

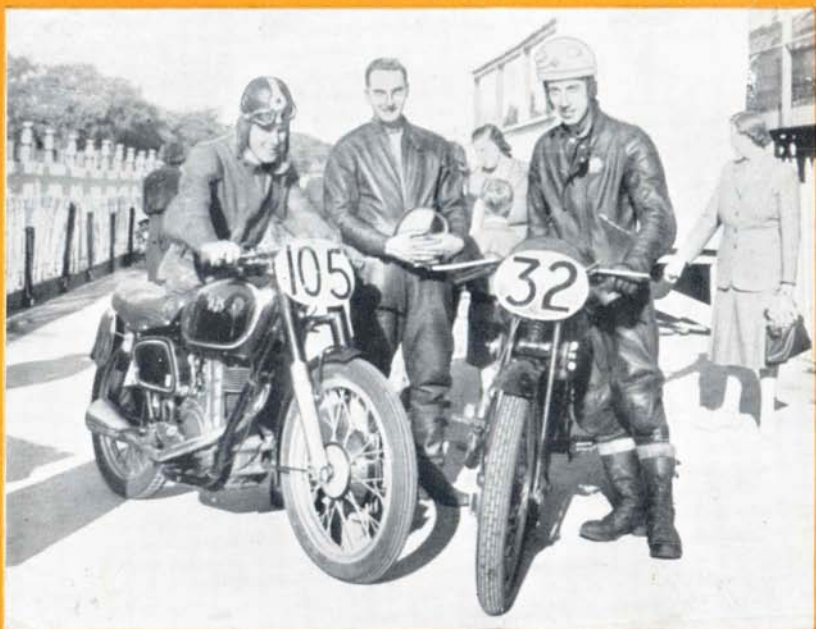


Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 5. No. 3—March, 1952

ONE SHILLING



A RACING TRIO — Ross Porter (A.J.S.), Keith Cambell and Michael McGeagh (Velo)
in the pits, 1951 M.G.P.

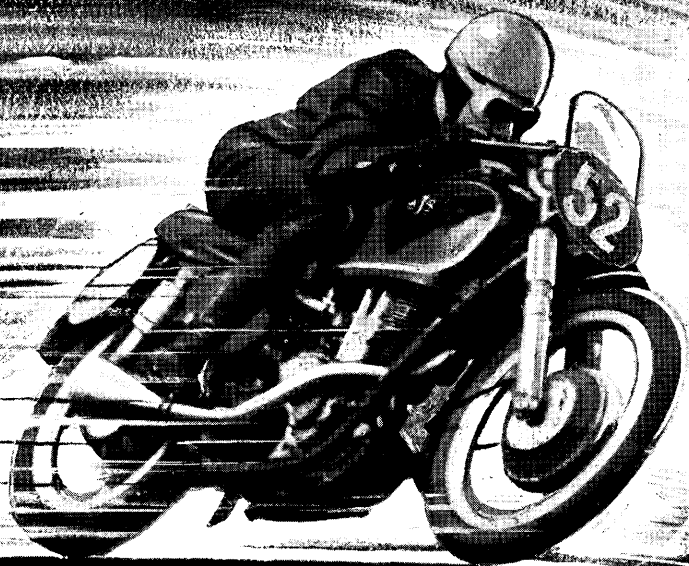
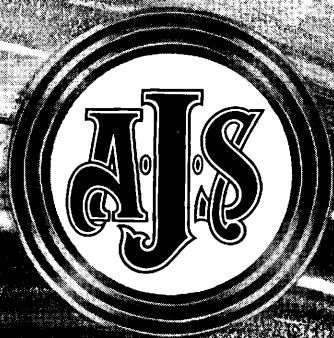
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Bemsee

Vol. 5.

MARCH

No. 3.

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 H. L. Daniell C. A. Lewis

Chairman: N. B. Pope Vice-Chairman: A. H. Taylor

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

H.M. King George VI

All past and present members of the British Motorcycle Racing Club will lament the sudden passing of our late King and we join the multitude in expressing our deep sympathy with the Royal Family.

Many of us will recall his interest in touring and racing motorcycles when he was at the University, and when Duke of York, he was Patron of the A.C.U. and had his own entries in B.M.C.R.C. races at Brooklands during his early twenties, days which now seem far away.

We have lost a truly great man who devoted himself to his peoples in accordance with the highest standards of constitutional monarchy.

Editorial

With the Annual General Meeting behind us and the future policy of the Club, like its managing committee, virtually unchanged for the next 12 months, we may look forward to the 1952-53 session with confidence and the knowledge that the vast majority of our members approve the action taken by the committee over the past year. Naturally it is quite impossible to satisfy every member but it is at any rate some consolation to know that commitments of the past and our plans for the future received general approval; therefore we may now press ahead with arrangements not only for our already set plans for the coming season, but to negotiate for better things that may materialise by next year.

Worthy indeed of the honour that has rightly been bestowed on them is my predecessor Cliff Lewis and 1951 Committee Chairman Harold Daniell; one and

all will welcome their election as additional Vice-Presidents of the Club. It seems hardly necessary to record the obvious on this page, that complete and unanimous was the vote re-electing Sir Algernon Guinness as our President. What is not so obvious to many however is that he is not only a figurehead like so many Presidents, but also a great worker behind the scenes and has on more than one occasion been responsible for assisting the Club in no small measure. Last but not least we thank our Vice-President Professor A. M. Low for the manner in which he conducted the meetings, his Chairmanship I feel is always in a class of it's own, that this occasion was no exception is proved by the fact that two Annual General Meeting's (Company and Club) were completed inside two hours without any speaker feeling he was in any way rushed is surely proof of this if such were needed.

This magazine came in for mention twice, in the Directors' report where a warning was given that more co-operation from members was needed if the present standard was to be maintained, and during the meeting when certain members were critical while others stated they were completely satisfied. As is so often the case, those dissatisfied members had few suggestions and no offers to assist in improving "Bemsee" which is such an important link in the life of our Club.

An account of this meeting will appear in next month's issue.



SATURDAY, 19th APRIL, 1952

Posters and handbills advertising our "Motor Cycling" Silverstone Saturday meeting are now available on application to B.M.C.R.C., 2 Wilton Mews, Wilton St.,

London, S.W.1. Members should state the approximate number of bills they can definitely arrange suitable space for, when making their application.

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COMMITTEE NEWS

Meeting held 21st January, 1952.

Present: H. L. Daniell (Chairman), E. C. E. Baragwanath, D. J. H. Glover, W. G. Jarman, N. B. Pope, K. Rickard, J. O. Roebuck and A. H. Taylor.

In attendance: The Secretary and Assistant Secretary.

By Invitation: Mr. E. S. Smith (part time).

The minutes of the previous meeting having been circulated were taken as read and signed as correct record.

Boreham. Confirmation had now been received from Messrs. Associated Newspapers to the effect that it would not be possible to use the Boreham circuit for B.M.C.R.C. meetings in 1952, but they looked forward to our application at a later date for 1953.

Accounts. Mr. Smith (Andrew Barr & Co.,) joined the meeting and produced the audited accounts for the year ending 31st December, 1951. Attention was drawn to the fact that details of receipts and disbursements of the B.M.C.R.C. Ben-Fund had not been made available by the Secretary to the Trustees in sufficient time, and these figures had therefore been deleted from the accounts. The Balance Sheet was considered and approved and signed by the Chairman and Mr. A. H. Taylor. Mr. Smith was thanked by the Chairman and withdrew from the meeting. The Silverstone account for the October meeting showed a deficit of some £40 after all allowances for un-presented bills had been made. The Secretary and instructed to apply to the A.C.U. for some remission of the 2½% Levy.

Silverstone 1952. The Secretary reported progress at a number of meetings he had attended during the last month in connection with arrangements for the use of the circuit by the Club. Progress with the B.R.D.C. was extremely slow but Mr. Hunt of our Track Sub-Committee had been most helpful with the negotiations so far as they had gone. Admission charges were agreed also that the proprietors of Motor Cycling, who were sponsoring the meeting on 19th April, would attend to pre-booking arrangements. Special means whereby the public would be discouraged from attempting to gate crash, were being considered.

Regulations for Motor Cyclings Silverstone Saturday on 19th April 1952, were

approved. The programme would commence at 10-00 a.m. and finish at 5-45 p.m. and would include 11 events for all classes. Other matters in connection with the provisional arrangements for the meeting were discussed.

Regulations Sub-Committee was elected for the purpose of drafting the regulations for the Club meetings in 1952. The following members being elected to sit on this committee:—

Messrs. H. L. Daniell, Pope, Baragwanath and Jarman, who should have powers to co-opt additional members should the need arise. Three to form a quorum.

Clubmans T.T. The Secretary reported that only one application had so far been received for consideration as the Club's official entry to the above event. It was agreed to put the matter back to the next meeting when it was anticipated further applications would have been received in response to an announcement in the February issue of Bemsee.

Minnie Grenfell Memorial Trophy. It was resolved that the Club should recommend to Mr. J. Granville Grenfell certain alterations to the marking system for the award of this Annual Trophy, in order that it might be awarded with greater fairness in the future.

Magazine Production. The Secretary drew attention to the increasing difficulties connected with the production of this Magazine due, in the main, to increasing pressure of work in the office. It was agreed that Mr. H. L. Daniell should approach Mr. E. N. Frost to ascertain if he would consider giving some assistance in this matter as he had done some two years ago.

Shelsley Walsh. Regulations for the Hill Climb to be held at Shelsley Walsh by invitation of the Midland Automobile Club on 30th August, were approved and it was agreed that a copy of these be forwarded to the Midland Automobile Club for their consideration.

Honorary Members. The list of Honorary Members was reviewed, it was resolved the following persons should have this honour conferred on them for the year 1952:—Messrs. A. B. Bourne, W. Harding, Thierry Holst, L. H. Lumby, F. A. McNab, A. Rawnsley Gurd, Harry Steel, Graham Walker, A. C. Wallace and the Rev. Cannon Stenning.

New Members. Eight new members were elected.

