



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



THREE CHAMPIONS — Cyril Smith, Eric Oliver and the streamlined Norton-Watsonian outfit — at rest and on the move. (Photo: S. S. Hales)

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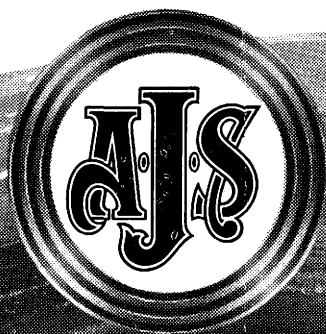
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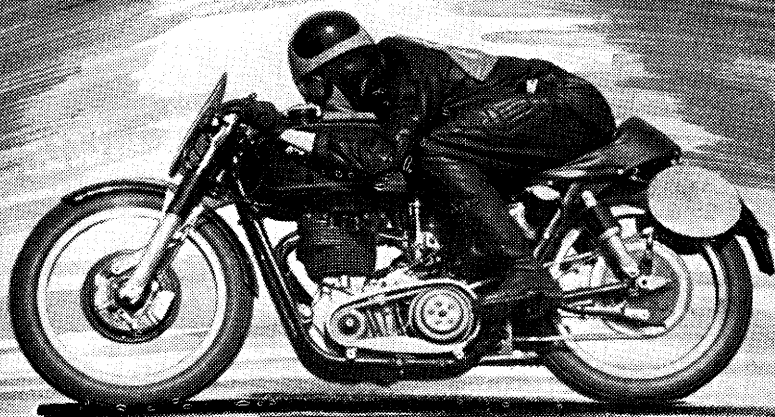
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Bemsee

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L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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Help yourselves

A QUESTION put to Bob Walker by the Cheshire Cell members, on the occasion of his recent visit, was: why aren't the racing activities of our members mentioned in the Club's Journal?

There is, of course, no reason why they cannot be mentioned. Only one difficulty has to be surmounted, and that difficulty has been created by the very people who raised the question. They, alone, can break it down. The difficulty is this. It is almost impossible to keep track of every member, and it would be a full time job to log their week-by-week activities. Only one person is fully aware what a particular member is doing throughout a racing season, that member himself.

Here, too, is a task for the Area Representative. If individual members and their local Representative will co-operate, we can publish a monthly account of your activities. Make a point of passing information—*in writing*—to your Area Representative, who, in turn, can make a point of passing the news on to the Editor or the Secretary. But write it please *don't* phone it. And here, please note, that we go to press on the 19th of the month. All copy must therefore be in the Editor's hands some days earlier.

THAT 100 m.p.h. LAP

BILL SALMOND

WHILE viewing some of the recent alterations to the T.T. course, I wondered whether they would make enough difference to enable someone to achieve that magic ton this year. How would we try and assess the possibilities? Well, first we must look at the known quantities and see what gain we can get from them and then try and fit them to a fair probability. So what do we know?

The course is 37 miles 1,290 yards and 2 feet long, and the fastest lap to date is Ray Amm's third last year in 23 minutes 15 seconds giving a speed of 97.41 m.p.h. As the time for 100.04 m.p.h. is 22 mins. 38 secs., it means that another 37 seconds has got to be pared off the record. Now, although this figure is the exact amount pared off by Ray's 23.15 last year over Geoff Duke's 23.52 in 1952, it must be remembered that Geoff. went out with clutch trouble and had done better in 1951 with a 23.47 lap. Right. Let us look at the annual gains since the war finished and see if there is a figure that can be arrived at.

Pre-war fuels and super-charged engines being a thing of the past, we might as well take Artie Bell's 1947 26 mins. 56 secs. as a starting point and see what we get. Without overloading on lists of times, the difference between each Senior T.T. best lap since 1947 is a gain of 9, 29, 59, 28, from 1947 to 1951, then there is a loss of 5 secs. in 1952 and a final gain of 37 secs. which amounts to a gain over the previous best (1951) of 22 seconds. From these five positive figures, we see that there has been an average annual gain of 29 seconds; this is simply to get some idea of what we can expect.

A very important point is the fact that each year has seen something altered that cannot be said to be common to each race, both in machinery (square engines, four etc), fuels (pool to 80 octane) and the fact that course alterations have not given the same advantages each year. About the only thing that can be said to have been fairly consistent, oddly enough, has been the weather. Even then there have been variations in the wind direction and strength. All other things being equal, it must also be remembered that it takes progressively more power to increase the speed of a machine by 1 m.p.h. the higher that speed is, in fact it speaks volumes for motor cycle manufacturers

that they do achieve greater speeds each year.

So far we have fairly reasonably reached the stage of expecting the average gain of around the 29 second mark. Yet one more point crops up here, for whereas we can expect a rider to improve by an average amount when he is riding well within his reaction limits, it should be borne in mind that by the time an average speed for the lap has reached nearly 97½ m.p.h., the jockey in question must be getting pretty near the limits of human capabilities. One way and another then, we should normally allow for a diminishing rate of gain as the speeds get higher. To slightly off-set that this year, is the fact that the alterations are more extensive in the places where riders have to slow down quite a lot—Cronk-ny-Mona to Governor's Bridge being the best example.

This will give a more than usual gain over the previous year, and will also reduce slightly the demands made on the brakes. That should give slight improvement in the state of the brakes for the remainder of the course, although this factor is more a theoretical than practical one.

The final factor to be borne in mind is one that so far has probably never arisen, that of the incentive of being the first man to achieve the 100 m.p.h. lap. There will undoubtedly be much desirable publicity both to the rider and factory concerned, and no "works" team man or race "gaffer" will lose sight of this desirable plum once they feel that it is even remotely within reach.

