



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 5. No. 1—January, 1952

ONE SHILLING



CONCENTRATION — Rod Coleman (499 A.J.S.)

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Bemsee

Vol. 5.

January

No. 1.

Journal of
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

President: Sir A. Guinness, Bart.

Vice-Presidents:

Professor A. M. Low, D.Sc., A.C.G.I.,

E. C. E. Baragwanath

Chairman: H. L. Daniell Vice-Chairman: N. B. Pope

Secretary: R. C. Walker, 2 Wilton Mews, Wilton St.,
London, S.W.1.

SUBSCRIPTIONS

By club rules 34 and 35 the annual subscription (£2-2-0) for the coming year fell due on 1st January, 1952. Would members please note therefore, that all cheques or postal orders should be made payable to British Motor Cycle Racing Club Ltd., and forwarded to the Secretary, B.M.C.R.C., 2 Wilton Mews, Wilton Street, London S.W.1.

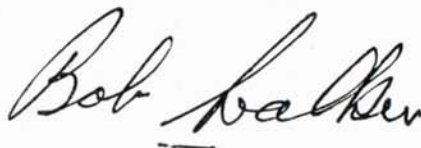
Editorial

The last major Bemsee event in the Old Year was, as always, the Annual Dinner, which as many of you know was a great success and those who were unable to come along missed a good thing as the unlucky ones will by now have been told by the participants themselves. I think that perhaps the most welcome feature about the Coventry Street Corner House was the service which on the occasion of this great "Classic" was just about as good as could be expected. I was no doubt one of the many who experienced the pleasure, for perhaps the first time at a large dinner, of eating the meal which had been efficiently and quickly served and was still hot, for this the Joseph Lyons Management must be congratulated. The real credit for the success of the evening must however be attributed in no small way to our President Sir Algernon Guinness who always seems so happy to come along accompanied of course by Lady Guinness and their daughter, for former honouring the function by presenting the awards won at Bemsee race meetings throughout the past year. That one or two of the main trophy winners were not present was unfortunate, but we look forward to the 1952 edition when, all being well, everyone who has won anything will be there to receive it. Finally, it would not be right if I were to omit the name of our M.C. and Toastmaster; Don McBain, who saw that everything went off in a proper manner and proved himself quite indispensable as my right hand man.

The Office has turned out to be a very respectable sort of place, the local decorators having made quite a good job of the distempering and painting etc. and yours truly went on his knees and applied a spot of stain to the floor boards; now with a mat adorning the centre, the completed job looks both clean and businesslike and in fact,

worthy of the Club's name. Arthur Prince who looks after our Banner signs at race meetings under the name of Aerosigns, has made a very neat board for display outside our premises announcing the fact that within may be found the H.Q. of Bemsee. Throughout the past year certain office requisites have been purchased most of it at a favourable price, there now remains a desk that is still required and as this is rather a large item, I should be pleased to know if there is a member who happens to be in the "trade" or anyone who might procure such a piece of furniture for the proverbial song.

The Magazine. More than one person has responded to the call made in these columns last month for regular contributions to Bemsee and this makes me hopeful that within the next month or so more volunteers will come forward with an article for publication in this journal of ours, and so help to make for more variety and consequently greater interest throughout the present year. While looking for "new blood" I am not forgetting those sporting types who have done much for the Club over the past twelve months in this respect such as R. W. Foster-Pegg, Michael McGeagh; Jack Norris, Stan Pike and that staunch overseas enthusiast Erwin Tragatsch along with the writer of the most regular feature of all—"Marshals Musings." To all these members I am more than grateful and trust that you may continue in your own particular styles in the future as you have done so successfully in the past.



COMMITTEE NEWS

Meeting held 19th November, 1951. Present—H. L. Daniell, E. C. E. Baragwanath, N. B. Pope, D. J. H. Glover, W. G. Jarman, J. O. Roebuck and K. Rickard. In attendance—The Secretary.

Office. It was agreed that the re-decoration of the rooms at 2 Wilton Mews, Wilton Street, S.W.1. be proceeded with immediately.

Change of Address. It was Resolved that the Registered Office of B.C.M.R.C. Ltd. be removed from 50 High Street, Brentford, Middlesex, to 2 Wilton Mews, Wilton Street, S.W.1. Such change to take place as from 1st December, 1951.

Silverstone. A very comprehensive report by Mr. Roebuck was read, this dealt with the recent meetings that had taken place between Temple Press, B.R.D.C., Mr. Roebuck and the Secretary. It was resolved that negotiations should proceed with Mr. Scannell (B.R.D.C.) anent the use of the Silverstone Circuit during the next four years. The Secretary was instructed to ascertain the views of Temple Press Ltd., regarding the possibility of another "Motor Cycling" Saturday event. It was considered that the July 19th date for a national event might have to be changed if this meeting was to be run at Silverstone.

Snetterton. The Secretary reported progress made with the owners of the Snetterton Heath Circuit who appeared co-operative. While it would be possible to organise an event at this circuit and notwithstanding certain advantages it might possess, it was considered that its geographical position was too inaccessible especially from the Midlands.

Stanton Harcourt. The position regarding this short circuit course was still undecided, it was however possible that our members might be invited to participate should racing again be permitted at this track.

Track Sub-Committee. In view of the amount of specialised work and meetings likely to be taking place in the future for the purpose of negotiating agreements for the use of Silverstone and for other circuits, it was resolved that a track sub-committee be set up to deal with these matters. The following persons were elected to sit on this sub committee—Mr. J. D. Ferguson (Andrew Barr & Co.) Mr. Hunt (Forsythe, Kerman & Phillips) Mr. J. O. Roebuck and the Secretary.

Isle of Man Supper. Provisional arrangements were made for a supper party in the Island next June prior to the T.T. Week.

A.G.M. The date for the Annual General Meeting was fixed for Friday 15th February, 1952, at 8-0 p.m. and would take place in the Royal Automobile Club, Pall Mall, S.W.1.

New Members were elected.

Resignations. Three resignations were accepted.

The Monthly account was presented and approved. A draft balance sheet of the Hutchinson 100 meeting showed an extremely small margin of profit.

Board of Trade. Notification had been received from the Board of Trade in which it was stated that B.M.C.R.C. Ltd. would now be exempt from the obligations imposed by Section 201 (1) of the Companies Act 1948; and it would no longer be necessary for the names of the Directors to appear on the Company notepaper.

Social. It was agreed that the new Esso film should be shown to members sometime in February.

Denis Parkinson. It was proposed by Mr. Jarman (2) Mr. Rickard and carried, that the Secretary should convey to Mr. Parkinson the appreciation of the Club for the excellent private film show he displayed to members on November 11th.

Mr. R. Touche put a request for a 1,000 c.c. class to be included in all Club meetings. It was considered doubtful however, if sufficient entries would be forthcoming to warrant a separate race for this capacity class.

Date of Next Meeting, was fixed for 17th December, 1951.