Resignations. Seven resignations were accepted with regret.

A.G.M. Correspondence in connection with the A.G.M. was noted. It was proposed Mr. Pope (2) Mr. Rickard, that this Committee recommend to the Annual General Meeting Mr. C. A. Lewis be made a Vice-President of this Club.

Carried unanimously.

Social. The Secretary reported arrangements that had been made with Chief Inspector Walker for a visit by the Club to the Metropolitan Police Driving School to the Metropolitan Police Driving School at Hendon on 29th February. It was decided not to proceed with arrangements for a showing of the new Sam Coles film,

it being considered this would be seen by the majority of our members elsewhere.

The Monthly Account. Was presented and approved.

Date of Next Meeting. Was, by agreement, left over until after the Annual General Meeting when the newly elected Directors could then fix a suitable date.

Tracks. Matters in connection with certain racing circuits up and down the country were discussed.

Vote of Thanks. Mr. Baragwanath, stated that Mr. Walker had now completed 12 months as Secretary to the Club and wished to propose a vote of thanks for his services. This was unanimously accorded.

There being no further business the Chairman declared the meeting closed at 9-25 p.m.

WORLD'S FASTEST

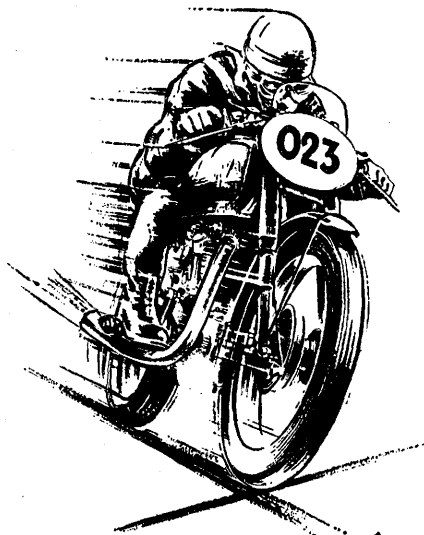
By L. R. HIGGINS

The first milestone along the road of speed is that marked "one mile in one minute," and the first occasion on which it was passed by a motorcycle was as long ago as 1903 when, at Phoenix Park, Dublin, an Excelsior covered a one mile stretch in 59 4/5 seconds. Two years later this record was shattered by a well known French rider, Henri Cissac, who, at Blackpool, covered a flying kilometre at 87.33 m.p.h., a performance that stood unbeaten for nearly six years. The *raison d'être* lay not so much in Cissac's tuning abilities but that the regulations governing racing did not limit engine capacity. There were no F.I.M. regulations and competition rules as we know them to-day, but a specification had been issued, and accepted by the various National bodies, to cover the International Road Race. This laid down that a motorcycle must NOT be heavier than 110-lbs., and Cissac's machine, although powered by an engine rated at 16 h.p. (about 2000 c.c.), was within this weight limit.

In 1909 the A.C.U. introduced a capacity limit with a maximum of 1000c.c., a ruling which was subsequently adopted internationally. The first "fastest ever" record to be logged by the A.C.U. was W.E. Cook's (994 c.c. N.L.G.) 75.9 m.p.h. over a flying kilometre, which stood until 1910 and then, at two successive "Bemsee" meetings, Charles Collier riding a 976 c.c. J.A.P. engined Matchless raised the figure to 80.24 m.p.h. in the July and 84.9 m.p.h. in the August.

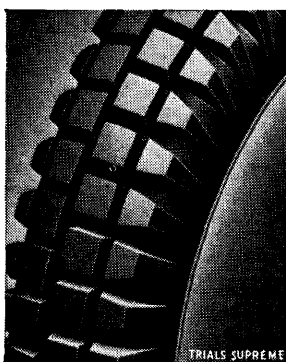
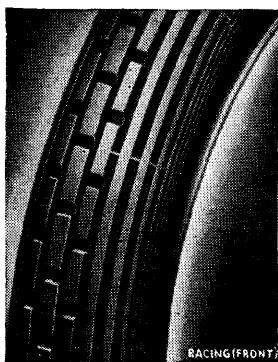
At about this time an American machine, the Indian, was making a name

for itself as a fast motorcycle, so much so that the manufacturers, the Hendee Company, openly boasted that no other motorcycle in the world could surpass it. They sent their star rider, Jake de Rosier, to England in 1911 to compete in the I.O.M., at Brooklands and elsewhere, and at the end of his visit he had gone a long way to substantiating the Hendee boast. He defeated Charles Collier, his greatest rival, in a series of match races at Brooklands, and captured the flying kilometre and mile records. The match races were not altogether satisfactory because in only one of the three did the contestants have a trouble free run. The "world's fastest" honours were obtained at Brooklands during a "Bemsee" meeting in July. Late in the afternoon de Rosier announced his intention of going out for the world's records but the first attempt had to be abandoned because he was forced to stop for attention to minor personal injuries, sustained when his chin hit the handlebars. After a short interval to bandage his chin and pad the handlebars de Rosier made a successful attempt on the flying kilo and mile records, raising the former by half a mile an hour to 85.4 m.p.h. and just beating Cissac's five year old record with a speed of 87.38 m.p.h. over the mile. Before he left England de Rosier improved his time for the mile, raising the speed to 88.71 m.p.h., but he was not to be welcomed back in the U.S.A. as the fastest motorcyclist in the world. Whilst the American was out in the Atlantic Charles Collier took one of his Matchless down to Brooklands



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Keith Campbell

The Young Man from "Down Under"

By MICHAEL R. McGEAGH

In April, 1951, 19½ year-old Australian Keith Campbell watched his KTT Velocette being loaded aboard the Orient liner 'Ormande,' before he walked up the gangway to begin the first stage of a journey—one which was to end 13,000 miles away on a remote speck of land in the Irish sea—The Isle of Man.

Preceded by such countrymen as Harry Hinton, George Morrison, Tony McAlpine and Ken Kavanagh, all now familiar names in road racing circles, Campbell made history by being the first Australian to enter for the Manx Grand Prix.

Born in Melbourne Victoria in 1931, Campbell became interested in motorcycling at the age of fourteen, and as soon as he was seventeen—old enough to hold a Victorian Auto-Cycle Union competition licence—he was ready to accompany his elder brother George around the racing circuits of South Australia. In his first race, a Clubmans race, he retired lying in second place when a valve of his push-rod J.A.S. dropped in. Undeterred by his early misfortune, at his second meeting, he brought the same machine home to two second place finishes. After this first taste of road racing, Keith purchased a KTT Velocette which he tuned and prepared at his workshop at home. From then on, it was a tour of the racing circuits. Ballarat, Darley—a favourite track of Campbells, closely allied to the Laurel Bank to Glen Helen section of the Isle of Man T.T. Course—Woodside and many others.

The most formidable obstacle, the distance to travel between meetings, often involving round journeys of up to 1000 miles, was overcome by pooling transport with other racers or 'borrowing' Father's car and stowing the models behind in a trailer.

Hard Schooling

In comparison to England and the Continent, Australian road racing was in it's infancy when Keith Campbell entered the field, but before very long, the howl of megaphones and the tang of 'R' and methanol revived public interest and

attracted huge crowds to every meeting.

Undeterred by temperatures of over 100° they flocked to the vantage points eager for the hard fought battles to come. And battles they were; individual, inter-town, inter-State, thrilling scraps which continued through sunshine and rain. Numbers fell by the wayside, whilst shortage of vital spares kept others off the tracks, but before long, names such as Hinton, McAlpine, Kavanagh, Maurice Quincey, Keith and George Campbell began appearing regularly at the top of the lists. From this hard schooling, Campbell earned his reputation as a 350cc. exponent, for by the time he had decided to sail for England and try his hand over the T.T. Course, his brilliant handling of his Velocette had resulted in over 75% place finishes in the eighteen races in which he had competed.

Campbell arrived at Tilbury, London on May 22nd last year and, as he said later, (a statement which will no doubt incur the wrath of many of that cities population) "Was I glad to get out of it. The price of everything is so high, and the Customs—Well!"

Yes, the Customs Authorities had put an 125% value deposit on the racing Velocette which would be refunded if the 'bike went out of the country before the year was up'.

"This," Keith remarked, "rather put paid to the idea I had of staying over here for two or perhaps three years. It seems a long way to come for a ride in the Island, but it's been worth the experience."

Keith had originally planned to ride in the Clubmans T.T. and follow this up with the Manx Grand Prix, but with no knowledge of entry procedure whilst in Australia, he unfortunately arrived in the Isle of Man too late to ride, but in time to watch the T.T. As an interested spectator, he spent this time studying the course, riding methods and the technique which the circuit demands.

When the T.T. races were over, Campbell returned to England and gave the 'Velo' its first outing in the Northern Hemisphere at Boreham, Essex where,



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ley Davidson, got very near to it at the Paris speed trials with a mean speed of 106.8 m.p.h., and in the November, at Brooklands, Claude Temple clocked a mean speed of 113.47 m.p.h. Temple's machine was of his own construction, built around a 996 c.c. overhead camshaft British Anzani engine, and his new record marked the beginning of a six year period during which British machines and riders were pre-dominant in this particular sphere.

For three years le Vack had been out of the running but he had, in the meantime, prepared a new machine, a Brough Superior fitted with an o.h.v. V-twin J.A.P. engine, one of the sleekest looking record breakers that have been built. He took the Brough to France in April 1924, recapturing the record at the Paris meeting with a speed of 113.61 m.p.h. and increasing this to 119.05 m.p.h. in July at Arpaion. At the same meeting he also raised the sidecar record to 100.33 m.p.h.; the first occasion on which a sidecar outfit had reached a three figure speed.

