



Bemsee

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BRITISH MOTOR CYCLE RACING CLUB

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F. A. McNab with his Trump J.A.P. at Brooklands. The period is about 1910.

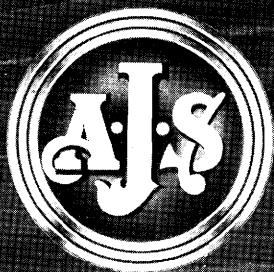
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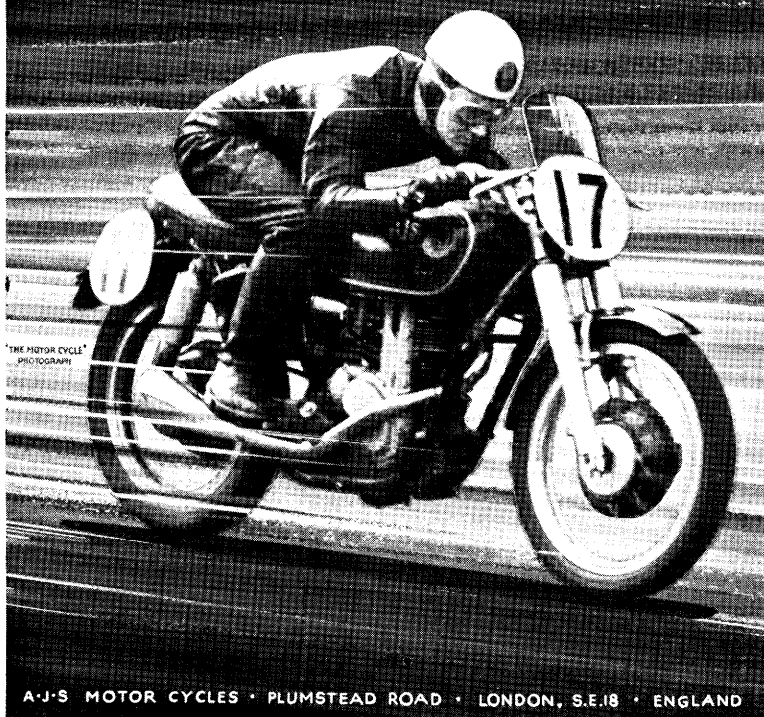
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Vol. 5. No. 12 — December, 1952

EDITOR:

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT: Sir Algernon Guinness, Bt.

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OUR PRESIDENT, *Sir Algernon Guinness, Bt., Vice Presidents, Professor A. M. Low, E. C. E. Baragwanath, Harold Daniell and Cliff Lewis, Chairman Noel Pope, Vice-Chairman A. H. Taylor, Secretary Bob Walker, the Committee and the Editor wish all members and friends of the British Motor-Cycle Racing Club a very happy Christmas and prosperity in the New Year.*

MARSHAL'S MUSINGS

W. G. BILL JARMAN

ARE there eight keen members who would like to take charge of a corner each at Silverstone? Eight is the minimum number required and each man will be in charge of a flag-cum-phone point throughout practice and racing. This is an ideal job for the men who have given up racing due to A.D. Assistants will be provided but the "Corner Marshal" will be the boss of a section and responsible only to control. Postcards please giving name, address, phone number (if any) and membership number.

There it is gentleman, with the full blessing of the Committee, and just to show you how keen we are Allan Taylor has volunteered to help me at the Opening Meeting of 1953 next April. This means that he will not be able to race on this occasion, which is no small decision to make on his part.

By the time this issue reaches you the Motor Cycle Show will have gone and Denis Parkinson's Film Show will be a happy memory. The Annual Dinner, the December issue of this journal and Christmas will all be on top of each other, so may I thank all those big hearted people who have done so much to help the Club during 1952. We have had our successes and disappointments but the crossed Jacks are still the appropriate emblem of the B.M.C.R.C. It behoves everyone of us to introduce another member in 1953 so that we can become stronger than ever. Finance has become an item of primary importance but the good name of this Club must never be sacrificed for mere money. However, we need lots of the root of all evil if we are to have a home of our own. It may take a few years but if we all stick together there is no reason why we should not have a place after the style of Donington. If you have any bright ideas, send them in to the Secretary for the A.G.M., which isn't so far away. This Club is run by the members for the members and rejoices in the fact that it is a Limited Company without share capital. We should thus aim at a very large membership so that your Directors can go forward in a big way.

A special word of thanks is due to the men of the Metropolitan Police Clubs who have assisted us so efficiently during the past few years. There is no doubt that the Mobiles make the finest Course

Marshals in the game because they know what to do and how to do it without fuss or frills.

To the men in the Trade, who often go to no end of trouble to help us, we can only offer a sincere "Thank-you, Gentlemen" and let it go at that to spare your blushes, and believe me most of you can blush when embarrassed by appreciation. We look forward to 1953 happy in the knowledge that there is sentiment in business whatever the cynics may say.

Whilst we are giving a few pats on the back let me remind you that our racing members have brought credit to themselves, their Club and their country in the International Contests for 1952.

Geoff Duke—First in the 350 c.c. class, European Championship.

Cecil Sandford—First in the 125 c.c. Class, European Championship.

Cyril Smith—"Boss Barrow Boy."

Les Graham was second in the 500, third in the 250 and fourth in the 125 classes. Bill Lomas also put up a first class show in three categories. Nice Work!

Norton, M.V., Guzzi and Gilera shared the Manufacturers Championships with lots of opposition from A.J.S. Velocette and Mondial. A very nice mixture if you like and if anyone cares to continue the argument about 125 single, 250 twin and 500 four; I have not changed my mind on this point since 1939. Whether the British four will be vee, straight or flat engine is still a drawing board affair, but many clever people tell me the vee type will stand years of development irrespective of the usual objections. Remember the vee aero engines before the jets came along? Anyone in the aeroplane engine business will confirm that they never ceased to improve the vee piston engine over a period of nearly thirty years.

The list of B.M.C.R.C. Area Representatives continues to grow but there are large chunks of country without a man on the spot. If you can "cover" a City or a County, drop a note to Bob Walker at the office. When writing it would be as well to suggest a suitable rendezvous so that *all* members, will know when they can call in different parts of the country. Agent members will be particularly welcome as "Bemsee Reps" for obvious reasons. (Continued on inside back cover)

A MAGIC PARTY

PROF. A. M. LOW

MMAGIC at Xmas is pleasant for it interests everyone makes people think and enables the "clever ones" to explain "how it is done," to their own great satisfaction. Then someone else wants to do better and, in a word, it is fun.

Ask if they would like to see you stick a tin-tack in the ceiling. Stand a tin-tack on a penny, then, with the tin-tack piercing the centre, place a five inch square of tissue paper over it, screw the paper round the penny and throw up to the ceiling. The tissue acts as arrow tail, the penny knocks the tin-tack into the ceiling and falls away carrying the paper with it, leaving the tack nicely in position.

This one takes a little practice. Put a shilling or sixpence on the bottom of an inverted tumbler, preferably choosing a glass with a slightly concave end. By blowing on the side of the sixpence it will rise and spin until you can blow no more.

Now try something simple. Thread a wire through a cigarette leaving half an inch projecting. Claim to introduce a sharp-shooting act and after smoking about half an inch get someone to fire at the cigarette with a child's pistol. Push the wire with the tongue and off falls the ash.

Next you must be a little clever. Across your little platform stretch a fine black thread. At every foot of the thread put a piece of black cotton about ten inches long falling downwards. Prepare each of these lengths by soaking them in a different colour of dark dye or rubbing them with dye powder. All you have to do is to hand a jug of water and number of tumblers to the audience to examine carefully. Tell them to call out what colour they would like and as you dash up and down the stage hold the glass so that the appropriate thread is inside it and pour in the water. This is very effective; you can break the thread as you finish so that it is not likely to be detected by close inspection.

Best of all is the tinfoil and an egg. Get any ordinary egg and place it (carefully) on the table. You could make a few "cracks" about rationing. Roll up a six inch length of metal foil out of a cigarette box, fold very lightly so that it is stiff but not heavy and balance this on the egg. Bet anyone half a crown that they will not knock it off without blowing it or jerking the table. When you have the half-crown safely, just walk up to the tin-foil and hold your finger near it. The foil will swing round and fall off the egg.

Explanation is interesting. As you walk towards the table you rub your foot in the carpet and the slight charge of electricity in your body resulting from friction is enough to attract the foil. Talk, learnedly, if you wish, about friction, electricity and thunderstorms.

Practice a little patter. Never stop talking and here is an amusing help. In a not too bright part of your temporary stage or on the ledge in one corner put a tumbler with about half an inch of milk in it. Inside put another tumbler small enough to fit right inside the first. The milk will rise nearly to the top. All you have to do is to cough gently, apologise for your voice, take a drink from the glass while drawing the inner tumbler out gently with your finger so that the level falls to the bottom of the tumbler just as if you had drunk the milk. As you replace the glass on the table up comes the milk again to the top and when you have done this a few times the audience will soon spot it.