1952 Dates. The Secretary advised the meeting that the following B.M.C.R.C. National dates had been approved—April 19th; July 19th, October 4th.

There being no further business the Chairman closed the meeting at 9-10 p.m.

N.B.—The A.G.M. takes place in the R.A.C., Pall Mall, S.W.1, on Friday, 15th February, 1952. Please keep this date free and ensure your attendance.

The Annual Dinner 1951

Well fellow members, our dinner, in Cockney venacular "As bin and gorn." May I on behalf of your Dinner Committee thank all of you who attended and assure those who did not that they missed a very fine evening.

We sat down to dinner at 7.40 p.m. only 10 minutes behind the scheduled time of 7-30 and after grace by the President, we were served with an excellent five course

meal, most efficiently served and piping hot. Many of you were amazed at the guards like precision of the Nippies, I think it is worth going to a dinner at Lyons to see that alone and I hope that those of you who came will tell our missing members all about it so that they may come along next year and see for themselves.

After dinner we had our usual toasts and replies, this year all speakers remem-

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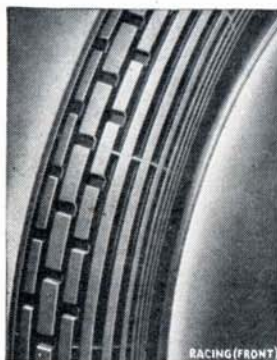
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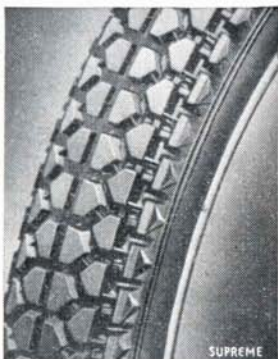
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bered that old adage "Brevity is the soul of wit" and with one exception all finished within the allotted time of 5 minutes, the exception being W. G. Jarman, Esq., who had the temerity to exceed by .25 of a second, however I am sure we all forgive Bill this minute oversight as he is usually such a nice quiet little fellow. The loyal toast was proposed by Sir Algernon Guinness, then followed the Club by Denis Lashmar whose address reminded me of the song entitled "It's not what you do it's the way that you do it." Response was made by Harold Daniell known and respected by all of us and whose address, as one would expect gave us a brief resume of what the Club is doing to get us our own circuit. The Guests were proposed by Bill Jarman in a most able and racy manner, the response by Owen Roebuck deputising for Mr. D. M. Glover who was unable to attend owing to a slight indisposition. The final toast and a very important one where motor cycling is concerned, that of the Press by our very good friend and advisor Professor A. M. Low was most interesting and witty, we would have liked to have gone on much longer. The response by H. W. Louis, Editor of the "Motor Cycle."

The most important moment of the evening had arrived—Prize Giving. It was in my opinion, the one dull period; they whom we would have liked to have had with us, unfortunately for various unavoidable reasons were unable to attend. Eric Oliver's trophies were accepted by Mr. R. Watson on his behalf from Lady Guinness. Geoff Duke's trophies and believe me there were many, were accepted by Mr. Cabby Cooper. Les Graham received a great reception

when he collected his trophies, some wag calling out "Come on you Red Devil! We hope that the 'Red Devil' will hear this appeal and keep our Les well to the front in 1952. We were all very pleased to see our local boys H. A. Pearce, Geoff Monty (moustache trimmed) and our Humphrey (minus cap) come forward to collect their trophies. Next year chaps, do try and come along to collect your cups, plaques, salvers and what-have-you, it does make the evening so much brighter to see you all out of leathers just once in a year.

After a vote of thanks to Lady Guinness for so graciously presenting the prizes, dancing was commenced at 9-50 and continued until 12-45 a.m. Supper, sand, wiches, pastries, ices and coffee was served at 11 p.m. I personally would like to thank the following members for their raffle prizes. Mr. Cabby Cooper. Mr. John Knott, Mr. Rae (of G. K. Rae) Mr. Sam Coles, Mr. Comerford and my wife, and not forgetting the customers, thank you very much for having bought so generously. Last but not least, thanks is due in no small way to our Secretary Bob Walker for all his secretarial and general work in the arranging of this delightful function also to my Co Dinner committee members Noel Pope and Bill Jarman.

Once more thank you all very much for your support and remember around the same time next year 1952, same place, bigger crowd and many more to collect prizes.

What about a Midlands contingent for 1952?

DON McBAIN.

FROM BALLACRAINE TO CREG NY BAA

by MICHAEL R. McGEAGH

A man who finds the T.T. Course just as much of an headache as the men who race over it is Mr. C. S. Corkill, Divisional Highway Surveyor for the North of the Isle of Man.

His domain extends from Ballacraine to Creg Ny Baa, and quite apart from the T.T. Course, he keeps in order the maze of major and minor roads which form a network over the North of the Island.

Mr. Cecil Corkill has been on the job now for 26 years, and understandably, he knows his section of the course as well and most probably a lot better than the

majority of riders. He has seen it change from a dusty cart track to the fine surfaced highway it is today, and he has seen the winning speeds go up from 60 m.p.h. to Geoff Duke's present record of over 93 m.p.h.

When the Manx racing year ends in September, Mr. Corkill decides what maintenance or alterations are to be carried out before the following June. Time is the all deciding factor, and any major operations on the mountain sections may have to be carried out between the T.T. and the M.G.P. owing to the weather. It

is not 'Mist on the mountains' this time—It's SNOW!

Many of you will remember 1950—A banked up Ramsey Hairpin and Waterworks corner.

Mr. Corkill recalled: "I had some anxious moments over that lot. At the Waterworks we appeared to be going up and up, and I thought that this time I'd overdone the elevation. At the finish, we were on a level with the original fencing!"

Mr. Corkill went up to the Waterworks one morning after practising had begun to watch the results of this elevating.

The first man came round and went on his ear, and no sooner had they cleared him and his machine off the road when the next rider came round and followed suit.

The Divisional Surveyor for the North of the Island was worried. Something must be wrong, but a few words with the fallen pair, restored his hopes. It was a Clubman's practice he was watching. Next morning, Artie Bell soon convinced Mr. Corkill that his corner was alright when he approached, arrived and departed, fast but unflurried, two or three seconds better off.

During all the practice periods and races, Mr. Corkill and his men keep a close and constant watch over the course. Heavy rains can bring landslides and fallen trees, and once part of the road near the 29th milestone subsided when an over enthusiastic rabbit burrowed too near the surface.

General maintenance is being carried out all the time, and already this year the road through Ramsey and up May Hill has been resurfaced, and parts of the mountain road are earmarked for similar treatment. There is a rumour too, that the Gooseneck might be subjected to a facial uplift, whilst the right-hander at Stella Maris (the only house which the course passes twice) has not gone un-noticed.

PRACTICAL PROOF

If a rider comes off and claims "It was

the road," Mr. Corkill is quickly on the scene.