Two years elapsed before the solo record changed hands and then le Vack's long standing rival, Claude Temple, gained the distinction of being the first motorcyclist to exceed two miles a minute (the third milestone) with 121.41 m.p.h. This was handsomely beaten shortly afterwards by the late Capt. O. M. Baldwin who, riding a Zenith J.A.P., pushed the record up to 124.62 m.p.h. Although there was a lull of three years before this speed was exceeded a number of unsuccessful attempts were made. In 1927 Freddie Dixon (Brough Superior) clocked 130 m.p.h. in

one direction at Arpaion, a seized piston spoiling the return run. The next year George Brough made an attempt and reached a one-way speed of 130.61 m.p.h., but he too met with trouble on the return run. After these disappointments the 1929 Arpaion meeting provided a day of excitement that had not been enjoyed since 100 m.p.h. had been reached in the Spring of 1921. There were three British riders out for the record; Bill Lacey with a 1000 c.c. Grindlay Peerless J.A.P. specially built for the attempt; J. S. Wright with a Zenith J.A.P., and le Vack, four times holder of the record, with his Brough J.A.P. The Grindlay Peerless never offered any serious opposition for one cylinder seized during a timed run and put an end to Lacey's ambition. This left the field clear for a battle of split seconds between le Vack and Wright. Wright led the attack and established a new record, 126.1 m.p.h., but this was promptly broken by le Vack with 126.37 m.p.h. Later in the day Wright bettered this with 127.09 m.p.h. and finally le Vack regained the record with a speed of 129.05 m.p.h.

That was the last occasion on which le Vack held the record and that it was broken by an unsupercharged machine. It was also the end of British domination and the beginning of a new era in which superchargers, streamlining and the German B.M.W. played the major part. In the late summer of 1929 a new figure came upon the scene, the German rider Ernst Henne, who, in the next ten years, almost made the "World's fastest" his private property.

(To be concluded).

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RACING NEWS

By "STAN"

It seems to me that the most important racing news in this non-active period is the election of Geoff Duke as the "Sportsman of the Year." I'm sure we must all congratulate Geoff on this unique occasion—unique in that it is the first time a racing motor-cyclist has come out at the top of the poll. It has a wider significance in my view.

Up till now the national press have always maintained what I can only describe as a "conspiracy of silence" so far as motor cycle racing is concerned. Even the most well known of the Sports Commentators seemed to have been completely ignorant of the achievement of British motor-cyclists. They have filled their columns in recent years with lugubrious comments upon the parlous state of British sport in general and seemed quite unaware that this dark picture had, at least, one very bright patch in the shape of motor-cycling successes.

Let us hope that the recognition by the sporting public of Geoff's success will also open the eyes and minds of these commentators so that, in future, motor-cycling successes will obtain the publicity they deserve. At a time when prejudice against motorcyclists is rampant, anything that can diminish this feeling is to be welcomed. Incidentally I hope all members played their part by voting for Geoff and "the finest sport on earth."

Although I mentioned in my first sentence "this non-active period," I meant only as far as actual racing is concerned. No doubt, many members will be working very busily on the preparation of their machines for the coming season and hoping that a few more m.p.h. and horses will be obtained thereby.

It seems, however, that some of the organisers are working no less busily. I suppose all members will have received in last month's "Bemsee" the Regs. for the April meeting at Silverstone which shows that our Bob has got cracking pretty swiftly and is not letting the grass grow under his feet. I have also received a questionnaire from Eddie Stephens about the Eppynt meeting in May, and Alan Mullee, the Boreham Secretary, has also sent out the Regs. for the April meeting at this fine track. This year all the meetings here will be sponsored by the "Daily

Mail" (another sign that the national press is taking an interest in us). The prize-money offered for the coming meeting is exceptionally good and anyone who can get a place will find it most profitable!

The rumours flying about these last weeks regarding the composition of the work's teams for 1952 have now condensed into facts. Nortons will be fielding a quartette consisting of Geoff Duke, Dave Bennett, Reg. Armstrong and Ken Kavanagh. The A.J.S. team will consist of Bill Doran, Rod Coleman and Jack Brett. No information is at hand yet about the Velocette team; all we know at present is that Bob Foster is retiring and that Cecil Sandford will be riding 250cc., 350cc., and 500cc. machines for Arthur Taylor. There would, therefore, appear to be some vacancies which will require filling.

Turning to the "foreign menace," Les Graham and Bardirola will be riding the M.V's which have now, according to reports, got over the gear-box trouble which afflicted them last season. We all wish Les a good season—it's about time Fortune smiled at him and the gremlins departed from his machine. It seems as if Gileras are going to make a big effort to wrest the Championship from Norton's. They have a quartette consisting of the three well-known and very formidable riders, Alfredo Milano, Umberto Massetti and Nello Pagani, and a new comer, Libero Liberati. The 500cc. four-cylinder engine has been redesigned and report says it is faster than last year's model, so we ought to see the sparks fly in the Season's contests and much further discussion and evidence about the relative merits of the single-cylinder and the multi.

Gileras are also making a big effort in the sidecar class to prevent Eric Oliver from annexing the Championship for yet another year. They will be entering a trio: Frigerio, Merlo and Albino Milani.

The Dominions will, of course, be sending teams over once again. The Australian men for the T.T. are Ken Kavanagh (who, as already mentioned, will also be riding for the Norton works team), Tony McAlpine and, a new man, so far as we are concerned, Ernie Ring. The New Zealand team will be Rod Coleman, Dean Hollier and Gordon Haggitt. Rod

will be riding for the A.J.S. stable but the other two are newcomers here. A surprising omission is Jim Swarbrick. He has been having a grand season; he recently won both Junior and Senior classes in the New Zealand T.T., so his omission is most unexpected.

I was pleased to see that the Oil and Petrol Companies are supporting a much longer number of meetings in this country this year. All the big National Open meetings are being visited and with "R" and 80 Octane at such a high level of price, the small fry, like myself, will be considerably cheered in consequence.

One or two points about the T.T. have

come to hand. One is that there will be no B.M.W.'s in the Island, but N.S.U.'s will probably be entering in the 125cc. and 250cc. classes. It seems that Joe Ehrlich will be entering a team in the 125cc. class.

I happened to see Vic Willoughby the other day for the first time since his prang in the 1950 Ulster. Members will be pleased to know that he has quite recovered from his nasty crash, has lost not a whit of his enthusiasm and is eagerly looking forward to the opening of the season. He managed to salvage a few parts from the Velo., which was practically a write-off, and is busily engaged in putting it to rights again. He hopes to compete in the T.T., the Ulster, the Belgian and the Dutch.

Keeping an Eye on Things

Many people have the idea that the life of a road-racing sidecar passenger is a fairly simple one, and in some ways they are right. If the job of being passenger was to consist only of leaning right or left in varying degrees to make up for the riders mistakes in placing the outfit into a corner, life would indeed be simple, but there is more to it than that. On many circuits there are long straights and it is on these that the passenger earns his keep for while lying full length on the sidecar floor, alongside the motor cycle, he can keep an eye on the machinery, and that can be a most worrisome business. I am unlucky to be keen enough to do the race preparation of the bicycle myself and the nervous strain of watching everything flying round at 6000 r.p.m. about 18ins. from the face has to be experienced to be believed. The worry is not for the face, that is long past worrying about, but for all the nuts and bolts and split-pins one has put on the bicycle, trying to remember if you checked the main-shaft nut, or if you riveted the chain and so on. The rider, of course, is quite oblivious of what is going on below him, his only worrying is max. revs in top gear, if it all flies apart, it is not his worry. People who talk about flexibly mounted float chambers being a good thing have probably never watched one wagging about on its rubber mounting at 90 m.p.h., it's horrifying I can assure you, and similarly the periods of vibration that pass through the rubber mounted oil tank may be absorbed by the rubber, but when you are watching it you are certain the thing has come adrift. If

you have an active imagination you suffer all the more, for everything seems about to fall off or come loose and if you look away from the motor, you find yourself looking at the wheels and wondering whether you did the wheel nuts up tight.

On more than one occasion I have lain there ungulfed in silent contemplation of the internal combustion engine, being wafted along at 80 or 90 m.p.h. only to be woken from my reverie by the realisation that my thoughts have become deeds and then the business of being a passenger takes on a much more practical outlook. Quiet contemplation of the small ground clearance that a Norton seems to get away with, when fitted with girder forks, came to a very abrupt end when I realised the fork spring had broken! On another occasion I was indulging in a little study of the vibration amplitude of the 'double-knocker,' when turning over at six-two, when I was forced to draw the conclusion that it was an excessive amount, judging by the relative movement between the engine and the petrol tank. First thoughts were that the petrol tank was about to fall off, but keen investigation showed that all the lock nuts were still in place. This did nothing to ease the mind and neither did the discovery that there was only one engine bolt left holding the engine to the frame. This self imposed mental torture, of which the rider is quite oblivious, can prove useful and it did on this occasion, for watching the movement of the engine in the frame prompted thoughts on the amount by which the sprockets were running out of line, which

in turn formed into a decision on just how much a chain could stand. I was not far out either, for when it flew off the sprockets I was able to watch it go and see that it was still in one piece, so a bit of sharp sprinting retrieved it and we were able to finish the race, still in the money.

A fellow passenger had another occasion to prove useful when the rev-counter bracket broke and the instrument flew away on the end of the cable. By a bit of nimble finger work he retrieved it before it touched down and was able to finish the race holding it so that the rider could still see it; though I do think it was a bit hard when he received a sharp kick behind the ear from the rider for not displaying it properly while rounding a left hand bend. Those sort of things are pretty simple to deal with, the difficulties

are such things as mudguard stays that break and flap dangerously near the spokes, unbeknown to the rider and out of his vision, or cracks that appear in the sidecar body, while exhaust manifold rings that unscrew, megaphones that come adrift, carburettors that fall off or petrol pipes that break are just shear hard work. But what we must not forget is the sight of a tyre bending off its rim to the point where it must come right off. I have offered up many a prayer for the designer of the security bolt.

Anyone who thinks passengering is just a matter of sweeping round corners a few inches off the ground, waving to the photographers, are very wrong, there are a lot more facets to the job than that.

D.S.J.

