

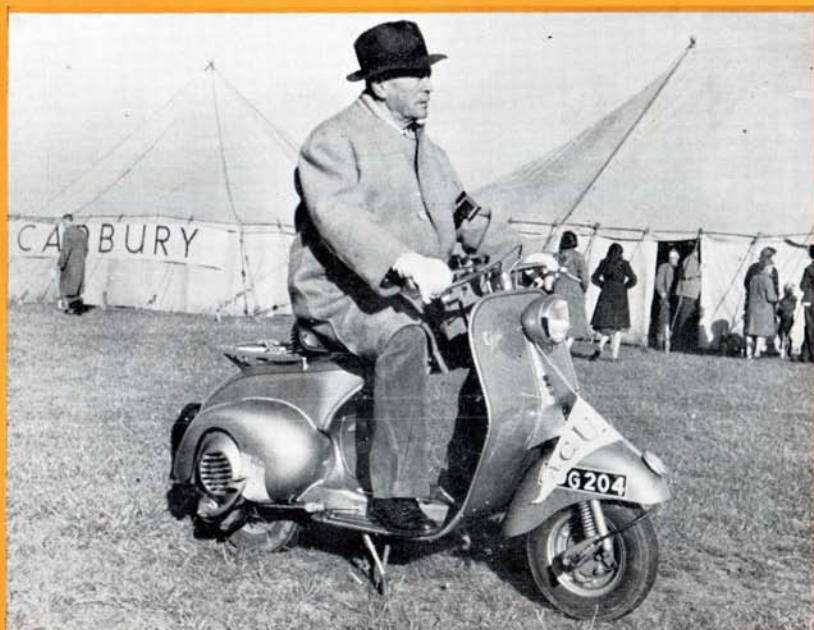


Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 5. No. 7—July, 1952

ONE SHILLING



A distinguished visitor to the T.T. was our President, Sir Algernon Guinness, seen here on a Vespa.

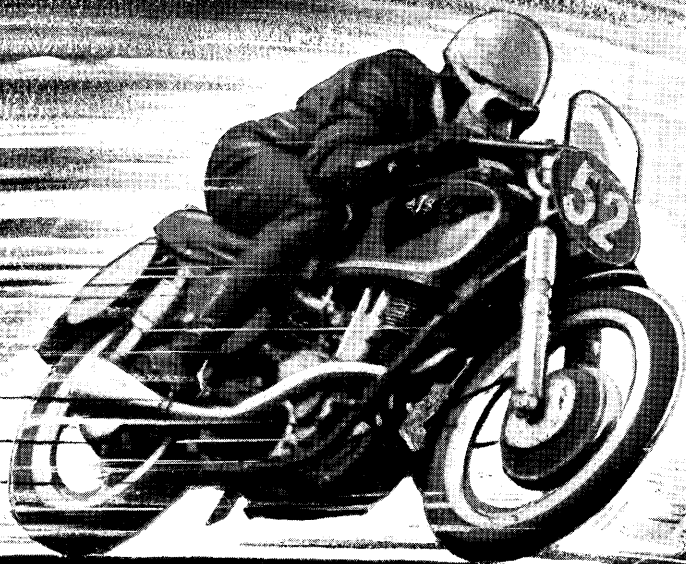
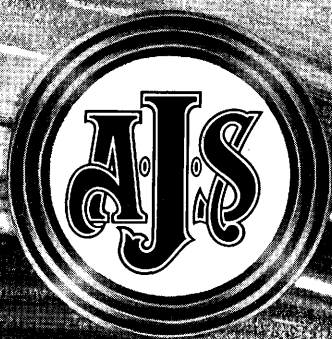
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Bemsee

Vol. 5 No. 7 JULY, 1952

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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EDITORIAL

AN ANALYSIS of the results of this year's T.T. races shows that the trend is more or less as before; speeds have risen and reliability, expressed as the ratio of finishers to starters, is of the order of 60%. Compared with last year there is an increase in reliability of the Senior and Lightweight machines.

Except in the Lightweight event (250 c.c.) the number of Bronze replica winners remains substantially the same as in 1951. In the Senior race there were ten more silver replica winners this year than last, and in the Junior race ten less. The reasons are that of the 1951 Junior T.T. Silver replica winners several were not competing this year and many of the others were forced to retire. In the Senior race there were fewer retirements this year and the winning speed was lower. Except in the Ultra Lightweight event 90% of the finishers can expect to win either a bronze or silver replica.

The unkind remark that "the best way to tune a two stroke is to sell it and buy a four stroke" was partially justified by the results of the 125 c.c. race. The fastest two stroke was about 12 m.p.h. slower than the winner. Only one British "tiddler" has won a replica in two Ultra-Lightweight T.T.s. If the two strokes are to be equally matched with the four strokes some degree of supercharging appears to be essential. In 1953 the International regulations will permit a small degree of supercharging but whether the two strokes will benefit from this concession remains to be seen.

It is also becoming increasingly difficult for riders of British two fifties to win an award. They might be better favoured if the Lightweight T.T. was to revert to seven laps. On the continent short distance races are favoured by the organisers. If the races are organised purely as a sporting spectacle the sponsors are doubtlessly justified in reducing the distance to a mere hundred miles, but if the prime object of the International races is to "improve the breed"—and surely it should be?—the length of races must be increased. Any distance less than two fifty miles, except, perhaps, for 125 c.c. machines, is the minimum that should be contemplated for Grand Prix. Car races are held over far greater mileages. Twenty years ago the Senior T.T. winner covered the seven laps in approximately three and a half hours. Has not the time come for the number of laps to be increased to nine?

Congratulations to all successful "Bemsee" riders and particularly to the members of our team which won the Club award in the Ultra Lightweight race. Perhaps, as a mark of appreciation, the Committee will give priority to this class of machine at all future "Bemsee" race meetings.

THE LATE FRANK FRY

THIS YEAR'S TOURIST TROPHY races were marred by the death of Frank Fry, a popular and enthusiastic road racing man of no mean ability. He died from injuries sustained in a crash during practice at Cronk Urleigh, near the thirteenth milestone.

I first met Frank Fry very nearly twenty years ago. At that time he was little more than a schoolboy, and accompanied Reg Marsh to the various Kentish grass tracks at which Reg was competing. A few years later Frank began racing, riding Velocette machines with varying degrees of success at Brooklands and in road events.

At the Track he won his Gold Star on a KITT Velocette, and at the age of twenty one began what was to prove an unlucky association with the T.T. course. His first ride in the I.O.M. was in the 1938 Junior Manx Grand Prix, in which he finished twelfth.

It was not until 1939 that I met him again, in the Island at Wilf Harding's place, for the June races. Frank was one of the Harding camp, a group of enthusiastic private owners who yearly stayed at Wilf's boarding house in Douglas until he gave the house up a couple of years ago.

Then came the war and it was not until seven years had passed that I met Frank again, curiously enough in the paddock at Brands Hatch, an unfamiliar figure in R.A.F. blue. A few months later we were again, in company with others, gathered together under the Harding roof.

From then on I saw a great deal of Frank. We went racing together, stayed at the same hotels, shared the same workshop and, on different occasions, rode the same machine.

Frank was never very fortunate in the I.O.M. Year by year a hoodoo lay in wait. In 1939 a spectacular skid at Milntown put him out of the Junior race, but he made amends in the Senior T.T. by finishing twenty second on a three-fifty Velocette, and winning a Bronze replica; in those days a Bronze replica carried £20 in prize money.

In 1947 he was lying third in the Junior race at the end of the second lap, but was forced to retire with a damaged front wheel after an argument with the hedge at Handley's Cottage. On a borrowed Velocette he finished in the Senior race and won another Bronze replica.

From 1948 onwards his good luck deserted him completely. He retired from the 1948 Junior race at Quarter Bridge when the throttle jammed in the open position. Fortunately he was able to take a slip road and eventually managed to detach the plug lead. A broken gear lever caused his retirement at Kirk Michael from the Senior race when he was placed sixth and lapping at around the eighty mark. A few hours before the weigh-in for this race he discovered that the frame of his Norton was broken, and he had a terrific struggle to rebuild the machine within a few hours.

At the end of the 1949 practice period a split oil tank gushed a large quantity of oil over the rear tyre, and brought about a minor tumble at the Gooseneck. A suspected broken finger was the result and the doctor refused him permission to ride in either the Junior or Senior races.

