



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 4. APRIL, 1957 ONE SHILLING



Women in the sport? Well, this lady seems to succeed.
Miss Inge Stoll with Jacques Drion and the big B.M.W.

[Photo: G. E. Hicken]

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“CLUB DAY”

at

CRYSTAL PALACE CIRCUIT

(Entries close—20th April, 1957)



Bemsee

Vol. 10. No. 4. APRIL, 1957

EDITOR :
P. F. WRIGHT

THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT : The Marquis Camden, J.P.

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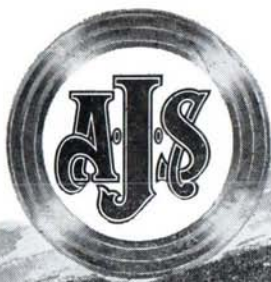
OUTLOOK BRIGHTER !

WE ARE all pleased to note how the fuel situation would seem to be brightening, and no doubt, as the opening months of this year's racing season approach, things will become much better in this respect; at least we sincerely hope that they do. It is an amazing fact, but our lads seem to find just that drop of "juice" that is needed when the time comes for racing to begin, and in the next few weeks ahead, we shall be starting-out on the 1957 sporting year, and we feel that all our familiar friends and known faces will be around once more at the meetings.

While mentioning fuel, it would seem an appropriate time now, to close the doors to the winter-long discussion that has been raging in our correspondence columns, on this topic. We have a number of "parting-shots" on the subject in this issue, but with the coming racing season just round the corner, it is time to consider other matters, especially the Island races in June.

The "Golden Jubilee T.T." in the first week of June will be a memorable occasion, and "*Bemsee*" magazine will do its best to mark the events with a special enlarged issue. We have several ideas in mind; one being that our celebration issue will be that of next month, May; as we feel that readers would like to have their copies a little early, than during the first week in June when they will, in all probability, be away in the Island.

Closing-date for contributions—14th of each month



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DOUBLE KNOCKER SAYS . . .

J. A. Winfield. Once more it is a great pleasure to offer congratulations to a member upon the occasion of his marriage. By the time you read this, he will have taken the plunge and will be well and truly wedded. I am sure everyone will join with me in wishing both his bride and himself, lifelong health and happiness. And I do hope this matrimonial business will not stop him racing!

E. N. Millar. Our U.S.A. members seem to be well to the fore in this column just now, which is a good thing. I hasten to say, Norman Millar is a very kind soul. Each year he cables us the results of Daytona immediately after the meeting. This year was no exception and one morning, someone in the office had a harrowing five minutes on the telephone while the cable company passed the message on. This year's results do not seem too bad from our point of view. It was a pity we did not win the "200 Miler", of course, but it seems the Gold Star B.S.A.s are practically level-pegging with the factory Harleys, as regards performance. Anyway, many thanks to Norman for the kind thought. Long may the Club flourish on the other side of the Atlantic.

R. J. Harrison. Had a long and very interesting letter from this member recently. Until last year he rode a 500 Norton at our meetings, but was absent from the scene during 1956, because his job (he is a Flight Engineer with Hunting Aerosurveys) kept him overseas for the twelve-month. He got around the Northern Hemisphere pretty well too. First, off to Accra in the Gold Coast (apologies—Ghana), then to Norway and the North Pole, and after that to Baghdad and later Syria. He had a hectic time in the last-named country due to the anti-British antics caused by the Suez crisis. Eventually he, along with the fellow-members of his crew,

were confined to their hotel (a good thing from their point of view apparently, as there was rioting going on in the streets) and then given twenty-four hours to leave the country. Their aircraft, a Percival Prince, had been seized by the Syrians, but was handed back, damaged, and they still had to be out within twenty-four hours! They did it—just, making for Turkey. It would appear from this that not all Bemsee members have their thrills confined to race tracks. Member Harrison will be in this country for the current season, he tells me, and is looking forward to some long overdue racing. Here is the best of good fortune to him.

M. Henderson. Yes, I am now quite sure that all you members are the best of the best. Take the letter which came in the other day from this member. He should be no stranger to you, because for the past two seasons, he has raced one of those beautiful British 250 Specials—he called it the "Norvel", and a lovely job it was too. Owing to pressure of work he has had to sell it and give up active racing. In doing so he has asked me to pass on in these pages, his sincere thanks to all those people who have helped him in so many different ways during his racing career. I do so, here and now, with the greatest of pleasure, and in our turn I feel we would wish him all the best for the future. By the way, a new member, D. F. Shorer, now has the "Norvel". It will be interesting to see how it goes in the hands of its new jockey.