MOTOR CYCLING'S SILVERSTONE SATURDAY

SHOULD there be any members who are not competing, acting as mechanics or marshals or have some other official duty to perform, and who wish to gain admission to Motor Cycling's enclosure they should apply for the necessary privilege car park sticker without delay to:—The Secretary, B.M.C.R.C., 2 Wilton Mews, Wilton St., London, S.W.1. Membership number should also be stated.

CAMPING—Attention is drawn to the announcement in the February issue of this magazine anent arrangements that have been made for the convenience of Members who may wish to camp or park their caravan in a field adjacent to the Silverstone circuit. Anyone wishing to take advantage of this facility should advise the Secretary as soon as possible.

FIXTURE LIST

1952 National and International dates

(Racing only)

- April 12 Brough Aerodrome Races (1½ m.—350, u/l, u/l s.c.) Blackburn Welfare M.C.: J. Barker, Blackburn General Aircraft Ltd., Brough, E. Yorks.
- „ 13 PRIZ DE PAU (2.7 km.—250, 500) M.C. de Bearn, 3 Blvd d'Aragon, PAU. (B.P.) France.
- „ 13 Blandford Road Races (3½ m.—125, 250, 350, 500)—Blackmore Vale M.C.C.: F. J. Rendall, 109 Sutton Veny, Warminster, Wilts.
- „ 14 Thruxton Aerodrome Races (1½ m.—125, 250, 350, 500, 1000 s.c., Club)—Ashton Combine: N. E. Goss, 60 Burlesdon Road, Bitterne, Southampton.
- „ 14 Pendine Sand Races (1 m.—250, 350, 500, 1000, club)—Swansea M.C.: A. Phillips, 34 North Hill Road, Swansea, Glam.
- „ 14 Cadwell Park Road Races (¾ m.—250, 350, 500, u/l, 500s.c. u/l s.c.)—Louth & D.M.C.: C. Wilkinson, 8 Cornmarket, Louth, Lincs.
- „ 14 Rhydymwyn Road Races (1/2 m.—125, 250, 500, 600 s.c.)—Wirral “100” M.C.: R. M. Craig, 1 Brockhurst Cottage, Allport Road, Bromborough.
- „ 14/15 Esholt Park Road Races (2m.—125, 250, 350, 500, 1000, club)—Bradford & D.M.C.: J. Whittaker, 29 Fernhill Road, Shipley.
- „ 19 Silverstone Aerodrome Races (3m.—125, 250, 350, 500 Club, 1000, s.c.)—B.M.C.R.C.: R. C. Walker, 2 Wilton Mews, Wilton Street, London, S.W.1.
- „ 19/20 Gran TROFEO DI SAN REMO (3.5 km.—250, 500)—M.C. San Remo. Palazzo Riveria, San Remo, Italy.
- „ 20 EILENRIEDE RENNEN (4.8 km.—250, 350, 500, 500 s.c.) A.D.A.C. Landesgruppe Niedersachsen e.V. Hanover, Germany.
- „ 20 Brands Hatch Road Races (1m.—350, 500, 650 s.c.) Brands Racing Combine: J. Carr, 60 Hurst Road, Erith, Kent.
- „ 26 Boreham Road Races (3 m.—250, 350, 500, u/l, s.c., vintage) Chelmsford & D.A.C.: A. Mullee, 103 Bishops Road, Chelmsford.
- „ 26 Castle Coombe Races (1½ m.—125, 250, 350, 500, 1000 s.c., club) Bristol M.C.C.: L. E. Fellows, 38 Quarrington Road, Bristol.
- „ 26/27 CIRCUIT DE MARSEILLE (2.7 km.—350, 500) M.C. de Marseille 71 rue de Pardis, Marseille, France.
- „ 27 CIRCUIT DE METTET (8.5 km.—250, 350, 500, 500 s.c.) M.U. de l'Entre Sambre et Meuse: L. Hubert, 41 Rue Reine Elisabeth, Mettet, Belgium.
- May 1 STRASSENRENNEN SALZBURG (4.2 km.—125, 250, 350, 500, 750 s.c.) A. R. K. O. Kraftfahrer, Ortsgruppe, Salzburg, Austria.
- „ 3 Leinster “225” (8¼ m.—250, 350, 500, h/cap) Leinster M.C.: 27 South William Street, Dublin, Eire.
- „ 3 CIRCUIT DE BORDEAUX (2.5 km.—350, 500) M.C. de Bordeaux, et du Sud-Ouest: P. Soubrie, Cafe Francais, Place Pey Berland, Bordeaux, France.
- „ 3 Eppynt Mountain Road Races (5¼m.—250, 350, 500, 500 s.c., 1000 s.c., club) Carm. M.C. and Buith Wells M.C.: E. T. Stephens, 22/23 Water Street, Carmarthen.
- „ 3 Gold Cup Sand Races (1 m.—250, 350, u/l, u/l s.c.) Wirral “100” M.C. (see April 14th).
- „ 10 North West “200” (11½ m.—250, 350, 500, h/cap) North of Ireland M.C.: R. T. Kane, “Valmar,” Clooney Park West, Londonderry, N. Ireland.
- „ 10 Aberdare Park Road Races. (¾ m.—125, 250, 350, u/l, club) Aberaman & D.M.C.: Mrs. D. Pryse, “Preswylfa” Campbell Terrace, Mountain Ash, Glam.

- „ 11 ELAINTARHANAJA DUIRGARDSLOPPET (Grand Prix of Finland) (2 km.—350, 500) Finlands Motorforbund, Sodra Mag asinsgdan 6, Helsingfors, Finland.
- „ 11 CIRCUIT DE FLOREFFE (13.6 km.—250, 350, 500, 500 s.c.) R. Limage, 19 rue Felix Woden, Namur, Belgium.
- „ 11 PREMIO DE MADRID (3.3 km.—125, 250, 350, 500, 500 s.c.) R.M.C. de Espana, Piazza de Santa Anna 9, Madrid, Spain.
- „ 11 RHEIN-POKAL RACES (7.7 km.—125, 250, 350, 500, 500 s.c., 750 s.c.) Badischer Motrsport-Club eV. (DMV) Hockenheim, Germany.
- „ 14 Cookstown "100" (5¼m.—h/cap, 250, 350, 500) Cookstown & D.M.C. Molesworth Street, Cookstown, N. Ireland.
- „ 17/18 GROSSER PREIS DER SCHWEIZ (7.3 km.—250, 350, 500, 500 s.c.) Fomospp Bern: A. Bitzjus, Muritstrasse 74, Bern, Switzerland.
- „ 18 RUISSALO RACES (2.8 km. road & sand—350, 500) Finlands Moto forbund (see May 11th).
- „ 18 CIRCUIT VAN ZANDVOORT (4.2 km.—125, 250, 350, 500) K.N.M.V. Bezuidenhoutsweg 179, s/Gravenage, Holland.
- „ 18 CIRCUIT DE DRAGUIGNAN (2.5 km—350, 500) M.C. Drosenois: M. Garsein, 8 Avenue Carnot, Draguignan (Var) France.
- „ 22 GRAND PRIX DE LUXEMBOURG (3.8 km.—350, 500) M.U. de Grand Duche de Luxembourg, Case Postale 101, Luxembourg.
- „ 25 EIFELRENNEN-NURBURG-RING (22.8 km.—125, 250, 350, 500, 500 s.c., 750 s.c.) A.D.A.C.A., Gesantclub, Koniginstrasse 11a, Munchen 22, Germany.
- „ 25 CIRCUIT DE SOMBREFFE (3.3 km.—350, 500, 500 s.c.) A.M.C. Sombreffe, F. Blocry, Place du Stain 273, Sombreffe, Belgium.
- „ 25 PRIX DE PARIS (6.3 km.—350, 500) A.M.C. de France: E. Mauve, 29 Blvd du Havre, Colombes, (Seine) France.
- „ 25 PRIX DE ROUSSILLON (1.3 km.—350, 500, 500 s.c.) Ligue Motocycliste de Languedoc: Cafe de Francais, Place Jean-Jaures, Beziers (Heraul) France.
- „ 29 T.T. PRACTISING COMMENCES.
- June 1 CIRCUIT DES FRONTIERES A CHIMAY (10.9 km.—350, 500, 500 s.c.) A.M.C. de Beaumont-Chimay: J. Buisseret, Casino de Chimay, Belgium.
- „ 1 AVUS-RENNEN (8.3 km.—125, 250, 350, 500, 500 s.c., 750 s.c.) D.M.V. Motorsport Club, Berlin, Germany.
- „ 1/2 CIRCUIT DE BERGERAC (2.9 km.—175, 250, 350, 500, 500 s.c.) M.C. de Bergerac: M. G. Brassem, Cafe Tortoni, Bergerac, (Dordogn) France.
- „ 2 Pendine Sand Races (1 m.—250, 350, 500, 1000, club) Carm. M.C. and L.C.C. (See may 3rd).
- „ 2 Cadwell Park Road Races—Louth & D.M.C. (See April 14).
- „ 2 Trent Park Sprint Trials (1¼ m.—125, 250, 350, 500, u/l, u/l, s.c., Vintage) N. E. London M.C.C.: E. F. Greygoose, 23 Bedford Road, Tottenham, N.15.
- „ 2 Rhydymwyn Road Races—Wirral "100" M.C. (See April 14th).
- „ 2/3 Esholt Park Road Races—Bradford & D.M.C. (See April 14th).
- „ 7/8 BOL'DOR (24 hour race) (6.3 km.—50, 75, 125, 175, 250, 350, 500, 350 s.c., 500 s.c., 1000 s.c.) A.M.C. de France (see May 25th).
- „ 8 CIRCUIT DE LYON (1.18 km.—250, 350, 500, 500 s.c.) M.C. de Lyon: 7 Place des Terreaux, Lyon, (Rhône) France.
- „ 9, 11 & 13 TOURIST TROPHY RACES (37¼ m.—125, 250, 350, 500) Auto-Cycle Union, 83 Pall Mall, London, S.W.1.
- „ 9 & 11 Clubman's T.T. Races (37¼ m.—250, 350, 500, 1000 club) A.C.U. (see June 9th).
- „ 14/15 JUNELOPPET ROAD RACES (1.8 km.—350, 500) Sveridges Motor federation: Brahegatan 24, Stockholm 16, Sweden.
- „ 15 CIRCUIT DE REGENSDORF (2.6 km.—250, 500, 500 s.c.) M.S.C. Glattal: E. Keller, Hofwiesenstrasse 116, Zurich 57, Switzerland.

