

SPORTS NEWS

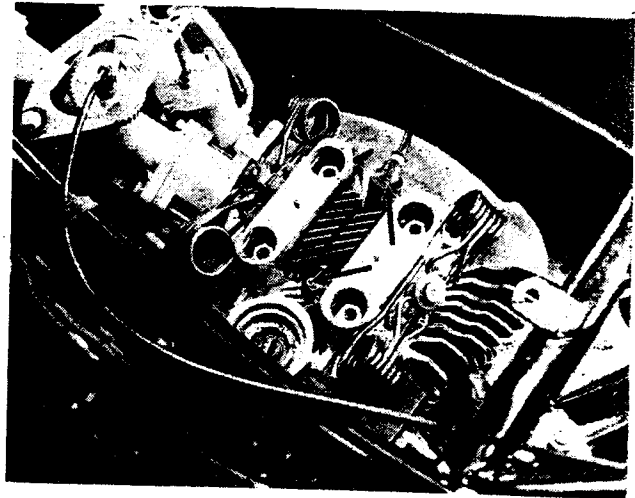
More Plugs the Fashion ?

Alan Trow and Harry Hinton Now Experimenting With Twin-plug Heads : Latest 7Rs

TWIN-PLUG cylinder heads—hitherto confined, with few exceptions, to factory models—look like becoming a fashion among the fastest private owners this season. As reported last week, Alan Trow tried the scheme on his 1958 five-hundred Norton at Brands Hatch the previous weekend and is convinced of a boost in power and smoother running. Of 10mm diameter, the second plug is situated in the right-hand side of the head in the same lateral plane as the original, and is thus hidden by the cam box. The machining was done by Bill Lacey who converted Norton heads for Mike Hailwood last year.

Ignition is by a (simultaneous) twin-spark Lucas magneto which started life as a single-spark stationary instrument and was converted by the local Lucas specialists. Trow plans to convert his three-fifty to dual ignition, too, as soon as a suitable magneto is available. Of course, he could use batteries and coils for the scheme meanwhile but doesn't like the idea. Incidentally, the five-hundred has an ultra-light frame of standard pattern obtained from John Surtees and used towards the end of last season, and the three-fifty is fitted with an Italian Oldani twin-leading-shoe front brake of 9in dia-

In Alan Trow's 499c.c. Norton (right) access to the second plug entails removal of the cam box. The extra plug in Harry Hinton's 348 c.c. Norton (below right) can be reached behind the camshaft vertical drive

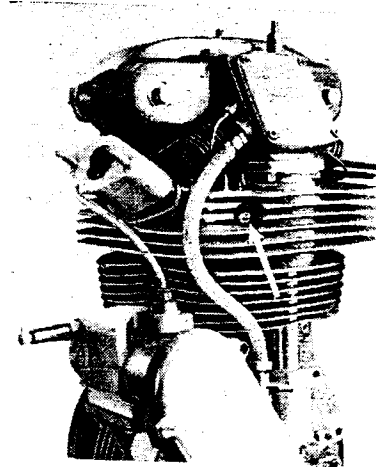


meter obtained from the same source. Should anything go wrong with the five-hundred engine, Trow has his 1956 factory engine—which gives 54 b.h.p.—as a spare. Some spare!

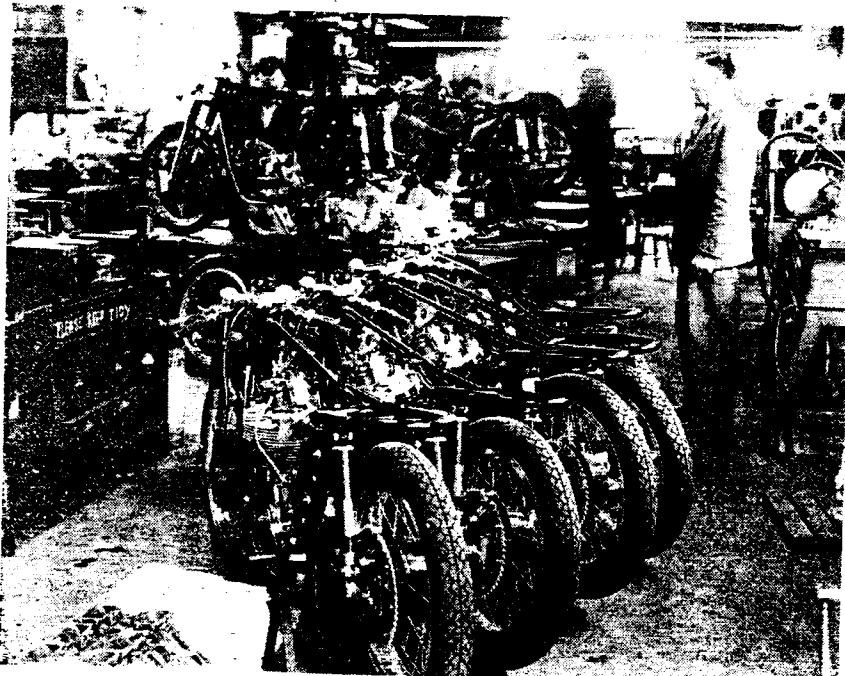
In the same Welling workshop are young Harry Hinton's two Nortons, also modified by Lacey for twin plugs. The larger model has the extra plug in a similar place to Trow's and two six-volt ignition coils are carried on a bracket just above the engine. But on the three-fifty the second plug is inclined rearward, Italian fashion, so as to be accessible from behind the camshaft vertical drive without disturbing the cam box.