If you want to show how streamlining is important for aircraft and how heavy is the atmosphere, take a thin board about eighteen inches long and nine inches wide. Hold it up with a rolled up newspaper and ask if anyone can nail the board to the table. When your turn comes put the board on the table with nearly half its length overlapping, take the newspaper and spread it over the whole of the board which rests on the table. A hard blow does not even move the board, owing to the pressure of the atmosphere.

Here is something very simple. Put a dozen pennies in a hat, ask the audience to choose one and to examine it carefully so that they will know it again. Throw it back into the hat, put the hat behind you and then pick out the right penny. It will feel much hotter than the rest and you can select it almost instantly. Copper is a good conductor that is why it is used for soldering irons and kettles.

There are many chemical tricks but these are a nuisance when children are present in great numbers for something is always upset. Here is one, however, that is amusing. Put a pinch of sugar with a little potassium chlorate on one side of a saucer and opposite pour on a few drops of sulphuric acid. All you need do is to put a piece of tissue paper over the saucer and invite someone to breathe on it. Tilt the saucer and the tissue goes up in flames as you retire with the remark "My word, you've got breath like Hitler."

THE SLEEPING BEAUTY

Reprinted by permission of the Sidecup & D.M.C.C. in whose magazine, *The Compass*, this first appeared in 1937. The Author prefers to remain anonymous.

ONCE upon a time there lived an innkeeper. He kept large and old fashioned licenced premises in a small village and being a law abiding bloque, he promptly opened the doors at 10-30 a.m. and 6-0 p.m., and reluctantly closed them again at 2-30 p.m. and 10-0 p.m.

Every other Tuesday night, a horde of motor cyclists would arrive in cars and hold a club night as they quaintly termed it, which was nothing more or less than a bi-monthly binge. Now the innkeeper had a beautiful daughter named Ginanitte; she used to wink at all the lads and slip them a drink when the old man wasn't looking. This was very wrong and dishonest of Ginanitte but what else can you expect from a woman, especially a beautiful one? And she was beautiful? Her hair was long, golden and silky. She had eyes as bright as mercury vapour lamps and just as green; a waist as slender as a valve stem; a cherubic wee mouth no larger than the inlet port of a one fifty; a voice as sweet as the whine of a super-charger, and the performance of a racing five hundred.

When Ginanitte was but two years old, her mother stepped off the pavement. The coroner returned a verdict of "death from misadventure," and exonerated from all blame, the driver of the steam roller. So Ginanitte lived all alone with her father at the village inn. She was a dutiful daughter and was always in good spirits. At the age of seventeen she had never been kissed, which surely must constitute a record for a beautiful damsel who lived in a pub frequented by motorcyclists who arrived in cars?

One winter's night a car load of new club members drew up. The driver was a young man and a perfect specimen of manhood. He was tall and handsome, possessed of lots of money, danced divinely, drank his beer noiselessly, had yet to appear in a divorce court and above all rode a motor-cycle on those very rare occasions when his car was out of commission. As soon as Ginanitte saw our handsome hero, who you must know was christened by a stuttering person as Puppupercy, she fell in love with him right away. And when Puppupercy looked at Ginanitte and smiled she was so over-

come with emotion, that she dropped the Oldest Inhabitant's can of beer. And was he annoyed? Well, wouldn't you be annoyed if a pint of beer suddenly disappeared out of your life? When the Oldest Inhabitant regained his powers of speech he cursed Ginanitte and Puppupercy pretty thoroughly, starting at A and finishing at Z, without even omitting X, and added that if Ginanitte should ride on Puppupercy's pillion during the next five years, they would both fall off in an observed section and remain unconscious for a hundred years. The Trials' Secretary asked the Oldest Inhabitant to reconsider the matter, as if his curse came to anything there would be no end of trouble and delay, and they couldn't possibly keep the rest of the entry waiting a hundred years.

In an effort to reconcile the old man, the Trials' Secretary bought him another pint, but in his agitation inadvertently gollupped it down himself. The loss of two pints in one evening so enraged the poor old gentleman, that he extended his curse to cover every member of the club, wherever he might be or whatever he might be doing, and added further that they might even then only be wakened by a kiss, after which they would have to go through life as racing sidecar passengers. And saying so the Oldest Inhabitant shuffled off into the night and the next nearest pub.

To say that consternation reigned in the club would be to put it mildly. An extraordinary general meeting was called and for once everyone turned up; and on time at that! Every aspect of the case was discussed and every point thoroughly thrashed out. The situation was not improved by Ginanitte and Puppupercy, for they, the silly mutts, had fallen madly in love with each other and sneaked off and were married when no one had an eye on them. If only these two had been sensible young people, they would have promptly forgotten about each other and nothing then could have happened. But no, selfishly their only thought was for their immediate happiness, so they quite callously jeopardised the safety of two hundred other human wrecks. Which only goes to prove what a wicked thing this love racket is. The position was serious, for not only was everyone to fall unconscious for a hundred years, but in order

(Continued on inside back cover)

'REV COUNTER' REPORTS

H. B. Myers. All will be sorry to learn that this member, who crashed badly in the 1951 North West 200, has had to return to hospital to have his hip re-broken. As it is probable that his stay in hospital will last for three months or more, he would welcome a few letters from some of his old acquaintances. These should be addressed to Hut No. 1., Westwood Base Hospital, Beverley, Nr. Hull, E. Yorks.

Les. Hordley tells me that it was tonsillitis and influenza that prevented him from competing in the Hutch last September, (perhaps he also had a premonition of what the weather was going to be!) which was of course, a source of great disappointment as he was looking forward to running a new engine in the Triumph. His original motor blew up well and truly during this year's Ulster, the only salvageable piece being the cylinder head. Les has every hope of having everything completed in time for the first meeting next year.

R. Barton writes to say how interesting he found the article "One Man's Rac'ng" by Erwin Tragatsch in last month's

Bemseg. Apparently he acted as Bill Bragg's mechanic around the 1929-30 era and is, therefore, conversant with some of the details mentioned.

The Segrave Trophy. Fittingly, the Club's President, Sir Algernon Guinness, will be presenting the Segrave Trophy to a member, Geoffrey Duke at a special reception to be given in his honour on Tuesday, December 2nd.

Details of the Segrave Trophy and past winners were given in the August issue of this journal. To refresh your memories this trophy is awarded annually—if a deed merits the award—to the British Subject who, in the opinion of the awarding Committee "accomplishes the most outstanding demonstration of the possibilities of transport by Land, Water or Air." The idea behind this tribute to Sir Henry Segrave, is to stimulate others to uphold British prestige before the world by demonstrating how the display of courage, initiative and skill can assist progress in mechanical development.

Roland Pike is in America. He will miss the Dinner but hopes to be home for Christmas.

SPECIAL ANNOUNCEMENT

1953 SUBSCRIPTIONS

Members are reminded that their **Annual Subscription** to the club falls due on the **1st January** and that prompt payment of their £2. 2. 0. (£1. 1. 0. if resident overseas) will be greatly appreciated.

Cheques and postal orders to be made payable to British Motor Cycle Racing Club Ltd., and forwarded to the Secretary at 2, Wilton Mews, Wilton Street, London, S.W.1

QUIZ

1. Whose name was first placed on the Senior T.T. award.
2. Name the rider who won the first Senior T.T. What machine did he ride?
3. Name (a) the rider (b) the machine to first cover 100 mile in an hour. Where was it accomplished, and when?
4. In what race did Stanley Woods ride a Royal Enfield?
5. Name the manufacturers of the following motorcycles, all of which were made before 1939. Terrier; Speed King; V2; Light Tourist; Model 90; E.W.; Flying 8; Squirrel; Silent Three; Blue Prince; Cruiser; Ivory.
6. Where did the following come from? The Flying Bedstead, Whiffing Clara, The Roarer.
7. From what factory did the first British supercharged motorcycle come from? When?
8. Name two Manx made motorcycles.
9. Who won the first motorcycle race to be held at Brooklands? What make of machine did he ride?
10. What make of machine won the first motor-cycle race at Bemsee's first Brooklands Meeting?
11. When **The Motor Cycle** was first published in 1903 on what day of the week did it appear, and at what price did it sell?
12. Who invented the spray type carburettor?
13. Who was the first rider to lose his life on the T.T. course? Where did the accident occur, and when?
14. Who was the holder of the first 500 c.c. class hour record?
15. When was the first "dirt track" race meeting held in England?
16. Who invented the down draught inlet port? On what engine did it appear and in what year?
17. What do the following initial letters, which are names of motor-cycles, signify? H.R.D.; P. & P.; P.V.; A.B.C.; O.E.C.; N.U.T.; A.J.S.; J.E.S.; P. & M.; A.J.W.; C.T.S.; V.M.C.
18. Who are the following riders? J.M.W.; N.B.P.; J.H.S.; A.J.G.; G.W.W.; H.G.T.S.; S.W.; G.E.N.; W.L.H.; A.B.; H.L.D.; C.R.C.

