



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 5. No. 2—February, 1952

ONE SHILLING



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Bemsee

Vol. 5. FEBRUARY No. 2.

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.

Editorial

Firstly, may I take this opportunity of thanking all those members who sent me Christmas Cards and Calenders etc., also the even greater number who have expressed their greetings and good wishes to me. All such little actions are greatly appreciated and do much to assist along a job which at times becomes rather full of frustration. All those kind thoughts are of course heartily reciprocated and it is my sincere wish that one and all both at home and overseas, may be able to realise their ambitions during the coming season.

Silverstone. As most of you will by now have seen in the Technical Press agreements are now in the course of completion whereby Bemsee will operate at Silverstone during the course of the next four years in co-operation with the B.R.D.C. It is anticipated that now this circuit has been acquired for a reasonable period, the R.A.C. agreement went from year to year only, it will be possible to erect some semi-permanent buildings such as pits and a race control tower, to mention but two of the possibilities that are receiving consideration. It is obvious however, that everything depends on the finances available for this project and whether or not the required permission will be granted by the Authorities concerned. Whatever happens in this direction however, it will not materially affect our plans for this year.

Dates and Regulations. Since the provisional list was published some two months ago, our fixtures for the coming season have undergone a number of alterations, partly by reason of the fact that we were unable to use Silverstone on a particular date and partly owing to our wish to avoid clashing events as far as possible. Our operations will therefore be as follows:—19th April "Motor Cyclings" Silverstone Saturday; 21st June Closed to Club Silverstone Meeting; 30th August Shelsley Walsh Hill Climb (Special Restricted) and 27th September, International Hutchinson 100 meeting at Silverstone. In addition to the foregoing it is hoped to arrange a Sprint meeting, no details are however, available at the moment.

Regulations for B.M.C.R.C. race meetings will be circulated automatically to all members as usual. Should anyone find however, that he is without a copy six weeks before the date of any particular event, he should at once communicate with the office. This rule does not apply to Shelsley Walsh or other such event, in these instances the individual applications must always be made.

Bob Walker

1952 SUBSCRIPTIONS

In view of the fact there is considerably more work to be dealt with this year by the office with no increase in staff, would every member who has not yet paid his annual subscription (£2-2-0 or if resident overseas £1-1-0) please make every effort to do so before the end of this month.

CLUBMAN'S T.T.

Will any and all members who intend taking part in the Clubman's T.T. races in the Isle of Man on the 9th and 11th of June this year, and would like to be entered by and ride under B.M.C.R.C. colours, please communicate with the Secretary stating details of past experience and

age etc. All such applications must be despatched so as to reach this office not later than Monday 18th February. These will then be considered by the Committee after which applicants will be informed immediately.

SOCIAL

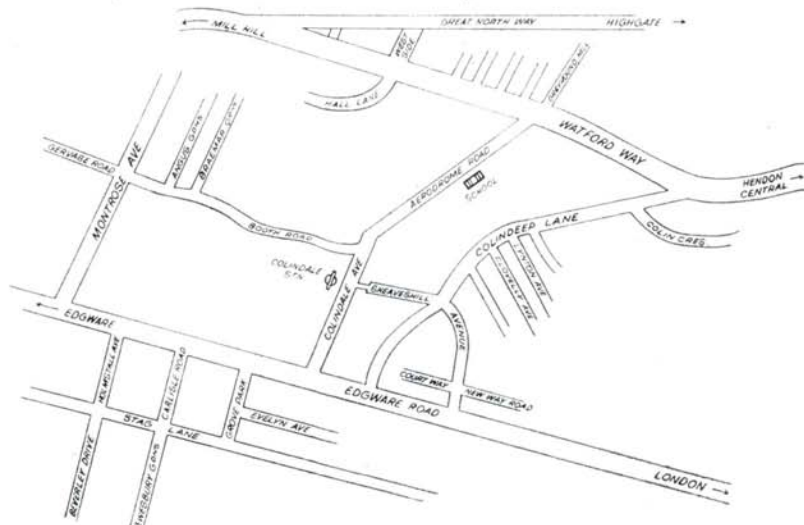
Visit to Hendon Police College

Once again we are fortunate in being invited by Chief Inspector Walker to visit the Metropolitan Police Driving School, Aerodrome Road, Hendon, on **Friday 29th February at 7-15 p.m. prompt.** The evening will include an address by Chief Superintendent Taylor and a tour of the school. It is anticipated that the evening will finish up with a natter and a nogging or perhaps a dance in the School Dance Hall.

On the last occasion we accepted an invitation from this Social Section of the Police School, some members arrived late

and this, understandably, gave the Chief Inspector rather a bad impression of our members. I would therefore, request that all who intend taking advantage of this hospitality see to it that they arrive on time.

In order to comply with the licencing laws, it is necessary for every member who wishes to attend this Social to advise the Secretary of their names and should they be bringing a guest, the name of the guests as well, not later than Monday 26th February.



How to get to Police Driving School on 29th February, 1952.

