



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 7. No. 2. FEB. 1954

ONE SHILLING



Braddan Bridge

(Photo: Salmond)

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Bemsee

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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H. L. Daniell, C. A. Lewis.

CHAIRMAN : N. B. Pope.

VICE-CHAIRMAN : A. H. Taylor.

SECRETARY : R. C. Walker, 34 Paradise Road, Richmond, Surrey.

Bring your own spoons

ASK our Secretary, Bob Walker, what constitutes his biggest headache and he will tell you: "entry forms." Running a close second is payment of annual subscriptions.

To alleviate the Secretary's difficulties we do several things. We beseech and implore you to fill up your entry forms correctly and legibly and to pay your subscription promptly; we offer threats to the persistent "problem child." Through the pages of *Bemsee* we remind you of these duties, which only you can fulfil.

The current difficulty is the payment of annual subscriptions. They are not coming in fast enough. The rule book—you have all been provided with a copy—states under rule 42: "That any member wishing to resign his membership shall give notice in writing of his desire to the Secretary on or before December 15th in any year, failing which he shall be liable to pay his subscription for the following year." Rule 35 states that subscriptions are due on January 1st and rule 34 that the fee is £2-2-0 or £1-1-0 for overseas members.

Believe it or not, but a member has criticised the reminder which appeared in last month's *Bemsee* because it did not state how much! We like to think of you as a body of noble, upright and intelligent citizens. If you insist on being spoon fed we will do our best but *please bring your own bibs and spoons*. And your cheque books, Guineas are good for us.

Note particularly the new office address:

34, Paradise Road, Richmond, Surrey.

NEWS FROM THE NORTHWEST

OULTON PARK AND AINTREE

MICHAEL R. McGEAGH

OULTON PARK in winter still looks like a racing circuit—which is something to its credit, for a disused 'drome track in hibernation appears to be just what it is, namely a disused aerodrome.

This creditable discovery was made on Boxing Day when, in the company and under the guidance of Cheshire Car Circuit's Press Representative, H. Wilson-Rogers, I paid the circuit a visit. The trip had two-fold purpose; to see the ground over which the new extension would be laid, and to inhale sufficient fresh air to overcome Yuletide lethargy.

Entering the Park at Lodge Gate, we drove via the course, passed the pit area still dominated by the doubledecker timing box, to a point between Old Hall Corner and The Range known as the Cascades. Here on the left of the circuit is a gate bearing, so I was told, some rather rude words in Polish which, when translated, mean "Keep Out." This gateway marks the beginning of the new extension, and will call for a sharp left-hander, probably making Old Hall a slightly slower corner in order to get on line for the new Cascades turn.

Once the turn is negotiated, a straight of 582 yds. follows, then a medium left-hander, another short straight and a 60 degree hairpin bend. The extension returns to the original course via a short straight, a gentle right-hander and then 751 yds. of full bore straight, on which, it should be possible to reach speeds in the region of the ton. A total length of 2.73 miles is anticipated, all of which will be of improved surface, the Club being fully aware of the difficulties encountered last October by the two-wheeled fraternity.

Viewed on Boxing Day through a somewhat "jaundiced eye," the ground over which the extension will be laid presented a rather damp picture. Part will run alongside Oulton Lake; part actually runs through a Mere which will be drained; the whole dodges trees, crests ridges and drops into small valleys. Following the contours of the land, rather than flattening a way through them, it will enhance the present "natural" circuit. Spectators will find the high ground to the South of the extension an ideal point

of vantage, as from here, it is possible to see Old Hall Corner, The Cascades, the North leg of the extension as far as the hairpin where the track disappears momentarily behind trees and the full length of the fast straight right to Range Corner.

Mr. Wilson-Rogers told me that in due course grandstands will be erected and the general amenities of the track tidied up. The original section of the circuit between Cascades and Range will remain, allowing a shorter course to be used when required, and a permanent slip road at the new turn. Though, not a spade-full of earth had been turned over, I understand that the detailed plans are approved, and most probably the project is well under way by the time you read these words. It was also breathed to me (and the National Press has since substantiated it) that the British Empire Trophy car races, late of the I.O.M. and at present homeless, will be "housed" at Oulton this year. Stirling Moss has cast an experienced eye over the existing and proposed sections, and based on his report and suggestions, the track will be prepared for the coming season.