Now that we have considered the various factors involved, and looking slightly on the bright side, how does it look for 1954? Target is to lop 37 seconds off the best last year with an optimistic expectation of being able to count on nearly half a minute from the foregoing. Will the magnificent "Featherbed" frame be fitted with enough urge from the rumoured Mandello del Lario type horizontally slung single? Will the Gilera people have found a way of using the potential of their fours from a navigational angle? Will the new 500 Guzzi single prove as relatively potent as their smaller capacities? Will

(continued on page 10)

MARSHAL'S MUSINGS

W. G. BILL JARMAN

TO THOSE KIND SOULS who have taken the trouble to write to me about my recent bothers—many thanks! Most of the rashes have gone except the right fore-leg where it all started. It all goes to prove the old saying, "It will never get well if you scratch it."

★ ★ ★

Now for the opening meeting. Members who are not racing or acting as mechanics are invited to help the Club by doing a marshalling job. Drop me a line, preferably by postcard, stating if you can come for one or both days, i.e., Friday Practice and Saturday Racing. There is a good camping ground near the Circuit, for those who like that kind of thing. If you prefer a bed, there are lots of places nearby at Towcester, Brackley and Buckingham, but make sure of it. Accommodation is well booked up already in these three places which means going further afield to Branbury, Northampton or Bicester.

★ ★ ★

Suggested points where members and friends may rendezvous in the evening are as follows: Brackley, *The Crown*. Buckingham, *The White Horse*. Towcester, *The Saracen's Head*.

★ ★ ★

Some members do not appear to have grasped the idea behind the two sirens which are used at our meetings. The ten minute warning consists of three short blasts and means "Proceed to the Marshalling Area" (near the gate adjacent to the starting line). The five minute warning consists of a long blast and means "Stop engines." This period of silence is used for the ballot, together with special announcements on the Public Address system. All this is given in the regulations and is now our standard practice.

★ ★ ★

Whilst writing about regulations, may I take this opportunity of advising our Marshals that they should study these paragraphs as keenly as any competitor. Some know the General Competition Rules of the A-C.U. as well as they know their machines. They are the men who are keen enough to put up a good show in any job they tackle. Study the Rules and Regulations and commit them to

memory if possible. You will often find you are able to help the youngsters who occasionally slip down on quite small points.

★ ★ ★

In case anyone should still think the prize money is not spread out enough, they will do well to study how the Committee have divided up a sum approaching eight hundred pounds. This is apart from the trophies and replicas which bring "Silverstone Saturday" into the "over-a-thousand-pound" category. Quite a lot of thought has gone into the matter because sixty men are due to figure in the lists.

The Clubmen and Vintagers are not included in this arrangement as all these prizes are what some people rudely call "ironmongery." It makes you think doesn't it?

★ ★ ★

Those chaps who have ideas of riding in the Manx G.P. will be interested to know that the Manx M.C.C. intend to call for one pit stop and bar factory machines. As Angus Herbert says, "Why not transfer the Clubmans Races to September?" As for the Technical Subcommittee they may as well ask people like Barry, Squirrel and Glover to help.

There are men in the B.M.C.R.C. who have been associated with this kind of event right back to the late nineteen twenties.

★ ★ ★

Members who have had the good fortune to meet Colonel Barnes of the R.A.C. will be sorry to hear he is resigning from the Competitions Department. He relinquishes his post on the 31st March and hands over to Mr. A. W. Delamont. Colonel Barnes was a great help to us when we started at Silverstone.

★ ★ ★

Most of you will already know that the two Canadians, Bob Cooper and Ted Havens have arrived here from Victoria B.C. It was snowing when they left home and still snowing when they landed. You will meet these lads at Silverstone so look after them in the approved "Bemsee" manner. They're bound to feel a bit strange at first.

(continued on page 4)

'REV COUNTER' REPORTS

Les Hordley will be competing in the Ulster again this year and hopes to so organise his transport arrangements back from Ireland so as to be able to compete in Trophy Day at Silverstone on June 26th. He also imparts the sad news that Perce Tait was involved in an accident with a lorry, while out testing a T.110, and sustained a broken collar bone and suspected broken leg. No further news at time of writing but we sincerely hope the leg is undamaged.

Ian Telfer has sold the 250 c.c. o.h.c. Velo to S. Brayne, a comparatively new member, and is replacing this with a 350 c.c. Featherbed which he intends to reduce to 250 c.c.

George Ewer has let it be known that he will be mounted on a 250 c.c. Pike-Rudge during the coming season.

K. C. Brett reports good progress with the 125 he has been working on and building for some time past. It has a chain driven camshaft, larger bore than stroke and the engine is mounted in a frame similar to the M.V. but sports a pair of Earles type front forks. It is hoped this

interesting "tiddler" may be ready in time for April 10th at Silverstone.

E. H. Willis is in need of an *ENTRANT*. He has a formidable list of minor successes to his credit, plus boundless enthusiasm, and it is considered by his local supporters that he has talent and confidence enough to make the grade. If anyone wishes to contact Mr. Willis, the address is: 110 Kynaston Road, Didcot, Bucks.

J. D. Poingdestre, one of our Channel Island enthusiasts announces that he has taken over the old established firm of Messrs. Colebrooks of Jersey. Regrettably this will curtail Mr. Poingdestre's regular appearances on this side of the water but we do, of course, wish him every success in this new venture.

