



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 9. No. 12. DECEMBER, 1956.

ONE SHILLING



Work's Norton! Jack Brett displays classic form in this year's Ulster on the Bracebridge Street 350.

(Photo: G. E. Hicken)

COMERFORDS LTD.

The Motor Cycle Distributors and Buyers

EXPERIENCED AND PRACTICAL
SUPPORTERS OF ALL PHASES OF THE SPORT

COMERFORDS LTD. PORTSMOUTH ROAD
THAMES DITTON, SURREY

Telephones: Emberbrook 5531 (6 lines)

PLEASE NOTE

SUBSCRIPTIONS ARE DUE FOR 1957,
FROM JANUARY 1st. PLEASE SEND
THESE IN AT ONCE AND THEREBY
HELP THE SECRETARY AND THE
STAFF AS WELL AS THE CLUB.

£2.2.0

Bemsee

EDITOR :
P. F. WRIGHT

THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT : The Marquis Camden, J.P.

VICE-PRESIDENTS : E. C. E. Baragwanath H. L. Daniell, C. A. Lewis.

CHAIRMAN : N. B. Pope.

VICE-CHAIRMAN : A. H. Taylor.

SECRETARY : W. G. Tremlett, 34, Paradise Road, Richmond, Surrey.

THE FUTURE ?

AS THE present year comes to a rather stormy close, especially in the international field; we are left with a strange mixture of circumstances for the racing year of 1957. The last of the British manufacturers to support road-racing with official teams have now pulled out of the sport and the field lies wide open to the Continental machinery.

All our hopes of a British "Four" or of our magnificent singles being fitted with windcheating envelopes, are gone for the timebeing, and it would be a very plucky man indeed to say that we shall see our works-entered bikes again in the near future, if at all. One consoling point is that the agent and private entries will stand a better chance in non-international events, and from the latest news snippets, we read that some of our ex work's riders will be seen on interesting mounts during the coming year.

In spite of the somewhat sombre outlook on international political situations and the ever-growing threat of petrol rationing, we look forward to the racing season ahead and we sincerely hope that our present troubles will soon be settled all round. Our last wish is to express a most happy Christmas season to our readers and true "Peace and goodwill" for the year to come.



Closing-date for contributions—16th of each month.



More laurels for

**Les
Archer***

**Winner of the*

**1956 EUROPEAN MOTOCROSS
CHAMPIONSHIP**

and for



This season Les Archer's machine has been prepared and entered by ARCHER'S OF ALDERSHOT and fuelled with ESSO EXTRA —the same superb petrol you can buy from your local Esso Dealer.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS issue is virtually our Christmas number, arriving as it does, with only so many days left to do the shopping. In the circumstances may I wish you all a very happy Christmas and a successful New Year, in peace of course.

The Annual Dinner and the Show will be memories by the time you read this paragraph, so what comes next? The A.G.M. of the Limited Company and the Club. As soon as the date is fixed, make a 1957 resolution to attend and use your vote. The attendance last year was good, but this time, make it excellent. You will? Good show! Remember the warning of nearly a year ago, "Increase the membership or the sub".

On my left, Tony Rose! On my right, Erwin Tragatsch! Racing two-strokes, love 'em or hate 'em as you will, but keep Carey Street in the back of your mind. Carey Street is the home of the Official Receiver, which may be regarded as a graveyard of wrecked hopes. Personally I like the two-stroke motor for touring or trials but when it comes to racing, give me the four-stroke cycle with valves, whether they are spring-loaded or not; but better still, working on the rotary principle because this is bound to come in time and in spite of Carey Street.

Trust the racing members to coin a phrase to cover the rule which calls for a rider who falls off, to see the M.O. They call it "Ball and Socket" inspection! The Scrutineer also wants to check over the bike. Now lads, this is a very good arrangement and the moral is simple, "Don't fall off". Real wisdom is being wise in time and it's so easy to be wise *after* you have dropped the model.

Members will have noticed "Cabby" Cooper doing a different job at recent meetings. When the boys are on the grid, he collects the discs and returns them to Linda. So far he has not lost one but his description of the duty is, "Slipped disc recovery". He should know!

Most of us take either, or both of the technical books each week but how many of you know that we also have a newspaper called "Motorcycle News"? Our old friend and member Cyril Quantrill, is the Editor and the paper comes out on Wednesdays. Personally I take all three publications so that I can always see what sort of comments are made about us in particular, and anything else in general. I have recently written to "C.Q." to point out the fact that the real British Champions are the B.M.C.R.C. Champions (Irrespective of machine) based on a whole season's racing and not just one meeting. Do you agree?

