



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 7. No. 12. DEC., 1954

ONE SHILLING



SIR ALGY

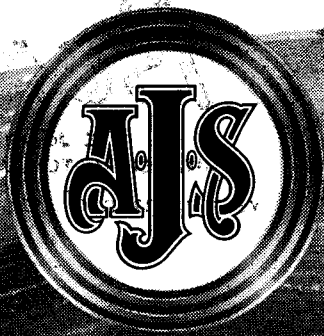
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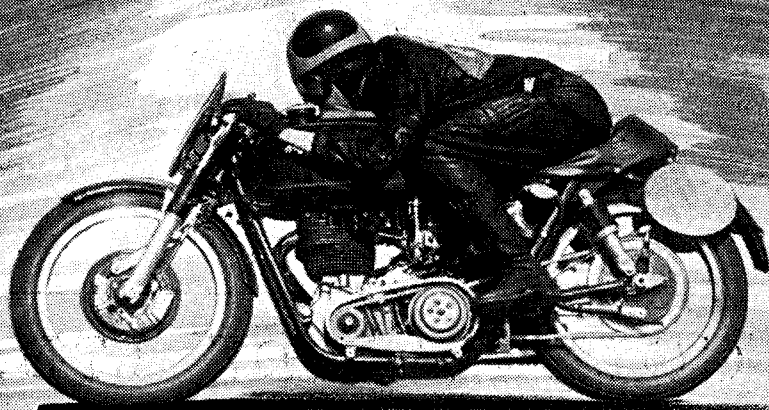
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EDITOR :

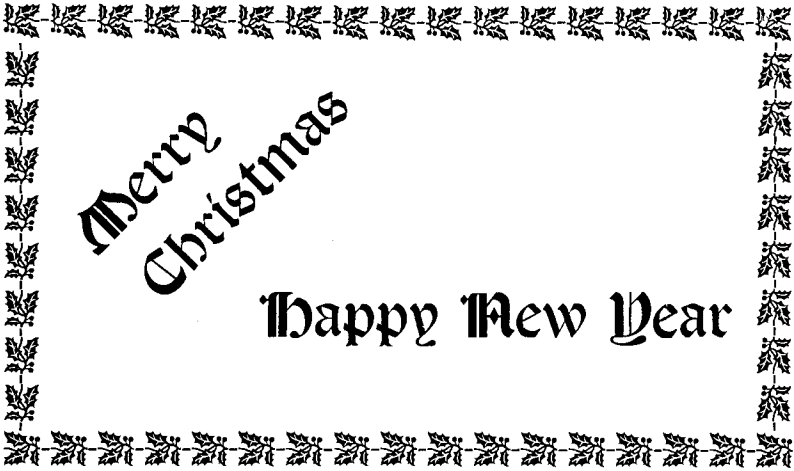
L. R. HIGGINS

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.



SIR ALGY

SOON after the November issue of *Bemsee* went to press we received the sad news of the death of our President, Sir Algernon Guinness, Bt.

“Sir Algy” has been our President since 1931, and although in his younger days he had been eminent as a racing motorist he never regarded the racing motorcyclist with anything but the greatest of admiration. He was indeed inordinately proud of “his boys” in the British Motor Cycle Racing Club, attending not only our important meetings but many of the minor national events.

Sir Algernon was racing cars in the early days and together with his brother Bill—the late Kenelin Lee Guinness of K.L.G. plug fame—took part in many exciting exploits in those far-off pioneering days. A notable distinction was the achievement of 122 m.p.h. in a car in 1907 on Saltdun Sands, the first occasion on which two miles a minute had been officially recorded. His last race was the 1922 car T.T., held in the I.o.M. After his retirement from racing he took part in organisation and for many years was a steward of the R.A.C. In addition he has on many occasions served the A-C.U. as a steward in our I.o.M. T.T. races.

He served in both world wars: in the R.N.V.R. as an acting Lieutenant Commander during 1914-18; and as a Flight Lieutenant in the Air Sea Rescue Service, R.A.F.V.R. in the last war, and was mentioned in despatches.

It was in 1915 that Sir Algernon succeeded to the Baronetcy. Appropriately enough he was born in 1883 at the time when Benz, Daimler and Butler were completing their experimental work on the first petrol driven vehicles.

Lady Guinness, and their daughter, were no less known to us than our late President, for they accompanied him to certain “Bemsee” functions, notably the Annual Dinner.

The funeral took place at Holy Trinity Church, Cookham, and was attended by many famous motorists and motorcyclists. “Bemsee” was represented by “Barry,” Harold Daniell, Bill Jarman, Noel Pope and Bob Walker.

We shall miss Sir Algernon particularly for his good counsels, and shall hold his name in good esteem. We shall be hard put to find a successor; whoever he may be, he has been set a high standard by the man who has been our President for almost twenty five years.

GATHERING WINTER FUEL

MICHAEL McGEAGH

THERE is trouble in the camp. A whole heap of controversial arguments and differences are apparent, all of which must be thrashed out and smoothed away if there is going to be International Racing in 1955.

The basic troubles appear to lie in the question of fuel, streamlining, F.I.M. and A-C.U. regulations, and, machine capacities. In matters like these, surely it is up to Britain's leading Motor Cycle Racing Club to step forward and offer the amassed technical knowledge, skill and practical experience of its many members.

Fuel

It seems again likely that many countries are going to be unable to guarantee supplies of fuel as stipulated in the regs. I would suggest—with due apologies to Mr. Hartley and others in favour of alcohol (as a racing fuel), that we revert to the lower end of the scale and bring our old friend Pool Petrol out of retirement.

We used this fuel for our racing shortly after the war, but I feel with a tongue-in-the-cheek attitude; biding our time until 80-octane returned to the market, and consequently, not trying very hard to make the best use of its qualities, the main one being less cost.

Pool petrol would give the manufacturers the ideal testbed and enable them to obtain the most from low-octane fuel and at the same time perfect a cheap, reliable and efficient engine. Surely not just a dream, when we can perform small tasks like splitting atoms and breaking the sound barrier.

Streamlining and Capacity.

Who wants to ride a motorcycle capable of 150 m.p.h.? No one in his right sense of mind, not in England anyway, where road and traffic conditions make 70 m.p.h. dangerous and anything approaching the "ton" sheer suicide.

Then surely, the answer to machine capacity is an all round reduction? What would be Junior and what Senior class does not really matter so long as we start really low down, possibly at 50 c.c., and then strive to seek again all that has been accomplished since the first motorcycle set off round the Mountain Circuit in the Isle of Man.

Streamlining should be banned, if only from the spectators point of view. A sport such as ours depends a lot on the paying

gate, and spectators—being human—do like to see what they are paying for. The novelty has worn off and the only difference in a dustbin is its size!

There would still be a lot of fun in racing; perhaps a lot more. Possibly a lot more manufacturers would enter the game knowing they stood a chance, whilst the small-capacity engine would receive its greatest test ever. I know now of a rotary-valve two-stroke engine gathering dust in a factory tuning shop. It had great possibilities, but then the Lightweight's came off the Mountain circuit—so there it lies.

Problems would arise, but none so great as the ones facing us now, namely, machines too fast for the riders; or does Mr. Everyman gain anything from these projectiles?

Racing Regulations

Mr. Gilbert Smith recently made *Daily Mail* headlines with his announcement of Norton's non-participation in International Racing events unless there is a change of attitude by the F.I.M. Other factories back his policy.

Fergus Anderson has been suspended—without hearing—and until further notice, by the F.I.M.

All this is far from the words which Shelley wrote; "That unrest which man miscalls delight." This unrest is hardly delightful, but for the organizers of racing events and also the good folk of the Isle of Man, for without Manufacturers support, and so it seems (as my next paragraph will expound) without the support of many private entrants, there will surely be no T.T. And no T.T. would mean a lot to the Manx people, much more than the casual visitor can ever visualise.

There is another problem laid at the racing man's door too. A little matter of International Licences, which has suddenly become a complicated matter of mathematics.

No doubt, the A-C.U. have put forward this scheme with the very good intention of reducing fatalities and the risks to inexperienced riders. But in doing so, and again I have the T.T. in mind, just how are they going to fill the blank spaces on the starting grid? 15 points are required before a Restricted International Licence will be granted, and it would be interesting to know just how many private entrants have gained the requisite number.