"Not many complain," he said, "but if they do I always take a look myself. I can't say I have ever found the offending pot hole or rut. I don't say the road is perfect, but if Duke can lap at over 95 m.p.h., then that is proof to me that there is not much wrong with it."

He will always do his best to justify any genuine complaints—even to the extent of 'removing the yellow line,' if in doing so he can eliminate the possibility of an 'over the ton' slide on a corner. Then the road surfaces: "We put down a good non-skid surface where possible. It acts as a good deterrent too if a rider has once encountered it's holding qualities."

Like the men, many of them highway employees, who turn out year after year to marshal, Mr. Corkill has a host of facts and memories about the men who raced in the Island. Many will no doubt remember him too, for in the course of his work he has met them all, and the greatest still is Stanley Woods. "Woods was a grand rider and a fine sportsman," Mr. Corkill recalled. "There were and are other great riders, but Stanley was the master."

So now as the wind howls over the slopes of Snaefell and the rain lashes across the Sulby Mile, the course—though perhaps forgotten for the time by amateur and professional alike—is being dissected, sectionalized, refaced and refurbished, dropped and lifted, so that when you, the racing man, arrive next May, you will find an old friend waiting for you; tricky and unyielding but as safe as man can make it.

Ring the changes for Ballacraigne and away up the hill, but remember that until you open up to leave The Creg, you are racing over territory prepared by the Island's Northern Surveyor. A man who spends twelve months of every year worrying about you, and all he asks in return is "Please don't drop it here."

REMEMBER—

THE ANNUAL GENERAL MEETING takes place in the R.A.C., Pall Mall, S.W.1. on FRIDAY, 15th FEBRUARY, 1952.



The 23rd milestone on the day of the Senior (postponed) Manx Grand Prix.
The flooded drains were soon cleared after this photograph was taken.

ARCHERS

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COMBINED OPERATIONS

I have many bees in my bonnet, but among those that occasionally get out and buzz a bit is the bee that is delighted when it sees fast motorcycles and fast cars mixed together. Now, living as I do on the International Calendar during the summer months and travelling around the various European countries in which racing takes place I have many occasions to view racing motorcycles and racing cars at the same meeting, and very interesting it always is. This business of mixing the two types of racing on the same day is one that is very popular from all angles. Consider first the spectators, if they come to a meeting to see racing, they get twice the normal amount, if they come to hear the noise of racing, which is a reason most of us like very much, they get twice the volume. At the other end of the spectator is the organiser counting his pennies as the turnstiles click and for him these mixed meetings are excellent for all the motorcycle enthusiasts come and so do all the car enthusiasts. Then there are the competitors; while the average racing driver does not take very much interest in racing motorcycles, the top-line Grand Prix drivers such as Fangio, Ascari and Villorresi take a very keen interest, while I have yet to see the racing driver who is not impressed by sidecar racing. Among the racing motorcyclists, all of whom invariably have a very appreciative eye for mechanical things, the interest in the Grand Prix cars is most lively, while if there are '500cc.' cars present there is an automatic feeling of brotherhood.

Throughout the continental season this joining of the two branches of road racing to put on a really big spectacle is frequently encountered. Either having bikes on Sunday and cars on Monday, as at Pau at Easter and Aix-le-Bain at Whitsun, or combining a mixed day from 9 a.m. to 6 p.m. as at Berne, Nurburgring, Chimay, Erlen or Rouen. Those mixed meetings are not only more interesting for the majority of people concerned, but also are invariably far more lavish than a motorcycle only meeting, because as a rule racing Car Clubs and organisations have more money to play with and attract larger gates. After all, racing on pukka road circuits is the same fundamental thing, whether you use vehicles with two, three or four wheels and the human qualities, such as judgment, calmness, quick reflexes and clean sportsmanship are required in

a racing man, no matter whether he races bikes or cars. Similarly the reactions, emotions and temperament of the racing motor cyclist are just the same as a racing motorist, so with all these things in common it is not unnatural for the two branches of the sport to combine frequently. There is also the point that many racing motorcyclists have an eye on car racing for the time when they have to give up motorcycle racing, while many more only race motorcycles because finance prevents them racing cars.

This combining of the two sports is not new to this country by any means, for mixed meetings were held at Brooklands years and years ago, just as mixed sand race meetings were held during the 1920's. Then just before the war the Crystal Palace meetings used to hold sidecar races in between the heats of the car races and speed trials, such as Hartlepools and Brighton invariably cater for both sides. At the moment many of our temporary airfield circuit are not exactly suited to holding combined meetings but with a view to strengthening our sport I would suggest that whenever an opportunity to run bikes at the same meeting as cars arises that opportunity should be taken. The motorcyclist on his own has a pretty uphill battle to get anywhere among officialdom, whereas the racing motorist more often than not comprises officialdom himself, so that the closer our co-operation with the racing car fraternity the better for us, and at the same time we shall be adding even greater strength to motor-racing. Bemsee have backed this policy on numerous occasions, as witness the excellent Shelsley Walsh hill-climbs and but for a 'bumbledon-bungle' there would have been a Bemsee sponsored entry of motorcycles at the last Brighton Speed Trials. It is at sprint events that the beginnings of this closer co-operation can best be started, for they require little extra in the way of organisation and who knows, but one day we may have a combined operations meeting in this country to rival the Nurburgring Eifelrennen or the great Swiss Grand Prix at Berne.

There are many motor-car clubs that have a strong motor-cycle minded element and vice-versa and many would welcome the opportunity of a mixed sprint meeting, if only to attract more customers, so let us hope that anyone who sees an opportunity will not hesitate in letting The

(Continued on page 10).

Speed, Revs. and Horse Power

by ERWIN TRAGATSCH

(Translated by Hermann E. Meir)

Racing motor cyclists often require technical information regarding their machines, which they can calculate themselves, if they knew how to do it. With this article I therefore want to show you how to calculate revs, speed, brake horse power, and torque.

The speed at which an engine turns over is always quoted as revolutions per minute (rpm) in connection with a certain number. An engine driven rev counter will give you this figure. If a rev counter is not available the number of revs can be calculated with the following information:

1. Speed in kilometres or miles per hour ("V")
2. Gear ratio between engine and rear wheel ("Ue")
3. Roll radius of the rear wheel tyre ("R"). This information can be obtained from the tyre manufacturers, or it can be measured.

The speed (V) can be found by timing, or read off the speedometer, but the speedometer reading will not be very accurate, as spot on speedos hardly exist.

The gear ratio (Ue) can be looked up in the handbook. If not, it can be calculated, even if the number of teeth on the various sprockets are unknown. For instance, with a gear ratio of 7.55:1, the crankshaft will turn 7.55 times when the rear wheel has been turned once. This means that the gear ratio always indicates the number of engine revolutions as compared with one turn of the rear wheel. For this reason the gear ratio is noted as 7.55:1 in this instance.