As I write, I have just received the sad news about Freddie Dixon, who joined this Club before the 1914 war. Fred was a boisterous, colourful and sometimes wild character who was very good on two, three or four-wheeled racers, especially during the period 1920/1936. In recent years, F.W.D. lived at Reigate, Surrey, where he amused himself at various times with a garage, a dry cleaning business and quite recently, a novel device to make a car travel in almost any direction except vertically. The members of this club send sincere condolences to Mrs. Dixon.

Whilst I am writing about the members of the pre-1914 period, I should like to draw the attention of the Isle of Man people to the fact that the B.M.C.R.C. has been associated with the T.T. for forty-eight of the fifty years which co-incide with the 1957 jubilee T.T. In the circumstances it would be a nice gesture if they invited the fifteen surviving pre-1914 men to be their guests next June. To the best of my knowledge they all rode in one or more of the races during the period 1907/1914.

Our Jubilee year is 1959. Only two years away, so if you have any bright ideas, send them in right away. Rest assured the new Secretary, Guy Tremlett, will be only too pleased to bring your suggestions before the Committee. One scheme which a handful of us have chatted about, is to make the prize-money com-

mensurate with the speed, but as this is also related to the weather, it requires much careful thought. It took a long time to evolve the post-war "Hutchinson" formula and believe me, anyone who wins a Bemsee Jubilee Year Championship will have to be a very good man indeed. Think it over.

Ex R.A.F. types who belong to Bemsee will be sorry to learn that the last of the Avro Lancasters, No. 7366, was recently broken up. Sir A. V. Roe, an enthusiastic motorcyclist in his day, must have felt a pang of regret at the passing of an era. There were forty-two Lancaster Squadrons at one time and quite a few of our members either helped to man, equip or fly with them.

Now for a few words about our Club tie. Some members think it striking. They're right, it is and it is meant to be. People once made similar remarks about the R.A.F. tie soon after the R.N.A.S. and R.F.C. were amalgamated. Any more observations about the streak of lightning should thus be made with tongue in cheek. The Bemsee tie is just as outstanding as the members behind it, so why not buy and wear one? It helps our funds as well

as our publicity campaign for increasing the membership. Incidentally why not purchase the wife, or girl friend, a lady's brooch for Christmas? Better still, get her to buy the coveted blazer badge for you to wear next year. It will outlast the blazer.

Something like fifty people were unable to get tickets for the Annual Dinner. Pity the Dinner Committee and the staff in the office. Blame the reflection in the mirror for leaving it too late. Every ticket was sold a fortnight before the actual date. Verb sap.

A reminder for next year. Every time you introduce a new member (active or passive) you are helping to keep our annual sub. down. Every time you display a poster or sticker you are helping your club. Every time you purchase a badge, transfer or tie, etc., you are assisting your fellow members. Every time you do any mortal thing to help the B.M.C.R.C. you are putting something in which is more important than taking something out. Believe me gentlemen, after nine consecutive years, 1947/1956, of making a hobby of Bemsee, I think I can claim to know what it is all about. All you wish yourselves for next year. See you at the A.G.M.

THE LYON'S DEN

ONCE again the time for the Club's Annual Dinner had arrived, and four hundred members and their guests assembled in the "Paddock" for warming-up procedure. It was great fun looking around for familiar faces; there were dozens too, from the field of motor-cycle racing sport in this country.

After a first-class meal, eaten to the accompaniment of music played by Don McBain's Orchestra, we had the speech making; our President, the Marquis Camden, proposed the toast to Her Majesty The Queen and also the toast to The Club, while Harold Daniell made a fine job of proposing three toasts in one

go: The Guests, Ladies and The Press.

Presentation of the many fine trophies and prizes was carried-out expeditiously by Lady Guinness, and to Guest and World Record-breaker Johnny Allen was given a special gift to honour his achievements, as was Bob Walker the retiring secretary.

The dinner tables having been moved back, the remainder of the evening was taken up by dancing to the orchestra, and the large raffle which resulted in over £60 going into the Club's Benevolent Fund. All together a most enjoyable evening amongst a fine crowd of friends.

MUTUAL AID

For Sale.

(1) 1956 "Terrier" engine in a 1956 "Bantam Major", swinging-arm frame Four first places in a row. £100 or terms if required. This bike is ready to win! (Also 125 c.c. conversion kit).

(2) 1956 Engine "Gold Star", swinging-arm and alloy rims. Many extras including pannier-tanks and fittings. Ready to

race. £175, terms if required.

E. W. Collins, 107, Lark Lane,

Liverpool 17.

Telephone: Lark Lane 4143.