L. R. Higgins is joining Associated Motor Cycles on March 1st. He will handle publicity & technical literature. Although a motorcyclist of some thirty years standing, he has not previously been associated with the motorcycle industry. By profession he is a communications engineer and for the past five years has been engaged on publicity with a telephone company.

Marshal's Musings (continued)

Did any of you chaps recently note Geoff Duke's remark that a racing 500 weighs about 250 pounds? Why not weigh your racer and prepare to be shocked? Not long ago I saw a famous three-fifty on a weighbridge. The unladen weight was over the three hundred pound mark. How I wish the A-C.U. would weigh the T.T. machines again. At least it would show how much lighter the works jobs are "Alloy up!"

* * *

Visitors to the I.O.M. this year will be interested to know that the famous water-wheel at Laxey is now one hundred years old. If you have not seen it why not ride over and take a look. Whether you go by road or rail the coastal scenery is very lovely.

* * *

Next time you hear someone saying unkind things about motor cycles just remind him, or her, that we exported over

seven million pounds worth last year. Furthermore, the members of the B.M.C.R.C. contributed quite a lot of publicity towards this very fine effort. The largest numbers of machines went to Australia, Sweden and the United States. In proportion to its size the British Motorcycle Industry is doing as much if not more than any other trade to help the economies appropriate to this country.

* * *

In conclusion, I make no apology for asking you to send me a note if you can Marshal at Silverstone on April 9th or 10th (or both). The address is: 153, Reigate Avenue, Sutton, Surrey. Most of the die-hard regulars have already written or called to see me, but we need some ex-racing men to strengthen the team. As far as the circuit is concerned special consideration is given to men with First Aid Certificates. Don't put it off until it is too late. Write now.

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What a day I've had!

MORE than six hours of excitement, watching motorcycle-racing at Silverstone. Races for the professional racers of renown; races for the ordinary-man-on-the-motorcycle—like me! and, most spectacular of all, races for motorcycles and sidecars. Superb racing, slick organisation. But that is the sort of programme you can expect when it is organised by the British Motor Cycle Racing Club*—*Bemsee* to us—and sponsored by *Motor Cycling*.

“Silverstone Saturday,” they call it.

“Silverstone Saturday” this year falls on
Saturday, April 10th.

Brought to you by *Motor Cycling*

Organised for you by B.M.C.R.C.

The Hall Mark of good racing.

A “Bemsee” event

*There is 45 years of tradition behind “Bemsee” and the Club has been organising motorcycle racing since 1909.

THIRD TIME LUCKY

"TRUSTY"

WHEN Les Higgins wrote his racing reminiscences entitled "Private Owner," I bought a copy, read it, re-read it and decided to follow his example i.e. after some experience of aerodrome Circuits, I decided to have a ride in the Ulster Grand Prix. So really some of what happened subsequently can be blamed on Les!

1951 was to have seen my debut in Ulster, but whilst riding in the unlimited final at Ibsley on May 12th, I took a toss and no further interest in the meeting until the following afternoon, when I recovered consciousness in the Royal Victoria Hospital at Bournemouth to find that both bicycle and body were too badly bent to consider racing in the Ulster that year. Which was a pity, because it rained that year, and wet weather suits my riding style—fast touring.

During the next few months, the model was rebuilt and raced at various meetings but with no success, and in the winter, was sold and another one constructed. This was an alloy Tiger fitted into a McCandless spring 350 Triumph frame and was completed just in time for the first race of the season at Thruxton. Here, and later at Silverstone, it frightened me because of its lack of navigational properties plus a predilection for seizing the conrod in its big-end journal. Actually it wasn't until after the Ulster that the cause of this, an erratic oil pump, was discovered and rectified, but by then I had used up six con rods!

A final check up at MIRA (Nuneaton) showed a maximum of 115-plus on a 23T engine sprocket, i.e. 120-per should be possible along Clady where the longer straights permit a higher gear. The timing strip at MIRA was too short for sheer maximum, hence the low gear. The test showed however, that 120 per was about 30 m.p.h. too fast for the rider's comfort—my mechanic being glad to be safely inside the brick timing office as the model went through the timed stretch, under wet conditions, at 108 in third and in a lock-to-lock wobble. This performance wasn't worrying to the pilot, because the thing was pointed straight and its was decided, in the light of this performance, to go round the flat-in-top-bends, flat in third—not so fast, but safer to all concerned.

And so—off to Ulster—alone! My mechanic was *hors de combat* with food poisoning caused by a mid'night snack of Russian crab after a convivial evening.

I was lucky, however, in receiving much help and advice from two fellow Covenantarians, Doug Beasley and the late Harry Stephen. 1952 was the last early morning practice and I was not sorry to see this novelty omitted when the Ulster moved to Dundrod in 1953. Imagine trying to start a reluctant 500 c.c. twin on cobbles with light rain falling at the unearthly hour of 4 a.m. However, two passing enthusiasts noted my plight and with their aid the Crumlin road resounded with the smooth bass note of a very talkative, megaphoned twin as I pointed the beast in the general direction of the Horseshoe Pass and departed—to the unbounded joy of the locals.

I needn't have bothered, the oil pump packed up on the first lap and having no tools with me, being singlehanded, I retired at the start and repaired to the bar.

After more tea at the garage, back in Beifast, hasty work followed—stripping and cleaning the pump, fitting softer springs in the rear suspension—comfort counts on Clady!—fitting new chains and tyres, and all the other little odd jobs, to be ready in good time for evening practice.

