



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 6. No. 3 — March, 1953

ONE SHILLING



An incident in the Dutch T.T. of 1928. In front Matinelli (Motosacoche), C. W. Hough (A.J.S.) falling.

[Photo: *The Motor Cycle*]

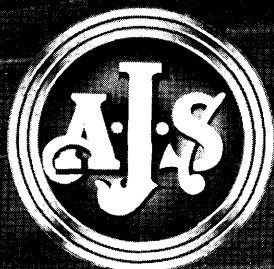
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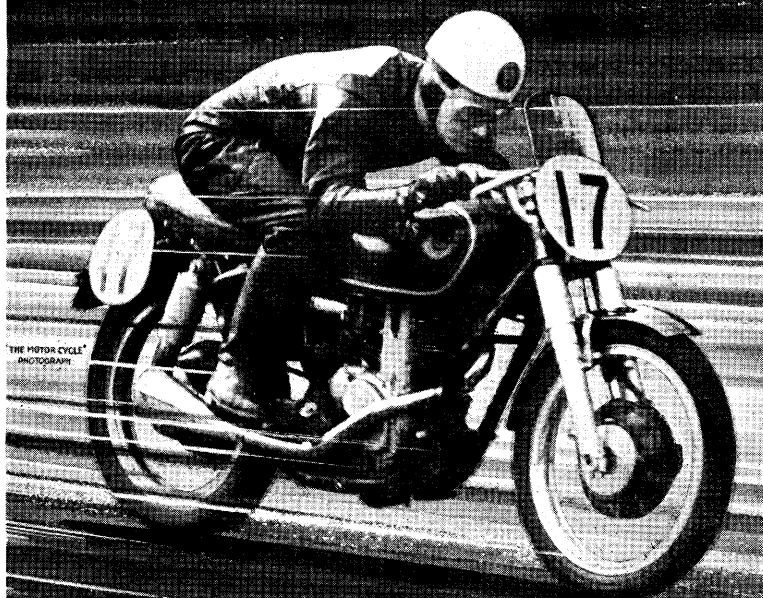
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# Bemsee

Vol. 6. No. 3. MARCH, 1953

EDITOR:

L. R. HIGGINS

## THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT: Sir Algernon Guinness, Bt.

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## EDITORIAL

### The Passing of a Pioneer

IT IS with regret that we record the death of Lt. Com. F. A. McNab who died on February 12th in Farnham hospital after an operation, at the age of 73. He was buried at Hedley on February, 17th. Amongst the floral tributes was a wreath from the British Motor-cycle Racing Club. With his passing the Club has lost one of its oldest and long-standing members.

Francis Archibald McNab was born in 1880. He started motor-cycling in 1901 and for many years took an active part in competitions, retiring during the mid-'twenties. Although he rode in trials as well as track and road racing events, it was as a record-breaker that he won renown. He goes down in history as the first holder of the Classic-hour record (500 cc.), on May 19th, 1909 he covered 48.22 miles in the hour on a Trump-J.A.P.

In pre-1914 days his name was associated with machines of his own design and manufacture, Trump, which were first produced in 1907. He rode this make in the 1910 T.T. race but retired. During 1911 he took part in a match race at Brooklands between an aeroplane and the motorcycle—the first of its kind—and won. In the following year he was the only man to finish in the Birmingham—York—Birmingham Winter Trial.

After the war of 1914-18 McNab established twenty-three long distance records during a twelve-hour ride at Brooklands on a 350 c.c. flat-twin Wooler.

Trout fishing and motorcycling were his hobbies. He was a life member of Bemsee and first joined the Club in the very early days of its existence. In addition he was a past-president of the Association of Pioneer Motor-cyclists.

To his widow and family we offer our sympathy.

## "OLD IRON"

THE FOLLOWING anecdote is reprinted, by permission of the publishers—*G. T. Foulis & Co. Ltd., London*—from G. R. N. Minchin's book "Under My Bonnett." This story is of particular interest to Bemsee members because it concerns our President. The younger members may not know that Sir Algernon is a pioneer motorist and a capable driver. His brother's name, Kenelm (Bill) Lee Guinness, is perpetuated by the initials K.L.G., for it was Kenelm Guinness who successfully manufactured sparking plugs to suit low tension magnetos in the early days, and when the high tension magneto was adopted evolved the modern type of sparking plug. So successful were those plugs that a company, Robinhood Engineering Co., was floated to manufacture K.L.G. plugs. This company was eventually absorbed by S. Smith's, who today market a large variety of accessories and gadgets for the motorist.

The pre-1914 days at the University were the high-water mark for the sporting undergraduate type of motorist. Names like Kenelm Lee Guinness, Noel van Raalte, E. H. Lees, A. H. Moreing, H. W. Bunbury, the Dicksons, Tubby Clark, Eric Horniman, Rhodes-Moorhouse, the MacBains, C. H. Stephenson, come to one's mind. All of these could be relied upon to possess some big car of interest. The practical jokes they played on each other were endless, the brothers Guinness (Algy and Bill) being ringleaders. Although Bill had finished his time at the University, they paid frequent visits to Cambridge in my time.