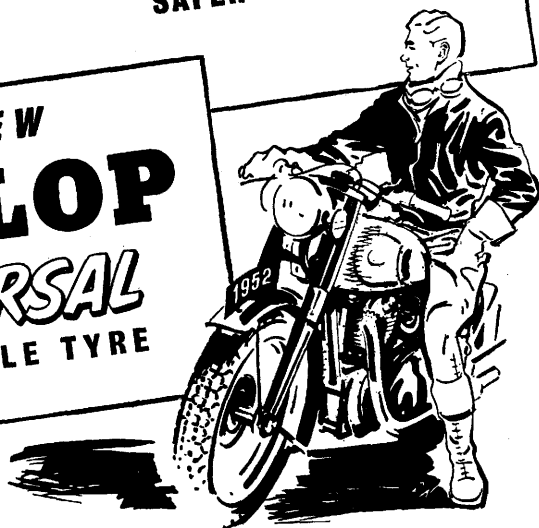
ANSWERS

1. C. R. Collier.
2. O. C. Godfrey. Indian.
3. C. F. Temple; O.E.C. Monthl  ry. 1925.
4. Junior T.T. 1925.
5. Montgomery; Rex; Matchless; New Imperial; Sunbeam; Douglas; Coventry Eagle; Scott; P & P; New Imperial; Francis-Barnett; Calthorpe.
6. The Velocette factory
7. Coventry Victor, 1927.
8. Aurora; Peters.
9. W. G. McMinnies. Triumph.
10. N.S.U.
11. Monday. One penny.
12. Edward Butler.
13. Victor Surridge. Glen Helen, 1911 practice period.
14. F. A. McNab. 1. 1927.
15. H. Jones. 250 c.c. J.A.P. used on the O.K. Supreme, 1928.
16. Howard R. Davies; Packman and Poppe; Perry Vale; All British (Engine) Co.; Osborne Engineering Co.; Newcastle-upon-Tyne; A. J. Stevens; J. E. Smith; Phelon & Moore; A. J. Wheaton; C. T. Tattersall; Veloce Motorcycles.
17. Jock West; Noel Pope; Jimmy Simpson; Jimmy Guthrie; Graham Walker; Tyrell Smith; Stanley Woods; Ernie Nott; Walter Handley; Alec Bennett; Harold Daniell; Charles Collier.

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CONTINENTAL RACING MOTORCYCLES

ERWIN TRAGATSCH

No. 1 MOTO-GUZZI.

Les Higgins has asked me to write about Moto-Guzzi, the famous Italian racing motor-cycle, and it is with great pleasure that I do so. It is not only my affection for these products but also my long contacts with them that makes it easy for me to recount the story of this famous make.

Some weeks ago, the leading Italian journal *La Moto* published my photograph riding a Moto-Guzzi "Albatross," suggesting that I will again ride such a machine in races. The actual machine in the picture is the ex-Fergus Anderson, ex-Leon Martin machine, the frame of which is now in the possession of Arthur Wheeler. The engine was wrecked during practice for the Belgian G.P. when the con-rod broke.

My admiration for the Guzzi started as long ago as in 1924 when I was present at the G.P. des Nations at Monza. The 500 c.c. race was won by the Guzzi, the late Guido Mentasti winning and Erminio Visioli finishing second. It was Guzzi's first win in a big race.

The first Guzzi which raced in my home country, Czechoslovakia, was ridden by the late Siro Casali, who beat all the three-fifties and five-hundreds on the Praded Circuit in 1927. Soon afterwards, I persuaded a friend of mine to buy and race a Guzzi and I became his mechanic.

The first Moto-Guzzi machine was designed and built in 1921 by Carlo Guzzi in a small workshop at Mandello del Lario, at Lake Como in Italy. These Guzzi men have always been practical men who sought to produce the best, sometimes neglecting conventional things, including appearance. In later years this point was rectified and some of the Moto-Guzzis which followed have been very good looking machines.

Carlo Guzzi, the technician, had his own ideas when he produced his first machine, a horizontal single cylinder job of 500 c.c. He was from the start accompanied by a great business man, the late Cavaliere del Lavoro, the grande ufficiale Emanuele Vittorio Parodi, who was already 58 years of age when he started in 1920 with Carlo Guzzi to produce motorcycles. Parodi was a great personality; after studying in Norway, Germany and England he eventually became a leading man in banking circles and stood on top

of many enterprises, supported later by his two sons Dr. Giorgio and Dr. Enrico, who, especially the first, showed great interest not only in the manufacture but also in the racing of motorcycles.

Another member of the Parodi family played, for over 20 years, an important role around the Moto-Guzzi factory. Dr. Giorgio's and Dr. Emanuele's cousin, Ing. Angelo Parodi, was not only an excellent administrator of the factory but also a fine technician and a strong supporter of the racing department. Unfortunately he died in 1942 at the age of only 55 and was succeeded by Dr. Emanuele Parodi. Dr. Giorgio and Dr. Emanuele are now the President and the Vice-President of the Moto-Guzzi concern.

The first Moto-Guzzis had 88 mm. bore and 82 mm. stroke—(499 c.c. engine. Aldo Finzi and Mario Cavedini rode the first machines in the 1921 Milano-Napoli race. Mario was 20th and Aldo 22nd. Soon Afterwards Gino Finzi, Aldo's brother, won the Targa Florio. In the following years Conte Marazzani and Mario Cavedini won the Coppa Ravelli and in 1923 the late Guido Mentasti won the "Giro moto-ciclistico d'Italia." Until 1923 all the Moto-Guzzis had i.o.e. valves and in 1923 the first real Moto-Guzzi racing machine, an o.h.v. job was produced.

It was this machine which in the following years was so successful. The Italians are good sportsmen and it has been mainly these racing successes which impressed them. They started more and more to buy these reliable and successful machines and Moto-Guzzi expanded their factory, but they were still a small concern when they started to produce and race in 1925 a new 250 c.c. racing machine which proved very fast. Unfortunately, poor Guido Mentasti was killed in 1925 when returning from a successful race at Brescia, through sudden tyre trouble. Fortunately the factory had other famous riders, i.e., Pietro Ghersi, Amedeo Ruggeri, Ugo Prini and others.

One of the greatest ambitions of the firm was to make good in the Tourist Trophy races in the Isle of Man and, in 1926, the first Moto-Guzzi was ridden by Pietro Ghersi in the Lightweight T.T. He finished second behind "Paddy" Johnston on the Blackburne engined Cotton but was disqualified because he used a plug

other than specified. The 500 c.c. single cylinder job was not fast enough against the leading British machines of that date.

In the following year, Pietro was unable to ride but three other Moto-Guzzis have been ridden in the Lightweight T.T. by the late Luigi Arcangeli, who finished second, Ugo Prini and Achille Varzi. No Moto-Guzzi competed in the 1928 T.T. races but Ghersi led the 1929 Lightweight T.T. until the fifth lap on a Moto-Guzzi until he retired.

In the year 1935 Moto-Guzzi won their first Isle of Man T.T. race. Stanley Woods won both the Lightweight race and the Senior T.T., using for the last one of the 1933 introduced 120-degree twin. In 1937 it was the late, much mourned Omobono Tenni who won a further Lightweight T.T. race for the Mandello del Lario factory. From 1947 onwards, five Lightweight T.T. races have been won by these wonderful machines, ridden by Manliff Barrington, Maurice Cann, Tommy Wood and Fergus Anderson.

The 250 c.c. racing machines were always o.h.c. engines and since 1926 also the 500 c.c. racing models. These proved fast but in big international races could not gain the same successes as the smaller type; and after a few years were dropped.

The touring models had at that date still the opposite arrangements of the valves, one in the head, the other on the side. In 1928 the first Moto-Guzzi spring-frame appeared on the Grand Turismo model. In 1931 the o.h.v. Sport model got the spring frame, but which was at that date not used for the racing machines.

More and more of the world's most famous racing men used, during the years, Moto-Guzzi machines. These riders used mainly the 250 c.c. racing job, the fore-runner of the 1939 introduced "Albatross." This racing model came into production in small series and is produced still without much alterations, except that during the years the top speed and especially the reliability, has been improved. It is well known in racing circles that this model, although very much watchlike, is, in right hands, really superb. The engine is a square job of 68 mm. bore and 68 mm. stroke and was developing at 7,500 r.p.m. about 21 h.p. The compression ratio is 8:1. Later this engine was improved and delivered 23 h.p. at 7,800 r.p.m. Usually seldom two engines even of the same series have the same output. There are always differences on the brake; except them it is possible with careful tuning to improve the efficiency of

these engines considerably. Except Maurice Cann's machine, with his own designed double knocker head, which is much faster than the normal "Albatross" machines, I suppose the fastest ever raced "Albatross" in private hands was used by the late Claudio Mastellari, who sometimes was even faster than the factory entered machines.