COMMITTEE NEWS

Meeting held 17th December, 1951. Present:—N. B. Pope, E. C. E. Baragwanath, D. J. H. Glover, W. G. Jarman, A. H. Taylor, K. Rickard, with the Secretary in attendance.

The Annual Dinner held on 7th December at Lyon's Coventry Street Corner House was reviewed and it was unanimously agreed that this function was of the best yet held. Notwithstanding the fact this event showed a small loss financially, and it was agreed to make provisional arrangements for the next Annual Dinner to take place at the same venue on 5th December 1952.

I.O.M. Supper. It was resolved that the Secretary should finalize arrangements with Messrs. Collinsons (I.O.M.) Ltd. for a supper party to take place on Saturday evening the 7th June, 1952, in addition to which there should be a cash bar provided. It was estimated that tickets would sell at 3/6d. per head.

Silverstone. The Secretary reported progress made at recent meetings with British Racing Drivers Club and other parties interested in the use of this circuit during 1952. Although the charge for the use of this track might be slightly heavier than on previous occasions, there was now every chance of a number of semi-permanent structures being erected which would offset other expenses normally incurred in putting on a meeting. It was resolved that the Track Sub-Committee should make the necessary arrangements for drawing up a legal agreement regarding the use of the Silverstone Circuit between B.M.C.R.C. and B.R.D.C. It was further agreed that each agreement be made to cover the period 1952—1955 inclusive.

Sponsors. It was not yet known who would sponsor any of our race meetings in 1952. It was agreed that every effort be made to ascertain this information at the earliest moment and also of those responsible for the Boreham circuit would be interested in sponsoring an International

meeting at this venue. Immediately this information was to hand, a start would be made on framing regulations for the April meeting.

A.G.M. It was proposed by Mr. Jarman (2) Mr. Baragwanath that in recognition of his services to the Club, Mr. H. L. Daniell be made a Vice-President of B.M.C.R.C.—Carried unanimously. The above to be placed before the Annual General Meeting as a recommendation from the Committee. Those present expressed a wish to retire from office at the above meeting, but would stand for re-election.

New Members were elected.

Resignations. Five resignations were accepted in accordance with Rule 42.

The Monthly Account was presented and approved.

Date of Next Meeting. The date of the next Meeting was arranged for 21st January, 1952.

July Date. Mr. Jarman suggested that as the B.R.D.C. International Car Race was being held at Silverstone on 19th July, a date the Club had been granted for a National Meeting, approaches might be made to the parties concerned to ascertain if it would be possible to hold this meeting as a closed event in August.

A.C.U. Stewards Reports on the Club meetings at Silverstone 6th October and Shelsley Walsh 22nd September, 1951, were read and noted.

Bemsee Year Book. On a suggestion by Mr. Pope, it was agreed that estimates be obtained for the probable cost of such a publication, which it was considered would be of the greatest interest to members.

There being no further business, the Chairman closed the meeting at 8-25 p.m.

Social Functions

Winning Horse (Claygate)
Thursday 28th February
Thursday 27th March

White Lion (Edgware)
Monday 11th February
Monday 10th March



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Editor's Correspondence

ERWIN TRAGATSCH

writes an

OPEN LETTER

to LES HIGGINS.

Dear Les,

I am very thankful for your corrections in "Bemsee" Vol. 4 No. 11. December 1951 to my article "Designers & Designs" respectively to my letter to G. F. Jones. I see, that you are probably in possession of back numbers of technical papers and therefore capable to supply us with more accurate dates.

For your own information and also for the information of other member-readers I would like to tell you that I do not own any pre-war journals or other papers and what I am writing is the product of my hard working "poor" brain. I owned some older journals before the war, but I lost everything during the hostilities. Now I have to do everything from memory with the help of a little scrapbook. That leaves always the possibility for some little errors.

I have also a second excuse. Being born and having lived in Czechoslovakia my interest and knowledge is not only concentrated on English matters as probably in your case as born Englishman. I am capable to write about motor cycle matters—races, riders, machines, manufacturers, designers, designs, other personalities etc.—as well in England as in every other country in the world.

I write you this only to Show you, that I have not concentrated on one country, but my knowledge is decentralized and therefore my head is full with thousands of dates, makes, names, numbers etc. and as a result everyone will accept my apologies for any faults in my articles... which, so far as possible, I try to exclude.

I would anyhow be very thankful to this enthusiast who would have the kindness and lend me old pre-war numbers of journals... to refresh my memory about English matters.

Concerning your corrections I would like to tell you following: You are correct concerning the marketing date of the KTT Velocette, but you could get a camshaft Velocette racing machine—the forerunner of the KTT—already in 1926. A. P. Hamilton who rode such a machine at Brooklands was not a factory rider and also not Toni Ulmen of Germany or Ing. Stepan of Czechoslovakia.

I never wrote the 500cc. Velocette single was bad. But without Stanley Woods I don't suppose this machine could beat the Norton factory riders with one or two exceptions. It was mainly the quantity of Stanley as rider—especially on the T.T. circuit—what was the great oanger for the Norton team.