The gear ratio can be found as follows: make a chalk mark on the rear wheel tyre and, as a continuation, another one on the frame. Remove the sparking plug and engage top gear. Place the chalk marks on tyre and frame opposite each other and turn the rear wheel ten times. A small rod or match, introduced into the plug hole, will be hit by the piston each time it reaches top dead centre. In our instance (gear ratio 7.55:1) the piston will hit the rod 75 times during 10 turns of the rear wheel. As the gear ratio indicates the number of engine revolutions during one turn of the rear wheel, we have to divide 75 by 10, which gives 7.5. If two decimal places are to be found, the rear wheel will

have to be turned 20 or more times—but usually this is not necessary.

If information regarding the roll radius of the rear wheel tyre is not available, this too, can be measured. Measure the distance from the centre of the spindle to the ground, with the rider sitting on the machine. Using a 2.50 x 19 tyre the roll radius so measured will be 0.295 metre. This is the static roll radius which alters to a certain extent when the machine is in motion. The dynamic roll radius, which we require for our calculation, is approximately 1% larger than the static roll radius, in our case the dynamic roll radius is 0.297 metre.

With the above information, the engine revolutions per minute can be calculated as follows:

$$\frac{V \times Ue \times 2.655}{R}$$

2.655 is a constant, being used in all calculations of this type. Measure the roll radius in metres, not centimetres or millimetres. If the speed V is 90 km/h, the gear ratio Ue 7.55:1, and the dynamic roll radius R is 0.297, we arrive at the following:

$$\frac{90 \times 7.55 \times 2.655}{0.297} = 6075 \text{ rpm}$$

If, however, you want to calculate the speed at a given rpm figure, the following formulae must be used:

$$\frac{n \times R}{Ue \times 2.655} = V \text{ (Speed)}$$

In this formulae, "n" indicates the number of revolutions per minute.

$$\frac{6075 \times 0.297}{7.55 \times 2.655} = V = 90 \text{ km/h}$$

I also want to show you how to calculate the power output in PS if the torque and the number of revs per minute are known:

$$\frac{Md \times n}{716.2} = Ne$$

In this formulae Md represents the torque figure which we find on a torque diagram in "Meterkilogram" (mkg). The torque diagram consists of a number of readings found when testing an engine on the test bench. As already mentioned,

"n" indicates the number of revolutions per minute while 716.2 is a constant, "Ne" is the effective power output in PS. In technical books, you will seldom find the term PS, but more often Pse and Psi. Pse is always the effective power output of an engine measured at the crankshaft. Psi, however is the indicated power output, disregarding the losses due to friction etc.—This means that the indicated power output "Ni" in Psi will be higher than the effective power output "Ne" in Pse. We are interested in Ne, as only the power which is actually available at the crankshaft counts.

If, at 6075 revolutions per minute, our engine develops a torque of 0.99 mkg, we can calculate the power output in PS using the following formulae:

$$0.99 \times \frac{6075}{716.2} = \text{Ne} = 8.39 \text{ PSe} = 8.39 \text{ PS}$$

If Ne, the power output is PS, and n, the number of revolutions per minute, are known, the torque Md can be calculated as follows:

$$\frac{\text{Ne} \times 716.2}{n} = \text{Md (mkg)}$$

In our case:

$$\frac{8.39 \times 716.2}{6075} = \text{Md} = 0.99 \text{ mkg}$$

These four calculations can be used for any engine and I hope, by publishing these, I have been able to help my friends—the racing motor cyclists and technicians.

"REV-COUNTER" Reports . . .

Graham Walker tells me that although the surgeons made a good job of his foot mechanically, it is physically rather bad and most painful, so much so, that the powers that be have ordered him a complete rest for a few weeks. (We trust this will complete the job Graham and that you may soon return to Motor Cyclings Editorial Chair—Ed.)

Trevor Bridges. Will in future follow gaffer Joe Ehricks instructions; it would appear that it is a bad thing to close the tap down on small two strokes as this (I am informed) was the cause of a melted piston at Silverstone.

Maurice Brierly is engaged in what he terms the 'dreary occupation' of trying to save enough dough to purchase some quick pieces for the Vincent.

D. A. Williams was allowed out of hospital for Christmas on condition he did not participate in any dancing and refrained from the seasonal liquid refreshment. Things would no doubt become somewhat complicated with one over the eight on one leg. It's hard luck to think

that he has to return to the menders for a further session this month.

Erwin Tragatsch who is now with the Tel-Aviv Technical department of the General Tyre & Rubber Co., writes to say that owing to the shortage of good British twins, he has now purchased an R.51/3 B.M.W. In his opinion the day is not far off when British Supremacy will be lost as Germany now has everything she requires for the manufacture of first class machines i.e., technical ability, ambition and money. It would appear that the state of affairs in Italy is not so good and that there is a chance of some manufacturers going out of business due to lack of funds.

Correction

Will members please note the following correction to the final placings in the Minnie Grenfell Memorial Trophy results as announced in the December issue of Bemsee as follows:—

V. Evans should read W. Evans and must be credited with marks for starting in the two races at our Goodwood Saturday meeting, the total marks gained by this member now amount to six.

COMBINED OPERATIONS—Continued
bining of forces, then we shall be doing a Club know about it nice and early so that something can be done. At the moment there is not a great deal of incentive to prepare a pure sprint bicycle, although there must be many members who would welcome the opportunity. If we can increase the number of events by this com-

good thing. Already for the coming season we have the offer of bikes entering for Brighton in September and in the same month the Midland Automobile Club are inviting us again to Shelsley Walsh, so perhaps my bee is not buzzing around in vain.

D.S.J.

The Sportsman of the Year

A national ballot is organised annually by the "Sporting Record" to elect the Sportsman of the year, and special forms on which your vote may be recorded are obtainable from the Bemsee office at 2 Wilton Mews, Wilton Street, S.W.1. on request.

This is your big opportunity to put Britain's leading racing motor cyclist in a position where even the man in the street cannot fail but to notice that we have at

least one motorcyclist that is worthy of National recognition.

In 1949 and 1950 Reg Harris won this trophy so let us do our utmost to see that Geoff Duke adds yet another trophy to his collection, one which would perhaps, carry more prestige than any of the others.

These voting papers have to be in within the next few weeks, so WRITE NOW for yours to the above address. Each form has space for 20 votes

Insular Viewpoint

by MICHAEL R. McGEAGH

Combining business with pleasure, I forsook the stormbound Island for a few days and took a trip to London, timing it to include Dennis Parkinson's film show and the Motor Cycle show at Earls Court. The films were particularly good and recalled many of the fine race meetings held this year. What a pity they were silent. What a boost to the racing man's morale in the winter months is the full song of the megaphone, even if it is only on the silver screen. For me, the highlight was the shot of Duke rounding Glentramman, no time wasted there

The Show provided an interesting preview of the '52 models and a chance to chat with some of the 'boys' many of whom we see regularly on the Island in June and September. Even so, after travelling so far, I had only just entered the Earls Court Portals when I ran into Tommy McEwan, Harold and Bertie Rowell. No telling where these Manxmen get to!