Despite these various mishaps in the I.O.M. his brilliant riding elsewhere attracted the attention of Nigel Spring and he offered Frank the opportunity to ride Velocettes in the 350 c.c. and 500 c.c. races at home and abroad during 1950. During the T.T. Practice period Frank met with his first serious accident. It was suspected that the rear wheel bearings seized on the approach to Hall Cain's Castle. The Velocette crashed into the wall and Frank sustained a fractured skull.

Ernie Earles entered Frank in the 1951 Senior and Junior T.T. races, but mechanical troubles caused his retirement in the early stages of both events. The Lambretta he was to have ridden in the Ultra-Lightweight race never arrived in the Island.

Despite these many disappointments Frank remained unperturbed and good natured. His cheery smile was never long absent from his face. I cannot recall Frank in anything but a good temper whatever trouble he met with, even when the A.C.U. fined him £6 for late arrival at the weigh-in for the 1948 Senior race he found some humour in it. It was his good nature that endeared him to all his associates.

Perhaps his greatest success was in the 1948 Ulster Grand Prix. Riding his Velocette and entered in the 350 c.c. class by George Bryant, he finished third after a terrific scrap for second place with Ken Bills in weather that was appalling. He

MARSHAL'S MUSINGS

W. G. BILL JARMAN

RACING MEMBERS of the B.M.C.R.C. take another bow. Not satisfied with putting up a first class show in the Isle of Man, you also put in nearly two hundred entries for "Trophy Day" at Silverstone. The Marshals are rather proud of the fact that the sons of the fathers are carrying the grand traditions of this great Club in such a speedy and efficient manner.

These notes are being scribbled immediately after the T.T. when spare time is being fully used for "Trophy Day" affairs. However, the Editor and the Secretary have no spare time either so we just press on and manage by cutting out some of the sleeping hours. Bob Walker suggested a T.T. write-up, but frankly we worked so hard at the Ramsey signal stations (all of them) that we didn't have much chance to watch the Internationals. We could relax for the Clubmen who put up a first rate display in both Junior and Senior categories. However, everyone seems to agree with me that these two races should be held on the Monday and thus leave the other two days clear for the International events. If this cannot be done, why put on Clubmens' races *after* the Internationals? As I said last year, the good showman always keeps his best acts and scenes to conclude the entertainment. The A.C.U. would do well to ask people in show business for their opinions as I have done. The T.T. is tip-top show business and deserved to be treated as such. I have asked the stars and the chorus of men who provide the mighty spectacle for their views in order to be sure of my point. They all agree!

Another point on which everyone seems agreed is early morning practice. It isn't necessary and the Manx people would not mind if *all* the training could be done in the evenings. I have spoken to hundreds of them all round the course and received the same answer. One eminent Manxman said it would attract more visitors than ever to the mutual benefit of all. The Manx people have done a great deal to put the British motorcycle where it is and I feel that the elimination of early morning noise would make things even better. A few simple footbridges at important places would enable officials (i.e. police, gas, water,

telephones, etc) to get across without embarrassment.

The late Frank Fry was genuinely missed at the Bemsee supper party. He supported all the social functions and Sir Algernon Guinness was sincerely upset when he asked us to stand in silence by way of tribute to a man who was a grand type all round. Frank is buried in the Isle of Man which he loved so well, and his many friends will never forget him.

Now for a few words on the famous "Hutch." This meeting is fixed for the 26th and 27th September at Silverstone, so put the notes in your diaries right away. Many of the regular Marshals have already written to say they will be at their usual duty points on both days. Let me have your p.c.s as soon as you like and say whether you can come for one or both days. Members who possess long range vision and who are good at figures should volunteer for "Laps and Spots"—a most satisfying job. Any members who can display posters (when ready) should drop a note to R. C. Bob Walker at 2, Wilton Mews, Wilton Street, S.W.1. Licenced houses, Clubs and Garages are the best places. Window stickers in cars are very good mobile publicity, so do your stuff between now and September.

Members who have written to me about County and Borough "Bemsee" representation will be glad to know that the Committee have approved the idea. A special article on this subject is being prepared for early publication in this journal so that the matter can be put on a proper footing. The best types for this simple task are the sporting agents who have done so much to make the B.M.C.R.C. what it is today, that is, the premier motorcycle racing club in the world, with members in almost every country where racing is possible. Any ex-members of this club who are abroad should rejoin at half-rate subscriptions in order to keep in touch. We have located a few recently, thanks to the T.T. Riders Association, with whom we enjoy very happy relations. It is the overseas men we wish to contact, like those who come to the T.T. I met two of them in the Island who had travelled rough for twelve thousand miles to meet the boys

(continued on page 6).

RACING LUCK

THAT LUCK does not enter into racing is the considered opinion of a great many racing men. Good luck is the harvest reaped by those who pay meticulous attention to detail; back luck can be traced to carelessness, forgetfulness or bad workmanship on somebody's part; or a dozen other reasons. True enough, but circumstances do arise over which the rider, no matter how careful he might be, has no control. To him the almost impossible happening is a matter of bad luck. Take, for example, the circumstances which brought about a retirement in last year's Lightweight T.T. Who would have suspected that the whims of a foreign visitor and of the organising body could have resulted in a wrecked engine?

"Number Three has retired at Ballaugh with engine trouble," announced the public address equipment at the Grandstand during the third lap of last year's race. The retirement created no stir for Number Three was not amongst the leaders; he was just one of several in the running for a replica. But the spectators, not even those who collected at the starting point and are kept well informed, never knew of the drama that had been enacted right under their noses at the pits during the race preliminaries and subsequently caused this particular retirement. To the spectators at Ballaugh the incident provided a diversion from the steady and not so steady passage of machines roaring through the village; to those at the starting point it was just another hard luck case; some were a little more regretful than others because they knew the rider, Bob Geeson, and something of the history of his machine, the double knocker, twin cylinder R.E.G., one of the British specials designed, manufactured and raced by the rider. To the rider, his pit attendant and representative it was a bitter disappointment, the more galling because the engine trouble was brought about by a one-in-a-thousand chance.

The current R.E.G. is the mark II model, built a couple of years ago, and the design follows standard and well tried practice throughout; but it is upon the engine, which after all is the heart of any machine, that the greatest of care has been lavished. Briefly, the power unit is a 360° parallel twin with an equal bore and stroke (54mm), built around a one piece

forged crank-shaft. The twin camshafts are driven by a train of spur gears.

Teething troubles were still being encountered when the R.E.G. arrived at Douglas in 1951 for it's second Tourist Trophy race. These were not mechanical bothers but difficulties involving valve timing and carburation. Bob spent the practise period methodically and patiently experimenting with various settings until he obtained one which, if not ideal, at least gave a reasonably good performance. He could do no better, there was insufficient time, and ten days of hard graft ended with the usual frantic rush that precedes a competitor's arrival at the "pre-race examination" ceremony.

Came race day. For reasons that were not obvious, competitors were required to share pits, and as there were but twenty-eight Lightweights and eighteen tiddlers there were sufficient pits available to have allotted one to each competitor. Bob found himself sharing with Fergus Anderson. As the race was but a four lap affair the majority of the riders were not refuelling, but Bob had not been able to check his fuel consumption during practice so he decided to take no risks and planned to refuel at the end of his second lap. Cyril, his pit attendant, duly took up his position and another colleague, Graham, was nominated Representative and given the freedom of the Enclosure so that he could act as general runabout; it is useful to have a second man, for the pit attendant has but limited movement. Cyril arrived in Douglas the day before the Lightweight race. Although he was well briefed for his job, and was told the story of the latest struggles, he was unaware of a change that had been made in the lubrication of the engine since the previous year.

Fergus Anderson's pit attendant was an Italian, without a word of English. Their pit was some distance from the other Guzzi runners and Fergus's man was reluctant to spend the race in solitude. With the approval of the Stewards he moved to his Italian friends, taking with him his equipment and leaving Bob with a pit to himself.

At the end of his second lap Bob made his scheduled stop, staying only long enough to top the tanks with petrol and oil. All went well for the next twelve minutes; he was then punctually signalled

through Ballacraigne and Kirk Michael, and then on the run up to Ballaugh the engine seized when going through the last bend before the bridge, a full bore right hander. He caught the engine on the clutch, pulled up and investigated. The seizure was accounted for by an empty oil tank, the contents having drained away through a burst main pipe feed. The burst appeared to have been caused by excess of pressure for the needle of the oil pressure gauge was hard against the forward limit stop. The reasons why could only be guessed, and as there was nothing he could do to put matters right, Bob walked along to the pub and surrendered to the landlord.