Racing A.J.S. Modifications

THE FIRST OF this year's batch of 30 7R A.J.S. models are at present leaving the factory. While the basic specification remains



Scene in the A.J.S. racing shop last week as partly built 7R models await completion



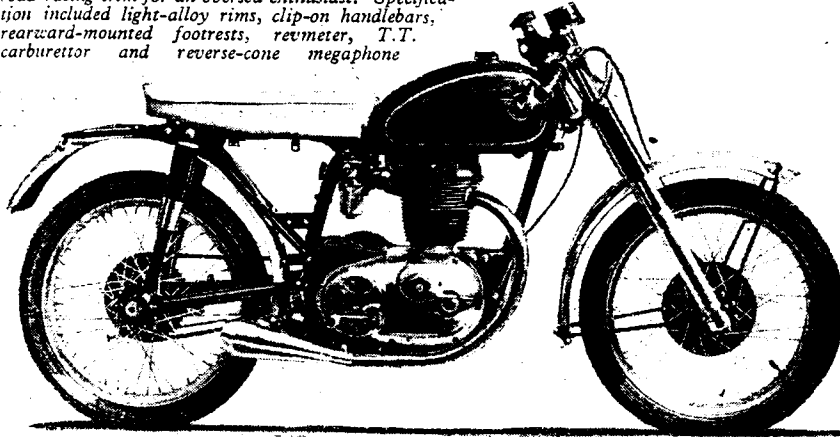
unaltered, some detail modifications have been made both to the engine and frame as a result of experience during the 1958 racing season.

The main alteration to the engine is an increase in carburettor choke diameter from 1 $\frac{3}{8}$ to 1 $\frac{1}{2}$ in. The contour of the port has also been altered to improve volumetric efficiency and the inlet tract is $\frac{1}{2}$ in longer. A modified piston giving a compression ratio of 11.5 to 1 (as compared with 10.5 to 1 last year) is being used to take full advantage of the 100-octane fuels permissible. These improvements alone have raised the power output to 40.5 b.h.p. at 7,800 r.p.m., an increase of 1.5 b.h.p. over last year's figure. A power hoist in the intermediate r.p.m. range has also been achieved. To cope with the greater stresses a new big-end bearing cage in high-tensile light alloy is fitted.

Elongated instead of round holes for the bottom-gear dog engagement have cured a former difficulty in the engagement of bottom gear. On last year's models the gear-box mainshaft occasionally showed a tendency to seize in the sleeve pinion; to overcome this a crowded roller bearing with $\frac{1}{4} \times \frac{1}{4}$ in rollers has been substituted for the inner plain bearing. The internal gear ratios are unaltered but for Isle of Man gearing the overall top-gear ratio has been stepped up from 5 to 1 to 4.85 to 1.

Chief among the frame modifications is a decrease in width. The duplex tubes have been brought closer together at the rear to allow a greater angle of lean on corners without the frame grounding. As a result it has

A one-off 248 c.c. Matchless was recently supplied in road-racing trim for an oversea enthusiast. Specifications included light-alloy rims, clip-on handlebars, rearward-mounted footrests, revmeter, T.T. carburettor and reverse-cone megaphone



been possible to reshape the exhaust pipe so that it is more tucked in. The steering layout has been altered to give 4in trail, as compared with 3in previously used, and a fairing-mounting lug is brazed to the steering head.