Keith Campbell departed for his native Victoria on the 22nd November, the KTT rejuvenated ready for the day 'Down under.' Here's to seeing you again soon Keith.

New Members

A warm welcome is extended to the following:—

C. Baxter (Co. Durham)
L. Cooper (Ayrshire)
G. W. Hutt (Oxon)
D. J. Pryce

Mrs. Pryce (Glamorgan)
T. E. Rutherford (Hawick)
R. L. S. Stark (Roxburghshire)
L. F. Wightman (London)

Social Functions

Winning Horse (Claygate)
Thursday 31st January.
Thursday 28th February.

White Lion (Edgware)
Monday 14th January.
Monday 11th February.



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NINETEEN FIFTY-TWO

Most of the important dates are already fixed and it is now well known that the World Championship will be calculated from the Isle of Man T.T., Spanish G.P., Swiss G.P., Dutch T.T., Belgium G.P., German G.P., Ulster G.P., and the Italian G.P., eight events in all in the usual cubic capacities.

Bemsee members will be very interested in the Junior, Senior and Sidecar classes, plus a growing contingent in the Lightweight category. The 250 Velocette is coming along very nicely and a strong rumour is in circulation that there may be two more British efforts in this direction. As Bill Jarman puts it "A 250 is more than half way to a 500" and there is much favour of this kind of engine provided the maximum number of parts are interchangeable. We shall see!

Apart from the big fixtures mentioned above, there should be at least four B.M.C.R.C. events in 1952 (including one International date for our famous Club) together with an A.C.U. International meeting in August. It seems a good idea for the A.C.U. and Bemsee to go into a huddle and co-operate on these two special occasions. After all, the B.M.C.R.C. has no other interest except proper racing on road or track and it would be a serious matter if they have to operate in some other country where proper facilities are willingly provided.

There is a special meeting for the "Barrow Boys" at Zandvoort at the end of July and this brings me to a point on which the B.M.C.R.C. are unanimous. The sidecars and three wheelers deserve a T.T. of their own and the crews who man these outfits will be glad to know that they have the full support of the whole Club as in pre-war days at Brooklands. There is no doubt about the fact that our chaps in the three wheeled firmament are just as popular with their solo colleagues as well as with the spectators who seem to like this kind of racing more and more. Racing Passengers take a special bow!

It seems clear that there will be several Manufacturers Teams in operation in 1952, three from England, two from Italy and two from Germany. There may be others but it is somewhat early to add any observations on the subject at this stage. Then in order of true procedure, we get the Agent Members and Entrants together with the lads from overseas, so the com-

petition next year is going to be pretty tight. The gallant private owner will still continue to keep on pegging away, knowing full well that they are being watched by the Factory Scouts as well as thousands of other eyes.

These notes are written before the big names are known but as most of these contracts are made around show time, we shall soon know the "autographs" of the Factory teams. The battle between the singles, twins and fours, will definitely reach a point which will decide the fate of at least one of the types. Thank goodness we are not bothered by blown jobs.

There is not the slightest doubt that there is plenty of room for top class motor cycling racing. There is no room for second or third class stuff when it comes to National or International meetings. Every section in the organizing body must be the best available and there cannot be any excuse for unforeseen contingencies (except an act of God over which we have no control). Phones, Flags, Marshals, Medical and other services must be part of a team under the direction of a Clerk of the Course who knows all the answers. The title "National and International" now carries a very special responsibility and the permits must never become mere pieces of paper. The A.C.U. and the B.M.C.R.C. are fortunate in possessing men of proved ability but the former is concerned with all branches of the sport whereas the latter has always concentrated on real racing ever since 1909. The fact that Bemsee has been able to carry on without Brooklands reflects quite a lot of credit on their President, Vice-President and the Committee, complete with the names of Cliff Lewis and Bob Walker. These two men have proved very worthy Secretaries since the Hitler war became history. Dunholme, Haddenham, Shelsey, Goodwood, Prescott and Silverstone are splendid examples of what can be done by a band of wandering nomads who deserve all the success that's going until they find a home in keeping with their membership.

Nineteen fifty-two will probably open with the usual Bemsee meeting at the end of April. Maybe our good friends from Bowling Green Lane will be there, in which case we must "raise the standard" still higher and justify the crossed Union Jacks which have been our badge for over forty years. Then come the Leinster 200 and possibly the Spanish Grand Prix in

May. There is also the North West 200, the Finland G.P. and the Swiss G.P., also scheduled for May. I nearly forgot the Luxembourg G.P. is also booked in May. Pity the poor mechanics who stay in the game for what they put into it. The only thing they get out of it is mental satisfaction for a win or place.

In June, we get the T.T. races, the B.M.C.R.C. International meeting and the Dutch T.T. The Belgium and German G.P.'s are set down for July. In August there is the A-C.U. International meeting, the Ulster G.P. and the rough stuff Moto

Cross de Nations, September brings the Italian G.P., the I.S.D.T., Scarborough and Thruxton. We expect to end the season with the Hutchinson 100 early in October.

Yes Gentlemen, a very busy year faces you all and it is appropriate to quote Geoff Duke's expression, "There's bags of room at the bottom of the ladder but it's tough at the top."

I'll conclude by suggesting that there are a hell of a lot of rungs in between.

EX-RACER.

"CUTTINGS"

Pedestrian crossings, Lighting and Child safety.

Important matters affecting all users of motor vehicles were considered at the first meeting of the Standing Joint Committee at the Royal Automobile Club, The Automobile Association and the Royal Scottish Automobile Association to be held since the new Parliament assembled. The Committee, which met in London last month, reviewed recent developments covering a wide range of subjects. These included safety, arrears of road maintenance and improvement, vehicle taxation and traffic control, and it was decided to undertake an extensive programme of action for the betterment of motoring conditions. Some of the Committee's views and proposals on items of special interest were:—

Pedestrian Crossings.

While there is evidence that drivers are showing respect for the new "Zebra" crossings and that pedestrians are using them with more confidence, the Committee is investigating reports that in some cases the material used for the stripes is slippery and dangerous to drivers and cyclists. Representations have already been made to the Ministry of Transport, urging that a much more readily visible sign should be used to mark the limit of the 45-foot "no waiting" zone on the approaches to each controlled crossing. The Minister has undertaken to review this point in the light of experience.

Motor Vehicles lighting Equipment.

The Committee is to put before the Minister of Transport a report on the Lighting of Vehicles, recommended revised standards which would ensure a general improvement. The report also stresses the vital importance of adequate rear lighting

as a factor in reducing the number of accidents.

School Safety Patrols.

