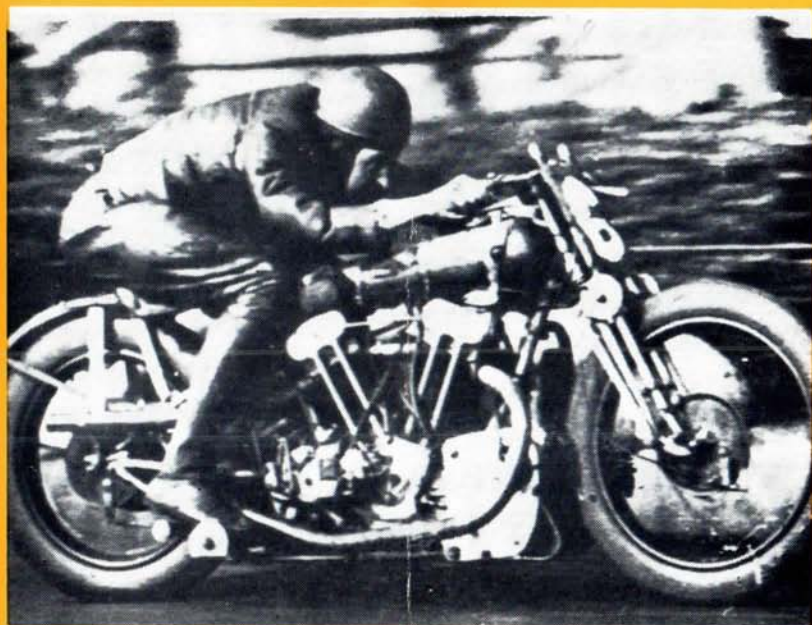




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 2. FEBRUARY, 1957. ONE SHILLING



Barry going it! 112 m.p.h. on the supercharged Brough and chair. Brighton Speed Trials 1932.

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SUBSCRIPTIONS

Last month I drew your attention to the fact that subscriptions for 1957 were due. They are now overdue. I would remind you that Club Rule No. 6 quite clearly states that subscriptions are due on 1st January. I am asking you, therefore, to let me have that £2.2s. at once. Failure to pay it now will involve the Club in extra expense, as well as extra trouble.

Secretary.

Bemsee

Vol. 10. No. 2. FEBRUARY, 1957.

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.

VITAL JUICE

IN ALL of our minds at the present time there must be the question of the forthcoming season's race meetings and the problematical fuel situation; the outcome of which at present seems to be somewhat clouded over. Whatever meetings are due to be run on our mainland, the T.T. in the Island must be causing more worry than most, and the A-C.U. has already approached the Manx Government with a view to the authorities there being able to guarantee enough fuel to run the necessary practising and the series of races over this famous course.

One point is quite clear, whatever decisions are finally reached, enough fuel *must* be made available to enable every rider to put in *all* the practice laps that he can, or needs, to learn the course safely. There must be no cutting short in this point!

Late news brings the good tidings that the necessary fuel will be forthcoming and we are all pleased to hear of it. May it be a worthy "Golden Jubilee T.T."

Closing date for contributions—16th of each month.