(continued on page 11)

RACING BEHIND THE IRON CURTAIN

ERWIN TRAGATSCH

COMMON to nearly all countries behind the "Iron Curtain," is that they cannot import foreign machines and when they have not a production of racing machines the situation in the racing game becomes quite difficult. In countries such as Czechoslovakia, where road racers are made, it is nearly impossible for a private entrant to buy a real racing machine, and the result is that most of the races are dominated by the factory riders, by a few good men who had the opportunity to join a factory stable.

In Czechoslovakia are now existing three of them. The Jawa, the C.Z. and the Eso. The Jawa riders have 500 c.c. double knocker vertical twins and 250 c.c. single knocker twins, the C.Z. riders 125 c.c. double knockers and 250 c.c. and 350 c.c. single knockers (which will soon be succeeded by double knockers) and the Eso team uses 500 c.c. O.H.V. singles, which originally have been developed for Speedway races, but after some redesigning became also good road racing machines. All these three factories are State owned and their racing competition officially backed. In fact, all are working together and in some cases (mainly in foreign races) two C.Z. riders rode for Jawa while the official Jawa riders are sometimes also on the single cylinders from the C.Z. factory. The Eso factory builds no "normal" motorcycles, only racing machines and mainly parts and accessories; the carburetters used on the Jawa racing twins are Eso T.T. models!

Since 1949 Jawa is developing twins (mainly the 500 c.c. model), which had originally a single knocker engine. Three years ago they got the double-knocker head and became faster, but didn't gain on reliability. Eventually, last year, and after some redesigning, the 1954 model of the racer appeared at the start of this year.

Here are some details of this machine: The 499 c.c. twin has 65.75 mm. bore and 73.6 mm. stroke and develops at 7,000 r.p.m. about 45 m.h.p. The "safe" r.p.m. limit is 7,500 and the riders never developed difficulties when using this over long distances. A twin o.h.c. head is used with the cams driven by a shaft. A one row roller bearing is used for the big end, which has a diameter of 52 mm. The gudgeon pin has a diameter of 18 mm. The piston from a special light alloy is 74 mm. long. The camshafts run on three

bearings each and are driven by sprockets from the shaft. The cams are included at 170° and 10 mm. high. The valves are 8 mm. thick and have in the case of the inlet valve a diameter of 38.5 mm., while the exhaust valve is 32.5 mm. Two coil springs for each valve are used. The outer spring has a diameter of 37 mm., the inner of 27 mm. and a pressure of 80 kg.

The crankcase of the Jawa 500 c.c. racing twin is made from Electron; the two Eso carburetters have a diameter of 32 mm. each. Both float chambers are mounted in the middle to be near the centre of the machine to avoid difficulties when cornering. Both carburetters are connected by flexible pipes with the head. They are mounted on the frame. They have a main jet of 280.

The four-speed gearbox has the following ratios: 1:1.96, 1:1.4, 1:1.150.

A closed frame, which on the bottom is double, is used. A swinging arm rear suspension with telescopic forks gives first class road holding. Until last year, 19" wheels have been used, but the 1954 models have on the front and rear 16" wheels, and tyres are of Czech Barum manufacture. The fork has a working way of 120 mm., while the rear suspension allows a movement of full 100 mm. On the front, 300 x 16" tyres are used, while the rear tyre is of 3.25 x 16" size. The tank contains 22 litres of fuel while the big brakes have not less than 250 mm. diameter and a lining of 35 mm. width.

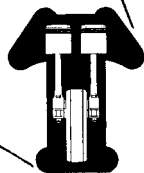
In normal road racing trim the machine has a top speed in the region of 205 Km/h. The weight of the complete machine is 135 kg.

Now you will surely ask which other than factory machines are used by Czech riders at present? In fact, Jawa sold last year some older models of this type to Clubs for their good riders . . . I don't think that more than four or five. Other men are using tuned versions of the production 500 c.c. OHC Jawa model, while in the 250 c.c. and 350 c.c. classes some 5 to 8 years old Walter machines are still running. These Walters are, in fact — as it is well known — the forerunners of the C.Z. factory racers and have the most parts with them in common. Except them, C.Z. sold some older models to clubs for good riders and supplies occasionally also other factory riders outside of the official team, with factory machines. Sometimes also older British and Italian racing mach-



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B.M.C.R.C. SILVERSTONE

350 c.c. Championship Scratch Race, 1st, 3rd.

500 c.c. Championship Scratch Race, 1st, 2nd and 4th.

SUNBEAM POINT TO POINT, Lightweight Race, 1st.

SENIOR T.T. 1st, 2nd and 3rd.

ULSTER GRAND PRIX,

500 c.c. Race, 1st, 3rd. 350 c.c. Race, 1st, 2nd.

BELGIAN GRAND PRIX, 500 c.c. Race, 1st, 2nd.

DUTCH GRAND PRIX, 500 c.c. Race, 1st, 2nd.

GERMAN GRAND PRIX, 500 c.c. Race, 1st, 2nd and 3rd.

350 c.c. Race, 1st, 3rd.

A.C.U. INTERNATIONAL ROAD RACES

British Senior Championship (Avon Gold Cup), 1st, 2nd.

British Junior Championship, 1st, 2nd.

British Ultra Lightweight Championship, 1st.

British Sidecar Championship, 1st.

HUTCHINSON '100' SILVERSTONE

500 c.c. B.M.C.R.C. Championship, 1st, 2nd.

350 c.c. B.M.C.R.C. Championship, 1st.

SWISS GRAND PRIX, 500 c.c. Race, 1st, 2nd.

350 c.c. Race, 1st, 2nd and 3rd.

ITALIAN GRAND PRIX, 500 c.c. Race, 1st, 2nd.

350 c.c. Race, 1st, 2nd and 3rd.

SCARBOROUGH INTERNATIONAL ROAD RACES

500 c.c. Race, 1st, 2nd. 350 c.c. Race, 1st. 125 c.c. Race, 1st.

SPANISH GRAND PRIX, 350 c.c. Race, 1st, 2nd.

WEST OF ENGLAND TRIAL, Best Sidecar.

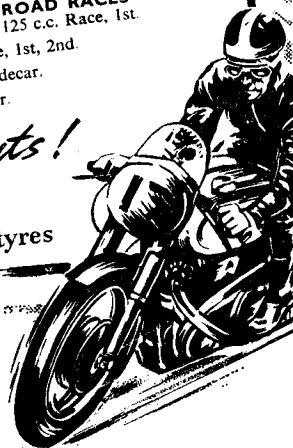
JOHN DOUGLAS TRIAL, Best Sidecar.

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ines are used, mainly under new names after some rebuilding. But they are now outclassed except a Beart tuned, 350 c.c. Norton, which is still very fast.

Road races are in Czechoslovakia during the season often 2 or 3 weekly. The interest for racing among riders and spectators is enormous and still rising. They probably prefer sport to politics! Many young riders are entering the game yearly. Mostly they are starting their careers on 250 c.c. tuned Jawa production two-strokes or, even more now, on 150 c.c. C.Z. two-stroke racers, which this factory is specially producing for newcomers. They are cheap, simple and quite fast. In most cases they are bought by clubs for their members who want to compete in races.

The leading Czech riders belong to the younger generation. The top riders, who after the war dominated the races, have disappeared from road racing, although some of them are still riding in Speedway races and others in trials. Jan Lucak, who rides since 1933 in races, is still the Czech Speedway Champion! And between 1947 and 1950 he was nearly unbeatable on Walter machines in road races.

The 125 c.c. "Double-Knocker" C.Z., which until last year was very unreliable, got this year much "stamina" and won not only at home, but also some big international races in foreign countries, including the "Grand Prix of Sweden," the "Grand Prix of Budapest," the Zandvoort race in Holland and other events. Kostir, the C.Z. rider, in the last named race on a Jawa 500 c.c., won the event at 126 Km/h.

To the north of Czechoslovakia is East Germany, also behind the Iron Curtain. Their representants are the Ifa riders and one or two men on Awo machines. The Ifa's are 125 c.c. two-strokes; aircooled without any forced induction, of very low weight and highly efficient. They are not factory racing machines, but are designed by Bernard Petruschke, who before the war, rode 250 c.c. Ariel and Rudge machines. In the late thirties he became a D.K.W. factory rider in the 175 c.c., 250 c.c. and 350 c.c. classes and remained after the war in the East with Ifa's, which are the successors of the former big D.K.W. factory at Zschopau. The real D.K.W. is now built in West Germany by the Auto-Union at Ingolstadt and Duesseldorf.