BENEVOLENT FUND

Donations have been received from the following members:—

W. G. Bushnell, D. H. Edlin, L. S. Cheersright.

for racing,
trials, scrambles,
or just touring



a direct landing . . .
and the direct answer

GIRLING



DIRECT ACTION *motor cycle* **DAMPERS**

Way Out Ahead

GIRLING LIMITED
KINGS ROAD · TYSELEY · BIRMINGHAM · 11



AREA NEWS

CHESHIRE & MERSEYSIDE

G. E. Totty
2 Rocky Lane South,
Heswall, Wirral,
Cheshire.

WE had a fine evening on November 7th, when Jimmy Simpson paid us a second visit. We are all very grateful to him for making such a journey to entertain us, which he certainly did.

This time we heard a good deal about his Continental experiences, very exciting and wild, with lots of humour interspersed. After that talk it developed almost into a quiz, and how long the lads would have stayed I don't know, but I had most reluctantly to bring the evening to a close at 11 p.m.

It was most gratifying to see so many long-distance members present, from up to 70 miles away.

Our annual dinner has come again and I am sorry that we still have such poor representation at this function. It is one of the finest of its kind and once one has been, it becomes a habit. So next year more effort must be made, please.

What bit I saw of the Motor Cycle Show was very interesting. Amusing too, when Allan Jeffries' feather duster became ignited in the Alpine Bar.

Our "Hot Pot" and Film Show is on December 5th. Tickets 8/6 each. All our own Area members have been circularised, but in case any one has forgotten, and this is published by December 3rd, there may be a few tickets left for latecomers.

So cheerio till December 5th, and I hope we have as good an attendance as last year, although this year we shall not have Geoff Duke and Bob Burns with us.

SURREY & MIDDLESEX

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

NO special function is being laid on during December, but any member living in or near Essex is invited to the Christmas Motor Social at the M.P. Club at Chigwell Hall on December 15th. Members who reside in or near Kent are invited to join the fun and games at the M.P. Club at the Warren, Hayes, Kent, on December 29th. In both cases you can bring your girl, but do wear your badge

or carry your card. Ask for Bill Mold at Chigwell and Timber Wood at Hayes if you arrive before me.

Our thanks are due to the panel of T.T. & G.P. riders plus G.W.W. who acted as Quiz Master last month at Drury Lane. Bill Rose and I have a "Hot Pot" supper in mind for the New Year with a special film to follow if Ronnie Rudge has made a good job of the pictures taken at the "Hutch" last September.

DERBYSHIRE & NORTH STAFFORDSHIRE

J. G. Shaw
487 Uttoxeter Road,
Derby.

THE Autumn evenings now having closed in upon us, activities of members in this part of the world are confined, largely, to chatting to one another or working on the model in indoor warmth and comfort. As far as the former is concerned, a further opportunity for a chat and a little indoor entertainment will be presented on Thursday, November 22nd, when a programme of Motor Cycle Sporting Films will be shown in the Club Room at the "Normanton Hotel," Normanton Road, Derby. The Meeting will start at 8 p.m. as usual, and I am pleased to report that the new bar will be in full operative trim. Unfortunately, I am still not receiving much news from members within our Cell and I should certainly appreciate an odd letter from time to time, just to confirm, at least, that I am addressing my envelopes correctly. I understand that there is an invitation pending from the Nottingham Cell to join them at one of their functions in the near future, but full details of this outing are not yet to hand. I am hoping that there will be a further opportunity for members and friends to get together at least once more before Christmas but final arrangements have not yet been made in this direction.

"The Secretary of the Guildford Motor Club has informed Bemsee that his Club is holding a mid-night film show of Motor Racing films at the Odeon Cinema, Guildford on Friday, December 14th at 10-30 p.m. A limited number of tickets are available and applications should be made to our Richmond Office if you want any, not later than Wednesday, December 12th.



Winners of
**SEVEN I.O.M. T.T.
RACES**
*and Innumerable
International Grands Prix*



A.J.S. MOTOR CYCLES

PLUMSTEAD ROAD · LONDON S.E.18

R.A.C.

INITIAL 1957—
MOTOR SPORT CALENDAR

THE principal dates for the various categories of motor sport in 1957 were agreed at a recent meeting in Milan of the Commission Sportif Internationale of the Federation Internationale Automobile, at which Britain was represented by delegates from the Royal Automobile Club. The three main international events in England next year will be the British Grand Prix on July 20th; the R.A.C. Tourist Trophy Race on September 14th and the R.A.C. Rally from March 5th to 9th.

The initial skeleton calendar for international motor sport in 1957 will consist of the following events which count for the international championships in the three F.I.A. categories:—

Events recognised for points in the World Drivers' Championship are these National Grands Prix:—

Argentine (January 13th); Monaco (May 19th); Indianapolis 500 (May 30th); Belgian (June 2nd); Dutch (June 16th); French (July 7th); British (July 20th); German (August 4th); and Italian (September 8th).