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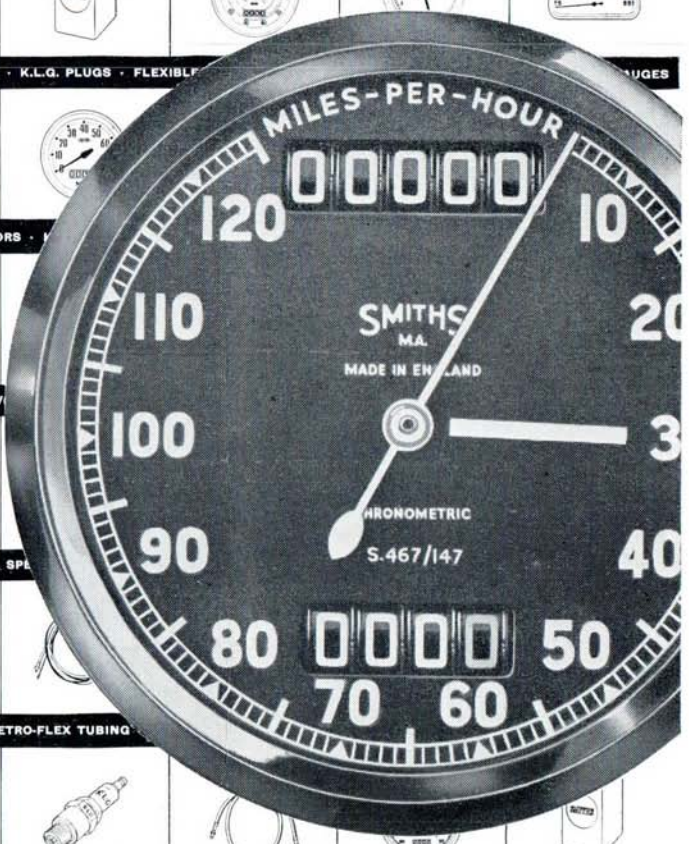
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This biography is the first of a series which we hope to publish from time to time, covering personalities of "Bemsee." Our first biography is of a famous man, a Vice-President of the Club and the living spirit of motor-cycling sport.—Ed.

BARRY

By: J. GRANVILLE GRENFELL, M.S.A.E.

WE MET for the first time well over forty years ago, in fact it was in 1913, when we were both as keen on motor-cycles as we are today. I have followed his meteoric racing career ever since then, and I shall endeavour to condense as much as possible, but I fear that much will be left out.

Edwin C. E. Baragwanath was born on May 12th, 1884, and from all accounts (so his mother told me) was from that time onwards always enquiring into what makes things "tick". In this connection, I have small doubt that he invented some kind of "clip-on" engine for his pram, but there is no record of this.

He served his apprenticeship with the Great Eastern Railway Locomotive Depot at Cambridge, where he quite probably did some secret "tuning" on the locos. Some of these began to go very fast around this period, but this may, of course, be merely coincidence. I know that a steam engine has to have a certain "overlap" in its valve timing to obtain speed and power, and I often wonder if this was the germ of Barry's very potent results obtained later on, from the old "90" bore J.A.P. jobs which he raced?

Barry built with his own hands, the first and original four-cam two-carburettor 1,000 c.c. o.h.v. J.A.P. engine for racing, before the 1914-18 War, and he beat all-comers with it. This machine, a Matchless basically, weighed the very low figure of 180 lbs. On one important occasion, he made fastest time in a heat, riding against the late Charlie Collier on a six-speed Matchless (Charlie was second), the late Freddy Barnes on a "90" bore Zenith with Gradua gear (third place), and George Griffith on a similar mount. Barry's machine had *single gear belt-drive*.

For many years, Barry wore distinctive costume, which was always associated with this long, lean and lithe enthusiast. He wore leather breeches, a pair of Australian Army leather leggings with spiral straps round the legs, buttoned boots, and last but not least, a genuine wing collar fitted to a nice white shirt with stiff cuffs, the latter covered by a

leather waistcoat. Now, with this outfit, how could he possibly lose a race? . . . I ask you?

Barry commenced riding motor cycles about 1908-9, and rode at Brooklands from 1912 until 1933, with a break for the first war. He retired in 1933, after a race, because he decided that his eyesight was not up to his high standard of safety. He said at the time, "I may become a danger to others and cause an accident." What a man this is. No thought for himself or for his life's passion for racing. No hesitation, only the thought for others. "I may become a danger". How we can learn from his example of straight thinking and devotion to an ideal.

During his racing career, Barry collected no fewer than 237 "firsts," 47 gold medals, 46 "fastest times" of the day, and the Brooklands Lap Record for sidecars, at 103 plus. In the "Glorious Twenties," Barry did a lot with the famous Swiss M.A.G. engine. He made them go, just as he made J.A.P.s. go! Several of the famous riders used these engines, including Morgans, and I still think it was Barry who blazed the trail.