- „ 21 **SILVERSTONE—B.M.C.R.C. Club Meeting (Closed) (see April 19th).**
- „ 21/22 **CIRCUIT DE OPATIA** (6 km.—125, 250, 350, 500, 750 s.c., 1100 s.c.) Automobilsko-Motociklisticki Savez Jugoslavije: Terazije 41, Post fah 256, Beograd, Yugoslavia.
- „ 22 **CIRCUIT DE MONS** (8 km.—350, 500, 500 s.c.) M.C. Mons: A. Gard, Bld. Sainclette 86, Mons, Belgium.
- „ 28 **GROTE PRIJS VAN NEDERLAND** (Dutch T.T. 16.5 km.—125, 250, 350, 500) K.N.M.V. (See May 18th).
- „ 29 **CIRCUIT DE TARARE** (1.9 km.—250, 350, 500, 500 s.c.) Baid-ago's Druridge Cafe due Commerce, rue Pecherie, Tarare, (Rhône) France.
- „ 29 **Druridge Bay Sand Races** (2.m—250, 350, 500 u/l s.c.) Newcastle and D.M.C.: L. H. Stockhill, 81 Whitfield Terrace, Heaton, Newcastle on Tyne.
- „ 29 **Brands Hatch Road Races—Brands Racing Combine** (See April 20th).
- July 3/5 **Olivers Mount Road Races** (2½ m.—125, 250, 350, 500) Scarborough & D.M.C.: J. Claxton, Central Chambers, 77 West Scarboro' Yorks.
- „ 5 **Skerries "100"** (7½ m.—250, 350, 500 h'cap) Dublin & D.M.C. W. V. Browie, 37 Exchequer Street, Dublin.
- „ 5 **Scottish Road Races** (1½ m.—150, 200, 250, 350, 500) Kircaldy & D.M.C.C.: J. Keddie Jnr., 54 Sutherland Street, Kircaldy.
- „ 6 **GRAND PRIX DE BELGIQUE** (14.1 km.—350, 500, 500 s.c.) Federation Motocycliste de Belgique, 18 rue Capouillet, Bruxelles, Belgium.
- „ 6 **Cadwell Park Road Races—Louth & D.M.C.** (See April 14th).
- „ 12 **Ibsley Aerodrome Races** (2.2 m.—125, 250, 350, 500 and s.c.) Ringwood & D.M.C.: H. Shunter, 11 East View Road, Ringwood, Hants.
- „ 12/13 **HEDEMORALOOPET** (Road Races) (7.3 km.—350, 500) Svenska, Motorklubbens Hedemoraavdelning: Hedemora, Sweden.
- „ 13 **GRAND PRIX DE FRANCE** (8.9 km.—250, 350, 500, 500 s.c.) Moto-Camping Club Albigeois, Cafe Moderne, Albi, (Farn) France.
- „ 13 **CIRCUIT DE LA CAMBRE** (2.5 km.—350, 500) U.M. Uccloise: Ch. de Vieurgaet 293, Uccle, Belgium.
- „ 13 **Brands Hatch Road Races—Brands Racing Combine** (See April 20th).
- „ 16 **Mid-Antrim "150"** (10½ m.—h'cap, 250, 350, 500) Mid Antrim M.C.C.: A. Watt, 45 Market Street, Ballymena, N. Ireland.
- „ 19 **Munster "100"** (7 m.—250, 350, 500 h'cap) Munster M.C. & L.C.C. 68 South Mall, Cork, Eire.
- „ 20 **GROSSER PREIS VON DEUTSCHSLAND** (11.5 km.—125, 250, 350, 500, 500 s.c., 750 s.c.) A.D.A.C. Gesamtclub. (see May 25th).
- „ 21 **CIRCUIT D'OOSTMALLE** (9.7 km.—350, 500, 500 s.c.) A.M.C. Ostmalle 9/10, Dorplatts, Osstmalle, Belgium.
- „ 26 **Temple "100"** (5½ m.—h'cap, 250, 350, 500) Temple M.C.: W. Graham, Temple, Boardmills, Lisburn, N. Ireland.
- „ 26 **Boreham Aerodrome Races—Chelmsford & D.M.C.** (see April 20).
- „ 26 **Altcar Road Races** (1½ m.—150, 250, 350, 500) Waterloo & D.M.C.: A. H. Atkinson, 356 Longmoor Lane, Fazakerly, Liverpool 9.
- „ 26 **Rhydymyn Road Races—Wirral "100"** M.C. (see April 14th).
- „ 27 **CIRCUIT DE PORRENTUROY** (1.5 km.—350, 500) M.C. d'Ajoie: R. Rey, rue Traversiere, Porrentruy (J.B.) Switzerland.
- „ 27 **INTERNATIONAL SIDECAR RACES ZANDVOORT** (4.2 km.) K.N.M.V. (see May 18th).
- Aug. 3 **PREMIO DE GUIPUZCOA** (3 km.—125, 350, 500 and s.c.) R.M.C. de Guipuzcoa: J. Lazanco. Paseo Ramon Maria Lili 3, San Sebastian, Spain.
- „ 3 **COPPA DRIATICA SENIGALLIA** (road races) (9.3 km.—250, 500) M.C. Senigallia, Piazza Simoncelli 1. Senigallia Italy.

- „ 3 NORRKOPPING ROAD RACES (3.7 km.—350, 500) Svenska Motorklubbens Osgota-avdelning, Albrektsvagen 121, Norrköping, Sweden.
 „ 3 Cadwell Park Road Races—Louth & Dist. M.C. (see April 14th).
 „ 4 A.C.U. International Road Races (125, 250, 350, 500, u/l. s.c.) A.C.U. (see June 9th).
 „ 4 Pendine Sand Races (1 m.—250, 350, 500, 1000 club) Carmarthen M.C. (see May 3rd).
 „ 10 CIRCUIT VANEITTEN (6.9 km.—350, 500) Stitching Circuit van Etten p/a de Heer A. J. Nuyte, Vincent oan Goghplein 25, Etten, Holland.
 „ 10 CIRCUIT DE COMMINGES (11.6 km.—250, 350, 500, 500 s.c.) Auto-moto courses, 81, Blvd Carnot, Toulouse, Haute Garonne, France.
 „ 14/16 ULSTER GRAND PRIX. (16½ m.—125, 250, 350, 500) Ulster M.C.C.: R. G. Wilkinson, Murphy Bldg, 69 May Street, Belfast, N. Ireland.
 „ 17 Brands Hatch Road Races—Brands Racing Combine (see April 20).
 „ 17 SOLITUDE-RENNEN (11.5 km.—125, 250, 350, 500, 500 s.c., 750 s.c.) Rennburo, Neckarstrasse 50, Stuttgart, Germany.
 „ 20 Enniskillen "100" (6½ m.—h'cap, 250, 350, 500) Enniskillen M.C.C.: G. Hurst, Ann Street, Enniskillen, N. Ireland.
 „ 23 CIRCUIT TUBBERGEN TWENTHE (9.2 km.—250, 350, 500) Bestuur van de Stitching Circuit, Tubbergen-Twenthe, p/a de Heer, J. C. de Wit, Almelostraat B.68c, Zenderen (Ov) Holland.
 „ 23 Boreham Road Races—Chelmsford & District M.C.C. (see April 26th).
 „ 23 Aberdare Park Road Races—Aberaman & Dist. M.C. (see May 10th).
 „ 24 Castlecombe Road Races—Bristol M.C.C. (See April 26th).
 „ 30 Shelsley Walsh Hill Climb—B.M.C.R.C. (350, 500, 1000, s.c.) (see April 19th).
 „ 30 Honeyborne Aerodrome Road Races—Alecster & D.M.C.C.: A. E. Johnson, Spencers Radion, Alcester Street, Redditch, Worcs.
 „ 31 CIRCUIT DE LOCARNO (1.7 km.—500, 750 s.c.) U.M. Locarnese, M. Fochetti, Garage Tyroi, Tenero, Switzerland.
 Sept. 6 Rhydymwyn Road Races—Wirral "100" (see April 14th).
 „ 6 SPRINT MEETING—B.M.C.R.C. (see April 19th).
 „ 9 MANX GRAND PRIX—Junior. (37½ m.—350) Manx M.C.C.: C. R. Ducker, 32 Athol Street, Douglas, I.O.M.
 „ 11 MAN GRAND PRIX—Senior (see September 9th).
 „ 14 GRAND PRIX DES NATIONS (6.3 km.—125, 250, 350, 500, 500 s.c.) Federazione Motociclistica Italiani, Corso Venezia 43, Milano, Italy.
 „ 14 Cadwell Park Road Races—Louth & D.M.C.: (see April 14th).
 „ 18-20 Scarborough International Road Races—Scarborough & D M.C.: (see July 3rd).
 „ 20 Belfast "100" (h'cap, 250, 350, 500) Belfast & D. M.C.: R. Brown, 47a, Linfield Road, Belfast, N. Ireland.
 „ 27 Hutchinson "100" International Road Races—B.M.C.R.C.: (125, 250, 350, 500, s.c.).
 „ 27 Cheshire Centre Sand Championship (1 m.—250, 350, u/l, u/l.s.c.) Wirral "100" M.C. (see April 14th).
 „ 28 Blandford Camp Road Races—Blackmore Vale M.C. (see April 13th).
 „ 28 Brough Aerodrome Races—Blackburn Welfare M.C. (see April 12th).
 „ 28 Brands Hatch Road Races—Brands Racing Combine (see April 20th).
 Oct. 5 GRAN PREMIO DE ESPANA (4.1 km.—125, 500, 500 s.c.) R.M.C. de Cataluna: C. Viamonte, Plaza Tetuan, 36 Barcelona, Spain.
 „ 12 CIRCUIT D'ANFA (4.6 km.—125, 250, 350, 500, 500 s.c.) M.C. Marocain: Café Tantonville, rue Poincaré, Casablanca, Morocco.