The European Rally Championship will be based on performances in: Monte Carlo (January 20th); Sestrieres (February 24th-28th); R.A.C. British Rally (March 6th-9th); Acropolis (Greece) (April 10th-14th); Tulip Rally (May 5th-11th).

German Rally (May 30th—June 2nd); Rally of the Midnight Sun (Sweden) (June 11th-16th); Geneva Rally (June 27th-30th); Alpine Rally (July 7th); Liege-Rome-Liege (August 28th—September 1st); and Adriatic Rally (September 11th-15th).

The Sports Car Championship will be decided on the marks gained in the following events: 1,000 Km. of Buenos Aires (January 20th); 12 Hours Race (Sebring) (March 23rd and 24th); Mille Miglia (Italy) (May 12th); Nurburgring 1,000 Km. (Germany) (May 26th); Le Mans 24 Hours (June 22nd and 23rd); Swedish Grand Prix (August 11th); and the R.A.C.

Tourist Trophy Race (September 14th).

The dates for the R.A.C. Tourist Trophy Race, the Monte Carlo Rally and the Alpine Rally are, as yet, only approximate.

The Commission decided to maintain next year the system inaugurated in 1956 for establishing the Calendar by dividing it into two types of event—priority International events and National events in which foreign participation is authorised. In future, this system will apply to the entire world and not solely to European events.

NEW RALLY RULES

THE Royal Automobile Club has taken steps to silence criticisms alleging anti-social behaviour by a small minority of competitors in car rallies.

Most common cause of complaint has been excessive noise and speed while some people, seeing cars carrying competition numbers, have objected to "racing cars tearing about public roads". These points are all dealt with under the suggested amendments for rally regulations in England and Wales which have been drawn up by the R.A.C. They call for new requirements as to control, speed, secret checks, marking and noise. These regulations have been issued to clubs for consideration. It is proposed that there will be special checks at intervals of not more than 120 miles at which observers will carefully note the speed of each competitor, his or her driving manners and the amount of noise the car is making.

Competitors covering any portion of the route in less than three-quarters of the time allowed by the Rally schedule should be penalised, it is suggested; while latecomers should be free from cumulative penalties up until at least half-an-hour after their scheduled arrival time. The carrying of Competitors' numbers would be banned altogether under the new regulations. It is proposed to relax certain restrictions governing entries. The limit on the number of clubs invited to compete in an event will be abolished, while restricted events in future may be merely limited to members of registered motor clubs.



TRIUMPH

**PIONEER OF ALL
THAT IS BEST IN MODERN
MOTORCYCLE DESIGN**

TRIUMPH ENGINEERING CO. LTD., MERIDEN WORKS, ALLESLEY, DOVENTRY, ENGLAND





Two wheels . . .
two jobs . . .

one pair of tyres

Not just different tyres for the different work each wheel has to do, but a *matched pair* of tyres, each made the perfect complement to the other . . . Not just a 'ribbed' front and a 'studded' rear, but the high grip SPEEDMASTER front tyre, and the S.M. SAFETY MILEAGE rear tyre, both round-contoured to give you the highest possible degree of general and cornering stability . . . This is what you get when you fit AVON PAIRED TYRES to your solo machine. That is why you get increased safety, maximum performance and the greatest tyre mileage economy ever.

NO NEED TO WAIT! Don't wait until both your tyres are worn. Change to Avon safety when next you need a new tyre, front or rear. It will add much to your road-worthiness, and you will be one step nearer the full benefits which Avon Paired Tyres bring.



AVON

paired tyres

increase the **safety** of solo motorcycling

NEW BOOKS

WITH the problem of what to give at Christmas confronting us again, I suggest that you give serious consideration to books. There are a large number to choose from, on a variety of motoring subjects; tuning, maintenance, racing, rallies, in fact every conceivable aspect is adequately covered. To the ever growing number, two more have recently been issued by G. T. Foulis, publishers who specialise on books for the motorist. Either of these would make very acceptable gifts, and each has a special appeal.

MOTOR RACING SKETCHBOOK—17/6

by: Carlo Demand
Introduced and described by:
Charles Meisl

Published by:

G. T. Foulis & Co. Ltd., London, W.C.2.

THIS is a unique story of motor racing, covering a period of sixty years, graphically recounting the exciting incidents of many races through the medium of the artist's brush. To add to the enjoyment, Charles Meisl has included an appendix, giving details of each of the 128 illustrations.