It was on Petruschke's initiative that some racing two-strokes bearing the name Ifa appeared six years ago in races. In

these six years he developed them and although they are still looking primitively built and unmodern, they are real goers. Petruschke rides them still in races too, ably assisted by his younger teammates Horst Fuegner, Erhard Krumpholz and Haase. Fuegner is a superb rider, who more than once showed the privately owned Italian racers his exhausts. Among his last successes is his win in the Feldberg race and his 8th place in the German G.P. Ifa machines gained here the 8th, 10th, 11th and 12th places—a fine show for two-strokes against four-strokes. Especially admirable is that Petruschke and his friends are not getting much support from the factory; they are working and experimenting nearly without assistance.

Other riders in East German races are using "Specials" which are rebuilt, pre-war N.S.U.s., Nortons, Velocettes, A.J.S.s., B.M.W.s., and other once good machines, which are now not capable to compete successfully against the modern types of the same manufacturers. The situation for East German racing men is very difficult as they can't get new machines even from West Germany. Only very few post war models reach them at all and pre-war B.M.W.s. are still among the fastest machines in East Germany.

Without much strong competition in races, East Germany enjoys great interest in road racing. On the famous Hohenstein-Ernstthal Circuit, which was the scene of many Grand Prix races in the pre-war period, often 300,000 and more spectators watch races. Among the competitors in these events are mainly West Germans and also Czechs and riders from other East European countries. Here on the Hohenstein-Ernstthal Circuit is also the Monument in memory of Jimmy Guthrie, who crashed fatally during the G.P. of Germany in 1937.

South of Czechoslovakia is Hungary. For many years they didn't play a big role in the motorcycle game at all. With a few exceptions between the wars—Meray and Nova machines — the Hungarians used foreign racing motorcycles in their races and until the war British machines have been prominent. Now after the war they have a big motorcycle factory, the Czepel. But except some tuned two-strokes they had no racing machines and bought most of them in England and Italy. That is the reason that still these foreign machines are dominating Hungarian races, although a Hungarian 500 c.c. racer, the CEL shows high speed, but not much reliability.

(continued on page 19)

AREA NEWS

SURREY

W. G. Jarman

153, Reigate Ave., Sutton, Surrey.

AS quite a few types have signified their willingness to rendezvous at Croydon Aerodrome Hotel, I have taken a chance and picked Friday, the 10th December, 7-30 p.m. onwards. This is a full moon night according to my diary. Kent members should come along and bring the girls as before. Bill Mold has asked me to mention that there will be a social at Chigwell, Essex on the 18th December, when he will be pleased to welcome members from Kent, Surrey, Middlesex, Essex or London. Kent and Surrey Members who are in the vicinity of Sevenoaks at Christmas are invited to call at Bligh's Hotel, The Herberts, Cheeserights, Jarman's, Bryants and others will be there to welcome you.

CHESHIRE

G. E. Tottley

2, Rocky Lane South, Heswall, Wirral.

WHETHER he knows it or not Bill Doran is certainly the top box-office draw as far as we are concerned. He came along on November 3rd and gave a talk to our biggest ever attendance of 68 members and guests (male) including a couple from our local Vintage Club.

Bill gave us all his racing history from when he started at a Nantwich Club meeting, and his humourous presentation of various incidents were put over in his inimitable droll Lancashire style.

Both personal and technical views were well blended and his description of the finish of a recent 500 c.c. Belgian Grand Prix, which he won by a wheel from two Italians, and the subsequent antics in the pits had us in fits of laughter.

Speaking of the T.T. one of the most surprising statements in my view was that once you had got the courage to do it, it was easier to go down Bray Hill full bore than to try and roll it off a bit, the idea being that full torque reaction kept the front wheel lighter instead of being heavy on if brakes were used or throttle eased back and thus steering was better.

The vital bit of course is having the courage! Bill passed it off as though it only needed a couple of tries and it was quite easy.

Not many of us could do it 30 years ago; I cannot imagine what it must feel like at present day speeds.

After an interval for refreshments, in which we ran the *Shrewsbury Arms* out of shrimps and bread (but not beer, fortunately), he answered many questions in his usual capable and helpful manner.

We tended our most hearty thanks for his having come so far to entertain us. I was personally delighted at such a wonderful number turning up and they came from far and wide. Sid Moore (with a nephew home from Kenya) once more did his 70 miles from the Long Mynd and others came from Llandudno and the far ends of Cheshire; two from Southport who had not been able to come previously. Goe. Arnold of Warrington brought Des. Wright of Chester (both of I.O.M. fame) and as usual the nearer stalwarts such as Stan Hales and the inevitable Bill Quinn and Glyn Davies.

While the question of Area Reps. is in my mind I do feel that, now I have gained some experience of the job, there must be quite a few members who could get a "Cell" going where there isn't one at present if they tried hard. I may say it is hard going at first and needs a lot of plugging away at people. I think that after the first six months of real effort some results will show and after that the next twelve months brings in new members and then it seems so much easier. It just needs that little bit to overcome the initial apathy and rather heartbreaking response at first and I feel that anyone taking it on will be really happy about it once it gets going.

At first I had to write all the notices of meetings in longhand but nowadays that would be scarcely practicable in view of the number we have grown to, and I am fortunate in having a daughter who does my duplicating for me. In return I keep her B.S.A. Bantam up to scratch and Lord knows it is a brave little bike because the throttle is only ever in one of two positions, full open or shut. In fact it might just as well run on a Binks rat trap and a cutout. However she is now after a 250; I hope it comes off as I too could enjoy that myself. In case this may be published early like November was, our next meeting is on Dec. 1st when Bob Walsham of Avon Tyres is coming to give us his opinions (with a lot of photographs) of this year Continental
(continued on page 15)

THE EDITOR'S CORRESPONDENCE

I AM another whose workaday life is spent partly in the construction and maintenance of roads and I would like to say a loud "hear hear" in support of A. E. Rose's remarks in last month's *Bemsee* concerning the surfacing of racing circuits.

There is nothing better for grip in either wet or dry conditions than the bare stone, rough textured surface given by a correctly applied tar bitumen spray followed by granite chippings. An excellent example is that part of the Isle of Man circuit over the mountain from Ramsey to Douglas—it is nearly as fast in the wet as when dry.

Rose cites the Crystal Palace as an example of a circuit where the coated macadam surface does not provide adequate grip in wet conditions. Another which "provincials" may be better acquainted with is the otherwise magnificent Oulton circuit where some corners have polished badly. Fortunately the remedy is easy and relatively inexpensive—the previously mentioned type of surface dressing, costing about 8d. to 1/- per square yard, depending upon local conditions.

Another type of surfacing is a coated stone which goes down in very finely divided form, looking like a coarse powder. (It is marketed under various trade names). This looks very dicey when wet but in actual fact gives an excellent grip but once wheel adhesion is lost the chances of recovery are small, nothing near as good as they are with a granite chip surface. I think the new Aintree course may well be surfaced with this material. I cannot be certain as I haven't been allowed to ride on it yet and am judging only from the considerable distance away at which spectators are held.

In passing, Mr. Editor, don't you think that it is a bad thing for our sport when "restricted to centre" event is swamped with works and sponsored riders and all the centre private owners have their entries returned?)

Of course the spraying—granite chipping surface dressing operation has to be correctly carried out. It can be a menace if badly done, when patches of chippings may alternate with patches of smooth shining black tar. The Isle of Man again provides numerous examples, from Douglas to Ramsey—despite what the F.I.M. Steward had to say after last June's races.

Our sport appears to be run by some strange mandarin types. (Don't you think so Fergus A.?)

The said steward is reported as saying, "The road surface was absolutely non-skid and should be taken as an example for other race courses." Buckets of white-wash! Ask all the blokes who fell off at Quarter Bridge, Glencrutchery Road, Glen Helen and numerous other places. I have some recollection also of a very famous rider sticking his feet out all over the place. I wonder what for? Non skid indeed!

Seriously, is it not time that we should protest against some of these "skating rink" surfaces on which we are asked to perform? And is B.M.C.R.C. the organisation to use for the purpose? Or is it just me and Rose who don't like it? Bantam to G45 anyway!

"J. Alexander"

Without Comment.

ALCOHOL v Petrol. When the man in the street gets alcohol to run his ride to work machine on, THEN race on it.

Boiling racing down to facts, the old Base is improve **them** all. Them being motor cycles, **any** machine! be it 98 or 998 c.c.

A thought of mine—correct me if I'm wrong. The cool alcohol allows a greater draught of fuel per induction. Therefore why not drop a lump of Co₂ in some petrol. Solid Co₂ is minus hell knows how many degrees below zero. Note: the colder anything (bar water) gets the more solid it becomes—hence a more solid draught of fuel. Anyone care to try? ! **BOOM!**

Yours 'till Nortons make a standard four,

D. Johnson.

THE alcohol fuel question, which could be controlled for use quite easily seems to be getting distorted; personalities tend to creep in which is regrettable.