The Aintree motor racing circuit is still enshrouded in a mist of rumours. It would be under-way, but for the opposition of the Ratepayer's Association and a band of ramblers who are jealously guarding their "rights of way" in the form of a footpath. In this, at the moment, they have Ministerial support, but there is talk of ways and means to go ahead. At prohibitive cost, the path could be carried over the track by a bridge, but the cost is out of all proportion to the need. The City, (the dark suited gentlemen with worried frowns and brief cases) are in favour of the track. So are local manufacturers and industrial concerns, but the outlook is not too bright for the rate-payers are a staunch body of citizens and the hob-nailed boot is firmly implanted across the tarmac.

The bright star in the Northwest still shines over Oulton Park and the local inhabitants living alongside the track have complained, or more correctly voiced an opinion, not that there is too much noise, but that they have hardly heard any disturbance at all!

FROM MY ARMCHAIR

A. E. ROSE

WHEN we have gained sufficient knowledge to avoid doing the wrong things we are halfway toward doing the right things. This is termed experience. When one contemplates a successful designer one tends to think of him as being successful in all he undertakes and one often forgets the years of effort which lie behind a successful design.

When, if ever, such a happy state is reached by a combination of skill and good luck we may describe the product of the union in superlatives. But the time comes when the design is eclipsed by that of another person and the former masterpiece may attract only expletives.

The single cylinder racing engine, in its larger sizes, seems to have reached this stage but this does not mean, necessarily, that designers who have leanings toward the single have run out of ideas. Over the years a curious situation has arisen from time to time whereby features of design used without much success on previous occasions have suddenly reappeared, have made good and in some cases have set an acknowledged standard among racing engines generally, e.g. hairpin valve springs, double O.H.C. valve gear etc.

One seldom gets to know what is in the mind of a designer or development engineer and it is foolish to say that an idea is a failure because it doesn't enjoy instant success. Many a good idea which has been 75% proved has been dropped either because conditions were not quite right for its retention or because the risk of failure could not be faced in important circumstances.

When the designer reaches the point when his product seems to have reached its limit he may often fall back on some of these old ideas, and in the meantime problems which faced him at the time they were first tried may have been resolved because of improvements in the fields of lubrication, metallurgy, machining and casting techniques, etc.

This could mean that the large single is by no means dead or that, if it disappears for a while, it may even return and enjoy a new, successful, phase. I have a feeling that we haven't seen the last of the rotary valve in some form or another and its use is particularly, suitable for the "single."

Moving to another field, it will be remembered that three or four years ago

some experiments were carried out on simple streamlining by certain racing marques. Usually this took the form of a tail fairing only. These were quickly dropped and the following year the machines of the British firms concerned assumed their normal appearance. It is difficult to understand why this form of streamlining was tried by itself. An elementary knowledge of aerodynamics is sufficient to show that a tail fairing is of little use when placed behind a form which has an irregular frontal aspect, as eddies and sometimes considerable disturbance continue in the wake of the form instead of closing in on the fairing. The mass of a machine and its rider, however well he is tucked in, presents a lumpy shape when viewed in plan and frontal elevation. Furthermore the greatest width is often concentrated well to the rear which is incorrect. It is a good plan to conduct streamlining experiments from the front end, extending backwards gradually as improvements are obtained.

The actual width of the front fairing may not be important provided a good shape is attained. It is significant that Moto-Guzzi, who have a wind tunnel, are proceeding along these lines. Small individual components often have a greater total resistance than the streamlined section required to enclose them all, due to an interference drag set up between them.

It should be borne in mind that any attempts at streamlining are usually conditioned by matters concerning cooling, accessibility, riding position, safety and comfort, and in this respect a short circuit machine may differ from one required for the longer races. Present day riding positions do not seem to be in keeping with efforts to reduce wind resistance. Modern rear suspension systems have lifted the seating position and concentrated the riders bulk to the rear. It may be that efforts will be made to bring the rider forward into the space between the rear wheel and the engine, using a short, wide, tank suitably recessed. This would necessitate the rider keeping his head up—quite a good thing—and suitable front streamlining, even in modest form would more than offset this.

The greatest obstacle to this plan is the accommodation of the riders legs to allow him to brake, change gear and even

(continued on page 8)

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FEW PEOPLE can resist the thrill of speed. Who has not enjoyed roaring across open country whilst comfortably seated in an express train; watched in awed wonder a modern jet 'plane streak across the sky; or regarded, perhaps with some apprehension, the telegram boy buzzing along the street on his motorcycle.