After one such visit I recall Moreing one day being very troubled with an alarming loss of power in his big Daimler two-seater. The massive and highly polished Y-shaped brass induction pipe, which cars had in those days, with the carburettor situated at the bottom of the Y, had been removed by some unknown person. When replaced, cardboard washers had been inserted between the top flanges and the induction ports on the cylinder (almost always cast in two pairs). In the centre of these cardboard washers were small holes about the diameter of a pencil, which meant that about nine-tenths of the port was blanked off. It may sound an easy thing to find after having read the foregoing, but, in actual practice, exceedingly difficult to discover.

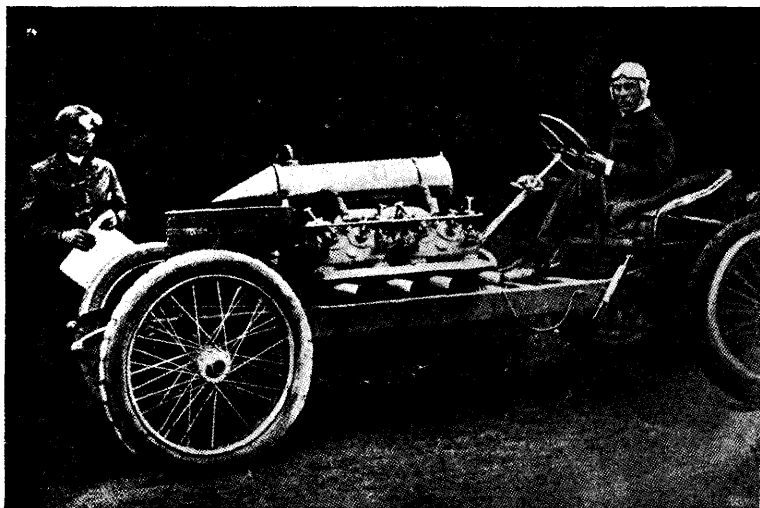
H. W. Bunbury relates how during a Cambridge vacation he went with Lord Annesley, an Irishman ("Glory" to his friends) and Algy Guinness to see the 200 Darracq which was for sale and which Annesley thought Algy should buy. The 200 was in London and "Glory" who, amongst others, was staying with the Guinnesses at Datchet, persuaded them to drive up to town in his car. He had one of the genuine 1903 60 Mercédès, with a back-entrance tonneau body. It was in typical "Irish" condition and what paint remained was the original Mercédès red. The wings were buckled and tied up with wire and most other things were falling to pieces. However, His Lordship, who had only one eye, was not in the least disturbed by the condition of his car; all that mattered was, it would run. The exhaust was completely open, there was no silencer at all. This may have been all right in Ireland, but we were stopped twice on our way up to London, says Bunbury.

The 200 was in a low ceiling basement in Oxford Street and on arrival it was started up for our benefit. The resulting inferno of noise, flame, smoke and fumes from the short open exhaust pipes delighted His Lordship and it certainly impressed Algy considerably. His agreement to buy coincided with the arrival of a policeman who came to see what on earth was taking place. The witty explanations of the two Irishmen were too much for him and he retired satisfied, feeling that everything must be for the best.

"Glory's" wit and powers of persuasion were exceptional, even for an Irishman. They must have been, for how else could he have got himself accepted in the R.F.C. with only one eye? Poor old "Glory," his luck eventually came to an end, for he was lost in mysterious circumstances whilst on an operational flight in 1916. He and his brother officer completely disappeared and no trace was ever heard of them again.

"Somehow," says Bunbury, "we towed the 200 back to Datchet, in spite of 'Glory' driving the Merc. at about 40 all the way!"

The 200 was built in the Darracq works in Paris in 1905 for sprint races. It was just a huge engine in a very light frame. The engine was a V.8, with two blocks of cylinders, each block similar in design to the engine in the Vanderbilt Cup car (the first



"Algy Guinness . . . on the 200 Darracq . . . overhead valves by push rods . . . a round pointed water tank above the cylinder blocks . . . the short open exhaust pipes."

"Blue Bird" owned by Malcolm Campbell and subsequently the author), having dimensions 170 x 145. It had a four-throw crankshaft, the big ends being forked. Overhead valves by pushrods from a central camshaft, single carburettor (so far the specification of a modern American engine), but with low tension ignition, tap-pet and splash lubrication. The cooling system was a "V" radiator consisting of a few gilled tubes, thermo-syphon circulation and a round, pointed water tank above the cylinder blocks. A small round petrol tank was situated at the rear with air pressure pump worked from mechanic's seat. Two speeds, no reverse, no differential, next to no brakes and dead, solid springing were the other outstanding features.

The car was shipped to America and in the Ormonde Beach Florida speed trials, driven by Demogeot, it was credited with 122½ m.p.h.; the first petrol car to exceed two miles a minute, a Stanley steam-car at the same meeting doing 127 m.p.h.