RACING NEWS from Continent

Collected by ERWIN TRAGATSCH

The Italians Tomarozzi, Sozzani, Penati, Caroli, Farne and Miani riding a 48cc. "Ducati", reached on this little machine 76.920 Km/h over a distance of 10 miles and 76.562 Km/h over one hour. All together they put up 27 new world records—from 10km to 48 hours.

One of the oldest and most successful riders on the Continent is Fernando Aranda of Spain. He rides since 1927 in races and has in the early thirties also competed in the T.T. at the Isle of Man. For many years he had used to ride Norton, Rudge and Velocette machines. Now, Motor-Guzzi "Gambalunghino" mounted he won the Spanish Championship in the 250cc. class in 1950 and also 1951.

Belgian sidecar champion is again Frans Vanderschrick. His passenger in the sidecar during the season was his factory foreman—Vanderschick has a factory for sidecars—Martin Whitney, who was after the war racing mechanic to Charly Beischer. And sympathetic "Ergé" on his 7R A.J.S. "Boys Racer" is Champion of the 350cc. class while the "Featherbed" Norton brought Auguste Goffin the Championship in the 500cc. class.

Twenty and more years ago Hungarian riders used exclusively British and only in the smallest classes—German or Austrian racing machines. Now in the classes to 250cc. they are riding their own

Czepele or Czech made C.Z. and Jawa machines. In the 350cc. class they have still a few Velocette and "Boys Racers" and in the 500cc. class Italian Gilera—"Saturnos" are winning nearly all races. The best Hungarian riders are Szalkay, Puhony, Szabo, Niederkirchner, Cserkúti, Bineth, Harai a.o.

Kulczynski the Polish riders on a "G.P. Triumph" won the Grand Prix of Warsaw in the 500 cc. class while Kusnierk on a Jawa won the 350cc. race.

Russian motorcycle factories have produced new racing machines. The types are K 100 R, M 1 K, 1Z 51 M, and S 3 V. The type K 100 R has a 100cc. twostroke engine—not much different from the older type K 125. The new 125cc. racing machine—the M 1 K has a water cooled, supercharged engine while the new 1Z 51 M—the successor of the 1Z 350—who has a compression ratio of 12:1 is a further development of the older type.

I would like to visit once—only for a few hours!—the firm named "Glavmotoveloproma" which is "somewhere" in Russia. That is the official Russian Government designing office for motorcycles and I suppose I would meet here many men, which are born in Germany, not far from Zschopau, where was before the war the D.K.W. main factory. In this office was designed also the S 3 V,

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the greater brother of the S 2 B. The S 2 B has 248cc, and the S 3 V 345cc. The bore of the smaller engine is 33.5 mm, and of the bigger 39.5 while the stroke is in both cases 70.5. Riding a S 3 V, K. I. Matusin reached 190.5 Km over a Km with flying start and become Russian Champion.

Seigfried Wuensche now in Western Germany, many tested a phantastic fast East-German D.K.W. racing machine—designed by Ing. Pruessing—in 1946. This machine was later sent eastwards and never raced in Germany. Nearly needless to say, that I feel some connection between this machine and the new Russian S 3 V. The Russians are claiming, that the efficiency of the M 1 K engine is on the 130 HP/litre basis! (the M 1 K has 125cc.) My answer to these statements: "Please enter the T.T. races and we will see" . . .

Racing on smaller than 125cc. machines is becoming very popular also in Czechoslovakia. The "Manet" works, which are producing a 90cc. split single twostroke, have developed a racing model, which develops 6.2 HP at 6000 r.p.m.

The "Montesa" which competed last year also in the T.T., will have in the future a Spanish opponent in 125cc. races. A new make, the "Lube" is now producing also some new road racing machines.

This Continent is really very rich. If you are asking in England about the efficiency of the factory 350cc. K.T.T. Velocettes you can't get an answer. But on the Continent, in Italy you can hear that the last years Velocettes reached 8,000 r.p.m. with a compression ratio of 9.3 to 1 and had 32 HP. The piston speed was 17.4 m. a second and the top speed around 190 km.. Everything you can get in Italy . . . dates and machines. But not in England!

Congratulations again to Francis Beart! Anton Vitvar of Czechoslovakia, who rides 350cc, and 500cc. Beart tuned Nortons was for the third successive year again the most successful road racing man in Czechoslovakia. Among others he won the "Grand Prix of Czechoslovakia" on the famous "Masaryk Circuit" at Brno. The other classes at this race have been won by Franta Bartos on a C.Z.-Walter (250cc.) and Zdenek Kost on a Norton (350cc.) The new double knocker 500cc. Jawa twins proved very fast, but still very unreliable.

Vitvar won also both bigger classes in the second biggest Czech road race of the

year . . . the "Tabor Circuit." In the 500cc. class he was followed by Puhony, Hungary, on a Gilera and Novotny on the double knocker Jawa and in the 350cc. class Sedlak was second and Szalkay third. Both rode KTT Velocettes.

A racing machine mystery comes from Germany. N.S.U.'s have decided to abandon the producing of a 4 cyl. racing machine of 500cc. and will concentrate on a 2 cylinder racer of the same capacity. But Horex, which had until now worked on a 2 cyl. racing machine, are now trying their luck with plans for a Horex racing four.

Georges Houel of France, who rode so brilliantly in the "Swiss G.P. 1950" won the "Grand Prix of Scane" in Sweden on his Gilera-Saturno.

Races on the Continent have suffered a great loss, Ernie Thomas, after nearly 25 years in the saddle of racing machines has decided to retire from active competition in races. He was one of the finest representatives England ever had. A brilliant technician and stylist, a clever and always humorous rider, Ernie was very popular in most European countries. With his nearly 45 years of age, Ernie has the right to retire. He has done very much for the prestige of the British motorcycle industry and the sport and as his manager and helper in many races I want only to say: "Thank you Ernie and the best health, luck and business in the future."

Lastly, grand news from Italy, Benelli races again this year officially. Luigi Ciai, who already after the war rode Benellis and in the last years Parillas, will be the successor to the late Dario Ambrosini as official Benelli rider for 1952.

Alfredo Milani rode at Monza on the new Gilera Bialbero and was very satisfied, both with the speed as well with the reliability.

Gilera team for 1952:—Alfredo Milani, Umberto Masetti, Nello Pagani and Libero Liberati—solo and Ercole Frigerio (Ricotti) and Albino Milani (E. Pizzocri)—official sidecar riders.

M.V. team for 1952:—Carlo Bandirola, Les Graham and probably a young rider Tino Forconi.

Three famous riders, Arcisio Artesiani, Bruno Bertacchini and Bertoni have retired from racing.

RACING FUELS

By W. G. JARMAN and L. S. CHEESERIGHT

It is not generally appreciated that some of the pre-war G.P. Cars were using a "Chemists' Shop" mixture of the following order:—

86 per cent Methanol
8.8 per cent Acetone
4.4 per cent Nitrobenzene
.8 per cent Sulphuric Ether

This item is given prominence in order to prove what supercharging had already

done to G.P. car racing **before** the war. Let us therefore, congratulate the F.I.M. for banning forced induction (except for absolute world records) in motorcycle G.P. and T.T. racing.

To illustrate the position in a convenient manner, the following table gives a rough idea of the extremes now applicable in the racing game, on two, three and four wheels.

Fuel	Octane No.	C.R. (approx)	Remarks.
Pool Spirit	68/70	6½—7½	130 BTU/lb. (Latent Heat)
Grade 1 Spirit	75/85	7½—8½	140 BTU/lb. " "
Aviation Spirit	100/120	12—13	Varies according to additives
50/50 P.B.	85/95	9—10	160 BTU/lb. (Latent Heat)
Pure-Benzole	100 UP.	11—12	170 BTU/lb. " "
Meth Spirit	"	15 or over	High Latent Heat Value
Ethyl Alcohol	"	"	400 BTU/lb. (C.H.3 OH)
Methyl Alcohol	"	"	500 BTU/lb. (C.2.H.5 OH)
G.P. Spirit	"	"	See formula above.

The above list is by no means complete and should only be read as a broad guide for the purpose of a brief article such as this is intended to be. Please do not write to our overworked Secretary telling him we have forgotten such explosive spirits like Nitromethane or Hydrogen Peroxide plus Nitrogen fuels. We do not want the young members blowing themselves and the garage to bits.

A schedule of octane values in relation to blended fuels might prove useful for debate or for future reference. The

figures must not be taken as the work of men in an analytical laboratory. It is, in effect, a small effort by a couple of members trying to make an interesting contribution for their fellow-members through the medium of this Journal. If you happen to feel like experimenting, do not hesitate to go to specialists with many years experience of liquid fuels and be prepared for a shock when it comes to the cost. The more one puzzles about liquid fuels, the more complicated it seems to become and after all, we get very good racing on 50/50 P.B. (when we can get it).

RACING FUEL BLENDING

Octane No.	BLENDS BY VOLUME (IN PER CENTAGES)						Approx. C.R.	Air/Fuel Ratio	
	Pool Spirit	Benzole	Methanol	Ethanol	Acetone	Nitro-Benzene			
85	70	30	—	—	—	—	7—8	12.5	PETROL/ALCOHOL MIXTURES
90	50	50	—	—	—	—	8—9	11.5	
95	80	10	10	—	—	—	9—10		
97	50	25	25	—	—	—	10—11		
100	20	40	40	—	—	—	11—12		
110	—	50	50	—	—	—	12—13		
110	10	30	60	—	—	—	12—13		
115	—	20	80	—	—	—	13—14		ALCOHOL MIXTURES
115	10	10	70	—	10	—	13—14		
120	—	10	90	—	—	—	14—15		
125	—	—	100	—	—	—	15 UP	4.5	
UP	—	—	90	—	10	—	"		
"	—	—	—	90	10	—	"	6	
"	—	10	80	—	10	—	"		
"	—	5	5	80	10	—	"		ALCOHOL MIXTURES
"	—	—	80	—	15	5	"		
"	—	10	75	—	10	5	"		

and recaptured both the flying kilo and the mile records with speeds of 89.48 and 91.37 m.p.h. respectively, the first ninety-mile-an-hour motorcycle record to be achieved. Shortly afterwards he increased the speed over the kilo to 91.23 m.p.h.