It was not the correct expression as I wrote: "A.J.S. were never very interested in the 500cc. class with their singles...". The right expression would probably be: "The 500cc. A.J.S. singles never reached percentually the same successes than the 350cc. A.J.S.". I have no corrections to this—my—statement. You are a.o. mentioning the 2nd place in the 1925 Senior T.T., what is not a very successful opposition to my opinion. It is true that the late, much missed Frank Longman on a A.J.S. was second, but he was even slower than the winner of the Junior race, the late Wai Handley on a Rex Acme. The whole 1925 Senior T.T. was only a little over one mile p.m. faster than the Junior race and the result is percentually poor. The A.J.S. gained also only second place after the Norton riders Alec Bennett and Joe Craig had troubles. Not much different was the situation in 1926 when the winner of the Junior T.T. was also faster than the third—again Longman—in the Senior T.T. ... nothing to say about poor Wai Handley on the unreliable Rex-Acme Blackburne V-twin, who lost much time in the second lap... and still gained second place. The third example is the 1928 Senior T.T. in which George Rowley on a A.J.S. was second. This race in terrible weather was one of the most irregular T.T. races ever run. The Senior T.T. winner was nearly 21 minutes slower than the Junior T.T. winner. I admire George's success in this terrible race but his success was also no proof that the 500cc. A.J.S. single was a superb racing machine.

I never accept the result of a race as proof for the quality of a machine without knowledge of all circumstances as reliability, rider, weather, opposition, circuit etc.

What you are writing about the A.J.S. fours, confirms with my statements and I thank you about the information concern-

ing the JAP V-twins. I really forget the Collier Bros. If I remember well, the Royal Enfield as mentioned, was built at about the same time as the New Imperial 500cc. twins.

I really would have liked to see more of the interesting and revolutionary "Tinkler-Special" design. Could not H. C. Mack, who was closely connected with Bert Tinkler tell us in "Bemsee" more about the fate of the design and original 1927 T.T. machine? I would like to hear something about reliability, faults, efficiency, speed etc.

Concerning the Raleighs I would ask you to remember the riding of Tom Bullus and C. J. Williams in the 1928 Ulster G.P. and especially of C. J. in the 1929 race in which he was for some time in the lead, followed by such famous riders as Graham Walker, Ernie Nott, Stanley Woods, Tim Hunt a.o.! Has such a thing ever happened on an I.O.M.—T.T., Nuerburging, Spaa-Francochamps or other twisty cir-

cuit? C. J. Williams won the 500cc. Handicap on the straight Clady Course in 1931 on a Raleigh; these machines were more successful on this type of course than on twisty circuits. Incidentally I have seen J. Duncan & Arthur Tyler in the successful Austrian G.P. you are mentioning . . . unfortunately you are not writing about the opposition they had in that race. It was a "Pyrrhus-victory" although I have nothing but the greatest admiration for both Duncan and Tyler, which rode these machines on a very difficult course. You, dear Les I would beg to compare the times of the riders on smaller machines with the time achieved by Arthur Tyler . . . and you will probably agree with me, that something was wrong with the Raleigh on these bad and twisty roads . . . the frame!

Bob Walker is surely already angry about this long letter and therefore I will finish.

Yours sincerely,
ERWIN TRAGATSCHE.

County Representation

Elsewhere in this issue you will see a suggestion which is worthy of your consideration and constructed criticism. This Racing Club of ours is strong but that is no reason why it should not be stronger.

The Sporting Agent is usually the most appropriate sort of man to further the interests of the B.M.C.R.C. i.e., real racing on road or track. These agents are not getting any younger and the time will come when they should sponsor a good youngster, preferably one who has been

patient enough to act as his racing mechanic over a few seasons.

The Agent who displays the B.M.C.R.C. Transfer on his front door may be put in a special category because of his interest in something apart from the root of all evil. If you think that the Sporting Agents are the right men to act as County Representatives, drop a note to the Secretary and ask him to put it before the next Committee.

MERCURY.

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In conclusion—

MAGNETOS, MAGNETS AND A LITTLE HISTORY

by L. R. HIGGINS.

One of the most important parts of a magneto is the permanent magnet which maintains a magnetic flux in an air gap. Magnets were known to the ancients for they had found in the earth a substance which is popularly known as Lodestone. The manufacture of permanent magnets has been carried on for several centuries but it was not until the end of the 19th century that any notable advances were made. Until that time ordinary carbon steel was used, the demand for magnets was small and almost their only use for them was in the manufacture of compasses. The invention of the internal combustion engine and the introduction of the high tension magneto led to the need for an improved grade of magnet steel. Tungsten steel replaced the old carbon steels but during the first world war the supply of Tungsten became scarce. Metallurgists were forced to seek a substitute and this resulted in the introduction of chromium steel magnets. Size for size, the chromium magnets were inferior to the tungsten variety, but this deficiency was overcome by making them a trifle larger. Incidentally, it was this war that laid the foundations for the magneto manufacturing industry in Britain; until then we had relied upon the German products and the name of Bosch was revered the world over.