The artist is a naturalized American citizen, married to an American woman, but he was born of French parents, in Frankfurt. This unique collection of pictures is the result of three years work. Obviously the artist has had to do a great deal of research in order to discover what happened in those early races at the end of the nineteenth century. The pictures are magnificent, alive with action and notable for meticulous detail. No other book on motor racing so vividly portrays this great sport, or so completely recaptures its spirit and excitement.

TEN YEARS OF MOTORS AND MOTOR RACING

1896-1906—25/-

by: Charles Jarrott

Published by:

G. T. Foulis & Co. Ltd., London, W.C.2.

WHY, you might ask, should a book first published in 1906, reappear in 1956. Because (state the publishers) we

are of the opinion that the time has now come when the pages of history should be turned back and that once again the stories of the early races should be available for all those interested in motoring and racing. It has been claimed that it is the finest book of its kind ever written. It still has a charm which will appeal to all those who find enjoyment in the open road. The vast majority of drivers of today have no knowledge of the magnificent feats accomplished by these intrepid automobilists of the very early days.

And who was Charles Jarrott? He was one of those intrepid automobilists, and a man of wide vision. Many of his prophecies have come true. He was a pioneer who steered the infant industry along the road to success, who lived and slept in a world of motors, and to the day of his death in 1944, at the age of 67, retained a love of the open road. He was in all truth a motorist. In his day he was a leading light in the sport and industry, highly respected for his views and accomplishments. He was one of the founder members of the Society of Motor Manufacturers and Traders, and played an important part in the creation of the A.A.

Jarrott's motoring was not confined to four wheels; he began motorcycling in 1896, with a De Dion Bouton tricycle powered by a diminutive $\frac{1}{4}$ h.p. engine, and took part in a number of motorcycle races. He devotes two chapters to his motorcycling experiences, the first of which gives an enjoyable and lucid account of the very beginnings of motorcycling.

In addition to several De Dions, Jarrott also owned and covered many miles on a Beeston tricycle and rode a Léon Bollée in sporting events. There is a long account of his experiences with a motorcycle built by De Dion, a machine of great charm and great weight; and details of experiences, many of them hair-raising, with an unorthodox vehicle which led him into many predicaments.

His racing experiences were no less varied. The first was a tricycle race against F. T. Bidlake, who rode a Clement, over a mile. Bidlake won. This was followed by a two-wheeler race, H. O. Duncan riding a De Dion, and Jarrott a special machine which he had acquired from the Frenchman, Fourquier. Jarrott won in 2 min. 8 secs., nearly 30 m.p.h., and this was in 1897.

Two years later came the Paris-Bordeaux race over the public roads, in which both cars and motorcycles (bicycles and tricycles) took part. Among the competitors was S. F. Edge, he and Jarrott riding De Dion Bouton tricycles. The start was at 3-15 a.m. The thirty-seven motor tricycles set off first and the cars twenty minutes later. There was a total entry of seventy-eight. The pair reached Bordeaux more than twenty-four hours later, after a most strenuous race, wrestling with the elements and fractious machinery.

In 1902, Jarrott attacked the tricycle hour record at Canning Town, riding a 8 h.p. De Dion Bouton, and captured it with a speed of more than 42.1 m.p.n.

Some of his predictions were remarkably accurate. This for example. "I do not know whether the future will give us a machine which the Man in the Street will be able to buy; I do not know whether the long string of cyclists which one meets on every main road on a bright Sunday summer morning will ever give place to a similar string of riders on motor-propelled machines. The interest shown by manufacturers and public alike is, in my opinion, at the present moment on the wane, but I cannot help but believe that a genius will one day present us with a light form of motorcycle which will be as much a household necessity as the present human-propelled machine. When that day arrives the result will be a good one for England. Dwellers in the town will travel farther afield; the hidden mysteries of the country will be even more deeply explored; the physically weak will not be debarred from participating in these enjoyments which are now confined to those

who have the strength to propel themselves afar; and the great pastime of motoring will be opened up to that section of the community which needs it most and will appreciate it best—the workers, and the toilers in the towns.

"This is not a dream, but something which is bound to be accomplished when the mechanical genius of years has evolved the right machine, and the productive capacity of our English factories is equal to making it."

And Jarrott has been proved right, for to-day there are 1,200,000 riders of motorcycles, scooters and mopeds on the roads of Britain.