Before the war, Moto-Guzzi produced a 500 c.c. single cylinder o.h.v. racing machine for private competitors, the "Condor." This machine had an 88 x 82 mm. bore and stroke (499 c.c.) and produced at 5,000 r.p.m. 28 to 29 h.p. This machine had rear springing and with a compression ratio of 6.7:1 reached about 105 m.p.h. and was used with success mainly in long distance races. In England such a machine was ridden after the war by Angus Herbert.

In 1932 the factory produced a prototype of a 3-cylinder touring machine and a year later the famous 120-degree racing twin was introduced. This machine was very fast, but also very unreliable. Although only ridden by factory riders in the first two years, this machine seldom could finish a bigger race. In 1935, when Stanley Woods joined the Moto-Guzzi racing stable, this machine was considerably improved and his brilliant victory in the Senior T.T. proved the quality of this unusual design. Later, this model became, except for the water cooled supercharged Gilera four, the leading Italian make in the 500 c.c. class. Before the war, this model, which had a 68 mm. bore and 68 mm. stroke, was on 50/50 benzine/benzol, at 7500 r.p.m. delivering 44 h.p. and the top speed was around 120 m.p.h.

After the war both engine and frame have been considerably re-designed and also lightened. Before the war the weight was over 150-kg. while the latest 500 c.c. Moto-Guzzi 120-degree twin had a weight of only 130-kg. while the output was now 44 h.p.—not on 50/50 but on pure benzine of about 75 octane, and the top speed was going over the 130 m.p.h. mark. In my opinion, this type became, during the years, too much lightened and therefore some parts too much stressed and the result was that this otherwise brilliant machine lost much of its reliability. This was also proved in the post-war T.T. races when ridden by Omobono Tenni, Bob Foster, Ernie Lyons and Freddy Frith and in other events, including the Ulster Grand Prix. 1951 was the last year in which this model was raced.

Before 1939, the brains behind the Moto-Guzzi machines tried another unconventional design of racing machine, a 500 c.c. three cylinder. The engine which was in line, was set across the frame and had three cylinders of 59 mm. bore and 60 mm. stroke (492 c.c.) It was running on 50/50 and had double-knocker heads. The top speed was stated to be in the region of 140 m.p.h. at 8,000 r.p.m. and the brake horse power not less than 85. In my opinion, this design had much in common with the B.R.M. racing car: wonderful output on the brake, but in the races it was a big disappointment. The machine was ridden by Guglielmo Sandri during the first years of the war when Italy was still outside of all war events, but soon disappeared "somewhere in Mandello." Nearly the same fate befell the 250 c.c. twin, which was produced soon after the war and in a T.T. race ridden by Manliff Barrington.

In my opinion, one of the finest creatures which ever left the Moto-Guzzi works was the super-charged 250 c.c. single cylinder job soon before the war. It is very difficult to supercharge successfully a single cylinder road racing machine, but Moto-Guzzi as the only producer until now, had success. In 1938 they had the first such machine ready. Basically it was a normal 250 c.c. racing machine which was developing about 23 h.p. Now with a Cozette supercharger which was running at a 1:0.6 ratio the engine was developing first 35 and later 38 h.p. That means 152 h.p. per litre, at 7,500 r.p.m. engine speeds and 4,500 r.p.m. supercharger speed! The weight of these machines was 132 kg. or 3.3 kg. per h.p. In the following year, even this output was increased. The engine was running at 7,900 to 8,000 r.p.m. and giving 44 h.p. while the weight was reduced to 123 kg. of the complete machine. And the top speed? The late little Rafaele Alberti reached over a flying km. 213.270 and over a flying mile 211.523 km/h. Really a wonderful thing for a 250 c.c. machine! The fuel consumption in this form was 21 litres for 100 km., but during long distance tests at Monza these engines proved very reliable, and among many other races they won in 1939 the "German Grand Prix" in front of all factory entered D.K.W. machines.

It is impossible to tell about all successes gained by Moto-Guzzi machines before the war but now, after the war, this list has reached an unbelievable length. Many new riders, as well as older

ones, became competitors on these machines, riding mainly the types "Albatross" and the re-designed "Condor," the post-war "Dondolino."

Factory riders only on rare occasions used "Dondolino" machines. They got after the war the re-designed 500 c.c. twin and a brand new mysterious push rod 500 c.c. single, the "Gambalunga." The story goes around that, during the last years of the war, an employee of the design staff at Mandello played with re-designing an "Alce," a Moto-Guzzi military model. He changed, lightened and rebuilt and the result was an ultra-light machine, especially useful for short circuit-round-the-houses-races. The first, only 116 kg. heavy "Gambalunga" was born. The engine was developing 34 h.p. at 5,800 r.p.m. and soon many races had been won on this machine by Tenni and Balzarotti. This type never was obtainable for private entrants but some riders had a copy of this model which, in the hands of Enrico Lorenzetti won the Ulster Grand Prix. The "Gambalunga" proved not only very fast but also surprisingly reliable. After a success at Faenza, in which a redesigned "Gambalunga" engine was used, the "Gambalunga" became a new engine with a different stroke (shorter) and is ridden until to-day with success.

But the main strength of Moto-Guzzi lies now in the 250 c.c. class. After the twin proved unsuccessful they concentrated on the redesigning of the old and reliable "Albatross" engine and by using a lighter version of the "Gambalunga" frame, they produced the now famous "Gambalunghina." The first "Gambalunghina" was developing 23 h.p. at 8,000 r.p.m. and had a weight of only 112 kg. That was nearly four years ago. But in the meantime Ing. Carcano, the head of the design department at Mandello was busy and the newest "Gambalunghina" has not only much more revs, but also horses and although the top speed is very high, they are dead reliable. The Moto Guzzi "Gambalunghina" is now—except the Benelli—by far the best 250 c.c. road racing machine, but unfortunately not available for private entrants, with the exception of a few top riders as Aranda of Spain or Hein Thorn Prikker of Germany, who bought his machine three years ago from Fergus Anderson with permission of the factory.

In the thirties, Moto-Guzzi became a big factory. In 1938 they got new big
(continued on page 21)

THE HUTCHINSON HUNDRED

A Retrospect

By L. R. HIGGINS

TWENTY SEVEN years have passed since the first "Hutchinson Hundred" was run, and today's race is the twentieth of the series. The character of the race has changed completely. In 1925 "The Hutch" was a hundred miles track event run at Brooklands on a handicap basis and open to all who cared to enter; today it is a scratch road race of less than thirty miles, with entry barred to those who have entered the International T.T. and G.P. road races. Only the reward remains the same, the magnificent Mellano Trophy, a large silver cup originally valued at two hundred pounds and presented by Mr. A. V. Mellano of the Hutchinson Tyre Company in 1925.

The change in the character of "The Hutch" has been brought about by the different circumstances which now exist. Brooklands has gone. Brooklands! Just a name to the post-war generation of riders, but it was the home of "Bemsee" from the time the Club was founded in 1909 until 1939, and its loss will be mourned for ever by the older school. When the Club was reformed in 1947 it was homeless. For a time it found temporary accommodation at Dunholme, Haddenham, Goodwood, Silverstone, and has now settled at the last mentioned. Entries of forty riders for pre-war Hutchinson Hundred races were considered to be excellent. Post war races attract five times this number and are an embarrassment to the organisers. With such large entries several difficulties arise which make the running of handicap races none too easy. Because of these difficulties handicap races have been abandoned for the time being, and the 1952 "Hutchinson Hundred" is an International motor cycle road race meeting which includes an experts-barred event for the Mellano Trophy.

There are other changes. The machines are out-and-out road racing motor cycles. There are fuel restrictions; alcohol is not permitted, nor is supercharging, for these are barred by the F.I.M. regulations under which the meeting is held.