The differences between de Rosier's Indian and Collier's Matchless were considerable. The American machine was a soidery looking motorcycle with a loop frame housing a V-twin engine of 994 c.c.; the valves were arranged in the then popular method of inlet-over-exhaust; the front forks were of a new spring-type, with a horizontally placed quarter elliptical leaf spring; the tyres were of two inch section; and the transmission was by chain throughout, the final drive being over sprockets of almost equal size. The Matchless was fitted with belt drive; slightly larger tyres than those fitted to the Indian; and a V-twin I.A.P. engine of 976 c.c. capacity employing vertical overhead valves, push rod operated.

Three years elapsed before any new Maximum speed records were created and then in May, 1914, the flying kilometre was taken at 93.48 m.p.h. by Sidney George on an Indian. This and Charles Collier's mile record were still standing when was declared in the August and as a consequence remained unbroken until 1920. When racing recommenced it was again an Indian that raised the maximum speed record to a new figure, but the rider was a newcomer, the late Bert le Vack who, in the next ten years, was to become an almost legendary figure at Brooklands and probably the greatest rider-tuner the sport has known. In the November of 1920, just before Brooklands closed down for the winter, le Vack made an end of the season attack on World's records, setting up a new absolute maximum speed of 95.24 m.p.h. over a flying mile. There was no opportunity for his rivals to make a counter-attack and so he remained the undisputed holder of the "world's fastest" for motorcycles until the following spring.

There were several contestants in 1921, the most notable being le Vack with his eight valve Indian—The Camel—and C. F. Temple and D. H. Davidson on Harleys. It was to prove a momentous year for in the spring the second milestone—100 m.p.h.—was reached and by the Autumn left well behind.

The Harley Davidson Company had prepared in their Milwaukee factory special machines for these attempts. Temple

and Davidson began practising as soon as Brooklands re-opened and towards the end of April were ready for a determined onslaught on the existing record. Davidson made the first run but was stopped by a broken chain. He was followed by Temple who went through the timed section a full two miles an hour faster than the existing record, and for the space of a few minutes was the reigning champion at 97.26 m.p.h.

Bert le Vack had come down to Brooklands to defend his title if need be and after the announcement that he had lost it to Temple he decided on an immediate counter-attack. The Indian, on which le Vack had spent the whole of the previous night preparing for this occasion, ran faultlessly, and just before dusk streaked over the measured distance at a speed faster than any motorcycle had ever before travelled, 98.98 m.p.h.

Next day Davidson and Temple resumed their attack; there was a double incentive, the record and the distinction of being the first to achieve 100 m.p.h. During the afternoon both riders made several runs. Temple setting up a new record of 99.86 m.p.h. but unable to clip off that vital fraction of a second, and finally it was Davidson who achieved the distinction of being the first motorcyclist to exceed 100 m.p.h. with a "fastest ever" record of 100.76 m.p.h.

Davidson's record was, however, short lived for the very next day le Vack returned to the Track and completely shattered the Harley record with a new figure of 106.52 m.p.h., and towards the end of the year he succeeded in improving upon this with a new record of 107.55 m.p.h. Not the least amazing fact about these performances was that the Indian was originally built in 1911.

These records were achieved in one-way runs which gave the riders the opportunity to take advantage of a following wind and, at Brooklands, to dive off the banking. After 1921 new regulations were introduced to cover these short distance records and from thence forward the credited time was the mean of two runs in opposite directions. Subsequently further regulations were made to define the permissible gradient of the road or track used and thereby prevent riders from taking advantage of gravitational assistance.

It was not until 1923 that a "two-way" speed exceeded le Vack's one-way record of 107.55 m.p.h. In the September of that year Freddie Dixon, riding a Har-

with success as a placeman in sight in the 350cc. finals, he had the misfortune to run out of petrol.

Deciding against a ride in the Ulster Grand Prix—"After all I did come to ride in the Isle of Man"—Keith enlisted the aid of countryman Ken Kavanagh and set about mastering the Island course. When asked about the method he used to sort out the 219 bends and corners which go to make up the circuit, he replied "There only seems to be one way. Keep on circling round constantly getting off to weigh up corners and lines' of approach. I certainly made a few trips round on my B.S.A. Bantam, but there's a lot to learn in 37½ miles."

Hide and Seek

Just how well Campbell did learn it is reflected in his lap times. The early rising was no deterrent, nor was the weather. On the first morning out he put in three laps, averaging 78.80 m.p.h. on the second one, placing him third fastest Junior rider of the morning. The racing fraternity sat up with a start and began to take notice of Australia's first Manx entry.

Although wet roads and low lying mist on the mountain section were all too prominent during the practice week. Campbell continued to maintain a place in the fastest six riders on the Leader Board, and then, on the Thursday afternoon practice period, when dry roads and good weather made their long overdue appearance, he became second fastest Junior rider of the day by putting the K.T.T. round the course in a time of 27.48 min.—an average speed of 81.45 m.p.h.

After his consistent fast riding in practice, Keith was strongly tipped to finish the race in the first six. From a standing start, he put in an opening lap at 78.89 m.p.h. which put him in fourth position and he went howling past the stands to begin his second lap flat down to it, the motor—tuned and prepared by Campbell—running as smoothly as ever.

The weather for the race was vile. The start had been postponed for an hour, and in this time there had been a slight improvement; sufficient anyway to run the event. The mountains were, however, shrouded in low lying mist which swirled across the road, unpredictable and constantly moving as only the 'Manx' variety can do. One moment a corner was clear, the next it was hidden and braking points and familiar landmarks had vanished. It was this 'Hide and Seek' effect

which caused Keith to overshoot the medium left hander at the Stonebreakers Hut on his third lap and so end his outstanding ride.

Luckily his injuries were not serious even though the machine ploughed along the grass verge for some yards before hitting an unyielding concrete post and throwing him through the fencing wire.

When this news came through to the Start in Douglas, Harry Hinton, recovered from his T.T. injuries and acting as Keith's pit attendant, must have recalled how the third lap of the Junior T.T. also eclipsed his name from the Leader Board. Another tough break for Australia!

To have come so far and to have given up so much for such a short ride—Keith sold his car and gave up his job as a welder to make the trip—would dishearten most people, but Keith wisely realises he has returned to Australia richer in knowledge and experience if not in actual silverware.

I saw Keith in Douglas shortly after he was discharged from Hospital, and as he sat nursing his plaster encased arm, he told me what the Island had taught him since our first meeting at the beginning of practice when we sat together with our machines on the Glencrutchery Road waiting for the sun to rise. He was even then, at a time when you can literally 'feel' the nervous tension in the air, quite calm and collected and ready with a friendly word for anyone who spoke to him. I cannot remember what we talked about then: I was far too nervous. But I do remember what he told me later on. "Fast bends, pit stops, and 'getting flat down to it' are all factors I've learned about," he said. "Back home we never seem to get flat on the tank for more than 1½ minutes in, say a four minute lap. You've just got to get down to it here or you waste a lot of time, especially if there's a head wind on the mountains. Then again, the riding style is different. More of the 'do or die' approach in Australia, with perhaps a little less polish: especially on slowish corners where, if there's an inch to spare, our boys will go through rather than wait for a clearer and perhaps safer opening on the following section."

I asked him how he found the Island course in comparison to Australian circuits. "It's a wonderful course: much longer than anything we have back home and more tricky. Take those bumps at the Highlander. If you don't hit them square on you know it . . . ! The S bend

at Birkins Corner is another I don't like. I tried it in top gear during the race on a line recommended by another rider. Next time round it was the old line and third cog. Just doesn't pay to alter things in a race. Bray Hill? Safe enough flat in top. It's bumpy alright, but not as bad as I expected after all the stories I'd heard."

Keith set sail for Australia last November. The Mk. VIII Velocette, straightened and rejuvenated went with him. So too did a new car for his Father which Keith and a party of his friends ran-in during a short continental tour. His arrival Down Under should have coincided well with the opening of the racing season and will, with luck, have included the

big Championship Meeting which this year is being held in his home State of Victoria.

He has left behind many friends, for this suntanned, dark haired Australian with his quiet unassuming manner and steady impressive riding will long be remembered by those who watched his meteorical rise to fame.

However, it may not be too long before Keith once again makes the 13,000 mile trip, for he plans a possible return visit in 1953 for the T.T. and a round of the Continental events with perhaps the honour this time of representing his country—an achievement which this young Australian is already well on the way to fulfilling.

Marshal's Musings

GET BUSY WITH THE POSTCARDS IF YOU ARE NOT ALREADY FIXED UP WITH A JOB AT SILVERSTONE ON THE 18th AND 19th APRIL, 1952

You have been warned about the Inland Revenue taking an interest in members of Clubs who do not do a spot of work. The "powers that be" cannot see why passive members should not contribute to the National Exchequer and that is the position at the moment. So if you are not racing (or acting as a mechanic) send your postcards to 153, Reigate Avenue, Sutton, Surrey, saying if you can manage both Friday Practice and Saturday Racing. Naturally, the more important services will be allocated to men who can attend on **both** days. Clean P.C's please!

The Senior Marshals who will be operating at the "EMCEE/BEMSEE" meeting are indicated below, so that all volunteers will know their "King-Pins" at Silverstone. (1952 Bushes).