The remainder of the book concerns motors and motor racing. The Paris-Berlin race of 1901; the Circuit du Nord of 1902, in which alcohol fuel was used; the Paris-Vienna; the ill-fated Paris-Madrid; all colourfully described and recapturing the thrill and adventure of those early days. There is a chapter devoted to cameos of famous drivers of the day; another to a delightful set of reminiscences. The illustrations of the pioneer drivers and their cars and motorcycles, complete the story of a vital decade in the evolution of the petrol engine. There will be few readers who are not thrilled by the accounts of the events of more than half a century past, when racing was not confined to a closed circuit for a few hours, but between two points, hundreds of miles apart and separated by a road fraught with difficulties and countless hazards. The adventurous in spirit will agree with Charles Jarrott that his racing days were indeed the good old days; and with the publishers, that once again the stories of these races should be retold. **L.R.H.**

**THE MOTOR CYCLE SPECIALIST and
EVERYTHING FOR THE MOTOR CYCLIST**
ANGUS MOTOR CYCLES

A. S. HERBERT, M.I.M.I.

SERVICE
ACCESSORIES
REPAIRS
INSURANCE

STATION PARADE
Phone **SEVENOAKS 3338**
KENT

PART
EXCHANGED
H.P. TERMS
USED MACHINES

Main Agent and Spares Stockist for all the Leading Makes

ANGUS HERBERT offers all enthusiasts expert advice based on his 30 years experience of Racing and Competitions

Fully equipped workshops able to undertake all classes of repairs and to prepare machines for any event.

THE EDITOR'S CORRESPONDENCE

IN attempting to reply to Erwin Tragatsch ("The Battle Continues!"—November 'Bemsee'"), I feel like a man in a rowing boat armed with a peashooter waiting for a battleship to let fly with its 16 inch guns, for that's what I'm up against at the moment. The recent statement that D.K.W.'s are not racing in 1957, is a most powerful weapon to hand to my friendly and knowledgeable adversary. I understand, they are reported as saying that for the present at least, they cannot see any method of increasing the performance of their racing two-strokes. Let's look at this statement a little more closely though, and go back to the late 1930's.

D.K.W. were supporting racing then with some success, though their very fast 250 machines were supercharged in a way which would not be permitted now, in fact they were faster than many works 350 four-strokes though still rather prone to "cook". Even though these machines were successful, there is no doubt that at that time, D.W.K. could have said the same as they are saying now, namely, "we cannot, for the moment, see any method of making our machines any faster than they are" otherwise, obviously, they would have set-to and made them faster. I think it is likely that D.K.W. have spent much time on their existing designs during the past season, without improving them much and feel that this particular design has been developed as far as it can go. If I am any judge of the mechanics of the minds of men who "think" two-strokes constantly, I would hazard a guess that someone in the D.K.W. set-up is already roughing-out a few ideas for later on and, let us hope for the future and interest of the game, that something materialises. Erwin suggests that his firm has spent fabulous sums on their design and development work, but the D.K.W. statement mentioned that their budget for this work has always been limited, though I think it pretty obvious that they must have spent a considerable sum. One thing is certain, they can hold their heads high, for they have raced a type of engine they make, and have shown that they are competent to deal with matters affecting two-strokes, in all directions.

Erwin mentioned that a lot of firms are making two-strokes, but they race *four-strokes* for publicity purposes. How any firm can have the cheek to do this beats

me. It borders on the dishonest to my mind and it is tantamount to a firm handing out cake to show the excellence of their soap! Tragatsch says "why are so many clever men wasting their time with tuning two strokes instead of four-strokes." He refers to men whose knowledge of two-strokes is probably superior in a technical sense, to his own, and naturally, I am not included in this class. Why do they continue? Obviously they are aware of the snags and also of the easy and profitable path provided by the four-stroke engine. Surely it is quite clear why they pursue their investigations on the two-stroke engine; they are absorbed and interested by the problems, and if they advance one step while their counterparts on the four-strokes advance two, well, who cares? I have met some of these men and could listen to them for hours. How any man can say that he hates racing two-strokes after spending so long working with them is beyond me. I can quite understand a man who has had *nothing* to do with them expressing his dislike, but not the other way.

In my very small way I've had my share of worry and disappointment but I have always come back for more, and now, after the most infuriating and completely unsuccessful season one could imagine, I am keen to try some other plans, if my new job of work allows me the time. What does it matter if, in my ignorance, I pursue methods tried years ago without success. I agree that with me and other chaps it's a hobby and that commercial firms can't afford to play around without getting results; though I often wonder why British firms place such accent on the commercial and monetary importance of their efforts and then expect their riders to treat the matter as a sport and hobby; which may explain why Erwin thinks that one D.K.W. machine costs the same as running a whole team for a full season in England!