That Clubman's Race! This is not a second instalment on last month's piece on the subject. I just want to say that I hope members will put pen to paper and write to the Editor about it. If fuels can cause you to wax so eloquent, then I am sure a topic like this can, as well. So far, I think only one letter has been received.

BENEVOLENT FUND

Donations have been received from the following: W. Maddrick, F. J. Poingdestre, A. E. Clarke, H. W. E. Fruin, L. A. Sherman, B. E. Amphlett, A. A. Williams, D. Rose, C. O. Watson, J. E. Thomas, N. Taylor, R. J. Harrison and the Middlesex/Surrey Group.

A-C.U. NOTE

Boulet Bay National Open Hill Climb. Owing to the visit of Her Majesty the Queen to Jersey on July 25th next, it has been necessary to amend the date for the Boulet Bay Hill Climb, which will now be held on Thursday, July 18th.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

HAVE YOU PAID YOUR SUB.?
GOOD SHOW, BECAUSE IF YOU ARE NOT RACING AT THE 'PALACE' ON MAY 18th, YOU CAN HELP WITH THE 'MARSHAL PLAN'.

* * *

It will be good to get started again, and as anyone can get to the Crystal Palace by train or bus, the petrol saved can be kept for some future occasion. This extra meeting is all in one day, with practice in the morning and racing in the afternoon. Write to me at 153, Reigate Avenue, Sutton, Surrey, if you can give a hand. Thanks!

* * *

Another A.G.M. has come and gone with an attendance above average. It was good to have our President, the Marquis Camden, sitting with the lads on the Committee table, especially when we reached on the agenda, our old pal "other business." Many interesting items went into the Minute Book for further reference. Our old friend "Barry" was missed by everyone present and I think it is the first A.G.M. he has not attended since pre World War I days. On a brighter note, Cliff Lewis was the recipient of much good-natured chaff about his recent engagement.

* * *

Oak trees from acorns! The possibility of returning the 125 and 250 classes to the proper T.T. course is to be discussed in the I.O.M. next June. This is good news, but why not include three-wheelers in the discussion? We can then run the 125/250 races together in the morning and the "tricycles" in the afternoon (or vice versa). The race for the three-wheelers could be a great success with, say, twenty-five or more vehicles, circulating at minute intervals.

* * *

On June 7th, 1957, which is the "Jubilee" Senior T.T. day, prepare to witness something unique. Past T.T. winners riding part of a lap, and Eric Oliver doing a full lap of honour. If any of our members deserve a special pat on the back, it is Eric Oliver, who has put up such a fine show on two and three

wheels, especially the latter, since the war. All we need to complete a perfect "Jubilee" T.T. week is fine weather, with H.R.H. Prince Philip coming over to see the spectacle and present the trophies. I have never forgotten the time when H.R.H. the late Duke of Kent went over for the 21st birthday of the T.T. What a welcome!

* * *

Don't forget to wear your lapel badges on every sporting occasion. It all helps with the publicity and, goodness knows, we require a lot of it. The badge also serves as an introduction to your fellow members. The new boy will find that his emblem will enable him to chat quite freely with the famous people who belong to Bemsee. Without exception they will be only too glad to help a youngster who is willing to listen and learn something. The beginner will find himself in a coalition of unique clubmen who know quite a lot about speed on two or three wheels.

* * *

Someone has suggested that our little magazine could be brighter. Fair enough, but saying it and doing it are two different things. In my small way, I've been writing for club publications for over thirty years, and rarely do I come across anyone who is prepared to contribute something which will make life a bit easier for the Editor. We are not professionals with big resources behind us. It is done for the Club, and any member who can send something to help, is invited to do so, regularly or otherwise. Have a go! Our last issue wasn't so bad, or was it?

* * *

To any regular correspondents and those good souls who enjoy a discussion on "lots of pots", may I remind them about all the millions of pounds which have been spent on getting explosive vapours into cylinders, burning them and getting the gases out again. There is a limit to the number of cylinders in relation to the cubic-capacity as any back-room boy knows. These gentlemen will also tell you that there is plenty of scope for improvement with the methods

being used for induction and exhaust, regardless of the number of cylinders. One very famous Development Engineer only recently told me quite a lot about the limitations placed on power-output by poppet valves and gear, to work these "unmechanical marvels".