In due course the news of his retirement was reported at the Grandstand. After a hurried consultation Cyril and Graham decided to rush out to Ballaugh and pick up the R.E.G. and its rider during the time the roads were opened for a short while between the Lightweight and the Clubman race. As they were collecting the pit equipment Graham made an astounding discovery, for in his hand he held a tin of Super Heavy Shell, and Super Heavy Shell is a castor base oil; Bob was using mineral oil! Cyril, being unaware of this, had not paid any particular attention to the contents of the tin and confirmed that he had used it to fill the tank

of the R.E.G. during the pit stop. Not unaturally, both men suspected a breakdown in the Shell service but Lou Ellis who, with Jimmy Simpson, supervises the arrangements, was confident that a tin of mineral oil had been placed in Number Three's pit, for Bob Geeson was his only customer for mineral oil. There was Golden Shell for Bob, and Super Heavy for Fergus Anderson. And Fergus's pit attendant had moved out. A few moments later an unopened tin of Golden Shell was found in Fergus Anderson's pit.

When the R.E.G. was stripped some days later there was a gummy mixture of vegetable and mineral oil in the engine. It was this gum that had jammed the oil pressure guage and was the cause of the disaster. The damage was confined to the near side half of the engine; both valves were bent, the piston was smashed, the con-rod had snapped and a bolt from this—the big end bearings are of the plain split syte—had lodged in the crankcase and bent the crankshaft to the extent of 'three thous'. The outside flywheel remained tightly wedged on its taper but had partially sheared the Woodruff key. Curiously enough, Fergus Anderson retired from the race during lap three with a broken con-rod; brought about, apparently, by natural causes.

Marshal's Musings—continued

and see them doing their stuff. They were given the "gen" and told to ask any man wearing the crossed Union Jacks for this autograph. By this method they were able to get a large number of signatures and shake everyone by the hand. When I saw them after the Senior T.T. they were the happiest men imaginable.

By way of conclusion, I should like to repeat a true story about a famous back room boy. Whenever I meet one of them I always ask what they would do if given a free hand. This time they all seem unanimous about the 125 c.c. single, 250 c.c. twin and 500 c.c. four. They disagree about the layout of the twins and the fours, that is, straight, vee, flat, square and so on. The big boffin favours the vee-twin and vee-four. The other boffins cannot make up their minds between flat twins and fours and parallel twins and fours. Perhaps someone will contribute an article on the subject giving reasons for and against the various types of en-

gine. Noel Pope and Barry tell me that the vee engine will stand many years of development as far as piston engines are concerned. Maybe the reaction propulsion unit is the fly in the ointment, but I fancy it will be many many years before we get micro-jets.

You will have observed that our new Editor has already started operating with last month's issue of the journal. Apart from a frank editorial, he contributed a most interesting article about light alloy barrels (or baked earth as Harold Willis used to call any alloy in the aluminium family). What can you send in to help Les. Higgins with *your* magazine?

Thats all for now and don't forget the p.c.s re-Marshall Plan for the Hutchinson Hundred on the 26th and 27th September.

The annual Dinner is fixed for the 5th December. Same venue, of course.

For the 2nd year running

T.T. RACES

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1st . 2nd

G. E. DUKE (NORTON)

H. R. ARMSTRONG (NORTON)

SENIOR

1st . 3rd

H. R. ARMSTRONG (NORTON)

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THE SECRETARY'S PAGE

IT IS WITH GREAT REGRET that I record the sudden death of Mrs. Oliver, sister of our one-time secretary, Cliff Lewis. Members will recall that when the B.M.C.R.C. was reformed in 1947 and Cliff was installed in the office of secretary, Mrs. Oliver gave invaluable help in setting the Club firmly on its feet. She was, too, a most enthusiastic supporter and took a lively interest in the Club's well being. All will join with me in expressing our deepest sympathy to Cliff in his bereavement.

International Moto-Cross des Nations.

This event will be held on Sunday, 17th August 1952, and the venue selected is the Brands Hatch Stadium, nr. Fawkham, Kent. The admission charges will be 3/- for adults and 1/- for children. Parking charges are: Cars—2/6d; Motorcycles—1/- and Cycles—6d.

Further details of the event will be announced as soon as available.

International Grand Prix du Mont Venoux. 27th July.

The regulations for this famous speed hill-climb are now available from the Automobile Club, Vauclusien, 2 Rue de la Republique, Avignon, France. The event was first held half a century ago, and the organisers would welcome English entries.

Hendre Park

The next Sprint Meeting at Hendre Park will take place on Saturday, August 2nd, and will include events for 250, 350 and 500 c.c. and unlimited classes, racing and standard machines. There will be both standing and rolling starts, all of which will be electrically timed, with Challenge Cups for the winners and the rider making the fastest time of the day.

The course is 700 yds in length, with a left and right hand sweep (the courageous can take this at full bore) and a slight incline of approximately 1 in 17. The Pontypool & D.M.C.C. are looking forward to a first class entry for this meeting, which will be the last this season. For the guidance of those who have not yet attended these famous Hendre Park meetings, the course is situated some 3 miles from Mommouth and covered sleeping accommodation may be arranged in an old country house near Newent, Gloucester.

Regulations may be obtained from

W. J. Pearce, 15, Avondale Road, Pontnewydd, Monmouthshire.

New Members

We welcome the following new members.

R. T. Berney (Norwich)
P. McKnight (R.A.F. Warks)
W. W. Hunt (Ashford)
O. B. Greeves (Essex)
C. A. Myhan (Kent)
A. Jefferies (Totton)
B. P. Setchell (Luton)
C. Bryant (Marlborough)
D. H. Edlin (Ickenham)
E. W. Brannan (Kenton)
H. J. Parsons (Southsea)
G. J. Canning (Birmingham)
G. R. Dore (Mill Hill)
P. P. Ferbrache (Enfield)
C. Howkins (Rugby)
A. G. Johnson (Datchet)
R. D. Keeler (Hillingdon)
K. S. Lewis (Norwich)
R. Lawton (Northampton)
V. G. Plumley (Northants)
R. A. Rowbottom (Scunthorpe)
J. F. Sheehan (Englefield Green)
W. Spence (Spilsby)
E. G. Summers (Devizes)
D. W. Thorburn (Chiswick)
G. E. Whitbread (Northants)

Resignations

R. Wagstaffe B. Erskine
P. C. Rider G. Main
P. W. Gill

Benevolent Fund

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

D. Whiting M. Henderson
F. W. Aubrey F. L. Frith

Literature

I have in stock a number of the reprinted Castrol booklets illustrating how Geoff Duke makes his way around the various hazards of the T.T. course; and the current A.C.U. Official Pocket Handbook. They can be obtained on application to the office. A stamped addressed label would be appreciated.

Editorial Matters

Will contributors, regular and casual, please send all articles to Les Higgins at his home address—21, Beverley Road, London, S.E.20.

Advertising will, as in the past, be handled by me at the office.

MORE POWER FROM THE TWO STROKE ENGINE

R. W. FOSTER-PEGG, A.M.I.Mech.E., A.F.R.Ae.S.

THE PROBLEM of increasing the power of two strokes is fundamentally the same as that encountered with four strokes, that is, to obtain the maximum weight of air in the cylinder by the time the ports have closed; to repeat this every cycle; and to reduce mechanical losses to a minimum so that a maximum of useful work is transmitted to the rear wheel.

The normal two stroke engine with piston controlled ports and crankcase compression can be studied in two parts; the scavenging compressor (or crankcase); and the cylinder.

The crankcase of a two stroke engine is probably the worst air compressor which can be found in modern engineering practice, and for the following reasons:

- (1) The compression ratio is very low.
- (2) The ports are open for a short period at the wrong time.
- (3) Great heat pick-up of charge from hot parts.

As a result the crankcase will never pump the full swept volume of the engine at each revolution, and so the first step I suggest to obtain an increase in power from a two stroke engine is to take advantage of the International Regulations and replace the crankcase compressor by an external charger, geared to sweep a volume at each crankshaft revolution which is equal to the swept volume of the engine. This is then not a supercharger, but just a charger.