Starting the 200 was quite a ceremony. Push starting on one block was the method employed, the other block being on half compression. Someone had to run alongside to slam down the half com-

pression lever as soon as she fired at the same time having to jump quickly out of the way of the rear wheel. If one achieved this without either falling or being knocked over, one had done very well.

Hartford Bridge Flats was the place where Algy and Bill Guinness did the testing of the 200. It was towed there at night, "and we used," says Bunbury, "to time our arrival so as to get in the first run soon after dawn. Other cars brought materials and mechanics and were also used as patrols. We had no trouble from the police, however; the noise could not have disturbed many people. Actually the police used to ask when we should be there, for they loved to look on—unofficially. As can be imagined, it was a wonderful sight."

I have ridden," writes Bunbury, "in the mechanic's seat in very many racing cars between the years 1903 and 1939, but for a real thrill and for pure joy, nothing ever came up to a full throttle run on the 200, with the car in Algy Guinness's capable hands." "Old Iron," as its owner had christened it, was definitely one of the great cars of all time.

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

TIME MARCHES on and we still require a few senior members to take charge of the corners and allied sections at Silverstone on the 17th and 18th April. The job is ideal for those men who do not want to dash about all over the place. If two types, or say father and son would like to operate as a pair please let me know right away. Postcards will do direct to me at 153, Reigate Avenue, Sutton, Surrey. There is no time to lose and it's a case of first come, first served, and you are guaranteed a couple of days sport which will give you a lot of mental satisfaction.

My friends in the Silverstone area tell me that the various licensed houses and apartments are getting booked up for the big occasion in April. There are camping facilities near the circuit, but it's a bit early for this kind of thing. Please do not attempt to camp inside the Silverstone area. It is definitely prohibited and will only lead to bother. The camping site is near the main gate on the opposite side of the road.

For the benefit of competitors, mechanics and marshals who would like to know the rendezvous points for natter and noggin, here they are:—

Buckingham	<i>White Hart.</i>
	<i>Swan &amp; Castle.</i>
Towcester	<i>Saracen's Head.</i>
Brackley	<i>Crown.</i>

There may be one or two more places where the landlord likes bikes and the bloques who ride them. If so, do let me know for the next issue at the beginning of April.

Can you display posters in prominent places? Garages and hotels for instance. If so, a P.C. to the Secretary, Bob Walker, will ensure that you are supplied. Do you travel about a lot? Then you are the chap to distribute publicity for your Club.

Is there a "Bemsee Rep." in your part of the country? There are large chunks of territory where you might do a spot of good work. Personally I've never had a refusal yet and my requests have been made all over Surrey, Sussex and S. London. You are much more likely to make friends if you go the right way about it. The B.M.C.R.C. had a hard time last year and anything you can do to strengthen our finances should be a number one service for every member. More publicity—

more support—more funds and a home of our own.

\* \* \*

These notes are written prior to the A.G.M. on the 27th February, 1953, so it is not inappropriate for me to thank those people who helped so much during last year. We must not forget the Technical Press and Trade whether members or not—without exception they jumped at any chance to help the Club which has kept the Crossed Jacks flying since 1909. No organisation could survive such a long period (plus a couple of wars thrown in) unless the members and their elected committee men did not appreciate the real object, that is, first-class motor-cycle racing on road or track for solos, sidecars and tricycles.

In case you have not sent in your 1953 subscription the foregoing remarks might remind you to grab the pen and cheque book forthwith and at the same time ask yourself what else you can do for "Bemsee."

\* \* \*

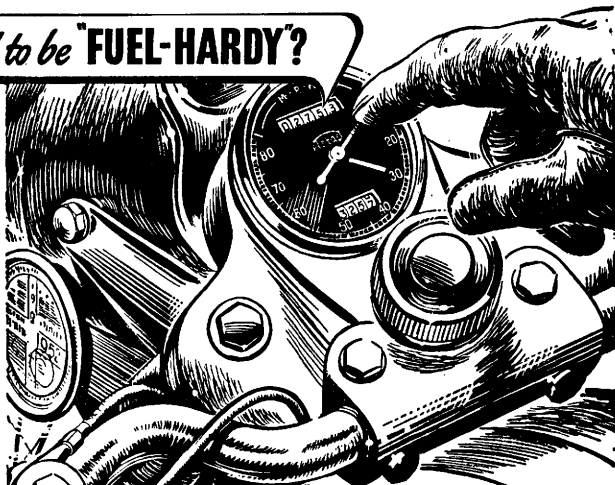
"The 125 and 250 c.c. sizes are constantly under consideration by various British manufacturers." This sentence is extracted from a personal letter to me from one of the most famous technical journalists in the business. He goes on to suggest that my theory about the 350 c.c. job being "illegitimate" will ultimately come true because rationalized production is now a matter of paramount importance in the motorcycle industry.