When war broke out in 1914 Britain was at a disadvantage for she had no established factories producing magnetos in large quantities nor any extensive knowledge of their manufacture and the production of permanent magnetos. As usual the necessities of war brought about changes and we emerged in 1918 with an extensive knowledge of the problem involved and greatly improved facilities for the manufacture of all manner of electric ignition equipment. The deplorable state of affairs that existed in 1914 gave rise to a delightful story, the truth of which I cannot vouch for! The British (said the storyteller) were short of magnetos and the Germans short of leather, and as the army of those days were largely footborne, it was for the Germans a serious situation. But by exercising a little diplomacy the two nations were enabled to carry on making war against each other by resorting to a bartering system whereby the British boots were exchanged for German Magnetos. A mateyness which ought to be encouraged!

The war years established the importance of metallurgy, and for many years it has been regarded as an exact science. Curiously enough the Japanese have contributed a great deal of knowledge and made several important discoveries. Curiously, because we were apt to regard the Japanese as a peculiar yellow skinned race who live on rice and in paper houses. The recent war dispelled most of these ideas, nevertheless they are not creative engineers, but they are borne imitators.

C. G. Grey one time editor of the *Aeroplane*, tells a humorous story against the Japanese and their habit of copying. A firm of British Shipbuilders received from Japan an enquiry for a ship, asking the firm to submit and tender but stipulating that a complete set of drawings and details of manufacture must accompany it. The Shipbuilder's having previous experience of Eastern trickery, put their tongues in their cheeks and sent out a design as requested. To all intents and purposes it was a normal ship but it had a serious and deliberate defect, the C. of G. was way up in the sky. As the Company suspected, the Japs had no intention of placing an order, instead they set to and built the ship themselves with the help of the plans sent out with the tender. In due course came launching day. Away went the hull down the slipway, hit the water to the accompaniment of cheers, turned over and sat on the bottom.

The other tale concerns bearings. The Japs copied the Timken taper roller bearings, but they made one or two changes and without as much as a 'by-your-leave' placed it on the market. The first change was made deliberately to mislead for they called the bearing Timke, a cunning move for only the very observant detected the falsity. They also changed the geometry of the cones, and instead of these generating from a single point there was a separate point for the inner and outer cones. This might have been done ignorantly which was silly of them, or it might have been done deliberately which was foolish of them; for the cone faces were parallel. Needless to say the bearing life was short.

However, Japanese metallurgists have made important contributions to the improvement of magnetic materials. In 1920 they announced the discovery of a new magnet steel, Cobalt, and for many years magnets were made of the new alloy. Even



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today they still have their applications. There are several grades, varying for a minimum of 3% cobalt to a maximum of 35%.

In the early thirties, the Japanese announced another and new magnetic alloy steel, composed of aluminium, nickel and iron. This new alloy was known as 'Alni' and like its predecessors was quench hardened; that is after heat treatment is was quench cooled rapidly in oil or water. It's chief advantage over the cobalt steels was in increase in magnetic energy of 30% (Hardeners in a permanent magnet is a desirable quality for it improves its retentivity, that is the ability to retain its magnetism).

About two years after the discovery of "Alni" another new alloy was announced "Alnico" an alloy of aluminium, nickel, cobalt and iron. The chief characteristics of this new material were—a 40% increase in magnetic energy over that obtained with "Alni" very stable; that is once magnetised it resists strongly the effects of vibration and elevated temperatures both of which tend to demagnetise; it can only be produced by casting for it is very hard and almost the only machining that can be performed upon it is by grinding.

British magnet manufacturers have not lagged behind in any of this development work, they have banded themselves together as the Permanent Magnet Association, a body of thirteen companies engaged in the manufacture of magnets, and who have pooled their resources and work collectively for the improvement of their products. During 1938 this group made an important discovery, it was found that "Alnico" could be improved upon by a special heat treatment. Instead of quenching the alloy was cooled from a high temperature in a strong magnetic field, resulting in the production of the first amorphous magnet. The earlier magnets were isotropic that is in a cube of magnetised steel the magnet properties along the three axes are equal, and as only one of these is used, the magnetism along the others is wasted. The amorphous magnet can be magnetised along any one of these three axes, the properties along the chosen one being greatly increased at the expense of the other two. Throughout the late war this new magnet remained a secret, but it is now being produced for general use and is sold under the name of "Alcomax," obtainable in several grades. None of these new alloys can be forged or rolled only cast and finished by grinding. Fortunately this is not a drawback, nor has it resulted in restriction

of use. One of the greatest advantages of these "Alcomax" magnets is the enormous increase in magnetic energy, twenty times greater than carbon steel magnets and twice as great as "Alnico."

As mentioned above, the value of the generated voltage is dependent upon the rate of cutting lines of force. This rate can be increased by increasing the number of turns on the armature; higher r.p.m. and increasingly the density of the magnetic field. The first mentioned change cannot easily be adopted for various design difficulties arise; the second is not practicable because the speed is dependent upon the throttle setting; but the third is practicable thanks to the new alloys, and because of the higher energy content a magnet of smaller volume can be used. As a result a reduction in weight can be affected and designs made more compact.