Barry's travels have taken him far and wide. He has travelled regularly to friends in Vienna to go fishing for a holiday, and to Hungary for Speed Trials and Records on the famous Tat road. He knows Continental places and peoples, race tracks and racers; he is no tyro at the racing game. I should think, (and I am going to get a kick in the pants for saying this), that he is about the most informed authority on the subject left to us, now that the late, revered Professor A. M. Low is no more.

He designed and built the first successful supercharged Brough Superior, and the machine was absolutely reliable. He pulverised speed trials and races with it, lowered the Brighton Speed Trials time to a new record, and finally established the Brooklands Track Lap Record for sidecars, and won one of the only three "Gold Stars" for chair performances ever awarded. I have often taken cars round the dear old Brooklands Track at quite a lot over

the "ton," and as my job was there for around ten years, I got to know all the humps and bumps by their first names. You had to have a safety strap to keep you in the seat on a 120 m.p.h. M.G. while going round the top of the "Home" banking, because the car left the concrete for many yards, in several places, and over the Wey river bridge as we went down to the Railway Straight, you left the track for about forty feet, due to the famous "Bump". How Barry piloted a Brough and chair round this lot at a lap speed of 103 plus is quite fantastic, and must have been terrifying as well as requiring the strength of Samson.

In all biographies, there comes a moment when the more personal side of the narrative should, in order to reveal the human side of our story, be added to the list of achievements, in an endeavour to portray the more intimate spirit which must have animated the subject of our writings. I think that I may succeed in doing this, because I am a keen observer and have a very long and accurate memory, besides which, I have a real affection for my old friend, and am not afraid of saying so.

Barry always had a bright eye for the ladies, as indeed they seemed to have for him, and we of the Old Brigade well remember the moonlight rides and so on, which went to complete the days of speed and victory when our world was young;

the price of beer was merely a few coppers, and the "Flapper Bracket" of a motor cycle was about the most important accessory sold to us. From his Camden Town workshop, Barry dispensed many a favour to the sporting lads of those days, there were many tuning helps, rides in winning sidecars, spare tyres if none were procurable, and even a cash help if the lad was in need. There were also other and far bigger things given from a great heart.

Barry joined D. Napier & Sons, at Acton, during the war, and was in the Experimental Department, remaining for eight years. Napiers did a lot of hush-hush work on the development of special steels for turbine blades, Nimonic alloys and the like.

I must make sincere mention of Barry's mother and sisters before I sign off. They are the kind of people who made England great. Mrs. "Barry" was a constant visitor to races, and once at Brooklands she announced that she had a good mind to ride a Brough herself on that particular day. She died in 1941, and will always be remembered by those of us who knew her. Barry's two sisters attended the 1956, Bemsee Dinner.

Living in retirement at his Kentish Town house where we have always known him, Barry spends his spare time fishing, and he is an expert at it. I have no reason to doubt that he uses a supercharged hook and line, but there is no record of this.

AREA NEWS

SURREY AND MIDDLESEX

W. G. Jarman,

153 Reigate Avenue, Sutton, Surrey.

NOT ONLY Surrey and Middlesex, but London, Essex and Kent members, book this date! Tuesday, February 19th, 1957, 7 p.m. for 7.30 p.m. "Prince of Wales Tavern," Drury Lane, Long Acre, W.C.2. (Covent Garden Tube Station). We are going to try to do everything out-of-order by means of a most Unparliamentary Debate on Sport and Transport. The resolutions are diabolical. In the "Squeaker's" Chair, Harry Louis, Esq. Leader of the "Preservatives," Graham Walker and Co. Leader of the "Stop-position," Jock Wilson and Co. Leader of the "Ad-Libs," Cyril Quantrill & Co.

Black Con-Rods, the Two Bills. All unaided, heckled and messed about by B.M.C.R.C. members. One member, one guest. Snacks at the bar. Come along and enjoy a good evening in good company.

NORTH EAST

N. A. Bedford

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Swillington Common,
Leeds 15.

