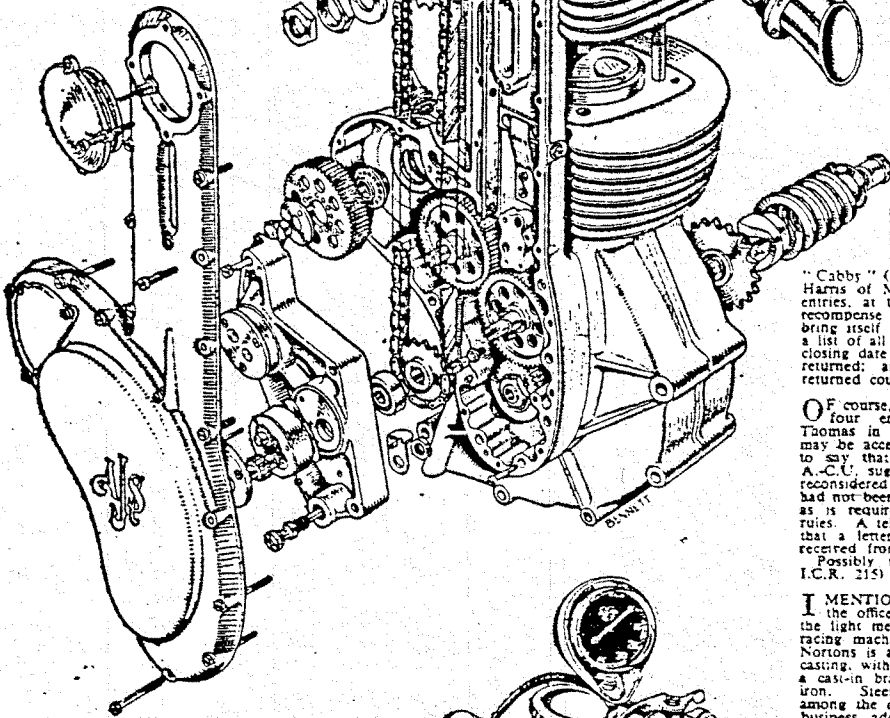
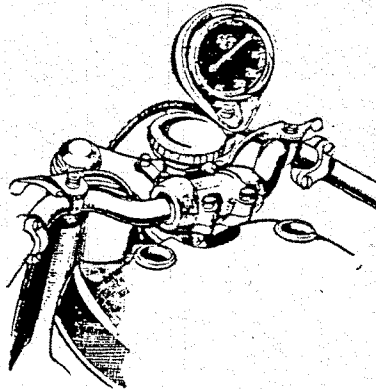


Several of the 348 c.c. A.J.S. 7R models, known as "Boy Racers", will be competing in the Island; the prototype was reviewed by "Motor Cycling" on February 5, 1948, and this partly-sectioned and "Exploded" representation gives a clear-cut impression of its construction.



(Right) In line with the rider's vision when racing, this rev. counter, fixed to the off-side fork leg, is one of the 1948 innovations on Norton machines.



THE Nortons to be used by the "works" riders—Daniell, Bell, Lockett and Briggs—in the Senior and Junior T.T. races will differ in only minor respects from those used last year. They are, in fact, basically the same models. But from their performance in the recent Swiss Grand Prix it is obvious that Joe Craig's wizardry has again produced that slight annual increase in performance which he has been achieving with these comparatively old machines for so many successive years.

The Newton hydraulic shock-absorbers for the rear suspension fitted for the first time last year, are retained. The most obvious modifications are the fitting of a complete outside cover to the primary chain and the use of an extended valance between the chain and tyre at the rear; the aim in both cases being the prevention of

oil-fling. There is an extended neck to the oil tank, and the rev. counter has a new mounting, on top of the off-side front-fork leg and with the dial at a vertical to the rider's line of vision.