Magnets must be treated with respect for mis-use can cause damage. They are no more delicate than a cylinder barrel but need to be treated with care. It is unwise to bring other magnets or lumps of iron into the field of a magnet for there is a possibility of distortion occurring, and the damage that can be done occurs instantaneously. Once effected, the magnet does not recover and it can only be restored by remagnetisation.

In order to make the best possible use of the latest alloys, the magnets are magnetised after the instrument is assembled as a greater flux can be obtained than would be possible if magnetisation took place before the magnet was built in. There is however, one magnetic steel now in use on magnetos that permits of withdrawal of the armature without the necessity of placing a keeper across the magnet poles. With the other high energy content magnets, the Alcomax series, it is necessary to place a keeper across the poles before the armature is withdrawn. Afterwards is too late, there is a serious loss of magnetism necessitating remagnetisation. Incidentally, a keeper is a piece of soft iron (magnetically soft) with smooth faces and of about half the cross section of the magnet. It provides a path of low magnetic reluctance (resistance) for the flux. A screw driver or any odd spanner that is handy is not adequate for the job.

Mention has been made of magnetos with a revolving magnetic field, that is the magnet rotates and the coils remain stationary. Such an arrangement is not unusual with car and aero magnetos but has not come into general use on motorcycles.

One reason is that such a design is more bulky and there is little or no space to spare on a motorcycle. I think that in time we shall see this type of magneto adopted for motorcycle use, particularly with high speed racing engines.

The rotating armature design has several drawbacks to which the rotating magnet offers a solution. Speeds of some modern racing engines have reached five figures r.p.m. rates; under this stress, and that imposed by terrific acceleration, magnets have broken down, all sorts of unexpected troubles arising. One of the disadvantages of the rotating armature is that the windings, which are made of copper and are therefore heavy, tend to leave the core at high engine speeds. The design does not permit of a solid shaft. Instead the armature is clamped between two places to which are attached stub axles. This design is adopted because the core is of soft iron laminations so that the magnetic flux can be concentrated around the windings. It is laminated to improve efficiency and to reduce to a minimum hysteresis losses; unless these were reduced there would be,

among other things, serious overheating. With a solid shaft heavy currents would be induced in it and which might lead to various overheating troubles including bearing breakdown. Moreover, it would not be easy to ensure that the laminated core and the shaft were securely locked together. Clamping is carried out by small diameter screws; the design of the instrument and lack of space do not permit that this diameter be appreciably increased; hence, under the stress of high acceleration of the engine, heavy loads are thrown upon these bolts and they have been known to break.

A rotating magnet can be fitted with a solid shaft and the above mentioned difficulties overcome. Furthermore, those potential sources of trouble—the slip ring and the pick-up brush are eliminated, thus making for greater reliability.

Prophecy future trends is dangerous, but I think that after nearly fifty years, the present type of magneto will be ousted by new designs for racing purposes, and in the future our magnetos will be pancake types with rotating magnets.

CHIGWELL FILM SHOW

From Bill Mould comes an invitation to all Bemsee Members on behalf of the Bow Metropolitan Police Sports and Social Club, to attend a Film Show at the Met-

ropolitan Police Sports Club, Chigwell Hall, Essex, on Wednesday 27th February, commencing at 7-30 p.m.

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"REV-COUNTER" Reports . . .

Ted Lewis has recently moved from Ilford to York Street, Norwich where he has taken over a car and cycle repair business and intends to develop the motor cycle side of it from now on. Should anyone be in the Norwich area with a few minutes to spare or be in any trouble, Ted will no doubt be only too pleased to give all possible assistance.

D. Cartwright who recently sent in a large order for books at clearance prices, wishes to be remembered to his friends and the best of luck to all Bemsee Members.

F. A. MacNabb, imparts the good news that the recent operations that have been performed on his eyes have been completely successful and is full of praise for modern surgery. It was of course, by way of the fact that these eye tuning experts had not finished their work that Mac was unable to attend our Dinner. I am sure all will join with me in wishing this fine and not-so-young enthusiast continued good health and long may he be able to attend our meetings.

Arthur Taylor of A. R. Taylor Garages, advises me that Cecil Sandford will be riding for him again this year and, if all goes well, in three sizes. The large one being a 500 twin. Apparently this job was given an airing at M.I.R.A. in December, where it performed favourably.

The United Times (Published by United

Lubricants Ltd.) while referring mainly to "Carburol" achievements during the past year, contains many references to Bemsee and pictures of our President with Mr. D. M. Glover and Harry Pearce, the present Holder of the Glover Trophy, to mention but a few of those named in these news sheets.

Erwin Tragatsch who has supported this magazine with contributions in such an outstanding manner during the past 12 months, has a special request to make of any member who still has in his possession any pre-1939 copies of "Motor Cycling" or "Motor Cycle." Should anyone be able to oblige, Erwin tells me that he will make himself responsible for the safe return of copies sent to him. The above are required for completion of certain records and all communications should be addressed to Erwin Tragatsch, 46 Ajin Street, Shunot Halikvah, Tel-Aviv, Israel.