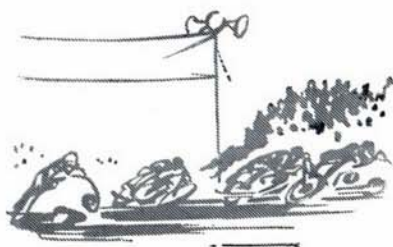
MAY I, on behalf of the local members, wish all the members of Bemsee, and the other Area Organisers in particular, a very happy New Year, and may it be "fuel" of race meetings. This greeting is rather belated, but better late than never.

(continued on page 29)

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COMMITTEE NEWS

Meeting held on December 10th, 1956.

Present: N. B. Pope (Chairman), L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, G. E. Duke, A. L. Huxley, W. G. Jarman, W. A. S. Knox-Gore, A. Squillario, A. H. Taylor, I. F. Telfer, G. E. Tottey and R. C. Walker.

Ex Officio: E. C. E. Baragwanath.

In attendance: W. G. Tremlett (Sec.).

Apology for absence was received from D. J. H. Glover.

Clubman's T.T. Races: In response to an appeal by the A-C.U. T.T. Sub-Committee, ideas were sought from those present for restoring these races to the original concept, when they are next promoted. After much discussion, it was decided that no proposal of sufficiently definite nature could be made at present, but that if any came to light later on, they should be brought to the Committee's notice.

Oulton Park, 1957: The Secretary reported that permission had now been granted by the Cheshire Centre for the Club to hold the "Britannia Vase" meeting at Oulton Park on August, Saturday, 1957.

"Silverstone Saturday," 1957: Various aspects of this meeting were discussed, and arrangements agreed upon. It was felt that the meeting could be held if the petrol situation did not deteriorate further, but that considerable more publicity would be necessary. The whole position should be closely followed by the Secretary and a final decision taken early in the New Year.

International Dates: A suggestion made by the organisers of the Scarborough International Meeting, and put forward by the A-C.U., was considered. This proposed that first choice of date for their International Meeting in September should go to each of the organisers concerned, i.e., Aintree, Silverstone and Scarborough, in rotation, so that every third year one organiser would have the first choice. This was welcomed as an excellent example of how organisers could collaborate, if they so wished.

Sunbeam M.C.C. Sprint Meeting: The Secretary reported that he had received an invitation from the Sunbeam M.C.C. for members to take part in their Sprint Meeting to be run on July 28th, 1957. Further details would be available in due course. This was accepted with gratitude.

Membership: New members were elected.

ANNUAL GENERAL MEETING

THE Company's and Club's A.G.M. will be held this year on Friday, March 1st, 1957, at the R.A.C. Headquarters, 85, Pall Mall, London, S.W.1. The proceedings will commence at 7.15 p.m. Please make every effort to attend the meeting.

NEW MEMBERS

The following new members have been elected:—B. O. Burbidge, B. Harper, G. C. Moody, A. J. West, L. E. Daniel, R. Harris, W. T. Russell, A. E. Yarlott, W. W. A. Gibson, R. A. Leach, J. Turner.

BENEVOLENT FUND

The following members have recently sent donations to the Benevolent Fund:—D. E. Pickett, C. E. Lucas, R. C. Evans, G. A. Legg, F. T. E. Bodman.

TOURING



ROAD
RACING



TRACK RACING



SCRAMBLES



TRIALS



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MARSHAL'S MUSINGS

W. G. BILL JARMAN

I SEEM to have made some people sit up and take notice by my remarks about home-produced fuels such as alcohol and benzole. My correspondents remind me that we are also pumping oil from our own good earth at a rate of fifteen million gallons per annum. You may think this is a lot, but it isn't enough for one day's supply. Another member reminds me about the way in which we waste our coal and all the by-products which go with it. Agreed! Another reader informs me that there are vast quantities of oil below our coalfields. He should know, because he has worked as a geologist in various parts of the world.

☆ ☆ ☆

The point at issue is simply this. We require something like twenty four million tons of oil per annum. If we go flat-out for home-produced oil, alcohol and benzole, etc., we might get enough liquid fuel to meet about half of our own requirements. The other half would have to change over to steam, electricity or some form of nuclear energy. What has all this got to do with Bemsee, you might ask? Quite a lot if we are to continue as a racing organisation, because the days of straight petrol appear to be numbered. Messrs. Bayley and Hartley have had to wait a long time for the right to say, "We told you so!"