In spite of some local opposition, every effort is to be made to bring about the introduction of School Safety Patrols on the pattern which has proved highly successful in the U.S.A. Meanwhile, the Committee is studying the relative value and effectiveness of several different types of portable signs now being used experimentally outside schools by adult wardens.

Street Lighting.

In seeking to achieve a higher standard of street lighting the Committee has emphasised that uniformity is the most pressing need. The R.A.C. and the A.A., and the R.S.A.C. will endeavour in their frequent individual contacts with Local Authorities, to eliminate sudden changes in the type and intensity of street lighting between neighbouring areas.

Level Crossings.

The Committee is considering a report of the British Transport Commission on Level Crossings and is shortly to submit its recommendations on this matter to the Minister of Transport. With the promotion of greater road safety as its principal aim, the Committee considers that the changes in traffic density since many of these level crossings were originally laid down justifies the introduction of more modern and effective methods of control and accelerated progress in the provision of bridges.

The Movement of Bulky Loads by Road.

Representations are being made to the Minister of Transport on the movement at peak traffic periods of large "invisible" loads and also of non-operational convoys

of vehicles belonging to the Services.

Whilst recognising the very real difficulties, the Committee believes that traffic delays could often be avoided, particularly if the existing powers of the police to specify certain routes for such loads and convoys were extended to cover the stipulation of the times of permitted movement. Further evidence in support of this contention is being obtained.

Sugar Beet on the Roads.

Among the sundry difficulties with which they have to contend, few motorists would include the carting of Sugar beet. That this constitutes a very real danger

to car drivers—and even more so to motor cyclists—is emphasised by an appeal from the R.A.C. for more than usual care in driving and riding on roads where, at this time of the year, carting is in progress. Although the loads or beet are usually netted in position to carts and lorries, it is not always possible to prevent some of the beet falling on the road. The dangers of obstruction and skidding—particularly at night and in wet weather—are obvious and car drivers and motor cyclists are advised to exercise special caution when travelling in the Eastern Counties and North-East Midlands which are the centres of the sugar beet industry.

Marshal's Musings

THIS ISSUE IS WRITTEN BEFORE CHRISTMAS, FOR PRINTING AND PUBLICATION EARLY IN 1952. THE USUAL SALUTATIONS WILL THEREFORE BE OFFERED IN THE HOPE THAT THIS CLUB WILL DO EVEN BETTER THIS YEAR THAN LAST. YES GENTLEMEN, THE TESTING TIME IS HERE AND THERE IS ONLY ONE PLACE FOR THE "CROSSED JACKS" AYE—IN FRONT!

First of all your subscriptions. A club of this calibre cannot be run on enthusiasm alone so send in your cheques or postal orders during January. Remember, we now have a home track and it will not be much use leaving things until the opening event in April. Your Secretary is a busy bloke in the ordinary way but during the month before a race meeting he needs eight days a week.

Secondly your diary. Get one and put the 1952 dates in their proper places right away. Why bother to try and memorise these events when it is so easy to look them up. I have asked the Editor if he will make up a 1952 date calendar indicating the important occasions when 'Bemsee' men will be doing their stuff. Copy these dates especially the Silverstone appointments and then make sure of your bed and breakfast in that vicinity.

Thirdly, our Annual General meeting. The date for this meeting has been provisionally fixed for the 15th February, so make a New Year resolution to attend and vote. Better still, put forward an item of interest for inclusion on the Agenda. Do it now because all subjects for discussion must be submitted to the Secretary well in advance of the A.G.M. See Club rules for details. After the meeting we invariably foregather at the "Crimson Beast" ((Red Lion) next door to St. James Theatre, King Street, parallel with Pall Mall. No trouble about parking.

* * *

Now for the types who have torn me to pieces for advocating lots of pots i.e., 125 single, 250 twin and 500 fours. May I remind these enthusiasts that not only Rolls Royce, but M.G. and Goldie Gardner have successfully worked this method of multiplication. The M.G. started out as a Magnette and the variants consisted of Six, four, three and two pots. The three cylinder crank may be described as a very special effort which was also used for the twin cylinder job with a bobweight on the redundant journal. The power output of this astonishing "multiple" engine in its various capacities is very high indeed and lends considerable weight to my argument. In case anyone else wishes to continue the controversy by post, I should like to remind the critics that a famous designer told me last year that if given a free hand he would work on two engines only, viz., a 125cc. and a 250cc. from which he would multiply according to demands. The Italians and Germans are very definitely hard at work on these lines and when they succeed in mastering the arts of handling and roadholding to accompany their power output, the British riders will be very hard pressed indeed. I know that the great minds in the Motorcycle world refuse to think alike but most people will agree that the vertical single Norton has been phenomenally successful due to the framework, steering and brakes etc., which have enabled riders to use 'the lot.' The twins and fours have not had

twenty odd years of development put into them. They wont require that long, provided the weight is kept equal to or less than the single and before long it will be Birmingham, Plumstead, Munich and Milan fighting out every inch of the course. What will ultimately happen to the 350cc. class is in the lap of the Gods, but for the time being we can monopolise this odd sized category to no small purpose.

* * *

Let's change the subject because the old postbag will be busy if I go on writing about the various types of motors. We open the Season almost certainly at Silverstone in April and it behoves every member to do a job of work if he is not already riding or acting as a mechanic. There's a reason for this remark inspired by the Inland Revenue who don't see why members should get in free. Take the hint as genuine and resolve to do a spot of marshalling if you are not otherwise engaged. Better still, sell programmes and ensure that the Club gets the 'Gold' to enable us to give prizes down to the 'umpteenth' place. Report to Owen Roebuck.

* * *

I hope you enjoy the Annual Dinner especially the "Cooper Cabaret" which was absolutely spontaneous and funny enough to make the staff laugh out loud. He went one better in the press trial on the following Sunday when acting as Bob Holliday's passenger. They up-ended the combination and "Cabby" recovered his teeth from twelve inches of oily muddy water. To see him cleaning up in the rain-water butt at the rear of the village 'Pub' defies accurate description. There were lots of Bemsee members at the Press Trial which was a most enjoyable day and Angus Herbert and Co. deserve a special pat on the back for a nice job of work in Mid-Kent or should I say MUD-Kent?

The Solo and Sidecar winners were none other than Rob. Davies and 'Jenks' respectively. What pleased me most of all was the number of different papers represented, especially the two big Technical Books. Here's to the next time!

* * *

There must be enough blokes in Kent to form a "Bemsee Cell" and Bill Mold has now kindly offered to get an Essex

Cell going if the members will rally round. I have an idea that an Inter-County contest (say a relay race) between the cells might be very popular. Who is going to get the Midland Cell going? There's room for the Northern Counties to also produce a team in squads of four or five, all on different bikes, plus a sidecar of course, should provide a very enjoyable event. Team affairs are usually the best for both competitors and spectators. Naturally, it must be a club occasion and if you like the idea, drop a note to Bob Walker with any suggestions you like.