Bill Hall is in the process of finalizing his plans for the coming season and it is understood that he will probably be doing the Dutch and Belgian G.P. in addition to the Junior and Senior T.T.—Best of luck and every success Bill.

Eric Hardy will be riding 125 and 197 Dots during the present year and he hopes to have a crack at the foreigners if the manufacturers of his machine live up to their promise and produce an extra pony or two.

ARCHERS

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New Books

"Motor Sport" Racing Car Review.

By Denis Jenkinson.
(Grenville Publishing Co.) Price 8/6d.

For anyone remotely interested in car racing this well produced book fills an ideal, for in highly concentrated form it in fact covers the main 1951 achievements of those factories both at home and on the Continent who interest themselves in racing. In all, some 14 different makes are described along with their successes and/or failures, and told in a manner typical of our 'Jenks.' Although it would perhaps be difficult to pick out any particular chapter that was of greater interest than the rest, I could not help but feel that those pages dealing with the Formula 1, Alfa-Romeo and Ferrari marques were outstanding; the former camp only just retaining the supremacy with the 1½ litre blown jobs against the unblown 4½ Ferrari.

Besides being a graphic and up to date account, Racing Car Review contains some 25 illustrations and there can be little doubt that Denis can have had few idle moments during his visit to the Continent last season, especially when one thinks that all this information was obtained in between the times he was preparing for or actually racing himself.

"Rallies & Trials"

by S. C. H. Davies
(Hilffe & Sons Ltd.) Price 15/-

As indicated by its title, this fine publication deals exclusively with car events

of the greatest National and International importance such as the "Monte Carlo Rally," "Alpine Trials" The "Veterans Derby" and "Trials and Tribulations" not to mention but a view of the many chapters that describe so graphically, the many happenings in these events. There can be little doubt that there is more in car competitions than would at first meet the eye of the average sporting Motor Cyclist, this being so, there is a definite kick to be had out of the many exciting accounts related in this book written by a Competitions driver of International fame and repute.

One might say that there are 184 pages of reading matter, plus 32 pages of illustrations with never a dull moment in any of them.

"Motor Cycle Sport in Pictures"

(Hilffe & Sons) Price 3/6d.

This book is, in my opinion, a 'must' to add to every enthusiasts collection for it contains 64 wonderfully illustrated pictures of the Motor Cycle Sport in full. Many of "Motor Cycle's" own Camera-men are to be congratulated on their fine action shots of Racing, Trials, Moto Cross, Scrambles and other events. These full page illustrations show most of our best known racing men in all their glory. Every aspect of the 'Sport of all Sports' is covered in this publication and the moderate price of 3/6d. makes this book really first class value.

Marshal's Musings

"THE JOY IS NOT SO MUCH IN WINNING AS IN TAKING PART"

Noel Curtis-Bennett.

STARS, NEW STARS AND STARDUST, IT IS YOUR DUTY TO PAY YOUR SUBSCRIPTIONS AND BE AT THE A.G.M. ON THE 15th FEBRUARY 1952.

I make no apologies for repeating the warning of last month. Nineteen fifty-two will be the greatest test that this Club has ever faced up to, and numerous economies may be necessary. No smoking, half pints instead of pints—or no ale at all in some cases. One suit instead of two and so on, but we must keep this great organisation going especially now that Silverstone is to be our home track for quite a long time. It's a rather grand state of affairs to be associated with the

British Racing Driver's Club who will be our "opposite numbers" at this venue which is, geographically speaking, the best racing site in England. Many alterations and improvements are envisaged and you may rest assured that B.R.D.C. and B.M.C.R.C. will be co-operating to the full. Some of our members belong to both clubs and I hope a few of these types will invite the 'odd bod' to their cosy place at 2A, Brick Street, Park Lane W.1. which rejoices in the appropriate name of the

"Steering Wheel Club." Whilst writing of the B.R.D.C. let us offer our hearty congratulations to them on their Silver Jubilee which is reached this year.

You all heard about "Cooper's Cabaret" and some of the activities of the Principal. He now has a rival, "Gorgeous Good Ale" with his Christmas Crackers. If these two ever get together at a social function, we must prevent any stray Theatrical Agent from taking our amateur comedians away from us. Any commission on their Strip-Tease acts will go into our own Benevolent Fund. Verb. Sap!

Some of our members and friends will be driving in the Monte Carlo Rally again this year. Let us hope that one of them brings home the whole hog, never mind the bacon. Rather than overlook anyone, I will not mention any names at this stage and conclude by suggesting that solos and sidecars should be allowed in 1953.