I have always maintained that the logical development is 125 single, 250 twin and 500 four or 250 single, 500 twin and 1,000 four or 500 single and 1,000 twin. Some of my pals think the 125 should be the only size of pot multiplied by the number to suit the capacity classes but I get bewildered at the idea of six cylinder 750's and eight cylinder 1,000's. Which type of multi-cylinder engine will it be to make it "cobby" enough for a motorcycle frame? Vee-twins, fours, sixes, eights or what? The great point in sticking to the 125 pot (as a basic unit) has many attractions to the men who design and make engines. There is also the added advantage that our

(continued on page 10)

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tyres

**NEW**

High mileage construction and tougher rubber

**NEW**

Tread design based on racing successes

**NEW**

Resilient rideability and new tread contour for perfect cornering

# AREA NEWS

BOB WALKER

**CHESHIRE.** Representative G. E. Tottey, Rocky Lane South, Heswall, Cheshire.

THIS REPRESENTATIVE has wasted no time in getting things on the move, having contacted every member in his county (plus one or two on the border outside it) within a fortnight of his appointment and invited them to a meeting of the "cell." This first meeting attracted a small but enthusiastic gathering. It is expected that the next, to be held on 25th February, will receive greater support, for members from as far distant as 38 miles have said that they intend to be present. Full works must also be given to the landlord of the *Shrewsbury Arms* who kindly puts a room at our disposal and makes these gatherings as comfortable as possible.

Will any member who finds himself in Cheshire or thereabouts for any length of time please get in touch with Mr. Tottey who will be only too pleased to see them at one of his meetings.

**ESSEX AND EAST LONDON.** Representative E. A. Atcheler, 38, Malford Court, South Woodford, E.18.

A provisional meeting was held at the *Holly Bush*, Loughton, early last month and Ted Atcheler tells me he would like to see regular gatherings in his "cell." He suggests one per month for a start. The main difficulty is to find a suitable meeting place, this should, of course, be as central as possible. Will members resident in this area please drop a p.c. to their Representative suggesting a suitable venue at which to hold further meetings? It is possible that two H.Q.'s would be a sensible plan, where meetings could be held on alternate months; e.g. one in North East London and another in Essex. Ted is only too anxious to see his area progress along the right lines so please send him a post card with a suggestion or two.

**WESTERN AUSTRALIA.** Representative D. R. Brew, C/o Koorda P.O., Koorda, Western Australia.

THIS overseas colonial section looks like meeting with great success if preliminary reports are anything to judge by, and Dennis Brew is to be congratulated on his efforts on behalf of Bemsee. The following report appeared in the local Koorda newspaper early in January and

gives some idea of the interest that is being shown "down under."

**"Koorda Motor Cycle Club Formed"**

The inaugural meeting of the Koorda Motor Cycle Club was held at the Koorda Hotel, on Tuesday, January 6.

The fourteen who attended and became members included amongst several of the younger enthusiasts Mr. George Best and Mr. Charlie Mincen, both experienced in motor cycle racing.

The meeting was opened by Mr. Frank Parkinson, who, after outlining the purpose of the gathering, spoke of the tireless efforts of the founder of the club, Mr. R. Brew, whose enthusiasm has already inspired one or two of the younger riders of the district. Mr. Brew hails from the Isle of Man, the birthplace of motor cycle racing (Irishmen please turn a blind eye—Editor). He has been in Australia only seven months and, by a strange coincidence was a fellow passenger of Mr. Parkinson, the club secretary.

In reply, Mr. Brew outlined the course of events since his offer to act as the representative of the British Motor Cycle Racing Club in W.A. was accepted by the London Headquarters of the Club. He hoped that the formation of this club, which would provide riders with an opportunity to show their riding prowess at the right times, and in the right place, would do a lot towards fostering good motor cycling; at the same time encouraging road courtesy. He thought the club could do a lot to change the attitude of the public towards motor cyclists generally.

The meeting commenced its business with the election of the following officers:

President: Mr. George Best.

Vice-President: Mr. D. R. Brew.

Secretary/Treasurer: Mr. F. Parkinson.

Committee: Messrs. R. Pearman, C.

Markey and the above three office bearers.

The Committee was then requested to arrange a club run for Sunday, January 18.

Pending the arrival of membership forms from London, it was decided that the club shall be known as the Koorda Motor Cycling Racing Club. This will be amended later to the Koorda Branch of the B.M.C.R.C.

In a short address, Mr. Best thanked the meeting for the honour accorded him. He felt, that as prospective members of the

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## CLUES FROM MY CAMERA

### BILL SALMOND

WITH less than a dozen weeks to go to the start of T.T. practising, many racing gents are trying to think up those last mods to fit to old trusty to coax just a little bit more urge than ever before. Even those waiting for the new models to arrive are hoping for early delivery for much the same purpose; all with the common praiseworthy objective of hoping to improve on their existing best lap times as much as possible without sticking the one-and-only neck out.

How to cut down on lap times without cutting down on the safety margin? With this query in mind I recently browsed through the 4,000 odd racing negatives I bagged during 1952 to see if the faithful camera had noticed anything that might give a clue to the answer.