However great a charge is blown into a normal piston controlled port two stroke cylinder the same quantity of charge will remain in the cylinder when the exhaust port closes because the excess goes straight through, and this is why some attempts to supercharge two strokes have been so unsuccessful. Some calculations I made concerning a certain blown 500 c.c. two stroke special, led me to the conclusion that the supercharger was absorbing twenty five horse power. No wonder there was very little power available to propel the bicycle. I suspect

that the fuel consumption was about ten miles per gallon. Had the speed of the blower been reduced so that the blower was pumping less charge into the cylinder the machine would probably have gone a lot faster.

These facts also explain why it is difficult to improve on crankcase compression without additional modifications to the porting. A charge greater than the inefficient crankcase compressor will supply, simply goes straight through.

A fundamental feature of piston controlled ports is that they are open equally before and after dead centre positions of the crankshaft, and as the exhaust port has to open first it must close last. Moreover, the volume of the cylinder above the piston when the ports close will be considerably less than the full volume because the piston has moved up from bottom dead centre. Also volting being perfect we can expect a considerable volume of burnt gas to be left in the cylinder at this time. The result is that if we try to blow a volume of fresh charge into the cylinder, equal to the swept volume, a great deal of it will pass straight through and down the exhaust pipe. If our engine is a Diesel the fuel is injected later and is not wasted, but if we are using a carburettor then we lose power and fuel. Therefore, to take advantage of the better charging arrangements a means must be found to prevent the fresh charge from escaping down the exhaust port.

This may be accomplished by a restriction in the end of the exhaust pipe. With this system, when the exhaust port is first uncovered the pressure in the exhaust pipe is atmospheric but as the exhaust gases are discharged from the cylinder the pressure builds up due to the restriction in the end of the pipe. The size of the restriction and volume of the pipe are adjusted so that the pressure is sufficient to prevent the loss of the fresh charge down the pipe, thus the charger pumps the fresh charge into the cylinder against the back pressure, which leads to an increase of density of mixture in the cylinder. The most suitable restriction and the volume of the pipe, between cylinder and restric-

tor, will change with engine speed and will have to be determined by experiment. I would suggest a restrictor plate equal to the area of the cylinder exhaust ports and a pipe volume about four times the cylinder swept volume, but obviously for a first attempt a range of restrictor plates would have to be made up and the pipe designed so that the restrictor plate and pipe volumes could easily be altered, maybe even when the machine was being ridden, that is, by using a telescopic pipe and a controllable valve.

Another arrangement could be a mechanical valve incorporated with the exhaust port and which closes the exhaust passage just before the inlet port closes. This would prevent the loss of fresh charge and permit a ramming effect by the moving column of mixture and thus increase the weight of the charge in the combustion chamber. After the piston has closed the exhaust port in the normal way the mechanical valve can open in readiness for the ports to be uncovered by the piston on the next exhaust impulse. In this way the valve has to hold only a pressure of a maximum of ten p.s.i., and is well out of the way of direct impact from the hot exhaust gasses. It is not even important for this valve to be very gas tight as at the low pressure at which it has to operate, and during the very short periods which it is needed (a maximum of say thirty degrees of crankshaft rotation), small leakage paths would have negligible effect. I would suggest that a simple slide valve operated by a crank or cam would do the job, but a rotary or disc valve would be equally effective although possibly more difficult to manufacture and be made to work efficiently.

Of the two methods of preventing the loss of fresh charge through the exhaust pipe I prefer the mechanical valve but the method of fitting a restrictor in the end of the exhaust pipe is so simple that it seems worth trying. (Restrictors were used on the exhaust pipes of the two stroke G.T.P. Velocette.—Ed.)

For the charger I would suggest an aircraft vacuum pump similar to that used on my blown 500 c.c. four cylinder four stroke. These have a swept volume of 250 c.c. so that on a 125 c.c. engine they would have to be geared at half

engine speed, and at such a speed it should be very efficient. (I see them advertised in the Press occasionally).

If a machine were modified in the way described it would be possible to gear up the charger for events not run under International Regulations in which case the machine would become supercharged. (The F.I.M. is to permit a small degree of supercharging in 1953—Ed.)

Another major problem arises from the fact that the piston of a two stroke engine runs hotter than that of a four stroke because the piston is exposed to the flame of combustion for a greater proportion of its operating time. Therefore, if the power of a two stroke is considerably increased there is a greater tendency for piston seizures to occur.

The elimination of crankcase compression opens up the possibility of cooling the piston with an oil jet, a method which has been found exceedingly effective on highly supercharged aircraft engines. I would suggest that an oil jet be installed in the crankcase so that it squirts continuously on to the underneath of the piston crown. The oil supply would be sufficient for the lubrication of the engine, and circulated through a cooler if necessary. (This method has been used on motorcycle engines, notably the Cross rotary valved engines raced in the T.T. during the mid 'thirties.—Ed.)

It will be noticed that the modifications advocated here endow an ordinary two stroke engine with all the essential features of the twin phased piston two stroke with separate charging piston, except the end-to-end scavenge, but if high rates of supercharge are not used, and they are not permitted by International Regulations, this feature is not of great importance.

So far I have considered getting more air into the cylinder but the modifications described should also greatly increase the peak revolutions of the engine because it is the efficiency of the crankcase compression which restricts the speed of the normal engine. The matter of losing as few "horses" as possible between the engine crankshaft and the rear wheel, depends on the normal processess of tuning.



S. A. Sorensen (Norton) approaching Quarter Bridge in the Junior race. He finished twenty seventh and won a Bronze Replica at 78.94 m.p.h.

I.O.M.

T.T. RACES

1952

Ernie Ring (Matchless) chasing Humphrey Ranson (Norton) down Bray Hill during the Senior race. Ernie retired after covering four laps and Humphrey finished seventeenth at 84.74 m.p.h., winning a Silver Replica.





COMING DOWN THE MOUNTAIN

Ray Amm (Norton) at Kate's Cottage in the Senior T.T., and Maurice Cann (Guzzi) approaching Creg-ny Baa during the Lightweight race.

The photographs on these two pages are reproduced by courtesy of Motor Cycling.

BALLAUGH BRIDGE

Two Ultra-Lightweights, F.B.-Mondials, crossing the famous hump with their wheels on the road. (Left) Len Parry who finished third and (right) Cromie McCandless the fourth man home.



RACING NEWS

STAN HALL

Swiss Grand Prix. May 19th/20th.

This meeting was marred by the deaths of Dave Bennett, riding in his first big race for the Norton works team, and Ercole Frigerio, the Italian sidecar champion. The weather was very good, the sun blazing down from a clear sky. The 250 c.c. and 350 c.c. races were held on the Saturday and the Sidecar and 500 c.c. classes on the Sunday, the meeting being a mixed, cars and motor cycles.

The 250 c.c. class included the Guzzi works trio—Bruno Ruffo, Fergus Anderson and Enrico Lorenzetti; Kluge and Wunsche riding the new rotary valve, twin cylinder D.K.W.s; Gablenz on a Horex; and two new Benellis, one ridden by Ciai and the other by Les Graham.

At the fall of the flag, the D.K.W.s with impressive acceleration leapt into the lead, but by the end of the first lap Fergus Anderson and Les Graham had overtaken them and lay first and second respectively, followed by Wunsche, Lorenzetti, Montanari and Kluge.

During the next few laps Fergus increased his lead and on the fifth lap broke the lap record with a speed of 86.7 m.p.h. Behind him there was a terrific scrap between Lorenzetti and Graham who were constantly repassing each other. Wunsche retired with a 'dead' engine at just over half distance. Fergus went serenely on his way and finished an easy winner, and Lorenzetti put in three very fast final laps raising the record during one of them to 87.13 m.p.h. and managed, by this effort, to shake off Les Graham. Results: 1st Anderson 85.09 m.p.h. 2nd Lorenzetti, 3rd Graham.

The 350 c.c. race was dominated as usual by British competitors, and included Duke, Armstrong and Kavanagh on Nortons, Coleman, Doran and Brett on A.J.S.s—the first mentioned two riding the new "treble-knockers"—Syd Lawton on a private owned 7R. The German Wunsche rode a 3 cylinder, two stroke D.K.W.

On the first lap Duke was ahead by about fifty yards, followed by the rest of the field in a tightly bunched mass. Bill Doran had his plug lead come adrift which delayed him and left him in last place after a stop to replace it.