The characteristics of the front fork have been altered by eliminating the oil bleed hole in the tube in which the piston works. This has the effect of slightly increasing the damping on compression. A lighter rebound spring has been fitted as it was found that the original did not allow the full permissible fork travel. A new moulded plastic seat has been adopted.

This year Alan Shepherd will be trying out experimental features for the factory both in the T.T. and on short circuits.

Aussies on the Way

CONTROVERSY over the selection of riders to represent Australia in the T.T. Races has ranged high, wide and handsome in the Australian press. While all the arguing has been going on those two great rivals, Tom Phillis of New South Wales and Ron Miles of Victoria, have joined forces to form an Australian stable. As reported last week, Phillis finished second to Eric Hinton in the two-day Australian T.T. at Longford and, of course, he was a double winner at the Victorian T.T. meeting at Fishermen's Bend on February 21 and 22. Miles is Victorian Junior champion and was Unlimited c.c. T.T. winner at Albany, Western Australia, last December. Another Victorian rider who will make the long trek to the Isle of Man this year is Bob West, former Australian clubman's champion; he sails this month.

Lotus Eating Over

LOOKING MIGHTY pleased to have escaped the winter fog and ice of England, Dickie Dale and his wife, Phyllis, have arrived back in England from Italy. They had spent almost three months basking in the Mediterranean sunshine at Geoff Duke's villa at Rapallo. But racing is now in the offing and lotus eating has had to stop. Dickie will be out at the Mallory Park meeting on March 23, at Brands Hatch on Good Friday and Oulton Park on Easter Monday.

For the classics this year he will have a pukka factory B.M.W. but until it is ready will be out on his own Rennsport model used last year. He is also to ride a 7R A.J.S. entered by Tommy Arter and may get his two-fifty N.S.U. going again if one or two essential parts can be obtained. Alternatively another two-fifty—from Italy—is a possibility.

He saw a good deal of Ken Kavanagh and other Australians while in Rapallo. Between

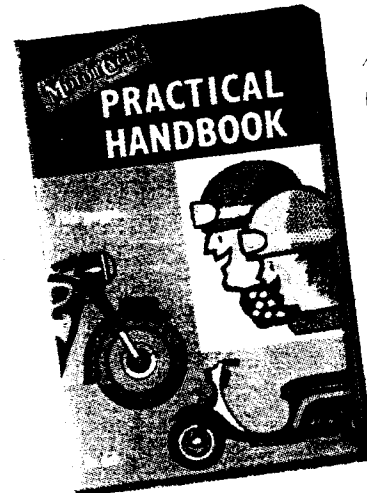
them they have hatched a scheme to buy a yacht (one with sails and an engine) to make the journey to Australia next winter. They like the idea of undercutting the boat

or air fare—and are quite unconcerned about the fact that the trip would take, maybe, six months! Ken Kavanagh, incidentally, is vaguely thinking about racing a two-wheeler again—in the T.T.

PRACTICE IS FORBIDDEN on 90 per cent of the course for the Wessex Centre's national Kickham Trial on Saturday as it is on private ground. There is an entry of 115 solos and nine sidecars. The start is from New Inn, Farmborough, five miles from Bath, at 10 a.m.

NO FEWER THAN 17 centres will be represented in the Inter-Centre Team Trial next Sunday. Individual entries total 136. Teams consist of no fewer than six and not more than eight riders; team scores are the aggregate of the best six performances. Organization, on behalf of the A.C.U., is by the East-South-Wales Centre. The venue is Perry's Garage, Hay Road, Brecon (A458), one mile off A40. The first man leaves at 11 a.m.

BELGIUM BOUND this weekend for next Sunday's Lamborelle Trial on the outskirts of Brussels, is a large party of British enthusiasts. Well-known factory riders include Jeff Smith, Brian Martin and John Draper (B.S.A.s), Ron Langston and Sammy Miller (Ariels), John Giles, Artie Ratcliffe and Ray Sayer (Triumphs), Gordon Jackson (A.J.S.) and Bryan Povey (Greeves). Also making the trip are three South-Eastern Centre clubmen, Ian Hillier (Greeves), Mick Lynch and Mick O'Brien (Matchless).



Your PRACTICAL HANDBOOK

WITH this issue comes the second section of your Practical Handbook. Put it on one side until you get the final 32-page section next Thursday and then you can bind both into the cover and first part received with last week's special number.

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