No doubt the younger members will consider me old fashioned and my knowledge somewhat antique, but before I finished at my University in 1920 I had the fortune to take a very junior part in some fuel research which stood me in good stead later.

Towards the end of the 1914-18 war we were very short of petroleum fuels and this research was to find some further supply than petroleum. I do not agree with the use of nitro (NO₃ compounds, and other very expensive chemicals which

would be utterly impossible commercially, but an alcohol fuel for racing can be made at reasonable cost from some of the following constituents:—methyl, ethyl, propyl, alcohols, benzene, toluene, scylene, acetone and ether, the latter used as only a trace to assist starting when some of the heavier not easily vaporised constituents are used.

I cannot understand at all the prejudice against alcohol fuels unless as Hartley says it is from selfish or financial interests.

No one complains when a manufacturer goes to the trouble of using very expensive light alloys at great cost in building very special frames, wheels, brakes, tanks etc., the whole object being to increase the power-weight ratio; alcohol fuel does exactly this. So why no outcry by the non-sponsored rider about all the special bits he cannot obtain or afford and only cry about the fuel.

In fact alcohol can quite easily make the engine cheaper, i.e. a cast iron cylinder head can be used instead of an alloy one with inserts etc. Alcohol fuel, if allowed, might give the petroleum research people some further impetus just as it did when Discol came on the market in the early 1920s. There was not so much of a cry then although R.D.I and R.D.II (Richardo Discol) for sprint work cost 5/6 or 5/9 a gallon against under 2/- for petrol, and P.M.S. (Power Methylated Spirit) was quite expensive for longer distance purposes. Incidentally the higher consumption of alcohol fuel cancels a little of the advantage over petrol as a greater weight must be carried for a given race.

In those early days the snag was that Discol paid no bonus on races and records quite naturally as it was THE fuel and no competition, and there was no chance of wangling either and getting some Discol and calling it something else and getting a bonus; we were watched to carefully at Brooklands. However it was not long before this state of affairs livened up the petrol people and before many moons some very much improved racing fuel with a petroleum base came along. I can recall Shell in a golden can which was fine.

In the meantime I wanted some bonus (being always hard up) so I thought of making my own fuel. I bought some of the ingredients from a petroleum firm and could quite honestly call it their fuel and thus get my bonus and overcome the Discol *impasse*. I may say that quite a few other well-known record breakers used it and were pleased about it too. In 1924 I

think it ran out about 9/0d. a gallon which wasn't bad considering I only made it in small quantities and had to buy the components at retail prices. As regards using this fuel in a race it could easily be specified that only commercial grades of these constituents could be used, just as lead is forbidden in petrol and the octane value restricted. That would at least cut out the £5 a gallon. If anyone is interested and cares to get in touch with me I would be very pleased to offer any help of which I may be capable on the chemical side. A note of warning if anyone considers trying some mixtures out. Mix them some time before using because commercial alcohol generally contains a little water and when mixed with benzene etc., in which water is not soluble, the water will settle out and the fuel should be decanted off it.

If anyone with a knowledge of chemistry and physics questions why methyl alcohol instead of ethyl, it must be borne in mind that although methyl alcohol has a lower calorific value than ethyl it has a greater latent heat of vaporisation and this reduced temperature of the charge increases the weight sufficiently to get an actual greater number of calories produced in the cylinder.

One snag with these fuels is that when the weather is cold and humid icing up of the intake (internally also) can occur very readily owing to the very low evaporating temperature obtained.

G. E. Tottey.

THE doubts voiced recently by A. E. Rose concerning the maximum speeds claimed for British 125 c.c. racing machines are undoubtedly justified.

It is therefore all the more surprising that he accepts the Australians claims of 90/95 m.p.h. without question, especially as there is not a shred of practical evidence to suggest that these figures are likely to be true.

There are, however numerous pointers which indicate the opposite. I too, have a correspondent in Australia, who has supplied me with much information concerning the performance of their machines. Of particular interest is the fact that he has lapped one of the larger circuits at only 2 secs. per lap slower than Rumble on the Walsh tuned "Bantam." I know this to be correct having seen the individual lap speeds published in the "Victorian Motor Cycle."

My correspondent also informs me that on more than one occasion he has been able to "tuck in" behind the Walsh machine when it overtook him after making a bad start, and assures me that he was able to equal the "Bantam's" speed until Rumble's superior cornering enabled him to break away. The maximum r.p.m. reading obtained together with details of the tyre size and gearing etc. were carefully recorded at the time, and later sent on to me. From these I estimate the maximum speed of the Walsh Bantam at between 75 and 80 m.p.h.

This figure is so remote from the one which is claimed by the Australians, that some may be disinclined to take it seriously. However, an indication that this figure is substantially correct may be taken by the fact that although 95 m.p.h. is also claimed for the "Bantam" of Clem Dwyer, the Australian National record which he holds, stands at 80.01 m.p.h.

Since considerable streamlining was employed for the record bid, it is reasonable to suppose that the normal road racing maximum would be rather less. I need hardly say that the supporting enthusiasm expressed in the Editorial for the Australian two-strokes, is therefore surprising, and the view that tuning is becoming a lost art, which it is hoped *will* be re-founded through the interest in small capacity machines, is nothing short of amazing. It says very little for the considerable progress made since 1949, and may, I imagine, be taken as a fair measure for the non-recognition afforded to the 125 c.c. class, at least in this country.

From standard two-strokes with a maximum of under 50 m.p.h. only 5 years ago speeds have improved until this year, one or two riders were attaining almost 80 m.p.h. The significance of this increase may be realised by the fact that the power required is over $2\frac{1}{2}$ the output of a stand-

ard engine, and is obtained of course on pump petrol. If methanol fuel were permitted as it is in Australia, an increase in maximum speed of approximately 5 m.p.h. would be readily obtained, and the safety factor increased considerably. Unfortunately the sparkling performance of the Italian O.H.C. machines seems to have become the yardstick by which our two-strokes are assessed—usually without any allowance for the basic differences involved, and probably without realising that the four-stroke engined machines are fast enough to give a good account of themselves in the 250 c.c. class.

I rode the M.V. in the next capacity group at Ibsley, and had no difficulty in finishing 6th. At Snetterton, Maurice Cann and I were 1st and 2nd in the 125 event. Had we then ridden the same machines in the 250 c.c. race, our finishing positions would have been the same! Snetterton being a machine circuit, there are no subtle inferences to be drawn.

These instances may however serve to provide some of the two-stroke critics with a much needed sense of perspective. Incidentally, the mean maximum speed of the M.V. is *only* 86 m.p.h., but does anyone seriously believe that the Australian racing Bantams could beat it?

J. Hogan

(Mr. Hogan is wrong in supposing that there is Editorial enthusiasm for the Australian claims. The comment was: "The author also mentions the phenomenal speeds that have been obtained in Australia from what are virtually production, lightweight roadsters." Until Mr. Hogan quoted his figures, the Australian claims have been neither disputed nor proved. His implied assertion that tuning is not a lost art needs justification. Very few British private owners have produced outstandingly fast machines; special or tuned production models—Editor.)

Gathering Winter Fuel (continued)

There are many who have ridden for years in the Island, who have graduated via the Clubman's and M.G.P., but who have amassed insufficient points and are therefore barred from the T.T. and banned from riding again in the I.o.M.—unless someone runs an "outcasts race." Possibly the A-C.U. want only some 40 top star riders who have hit the jack pot in their racing pool. Possibly, they are a little fed up with the men who have supported them for many years, but still cannot scratch round at much over 80 m.p.h. Possibly, they have forgotten that there are some who live and breathe the Isle of Man for eleven and a half months of

the year and race only because the T.T. is in the Isle of Man. We all know that there are many such as these. If they are missing from the Island next year, it will be only because of a lopsided ruling which deals in statistics rather than human capabilities. "Cases of hardship will be considered," so states the printed circular. The dictionary defines hardship as, "hardness of fate." Fate is certainly the operative word!

As the lady said, when she caught her fingers in the wringer: "I've got to turn back to get out of this mess!" I believe that we must do the same.

COMMITTEE NEWS

Meeting held on 25th October, 1954.

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

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

Annual Dinner. Final arrangements for the Club's forthcoming Annual Dinner were reviewed and it was now known that Mr. D. McBain had been able to arrange for a suitable cabaret to take place during the course of the evening. It was unanimously decided to make a presentation to Mr. G. E. Duke to commemorate his outstanding success in winning the 500 c.c. World Championship for the third time.