What a difference from the morning. The model went off like a bomb, through Ballyhill, down to Nutts—shut off sit up, brake—Shut off? The revs dropped to 5000 and no further—the throttle stop had unscrewed—upwards. From then on I had no trouble getting on the megaphone; my trouble was I couldn't get off it! Brutal braking avoided a pile-up and Nutts was rounded in the gutter, and as I left Killcad, the thought struck me that I could have used the Slip road at Nutt's, but being very busy at the time, it slipped my mind. Rounding Muckamore in the approved style, scraping the bridge wall, the model was given its head up the straight. Third gear was engaged a trifle too early and the revs dropped, so second was used with much grip being twisted. Too much as it happened. Paying too much attention to the road and ignoring the clock, resulted in an ominous clunk! as I passed a group of spectators with my head well down in the approved style. Out went the clutch and the model coasted to a standstill half a mile further on with one cylinder firing perfectly. There was a large pool of oil under the crank case and in the crankcase two large holes and one small hole. Through one hole could be seen a naked journal. Evidently I had

lost a con rod . . . The model went into the ditch. Two very fair Irish colleens invited me in for a cup of tea and so practising ceases for me and more serious work begins . . .

As a point of interest, I worked out my handicap speeds. During the early part of the race Leslie Graham was lapping at 105-106 m.p.h. To equal this performance on handicap, I, a stranger to the Circuit with one and a half laps to my credit was handicapped to exceed a 95 m.p.h. average. How the handicappers arrived at this estimate of my powers I still can't guess, and at the time my immediate reaction was to resolve to be very crafty in 1953. Crafty? You won't guess the half of it!

After arriving home the engine was repaired and the oiling trouble cured. Although it was ridden again before the season finished, the behaviour of the bicycle didn't satisfy me. Consequently, I decided to build afresh a new machine to fit my own ideas and my own physical peculiarities. The power from the Tiger unit was ample and little work was necessary to make it into tip-top condition.

The new model fired for the first time at Trophy day at Silverstone in July 1953, nine days before Ulster practice began. How the model came into being is a story in itself—heart breaks, disappointments, missed meetings and much leg pulling from friends at work—but it was well-worth while when I set off for Silverstone, raced it and returned to base.

Several snags were apparent, nothing in the way of high speeds were achieved mainly because I didn't want to risk dropping the model and damaging it, the Ulster was too close. Basically, the model was right, and the worst part of it is now being radically altered and when these modifications are finished I hope in 1954 to be racing my ideal motor cycle.

The week before Ulster G.P. practice began found me in Ulster, examining the circuit, which had been moved to Dundrod. The circuit showed signs of trickiness at high speeds, but a corner-by-corner inspection showed it to be an easy one to memorise so far as the sequence of bends was concerned. The main snag was loose stones, the circuit having been recently relaid, and in particular one bend, Cochranestown, a right hand, Hillberryish bend, was 6-9 inches deep in this type of hazard. I remember Charlie Salt touring round on his B.S.A. and enjoying a neat little two wheeled slide as I sat on the bank working out a suitable line.

Several corners were nearly as bad, particularly the Hairpin. However, we were promised that the circuit would be swept and so off to sleep we went on Sunday night, to be fresh for the morrow.

Being early arrivals we had little to do when the roads closed at 4-30, we were in the paddock waiting until 7-30 when the 500's were called upon to perform. Therein I made a bad mistake—hanging around for three hours waiting to go out, left me like a wet rag. Add that to the fact that there was no tea bar in operation, and I drink tea like a fish, and you can imagine that one rider at least was not in the mood to practice that night. There was a beer bar—very private, but by the time the 500's were allowed out, had I tried some, then I would have been pretty well pickled before going out to practice, so I satisfied myself partly with a couple of bottles of pop and a bar of chocolate.

At 7-30 p.m. we were called out and things started to go wrong. The model fired first bump and off I went, in the process losing the detachable eyepieces to my goggles, making my ride a windy one. Along the finishing straight on the run down to Leatherstown, the fastest section of the course, the setting sun was in my eyes and I negotiated this section at a steady 80 per, one hand on the bars and the other shielding my eyes. Leatherstown Bridge, an S bend with loose stones, ridden in this fashion was quite interesting. Then came the Deer's leap, a drop shorter than Bray but steeper, with three jumps to add to the interest—round Cochranestown, swept, thank goodness, and on to the uphill part of the course. Here, the setting sun behind, in conjunction with trees in spots, made lighting sets at a premium, particularly at Quarterlands, a nasty right turn with leaves on the road which made it tricky when damp. Through the Hole-in-the-Wall to Wheelers Corner where Maurice Cann fell off in the 250 class. A fast right-hand bend with loose stones, which no doubt caused Maurice's downfall. This was obvious because it was a toss up to me whether my front or rear wheel reached the Hairpin first!

With my heart pounding a little faster, I made my way to the Hairpin, rounded it and set off feeling a little better, on the down-hill return to the start. Round the Quarry bends—a long sweeping right-hander followed by a slower left bend. Again stones were in evidence—they don't call them the "Quarries" for nothing! and again the back wheel stepped out, with the left footrest touching the deck, for-

tunately without digging in. I remember when the bike was being built, Bill who did most of the work on the frame, saying—"If you *do* get it over far enough to touch the footrests—you'll be on your bottom, but I don't think you will!"

It's nice to achieve the near impossible but bad for the blood pressure!

This performance carried on for three and a half laps and the only part of the circuit I like was the Deer's Leap where I let the device top the ton, listening with half-cocked ear to the exhaust, rising as the thing took off over the leaps, and life was sweet. But, going one way, I was blinded by the sun; going the other, it was too dark in spots and with each slide went a little of my enthusiasm until I decided to pack it in at the pits and call it a day. Motor cycles, you could have them!