* * *

May I conclude with a few notes about the Sidecar T.T., your committee are quite unanimous on the subject and the "Barrow Boys" (term of endearment) need have no qualms that they are not fully supported in their efforts to get a proper race over the T.T. Course. It seems that the Manx Government will not go beyond three days of T.T. Racing and that's fair enough because if a sidecar race is included in 1953, it will mean six events in three days and here is one way in which it can be done:—

- (1) Monday Morning—Junior and Senior Clubman.
- (2) Monday Afternoon—350cc. Junior T.T.
- (3) Wednesday Morning—125cc. Ultra Lightweight T.T.
- (4) Wednesday Afternoon—250cc. Lightweight T.T.
- (5) Friday Morning—Sidecar T.T.
- (6) Friday Afternoon—500cc. Senior T.T.

There may be snags in this scheme but I cannot see why the number of laps cannot be adjusted to suit the event. I have discussed this matter with some famous people in Show Business and they all say that we could improve the whole presentation by building up to a mighty climax. The scheme could be financed by a Landing Fee of a bob a nob and the official Programmes should include tickets for a competition with money prizes, presented with the Trophies on Race days.

It's no use saying it cannot be done, it can, and the Manx people are the right people to do it when the Act of Parliament comes up for annual review in the House of Keys. Trophy Island could be Treasure Island.

W. G. (BILL) JARMAN.

MAGNETOS, MAGNETS AND A LITTLE HISTORY

by L. R. HIGGINS

One of the sparking plug manufacturers has a slogan "Fit and Forget." Curious that, because plugs are for ever in a racing man's thoughts. If the engine falters or stops, he whips out the plug and peers at it intently, more in the hope of finding inspiration than anything else; in much the same way as a doctor gazes at his patient's tongue. But if the plug is constantly in the riders thoughts it is doubtful whether he gives the rest of the "electrics" more than a passing thought.

Electric ignition is not new. Edward Butler fitted it to his tricycles but it was not until the Simmo-Bosch high tension magneto was produced—circa 1905—that electric ignition made any headway. In the early days of motoring, there were a number of low tension systems in vogue and they vied in unpopularity with hot-tube ignition. The principle cause of the loathing was the circuit breaking device, for no means was provided to produce a high voltage spark; instead the charge in the cylinder was fired by the interruption of a current conveying circuit inside the combustion chamber. The mechanism took several forms; some were mechanically interrupted contacts inserted into the cylinder others were a wiping contact, for example, the first Butler tricycle employed a wipe contact on the piston, contact being broken at the appropriate moment by the piston movement.

A common fault was the failure of the circuit breaker to open its contact and this was sometimes due to the contacts welding together. Welding occurred if the current flowing in the circuit was sufficiently heavy to cause an arc to be drawn when the contents parted, the heat of the arc melting the surface of the contacts and fusing them together.

Magnetos are a particular type of generators of electrical energy and work upon the same principle which forms the basis of all rotating electrical generators; that is, the cutting of magnetic lines of force by wires and either the wires or the magnetic field may rotate. The difference in principle between a high and low tensioned magneto is that the former has the means of produce a high voltage spark. The essential components are the casing; the armature; the magneto and the contact breaker. The casing is merely a framework to enclose and support the working parts; the permanent magneto creates a magne-

tic field; the armature carries a bundle of wires which cut the magnetic line of force and generate a voltage; and the contact breaker opens the electrical circuit (that is, the armature winding) at the appropriate moment to create a spark and fire the explosive mixture in the combustion chamber. The wire may be wound upon a rotor—the armature—which revolves in the magnetic field of the permanent magnet, and cuts the magnetic lines of force. This action giving rise to the phenomena which we call electricity and which manifests itself by an electric currents flowing through the wires. The low-tension magneto, as the name implies, generates a voltage of a low order about 20 volts, whereas the high-tension magneto creates a voltage at the sparking plug electrodes of the order of 5,000 volts. In actuality the high tension instrument is a special adaption of the low tension magneto and makes use of an electric phenomena called induction. The armature carries two windings, one generating a low-tension voltage and the other by induction, stepping this up several thousand volts.

As already mentioned, a closed loop of wire passing through and at right angles to a magnetic field generates electricity. Conversely, an electric current flowing through a wire creates a magnetic field around that wire, and if the current varies, that is its magnitude increases or decreases, the magnetic field will also vary. As the current increases the field will widen, as it decreases the field will narrow; a simple analogy is that of the spreading ripples of the surface of a pond caused by casting a stone. Now imagine the stone coming out of the pond and the ripples travelling from the pond edge inward to the centre of the disturbance.

If in close proximity to a coil of wire through which a varying electric current is passing, a second coil of wire is placed, a current will be induced in this second coil although it is not electrically connected to the other. This secondary current is generated by the magnetic field created by the first coil cutting the wire of the second coil as the current flowing in the first coil increases and decreases in magnitude. Moreover, the value of this induced current, or voltage, is in direct proportion to the ratio of the turns of the wire on the two coils thus, if the second

coil has ten times as many turns as the first coil, the induced voltage will be ten times as great as the voltage across the first coil. By applying this principle to the low-tension magneto the high tension magneto was evolved.

On the armature core is wound a number of turns of wire; this is the primary or low-tension winding, which is opened and closed (electrically) by the contact breaker. On top of the primary is wound the secondary or high-tension winding, many thousands of turns of very fine wire, connected via the slip ring, pick up brush, high tension lead etc., to the plug electrodes.

The value of the voltage generated in the primary circuit is dependent upon the rate of cutting magnetic lines of force, and as a rate of one hundred million per second generates one volt, it is obvious that the rate of cutting must be high. This is attained by several methods; the armature accommodates the maximum possible number of turns in the primary winding; the magnetic field has a high density that is the greatest possible number of lines of force. Obviously, the speed at which the armature revolves has an effect, the greater the rate of revolution, the greater is the cutting rate and the higher the value of the voltage; hence the reason for a weak spark at low r.p.m. and the difficulties encountered by kick-starting.

The armature is bi-polar and H-shaped, so that with the poles at top and bottom centres, the windings lay parallel to the magnetic field and no lines of force are cut. As the armature revolves the wires begin to cut the field until at the nine/three o'clock position the maximum number of lines are cut, and therefore, the generated voltage is at a maximum value. It's at about this point that the contact breaker must open circuit the armature

primary winding so as to obtain the maximum spark intensity at the plug points. The secondary winding is always on open circuit because it contains the plug gap, and the secondary voltage must be high enough to jump across this air gap and in so doing, fire the explosive mixture in the cylinder. The quality of the spark is determined by interrupting the primary circuit at the right moment, that is when the voltage has reached its maximum value, and by making the break clearly and instantaneously in order to cause quick collapse of the electro-magnetic field set-up by the primary current, for in collapsing this field diminishes and cuts the secondary winding. This sudden collapse induces a high voltage in the secondary winding, sufficient to jump the plug gap.