One point that became more and more evident and that might be turned to advantage is the fact that the general rise in speeds with the resultant rise in air resistance, has, and will continue, to bring that old bogey into even greater prominence. It would seem then to be worthwhile considering both *how to minimise* this dragging effect and *how to use* it.

It is generally known that drag is reduced by decreasing the frontal area and streamlining the whole set up and many practical examples have been seen in record attempts. In the case of the road racer though, streamlining is a difficult thing to incorporate satisfactorily, and so far even factory racing departments have not gone further than fairings on tanks and tails and even these are often dropped after a while. The machine being static, therefore, both as to frontal area and streamlining if any, it is up to the rider to apply these aspects to himself; reduce frontal area by lying flat on the tank with head raised only enough to enable him to see, and elbows, knees and feet tucked in to the sides. This also takes care of streamlining as far as possible.

To demonstrate these points I have picked the two 1952 A.J.S. stars Rod Coleman and Jack Brett. Figures 1 (Coleman) and 2 (Brett) were taken near the bottom of Bray Hill during the 1952 Senior T.T. and show how well these two aces adopt a position that presents both a minimum frontal area and maximum "sideways" streamlining.

It seems logical that this is the best position to adopt when it is desired to increase speed or maintain a speed up to maximum

with the minimum demand on the engine. It is also logical to believe that it is the only way to reach maximum speed.

The second aspect, or *how to use air resistance or drag*, is by employing it as a braking effect. The method is the converse of the former tactics in that a maximum frontal area is presented with a maximum spoiling of the side-area slipstreaming. This is achieved by the rider sitting up and straightening his arms, thus using his head, chest and arms as an air brake with the triangular hole formed by tank, arms and chest acting as an airstream spoiler on both sides.

Careful timing is required because the maximum braking effect is achieved at maximum speed and to extract full benefit means using the 'air brake' by sitting up *exactly* as the throttle is closed and just *before* the mechanical brakes are applied. If this is done too early time will be wasted either by decreasing the powered run and using a longer gentler braking run, or by finding the braking run is finished before the corner is reached. To sit up after the throttle has been closed and the brakes applied means that the slower speed will give less air brake effect. Figure 3 shows Jack Brett approaching Nutt's Corner during the 1952 Ulster Grand Prix, and shows that although he has shut the throttle and is in the act of sitting up he is still reaching for the brake and clutch, an example of perfect co-ordination and timing.

Figure 4 shows Rod Coleman during the same race at the end of the braking run at Nutt's Corner and a comparison with Figure 3 shows how well this brilliant rider uses both methods of dealing with air resistance.

With the even higher speeds that the coming season will undoubtedly produce, and the attendant increase in the effects of air resistance, it will be more important than ever before to give this factor full consideration. Turned out toes, loose or baggy leathers and other items will all mount up if not dealt with in time.

To those who decide to follow such maestros of example as Rod and Jack, I would humbly point out that *there* is a mod that not only makes sense, fits any model from "tiddler" to "chair" and takes no time, special tools or much effort but, oh happy thought, there is positively no extra risk to that lovely red neck; and it doesn't cost a cent.

*Fig. 1. Rod Coleman  
(A.J.S.) descending  
Bray Hill*



*Fig. 2. Jack Brett  
(A.J.S.) descending  
Bray Hill*



*Fig. 3 (bottom left).  
Jack Brett approaching  
Nut's Corner*

*Fig. 4 (bottom right).  
Rod Coleman at the  
same point*



## 'REV COUNTER' REPORTS

**THE "MOTORCYCLIST."** First let me sincerely thank the unknown benefactor who has kindly put me on the mailing list of the American journal "Motorcyclist." It was indeed a pleasant surprise to receive a copy of this magazine all the way from California and to learn the great part British machines are now playing in the States and how well received they appear to be out there.

**LINDA JARMAN** who, as many of you will know, has been in the "menders" for the past five weeks, is now progressing favourably and wishes me to thank those kind friends who remembered her birthday on February 10th and sent showers of flowers and good wishes. They were greatly appreciated.

**D. LUKE** announces that his plans for a tour of the Continental Circuits look like materialising and he expects to be starting in early April in company with friend John Hubbard, a 7R A.J.S. and his last year's Clubmans B.S.A. which has now been "breathed on" with some success.

**MAJOR LEWIS JONES**, who now sits on the lawful Bench in Liverpool, says that much as he would like to see our members who stop for a quick one on their way through that famous city en route for the Island, he does not want to see you elsewhere telling him that "it won't do more than 40 anyway!"

**DOUGLAS ROSE** expects that he will have the 250 Velo finished in time for our first meeting in April. Much midnight oil has been burnt modifying various components and this machine now boasts a home designed swinging arm rear suspension. The motor has been induced to give a few extra horses.

### Marshal's Musings (continued)

units can be used for all kinds of jobs besides motor cycles. Your ideas will be welcomed by our Editor, especially comments concerning the valve gear.