Duke increasing his speed lap by lap, and shattering not only the 350 c.c. record but the 500 c.c. as well, drew away from the rest of the field. Coleman overtook Armstrong, Brett lay fourth, and a terrific fight went on between Lawton and Wunsche. Meanwhile Bill Doran had been going great guns and pulled up to seventh place; and then engine trouble put him out of the race.

Duke amassed a considerable lead over Coleman and lapped almost the whole field. Kavanagh was in trouble with a loose petrol tank and this compelled him to call at the pits twice and dropped him back a lap. The duel between Wunsche and Lawton ended when Wunsche went out with engine trouble. The race ended with Duke first at a speed of 91.54 m.p.h., Coleman second, Armstrong third, Brett fourth, Lawton fifth and Amm sixth. Incidentally Duke's average speed for this race was slightly higher than the existing 500 c.c. lap record!

On Sunday the weather was just as good. The first race was for the sidecars and the entry included Frigerio and Milani on Gilera fours, Cyril Smith, Masuy, Drion, Bohn and Haldemann all on Nortons, Starkle on a Horex twin, and B.M.W., F.N., Gilera, Guzzi, Norton and Triumph machines.

Haldemann made a good start and got away with the Gileras following him. Milani led on the first lap with Haldemann just behind and then, a little way after, Cyril Smith, Drion, Masuy and Frigerio, Milani managed to shake off Haldemann while Smith was closing up on the latter and Frigerio was closing the gap which separated him from the preceding rider. Haldemann was compelled to retire after a few more laps and Drion and Frigerio were battling for third place, which was finally taken by Frigerio.

On the ninth lap Cyril Smith passed Milani by accomplishing a record lap of 80.49 m.p.h., but on the next lap Milani had regained the lead although Cyril was pursuing him closely. The race ended with Milani first at 79.07 m.p.h., Cyril Smith second and Drion third, poor Frigerio crashing on his last circuit.

The climax of the day, so far as motor-

cycling was concerned, was the 500 c.c. class. The entry included the works Nortons and A.J.S.s, two Horexes, four Gilera "fours," and two M.V. "fours," one ridden by Les Graham.

At the end of lap 1, Duke was out in front, with Graham second, Duke maintained his lead in the succeeding laps, with Graham continuing to hold second place, and Coleman and Brett a close third and fourth. By quarter distance the A.J.S. trio lay third, fourth and fifth and were closing in on Les Graham.

Les had to call at his pit with some bother or other and could not get his M.V. to fire properly on restarting and was compelled to retire. Duke increased his lead over Coleman, now in second place, while Dave Bennett was overhauling Bill Doran. Armstrong was next to retire and Coleman lost a whole lap when he had to stop to change a plug. Disaster now overtook Duke when a valve dropped in, the first time he had been forced to retire by mechanical trouble for quite a long time.

Duke's retirement put Brett in the lead with Doran a close second and Bennett third. Brett had to stop to remove a loose front mudguard, which dropped him back to third place, whilst Bill went to first 'hole.' These three had a very close struggle for the next few laps but on the 23rd circuit Jack Brett pushed up the record to 96.7 m.p.h., and overtook both Bill and Dave. On the penultimate circuit Dave Bennett crashed at the same place as Frigerio, and died shortly afterwards from his injuries. The race ended with Jack Brett the victor at 93.71 m.p.h. Bill Doran second, Bandirola (M.V.) third, Pagani (Gilera) fourth, Coleman (A.J.S.) fifth and Amm (Norton) sixth.

Zandvoort May 18th

Zandvoort is a coastal resort in Holland with the course, a short distance from the town, set amongst the sand dunes of the Dutch coast and built, I was told, from the rubble left behind by the Germans. It is a course which reminded me of Brands Hatch, although it is over twice as long. It contains a straight, of about five eighths of a mile, a hairpin and several other very sharp corners.

The weather had been very good for the practice days and remained so for the race, fortunately, as the course was a bit dodgy in parts. Britain was represented

by Ernie Barrett, Charlie Brugiere, Frank Cope, Les Dear and Jack Varlow. Jack and Charlie are in the 'circus' tour this season. There was a good entry which included Thorn-Prikker, the German 250 c.c. champion, Goffin the Belgian champion, and Krynenburg and van Ryswyk, the Netherlands riders.

Positions on the starting grid were determined by practice times. In the first row for the 15-lap 250 c.c. race were Thorn-Prikker, Louis Baviera (Italy), Krynenburg and Mage, the start was the usual continental one, that is, the front row had begun pushing as the flag went up preparatory to coming down! Ernie Barrett was last but one away, his motor being reluctant to buzz. On the first lap Thorn-Prikker (Guzzi) was in the lead, Baviera (Guzzi) second, Krynenburg (D.K.W.) third and Mage (Guzzi) fourth.

In the succeeding laps Thorn-Prikker increased his lead and Krynenburg and Mage had a ding-dong struggle for third place for the whole of the race. Following them was Bohner riding a Moto-Parilla (a lovely looking job, this) Ernie Barrett (Guzzi) and Frank Cope riding his sleeved down A.J.S. and duelling with Klager (N.S.U.).

Results: Thorn-Prikker first, Baviera second, Mayer third, Krynenburg fourth, Bohner fifth, Ernie Barrett sixth.

The 350 c.c. race was next. Goffin, Brugiere, Dear and van Ryswyk were in the front row, and on the first lap round Goffin was in the lead with Elbersen, second, van Ryswyk third and Les Dear fourth. Following a very long time after the pack was Charlie Brugiere who had oiled a plug on the hairpin in the first lap and was thus about a lap behind. It wasn't long before Goffin, the leader, was just behind him, and then we saw something worth coming a long way to see.

Goffin who had established a good lead passed Charlie, but this must have spurred the latter on and we saw a furious struggle between Charlie and Goffin. For a few laps he hung on grimly behind the Belgian Champion, the distance remaining about the same between the two riders, but by superb, courageous riding he overtook the Belgian and began to draw away, gaining seconds on him per lap. What a race this would have been if Charlie had not oiled that plug! Of course, Goffin knew that he was well in the lead and so might not have been going all out, but I expect it was a shock when he found himself overtaken.

(continued on page 16).

'REV COUNTER' REPORTS

Eric Oliver sends the great news that both Enrico and himself expect to be well enough to compete in the Belgian G.P. As Eric points out, this is the first time ever in 20 years of racing he has had the misfortune to go into hospital and wishes me to convey his best wishes to the Club—Thank you, Eric, I assure you your wishes are heartily reciprocated.

D. Young tells me that Ernie Barrett has tried out the frame he has been working on during the past months and decided to use it with a Norton motor.

Len Taylor will be joining Bill Bodice and Jack Beeton for the Belgian G.P. and will late be going on to Albi for the French G.P. All being well it looks as though "Bemsee" will be well represented on the Continent this season in both solo and sidecar classes.

Harvey Williams is to be congratulated on finishing seventh in the Ultra Lightweight T.T. on his B.S.A. This was his first T.T. and he must surely have been the youngest driver in any of the races; even certain A.C.U. Officials saw fit to say a few words to him on the starting line.

The I.O. M. Supper Party which this year was attended by some 75 members, went off very well and allowed members an

opportunity of getting to know one another. Music was provided throughout the evening by a band laid on for the occasion. After our President and all those present had stood for a minute as a mark of respect to the late Frank Fry, Sir Algernon gave a short speech suitable to the occasion in which he conveyed the good wishes for a safe and successful ride to all members participating in the T.T. from the one and only "Barry" and himself on behalf of the Club.

The T.T. Congratulations to our members who were so very successful—Geoff Duke, Les Graham, Cecil Sandford, Cromie McCandless, Ray Amm, Sid Lawton, Ken James and Eric Houseley, to mention but a very few. To an even greater number who managed to finish either inside or outside Replica time we also heartily congratulate for a very fine effort and hope that next year even greater success may come their way. Of those who were forced to retire, perhaps the hardest case was that of Bob Geeson (R.E.G.) who was put out of the running on the first lap by some obstruction in the spark department; a similar misfortune befell Guy Newman on the works entered D.O.T.

Racing News—continued.