* * *

With regard to the many kinds of fuels, I am quite open-minded on the subject, but the thought of using something produced at home has become an item of paramount importance to all of us. Surely the "oil barons" can see the red light and come to some amicable

arrangement whereby benzole or alcohol can be blended with petrol and made available to everyone. Cubic-capacity should be the only ruling factor, so that the boys can experiment with any kind of fuel, if they so desire.

The dates provisionally fixed for our 1957 commitments are given in this month's journal. Put them in your diary and also get ready for the Crystal Palace meeting on May 18th. Many of you will be very active at other venues at Easter, so keep the crossed Jacks to the fore as usual. It doesn't matter if the badges are at the back, so long as they are in front.

NEWS FROM THE R. A. C.

MOTOR SPORT 1957

THE 1957 edition of the Royal Automobile Club's Motor Sport Year Book and Fixture List is bigger and better than ever. There are forty-eight extra pages and the size has been enlarged to 4½ ins. by 5½ ins. in order to include many additional features.

Specially designed to meet the need of keen enthusiasts and active motor sport followers and competitors, for a compact, easily-consulted reference book, it costs a nimble half-crown with postage 4d. extra.

The comprehensive information contained in its 236 pages include a complete calendar of 1957 international, national and local motor sport events of every description.


LEGAL LAUGHS

MILK and beer were the downfall of two R.A.C. members who called upon the services of the Club's Legal Department during 1956. The serious and sometimes tragic consequences of the majority of road accidents reaching the R.A.C. are occasionally leavened with humorous episodes which still do not affect the validity of a perfectly just and reasonable claim. Beer, for instance, brought disaster to the motor-cyclist suddenly faced with fifteen bounding barrels which had fallen from the dray in front of him. It was a case of "one too many." He successfully negotiated fourteen of them but was brought down by the fifteenth! Rather like the "House that Jack built" was the case of a

motorist who skidded on the oil that dropped from the sump of the van that mounted the milk churn that dropped from the lorry. Other members came to grief on banana boxes, biscuit tins, barbed wire, slippery lime, glue and varnish. One really found himself in a jam—strawberry jam! But the two principal candidates for the "Believe It or Not" award were the motorist who encountered a flying bicycle shed during a gale and the other who parked in the forecourt of a cafe where a goat was tethered. "Billy" saw his reflection in the gloss of the car's coachwork and charged. The cafe proprietor was also charged—with the repair account.

EXPERIMENT

FOLLOWING consultations with the R.A.C. and the A.A., the Minister of Transport has decided to experiment with a new pattern of road markings for the guidance of drivers. The continuous white line now used at bends, humps and dips in the road will be replaced experimentally on two trunk roads by a system of double or paired white lines, including lengths of broken line. The rule will be that if the white line nearer to the driver, when he is driving on his proper side of the road is continuous, the wheels of his car must not cross that line; if the white line nearer to him is a broken line, he may use his own judgment and cross if he can see the road is clear. The roads on which the experiment is being carried out are the London-Folkestone-Dover Road (A.20 and A.259) and the London-Portsmouth Road (A.3). The R.A.C. has erected traffic signs on the A.20 road to draw the attention of motorists to the new road markings.



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AREA NEWS SURREY AND MIDDLESEX

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

FOR YOUR support during the winter months, many thanks. We have managed to pay all expenses and contribute ten pounds to our Benevolent Fund. My thanks are due to Messrs. Ransome and Rose who helped behind the scenes. The Kent and Essex types also deserve a mention for coming along to the "Prince of Wales". We are taking a break until October, when all kinds of things will be resumed; films, quizzes, debates, a stag-party, competitions, and any other diabolical ideas, will be given a trial.

It would not be fair to conclude without thanking the Technical Pressmen, the owners of the films and Mr. Clare for their genuine efforts to brighten-up a drab winter. Now for the racing season! Don't forget to help the Club with its publicity campaign.

JOCKEY AVAILABLE

A RECENT note from Eric Hardy tells us that he is earnestly seeking a ride in this year's T.T., on either light-weights or the bigger jobs if need be. He has ridden in seventeen T.T.s. and has been racing in this country and on the Continent for over ten years. If any entrant is looking for such a rider, then Eric would very much like to hear from him as soon as possible; and he can be contacted at his address: E. V. C. Hardy, 9/11, Hamstead Road, Handsworth, Birmingham 19.