I do not like saying, "I told you so," but as so much leg-pulling came my way on the subject of alternators, it is very nice to be able to point out several machines are now in production and fitted with this unit. It is only a matter of time before this efficient piece of electrical ap-

**MICHAEL McGEAGH**, whom many of you will have met in the I.O.M., and all who have read his many interesting contributions to this magazine, will be sorry to hear that he left the country on the 10th February from London Airport for Trinidad, where he has a four-year contract "tuning" farming implements,, etc. Michael called at the office a few days before his departure and I extracted a promise from him that he would let me have all the local news from time to time, even if this is not likely to be connected with motor cycling matters.—Best of luck, Michael, from us all.

**RONALD RUDGE** intends to ride a 350 "Featherbed" Norton in the Junior T.T. this June, and will also be available to ride in the Lightweight and Senior races should a machine be forthcoming.

**EDDIE SUMMERS** is yet another who will be keeping the Bemsee flags flying on the Continent this season. He expects to leave at the end of this month and ride in as many races as possible. To all those, therefore, who are venturing forth to the realms of Continental motorcycling racing, we wish an enjoyable, safe and successful ride.

**JOHN CLARK** will be sponsored in both the Junior and Senior T.T. this year by Messrs. Jenkin & Purser, and will be riding a 7R A.J.S. in both events; presumably with a bored-out barrel in the big race. It will be recalled that John's entrants used to sponsor Syd Lawton before he joined the Norton team.

**M. H. EAGLE** tells me that he will not be participating at race meetings this season owing to business and domestic reasons. We trust it will not be too long before he is seen back in the saddle.

paratus is tried out for racing especially on Multi-cylinder engines.

Finally, a member has criticised my statement that our cars have only won two pukka Grands Prix in fifty years. Quite correct E.V., and I have checked up with the Technical Press who possess records of G.P. and Formula 1 car races from 1900 to date. I hope my correspondent is not confusing the real thing with sports-car events. Now, our motorcycles *and riders*, they've a brilliant record during the above period.

# MANX MISCELLANY

BILL SALMOND

IN last month's miscellany (don't worry Ed., I would not poach on Bill Jarman's valuable contribution) there was a spelling error that I would ask our printer to get right—the jump before Ballacraigne is called *Ballagaraghan* and is pronounced *Ballagarrergan*, hence the importance of the second letter G. Some of you will find difficulty in sorting out these Manx names as I did, so with the T.T. approaching you might like the phonetic dope on some of the names round the course. Out with the one-inch Ordnance map then and let's do a quick lap.

Nothing difficult until we reach *Baaregarroo*, pronounced *B'garrow* or *Bergar-row*, about two miles before Kirk Michael and also known as "Little Bray" for obvious reasons. The double left-hander soon after is called *Cronk Urleigh*—pronounced *Cronk Early* as in dawn! Next is *Ballaugh*, pronounced *Berlarf*, then *Ker-roo Moor*, pronounced *Ker-roo Moor*. Nothing difficult until we pause at *Kate's Cottage* and remember that the real name is *Tate's Cottage*, simply because it is owned by that keenest of Marshals, *Rhodes (Rhodey) Tate*. On down the Mountain to *Creg-ny-Baa*, pronounced *Creg-Knee-Bar* and not, please, shortened to *The Craig*, which gives you away. Did you know, by the way, that the pub. is the *Keppel Hotel*? That about covers it, the rest are more or less pronounced as spelt.

Enthusiasts over here were delighted to hear that by mid-February hotel accommodation has been booked by Italy's *Moto Gilera* and Germany's N.S.U. factory teams. There is also a whisper that the D.K.W. people might be coming but no confirmation at the time of writing. It is truly great news that Germany is now entering "the greatest sport on earth," as Geoff Davison so rightly calls it, and it is good to realize that at last the T.T. has re-reached pre-War standard in so far as the International range of competitors is concerned. It looks as if we shall have a Senior T.T. this year that only Hollywood U.S.A. can describe, and with this terrific foreign challenge it is also good to hear the faintest tremble of a whisper from one of our favourite little birds that our own factories will be trotting out a few surprises of a British brand — sssh!

One mystery has been solved when a card arrived reporting that Michael McGeagh will soon be located in Chaguanas, Trinidad, British West Indies, where he will be growing sugar for the next four years. All the best, Mike, from all of us; see you in the 1957 M.G.P. and don't forget to listen on "short wave" to Graham Walker. That reminds me, last month's list of new members ended with G. W. Walker; those being "Motor Cycling" Editor Graham Walker's initials, looks like we have a very welcome new T.T. winner member. If I have guessed wrong, welcome Mr. Walker, anyway; you have famous initials.

In view of the competition in the T.T. this year, it is highly probable that the winning riders' times will be really something to wonder at, and good news in consequence is the increased margin of qualifying time for replicas for it gives the non-works entries a more sporting chance. Locally it is considered to be a wise and attractive incentive. The extending of each Practice Period by half-an-hour is also an important improvement. To the newcomer it offers more opportunity to learn the course better than ever before under racing conditions; to the old hand it means that he can try out and get used to faster machinery and quicker "lappery" more gradually. It also gives more time to discover and remedy any mechanical weaknesses. What is perhaps most important of all, it is a modification that results in a positive step forward to the general safety of all riders. Full marks to the A.C.U., Manx Government and all others concerned.

