this matter. We don't like doing this because *Bemsee* is read by non-members and it can only be bad propaganda for us when they learn that you have to be bludgeoned into doing your duty.

Of course you all mean to pay your subscription, sometime or other, but tomorrow will do. But it won't do, we want your subscriptions **NOW**.

# PIKES PEAK

MAJOR W. R. THOMPSON

ONE of the high-lights of American road racing nearly forty years ago was a hill climb in the Colorado mountains up "Pikes Peak". Until 1954 there had not been a Pikes Peak race since 1916. The Peak itself is 14,106 feet above sea level and the road winds through 146 bends and corners for 12½ miles. After a great deal of talk, the revival of this famous race took place on September 6th of last year and was a combined car and motorcycling event.

The cars were sent off first, and they went singly at five-minute intervals, but the motorcycle race was a much more thrilling race by reason of the fact that there was a massed start of nineteen riders, in four rows of four riders and one short row. Positions were allocated by trials held on the previous Friday, the fastest men at the front.

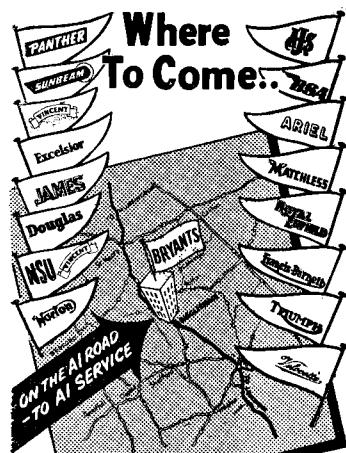
The result was a resounding victory for Harley Davidson machines, which finished 1st, 2nd and 6th. A Triumph was 4th, and a Velocette 5th. The winner,

Billy Meier of San Francisco, who was in the fourth row, covered the distance in 15 mins., 34.2 secs, and took the lead in the last mile from Harley Davidson rider Billy McConnell Junior of Denver. McConnell had made fastest time in the trials and was in the front row at the start, and until Meier passed him had led the race from the time the flag fell.

The motorcyclist had a tough ride, for in addition to the innumerable hairpin bends and corners, the cars had badly cut up the surface.

Prize money was good. The winner received 350 dollars (about £120), second man 250, third 150, fourth 125, fifth 100, sixth 75, seventh 50, eighth 25, ninth 25, and tenth 15. In addition there were further prizes offered by the Socony-Vacume Oil Company with 75 dollars to the winner.

Meier won by 12 secs. and his time was nearly a minute slower than the winning car.



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# DUNLOP

**FIRST CHOICE OF THE EXPERIENCED RIDER**

## THE EDITOR'S CORRESPONDENCE

I feel I must write and remonstrate with you, concerning your editorial, "The Shame of It", January, 1955.

Firstly, I do not think I need mention that I have nothing whatever to do with the Press and, furthermore, I agree that we, as motor cyclists, do not get as much publicity as we deserve, but the matter does not end there. I think we should get our own house in order first, and let us co-operate a little more, and educate the Press man to our way of thinking. You must remember that we enjoy our motor cycle events, but the Press man has to go because it is his livelihood, and to stand around an aerodrome circuit all day, in our inclement climate, is not exactly a picnic, especially if you do not know what is going on. We all know the riders and everything about the job, but they, unfortunately, are a trifle ignorant. The same with television. Whilst there were were thousands of viewers who knew exactly the form, there were a million others who had not the slightest idea.

At this point, I should like to say I was not impressed by the remarks about the Press, which were passed at our Annual Dinner. I thought they were ill-timed and in bad taste.

In conclusion, Mr. Editor, you fall into the pit of the ignorant yourself. I quote, "Not as members of repeatedly defeated cricket, football and athletic teams". With Mr. Hutton in Australia, there are a good crowd of characters who are prepared to take no notice at all of various comments, including Tyson, Statham, May and Cowdrey. Also, there is a football team called Wolverhampton Wanderers, and your slur on the athletics, after men-

tioning two names, prevents me from making any comment.

Come now, Sir, let us not be childish, but make our New Year's Resolution to help the Press to give us better and more accurate reports.

**Hatton.**

**A. Squillario.**

**Y**OUR correspondent Mr. D. Johnson, (December *Bemsee*) seems to have missed the point that the "man in the street" is perfectly free to ride his machine to work on alcohol fuel. I have done so myself.

As for his "carbon dioxide" theory, I can but assume that it is intended to be amusing. It is certainly laughable. Since Mr. Johnson asks to be corrected, I suggest he learns the difference between the temperature and the latent heat of a substance, particularly when he suggests adding to the fuel one of the end-products of the complete oxidation of that fuel.