A LITTLE EARLIER

THOSE who look on our leader-page, at the lower end, will note that we have advanced our closing-date for contributions by two days in an effort to speed up the business of getting the magazine out on time, that is, the first day of each month. Contributions sent to head office or direct to the Editor, have to be sorted, checked and marked-up for the proof-printing process; are returned to the Editor for proof-reading; and passed back to the printer for the final issue; so that an early receipt of your reports is much appreciated. "Area News" reporters are requested to especially note these remarks, as it is usually vitally important that we get their bits in, to make certain of sufficient publicity for their meetings.

ANNUAL GENERAL MEETING

THE Annual General Meeting of the Club, preceded by that of the Company, took place at the R.A.C. in London on Friday, March 1st, 1957. Our President, the Marquis Camden, took the Chair. There were present, two of the three Vice-Presidents, all the members except one, of the General Committee, and thirty-three members. Most unfortunately, "Barry" was not able to come, as his sister had met with a serious accident the day before. The meeting unanimously expressed its deep sympathy, and a letter conveying these feelings was sent to him. Mr. J. D. Ferguson was also present to report upon the accounts. Business was fairly brisk. The Vice-Presidents were re-elected en bloc. The "Les Graham Memorial" and Benevolent Fund accounts were approved. The vacancies on the Committee were filled by the re-election of Messrs. L. S. Cheeseright and A. L. Huxley. "Other business" brought forward a number of points from several speakers upon such subjects as the improvement of the magazine, acceptance of entries in the Club's race meetings, distribution of regulations, and handicap events. The meeting concluded at 8.45 p.m. with a hearty vote of thanks to the Marquis Camden for coming to the Meeting.

I have been asked by "Barry" to convey, through the medium of the magazine, his sincerest thanks to the President, Committee and members of the Club for re-electing him a Vice-President again. He feels it a great privilege to fulfil this office and says how very much he will always have the Club's interests closest to him.

He would also like to thank you all for the kind expression of sympathy on his sister's accident, and which they both appreciate most deeply. He confirms, incidentally, that the recent A.G.M. was the first he had ever missed.

"CLIP-ON" BARS

WE understand that Messrs. Myers Motors of London, S.E.23, have for delivery, "clip-on" handlebars suitable for all types of machine. These can be had finished in black or chrome, and are priced at £2 2s. or £2 10s. respectively. A discount is offered, if ordered through the Club. If any member is interested, will he please get in touch with the Office,

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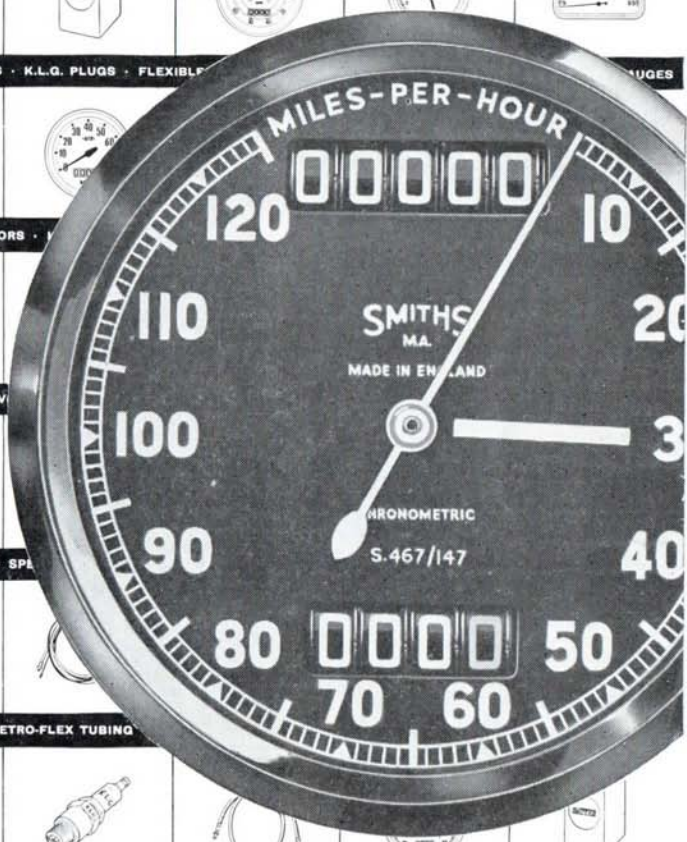
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NEW BOOKS