Brooklands was the one place in the British Isles where a motor cycle could be ridden on full throttle for hours on end

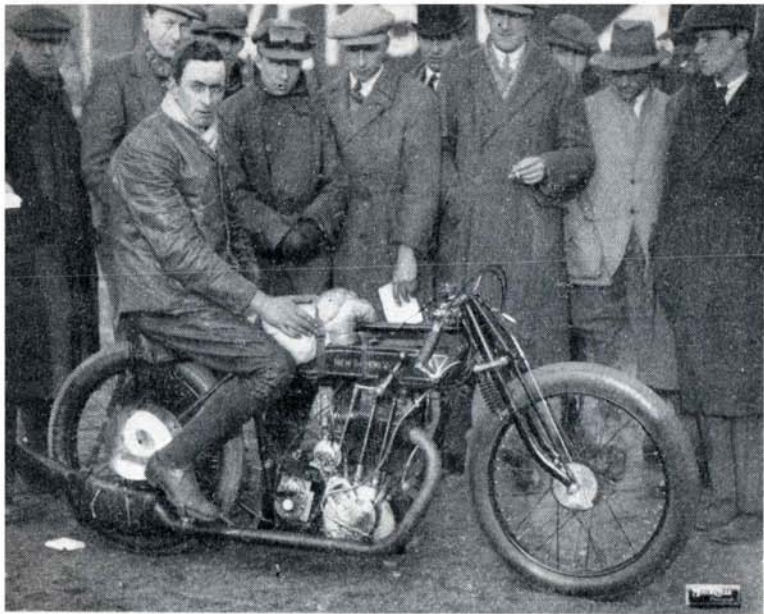
if the rider and the machine could stand the strain, and an average speed of the order of 90 m.p.h. for a distance of one hundred miles was a severe test of the man and machine. Consequently, the winning of "Bemsee's" annual classic, the Hutchinson Hundred, was an achievement of which the victor could be justifiably proud.

Apart from yearly variations the pattern of the fourteen races held at Brooklands (1925-1938) remained unchanged. Any size of engine up to the top limit of 1,000 c.c. was eligible; competitors were free to use any type of fuel—the majority chose alcohol—and, if they pleased, they could employ supercharging. Some did. Three fifties were the most successful class of machine and they won the race seven times; the two-fifties won three, the five-hundreds two and the remaining two races went to a big twin of 1,000 c.c. and a tiddler of 175 c.c. Only once did a rider on the scratch mark win and only once was the race won at 100 m.p.h. Eight different makes were victorious and of these only two scored more than one win, Excelsior two, and Velocette six. No rider has won the Trophy more than once.

A feature of the first "Hutch" (1925) was the amount of mechanical trouble that was experienced by the competitors during the hundred mile race, the big event of the day, and the preceding three and five lap sprints. There were several non-starters and these included several of the experts, namely Victor Horsman, Jack Emmerson, Bert Denly, Rex Judd and the late Bert le Vack; while O.S. Bridcutt, now with Temple Press Ltd., was refused permission to start because his silencer did not conform to the regulations. Silencing of engines was one of the few restrictions that existed and was introduced because of the pressure brought to bear by people who did not like the sound of an open exhaust but chose to live in the neighbourhood of Brooklands. Bridcutt was to have ridden a 500 c.c. Dunell, an air cooled, single cylinder two stroke engine machine which he had raced in the Sidecar T.T. some months earlier.

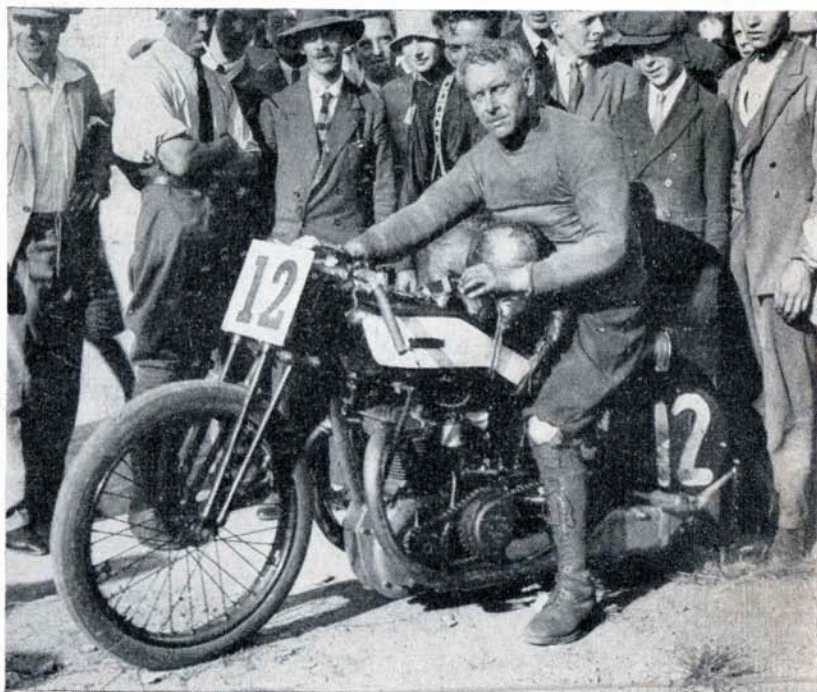
To assist in their identification by the lap scorers, etc., competitors wore coloured jerseys; the limit men were clad in red and the intermediaries down through blue, yellow and green to white for the scratch

*Reprinted from the "Hutchinson 100" programme, 1952



G. E. Tottey astride the Nw Imperial which he rode in the first Hutchinson 100 arce. He finished on foot, pushing in for the last mile or so after the petrol feed pipe had broken. Behind the machine, holding a white paper, is Reg. Tanner then, as now, with Esso (it was then Pratts); extreme left, in a cap, is Dunlop "Mac."

P. Brewster (495 c.c. Matchless) winner of the 1928 event. Note the pistol grip tank giving extra fuel capacity.





(Above)—Hirst Mitchell (348 c.c. Velocette) who won the Mellano Trophy in 1930. Except for the huge petrol tank the machine is an almost standard Mark I KTT.

(Photo: The Motor Cycle)



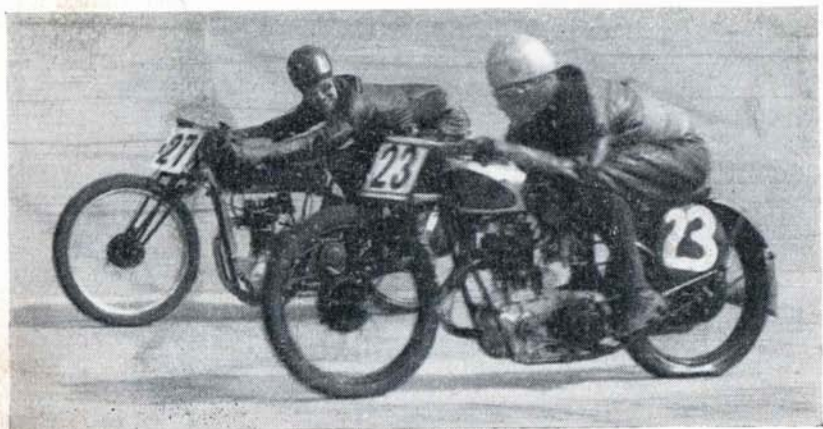
(Right)—In 1933 the "Hutch" was won at 100 m.p.h. Les Archer Senior, smiles happily after his victory in that year.

(Photo: The Motor Cycle)



The late Ben Bickell (498 c.c. Bickell-J.A.P.) with his brother Joe after winning the 1932 race in the pouring rain.

(Photo: The Motor Cycle)



No. 27, the late Eric Fernihough (173 c.c. Excelsior-J.A.P.) on his way to victory in 1934.

(Photo: The Motor Cycle)

men. The distance to be covered was 102.37 miles, thirty seven laps of the outer circuit, and handicapping was on a time basis only.

It was not usual for the back markers to come into the picture until about three quarters distance, but from then on there would be some stern battles as the faster men, aided by efficient pit signalling and timing, endeavoured to improve upon their handicap without overstraining a hard tried engine.

The eventual winner of the first "Hutch," the late Frank Longman—he met his death during the 1933 Lightweight T.T. at Glen Tramman—came into the leading trio on the twenty-fifth lap. He was riding a single geared 989 c.c. Harley Davidson, notable for its quiet exhaust note, and lay third. Four laps later the leader, Hall, went out with engine trouble (big end bearing) and left P. M. Walters (344 c.c. Zenith J.A.P.) in the lead with Longman a few yards to the rear. On the thirtieth lap Longman passed Walters and went on to win comfortably by two laps at an average speed of 89.66 m.p.h.

Amongst the forty-two entries for the 1926 race were several big twins: George Patchett's 980 c.c. McEvoy; Joe Wright's 980 c.c. Zenith; a Brooklands hybrid built by R. E. Humphreys with an old Indian frame and a J.A.P. engine; and Frank Longman's Harley, the previous year's winner. Longman was not riding, instead he entered J. Sloman. In addition there were several Douglasses, the engines of which were fitted with volute valve springs to eliminate the breakages that were being experienced with the conventional helical coil springs. But the volute springs presented another problem, that of obtaining the requisite spring strength.