That is a brief and elementary description of the principle of the magneto and upon it has been based magneto design over the past fifty years. In the early days of this Century very few British firms were manufacturing ignition equipment, partly because of the archaic laws of the 19th Century which banned progress. As a result there was a sad lack of knowledge both on the subject of electrical ignition and the production of permanent magnetos. For several years British motor cycle manufacturers bought their ignition equipment from their Continental rivals. These early instruments were bulky and ungainly looking, and none too reliable, adequate lubrication of the bearings, which were plain being a major difficulty. It was not until 1909 that a German firm of Bosch made a magneto fitted with ball bearings, and the first of these instruments to be imported to Britain were those delivered to the Collier Brothers and fitted to the 1909 T.T. Matchless.

(To be concluded)

A.C.U. GENERAL COUNCIL

The last General Council Meeting held on November 16th, was, in some respects quite an occasion and I am sure that all present welcomed the announcement made by Professor A. M. Low as Chairman of the Union, to the effect that the A.C.U. is once again to have Royal Patronage, and that His Royal Highness the Duke of Edinburgh had graciously accepted the invitation.

The A.C.U. Benevolent fund benefited to the extent of some £2,000, this sum

being subscribed by the Clubs who had organised meetings in aid of the Fund i.e., South Cadwell Park Meeting; Leicester Query Grass Track Championships plus a donation from the Cheshire Centre.

After the minutes of various meetings of the Competitions Committee had been approved, the meeting got down to discussing matters in connection with the 1952 T.T. In this respect, one thing is certain, there will unfortunately be no Sidecar T.T. this year, despite the effort

and persuasion that the B.S.S.A. has put into this matter. There can be little doubt however, that great interest in this class of racing has been revived as a result of the representations that have been made to the A.C.U. during the last six months T.T. Sub-Committee Chairman Norman Dixon, spoke at considerable length to explain the reasons why it would not be possible to include an event of this nature in 1952 series of these races, but made special mention of the fact that neither himself or his Committee were opposed to the return of a Sidecar T.T., there were however, a number of obstacles that had been impossible to surmount. One of the main factors being that it was estimated the additional cost would be in the region of £2,000, added to which it was stated that the Highway Board would not close fur-

ther roads or give more time to the races. A sound suggestion was made by Mr. Jack Smith (himself a Clubman's competitor) who considered it might be possible next year to arrange for the two Clubman events 350 and 750cc. to be run off concurrently on the Saturday evening preceeding T.T. week, this would have the double advantage of relieving Clubman competitors from the expense of an additional week in the Island and also leaving a race day clear during T.T. week for an International Sidecar race. Mr. Smith further suggested that the 125, 250 and 250 cc. solo classes be run off on Monday; the Sidecar race, over the car course on Wednesday; and the Senior on Friday. Les Archer, our own delegate, made a plea for the age limit on 250cc. machines to be extended.

A.C.U. MATTERS

Sunday Competitions:—The present position regarding the holding of competitions on a Sunday has now been clarified by the Legal Department of the R.A.C. as follows:—

In the absence of legislation to the contrary, the Sunday Observance Act 1780 prohibits public entertainment or amusement on Sunday in any house, room or other place to which persons are admitted by payment of money or by tickets sold for money. (In 1932 cinemas, musical concerts and exhibitions were, under certain conditions, excluded from this prohibition).

Criminal proceedings may be taken against promoters of such entertainments or against those publishing or printing advertisements about them. Prosecutions may be made by or with the consent of the Chief Officer of Police, of the district in question, or with the consent of two

Justices of the Police or one Stipendiary Magistrate.

Up to 1st September, 1951, a common informer might sue a promoter, publisher or printer and be awarded a statutory penalty by the courts. Since that date however, no proceedings for a penalty under the Sunday Observance Act may be instituted by a common informer. This does not prevent proceedings being taken by a common informer where no part of the penalty is payable to a common informer. A fine on summary conviction of not exceeding £100 has been substituted for any pecuniary penalty which would previously have been recoverable by a common informer.

In brief then, the position so far as Sunday Competitions are concerned remains the same, except that a potential informer no longer has any financial inducement to act.

DUPLICATION OF ENTRY.

The attention of riders is once more drawn to General Competition Rule No. 145 regarding duplication of entries. The rule is to the effect that a rider shall be

suspended if he fails to ride in a competition in which he has undertaken to ride, by reason of his taking part in another competition on the same day.

Mutual Aid and Benevolent Fund

Donations to the Benevolent Fund have been gratefully received from the following members:—

G. W. Hutt	W. McVeigh
A. W. Taylor	W. Evans
T. Williams	G. Robinson
R. Beecroft	R. H. Pike
J. Ferguson	M. Brierley

Wanted—Front and Rear wheels for Mk.8 Velo. T. E. Bridges, 6 Montrose Ave, London, N.W.6.

For Sale—Racing leathers suit rider of small build, height about 5ft. 6ins, chest 36ins. Good condition, £12-10-0. L. E. Brooks, 142 Clitherow Ave., Hanwell, W.7.

Wanted—Accommodation for Scrambles, and later Road Racing machine, by Scottish enthusiast resident for nine months in London after Christmas, also transport or advice how to get to Meetings. Willing to share expenses. T. E. Rutherford, 3 Loan, Hawick, Scotland.

Wanted—R. F. Walker wishes to undertake a full racing programme next season but for reasons beyond his control, is without an entrant. Qualifications are two silver, three bronze post war T.T. Replicas; including 15th place in 1951 Senior T.T. on a Junior machine, being first Junior to finish. Will anyone who can help please write to 37 Lemont Road, Totley, Sheffield.

SMALL ADS.

1939 Genuine all alloy works EXCELSIOR 68 x 68.25 bore and stroke, sodium valve, plain bearing big end R.N. carb. etc. Has never been used until this year. Fitted in 1950 MANX NORTON FRAME 19 wheels, clip on handlebars, alloy tanks, guards etc, a really potent 250 ready to race. Quantity of spares include Head, Barrel, Piston, Conrod, Valves, Springs etc. Highest offer accepted or exchange Mark VIII KTT Velocette.

Also

Genuine Works 249cc. MECHANICAL MARVEL EXCELSIOR, twin Bowden carbs, etc. Completely rebuilt regardless

of cost, every nut replaced and reenamelled looks like new and is really fast 250. best offer accepted, or would give both machines and cash for a post-war car.

Also

Set leathers and helmet suit rider about 6ft. and weighing approx. 14 stone—£14. Also several new pistons complete for 500cc. Excelsior Manxman. **Apply N. Webb, 46 Matlock Way, New Malden, Surrey.**

Members in the trade are invited to take advantage of this advertising space, the charge for which is 10/- per inch.

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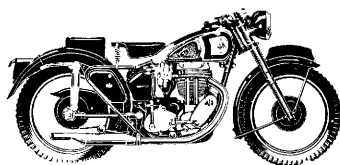
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