RILEY MAINTENANCE MANUAL 1930-1956—35/-

Compiled by : S. V. Haddleton

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

THIS BOOK carries the stamp of authority, for the author, S. V. Haddleton, was Publicity Manager of the old Riley Company for ten years, Editor of the "*Riley Record*" for eleven years, and for the past seventeen years has been the Press Officer of the Riley Club.

Information concerning many of the pre-war Rileys is scarce; instruction books are rarities; so the owner of a Riley some twenty years old will welcome the appearance of this very comprehensive maintenance manual. It should be borne in mind that the book is a maintenance manual and not an ambitious attempt to produce an omnibus instruction book covering all the models manufactured between 1930 and 1956. As a work of reference it is without equal and will prove to be invaluable to the Riley enthusiast who carries out his own maintenance and repairs, irrespective of whether he owns one of those wonderful little "nines" of the early 'thirties, or a sleek post-war model.

As already mentioned, the book covers the period 1930-56, and sensibly devotes a chapter to each unit of the car. Thus, engines are dealt with collectively and comprehensively in one chapter, the differences between certain types being clearly explained. Similar treatment is given to transmission, suspension systems, etc. In this way the whole mechanism of the car has been comprehensively covered, even to the extent of including such auxiliaries as magnetos, carburettors, and electrical equipment.

For a book of this nature to be a complete success, an adequate number of illustrations must be provided. They are not lacking, there is a profusion of them,

photographs and drawings, and many of them will be of great help to the owner of an elderly Riley. Some of these illustrations are obviously rare and old, which accounts for their slightly faded look.

At the front of the Manual are two important chapters, one devoted to identification, which explains the mysteries of code numbers and names such as MAC13/1025—it means 2½ litre, 4-door Saloon, painted in red cellulose, fitted right-hand drive and made for the home market; car number 1025—and one devoted to data, data about engine dimensions, valve timings, power outputs and the like.

In an introduction the author records some interesting facts about Riley history, and a reminder of the proud Riley record in competitions.

A maintenance manual of this nature must obviously include a number of odd items which are not engine, transmission or chassis. These have been collected into "Miscellaneous" and encompass such items as special tools, tyres and body-work, and are followed by a set of wiring diagrams covering pre-war period 1930-39, and the post-war period 1946-56.

Throughout the various chapters are valuable hints and tips known, perhaps, to some, but not many later-day enthusiasts. The following is an example: "If the car is to be towed with the back wheels on the ground, top gear must be selected and engaged. If this is not done, then the oil pump inside the gearbox will not be operating."

Obviously, a book which every Riley owner needs!

L.R.H.

MUTUAL AID

For Sale. Racing Leathers, excellent condition, unmarked. 5' 10". Chest 38"-40". £12 o.n.o.—R. C. Weyman, 14, Hastings Way, Croxley Green, Rickmansworth, Herts.

For Sale. 1938 Bedford Transporter,

30 cwt., complete with loading-ramp and beds. Very good condition. Ready for the season. Would sell, or exchange for small car or bike, cash either way. (See below.)

Wanted. Square motor, 350 or 500, for Manx Norton.—H. Morrough, 86, Sydney Street, Chelsea, S.W.3.

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THE EDITOR'S CORRESPONDENCE

(Views expressed in readers' letters are those only of their writers and are not necessarily endorsed by the Club or the Editor.)

THE article by Mr. Bayley (March "Bemsee") brought to mind something which seems to have escaped many people's minds since the withdrawal of works' support in this country; the rather overwhelming statement he makes that, "The object of motor-cycle racing is to produce machines of certain fixed engine sizes which are the fastest than can be built." He seems to have overlooked the most important point, that motor-cycle racing is primarily a sport for the enjoyment and thrill which it gives to the rider.

I am well aware that it is considered by some riders as a living, but the riders who are capable of making a living from racing motor-cycles can be counted on the fingers of both hands.

May I say what a breath of fresh air Mr. Roland Pike's letter was (March issue). I couldn't agree more with his statements concerning types of fuel.