LAST week there was a picture in "Motor Cycling" of the "Grand Prix" Triumph which Kenneth Bills will be riding in the Senior T.T. In company with his team-mate, Fred Frith, and their entrant Nigel Spring, Kenneth had been out to a disused aerodrome to give their new models their first gallop. I asked Ken, all about it when he got back, but it was rather like interviewing the Sphinx. However, I gained the impression that Bills and everyone else in the *équipé* are quite happy.

That is the trouble with this year's races, of course, everyone is "quite happy" yet, in the

end, someone must win and all the others must take second. Like you, no doubt, I have my own "favourites," but I should hate to mention them in print—certainly at this stage—because I have no more evidence to support my hunch than has anyone else.

DOWDY EQUIPMENT, LTD., will be represented in the Isle of Man by G. M. Fryc, himself a keen rider, who can be contacted through the Velocette agent at Salisbury Garage, Douglas, any time from June 3, onwards.

T. F. TINDLE (348 Velocette) "should" have been appearing in the T.T. entry list. But he tells me that he is with "Cabby" Cooper, Chris Tattersall and many others in the ranks of the unlucky legion who had their entries refused.

T.T. NOTI

As I think I have mentioned before, a lot of good, hard cash has been wasted through these refusals. You have the case of the lone entrant like Tindle at one end of the scale; you have the big motorcycle agent like "Cabby" (Eleanor Motors, of Hackney) or Ron Harris of Maidenhead who had made multiple entries, at the other. They should have some recompense and I wonder if the A.C.U. could bring itself to publish the programme, a list of all those who entered before the official closing date but still had their money and forms returned; an explanation of why they were returned could appear with the list.

OF course, it is quite possible that Ron Harris's four entries—Fergus Anderson and Eric Thomas in the Lightweight and Junior races—may be accepted, for he rang me the other day to say that the F.I.C.M. had written to the A.C.U. suggesting that these refusals should be reconsidered in the light of the fact that they had not been made within 48 hours of acceptance as is required by the international competition rules. A telephone call to WHI 4022 confirmed that a letter on the subject has in fact been received from the international governing body. Possibly this time limit on refusals (it is I.C.R. 215) has been exceeded in other cases.

I MENTIONED T. F. Tindle, he called at the office the other day to show me some of the light metal components he is fabricating for racing machines. The front hub he makes for Nortons is a beautiful one-piece aluminium-alloy casting, with internal compressing webs and having a cast-in brake drum concentrically spun cast iron. Steering dampers, and gear levers are among the other light parts he is making. His business address is the Bugie Pavilion, Upper Halliford Road, Shepperton, Middlesex.

AS he has had the unfortunate experience of seeing a rev. counter die on him during a race, Roland Pike is now calibrating a speedometer head as an rpm indicator. The advantage, I gather, is that the mechanism inside the speedo, head runs at about one-third the speed of the similar mechanism inside a rev. counter.

VIC, WILLOUGHBY called into the office the other day, shortly after his spill in the Circuit de Bruxelles. Although he has given his knee a nasty bang and had a very lucky escape from badly damaging his eye when his glasses fractured, Vic is confident that he will be fighting fit by T.T. time.

And he is hoping that the Velocette, now back at Hall Green, will do in "good running order" in the Junior. His entrant, Bill S. Marsden, will be relieved to know that!

THERE is precious little time left . . . but if you are travelling from London to the Isle of Man with a machine, on May 28 (to-morrow) and haven't made any definite arrangements, there is Bill Beckett, Bermondsey's Clubman's T.T. entry, leaving Camberwell with a lorry on which there is room for two or three machines. Give him a ring right away at Brixton 3133.

BUT for the unfortunate T.T. entries Restrictions, one of the most interesting machines to be seen in the "Island" might have been the "250" designed and constructed by Ernie Barrett, of the H.B. Engineering Co., London, N.15.

As its basis this dicer has a 246 c.c. J.A.P. five-stud crankcase and an Albion four-speed gearbox. The remainder of the model is hand-made, mostly of light alloys—Duralumin and H.D. aluminium, for which