There were only four non-starters and of these G. E. Tottey—long since retired from active racing but still a "Bemsee" member—chose to sleep beneath the board announcing the non-starters instead of enjoying an afternoon's racing! It was officially reported that after a week's intensive work on his machine he was too tired to ride. Now, after twenty-six years, he admits it was from an entirely different reason. In his own words: "I well remember the incident. I went to sleep at the base of the non-starters board in the paddock and much of the white-wash used to paint the numbers splashed over me. When the marshals awakened me at the end of the meeting I looked a queer sight and asked them, rather bad tem-

peredly 'When does the —— racing start?'

"To be perfectly honest, I had spent the morning looking on the wine while it was red, and had lay down for a few minutes in the hope that the fresh air would blow away the muzziness. Instead I fell asleep and dead to the world. Now that I am growing old I am much reformed."

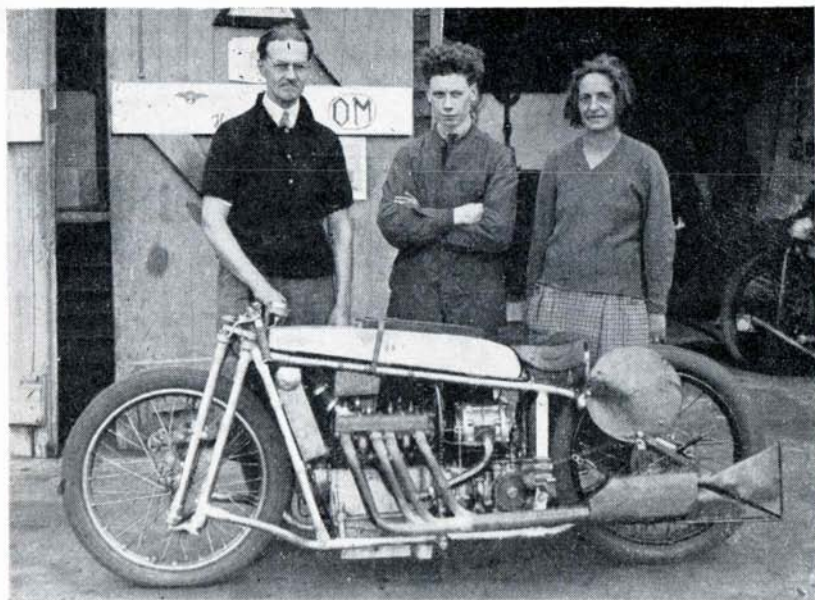
The 1926 race was won by C. S. Barrow at 74.39 m.p.h., riding the make of machine with which his name has always been associated, a Royal Enfield with a 246 c.c. J.A.P. engine. None of the big twins showed up to advantage. George Patchett's McEvoy twice stripped the tread from off the rear tyre, and the engine of Joe Wright's Zenith tightened after several laps at 102 m.p.h. He was the scratch man and to have won would have had to average 110 m.p.h.

If a competitor presented his machine today with a two gallon petrol tin strapped to the tank it is unlikely that he would be allowed to start. Such fitments were not frowned upon in days past and with alcohol fuel a machine needed an increase in tank capacity if refuelling stops were to be eliminated. Enlarged and sometimes cumbersome tanks were fitted to various machines but in the 1927 race one rider added extra capacity simply by strapping a two gallon tin of Discol to the tank top of his Rudge Whitworth.

A remarkable feature of that year's race was the number of crashes that occurred, happily, none of them causing serious damage to the riders involved, Freddie Dixon damaged an elbow when he was thrown off his Brough Superior by tyre trouble; C. E. Slade (349 c.c. Alldays Bradshaw) touched shoulders with another rider and fell off but was not seriously hurt; B. L. Hieatt (Cotton) crashed when his back wheel locked after an engine seizure; and Les Archer hurt a hand. One rider A. G. Walker (Chater Lea), was saved from a probable crash when the marshals flagged him off the track because of a deflated tyre.

Grim evidence of what damage Brooklands could wreak on an engine was brought in by the travelling marshal, who retrieved from the track a crankcase half with a flywheel still attached.

At three quarter distance the race lay between E. Ventura (348 c.c. Cotton), who was leading, the late F. G. Hicks (348 c.c. Velocette) and the late Harold Willis. Willis, riding his Junior T.T. Velocette and lapping at about 87 m.p.h. was slowly



The Austin engined O.E.C. ridden by the late F. W. S. Clarke (centre) in the 1934 race. With Freddie Clarke are Jack and Minnie Granville Grenfell who built the machine. Note the duplex steering frame, Scott radiator and the supercharger behind the engine.

closing the gap between himself and Ventura but could make no impression upon Hicks, for whom, barring accidents, victory seemed a certainty. With only fifteen miles to go Hicks coasted silently to a standstill; the inlet valve spring had broken.

The race was now a gift to Willis. Three laps from the end he overtook Ventura and ran out the winner at 86.39 m.p.h. Ventura was second and Frank Longman, riding his single geared Harley, finished third at 90.13 m.p.h.

In a short distance race that preceded the 1928 event, Freddie Hicks lapped the Track at over 100 m.p.h. on his 348 c.c. Velocette, a really terrific performance for a three-fifty at that time. Consequently he was regarded as a likely winner of the hundred mile race, and after his bad luck of the year before it would have been a popular victory. He received 6 min. 10 sec. start over the scratch man and conceded 37 sec. to the man who was to provide the greatest opposition, P. Brewster (495 c.c. Matchless). Brewster, however, picked up another forty seconds and won comfortably at 93.52 m.p.h. Freddie Hicks finished second at 92.57 m.p.h., 77 secs. behind Brewster and only 2 secs.

ahead of the late Eric Fernihough who rode his 246 c.c. Excelsior J.A.P. into third place at an average speed of 77.45 m.p.h.

R. R. Barber's 495 c.c. Matchless, with a specially shortened frame, provided some heart stopping excitement, for it proceeded in a series of alarming wobbles. An oversized fuel tank was fitted which Barber partially drained at a pit stop in the hope that the reduced top weight would improve the steering. If any improvement was made it was not apparent to the observers and the unlucky Barber was eventually flagged off on the score of safety.

The following year (1929) provided one of the best entries received in pre-war days, a total of fifty-seven, and a tame finish. The race was won comfortably by R. Gibson (347 c.c. Sunbeam), one and a half laps ahead of the second man. The coloured jerseys were discarded and replaced by coloured slips, red, blue and green, to cover the rider's crash helmet and the sleeves of his jacket.

A machine that attracted considerable interest was that ridden by B. L. Bickford. The engine was a 976 c.c. J.A.P. and the frame said to be a Matchless, the very

one used by Charles Collier in his now historic match races against Jake de Rosier (Indian) in 1911.

Thanks to the skill of the handicappers a fairly close finish occurred in 1930, 2 mins. 38 sec. covering the first three. But whereas the winner, Hirst Mitchell (348 c.c. Velocette) averaged 94.68 m.p.h., the runner-up, G. C. Horsman (172 c.c. Zenith Villiers), averaged 63.11 m.p.h. Eric Fernihough was again third, on this occasion riding a 175 c.c. Excelsior-J.A.P., and at an average speed nearly as great as that achieved on his two-fifty two years earlier.

Amongst the machines fitted with extra tankage was T. G. Meeten's Francis-Barnett, which carried no less than three fuel tanks, the main in the usual place and two auxiliaries slung one on either side of the rear wheel.

During the race spectators were treated to some lurid riding by D. S. McFarlane. His courage, however, nearly brought about his downfall for in spite of some awe-inspiring wobbles he kept going until the stewards could stand the strain no longer and flagged him off. It was then discovered that the steering head of his Vincent-H.R.D. had almost broken away from the frame.

Two innovations were introduced for the 1931 race; sidecar outfits were permitted to compete for the first time, and instead of the competitors being assembled on the starting line, as in past years, they were brought from the Enclosure as their starting time approached. There was a poor entry, only twenty-one, and of these six were non-starters.

In the preliminary short distance races C. A. Lewis, riding a very noisy 172 c.c. Villiers Special, fooled the handicappers by winning the 350 c.c. handicap race by a mile and at a speed of more than 68 m.p.h. Sixteen years later this same Lewis—Cliff—was elected secretary of the Club when "Bemsee" was re-born in 1947. The enthusiasm which he brought to bear upon this exacting task played no little part in re-establishing "Bemsee" upon firm foundations.

Amongst the sixteen starters were the late Ben Bickell (498 c.c. Bickell-J.A.P.) on the scratch mark; F. K. Anderson (499 c.c. Rudge and Sidecar), now associated with Guzzi machines; Hirst Mitchell (348 c.c. Velocette), the previous year's winner; and the very successful Cambridge undergraduate J. M. "Spug" Muir (Velocette).