Regarding the reference to little British four-strokes at Kirkby Mallory and their superior performance, I would point out that it seems the best way to beat a 125 c.c. two-stroke is to employ a four-stroke of anything up to 200 c.c. but *never* less than 150 c.c. If there is a British 125 four-stroke capable of beating the average quick 125 two-stroke consistently,

I haven't yet seen it. This isn't trying to prove anything except the inaccuracy of the statement by Erwin. Certainly I shall be very pleased when some of the lovely little o.h.c.'s in this class get the bugs out of them. Generally speaking I think I can concede that Erwin Tragatsch has got the better of me in this particular skirmish. Nevertheless, I think he is doing a bad thing when he attempts to discourage people from having a crack at tuning and riding two-strokes. Irrespective of what happens in the commercial world and no doubt the black picture he has painted is substantially true, it is equally certain that a tolerably fast machine can be built-up for next to nothing by employing a sound standard two-stroke engine and what is more it can be run and maintained at very low cost.

After all, there are quite a lot of people, including myself, who just ride for fun and wouldn't achieve much, mounted on the very best. There are others, destined to do great things either in the saddle or in the workshop and I stick to my views that all can enjoy and, what is more, profit, by an association with the two-stroke even if only as a prelude to other things. Many will find a lasting interest in the type and in spite of the occasional denigrators who come and go, will continue to apply their time to its improvement. The snags are there all right and I think that they will be overcome. It is important I think, to look at this in a proper light. The four-strokes are in the ascendancy at the present time and whether this will always remain so is hard to say. I think the lubrication and overheating troubles of the really fast two-strokes will be eliminated. I am not too sure about the rather high fuel consumption, but the mechanical bothers which can beset the four-stroke if one is a bit unlucky, will pay for a good few gallons of petrol. We can't have it all ways and I feel that the day of the two-stroke is far from being done. Perhaps I give the impression that I am not keen on the four-stroke engine. This certainly isn't so and I'm as interested in them as the next man. To have a sympathy and attachment for the two-stroke is to have additional enjoyment and a further field of knowledge to explore. If people automatically chose the easier paths of investigation we wouldn't advance very far.

I am sorry that this reply to your contributor is not one which attempts to counter his technical observations, because what he says is of course quite correct, insofar as the history of the two-stroke is concerned. It is when he assumes that failures in the past automatically point to insoluble difficulties in the future that our opinions must diverge. It has been most interesting to read Erwin's views and gain an insight into his efforts and associations with the two-stroke. There is little I can add to what I have said before and I hope to have the opportunity of meeting him soon. I must hope that Bemsee members have not been bored with our discussion.

A. E. Rose.

I READ with some amusement Erwin Tragatsch's puzzled reference to me in November "Bemsee." He is concerned firstly about my opinion on his two versus four-stroke racing engine controversy, and secondly about the possibility that I am under the influence (technically) of a gentleman whom he describes as my "former associate, Mr. Carter, who was an ardent two-stroke enthusiast."

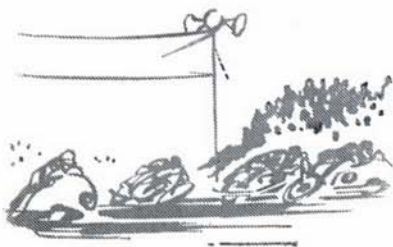
With your permission Mr. Editor, I should like to make Erwin Tragatsch this offer:— If he will satisfy me (in your correspondence columns) as to his knowledge of "Mr. Carter," I shall be delighted to satisfy him as to my opinion on the other point.

Finally, his reference to my "battle for alcohol" is (possibly unintentionally) misleading, as it infers that I am an advocate of compulsory alcohol in racing. This just is not true, and at no time have I suggested it. The "Battle," to use his term, is simply for *complete freedom* for riders to use whatever (and I mean whatever) fuel, or mixture, they wish. The compulsion comes from the "petrol only" school, who in spite of my many challenges, have never been able to produce justification unconnected with technical ignorance, or financial interest, or sheer selfishness.
London, S.E.1⁹ L. W. E. Hartley.

race-proved ***for road service***

From DUNLOP road and track experience, their constant success in the sporting field, comes the finest range of tyres for everyday motor cycling—tyres which set new high standards of safety, comfort and economy.

Line up with winning race riders and the majority of British motor cycle manufacturers ... their choice is Dunlop, too!