As I am directly interested in clubmans' events, I have read with great interest the theories put forward in the press, and everyone seems intent on abolishing the present form of machine. Now why not form another class and nominate it as a touring class for standard models, but promote the present Clubmans' type machinery to sports class? Both classes could come under Clubmans' events, as sections "A" and "B". It works very well in motor-racing, and Britain holds an excellent position in the sports class, as indeed they could with motor-cycles.

Chesham.

Brian Dunn.

I FEEL that the Clubmans' races have never met the needs of the Clubmen fully, or really achieved what many hoped they would, for a very simple reason: They tried to do two things at once, always a very difficult problem. Provide a race for aspiring Manx and T.T. riders and secondly a race between man makes of a standard production machine.

It is now a matter of history that the Clubmans' races although providing some good racing and acting as a rather difficult introduction to the I.O.M. course for some excellent riders, failed to capture the imagination of the public

or gain much support from the manufacturers. On the debit side there were too many accidents and the races (in a few years) developed a new breed of motor-cycle in some factories; so-called "Clubmen's" machines, usually thinly disguised second-rate racers, and sometimes outright production machines, tuned up.

My suggestions are to divide these two opposing ideas, and maybe if the A.C.U. do one thing at a time they might succeed?

Firstly, a race for Clubmen or novice riders, and I don't really think there is a place for this race in T.T. week or even in the I.O.M., but if they *must* have a beginners' race I think a third race in Manx week would be better. Then for these "Clubmen" riders, what better to learn on than real racing machines, no limits to the specification; giving them the real riding position, the "pukka" brakes and steering, close-ratio gears—the lot! Would it be too dangerous? Well, it might be safer than going at racing speeds on bikes that have inferior brakes and unsuitable riding positions, and steering spoilt by carrying lights and heavy dynamos, etc., safety ruined by silencers grounding, to say nothing of frames and chaincases. The matter of safety might be tackled by the riders themselves if they were given the sort of advice before they started practising, that my brother and I received from Ken Bills and Wilf Harding! If it is considered that speeds would be too high, a formula could be worked out to give the size for a plate of, say, 1/16th inch thickness, to be interposed between carburettor and engine. I should think that a hole calculated to reduce power by, say, 10 to 15 per cent would just take the rough edge off the performance, but I would sooner see no holds barred.

Then, secondly, a race for the production type machines; and surely the thing to do, if and when they can agree on a suitable specification for a production racer, is to hand these machines over to the best riders, who will have the most experience to deal with this sort of thing. If this type of race proved popular and appealed to the spectators and the riders, it might well be that the other countries

would be glad to put on similar races. The Italians would, I believe, welcome such a move. For the first few years' series it would be very open and interesting racing, but inevitably the rules would either be worked round or a new breed of "standard" machine would evolve, getting us roughly back to where we are now.

Olton, Warks.

Roland H. Pike.

MR. HARTLEY states (February "*Bemsee*") that my attitude is "selfish, short-sighted, and dog-in-the-manger," and that my arguments lack consistency, and are transparently inaccurate. I should have thought it incumbent on Mr. Hartley to justify these accusations, but he makes no attempt to specify which statements he considers to be deserving of these descriptions.

There is very little of his letter to comment on, but I would like an explanation of his view that it is unsporting to race under the present regulation, or that it is preventing progress, or eliminating competition. I have seen some very competitive races this season on petrol. When Mr. Hartley exhorts us to regard racing as something bigger, I can only conclude that he wishes the racing to be run on "Formula Libre" lines.

Whilst discussing inaccuracies, the statement that alcohol fuels only cost 1s. 7d. per gallon more than Premium Grade pump petrol is worth investigation. Although Mr. Hartley may be selling alcohol fuel at the price he mentions, I have paid much more than this for supplies of "Jungle Juice". Even more important, this proposed "freedom" would allow such substances as nitromethane, which would probably cost about 30s. per pint.

The expense of T.T. replica machines and works specials is a subject I would be prepared to discuss, but not in relation to this matter of the fuels, since it would prove to be a red herring. In passing, I will point out that if there was complete freedom in choice of fuels there would still be the same problem of replica machinery and works' specials.