The number of mechanical casualties was high. The first retirement was that of Ben Bickell, put out by engine trouble early in the race. Fergus Anderson was halted on the eighth lap with the tube out of the rear tyre; and Hirst Mitchell lost his exhaust pipe. By half distance there were only nine survivors: J. M. Muir, riding the Velocette on which he had competed in the Manx Grand Prix a few weeks previously, had forged his way to the front and went on to win at 89.01 m.p.h.

During the seven years 1925 to 1931 the 'Hutch' had been blessed with reasonably good weather, and then "Bemsee's" luck ran out, for the 1932 race was run off in the worst possible conditions and a downpour of rain. The inclement weather increased the machine-casualty rate and of the twenty-nine starters only seven completed the distance.

Before the race H. C. Lones (730 c.c. Morgan J.A.P.) was in trouble with a leaking cylinder head gasket. He was unable to obtain a replacement so resorted to barbarity, and increased the pressure exerted on the joint by filing the cylinder spigot, thereby reducing the height. His efforts got him to the starting line but his luck deserted him and he retired in the fourth lap when the carburettor broke away from the engine.

A worse disaster befell Eric Fernihough for the cylinder barrel of his engine, a 173 c.c. J.A.P., broke away from the crankcase.

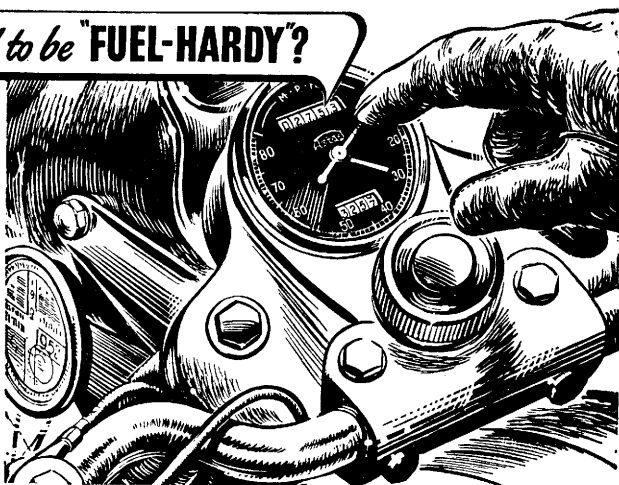
The winner of the race was Ben Bickell (498 c.c. Bickell-J.A.P.) and his victory marked the only occasion on which the Mellano Trophy was won by a rider off the scratch position. His speed was astoundingly high, for despite the atrocious conditions he was lapping steadily at 103 m.p.h. and averaged 99.61 m.p.h. for the full distance. J. A. Baker (A.J.S.) was second at 90.72 m.p.h. and C. J. Williams (494 c.c. Douglas), suffering from clutch trouble throughout the race, was third at 94.33 m.p.h.

Les Archer, driving a 348 c.c. Velocette and sidecar, ran out of fuel, pushed one and a half miles to the pits, refuelled and carried on. He finished seventh and last at 65.44 m.p.h. Less fortunate was Denis Parkinson (348 c.c. Norton) who ran out of fuel as he crossed the line to begin his last lap. He refuelled but as he re-started he was flagged off, the time limit had expired.

(to be continued)

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THE BOFFIN

MICHAEL R. McGEAGH

THE CHIEF called me into his office. "Meet Mr. Fishwick," he said. "He seems to be the man we want." I looked at Mr. Fishwick. He was very tall and very thin. His head was enormous and he wore thick lensed glasses. "We'll have him in Racing," the Chief said. "That is your department, isn't it?" I nodded and left with Mr. Fishwick.

We spent the morning in going round the department. I wasn't quite sure what I was meant to do with him. I asked him a few technical questions. I thought they were rather clever, but Fishwick reeled off the answers as if he had known them all his life. He probably had.

I left him in Design, and went off in search of some tea. I needed it by then.

Next morning he came to my office.

"Are you running the same design for this season?" he asked.

"I don't see any reason to change it," I countered.

"You will be making allowance for the semi-expansion of the omphalos pinion shaft presumably," he said. "Then that nominational coefficient on the drive side requires attention. Terrible frictional loss there, you know?"

He waited for an answer. I had to say something. "Put it on the board," I told him; "and work it out." He wasn't going to defeat me quite so easily.

I went along to the Chief. He was doing a crossword. "This Fishwick fellow says that we should make allowance for the semi-expansion of the omphalos pinion shaft. The frictional loss of the nominational coefficient on the drive side is terrible too."

The Chief looked up. "Clever chap," he said. He turned again to his crossword. "A two wheeled vehicle—four letters—begins with a B. Know what it is?"

I got out and left him to it. Fishwick was waiting in my office. "Better go ahead with those calculations," I told him. "I shall be interested in the results."

He smiled, and handed me some papers.

"The horizontal linear graph is the usual method, but I checked with a multiple radial just to make certain."

I was prepared for him this time. "You are sure these are correct?"

He was still smiling. "The transients meet at a crossed parallel on the apex," he said.

I daren't look at him. Well, that's final enough," I said.

For the next three days I never saw Fishwick. I was tied up with arranging fuel supplies and signing contracts. I had almost forgotten Fishwick, until suddenly he was back in my office again. "We are putting the nearside camshaft drive gear on the offside," he told me. "Naturally, that will mean putting the offside camshaft drive gear on the nearside. Mr. Lawrence is re-designing."

"Oh!" So he had Harry on to it now. I wasn't going to be beaten.

"What about that nominational coefficient; how do you propose to eliminate that?" I asked.

Mr. Fishwick peered down at me. "Altering the camshaft drive reduces the initial inertia friction on the thaumaturgical slip ring. Less inertia friction naturally means a drop in coefficient losses."

"Naturally," I added attempting to look intelligent.

"When do we go into production?"

"We are already in production," he remarked leaving the office.

I went along to the Chief again. He was doing another crossword. His paper contains a new one every day. "Fishwick has overcome the nominational coefficient frictional loss," I told him. "Done it by altering the camshaft drive layout."

"Clever fellow," said the Chief. "I thought he was our man. Give him plenty of scope; can't have initiative stifled. Keep me informed."

I kept him informed. It seemed the safest way.

I told him that the oscillating perifractory had been reduced by 0.00001 inches, and that an altered crank angle was giving a mean torque of 730° with a greater increase in the variant readings on the Col-hozeh scale.

The Chief appeared impressed. "A man like this can cut down production costs and still get results."

I nodded agreement.

"When is the first race?" he asked suddenly.

I knew that much. "In two months time," I replied.

"It's my wife's birthday next week," he remarked making a note of the fact on the blotting paper.

MOTOR-CYCLE TYPES

drawn by G. H. Fruin



The Secretary of the meeting



—a Steward of the meeting



—and one appointed by the A.C.U.

I must keep calm, I told myself. He is trying me out. I tried to look pleasant. "Is it? That's very nice."

Then in walked Fishwick. The Chief appeared surprised. I know I was. I tried to back discreetly out of the door, but Fishwick was standing in the way.

"Did you know that there are traces of stramonium in the sinoguage pressure scale?" he asked.

The Chief looked at me. He didn't appear happy. I hadn't been for weeks.

Fishwick continued: "Additional gravitational weight like that imposed by stramonium is bound to upset the mean efficient pressure of the negative compression flow. We are going to have a serious error in the constant bilateral

equivalents, if we don't watch out."

I was ready for him this time. "How much of an error?" I asked. He was quite calm. "According to Oscar's Thermo-Dynamic Law, twenty seven and two fifths squared hectometres."

"Squared Hectometres!" I echoed.

"You heard him," said the Chief. "Squared Hectometres. Now go and do something about it."

I did. I had always had a yearning to emigrate to Basutoland, so I went and collected my things together. Passing the Chief's office, I could hear Fishwick still talking. I drew two squared hectometres on a piece of paper, pushed it under the door, and hurried off.

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NEW BOOKS

Autocar Road Tests 1952. 5s. 0d. compiled by the Technical Staff of **The Autocar** (Iliffe & Sons Ltd.)

For the second year in succession **The Autocar** has reprinted thirty of its road test reports. The cars selected for test are British, Continental and American models, low priced saloons, sports cars and high powered luxury cars. The reports are illustrated and contain a great deal of data about the car's performance, its design and layout.

The test methods are of a type which have been developed by **The Autocar's** technical staff. An article at the beginning of the book describes in great detail how the tests are carried out and upon what standards the results are based.

Details of engine performance, seating accommodation, suspension system, lighting equipment, braking, steering, luggage storage, speed, acceleration and fuel and oil consumption are given in an easy to understand manner.

Amongst the cars tested are the Allard K2 two seater; Alvis 3 litre saloon; Bentley MK V 4½ litre saloon; Lancia "Aurelia;" Mercedes-Benz 300 saloon; M.G. 1½ litre saloon; Simac "Aronde" saloon, and Jaguar MK VII saloon.

The book is produced in photogravure and there are more than two hundred illustrations.