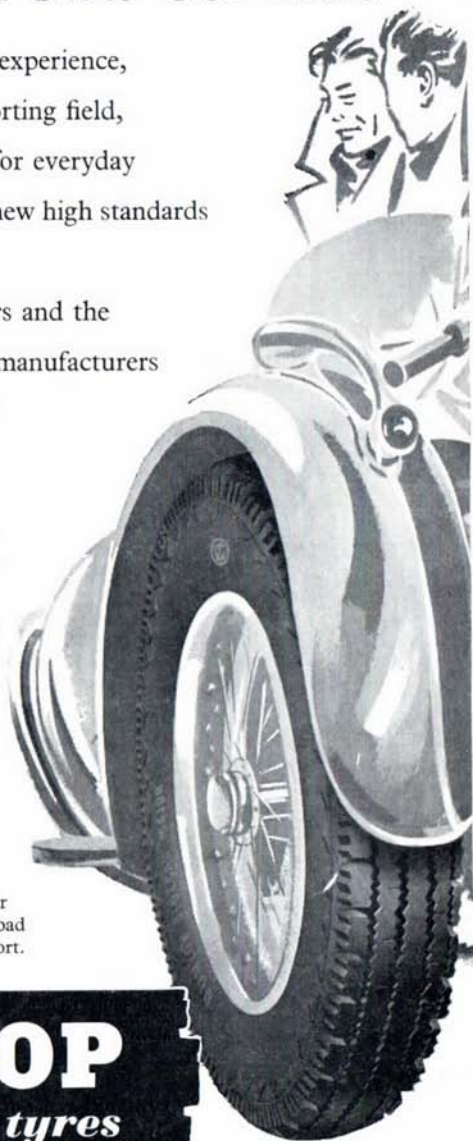
THE BEST "COMBINATION" FOR COMBINATION OUTFITS

The Dunlop "SIDE CAR MAJOR" not only effectively meets the additional stresses imposed by combination outfits: it is specially designed for 3-way interchangeability. Choose this car-type tyre for maximum mileage, maximum grip on all road surfaces, greatest possible safety and comfort.

DUNLOP

motor cycle tyres

First choice of the first-class rider!



ARCHERS of ALDERSHOT

Offer a complete service for the motor cyclist
built on years of real practical experience

Sales and Service for . . .

ARIEL - MATCHLESS - TRIUMPH - NORTON - PANTHER
VELOCETTE - JAMES - NORMAN - AUSTIN - MORRIS - ROVER

CAN WE HELP YOU ?

ARCHERS THE RIDER AGENTS
VICTORIA ROAD, ALDERSHOT Phone 323
IN THE TRADE SINCE 1902.



A UNIQUE SERVICE FOR SPORTSMEN! BRYANT'S (THE DEALER- T.T. ENTRANT)

Entrant of Twenty Replica Winning Machines
in 1937-39, 1947-8-9 and 1951-54 Junior and Senior
T.T. Races, who has supported the T.T. from
1937 to 1954 inclusive.

FOR ALL MAKES AND TYPES OF MOTOR
CYCLES FOR— RACING, TRIALS, SCRAMBLES
AND TOURING MODELS.

AGENTS FOR

A.J.S., Ariel, B.S.A., Douglas, Vespa,
Excelsior, Francis - Barnett, James,
Matchless, Norton, Panther, Royal
Enfield, Sunbeam, Triumph, Velocette,
Vincent Motorcycles. Also Watsonian,
Swallow, Canterbury and Blacknell
Sidecars.

Specialists in
**PART EXCHANGE
HIRE PURCHASE
and
PERSONAL SERVICE**

BRYANT'S
"THE RIDER AGENTS"

The Sportsman's Specialists
25 - 27 & 72 - 74 SHORTMEAD STREET
Biggleswade, Beds.

*Phone:
Biggleswade
3108

1956 OUT !

1957 IN !

SUBSCRIPTIONS PLEASE
TO THE
SECRETARY

AT

34, PARADISE ROAD, RICHMOND,
SURREY.

PINKS
OF HARROW

The COMPLETE
Motorcycle Service

New machines — Main Agents for all
Leading Makes.

Large stocks of first-class used machines.
Three Months Full Guarantee.

Accessories, Spares, Clothing, large
stocks at the keenest prices.

MOTORCYCLES WANTED

REALLY GOOD PRICES PAID FOR MACHINES
IN REALLY GOOD CONDITION

STATION ROAD, HARROW, MIDDX.
Tel : HAR 0044/5 HAR 3328 SPARES & ACCS.



Proved Reliability!



LUCAS

1956 SUCCESSES

**WORLD SOLO
SPEED RECORD
WORLD SIDECAR
SPEED RECORD**


**WORLD 500 c.c.
CHAMPIONSHIP**

**EUROPEAN MOTO CROSS
CHAMPIONSHIP**

Isle of Man T.T. Dutch T.T. Belgian G.P.
Swedish G.P. German G.P. Ulster G.P.
Italian G.P.

Moto Cross Des Nations
Scottish Six Days

QUALITY EQUIPMENT



Lucas Quality is assured by scientific research, development and proving in all parts of the world. The great resources of highly specialised knowledge and experience together with modern manufacturing techniques, ensure products of a very high standard of efficiency and dependability. Truly leadership by achievement.

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND

The Borough Press (Swindon) Ltd.