Now to deal with Mr. Higgins' letter (February issue). Firstly, he challenges my statement that it is perfectly natural for riders to consider how they may best enjoy their sport and to do so as inexpensively as possible. He considers that

the riders are not allowed to look after their interests in this manner, and the reason he gives is that they are prevented from using the more expensive alcohol fuels. How this in any way prejudices their best interests I cannot imagine. This is one type of "Prohibition" that I am in favour of completely.

Cleveland Discol is an excellent fuel sold at reasonable price, in this I would agree; my only objection being that it is not so readily available as the other Premium Grade petrols.

Mr. Higgins inquires if the "Dope Freaks" would be any more freakish than the "V-8", Moto Guzzi, or Gilera "Four". The machinery would hardly be less freakish and, add to this, freak fuels, and you have a set-up which is completely divorced from normal road-going machinery; so the answer can fairly be given as "Yes."

I fully realise that my 350 is not producing the power of one of the works' machines, and I have pointed out, that by allowing the works' bikes (with the oil companies' backing) to use specially-prepared and highly-expensive fuels, we should be increasing the gap between the private-owner and the "Leader Board." Mr. Higgins is wildly inaccurate in his statement that my 350 has a performance equal to an Italian works' 125. For his benefit, I have confirmed that the highest b.h.p. figure claimed by any of the Italian factories is 18 b.h.p. for the 125 Gilera "Twin." My engine gives 31.2 b.h.p. on the brake.

In a recently published article Bob Mitchell, the Australian Sidecar Champion, makes the following observation: "The petrol racing question has long been argued, and with overseas influence creeping in, the day may be in sight when all concerned may see the sense in the arguments in favour of petrol." Dope addicts please note that this is from a country where alcohol fuels have been used regularly in their race meetings for several years.

I would reduce my argument in favour of the present regulation, to the following: Greater availability of petrol at the pump, together with lower price, better economy, and above these, the closer competition on petrol between the "Leader Board" and that impecunious enthusiast usually referred to as the "Private Owner."

Letchworth.

J. T. Griffiths.

I SEEM to be the main target in Mr. Roland Pike's letter in March "Bemsee". In no part of this, however, does he produce any justification for denying the right of every rider to choose what fuel he uses in his own machine—as is done by the present restrictive fuel regulation. If objection to this (or to any other) form of dictation constitutes "living in the past" (of which Mr. Pike accuses me) then, I am most guilty!

To clear up a possible misunderstanding, I have never advocated compulsory alcohol—only **complete freedom** of choice of fuel for all competitors.

Finally, his mention of power production and horror of C.R.s in the region of 12/14 to 1, is merely (though I am sure

not consciously) a reiteration of views which I put forward in correspondence, articles and practice over twenty-five years ago. He falls into the common trap, however, of indissolubly associating alcohol (and similar) fuels with ultra-high C.R.s.

To Mr. Tragatsch my apologies for unintentional suspense. The "Mr. Carter" to whom he referred in February "Bemsee" is unknown to me. The interest of the gentleman of that name with whom I was at one time associated, was purely financial, and ceased some thirty years ago.

London, S.E.18. **L. W. E. Hartley.**

(This correspondence is now closed—Ed.)

NEW MEMBERS

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M. R. Hancock	W. F. J. Holley	T. E. Hubbuck	J. R. Hudson
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A. J. Wilson	H. Worgan	D. E. J. Wort	G. M. Cooper
D. F. Shorey	B. N. Ryerson	R. M. Ascott	D. Williams
K. H. Draper	L. L. Vale-Onslow		

. . . . OF MANY THINGS!

YOUR remarks on 'subs' are rather terse, if you don't mind I'll say in verse.
 "Your Budget must be rather slick,
 the sight of money makes me sick."
 Most pound notes are shaded green,
 like greasy soup in a hot tureen,
 (The last ones were that I had seen,
 I wonder when that might have been?)
 But money now is not much use,
 Except for buying "Jungle-Juse."
 I really want to send you some,
 but on this point I'm rather glum,
 be'cos I just ain't got none, Chum!

To get a racing man to write,
 you seem to try with all your might,
 yet on old times, he'll talk all night.
 To raise the pen he has no yen,
 This is so true of many men,
 So why not ask their women-folk,
 to lift the quill and make a stroke,
 And write about their sorry plight,
 of men who talk all thro' the night,
 of cams and curves, 'til daybreak's light,
 The result of this I'd like to see,
 as long as they don't write of me,
 So please don't tell them who wrote this,
 Then nothing can go far amiss.