Then it happened! On the rise to Wheelers, a Featherbed went by doing around 95 while I was jogging along at 80 or so, Round Wheelers and on the approach to Tomagrough—an S bend leading to the Hairpin—the Norton rider had a lead of 40 yards or so. Still feeling somewhat dejected, I went into the bend at my usual speed for this hazard, not paying much attention to anything in particular suddenly to find myself on top of him. By shutting off sharply and going round his offside, I managed to avoid becoming his pillion passenger.

At that moment I woke up, thinking to myself, "Well, if you can make up 40 yards without trying, you can't be so slow as you think—have a go. H!" So I did, promptly to run out of road at the Hairpin. The next half lap was much faster and the consequence was that I went into Quarterlands much faster than usual. At that moment, the sun went behind a cloud and I found that instead of a bend, all I could see was a dark mass, somewhere in which I had to turn right.

Realizing that my speed was excessive for the visibility I changed down to second gear. Therein lay my downfall, I missed it, gave another prod at the pedal and got bottom. With the rev counter showing 8000 plus, I went into a glorious broadside. Straightened the plot up and wobbled into the hedge still doing rather more than 60 per. I bounced along the hedge, bounced and bounced and couldn't get away from it. The odds are that I'd

still be bouncing yet, but for a providential gatepost which arrested the machine's progress abruptly, although not mine, which took the form of a parabola over the handlebars and on to the deck. 'In great pain, I lay still for a minute, laughing to myself like a whist, because whilst I was bouncing along the hedge I was saying my prayers and confidentially expecting a free issue of harp and wings, or boiler suit and shovel!

I got up and walked to the other side of the road whilst a willing bunch of cheery Irish Marshals and body snatchers arrived to wheel the remnants of the machine away, and to carry the body of the rider, much against his will, to the ambulance where the supreme indignity was yet to fall. The following conversation ensued between the rider and the medico:—

Medico—What's the damage?

Rider—Abrasions both arms, right knee and ankle and (unconcernedly) I've broken my left leg.

Medico—Let's see (seizing the leg, pummeling it and causing loud groans from the body). No, you're O.K. I think. We'll just send you to the hospital for an X-ray on the thigh.

Rider—(downhearted) Oh!

Medico—I suppose you'd like some brandy, eh?

Rider—(animatedly). Yes please (tongue lolls).

Medico—You should have fallen off earlier. One of the Italians, Ubbiali, went through the hedge a short while ago and he's drunk the lot.

Rider—Collapses on stretcher, reviving miraculously when one of the nurses pours through unwilling lips Sal Volatile water!

An X ray at the Royal Victoria Hospital (how that name follows me around) showed no damage and the rest of the week saw one sadder, sorer and wiser man hobbling around Belfast with a stick, burdened with the thought that much work had to be done on the model if it was to be ready for the 1954 Ulster. That will be the third attempt and I'm determined to start. Third time lucky?

Poste Scriptum. Ubbiali spent the rest of race week with one foot in plaster—*Two broken toes!*

The moral here could well be—leave some for the next bloke, his need may be as great as thine.

COMMITTEE NEWS

Meeting held on January 18th, 1954.

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

In Attendance: The Secretary.

An apology for absence was received from Mr. W. W. Hunt.

Leave of Absence. Due to heavy business commitments Mr. Hunt requested to be temporarily excused attendance at all the Meetings. In granting Mr. Hunt leave of absence the hope was expressed that it might not be long before he was once again able to give his valued guidance and abilities to the committee.

Office Premises. The Secretary reported that he had inspected certain Office premises, in company with the Chairman, at 34, Paradise Road, Richmond. These would be suitable for carrying on the work of the Club, there being sufficient space for all anticipated requirements. It was resolved that the necessary agreements be drawn up and the Secretary should make the transfer from Wilton Street to Richmond, operative as from February 1st. It was agreed that additional furnishings should be purchased, as considered essential.

Hon. Members. The list of Hon. Members of the Club was received and it was agreed that whilst no further additions would be made at present, those who enjoyed this favour during 1953 should continue to do so during the present year.

Silverstone April Meeting. The Secretary reported on the Meeting he had had with Messrs. Temple Press Ltd., in connection with arrangements for *Motor Cycling* "Silverstone Saturday" on April 10th. These will be approximately as before with the exception of Grandstand seats; a number of these would now be available at Stow Corner in addition to the Pits. Due to the enforced absence of Mr. Hunt the duties of Admission Con-

troller would be taken over by Mr. R. J. W. Marr. An additional Challenge Trophy will be presented for competitors in the three wheeler class and will go to the Sidecar or Cyclecar driver making the fastest lap of the day in that class.

Oulton Park. Matters in connection with the Club's forthcoming National Meeting at Oulton Park were discussed. It was noted with appreciation that Mr. H. Dugdale had kindly agreed to present a Challenge Trophy to be awarded to the driver putting up the fastest lap of the day at the Club's main meeting at this circuit in any year.

Crystal Palace. Arrangements for the Clubs meeting at the Crystal Palace on July 17th were reported to be progressing favourably, and it was hoped that time available this year would permit the inclusion of a race for 125 c.c. machines.

Subscriptions. It was resolved that a special resolution be put before the annual general meeting to enable the Committee to adjust membership subscriptions from time to time providing that these did not exceed £2-2-0 per annum.