Behind Goffin the order remained Elbersen second, van Ryswyk third and Les Dear fourth. As the race progressed Les was gradually catching van Ryswyk, eventually overtaking him and then setting down to overhaul the second man. Les was riding very well and it wasn't long before he was just behind Elbersen and then in front of him, but Goffin had too big a lead for Les to hope to challenge him. In fact Goffin had lapped a large proportion of the field, while Charlie Brugiere had overtaken a similarly large proportion. The race finished with Goffin (Norton) first, Les Dear (A.J.S.) second, Elbersen (Norton) third, van Ryswyk (Velocette) fourth and Charlie Brugiere (A.J.S.) fifth.

In the 500 c.c. class Goffin made another good start and was first round, closely followed by Krynenburg (B.M.W.) Brugiere (riding a 'Featherbed' this time), van Ryswyk, Sirron, and Ernie Barrett. Les Dear was last away, his Norton being very reluctant to fire. Goffin again

began to draw away from the rest of the field. Krynenburg maintained his second place, but behind him a really close fight was going on between van Ryswyk and Charlie Brugiere. For lap after lap these two were never more than a yard or so apart and constantly swapping positions. The final victory in the duel, however, went to the Dutch rider. Charlie told me afterwards that the front brake brake had packed up, the adjustment going awry.

Les Dear was quickly out of the race, something had gone wrong with the exhaust valve mechanism. Jack Varlow who was riding his 7R in this event had a front wheel slide in the "Woods" section and came off at around the "ton"; but fortunately did not suffer any real damage. Pete Krynenburg was also compelled to give up when lying second on his B.M.W.; everyone behind consequently went up one! Goffin continued riding very steadily but speedily, increasing his lead and going on unchallenged to win. Second was Sirron, third van Ryswyk, fourth Charlie Brugiere and fifth Ernie Barrett.

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M.A.C. – B.M.C.R.C.
ANNUAL
**SHELSLEY WALSH
HILL CLIMB**

will take place on
SATURDAY, AUGUST 30th, 1952
Commencing at 1.30 p.m.

A.C.U. SPECIAL RESTRICTED PERMIT No. Q.667

Practice takes place on Friday, August 29th, from 10 a.m. to 6 p.m.

Classes for Solos, 340-250 c.c.; 351-500 c.c.; 501-1,000 c.c.; and
Sidecars 490-1,000 c.c.

The total number of entries will be restricted to 30 and, as in
previous years, these will be accepted by a selection committee
who will meet on the

CLOSING DATE FOR ENTRIES — SATURDAY, AUG. 9th, 1952

Regulations and Entry Forms are now available on application from:

The Secretary, B.M.C.R.C.,

2, Wilton Mews,

Wilton Street,

London, S.W.1

CHALLENGE TROPHIES and CASH PRIZES

Entry Fee £3 3s.0d. including Competitors Third Party and Compulsory P.A.
Insurance.

THE T.T. PRACTISING AT RAMSEY

MICHAEL McGEAGH

LAST MAY I wrote in the magazine " . . . in all probability this will be the last contribution I shall be able to write for sometime . . . ". By rights, it should have been, but the illness of a relative necessitated a quick change of plans. All this coincided with the opening of the T.T. practice period and though lacking suitable transport, I managed to get around.

☆ ☆ ☆

Bill Doran and Jack Brett were the first men to open the practice period as far as Ramsey was concerned, and what better harbinger of summer than a brace of 7R's in full song.

☆ ☆ ☆

Watching from the Hairpin the following morning, I noted Ken Kavanagh and Les Graham as particularly fast, but Les found trouble when the M.V. refused to come in cleanly after the corner.

The Friday evening practice was run off under ideal racing conditions and again I studied form from the garden wall, and made the following notes:

Les Graham left his braking *very* late; the A.J.S. team were all cracking to good purposes; G. E. Duke was conspicuous by his absence; J. A. Hogan (E.M.C.-Puch) was fast and H. Williams of ideal stature for his machine.

☆ ☆ ☆

Three of the Clubmans practices were watched from the Waterworks corner, that tricky and deceptive right hander which offers no escape for the unwary.

The major faults here were, 'free-wheeling' round in second gear, or changing to bottom on the very apex of the turn. Taking off for the corner far too early and consequently running into trouble on the exit. Mistaking the lower right-hander for the corner and consequently getting into terrible trouble. Riding in very uncomfortable positions with the controls out of reach. Those who did come off—and we had three of them—were wiser men as a result, and those who

almost 'bought it' were far more cautious on the next lap.

However, by the end of the practice week, there was a great improvement, and the majority of riders were down to it, on or very near to the correct line, and braking and changing gears at the correct place—before the corner.

☆ ☆ ☆

The one jump on the course which the wise men advise you to take, not in the centre, but slightly to the left hand side, is at Glen Auldyn and on Monday evening, the Internationals certainly had this weighed up. Those noted as particularly good were, Ruffo and Lorenzetti (Guzzi's), Leo Starr, Geoff Duke—making his first appearance after his very fine performance in the car races—and Ubbiali on the 125 F.B. Mondial.

☆ ☆ ☆

It is impossible to go into each practice in detail but it was clearly apparent by the end of the week that we would be witnessing a very high standard of riding during the races. The absence of 'wreckage' around the course indicated also an high standard of mechanical reliability. In fact, I believe the accident rate succeeded in reaching the lowest figure for some years. It was however, with deep regret that we learned of the death of Frank Fry following injuries received after his crash at Westwood Corner near Kirk Michael. This is a great loss to 'Bemsee' and also the Sunbeam Club, for whom he was to have ridden as a team member.

☆ ☆ ☆

As I write this, the Senior T.T. has come to a close, and the crowds are busy making their way back from the vantage points around the course. Here's hoping that the Manx Grand Prix will be blessed with the same perfect weather (What, no mist?), enthusiastic crowds and excellent riding.

SILVERSTONE 'TROPHY DAY' RESULTS

125 c.c. Solo 5 laps.

		m.	s.	m.p.h.
1.	P. Hogan ...	B.S.A.	8.47 1/5	54.90
2.	L. French ...	EMC-Puch	10.07	47.68
3.	G. P. Douglass ...	B.S.A.	10.09	47.53
4.	P. W. Brown ...	G.B.	10.14 3/5	47.09
5.	D. Baker ...	G.D.B.	10.35	45.58
6.	W. J. Jeness ...	Sun	11.11 1/5	43.12

Fastest lap:
P. Hogan
1m. 43 2/5s.
55.99 m.p.h.

250 c.c. Solo 10 laps.

1.	B. W. T. Rood ...	Velocette	15.04 4/5	63.98
2.	P. H. Tait ...	Triumph	15.09 2/5	63.66
3.	W. McVeigh ...	Triumph	15.22 4/5	62.73
4.	F. Hayward ...	Triumph	15.26 2/5	62.49
5.	D. Rose ...	Velocette	15.43	61.59
6.	R. E. Geeson ...	R.E.G.	15.43 2/5	61.36

Fastest lap:
B. W. T. Rood
1m. 28 2/5s.
65.48 m.p.h.

Sidecars and Threewheelers 1200 c.c. 10 laps.

1.	A. W. Tucker ...	Norton	14.40 2/5	65.76
2.	W. Boddice ...	Norton	14.53	64.83
3.	G. Stuart ...	Norton	15.21 4/5	62.80
4.	F. Hanks ...	Norton	16.16 2/5	59.29
5.	D. Smith ...	Norton	16.20	59.07

Fastest lap:
W. Boddice
1m. 26 1/5s.
67.31 m.p.h.

350 c.c. Solo 10 laps.

1.	J. A. Storr ...	Norton	14.05	68.47
2.	K. R. V. James ...	Norton	14.10	68.10
3.	M. O'Rourke ...	A.J.S.	14.10 2/5	68.09
4.	D. Farrant ...	A.J.S.	14.33 2/5	66.28
5.	G. K. Lambert ...	A.J.S.	14.43	65.56
6.	R. Alderslade ...	A.J.S.	14.48 2/5	65.16

Fastest lap:
K. R. V. James
1m. 20 3/5s.
71.82 m.p.h.

500 c.c. Solo 10 laps.

1.	J. A. Storr ...	Norton	13.27	71.73
2.	K. R. V. James ...	Norton	13.29	71.48
3.	R. D. Keeler ...	Triumph	13.45 3/5	70.12
4.	P. Ferbrache ...	Hartley-Ariel	13.53 1/5	69.48
5.	R. Jervis ...	Norton	14.00 2/5	68.88
6.	B. W. T. Rood ...	Norton	14.11 2/5	67.99

Fastest lap:
J. A. Storr
1m. 18 3/5s.
73.65 m.p.h.