ANON.

ARE YOU INTERESTED?

ANOTHER offer of assistance, this time in connection with the "Golden Jubilee T.T.", has been received from member E. Ellis of Brighton. He says he will be going over to the Island for the whole fortnight and would be prepared to act as mechanic or general-help to any "racer" in need. He also has a 10cwt. Ford van which he is taking with him and which could be used for transport, etc. If any member wishes to take advantage of Mr. Ellis's offer they should contact the Secretary or Mr. Ellis direct at: 89 Midhurst Rise, Patcham, Brighton, Sussex.

JOE CRAIG

A VERY sad loss to all of us, was the untimely death of Joe Craig, who died of heart failure in Austria, while on holiday with his wife, who is reported to have been severely injured in the resulting car accident.

The names of Joe Craig, Nortons, and the British motor-cycle racing world will forever be linked; indeed, one may say

that rightly, this man, more so than perhaps any other, brought forth the world-renowned tradition of the Norton racing motor-cycle, and the wonderful series of successes that it has achieved.

For the better part of two-thirds of his life-time (he was 60 years of age), he associated himself whole-heartedly with our sport as a racer, mechanic, and latterly as the famous team-manager of the Norton works' team. He was for a period, a member of the Club and in his way looked after several other of our members who were with the factory team each year. He made his T.T. debut in the Senior Race in 1924 and became one of the official Norton team in 1925. In 1929 he moved to Nortons permanently and stayed with them until 1954 (apart from the war-time period and just after), whereupon he retired.

Joe Craig will always remain in our memories as one of the great names of the sport, and we send our sympathy to his widow, sons and daughters in their sad loss.

P.F.W.



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- (a) The badge and key are issued on loan and remain the property of the R.A.C. and must be returned without refund immediately the holder ceases to be an Associate Member of the R.A.C.;
- (b) The R.A.C. reserves the right to require the return of the badge and/or key at any time;
- (c) The Associate Member to whom the badge and key is issued undertakes not to part with it to any other person.

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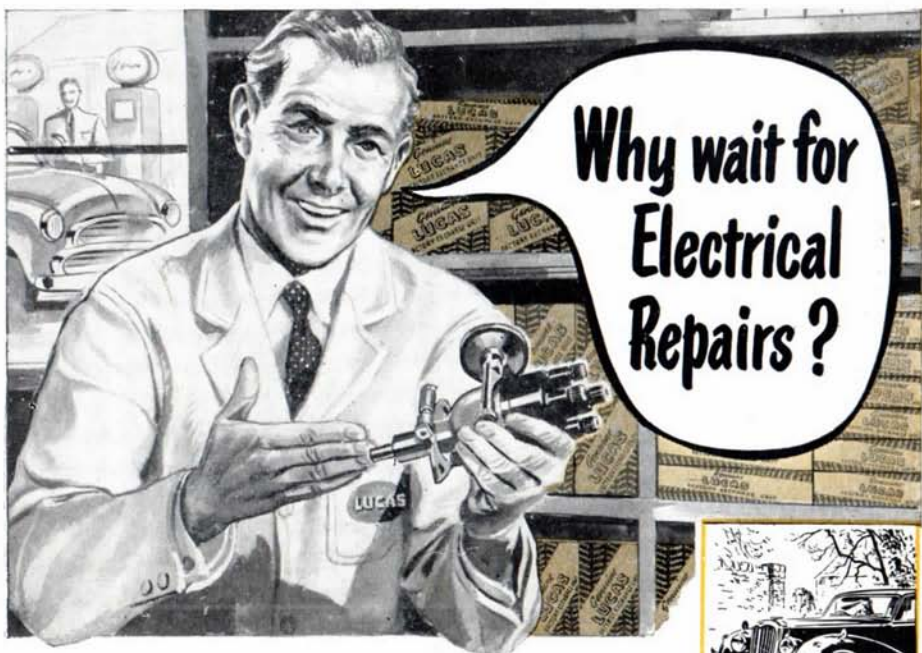
Bemsee's 1957 dates

(PROVISIONAL)

MAY 18th	—	“ CLUB DAY ”
JULY 6th	—	“TROPHY DAY”
AUGUST 3rd	—	OULTON PARK
AUGUST 17th	—	CRYSTAL PALACE
AUGUST 31st	—	SHELSLEY WALSH HILL CLIMB
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