The motorcycle! Now there is a machine which will provide thrills enough for the million. Not on the open roads but on the special race tracks set aside for the purpose.

There are a number of these tracks up and down the country and at them young men race their motorcycles in friendly competition. It is a spectacle worth seeing.

We, the
BRITISH MOTOR CYCLE RACING CLUB★
organise a number of racing events throughout the year. And while we do not claim a monopoly in this direction, we do claim, with some pride, that we have been organising motorcycle races since 1909, and that our organisation is second-to-none.

We invite you to attend a "Bemsee" event and enjoy a day of speed thrills. Our first meeting of 1954 is at Silverstone on Saturday, April 10th. It is organised in conjunction with *Motor Cycling*. We call it "Silverstone Saturday."

"Silverstone Saturday"—a "Bemsee" event
The Hall Mark of good racing

★ Known as "Bemsee"

COMMITTEE NEWS

Meeting held on December 14th, 1953.

Present: N. B. Pope (Chairman) G. C. Cobbold, H. L. Daniell, and D. J. H. Glover.

Ex officio Member: E. C. E. Baragwanath.

In attendance: The Secretary.

Apologies for absence were received from Messrs. W. W. Hunt, W. G. Jarman, K. Rickard and A. H. Taylor.

Annual General Meeting. It was resolved that the Annual General Meeting of the Company and Club should take place on Friday, February 26th, 1954, in the Royal Automobile Club, Pall Mall, S.W.1. commencing at 7.30 p.m.

Testing Facilities. Mr. Glover suggested that it would be of considerable benefit to members if the Club could arrange to hire the Silverstone Circuit for a day to give members an opportunity of testing their machines. It was resolved that the Secretary should fully investigate

the possibility, with a view to arranging an organised test towards the end of March and before the start of the racing season.

Hutchinson 100. It was noted that the A.C.U. Steward's Report on the 1953 Hutchinson 100 was generally favourable. A sub-committee was set up to deal with certain matters connected with the organisation of the 1954 event, the following persons being elected to serve on it: Messrs. H. L. Daniell, W. W. Hunt and N. B. Pope.

Davidstow Circuit. A letter received from Cornwall Motor Racing Ltd. regarding participation on the Davidstow Circuit was considered. It was decided that as the Club was already fully engaged at other circuits for 1954, it would not be possible to consider further commitments at the present time.

New Members were elected.

The Monthly Account was presented and approved.

'REV COUNTER' REPORTS

Les Morris now joins the happy band of proud fathers. Congratulations, and we look forward to great things from son John.

Eric Hardy will be "works" mounted in both the 125 and 250 c.c. classes during the coming season. Unfortunately he has found it necessary to dispose of his own machines, and for the first time in seven years, will be unable to enter the Junior or Senior T.T. If any entrant requires a jockey, or would be prepared to loan a 350 or 500 c.c. machine, would they please therefore, contact Eric. Letters addressed to the office, c/o the Secretary, will be forwarded.

Bill Jarman. At the time of writing W.G.J. is still under the weather with

a skin ailment, which irritates more than somewhat, and it is probable that he will shortly be going "inside" to have the trouble rectified. Will the beard be retained as a permanent fixture?

Mike Hall has sold the 7R he rode last season to a new member, D. Davies, and is now awaiting delivery of a 1954 job of the same marque which he hopes will arrive in time for him to ride on April 10th.

Change of Address. Remember that all future communications to the Office must be addressed to B.M.C.R.C., 34 Paradise Road, Richmond, Surrey.

Geoff Duke. Congratulations to Geoff and Pat on the occasion of another kind of replica.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

WHEN I WROTE that paragraph about beards, in the December issue, little did I think that itching rashes were going to bother me over Christmas. Shaving became impossible and has been out of question since the A-C.U. Ball or the Press Trial, I forget which. For 1954, therefore, you have another bearded member in the Club. Worst of all, I missed a Committee meeting and ruined a 100% attendance.

* * *

You have already been advised about the A.G.M. which is due to take place at the R.A.C. on February 26th, a Friday. Make an entry in your diary and attend if you possibly can. Remember, you are a member of B.M.C.R.C. as well as a shareholder in the Limited Company. As the Editor told you last month, there are 45 years of real racing tradition behind this great Club. No other organisation in this world has put on so many meetings during that period. Its something you know, chaps!

* * *

The next date (or dates) comes in April when we open the season in conjunction with Temple Press Ltd. Make sure of your Bed-and-Breakfast because I can assure you that accommodation near Silverstone will be fully booked long before "Silverstone Saturday."