Purely local news can be summed up in the weather. Recent snows have made the Mountain impassable with drifts and ice existing practically down to sea level. We have not suffered from any flooding and local members extend their heartfelt sympathy to any of you who have been involved in the terrible floods on the mainland.

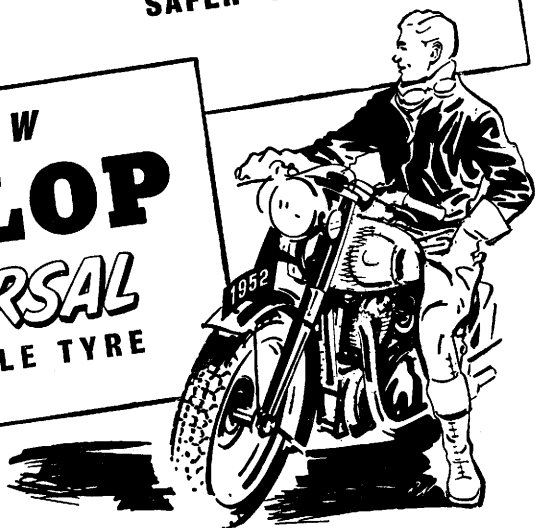
In conclusion, to the experienced racers who may think I am out of turn in writing the article on racing elsewhere in this issue, I would say that although coming from a humble and enthusiastic onlooker,

(continued on page 13)

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# ANNOUNCEMENTS

## A REMINDER

to those few members who have not yet paid their  
*1953 Subscription.*

Will they please attend to this matter without further delay and forward their now overdue remittance to the Secretary, B.M.C.R.C., 2 Wilton Mews, Wilton Street, S.W.1.

Rates—Home, £2-2-0; Overseas, £1-1-0.

Any member who has not paid, or made known his reasons for being unable to do so to the Secretary by the 25th of March, will be reported to the Committee. He renders himself liable to be struck off the register.

*In the interests of your Club, please co-operate.*

## RACING NEWS

### 1953 T.T. Races

THE supplementary regulations and entry forms for the Clubman's T.T. Races are now available and will be circulated to all local centres and affiliated clubs.

The T.T. sub-committee is renewing its request to the appropriate authorities in the Isle of Man that permanent shelters should be erected on the 'Mountain' section.

For the International T.T. races confirmation has been received that a team of three drivers is to be nominated by Australia and also New Zealand. South Africa has already nominated B. P. Castellani and R. A. Allison. There is also a possibility that entries will be made by N.S.U. Werke in both the 125 c.c. and 250 c.c. classes in the Lightweight race.

### Circuit de Pau

THE Moto-Club du Bearn invite entries from British riders for the seventh Circuit Internationale de Vitesse de Pau which is to be held on the 5th April, 1953. Regulations and further details may be obtained from the promoters—Moto-Club du Bearn, 3 Boulevard d'Aragon, Pau (B.P.) France.

## CLUBMAN'S T.T.

WILL members who wish to be considered as nominees of B.M.C.R.C. in the 1953 Clubman's T.T. races please submit their applications to the Secretary *not* later than March 15th.

## SOCIAL FUNCTIONS

### Thursday, 26th March

Natter and noggin at *The Winning Horse*, Claygate, Surrey.

### Saturday, 28th March

Social at the Metropolitan Police Sports Ground Chigwell, Essex. Members, who should wear their lapel badges, are invited to bring their friends.

**Note**—It has been decided to discontinue for the time being the monthly meeting at the *White Lion*, Edgware, because of the indifferent support received during recent months.

## BENEVOLENT FUND

Donations have been received from the following members:

E. Brigginsshaw, D. W. Allen, R. Harrison, J. Bewsey, C. Hubbard, G. Bryant, H. W. E. Fruin, I. C. Nichols, M. T. Candy, H. Westlake, V. A. Bryant, B. Cortvriend.

## Manx Miscellany (continued)

I am only drawing attention to photographically recorded facts that you yourselves have created. Although the intention is to try and help the rider who is

just starting out, I would draw your attention to the fact that that famous Belgian racing car driver, Johnny Claes, once said that he had developed his technique from studying action shots of himself. It must truly be just the way you look at it!

# NEW BOOKS

Tuning and Maintenance of M.G.s. 15s. 0d.

by Philip H. Smith A.M.I.Mech.E.

(G. T. Foulis & Co. Ltd., London)

**M**ANY instruction books have one particular failing. Although enumerating the procedure to be followed, for example: remove exhaust pipe and carburettor before disturbing the rocker box, they do not mention the various snags that are met with during the job of dismantling. The compiler of the instructions does not tell his reader that to remove the carburettor the clamping nuts must be run half-way along the studs, and the carburettor then eased forward to the nuts so as to allow sufficient clearance to exist to permit the nuts to be run off the studs without fouling the carburettor body. The mechanic is left to discover those snags for himself, and several such set-backs can rouse the temper of the most patient men.