Last month I put in a paragraph concerning the opening meeting at Silverstone on the 18/19th April. Every member **must** be racing, acting as a mechanic selling programmes or marshalling. In other words, you should be an **active** member of the B.M.C.R.C. Passive members, according to the Inland Revenue, can pay at the gate. In a way I'm rather pleased about this because this will enable the Committee to find out something we've wanted to know for a long time. Now you know what is expected of you, sign on for Programmes (Owen Roebuck) or Marshalling (Yours Truly). Personally, I think the former is the best because it allows lots of movement around the circuit in front of the spectators. Marshals are tied to their points of duty for several hours at a time. Make sure of your accommodation for Silverstone in Mid-April. As you know quite a party of members spent Christmas in that vicinity. You would be surprised to know the name of some of the people who are booked in at Buckingham, Brackley and Towcester. Do not leave it until the last moment for April is a bit chilly for camping.

Now for a challenge! The Surrey Cell of Bemsee will take on any other County, or County Borough in a Team Race at the first opportunity. A Relay Race is suggested, say three or four solo and a sidecar, one lap each with baton as in athletics. What about it Kent, Middlesex, Essex etc., etc. By the way, the Surrey Christmas Party was a great success and because so many lads came from Middlesex, next time it must be a joint affair. The "Rose and Crown" at Hamotn Wick is midway between the two counties. It was good to see Secretary "Roberto Walkerini" and

Eve in attendance and in high spirits (joke).

Writing of the Secretary reminds me that he will soon be swamped with paper work for the April Meeting. There may be someone who can help with the production of this magazine which is such an important link to every member. Any keen type of fellow is invited to write to the Secretary so that the matter can be discussed at the next Committee Meeting.

A letter has come to me from the wilds of Arizona U.S.A. pointing out that Cadillac's have been making Vee engines without a break since 1914.

The writer mentions twins, fours, eights and twelves, but I still maintain that J. A. Prestwich of Tottenham were several years in front of anyone. Specimens may be seen at the Science Museum at South Kensington including the first V8 ever made. As I've said before, the Science Museum is well worth a visit especially the Transport and Aircraft Sections. Admission is free but visitors are strongly advised to purchase a Guide Book at the Main Entrance.

With the problem of the Home track more or less settled, I feel that the time is now approaching for County, or County Borough, B.M.C.R.C. Representatives to be appointed. The true backbone of the racing game are the Sporting Agents who must enter themselves or sponsor good riders at most of the big events. These "Bemsee Reps." could handle such items as:

- (1) Application forms for new members.
- (2) Advise the young "dicers."
- (3) Send in notes for the magazine.
- (4) Form a County Cell etc. etc.

Obviously this idea would have to put on a proper basis and the B.M.C.R.C. County Representatives should have the full backing of the Committee and Directors on behalf of the entire Club. There is no reason why this idea should not be extended to the Dominions and Colonies because we are the **British** Motor Cycle Racing Club and any link-up is worth while. These Representatives names and addresses would be published in the magazine from time to time so that the new boy can be made welcome and the old boys kept in touch with one another. You might like these suggestions or improve on them. If so, drop a note to R. C. Walker, at the new H.Q. 2 Wilton Mews, Wilton Street, London, S.W.1. In the meantime, every member should endeavour to bring in at least one new member during the early part of 1952. Help yourself by helping the Club!

W. G. (Bill) JARMAN.

**"Do as I do, ride on
AVON" says**

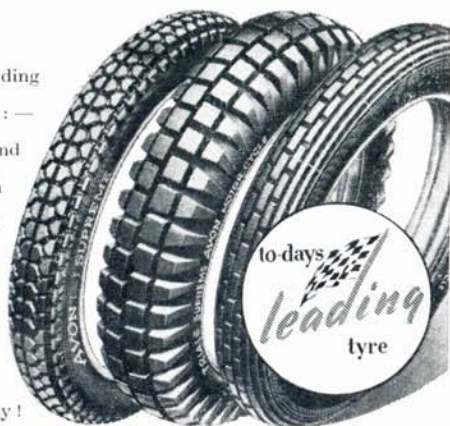
Geoff Duke

ACE NORTON RIDER AND WORLD CHAMPION



Commenting on his experience of riding on Avon Tyres, Geoff Duke says:—

"After over two seasons' racing and trials riding, I cannot find enough superlatives to describe the wonderful stability, wheel grip, safety and wearing qualities of the Avon Tyres, not to mention the excellent service. Do as I do, ride on Avon."—See the Avon range at your dealer's today!



Insular Viewpoint

by MICHAEL R. McGEAGH.

The spell of mild weather which we have been experiencing here on the Island for the past few months, appears to have broken at last. The mountains have had their first fall of snow and the wind is slowly switching round to the North.

This Indian Summer will probably effect the T.T. next June. With no severe frosts as yet to reduce their numbers, we can expect an even larger number of insects, winged and variously self propelled, than are usually encountered, so don't forget to make provision for those fly-screens.

Whilst on the subject, it is rather surprising that officialdom still permits the use of Perspex and other similar 'unbreakable' screens.

Personal experience has shown the results—when a model exposes its crankcase to the sun—to be quite disastrous. I know that models aren't supposed to do such things, but like their riders, they do a lot of antics not in the book, so take a

tip and keep to wire mesh screens.—You can't replace those handsome features!