* * *

By the way, a fair number of you will be riding in the Pioneer Run on March 21st. We should have at least three teams in this event, which is in the capable hands of the Sunbeam M.C.C. If anyone would like to lend me an old bike with a wicker basket sidecar, Linda and I will have great pleasure in dressing appropriately and beetling down to Brighton at the scheduled speed.

* * *

Bemsee Members who are at Brighton on March 21st can meet one another at the Arlington which is right opposite the beginning of Maderia Drive. Park on the Marine Parade nearby.

* * *

Sidecar Drivers take a bow! So far I have only been able to drop broad hints about the T.T. but now that the Technical

Press have spilled the beans, you can seriously prepare for next June in the I.o.M. Much depends on your entries and good performances both in practice as well as the actual race itself. Ron Watson is "bustin' out all over" to see that the "barrow boys" get properly looked after and you may count on every member of B.M.C.R.C. being solidly behind you. Put the Club transfers on your helmets and sidecars just to please the rest of us.

* * *

I have been challenged about my recent remarks on the subject of AC/DC generators. My correspondent thinks it will be a long time before the magneto is obsolete in racing. Sorry D.G. but the magneto is already obsolete and it is only a matter of time before the alternator takes its place. Whether a battery is used or not for racing purposes is beside the point. Furthermore, there is a new type of battery now being made which will also come into its own as soon as it can be produced at a reasonable price.

* * *

It is not easy to write these notes when no racing is taking place but that does not mean there is little to talk about. There is so much going on behind the scenes, especially in the 125/250 c.c. classes, that I am wondering how long it will take for the smaller engines to replace the 350/500 c.c. sizes. We have almost reached the time when only a handful of men can do justice to the half-litre class. The 350 c.c. jobs are not very far behind and it seems logical to assume that the five hundred will be the Sidecar class only sooner than we think. We shall then have three capacity classes for the solos, with which you may or may not agree. Think it over!

* * *

This issue is due to reach you just before the Brazilian Races take place. Messrs. Amm, Storr, Beevers, Surtees and Wood are due to appear among the local nuts. Maybe the prize money will be paid in bags of coffee, but joking aside, perhaps one of these bright boys will send in an article on their experiences. So far I do not think the Club has a representation
(continued on page 8)

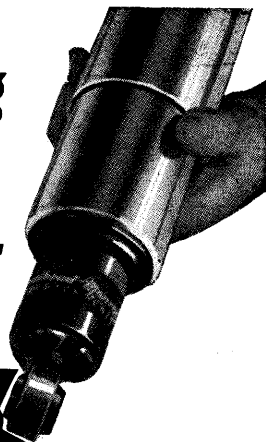
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Marshal's Musings (continued)

tative living in South America who would
air mail a report on this subject. How
about it lads?

★ ★ ★

Before closing this months notes, I have
been asked to mention the fact that Sil-
ver City Airways have reduced their
charges on their Air Ferries between
Lympne/Gatwick to Calais/Ostend etc.
Any of you "Circus Types" would do well
to get in touch with Commodore Powell
at No. 1 Great Cumberland Place, Lon-

don, W.1. Special rates are in operation
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Wednesdays and Thursdays.

★ ★ ★

Congratulations to the Duke and Duch-
ess who now have a heavyweight son and
heir.

★ ★ ★

See you at the A.G.M. at the R.A.C.
on February 26th at 7.30 p.m. Send in
your written resolutions today.

From My Armchair (continued)

get off quickly. This problem might lead
to a general narrowing of the trans-
mission width, which is not a bad thing
at which to aim.

In conclusion, I revert to my open-
ing paragraph. If I were asked what
knowledge I would prefer I think I would

prefer to know the ideas which had been
tried and discarded in the past, together
with the reasons, rather than have a know-
ledge of plans for the immediate future,
for upon my new found experience a
reasonably successful future could be
based.

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AREA NEWS

CHESHIRE

G. E. Tottey, 2, Rocky Lone South,
Heswall, Wirral, Cheshire.

FILM SHOW by H. Dugdale, Wednesday, February 10th at the *Shrewsbury Arms*, Neston, Wirral.

A gathering of over 50 members and friends attended the hot-pot supper and social gathering held at the *Shrewsbury Arms*, on January 13th.

Secretary Bob Walker, with limited time at his disposal, attended this first official social event held outside London, and members were especially pleased by this kind gesture, especially as Bob volunteered information on the coming season events.