Oulton Park. Negotiations with Messrs. Cheshire Car Circuit Ltd., were still proceeding and although at the present time no agreement had been reached, it was hoped that a decision would be reached in the near future that would enable the Club to organise another meeting at the Oulton Park Circuit during May, 1955.

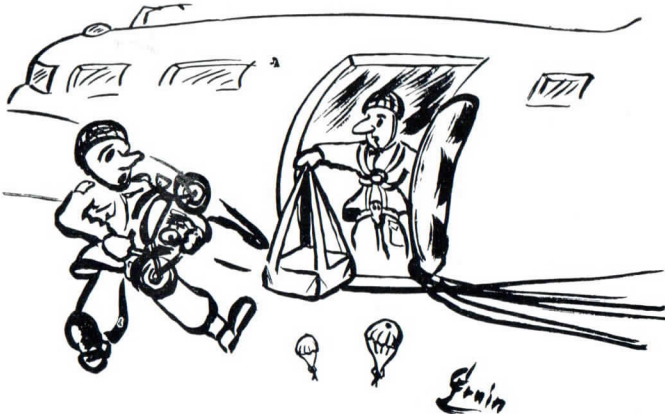
Association with R.A.C. The Secretary reported on the provisional negotiations that he had had with the Royal Automobile

Club regarding the possibilities of B.M.C.R.C. becoming an associate club of the R.A.C. and that these had been most promising and, if agreement be reached, will provide members with considerable additional advantages although the Club will be required to guarantee that a minimum number of its members will become Associate Members of the R.A.C. It was resolved that, subject to the legal terms of the Agreement being approved, the Club will enter into an agreement of association with the R.A.C. It was agreed that the Office will then deal with applications from members wishing to take up Associate Membership of the R.A.C. or transfer their present Associate Membership to go through the "Bemsee" Office, which will also handle members' motor insurance matters.

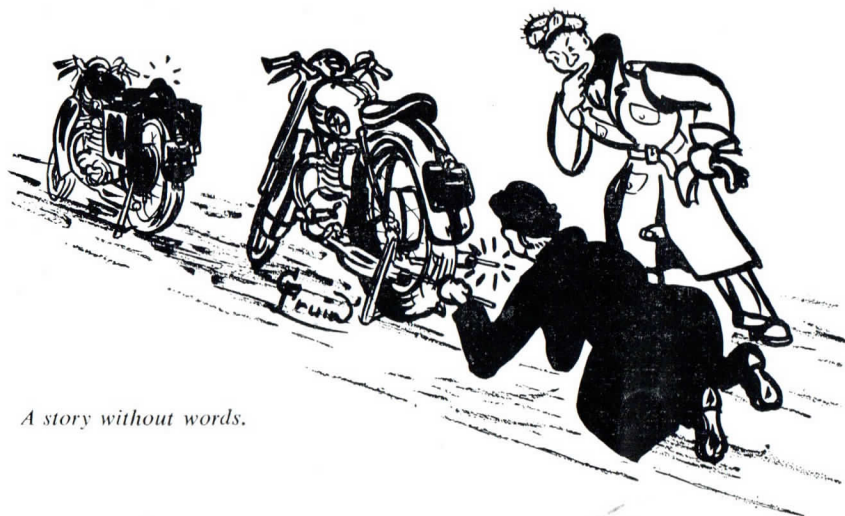
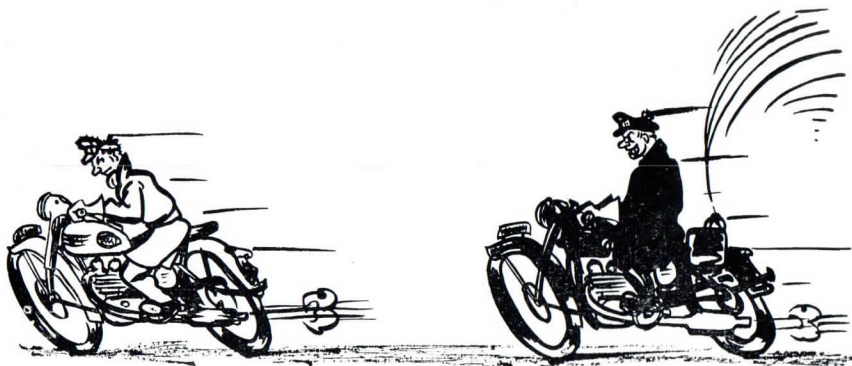
Membership. New members were elected.

The Monthly Account was presented and approved.

Crystal Palace. Provisional agreement had now been reached with the L.C.C. regarding B.M.C.R.C. participation on the Crystal Palace Circuit, and the likely dates were either June 18th or 25th, 1955.



Hey! forgot something?



A story without words.

NEVER TRUST A WOMAN

(Extract from a Daily Paper)

WOMEN drivers? Here's the sad story of a man from Cranston, Rhode Island.

He stalled his car on a drive to New York, found his battery was too low to restart his engine, so flagged down the first passing motorist—a woman.

She agreed to give his car a push with hers. He explained to her: "My car has fluid-drive transmission, so you'll have to

reach 30 to 35 miles an hour to get me started."

The woman nodded wisely. The man climbed into his car and waited for her to bring her car up behind him.

At last he looked back, and there she was—driving at him . . . at 35 miles an hour.

The damage: £100.

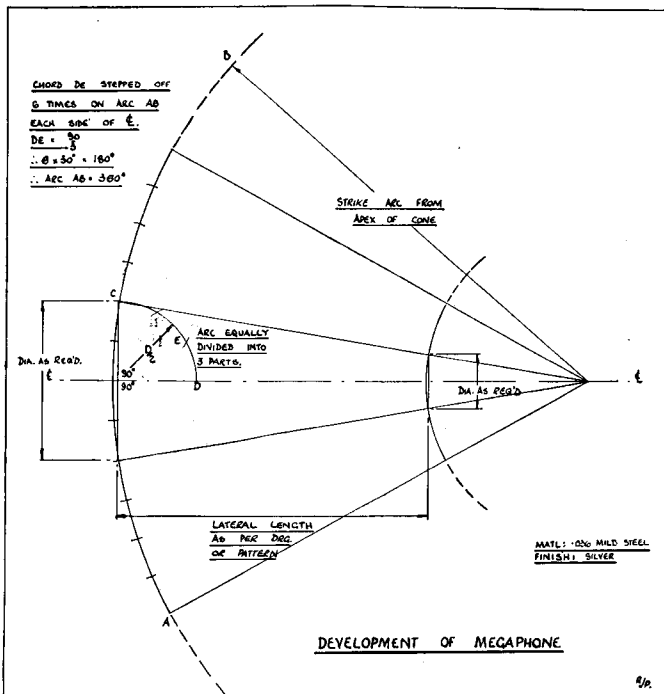
MAKING A MEGAPHONE

"QUARTER LITRE"

THE necessity of making a pair of megaphones the other day seemed to ring a bell that somewhere I had read of someone having trouble in that direction, so perhaps a little discussion on a reasonably easy method of making these might help a few people. One word, however, please, you tinbashers, don't shoot me down if it isn't done like this in the trade!

The thing that stymies most of us, I imagine, is the laying out of the pattern; but if the sketch is studied, it will be seen that it is really quite simple, once we know what we want in the way of size. If you are merely making a replacement, you will know what the two diameters are, and also the required length. If you are making to drawing or sketch and the angles are given instead of diameters, well, if you can work out bore and stroke ratios, etc., that won't hold you up long, as it is only an angle or two, and is soon solved.

First then, draw a line about 24" long on a piece of stiff paper or cardboard which measures about 24" x 24". Next, mark off the length of the megaphone, starting about 1½" in from one edge, and draw in the large and small dias. as shown, equi-spaced about the centre line. Now carry a line from the tip of the large diameter through the small diameter to the point where it converges on the centre line. Repeat opposite side. We now have a cone, with the large end that of our finished size. Now, if you possess a pair of trammels or large compasses you are lucky. If you don't, a pencil, string and a drawing-pin will have to do. Scribe an arch with its centre at the apex of the cone so that the arc so reproduced touches the corners of the large end of the cone and extends about 9" on each side of the centre line (A B). Repeat at the smaller end using the point of cone as before.