It is the inclusion of these important details that makes Philip Smith's *Tuning and Maintenance of M.G.s* such an invaluable book. Before tackling the main radiator supports (he writes) uncouple the two tie-rods which run from the bulkhead to the back of the radiator, and also

the nuts and bolts holding the headlamp brackets. The unknowing, who have previously reduced their car to a string of sausages, will bless the Author for including these time and temper saving hints.

Both the push-rod and camshaft engines are dealt with. Other chapters deal with the chassis, lubrication, ignition and lighting systems, specialized attention with some notes on supercharging and superchargers.

The illustrations include charts for lubrication, wiring diagrams, line drawings of engines etc, and a number of views of the engines and component parts.

Although the book is written primarily for the M.G. owner a great deal of the information it contains is of value to all who are interested in cars and, for that matter, motorcycles. The Author is not unknown in motorcycling circles for he has contributed articles on the two stroke engine to *Motor Cycling*. He was concerned, too, with the preparation of the Scott ridden by Major Iremonger-Watts in one of the post-war Manx Grand Prix.

## COMMITTEE NEWS

Meeting held on 12th January, 1952.

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

In attendance: The Secretary.

Apologies for absence were received from Messrs. W. L. Hunt and J. O. Roebuck.

**ANNUAL DINNER.** It was resolved that the Club Annual Dinner would take place on Friday, 13th November, 1953, at Lyons' Strand Corner House, Charing Cross. It was hoped that by moving the date of this annual fixture forward to Show time many more members from the Midlands and North would be able to attend.

**SILVERSTONE.** Arrangements have now been concluded whereby the proprietors of *Motor Cycling* would again be sponsoring the Club's first meeting in April. The major officials of the meeting were elected. A meeting of the Race Committee was called for 19th January,

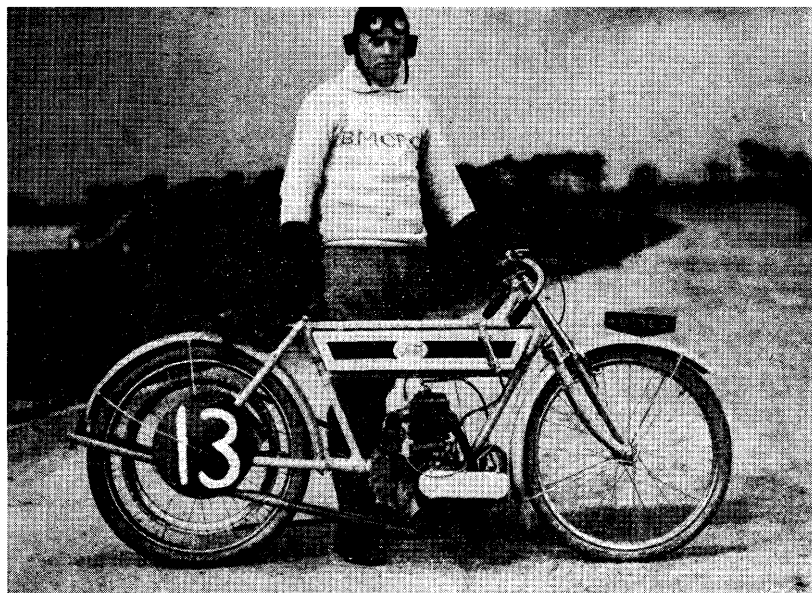
where all outstanding matters connected with the general organisation would be reviewed.

**NEW MEMBERS** were elected.

**THE MONTHLY ACCOUNT** was presented and approved.

**ANNUAL GENERAL MEETING.** Matters connected with the forthcoming Annual Meetings of the Company and Club were discussed and agreed. Mr. Baragwanath stated he would not be standing for re-election.

**AREA REPRESENTATIVES.** The Secretary reported that a number of the Club's approved Area Representatives, which now numbered thirteen, were already making arrangements to hold the first meeting for members in their respective cells. It was now envisaged that this scheme would be popular and efforts would be made in due course to elect suitable representatives for nearly every county in the country. Mr. K. Rickard's offer to stand for the County of Middlesex was accepted.



The late F. A. McNab with one of his Trump-J.A.P. machines, in a Brookland's setting. He was the first holder of the Classic hour record and held many other long distance records.

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machines for any event.**

## **Area News (continued)**

largest and oldest motor cycle racing club in the world, they should do their utmost to make the club a success in every way. Closing the meeting Mr. Best called on all present to drink to the success of the club. The members duly obliged, and on this happy note the meeting ended.

## **TO ALL AREA REPRESENTATIVES**

—Please let me have details of proposed meetings in your "cell" by the 15th of the month previous to that in which the meeting is scheduled to take place and submit a brief report of what took place as soon afterwards as possible, in order that publicity may be given in this journal.

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the Senior and for Lightweight T.T. this year please communicate with the under-mentioned who has competed in the M.G.P. for seven consecutive years and is also a Replica holder.

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