350 c.c. Solo 10 laps.

1.	M. O'Rourke ...	A.J.S.	13.45 1/5	70.15
2.	J. A. Storr ...	Norton	13.46	70.08
3.	K. R. Campbell ...	Velocette	14.05	68.58
4.	K. R. V. James ...	Norton	14.08 2/5	68.23
5.	D. Farrant ...	A.J.S.	14.16 1/5	67.61
6.	C. H. Hubbard ...	A.J.S.	14.25	66.91

Fastest lap:
M. O'Rourke
1m. 19s.
73.25 m.p.h.

500 c.c. Solo 10 laps.

1.	J. Storr ...	Norton	13.12 3/5	73.04
2.	K. R. V. James ...	Norton	13.13 2/5	72.96
3.	B. W. T. Rood ...	Norton	13.37 4/5	70.79
4.	P. Ferbrache ...	Hartley-Ariel	13.39	70.77
5.	R. D. Keeler ...	Triumph	13.44	70.25
6.	A. C. Peet ...	Norton	14.06 1/5	68.41

Fastest lap and
time of day:
J. A. Storr and
K. R. V. James
1m. 16 4/5s.
75.38 m.p.h.

1000 c.c. Solo 5 laps.

1.	R. Touche ...	Vincent	6.46 4/5	71.15
2.	G. P. Douglass ...	Vincent	6.55 1/5	70.39

Fastest lap:
R. Touche
1m. 18 4/5s.
73.46 m.p.h.

350 c.c. Solo 10 laps.

1.	C. Julian ...	A.J.S.	14.48	65.19
2.	D. G. Chapman ...	Douglas	14.38 3/5	65.15
3.	R. E. D. Harrison ...	A.J.S.	14.52 3/5	64.85
4.	J. R. Clarke ...	Douglas	14.54 2/5	64.72
5.	E. A. Redshaw ...	Velocette	14.57	64.64
6.	J. Skerrit ...	A.J.S.	14.57 1/5	64.52

Fastest lap:
D. G. Chapman
1m. 22 2/5s.
70.2 m.p.h.

NOTES and NEWS

R.A.C. Bulletin

Speed limit of Utility and Goods Vehicles

Following representations by the motoring organisations, the Minister of Transport in 1950 amended the Schedule to the Road Traffic Act to exempt from the speed limit applicable to goods and utility vehicles such vehicles, not exceeding three tons in weight unladen, when not authorised to be used under a 'C' licence—in other words, when they were being used for passenger carrying or for private as opposed to trade purposes. A member of the R.A.C. was recently prosecuted at Newcastle for exceeding the speed limit applicable to goods vehicles when using his vehicle, which was in fact authorised under a 'C' licence, for purposes which would not require a 'C' licence. The magistrates dismissed the summons, the police appealed to the Divisional Court and the Lord Chief Justice dismissed the appeal. It is now therefore clear that a utility vehicle or a goods vehicle is only subject to a general speed limit of thirty miles per hour when it is being used for a purpose which requires a 'C' licence. No 'C' licence is required which such a vehicle is used for the carriage of passengers or for the carriage of the owner's property not in connection with a trade or business. Such a vehicle, of course, remains subject to a speed limit in built-up areas in the same way as any other private car.

British Grand Prix, 1952.

Members are reminded that the fifth British Grand Prix is to be promoted this year by the British Racing Drivers Club, under powers delegated to it by the R.A.C. All enquiries with regard to bookings or other details should therefore be addressed to the Fifth R.A.C. British Grand Prix Booking Office, c/o The Daily Express, Fleet Street, London, E.C.4. and not to the R.A.C.

R.A.C. Awards for British Motor Sport

The Sir Malcolm Campbell Memorial Trophy which is presented annually by the R.A.C. for the most outstanding performance by a British competitor driving a British car in any form of motor competition during the year, has been awarded for 1951 jointly to P.D.C. Walker and P. N. Whitehead for their victory in the Twenty four hour Grand Prix d'Endurance at Le Mans with a

Jaguar. This was the first time for 16 years that the race had been won by a British car with British drivers.

New R.A.C. Office at Exeter

Owing to the expansion of R.A.C. activities in the West of England, it has been found necessary to remove the R.A.C. Western Counties Office to new and more commodious premises at Princess House, 1 High Street, Exeter, Devon. (Telephone: Exeter 58333/4). The new office is now in operation.

From Bill Jarman

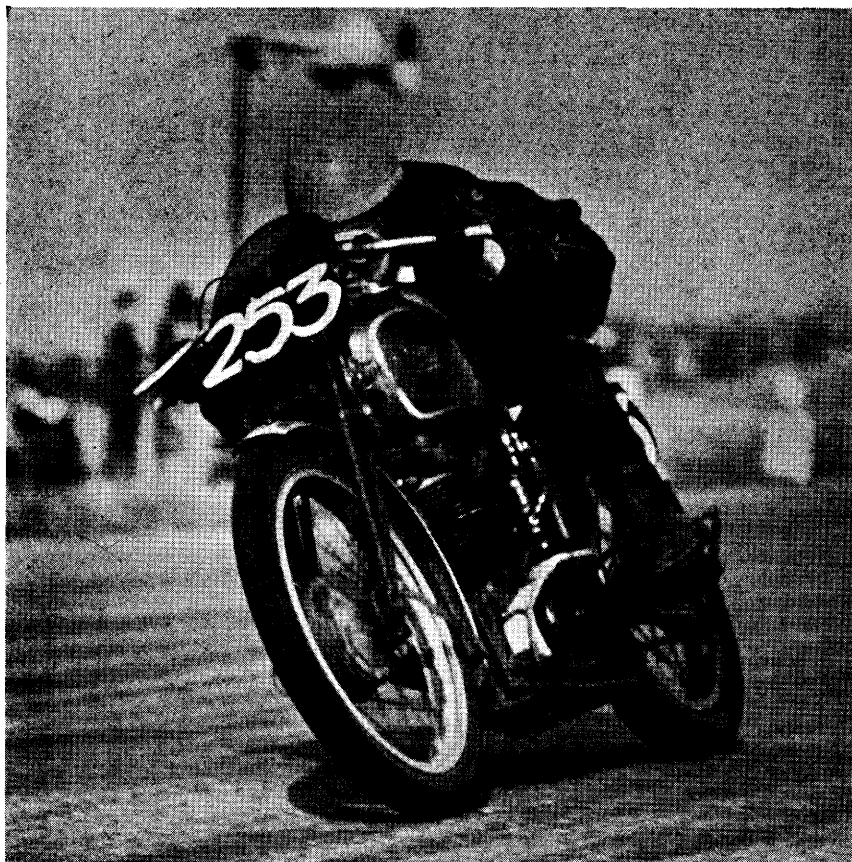
"SHOOTING BRAKES." Since 'Big Liz' became part of the Jarman équipe many members have asked all kinds of questions about the legal position of these vehicles which are also known as Station Wagons, Estate Cars, Utilities and sundry other names.

Apart from express statutory restrictions, motor vehicles are not subjected to speed limits *outside* built up areas. Schedule 1 of the Road Traffic Act 1934 sets out the maximum speeds for the various kinds of goods vehicles. This schedule, however, was varied on the 25th October 1950, by the Motor Vehicles (Variation of Speed Limits) Regulations 1950. If the vehicle is licensed and used as an ordinary motor car purely for private purposes, the driver enjoys the same privileges as a normal motorist. If the vehicle is constructed or adapted for use as a goods vehicle a carriers' licence becomes necessary and the 30 m.p.h. limit will apply.

The subject has already been tested at law in the case of *Manning v. Hammond*, so if any readers are interested in legal matters they can check up the details.

The utility type of body has much to commend it but do not expect a low powered chassis to take the strain. Overloading is all too easy and maintenance becomes a heavy item in such circumstances. Towing a trailer will not overcome the problem and we are also back on the 30 m.p.h. limit again. Length of body is important and normally if you can put a racing bike or two in the vehicle, you can also sleep in it and use it for touring as well as private purposes.

Any further information may be obtained from Motor Licence Offices.