The Motor Cycle Diary

Size 4½" x 3¼". Diary pages: one week to an opening. Contents includes reference material, records, mileages, index marks, speed table, steep hills etc. Prices, including purchase tax, Rexine 4s. 7d; Leather 6s. 1½d.

Car Driving as an Art by S. C. H. Davis 10s. 6d. (Iliffe & Sons Ltd.)

Although this book is devoted to careful and explicit instructions on how to drive cars as they should be driven, it

cannot fail to interest drivers of all mechanically propelled vehicles who want to improve their driving methods and road courtesy.

Written in true "Sammy" Davis style it inspires the reader to drive a little better than he does (even those who think they know all the answers). The theme of the book is one of good and safe driving rather than just mere instruction on how to start, steer and stop the vehicle, and includes chapters on driving in unfavourable weather conditions; towing (trailers etc.) foreign touring etc.; and the higher art of driving.

An appendix reveals the causes of some thirty actual accidents and every driver may learn something by study of this section. In every chapter there are instances of those subtle arts that reveal the driver who takes a pride in his or her accomplishment, apart from being a mere way-farer on the public highway.

There could hardly be one more suited to the task of this particular form of instruction than "S.C.H." who, as is well known, has had vast experience in rallies, trials and on the race track, over a great number of years.

The Cyclemotor Manual by the Staff of "Motor Cycling" 6s. 0d. (Temple Press Ltd.)

This book is compiled by persons who have actually used the great majority of cyclemotors available in this country. It explains to the reader the advantages of the various types the choice of engines and how they work. There are notes that will assist in the maintenance of these little units, and the bicycles to which they are fitted. Each engine is illustrated, and there are some 50 "exploded" drawings which give an excellent idea of the cardinal points of each design.

Continental Racing Motor Cycles—(continued from page 10)

montage halls and now after the war they have made very big factory expansions. With a few exceptions on the racing machine side now after the war, they never produced a 350 c.c. machine. They concentrated mainly on 250 c.c. and 500 c.c. models and made big business with the 65 c.c. Motoleggeras as well as with the 150 c.c. Scooter-like "Galletto."

The present factory riders are Enrico Lorenzetti, Bruno Ruffo and Fergus Anderson. Sometimes others are occasionally getting a factory engine or complete machine. All these men in Mandello are

real sportsmen and enthusiasts and are really interested in the game. They are spending yearly a lot of money in the racing department but they are getting it indirectly two and more times out. It was the racing game which founded the grand business and the great name which made Moto-Guzzi machines all over the world so popular. The Parodi Bros. are a wonderful combination of business and sportsmen and let us hope that we will see in the future often "Moretoo"—the chief racing mechanic Carlo Agostini—with his helpers and riders at all big races.

COMMITTEE NEWS

Meeting held on 13th October, 1952.

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

In attendance—The Secretary.

Embroidered Badges. A specimen blazer badge was examined and approved. This consisted of a metal and silken thread woven badge in full Club colours, similar in size to the present transfer. It was agreed that these would be obtainable at 42/- each to special order only as no stock would be carried.

Minnie Grenfell Memorial Trophy. The Secretary reported on the correspondence that had passed between the office and Mr. G. E. Duke regarding the loss of this Trophy. It appeared that Mr. Duke could find no trace of this valuable award, and it was therefore agreed that Mr. J. Granville Grenfell should be informed of this regrettable happening, and that steps be taken to ensure replacement of the trophy if Mr. Duke was unable to find the original.

Hutchinson 100 Meeting. Reports of the Clerk of the Course and the Car Park Committee were circulated and read; both were comprehensive the former being critical on some points connected with the general organisation of this meeting. Mr. E. C. E. Baragwanath proposed a vote of thanks to Messrs. W. W. Hunt and J. O. Roebuck for the service they had rendered to the Club by way of the car parking organisation, for which they were responsible.

Social. The minutes of the last meeting of the Social Committee were read and approved. These dealt with matters appertaining to arrangements for the Annual Dinner.

Area Representatives. Two further members, Messrs. A. C. Squillario and G. E. Tottey, had offered their services to act as Area Representatives of the Club in the county of Warwickshire, and the Birkenhead-West Kirby area of Cheshire, respectively. Both offers were accepted with gratitude and these members will, therefore, be our accredited representatives for these areas.

New Members were elected.

Monthly Account. Was presented and approved.

Brands Hatch Circuit. The Secretary described his recent visit to this track at the invitation of the Brands Stadium Ltd. There were possibilities that the length of this circuit might be extended within the next 12 months.

Future Policy. It was agreed that the future aims and ambitions of the Club should be properly reviewed and discussed at the next meeting.

Co-option. It was resolved that Mr. G. Cobbold be invited to join the main Committee of B.M.C.R.C. as an additional member.

Meeting held on November 10th, 1952.

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

In attendance—The Secretary.

G. Cobbold. The Chairman welcomed Mr. Cobbold to the Meeting as a member of B.M.C.R.C. Committee.

Area Representatives' Certificate. A specimen layout prepared by Mr. Roebuck was approved, it being agreed that the Secretary should arrange for the printing of these.

Marshal Control. Mr. Jarman put forward new proposals for improving the Marshal organisation at our race meetings next year. One of these would be to elect eight senior marshals whose job it would be to control assistant marshals at each main corner of the circuit. This and other measures were agreed in principle.

New Members were elected.

Sponsorship and Circuits. It was resolved that whenever possible all National or International Meetings organised by the Club should be sponsored if a repetition of the last Hutchinson 100 meeting was to be avoided. Race circuits other than Silverstone were reviewed and the position regarding future meetings at Shelsley Walsh was still obscure.

The Financial Account for the month of October was presented and approved.

Policy. The future policy of the Club was discussed and debated at length and it was agreed to do everything possible to find a suitable permanent or semi-permanent home for the Club in as reasonably a geographical central position as possible.

NOTES & NEWS OF THE MONTH

The Film Show.

Once again, thanks to the generosity and kind co-operation of Denis Parkinson, some two hundred members and friends were able to enjoy a most entertaining evening at the "Crown Inn," Morden, where on November 16th there was a two hour show for the benefit of "Bemsee." The majority of films shown were taken by Denis himself; one of the most outstanding being what might be described as a tour of the T.T., with shots taken at most of the well known points, in order and travelling in the direction of the course. Other films included: The Ilkley Grand National, Wallasey Sand Races, Rhydymwyn Road Races, Esholt Park and Scarborough, a very polished display by the Royal Corps of Signals, and two amusing comics. Of special interest for those who take an active part in trials during the closed season, was a sound picture of the Travers Trophy Trial which, as most will know, is run in the north of England.

Our thanks are due to Denis, and to Don McBain and Bill Jarman of the Social Committee, who co-operated to make the evening a success.

Hutchinson Hundred.

We were at fault in stating, in the description of the "Hutchinson 100" meeting,

(*Bemsee* November), that John Surtees stepped off twice. John Surtees Senior writes to point out that this was not so. After the tumble in the first 500 c.c. race they decided that the track was in too dangerous a condition for serious racing and consequently took no part in other events.

New Members.

A hearty welcome is extended to the following new members.

Don Slate (S.E.12)
H. A. Coppock (Oxon)
Tiny Camfield (Hants)
D. E. Bell (Hounslow)
R. W. Coleman
K. H. Mudford
D. A. Danskin
R. I. Barton

Benevolent Fund.

Donations have been gratefully received from . . .

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J. B. Gunn
H. L. Stephen
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Marshal's Musings (continued from page 2)

As this will be my last "M.M." during 1952 may I wish you all the very best for Christmas and don't get over oiled during the festive season. You may all toast your Club at least once on Christmas Day and if you live on the other side of Hadrian's

Wall, you can repeat the process at Hogmanay. After that, back into training for the New Year when everyone can "Dig for Victory—in Peace!"

Do not forget. Eight keen members to take charge of eight corners.

The Sleeping Beauty (continued from page 4)

to return to consciousness they had to be kissed. Being kissed is quite easily achieved if you are a snappy line in femininity, but who is going to kiss an "ooze artist?"

The meeting finally closed when Puppupercy promised not to ride a bike and to give up trials riding for the next five years. So everyone was happy. But they had not reckoned with Fate, and Fate in her usual pernicious manner stepped in at the last moment.

Slowly the days and weeks went by, until one day Puppupercy was able to chalk up the 1825th day on the garage door. He and Ginanitte decided to cele-

brate the passing of five years by entering a pillion trial on the next day. And it was then that fate entered, for Puppupercy had forgotten that this was leap year and he still had one more day to go!

In the first observed section it all happened just as the Oldest Inhabitant had said. The bike hit a bump and off fell Puppupercy and Ginanitte from the bike into a trance. At the very same moment two hundred other people fell asleep. But it did not matter. They were all Civil Servants so no one noticed any difference.

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