Entry Fees. It was resolved that a reduced race entry fee would be available to all members in race meetings that were organised by the Club. The reduction would be 5/- on the normal entry fee charged to entrants and drivers who were not British Motor Cycle Racing Club members. This scheme would become operative on all meetings taking place after May 1st, 1954.

New Members were elected.

The Monthly Account was presented and approved.

Visit to Cheshire Cell. The Secretary reported on his recent visit to a Social event organised on behalf of members in the Cheshire Area by Mr. Tottey, who had put in many hours of work in arranging monthly meetings which, it was pleased to note, were most successful.

That 100 m.p.h. Lap (continued)

the M.V. be as phenomenally fast as we have heard and be fully exploited by its youthful jockeys? Will that great hearted "Porcupine" at last combine all the best virtues it has tried out and show the way? Will any of the others surprise the racing world?

Personally, I am not sure that it is not still expecting too much all at once. I do think, however, that this is the first T.T. when it reaches the realm of pos-

sibility, providing every single thing goes dead right for the man and machine concerned. I have an idea that many people will think it is "in the bag" once they have seen the course with the new "improvements," but even though they may be right, I for one will still believe that any rider who does pull it off this year will have ridden the race of his life supported by a factory to whom I shall have no hesitation in doffing my cap.

TARMAC TO CINDERS—OR THE WAYWARD HEART

CAROLA HASSAL

SHEILA awoke, and smelt breakfast cooking in the kitchen and heard her brother Patrick preparing his motorcycle for the outing with his club. Because it was Saturday, she turned over, and gazed at the photo of her "hero," which she kept beside the bed: he was dashing down Snafell Mountain on an extremely potent machine, and she wished she could do the same herself.

When she arrived downstairs, Patrick, noticing the gleam in her eye, hastily said that he had fixed up a navigator and that there were no interesting photographs in the newspaper.

Sheila subsided and when her mother asked her to go and do the shopping, she nodded absently, miles away in dreamland. As Patrick left he gave her a gentle reminder to return to earth.

Resolutely, Sheila set out, in imagination cornering at terrific speeds as she slipped in and out of the other shoppers. Progress stopped outside each motorcycle dealers while she gazed inside.

That evening, after Patrick had returned, he mocked Sheila on having a "crush" on a married man, to which she replied, with

spirit, that he was not married when she first had a "crush" on him—but all the same it made her think . . .

The next day, while scanning the newspapers, she noticed a report and an article on athletics, and was interested. The following day at school, she discussed, with her friends, athletics in general, and secretly resolved that the 1000 metre champion was to be her next "hero."

She sailed into the kitchen, nose in air, not sparing a glance for Patrick or his bike; this time in her mind she was clad in singlet and shorts, breaking records and being acclaimed by cheering millions at White City; not in leathers, goggles and a crash helmet hurtling around a track as she was wont to do.

Later, Patrick noted her aloofness when she spoke of his friend's latest acquisition, a brand-new Norton. And realized that all was not the same when she enquired with deliberate casualness if he knew whether this sprint champion, who had now first place in her heart, was married or not.

"Ah!" he thought, "the fickleness of the feminine heart . . ."

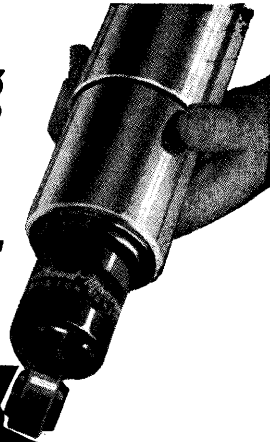
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AREA NEWS

SURREY

W. G. Jarman,
153, Reigate Avenue, Sutton, Surrey.

PLEASE see the notes concerning jobs of work at Silverstone. Surrey members have never been backward in coming forward, right back to the days of the Weybridge Bowl.

Meetings take place at the *Winning Horse*, Claygate on the last Thursday of every month.

The land.ord of the *Onslow Arms* at West Clandon near Guild.ord tells me he will be only too glad to welcome British Motor Cycle Racing Club members who live in that corner of the County.

When in Epsom, make a point of calling at the *George* where mine host is now one of us. George Goodall and Arthur Wheeler please note.

SUSSEX

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

MEETINGS are going nicely, not even last month's nasty wet fog deterred six members, at least, from turning up at the *Gaiety Club*, Church Street, Brighton, for an interesting get-together which was stimulated by the loan of some prints of racing photography by Bill Salmond.

This month's meeting takes place at 8-30 p.m. at the *Gaiety Club* on March 11th.

CHESHIRE

G. E. Tottley,
2 Rocky Lane South, Heswall, Wirral.

A MOST excellent 2½ hour film show, with an interval for refreshments, was given on February 10th by H. Dugdale, a very keen Bemsee member from Alvanley.

All aspects of motor cycle racing were shown, and the show concluded with roars of laughter at 3 old time short films of Charlie Chaplin.

In spite of the fearful state of the roads a very good muster of members and friends gathered from as far as 40 miles away and great applause greeted the announcement that Hector Dugdale had presented a handsome Trophy to the Club for annual competition at Oulton Park, with a replica for the winner.

A vote of thanks was proposed by Bill Quinn and the proceedings concluded with a collection for the Bemsee Benevolent Fund, which realised £2. Some new members were enrolled.

Next meeting is on Wednesday, March 10th, 7-30 p.m. at the *Shrewsbury Arms*, and all being well Eric Oliver will be with us. Will members please try to arrive promptly.

MUTUAL AID

For Sale: 1949 7R, up to date mods; including s/steel megga and clip-ons; with spares—£195.