Track Approach Gate—E. T. Hopgood.
Track Crossing—E. Headlam.
Track Bridge (if used)—C. N. Milner.
Paddock & Pits—W. F. Moore.
Ballot for Scratch Races—L. V. Jarman.
Lap Spotters—L. S. Cheeseright.
Sidecars—J. S. Wright.
Course Car—E. Cooper.
Solo Marshals—A. Herbert &

D. McBain.

Course Marshals—E. Walker &

A. Tisdall.

Flags & Phones—L. E. Baker.

The other types who work so hard for "Bemsee" in particular and motorcycle racing in general have been indicated on

the green documents sent out with the last issue.

Talking of the last issue reminds me of the Monte Carlo Rally. Many good pals of ours competed and put up a magnificent display against formidable odds:—

Winners; Messrs. Allard, Warburton & Lush.

Runners up; Messrs. Moss, Scannell & Cooper.

Just to make sure of things, one of our judges, "Mike" Couper, won the Concours for the third time running. This was followed up, oh so closely by Tommy Wisdom and Lord Selsdon. Good show chaps!

The great thing about the above is the fact that they **all** take a lot of interest in what **we** do. As most of them operate with B.R.D.C. at Silverstone, we now have much in common.

A letter from the North wants to know who will be riding for the Surrey Cell as suggested last month. Just to set the wheels revolving, here is a nice little bunch who have formed themselves into a co-operative équipe to be known as "S.P.O.R.T." (Surrey Private Owners Racing Team) comprising Messrs. Bosstock, Dudley-Ward, Monty and Webb. We only need a Surrey Sidecar and this team will take on any County, or County Borough, at the first opportunity. It will

EXPERTS GRAND NATIONAL SCRAMBLE
Holdsworth Trophy, Senior, Junior
& Lightweight

ALLAN JEFFERIES TRIAL

COTSWOLD SCRAMBLE

Senior, Junior & Lightweight

TRAVERS TROPHY TRIAL

MITCHELL SOLO TROPHY

SCOTTISH SIX DAYS TRIAL

SUNBEAM POINT-TO-POINT Both Races

COTSWOLD CUPS TRIAL

VICTORY CUP TRIAL

COLMORE CUP TRIAL

KICKHAM TRIAL

HURST CUP TRIAL

SHRUBLAND PARK SCRAMBLE

Senior, Junior & Lightweight

RED ROSE TROPHY TRIAL

WEST OF ENGLAND TRIAL Solo Trophy

JOHN DOUGLAS TROPHY TRIAL

Solo Trophy

ST

DUNLOP

1951 RACING TRIALS & SCRAMBLES SUCCESSES

SCOTT TRIAL

INTERNATIONAL SIX DAYS TRIAL

International Trophy
International Silver Vase
Club Team Prize
Manufacturers Team Prize

BRITISH EXPERTS TRIAL

Solo and Sidecar Trophies

"MOTOR CYCLING" GOODWOOD RACES

250 cc. 10-lap Scratch Race
350 cc. 10-lap Scratch Race

SPANISH GRAND PRIX

(Barcelona) 350 cc. Race

SWISS GRAND PRIX 350 cc. Race

T.T. RACES Lightweight Race

Ultra-Lightweight Race

NORTH-WEST '200' 250 cc. Race

A.C.U. INTERNATIONAL RACES

Junior Race
Lightweight Race
Ultra-Lightweight Race
Passenger Race

LANCASHIRE GRAND NATIONAL SCRAMBLE

DUTCH GRAND PRIX 350 cc. Race

LEINSTER '200' All three classes

HUTCHINSON '100'

10 miles Scratch Solo up to 125cc.
15 miles Scratch Solo 225/250 cc.
15 miles Scratch Solo 300/350 cc.
50 miles Scratch Solo up to 350cc.

SCARBOROUGH INTERNATIONAL ROAD RACES

Lightweight Race
250 cc. Scratch Race
350 cc. Scratch Race

ULSTER GRAND PRIX 125 cc. Race

make news and a grand poster if a few County Cells are competing in a Relay Race. Ted Frost please note.

Regular visitors to the Isle of Man will be interested to know that the KANES have had enough of retirement and go back to Housedrake this month. Press and Trade please copy because there will be a re-union house-warmer there next June. I am also advised there will be a Trophy Party on the T.T. Wednesday. D.V. and E. & O.E. etc.

I have been taken to task by Ted Hopgood who runs the "Queen's Arms" at Goring-on-Thames. Ted has been catering for motorcycle clubmen for 25 years and points out that good ale never did any harm and is one of the oldest beverages known to man. O.K. Marshal Hopgood, we shall come to Goring and take the waters.

Talking of ale, the "Winning Horse" technicians got involved in a grand discussion over (1) Gas Filled Tubes in Racing Tyres and (2) Various Racing Fuels. I cannot get any details about the former so what about it D.D.D. or R.W.? With regard to fuels, I have collected some "dope" from various sources which is being made the subject of a separate article after Lionel Cheeseright has checked it over. As he is in Nottingham, this may

take a little time unless he moves back to Harrow very soon. Lionel has spent his life with all kinds of fuel and I see no reason why he should hide his light under a bushel any longer. Contributions to this journal should come in freely and regularly so that Bob Walker doesn't have to scratch around every month.

The work involved in getting this little book ready is quite a worry during the racing season. So if you can help the Secretary to produce our journal, make an appointment as soon as you like. As soon as the boys know what your doing for your fellow clubmen, you will be surprised at the various forms of appreciation which will come along. Never a dull moment—ask Roberto Walkerini!

I make no excuses for concluding this contribution with a request that you send along your pure postcards during the month of March. April will be too late because the "Marshal Plan" takes a lot of spare time paper work and the final documents, etc., must be despatched at least a week before the great occasion. Thank you gentlemen and please do not worry me about Programme Sales which are so ably dealt with by Owen Roebuck and his mixed choir of "Stop me and buy one please." Joking aside O.R. has done a grand job for his club. Now for the A.G.M. Cheerio!

W.G. (BILL) JARMAN.

"REV COUNTER" reports . . .

Peter Hogan is surprised after so much talk by some Bemsee members as to the slowness of British 125's that he and his brother returned lap speeds during the 1951 Hutchinson 100 only some 3 m.p.h. slower than the fastest put up by Les Graham on the works 125 M.V. Agusta. The latest brake tests on brother John's engine reveal it was developing the same B.H.P. per litre figures as the best British production racers and things have been really buzzing at the Hogan tuncary, where a fan brake is being built from which more sensitive readings are anticipated. John is expecting his Featherbed shortly, the Velo having already been sold to make way for the latest addition to the Hogan Camp.

P. L. Burridge regrets he did not do anything spectacular last season and, in an effort to remedy this state of affairs, is indulging in a little heavy breathing on the motor—in the hallway of some married quarters of an R.A.F. 'drome in Lincolnshire.

George Ewer and Gerry Lund. will be entered in the main events by G. K. Rae Ltd, George on a 350 A.J.S. and 500 Norton and Gerry on a 500 Triumph.

Les Archer. According to the latest news it would appear that when young Les comes out of the Army we may not see him perform a great deal on road circuits, as it is understood he will be taking quite a serious interest in Moto Cross

events—Best of Luck Les, we shall follow your progress with the greatest interest.

Ted Davis is hoping for plenty of chair events at our race meetings this year as he has just completed a very special Black Lightning and Watsonian for the seasons events.

Jim Bound imparts the very interesting news that he will be racing a works 125 Parilla and a D.K.W.! He has also introduced his Belgian friend Marcel Masuy into the Club.

Dave Jones is still moving round the world with Cable and Wireless Ltd., and has just completed a trip from the Azores to Freetown on the West African coast.

G. Bruce tells me that M.B. Prudence will again be riding for him this season; the machinery to be used in the T.T. are Nortons (Senior and Junior) and an E.M.C. in the Ultra Lightweight. The usual short circuit events at Silverstone, Thruxton and Blandford will of course also be supported.

H. E. Greenwood conveys news from the North that one of our members P.B. Davies is being entered by the Huddersfield Club in the Junior Clubmans T.T.

and they have high hopes for him, we, I know wish him every success and an enjoyable ride. The Netherwood brothers, (R.H. & W.J.) will be racing again but their plans have yet to be finalised.

The D.K. Mansell is, as most will know, a sidecars only trial and was this year held in the ideal trials country around Stroud. From our point of view the major interest centred on those Bemsee members who were competing in this event, i.e., Geoff Duke, Denis Jenkinson, Cyril Smith and Ted Atchelor. Needless to say I got a great kick out of watching Geoff's performance on three wheels and having noted his skill on two sections vastly different in character, I am of the opinion that should he ever take up sidecaring, seriously, he would probably win the trials sidecar championship within a season.

Denis no doubt found driving a trials sidecar outfit something vastly different to passengering in a road race, made heavy work of the most difficult section in the trial although a little more assistance from his passenger would no doubt have made a great difference. Unfortunately I was not able to see our other two in action but it is understood that Ted Atchelor retired with tyre trouble.

MUTUAL AID AND BENEVOLENT FUND

Urgently wanted—Inlet manifold for Grand Prix Triumph engine. Write: T.R. Garland, 11 Barrie House, Lancaster Gate, London W.2. Phone: AMBassador 1936.

Wanted—1 W.M.I 19in. alloy rim. R. P. Law, 58 East Street, Bromley.

For Sale—1935, 7R 350cc. A.J.S. Alloy Head, dural engine plates, rev-counter,

spares. Completely rebuilt and ready for racing. £70 C. J. Weatherley, Bel-size Farm, Scarratt, Herts.

For Sale—Set of racing leathers 38" chest and crash helmet size 74. To an enthusiast member rider at a reasonable offer. Mrs. A. J. Baer, 35 Highfield Road, Berkhamstead, Herts.

NEW MEMBERS

A warm welcome is extended to the following new members:—

C. M. Bennett (Birmingham)
A. J. Butcher (Southampton)
P. F. Corbett (Botley)
F. Hazell (Beaconsfield)

D. W. G. Luke (Torquay)
L. G. Morris (Leyton)
N. D. Pickering (Coventry)
T. T. Watson (Moreton-in-Marsh)
H. Whitehead (Beeston)

H. L. DANIELL

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