Having done this, take a pair of small compasses and scribe a 90° arc (C D) as shown, at large end of cone. Set compasses to split this arc into 3 equal divisions (and I do mean equal with no surplus). The arc C D now represents 90° or a quarter of the finished size of the large end diameter; therefore, we require four times as much for a full 360° so carefully, with the compasses still at this setting D E, make 6 swings of them on each side of the centre line on the large arc A B, in other words, the settings on the compasses are equal to 30° of arc or 1/12th of the circumference, so any error or discrepancy in splitting arc C D equally will be reduced with 12 like errors in the finished job; hence, take care.

The next job is to connect the outermost points on this arc with the apex of the cone, and that's it. You have now got your pattern. Cut out around the heavy lines and this is the size of the metal you require to produce the cone.

I find that .036 (20 SWG) car body sheet, sometimes referred to as "silver finish," is about the best for this purpose, and can usually be obtained at car body or general sheet metal works. (If you can find a friendly character at such an establishment, he will probably be able to cut the patterns and roll them up quite cheaply). I am, however, thinking more of the man who works in a home workshop than anyone with proper facilities, so having purchased said material, they will possibly cut it to size for you. If, however, you are faced with cutting it, a pair of snips and a file will do the job. Cut as near to size as possible, and just clean up with a file.

We now have a flat piece of material, which must be rolled or beaten to shape. Borrow or scrounge a piece of round bar or stout tube about 4" longer than the finished length of the megaphone, and slightly smaller in diameter than the small end, and clamp it horizontally in a vice, not in the jaws, but trap the tube under the jaws, so that the bar can't tip when you start bashing on it. The next requirement is *not* a hammer; a piece of

wood shaped like a child's cricket bat is ideal, with a blade-length of approximately 8"; and by holding one edge of the flat pattern over the bench and having about 1" resting over the bar, gently stroke rather than strike the whole length of the pattern around bar, move pattern further over bar. Repeat. This will take time, if you aren't used to it; but practice and it will come to it. Work about half-way across the pattern, and then start operations from the other side. Don't hurry the job, and bear in mind that it is a cone you want, and not a tube, so a little less bashing at the large end. I find that after this treatment I can then get the small end corners to meet, if I squeeze them; and I then tack-weld them together. Just gently grip the megaphone in the vice, not tightly, or you will put a dent in it that you *won't* get out. You will find it best to get someone to hold it in the vice, as, being tapered, it tends to slide out. Tack-weld together, and then gently ease the material together over the whole length, alternately tacking it and tapping it around and over the bar. Having tacked the whole length, make a full run weld over all, and when cooling, hammer this weld over the bar until it merges into the parent metal. This hammering needs a hammer without sharp edges to it, and the face of the hammer falling squarely on the weld, otherwise unsightly marks will follow, which again, you won't get out.

We should now have a cone, perhaps a distorted cone, but still a cone. Again over the bar, and with the "bat," try to round it up to what it should be. Don't try "strong-arm" methods, and you are more likely to succeed. Clean up the weld with a file, and then either weld direct to pipe (not too clever, really), or find a suitable piece of tube to make a sleeve, which fits your pipe and the small end of the megaphone.

From then on it's obvious, re brackets and clamps, etc. I said at the start, I am not a "tin-basher"; but I find that having got the hang of it. I can do a reasonable job.

Area News (continued)

paces with bits that only a manufacturers representative can come across.

Don't forget to reserve Wednesday, January 12th for our Hot Pot and Dance

at Neston Institute (close to our headquarters).

Last, but not least, hearty congratulations to Ken Brett on being awarded the Christopher William trophy.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

WE shall miss "Sir Algy" for many years to come. No Club ever had a better President and one who was sincerely proud of "his boys" as he liked to call us. I shall never forget his remark to a very famous lord at one very wet meeting: "My boys will ride if they can see!" Every member of this organisation will be glad to know that the Committee were well represented at the funeral and our wreath was made up in flowers to correspond as nearly as possible to the Club's colours. Our sympathy goes to Lady Guinness in no small measure and we all hope she will not lose touch with us during the racing seasons to come.

☆ ☆ ☆

THE Annual Dinner and the Earls Court Show of 1954 have gone and most of us are thinking about Christmas, or 1955, or both. Your committee men are thinking about the A.G.M. and the opening meeting in April. With regard to the former I think the time is appropriate to remind you that Notices of Motion for the A.G.M. must be sent in to the Secretary some time before that occasion. Another point to remember is that the A.G.M. is really two meetings in one, i.e. the Limited Company and the Club. If you belong to the Club you must have a vested interest in the Company so come along and vote even if you have no motions or nominations associated with your name. Thanks!

☆ ☆ ☆

THE Editor rightly corrected a mistake of mine in last month's magazine. Here is another correction to the International Dates for next year: May 1st, Spanish G.P. and May 15th, French G.P. In the meantime, the back-room boys are busy on our own meetings the dates of which will be given elsewhere in this issue, provided Bob Walker has been able to get them settled before we go to print. Whilst on the subject of printers, I feel sure the Editor will not mind if we wish the Borough Press a Happy Christmas and thank them for doing a good job for us during the past few years. The Secretary and Committee will also wish to be associated with this seasonable salutation which is well deserved.

MEMBERS who have been to the United States in general and the Indianapolis Speedway in particular will be sorry to hear that Wilbur Shaw was killed in an air crash at Indiana last month. Shaw won this 500 mile race in 1937, 1939 and 1940. His speeds were 113.58, 115.03 and 114.28 m.p.h. respectively. He afterwards was appointed President of the Speedway where he became so famous. Wilbur Shaw was 51 at the time of the plane crash and known to several members of the B.M.C.R.C., who will be sorry to learn the news.

☆ ☆ ☆

CONGRATULATIONS to Mike Hawthorn who has emulated the late Sir Henry Segrave by winning the French and Spanish G.P.'s for cars. Mike's Father was an old member of this Club who did quite a bit of solo and sidecar racing in the twenties. It is interesting to add that only one other Briton, the late Dick Seaman, has ever won a major Grand Prix. Take heart ye dicers on two or three wheels and think of the successes gained by the many members of ours.

☆ ☆ ☆

I AM advised that the 1955 F.I.M. fuel is described as "Aviation de Tourisme" with an octane rating of 80 (or F2 motor method) and density 720/730 with no tetra-ethyl-lead. This is all very well if the Petrol Companies can always guarantee to be able to supply such a spirit at the Classic Meetings run under an International Permit. We never had all this argument in pre-war days when Petrol-Benzole was almost universally used for racing. Perhaps an expert will tell us what it is all about. What will the position be if someone makes a Diesel Racer or a Re-action Propulsion unit running on kerosene?

☆ ☆ ☆

WHILST we are in the mood and for the benefit of those people who are interested, there is a very wonderful unit being developed in Cambridge. It is a self-contained electricity-producing type of engine based on "fuel-cells" which turn

(continued on page 23)

MOTOR CYCLISTS!

FIT THE TYRES WITH THE

Gold Seal

GREATEST SERVICE
GREATEST STRENGTH
GREATEST SAVING
GREATEST SAFETY



DUNLOP FORT

UNIVERSAL

RIBBED

Tested, proved and praised by motorists everywhere, Dunlop tyres with the Gold Seal are now available to motor cyclists! With stronger and more flexible casings for extra life and riding comfort, specially reinforced tread rubber to give miles more miles and rubber liners to guard against casing damage, the tyres with the Gold Seal—Dunlop Fort, Universal and Ribbed—are indeed the finest for everyday riding.

DUNLOP

FIRST CHOICE OF THE EXPERIENCED RIDER

'REV COUNTER' REPORTS

Bouley Bay. In a recent competition at this famous hill a number of our members succeeded in putting up most creditable performances. Jimmy Lanyon (200 D.O.T.) equalled the class record for the Hill: K. Tostevin (350 Velo and Ariel) made the best times of the day in the 350 c.c. class, and J. Poingdestre (Aston-Martin) was third fastest in the 150l to 2,000 c.c. production car event.

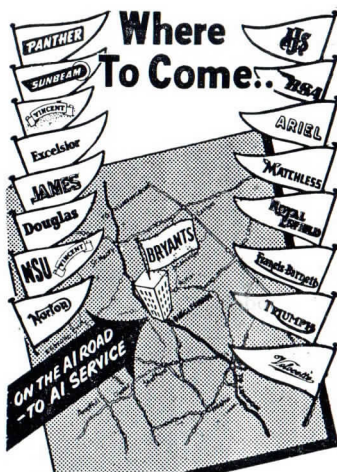
Les Clifford. Has now settled down in the Kenton district, this being his first permanent home since his return from New Zealand earlier this year. Les anticipates that there will be another "loud-speaker" in the house by the time the racing season commences.