Pre-war alloy 500 c.c. International; very good snip—£60. Complete T 100-cum-G.P.-Triumph engine and spares, including 2 carburettors, dope head and barrel, cams, valves, timing gears, 5 sets pistons etc.—£50. E. H. Willis, 110 Kynaston Road, Didcot, Bucks.

BENEVOLENT FUND

Donations have been received from the following members:

H. W. E. Fruin	H. Neal
R. Ogden	J. Bewsey
D. Chapman	R. Standivan
W. E. Lilley	J. Poingdestre
J. Saunders	B. A. Barker
E. H. Willis	R. A. Lock
D. G. A. Clarke	W. Maddrick

A generous donation has been received from the Maidstone Aces M.C.C. in appreciation of a recent visit and talk by Vice-President H. L. Daniell.

NEW MEMBERS

The following new members have been elected:

H. R. Gibson	M. J. Thomas
L. B. Sil'wersvard	D. W. Johnson
P. A. Edwards	R. D. Evans
S. Wilcock	J. E. Thomas
D. Ogden	V. L. Gillett
T. H. Phillipson	A. R. Singer
J. Clarke	G. E. Leigh
G. B. Tanner	K. Barfoot
H. Martin	W. A. S. Knox-Gore
J. R. Turston	J. W. Dakin
R. B. Rensen	B. Shaw
J. Bayley	S. F. Gover
A. A. Stride	R. Castle
E. P. Rigby	J. H. Young

ANNOUNCEMENTS

Clubmans I.O.M. Races.

WILL those members who are considering participating in the above event and would like to be considered for nomination by B.M.C.R.C. as the Club's official entry, please submit their application to the Secretary by Monday, 15th March (this month). Full details of past road racing experience must be given, and these applications will be placed before the Committee for their consideration, after which applicants will be immediately notified as to whether they have been accepted or not.

Testing Facilities.

FURTHER to the announcement in the January issue of this Journal regarding facilities for testing (we were hoping to organise these towards the end of March), we have now been informed that under the terms of the lease of the Silverstone Circuit it is not possible to obtain the use of this circuit on any additional Saturdays over and above those which have been booked for racing.

Will all those members who have written in expressing their desire to take advantage of this facility, please write or telephone the Secretary, 34 Paradise Road, Richmond. RICHmond 6326, immediately if they wish to attend an organised test on one of the main runways at Silverstone on *Friday, 26th March, between 10.30 a.m. and 12.30 p.m. and 2.00 p.m. and 4.00 p.m.* It must be noted that the number of machines permitted on the runway at any one time will be strictly limited and members are therefore advised to arrive as early as possible in the available period.

THE EDITOR'S CORRESPONDENCE

I READ with interest the Committee's proposal to arrange testing facilities at Silverstone, and would like to comment upon this.

For the past three years or so, I and a number of riders in the Bedford and Cambridge areas (and Surrey!—Ed.) have been using a very good ex-road racing circuit at Gransden Lodge, near St. Neots, Cambs. This circuit is in good condition. There are long uphill stretches of runway and a 3-mile perimeter track which has fast bends and slow hairpin bends.

In the event of rain, shelter can be taken in the disused control tower. The circuit is about 2 miles off the main road. To my

Motor Cycling's "Silverstone Saturday"

WILL those members who are attending the above meeting but not competing, acting as a mechanic or race official, please note that Paddock Transfer passes will again be available in addition to the usual vehicle pass. These transfer passes will be limited in number and available only to those members who are attending the meeting as spectators. Applications must be made before March 27th, enclosing S.A.E. and stating B.M.C.R.C. membership number.

Grand Prix de la Sarre

REGULATIONS for the Grand Prix de la Sarre have been received. The race will take place on May 1st and 2nd on the St. Wendel circuit. Entries close on April 10th. The organisers are the Moto Club de St. Wendel, 24 Brühlstrasse à St. Wendel, Sarre. 'Phone 552. Telegrams: Motoclub St. Wendel/Sarre.

There are 5 classes: 125—75 km; 250—95 km; 350—113 km; 500—132 km; s/car—94 km.

Prize money for each class is awarded down to fifth place and is, in thousands of francs:

125—30, 20, 15, 10, 5
250—35, 25, 20, 15, 10
350—40, 30, 25, 20, 15
500—50, 40, 35, 30, 25
S/c—60, 50, 45, 40, 35
Passenger—10, 8, 7, 5, 5

Note that the sidecar class receives most money. The circuit is 3.75 km long, approximately.

knowledge there has never been any complaints about noise, and the local people, whom, I think, own and farm the land around the circuit, appear to enjoy the racing and testing which goes on during the summer months.

If some arrangement could be made with the owners, to put matters on a sound footing, at a relatively small cost, I am sure it would be a great help to many riders who are at present experiencing difficulty in testing their machines prior to the opening of the racing season. They may think that the journey would be worthwhile.

Bedford.

B. Morle.

ITALIAN SPORTS AND RACING LIGHTWEIGHTS

ERWIN TRAGATSCH

AT the present moment there are about 80 companies manufacturing motorcycles in Italy, but it is in the small capacity classes that production is concentrated. Perhaps the most amazing fact of all is the phenomenal performance of which these Italian tiddlers are capable. You all know that the 125 c.c. racing M.V., Mondial and Morini are very fast motorcycles, amongst the fastest that have been built. While I can understand that racing models are built regardless of cost, I find it rather puzzling that normal production "sports" machines are fitted with engines which are not only expensive to manufacture but expensive to run, and are very sensitive.