Geoff Duke, who was on the Island over Xmas, assisted in the organisation of the Pevril Club's Boxing Day Trial. Unfortunately, I never succeeded in reaching his area. An over abundance of mud and water defeated the 197's efforts and put paid to any hopes of 'passing the Maestro at speed on a two-stroke.'

Mick Featherstone has also paid a recent visit here but, I understand, in no connection with the T.T. Presumably we shall be seeing a lot more riders making their annual tour of the course before long, and I shall be pleased to assist or just natter with any of you who care to walk back a hundred yards from the Ramsey Square 'halt sign.'

And a last note: No 'Zebra Crossings' here yet, but rumour has it that the paint brushes will soon be out in Douglas.

B.M.C.R.C. MOTOR CYCLING'S

SILVERSTONE SATURDAY

Racing Commences at 10.00 a.m. and includes all classes from 125 c.c. to 1,000 c.c. solo, 490 c.c. to 1,000 c.c. sidecars. Cyclecars up to 1,200 c.c.

takes place on **19th APRIL, 1952**

★
Regulations and Entry Form for this meeting are included with this magazine.

★
COMPETITORS ARE REQUESTED TO ENTER AS EARLY AS POSSIBLE, BY SO DOING THEY WILL AVOID DISAPPOINTMENT THROUGH OVER SUBSCRIBED RACES, AND WILL ASSIST THE OFFICE AT THE SAME TIME.

★
Arrangements are being made to hire a field adjacent to the Circuit for the convenience of competitors who may wish to camp. Members who wish to take advantage of this facility should communicate with the Secretary, B.M.C.R.C., 2 Wilton Mews, Wilton St., London, S.W.1

SMALL ADS.

For Sale: 1951 499cc. Gold Star B.S.A. to Clubman's Specification. Complete with lights, Rev. counter, close gears. Never used as road machine. Used 1951 Manx and "Hutchinson 100" only. Award winner Silverstone. £245.

Extras: Four gallon tank, megaphone and pipe. Racing footrests, brake pedal. Spare valves, rockers, 80 Oct. piston. Engine Sprocket. Price complete with extras—£265.

Apply P. Bagshaw, c/o 24 Home Street, Scunthorpe, Lincs. (Phone 4162).

For Sale: For 1951 T.100 Triumph.
1 cast iron cylinder block for dope £5.
2 Piston assembly (dope) £5.
1 Set close ratio gears £10.
2 Piston Assembly (80 Oct.) £4-5-0.
5 Engine sprockets £4.
10 Main jets. 5/6d.
4 slides for dope and 80 Oct. £1.
2 needle jets (dope) 4/-.
All above are new at reduced prices.
1 racing kit used once on machine in the Manx Grand Prix averaging 28 mins. 40 secs. lap. £30.
Apply Roy Jervis, 115 Brockwell Lane, Chesterfield, Derbyshire.

MUTUAL AID AND BENEVOLENT FUND

For Sale: 1950 Mk. VIII K.T.T. Velocette. Perfect condition and now ready to race in 1952 season. There are numerous spares with the above. Must sell, £270 or nearest.

1 pair Mk. VIII K.T.T. Velocette Fork Blades and spindles, brand new £14.
Apply J. A. Storr, 63 Gravelly Hill North, Erdington, Birmingham 23. (phone Erdington 1859).

Mounts Required: For Junior and Senior T.T. anyone requiring jockey, or would hire at a reasonable sum. Anything considered. E. V. C. Hardy, 135 Birming-

ham Road, Water Orton. (Castle Bromwich 2728).

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

P. H. Stevenson	P. Baesshaw
W. Fruin	D. Bradshaw
R. Jervis	T. Tate
A. F. Mills	R. Cobbock
J. Swanborough	D. Pickering
O. Swanborough	J. B. Hill
Mrs. I. Swanborough	C. Hubbard
A. R. Taylor	J. Peacock
R. F. Austin	H. C. Mack

NEW MEMBERS

A warm welcome is extended to the following new Members:—
R. R. Holton (Pewsey)
D. J. Jarman (Waltham Abbey)

C. E. Lawrence (Luton)
J. F. Pritchard (N.W.3)
K. Taylor (Rhyl)
G. R. Thomson (Brighton)

Bemsee Year Book

In pre-war days a year book was published the end of the racing season incorporating B.A.R.C., B.M.C.R.C. and the Flying club at Brooklands; which in its compact form made an invaluable part of the book shelf, to bring back memories through the years.

This year I am taking on the task of editing a B.M.C.R.C. year book, which with the activities of our now large number of members, will be the size, or even larger, than the old combined book.

Members are competing in races and events in all parts of the world, so will you please let me have particulars of any event off the beaten track, or any outstanding incident that may happen to you, or that you may see during the racing season.

NOEL B. POPE,
Flat 3,
11 Oak Hill Road,
Surbiton, Surrey.

H. L. DANIELL

1938, 1947 and 1949 Senior T.T. Winner)

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