Geoff Manning has regrettably given up hope of taking up racing again for the time being. Unfortunately it appears that

Geoff is quite serious as he is advertising his leather elsewhere in this issue.

Tommy Rose tells me that he is extremely busy working on a somewhat "hush-hush" 125, and that it "looks promising," and will at any rate add interest in this up and coming class.

Association with the R.A.C. Although at the time of writing this, negotiations whereby "Bemsee" may become associated as a club to the R.A.C. are still going on, it looks as though the New Year will see agreement reached. This means, among other things, that "Bemsee" members will then be able to become associate members of the R.A.C. at special rates of subscription. To those members, this Club will in addition be in a position to offer attractive motor insurance cover.




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However far you may come, your visit to George Bryant's showrooms will be worth while.

The T.T. Dealer entrant offers his personal advice and attention for the immediate delivery of 1955 models. You'll be certain of a friendly welcome and a satisfactory deal.



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**Specialists in
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HIRE PURCHASE
and
PERSONAL SERVICE**

ANNOUNCEMENTS

SUBSCRIPTIONS

MEMBERS are reminded that subscriptions fall due on January 1st and are asked to pay them promptly. A bankers order form is enclosed with this copy of *Bemsee*.

☆ ☆ ☆

NEW MEMBERS

THE following New Members have been elected:

A. F. Hayton and D. P. Money Penny.

☆ ☆ ☆

BENEVOLENT FUND

DONATIONS have been received from the following Members:

A. F. Mills, D. A. Hovendon

☆ ☆ ☆

THE LES. GRAHAM FUND

ONLY one donation to this worthy fund has been received this month; from Mr. A. F. Mills. Consequently, its total remains at approximately £130.

SHREWSBURY FILM SHOW

FRON PURSLOW is again holding a Motor Cycle Show, Film show and Dance. The venue is the *Music Hall* Shrewsbury, and the date December 13th.

☆ ☆ ☆

MUTUAL AID

For Sale—1947 350 c.c. Norton. First owned by Ben Drinkwater. Strengthened Beart-type frame, Beart head, 19" alloy wheels, extra engine mountings, plates, vertical shaft gland nuts and numerous small items all alloy. New forks and wheels fitted this year.

6,800 r.p.m. on L.o.M. gearing or 7,000 on 17 sprocket. Over £150 spent in last two years. Raced four times only this season. Quick sale required—£180.

W. H. Dixon, 14 Abel Street, Burnley, Lancs.

For Sale—Racing Leathers in best Horsehide, undamaged by crashes, suit 6 ft. rider. £12-10. o.n.o.

G. Manning, 273 Shrobnall Road, Burton on Trent, Staffs.

Racing Behind the Iron Curtain (continued)

Hungary has some good young riders, but most races are dominated by older, more experienced men.

Probably the hardest "triers" behind the Iron Curtain are the Poles. Like the Czechs and East Germans they have no new racers. All they own are 5 and more years old Nortons and Triumphs. With them they are competing still in their road races and it is the best proof of these old machines that they still are holding together. But Polish road races are of very short duration; an event which is over 50 Km. is a "long" race. As a result of the shortage of bigger racing machines, they are concentrating more and more on the 125 c.c. and 250 c.c. classes and on scrambles. In both the smaller classes they are using Czech, Austrian, old German and own two-strokes in tuned form. Their own products are SHL, Sokol and WTM. These are all 125 c.c. two-strokes, designed by Jerzy Jankowsky, a clever designer

and racing man.

Very popular in Poland are Austrian Puch and Czech Jawa machines, which are dominating the 250 c.c. class in all races and trials. In fact, they are tuned production models.

I can't remember that Rumania had ever a good road racing man. Also today they have not one. They ride British Triumph and B.S.A. machines mainly, but have insufficient practice as in Rumania only a few races on roads are held. And, with the exception of nearby Hungary, they do not compete in foreign events.

In Bulgaria there is much more interest for racing than in Rumania. A short time ago they organised a big road race which had an attendance of 120,000 paying spectators. They have some racing men, but no racing machines at all.

Behind the Iron Curtain is also Russia, but that is another story!

NEWS ITEMS

NEW RULES

THE Committee has had under review the adoption of a new set of Rules for the Club. It was felt that more up-to-date Rules were desirable, and accordingly new Rules have been drafted. They have been approved by the Committee and will be placed before the Members for adoption at the forthcoming Annual General Meeting.

There are no serious departures from the present Rules but opportunity has been taken to write in express powers which have to be implied at present. Certain ambiguities have been removed and the framework is laid down for "streamlining" the administration of the Club to give greater efficiency.

Copies of the new Rules as drafted are now available. After they have been presented to the Annual General Meeting, every paid-up member will be sent a copy. If, however, you want to see a copy of the draft before it goes to the Meeting, there is one available to you if you write to me. Let me say, however, that I cannot undertake to enter into correspondence with regard to particular Rules. The time and place to argue about them (if you want to) is the Annual General Meeting. A copy of the draft will be available for inspection immediately prior to and during that Meeting.

Let me now sum up the substance of those Rules which are additional to the sense of the present Rules.

There is power, as and when the Committee decide to make it available, for the creation of a new class of membership—associate membership. That is really linked with another new rule that when the Club has the advantage of a Club House, the Club is empowered to provide for the supply of liquor to members. It might be necessary or desirable to have a class of membership which would only be entitled to use the Club House. In other words, an associate member.

Provision is made for a General Committee who will have charge of the sporting and social affairs of the Club. That Committee will consist of the Directors *plus* six members. There are provisions, of course, for nominations and elections by the members of persons to that Committee. We particularly want to encourage the recruitment of the younger members to give them experience of Committee work. They must be ready to carry on

where the old 'uns leave off. Nominations, please.

A rule which I think will be generally acclaimed introduces a Disciplinary Committee for the first time. There has unfortunately been one or two naughty boys in the last year or so and our rules must have some teeth. It is provided that the Disciplinary Committee shall be five strong, made up by two of the Committee who have been appointed by the members; two members of the Competitions Committee and a Chairman to be appointed by the Directors. If the cause of the complaint arose at a race meeting, no Steward, Judge or Clerk of the Course can serve on that Committee. The culprit is allowed to submit any statement or evidence that he wants and the Committee has power to call for evidence. All this, of course, is to ensure that a person accused of a breach of rules or regulations gets a fair crack of the whip.

Be warned, however. The Disciplinary Committee will have wide powers of penalty, including the power to expell from the Club.

A further rule puts Area Representation on a proper footing and I think only Area Representatives (actual and potential) are really concerned.

Please do not complain of the Rules after they have been passed. You now have the opportunity of seeing precisely what they are before they become "law."

The Secretary.

THE ANNUAL DINNER

LAST YEAR'S experiment of holding the Annual Dinner, Dance and Distribution of Awards on the eve of the Motor Cycle Show was such a huge success that it was repeated this year. The same venue, the Strand Corner House, was again booked and there was a record entry of 350, many of them from the north.

Prominent amongst this gathering of famous motorcyclists was Geoffrey Duke, who had flown in from Italy; Rod Coleman, this year's Junior T.T. winner, and his wife; Professor Low; C. J. Williams, Ajays' racing gaffer; Denis Lashmar's father, and Edna Graham.

A sad note was struck by the recent loss of our President, the late Sir Algernon Guinness. In a witty speech, Professor Low paid a touching tribute to "Sir Algy."

After the dinner the awards were pre-

sented by Edna Graham, who, in turn, received a beautiful bouquet from the hands of Geoffrey Duke. He and John Surtees took the lion's share of the awards and Geoff. was presented with a special memento to mark the occasion of his third successive championship in the 500 c.c. class.

Dancing continued until 1.00 a.m. The high-light of the evening was a floor show which was considerably enlivened by Cabby Cooper, who must surely have eclipsed all his previous efforts. Equally hilarious was his one-man act with a turkey.

A particularly happy notion was conceived late in the evening, that of conferring life-membership on Rod Coleman. Rod left by air for New Zealand a few days later, and it is unlikely—he says!—that he will return next year.

Once again the Dinner proved to be a really successful evening, which must have gratified all concerned, particularly the sub-committee and Don McBain, who were responsible for the organisation.

DENIS PARKINSON'S FILM SHOW

ONCE again our good friend Denis provided a hundred or so members and friends with a most entertaining film show on Sunday, November 14th, which lasted some two hours and covered a variety of sporting events that took place throughout the past year.