After an excellent meal provided by mine host, Mr. Robeson, the evening was rounded off by an amusing conjuring act, a fitting climax to the North West's first but by no means last social gathering.

* * *

SUSSEX

D. N. Bradshaw, 25 Devonshire Road
Bexhill-on-Sea, Sussex.

MONTHLY MEETING on Thursday, February 11th 8.30 p.m., at the *Gaiety Club*, Church, Street, Brighton.

THE EDITOR'S CORRESPONDENCE

The Peakless Cap

WHO first wore that "stay-on-in-all-weather no-brimmed headgear". Several years before the Kaiser War The Service Company, of High Holborn, London, sold a peakless cap, of which I had one. It was let down at the back and fastened under the chin. No peak, and so however worn the goggles could be parked in front with one hand only. A large number of these were worn up to 1915, but do not appear to have been made after that War. Speeds were not very high then, but still the folded curtain on top had a tendency to lift the cap at speed.

In 1921, when I had my first Brough Superior, and remembering my defunct peakless cap, I made a peakless cap out of a Fox's Puttee, with a pad of about four thicknesses across the front, on which to park my panorama type goggles, and protect my forehead from the cold air.

The puttee one was especially efficient, as it was made of elastic wool material, and it would cling to the head, without any discomfort.

George Brough copied my cap, but having it made of fur, and lined with silk, it did not cling, and blew off at high speeds.

Older riders will remember the fashion of wearing the ordinary cap with the peak to the rear, but this had the dis-

advantage that the peak had a tendency to push the cap over the eyes.
Nottingham.

Harold Karslake.

Sprints and Hill Climbs

I FEEL I must support George Brown in his remarks regarding sprints and hill climbs, this section of our sport is not receiving the support it deserves from the riders.

All riders wishing to match their skill against a series of bends and corners, garnished liberally with gradient, should try Shelsley.

Again, what better chance for carburation tests than the straightforward sprint. Miles better than a dice up some highway in fear and trembling of the law. One generally finds a number of bloques when racing is discussed, say, "I wish I had managed to ride at Brooklands or Donington." It seems to me that unless more support is forthcoming for Brighton and Shelsley, there may be many more riders "crying for the moon" and bemoaning the fact that these events also are no longer available.

I get the feeling that many riders nowadays are not so much dicing for the sport, as previously, but for "something to cover the expenses." I hope I am wrong.

London N.W.9.

Ernie Woods.

"Motor Cycling's Silverstone Saturday" — 10th April, 1954.

REQUEST FOR PROGRAMME SELLERS

WILL all those members and friends who have so ably assisted us by selling Programmes during this event in past years, and who would be prepared to assist in a similar manner on April 10th this year, kindly send a Post Card, confirming that they are prepared to assist, to Mr. G. C. Cobbold, c/o. Parade Motors. (Mitcham) Ltd., 66/67, Monarch Parade, Mitcham, Surrey.

All offers will be greatly appreciated, but in view of the large amount of preparation that has to be carried out before-hand, all offers of assistance should be made as early as possible, and preferably not later than the end of this month.

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ADDRESS

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BENEVOLENT FUND

Donations have been received from the following members:

D. J. MacDonald	H. Mack
W. W. Hunt	L. R. Duschesne
G. Goodall	

NEW MEMBERS

The following New Members have been elected:

R. Charlton	L. F. Hunt
M. E. Fuller	E. J. Washer
E. Lear	R. W. Doggett
D. C. L. Dalziel	L. D. Larque
N. E. Hicks	J. E. Williams
A. T. Morgan	R. Dowty
D. Davies	N. J. Leach

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All enquiries to Erwin Tragatsch, c/o Bemsee, 34 Paradise Road, Richmond, Surrey.

For Sale. 1952 Douglas 90 Plus. Raced during 1953, 8th, 350 c.c. final, Trophy Day, July 25th. T.T. carbs.; megaphones; capable 8000 r.p.m. and 100 m.p.h. Special crankshaft, big tank, Triumph dualseat. £160 or offers. MUST sell. Hire purchase available.

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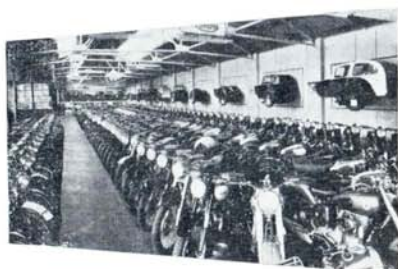
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