However, I am sure that nobody who wishes to see fuel restrictions removed has any objection to Mr. Johnson using petrol for racing, and adding anything he likes to it. All I ask is the freedom to use any fuel I wish for my machinery and for all others, including Mr. Johnson, to enjoy the same freedom.

Finally, I am still waiting for a reply to Mr. L. W. E. Hartley's challenge; that is, give one reason for fuel restriction that is not based on prejudice, financial interest, or ignorance. I don't believe there is one.

**Southampton.**

**F. D. Booth.**

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### Please Adopt the Baby (continued).

in even smaller sizes, so why not now? It has been patent for many years that development has yielded much more in the smaller size field than in the larger—just look at the improvement in the 125 and 250 classes compared to the 350 and 500—so by the same token, the "sub-miniature" classes should open up vistas

that cannot be gauged for their finality.

With so much promise already knocking at the door of a sport that lately seems to have started to bog down somewhat with safety factors and politics, why not throw the door open wide and adopt the baby on the door step?

# NEWS ITEMS

## FOREIGN TOURING

THE growing popularity of motoring holidays abroad is illustrated by the record number of R.A.C. members who have taken their cars and motor cycles to the Continent this season. Sea and air shipments arranged for R.A.C. members during the first nine months of 1954 show an increase of nearly 10 per cent. compared with the same period last year. They are also considerably more than those for the previous peak year of 1951, the last touring season during which the travel allowance was £100. There is every reason to believe that 1955 will be another big year for foreign touring. The restoration of the travel allowance to £100, although too late to affect this year's figures, will undoubtedly play a large part in influencing motorists who hitherto have refrained from holidaying abroad owing to currency restrictions. The R.A.C. is already receiving enquiries regarding motoring on the Continent in 1955 and arrangements are being made to deal with a greater number of members touring abroad next summer than ever before.

## TOLL ROADS

DURING a House of Commons debate on Traffic Congestion on 4th November, Mr. Molson, Joint Parliamentary Secretary to the Ministry of Transport, referred to the possibility of the introduction of toll roads. It is the view of the Standing Joint Committee of the R.A.C., the A.A. and the R.S.A.C. that any proposals to modernise the outdated road system and to ease the stranglehold of congestion and delay would be universally welcomed as a vital aid to industry and an important contribution to road safety, but the motoring organisations remain opposed to the principle of toll roads. They would add a further burden to industry and commerce and to the already over-taxed motoring community. Motor vehicle taxation and petrol duty now amount to £1 million a day. Any question of further payment for the use of the roads by a system of tolls would, therefore, be regarded by motor vehicle owners as an utterly unjustifiable imposition. The toll system in the U.S.A. is not comparable with conditions over here. The motor vehicle user in America is not subject to the penal taxation which applies in Great Britain.

## R.A.C. VETERAN CAR RUN

FAVOURER for once with brilliant weather, last month's R.A.C. Veteran Car Run attracted bigger crowds than ever before. Out of the record entry of 223, there were 11 non-starters, and 196 cars qualified for a commemoration medal by finishing within the allotted time. The oldest car in the Run, the 1886 Danish Hammel, which has a maximum speed of only 6 m.p.h., reached Brighton in just under 12½ hours. The driver, Mr. V. Loft, was presented with a special souvenir medal.

## LIGHTING-UP TIMES

THE R.A.C. Lighting-up Time Table and Mileage Indicator for 1955 is now available. This pocket-sized folder, published annually by the R.A.C., has been described as one of the motorists' most useful aids. It shows the beginning and end of lighting-up time in London for each day of the year, with a correction table giving the variation in minutes for a number of large towns in different parts of the country. Also included is a quick reference mileage indicator giving distances between 40 important towns in Great Britain. In view of the considerable demand for this folder, which is supplied free of charge, members are advised to make early application for a copy from any office of the R.A.C.

## DE-RESTRICTION

REPRESENTATIONS by the R.A.C. and the A.A. to the Minister of Transport have been successful in securing the de-restriction of a length of the London-Bristol Trunk Road, A.4, at Box, Wiltshire. This extends from a point 180 yards east of its junction with the Class III road leading to Ashley, for a distance of 270 yards in an easterly direction. The 30 m.p.h. speed limit signs on this section of the A.4 Trunk Road had been re-sited following the installation of four small street lights. This had the effect of restricting a further length of the Trunk Road for a distance of 500 yards. No change had been made in the general character of the road, which is 26 feet wide and practically straight, and which could not be considered as "built up". In view of these facts, the motoring organisations contended that the speed limit was not justified.



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**May 27th**



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