(Photo: "The Motor Cycle")

FRANK FRY in action on his Velocette at Dunholme.

finished the race smiling broadly despite being soaked to the skin and numbed with cold. When we arrived back at the house he slipped off his soaking wet leathers, and despite the gruelling time he had in the saddle, he could not suppress his amusement at his appearance. The dye from his leathers had loosened and left him covered with large and blotchy patches of blue all over his skin, for all the world like an ancient Britain in his woad. That is but one of the many pictures I shall always retain of a man who was a fearless rider and a charming friend.

L. R. Higgins.

ON BEHALF of all members of the Club, "Bemsee" offers its deepest sympathy to Frank's mother, other members of his family and his business associates, in their sad loss.

Frank, who was 35, was a most enthusiastic racing motorcyclist, and a founder member of B.M.C.R.C. when the Club was reformed in 1947.

The funeral was in Douglas, I.o.M., and was attended by many well known members of the motor-cycle industry and trade.

The club was officially represented by our Secretary—Bob Walker—and Harold Daniell, Les Dear, Dennis Clover and George Bryant.

MINNIE GRENFELL MEMORIAL TRIAL

Placings after the A.C.U. Tourist Trophy Races.

Points are awarded: 5 for a win, 4 for second, 3 for third, 3 for fourth and 1 for a start, with an allowance of only one race per meeting, the best score being taken into account. This season the events to account are *Motor Cycling's* "Silverstone Saturday," 19th April, A.C.U. Tourist Trophy Races, June 1952, B.M.C.R.C. Trophy Day, June 21st, Manx Grand Prix, September 1952 and the B.M.C.R.C. Hutchinson 100, 27th September.

10 points	R. McDonald	W. W. Foxall	M. B. Prudence
G. E. Duke	H. Neal	G. H. Fruin	J. F. Pritchard
6 points	F. Norris	T. R. Carland	J. Rampley
M. Cann	J. D. Poingestre	C. G. Griffith	H. B. Ranson
D. K. Farrant	F. Purslow	J. B. Gunn	C. H. Rhodes
J. A. Hogan	D. R. Rose	C. Gunnell	K. Rickard
C. C. Sandford	C. F. Salt	F. G. Garrington	F. A. Robinson
5 points	H. L. Stephens	C. Hale	F. A. Rutherford
E. A. Barrett	C. A. Stevens	H. S. Hall	W. Ryan
P. V. Harris	W. M. Webster	R. E. D. Harrison	W. M. Raper
E. Houseley	H. L. Williams	C. K. Harwood	R. A. Rowbottom
K. R. V. James	Howard Williams	F. P. Heath	D. E. Sheppard
E. S. Oliver	Harvey Williams	E. G. Hefford	J. Skerritt
H. A. Pearce	L. Williams	V. J. Holcroft	R. K. Smart
J. A. Storr	1 point	W. L. Hordley	R. E. Smith
E. R. Ward	R. Alderslade	G. S. Hubbard	R. R. C. Smith
4 points	H. J. Alderslade	J. M. Humberstone	L. Southam
W. Doran	D. N. Bradshaw	R. F. Hanks	J. Sparrow
R. E. Geeson	J. Boulter	C. T. Irish	F. A. Spencer
R. L. Graham	E. H. C. Baker	W. J. Jenness	J. Surtees Jr.
R. Jervis	A. D. Brown	F. W. Johnson	R. J. Standivan
R. H. Sherry	H. Brown	G. N. Jones	A. H. Skein
C. Smith	G. Brown	D. J. Jarman	A. Shaw
C. E. Staley	G. R. Brown	A. C. Keeble	D. R. Smith
3 points	P. L. Burrigide	J. L. Kendall	D. S. Stevenson
I. K. Arber	A. J. Barham	R. H. King	S. A. Sorensen
W. R. Amm	D. Baker	D. G. Lashmar	A. C. Taylor
W. Boddice	J. G. Bound	G. Lund	A. H. Taylor
E. Baxter	A. Bennett	S. F. Lloyd	F. E. Taylor
J. R. Clark	S. Brough	G. R. Long	L. G. Tedder
E. J. Davis	C. M. Bennett	E. Maddox	I. F. Telfer
K. Dixon	K. Charles-Batson	W. R. Marley	R. W. Thompson
F. Hayward	R. Beedham	M. Mavrogordato	A. W. Tucker
S. Lawton	F. H. Burman	G. T. Miller	G. J. Turner
W.A.C.McCandless	D. G. A. Clarke	K. C. Morris	D. A. Tutty
A. L. Parry	E. F. Cope	K. W. Manning	G. F. Thomson
2 points	W. S. Corley	L. G. Morris	K. E. Tully
S. T. Barnett	H. J. Cronan	P. Minion	A. R. Verity
P. H. Carter	G. M. Cain	J. C. McCubbin	J. Walker
D. G. Chapman	D. Coop	J. B. Netherton	R. F. Walker
S. Cooper	P. B. Davis	G. Newman	T. A. Ward
L. A. Dear	J. Difazio	G. A. Northwood	A. F. Wheeler
C. Ellerby	A. Durnford	S. Palmer	R. Wilkerson
A. J. Glazebrook	G. P. Douglass	E. I. Pantlin	V. T. Williams
W. Hall	M. H. Eagle	J. H. Parker	V. Willoughby
E. V. C. Hardy	J. Emmott	J. K. Parr	A. F. Winstanley
R. Harrison	W. Evans	R. J. Penney	A. W. D. Woods
A. W. Jones	G. N. Ewer	R. E. Philpot	H. T. Watson
J. Lanyon	K. J. Faulkner	R. H. Pike	W. H. Wilshire
M. V. Lockwood	M. S. Featherstone	R. K. Pilling	D. C. Young
C. M. Luck	A. A. Fenn	R. W. Porter	
W. J. Maddrick	J. W. Fisher	E. Proctor	
J. Maloney	W. R. Fletcher	A. C. Peet	

COMMITTEE NEWS

Meeting held on 26th May, 1952.

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

In attendance: The Secretary.

Benevolent Fund. The Secretary reported that the Trustees of the Benevolent Fund had now appointed him to act as Honorary Secretary to the Fund.

Silverstone Trophy Day Meeting. Arrangements had now been concluded with Mr. L. C. Newman of Borough Press, agent the production of the Trophy Day Programme. Programme Sales and Car Parking arrangements would again be undertaken by Mr. Roebuck who would enlist the services of the local Scout organisation if necessary.

A Report from the Race Sub-Committee dealing with track arrangements for the Trophy Day Meeting was approved.

International "Hutchinson 100." The Secretary announced that the A.C.U., in approving the regulations for this meeting, had deemed it necessary for the Club to conform to the F.I.M. regulation which required that 75-80 octane fuel only be used. In order to assist the timekeepers and spotters so far as possible it was decided to institute a system of coloured number plates which would do much to avoid confusion and also keep the racing numbers down to two figures.

New Members were elected.

Financial Account. The Monthly account was presented and approved.

Area Representation. Mr. Jarman suggested a scheme whereby the membership throughout the country might be divided into areas and each area to have its own representative. It was agreed that suitable publicity be given to this proposal in forthcoming issues of the Club's journal.

Shelsley Walsh. All arrangements were now concluded for the annual M.A.C.—B.M.C.R.C. Hill Climb Meeting on 30th August, at Shelsley Walsh, near Worcester. As previously, entries would be limited and by selection. Copies of the regulations and entry forms were expected within the next week or so. Entries would close on 9th August, 1952.

Sprint Meeting. It was agreed to accept an invitation received from the Brighton & Hove M.C. Ltd., to take part in a sprint meeting on 6th September, providing they could come to some satisfactory agreement with the A.C.U.

Club Banner. It was agreed that the Club Banner which was lost in the Isle of Man last year should be replaced. Mr. Roebuck stated he would be prepared to provide two large three colour banners and would have them ready in time for the Secretary's visit to the Isle of Man.

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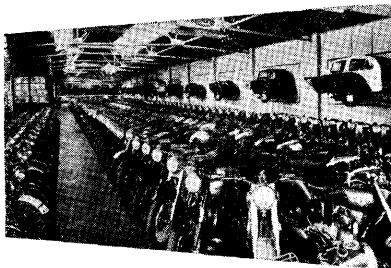
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FORTHCOMING B.M.C.R.C. EVENTS

Shelsley Walsh - - -

Saturday, August 30th.

Hutchinson 100 - - -

Saturday, September 27th.

Annual Dinner - - -

Friday, December 5th.

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