The first half of the programme was confined mainly to trials and scrambles and included some very fine shots, which gave quite a vivid impression of the type of observed section encountered on the Yorkshire Moors, with a running commentary by Alan Jeffries. Scrambles included the Grand National, the commentator on this occasion being Denis Parkinson himself. These films were made the more enjoyable by just the right amount of "background" music. After a short interval we were treated to a colour film of Bemsec's Spring Meeting at Oulton Park last May, and a film of the International 125 c.c. and Sidecar races on the Isle of Man Clypse course. In addition to the main "features" there were numerous shorts including Post Hill, some fantastic American track and sand races where, judging by the high crash rate, one might assume both personal and third party insurance premiums must be at least five times as much as is at present charged by insurance companies in this country for a similar event.

Once again Denis, many thanks for a most interesting and enjoyable evening, one which was appreciated to the full by all.

BRITISH CAR GRAND PRIX

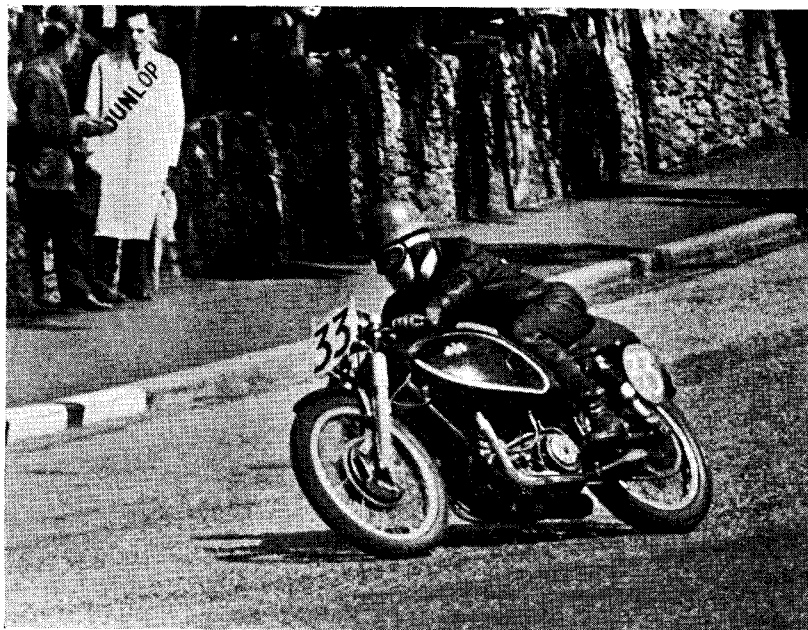
THE R.A.C. announces that, subject to agreement on detail, the R.A.C. British Grand Prix for 1955 will be staged on the new Aintree Motor Racing Circuit, and organised by the British Automobile Racing Club. The race will be sponsored by the *Daily Telegraph*. An application for the race to be delegated to the B.A.R.C. has been approved in principle by the Committee of the R.A.C. After the war, from 1948 to 1951, the Grand Prix Race was organised by the R.A.C. on the Silverstone Circuit. For the last three years, it has also been run at Silverstone, but under delegation to the British Racing Drivers' Club. The R.A.C. now feels that in view of the successful inauguration of the new racing circuit at Aintree, northern followers of the sport should be given an opportunity of seeing the Country's premier motor race run round the outside perimeter of the Grand National Course.

ROAD TESTS

"MOTOR CYCLING" has recently published the third series of road tests. It contains comprehensive tests of 17 models of well-known makes, including the Guzzi "Zigolo," a 100 c.c. two-stroke lightweight; impressions of eight other machines ranging from a 48 c.c. o.h.v. Britax to a 322 c.c. British Anzani twin two-stroke engine, and including the Zundapp "Bella" scooter. The remainder of the book consists of eight drawings of sectioned engines and a commentary on continental designs. The price is 4s. 0d.

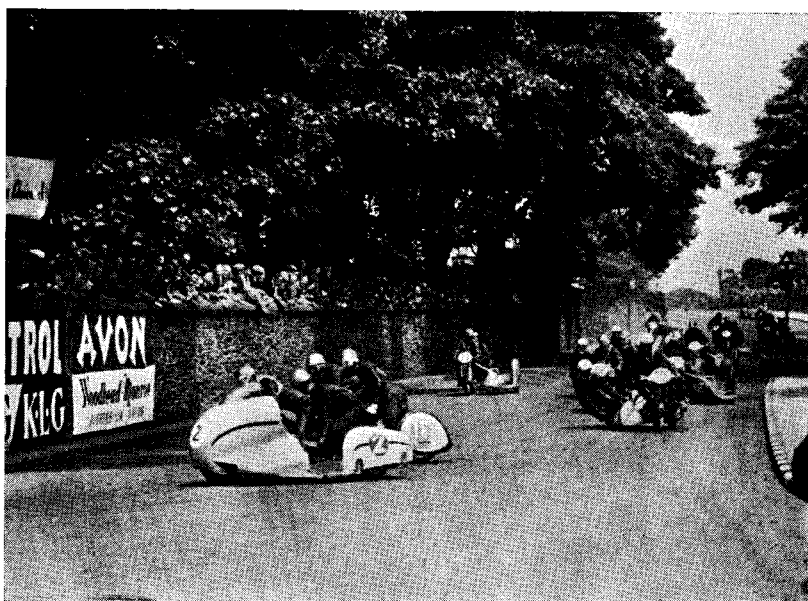
BAD WEATHER AHEAD

THE R.A.C. Weather Reporting Service, which is widely used by thousands of car and motor cycle members every winter, is now in operation. Its value in keeping members informed of road and weather conditions has already been illustrated. During the flooding which last month affected roads in Northern England, Southern Scotland and Wales, many enquiries were received regarding road conditions in those areas. This scheme, whereby up-to-the-minute information is supplied to members from reports received by the R.A.C. in London from County offices and R.A.C. Supervising Officers during each day of the bad weather, is put into
(continued on page 23)



(Photo: The Motor Cycle, London)

1954 T.T. MEMORIES



SUBSCRIPTIONS FALL DUE ON JANUARY 1st.

PLEASE SEND THEM PROMPTLY

News Items (continued)

practice as soon as conditions warrant it. A carefully planned telephonic network covering the whole of England, Wales and Scotland, ensures that the latest news of road and weather conditions in any part of the country is available at the R.A.C. in London and at every R.A.C. County Office. In addition to providing information for Members, reports are circulated regularly to the B.B.C. and the Press. In Northern Ireland a similar service is available through the R.A.C. Office in Belfast. The twenty four hour emergency service, which was recently extended, is available to all R.A.C. Members throughout the year, and is especially valuable during the winter months. It operates from the R.A.C. offices in London, Birmingham, Leeds and Manchester, and covers an area of twenty thousand square miles including 17 counties and some 50,000 miles of main road.

AVON PAIRED TYRES

TO introduce their "paired tyres," Avon recently gave a luncheon at the Savoy Hotel, London and invited manufacturers and representatives of the Press and various motoring associations. Guest of honour was Major-General B. K. Young of the Royal Society for the Prevention of Accidents.

Avon claim that their latest developments make a big contribution towards safety on the roads. For the front wheel they specify "Speedmaster," a tyre designed to resist side slip when cornering, and for the rear wheel a "Safety Milage" tyre, designed to give high traction and resistance to slip.

At the Earls Court Show they staged a "wedding ceremony" of the two tyres, to mark the public introduction, complete with a wedding cake suitably fashioned. It was cut, with all due ceremony by Geoffrey Duke.

Marshal's Musings (continued)

hydrogen and oxygen into water. Do not write and tell me that the idea is as old as the hills. It is, but this time the idea is reaching the prototype stage and one may expect results now that the major problems have been solved.

☆ ☆ ☆

As this issue is virtually our Christmas number, may I put in a special paragraph to all those big-hearted volunteers who have helped the Club during the past year. It has not been an easy season (mainly due to the bad weather) but the racing members seem to be satisfied with the efforts which have been made by the offi-

cial and marshals to ensure first class competition under reasonable conditions. We cannot do much about Jupiter Pluvius and Thor who have attended so many of our events in recent years, but we can and really do try to see that the boys get good racing. I am certain that present day competitors appreciate the wealth of experience which the B.M.C.R.C. has gained since it was born in 1909. Just think of it, we shall soon be celebrating our Golden Jubilee Year and something special will have to be done in 1959. Anyway the officials and marshals send the racers all the very best for Christmas and all you wish yourselves for the New Year. Four pots did you say? Maybe you will not be wishing in vain.

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