A fine example of current Italian sports-machine design in the tiddler class is the 175 c.c. Mondial. It has a single o.h.c. engine, claimed to deliver 16 b.h.p. at 8,500 r.p.m. and capable of nearly 90 m.p.h. Another is the Ceccato. A 75 c.c. model (45 x 47 m.m.), has a c.r. of 9.2:1 and at 10,400 r.p.m. delivers 6 b.h.p. and will achieve 69 m.p.h. The 175 c.c. model (60 x 60 m.m.) gives 14.5 b.h.p. at 9,500 r.p.m. and has a maximum speed of about 95 m.p.h. And they do not call it a racing engine!

M.M. have recently produced a new two-fifty. The engine and gearbox are of unit construction of a very clean design, and the o.h.c. is driven by chain. Although only a sports machine it will do 80 m.p.h.

Ing. Drusoni, who designed the Mondial 7 years ago, is behind the new Comet super sports machine. It is a vertical twin of 175 c.c. (48 x 48 m.m.), has a c.r. of 9:1, and two 18 m.m. carburettors. The results achieved are: 13 b.h.p. at 7,500 r.p.m. and a maximum speed of approximately 80 m.p.h. (if anything a little more).

Maserati and Ferrari are two names well-known in the car world, and there are now motorcycles of the same name. The Ferrari motorcycles, however, are not associated with the car firm of that name. Their latest model is a 175 c.c. twin with chain driven over-head camshafts. It is not a high revving machine, producing its maximum output of 13 b.h.p. at 6,000 r.p.m. Speed is of the order of 70 m.p.h. Faster is the Emilia, produced in a new factory at Bologna. This a single of 175 c.c., with o.h.c. (chain driven), develops 13 b.h.p. at 7,000 r.p.m. and has a maximum speed of more than 80 m.p.h. Faster still is the 175 c.c. Perugia, 85 m.p.h.

One of Italy's oldest manufacturers is C.M. It is not, and never has been, a large concern, but always they market a fast machine. The Company was founded by a racing man, the late Mario Cavagnani, and is now controlled by his widow, and now markets a new machine the "Centauro." This is a single o.h.c. one-lunger of 175 c.c. (60 x 61 m.m.), which develops 12 b.h.p. at 7,500 r.p.m. and will top eighty.

Alfonso Morini's latest creation is the "Sette bello." What that means I do not know. Many of you will know that his name is associated with high-speed racing tiddlers. The "Sette bello" is a sports machine, and a very potent sports machine it is. The capacity is 175 c.c. (60 x 61 m.m.); unit construction gives clean lines; the carburettor choke has a diameter of 24 m.m. Performance figures are 15 b.h.p. at 8,000 r.p.m., c.r. 9.5; speed 90 m.p.h.

Of equal interest is the Ciniatti, produced by the ex-Guzzi rider Luigi Cimatti. Unexpectedly, this is not a racing motorcycle but a mere hack of 175 c.c., developing 8.75 b.h.p. at 6,000 r.p.m. and capable of only 65 m.p.h.

Moto Guzzi are producing three fast tiddlers. The new "Zigolo-Sport" of 98 c.c. (50 x 50 m.m.) c.r. 8:1, output 68 b.h.p. at 8,400 r.p.m. Speed 60 m.p.h. It is almost fully enclosed. There are also the "Ducati-Sport," a 98 c.c. o.h.v. machine and the "Gloria."

"Leonessa" is Benelli's name for their 250 c.c. (53 x 56 m.m.) vertical twin. It will do 75 m.p.h. So will the Gilera "Nettuno," an o.h.v. single of the same size. Another, is the Guzzi two-fifty "Airon-Sports."

Have you heard the name Aldbert? It is a 175 c.c. two-stroke from Milan. The sports model is capable of 75 m.p.h. (9 b.h.p. at 7,000 r.p.m.) Incidentally, the carburettor choke is 30 m.m. diameter. It is, however, of conventional design. Another two-stroke is the 125 c.c. Rumi. It has a flat-twin engine (42 x 45 m.m.) which develops 8 b.h.p. at 6,500 r.p.m. on a c.r. of 11.5:1 Speed is 60 m.p.h.

Finally, two road racers, which can be bought—if you have the money! The M.V. and the Mond'al. Both are "monoalbero's," that is, single o.h.c. The engine dimensions are identical, namely bore 53 m.m., stroke 56 m.m. M.V. claim 13 b.h.p. at 11,000 r.p.m. and 90 m.p.h., but Mond'al "only" 12 b.h.p. and about 84 m.p.h.

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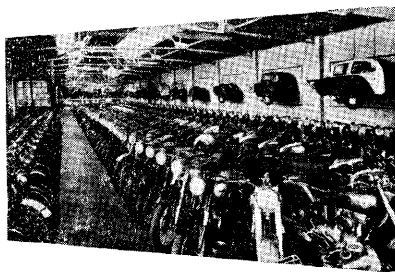
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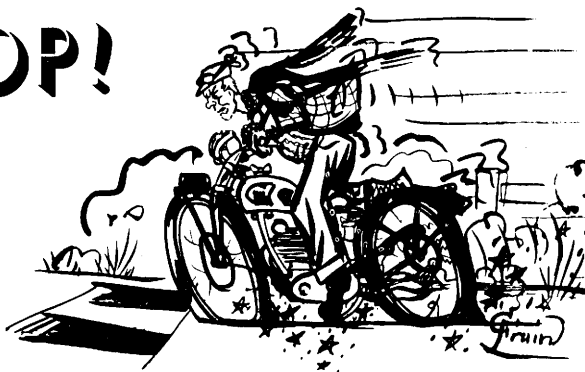
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