☆ ☆ ☆

Take a look at "Area News." You will observe that the London Area have an unusual engagement on February 19th. An Unparliamentary Debate with Preservatives, Unsociables and Ad-libs around the table. We are going to attempt the impossible with the assistance of Messrs. Louis, Quantrill, Walker and Wilson, as "Mr. Squeaker" and party-leaders respectively. It should provide a lot of fun in these days of hiking and cycling. Yes, some of us still know how to walk or ride a push-bike.

☆ ☆ ☆

I expect you will soon hear about the date of our A.G.M. This consists of two meetings in one, i.e., the Limited Company in which we are all shareholders, followed by that of the Club which is

embodied in the Company. After the meeting, we generally continue to argue in the "Crimson Beast," which is next door to the St. James' Theatre in King Street, about a hundred yards from the R.A.C. If you have any nominations or resolutions for the Agenda, send them along to the Secretary immediately.

☆ ☆ ☆

I have just read a news report to the effect that the Manx people are determined to ensure petrol for the Golden Jubilee T.T., even if they have to go without themselves. This is an amazing idea and reflects great credit on every motorist and motorcyclist in the Isle of Man. Maybe some alteration to the F.I.M. rules can be made so that the people of Man will not have to make such a sacrifice. Let us use what fuel we like this year at least.

(See Editorial—Ed.)

☆ ☆ ☆

Someone once said to me, "A good picture is worth a thousand words." Have you a really good racing picture which could be reproduced in this mag? If so, the Editor* or the Secretary will be glad to hear from you. Put your name and address on the back, plus details and date if possible. Post it on. Maybe we can start a photographic section, with an annual competition, if there is sufficient interest. I have often regretted the fact that the Club has not kept a photographic record.

☆ ☆ ☆

I have been challenged for suggesting that four pots in a half-litre engine are sufficient. I remain unrepentant, and emphasize the fact that the "V8" half-litre job consists of twenty four holes held together with very little metal. Apart from the metal, remember the man on the machine. The 125 "basic baby" will take a lot of beating for many years to come. Time will prove my forecast!

☆ ☆ ☆

Some time ago I wrote a paragraph in this journal suggesting that the great motor-cycle firms in this country should get together, pool their skills, experiences and resources, etc., with a view to making

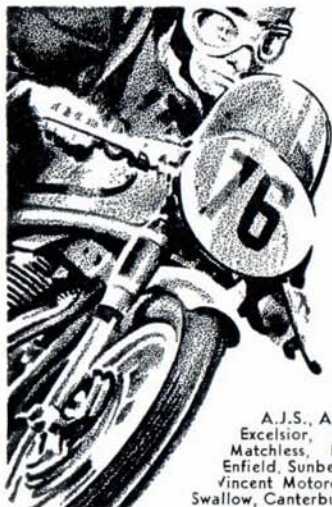
an engine-gear unit to beat the world. The unit would, of course, be so designed that most of the parts could be used for at least three capacity classes. Don't say it cannot be done, because our Rolls Royce people did something very similar not so long ago. These units would be available in the first place to the firms who sponsored the scheme and later to the men who could do justice to such a product. The name of the engine could be "Bemsee," followed by the capacity size. Criticism welcomed!

☆ ☆ ☆

To our new members. Do you know that this club organised its first meeting on April 18th, 1909, at Brooklands? Brooklands was our home until 1939, when World War II broke out and stopped our speedy activities. We soon resumed racing after hostilities closed, despite the fact that we were homeless. Our organisation has become flexible enough to run meetings anywhere in Europe, this side of the

Iron Curtain, anyway. Every member of the Club holds a share in the Limited Company and our record over the past few years will bear the closest examination by anyone. You can be proud of the fact that you belong to Bemsee.

** This seems a most appropriate time for someone to start the compilation of a "Bemsee" photographic record of the past years and of the future. We can at present, only reproduce a certain number of illustrations in the magazine, owing to the cost factor; however, it would certainly be worthwhile if we could gather together a collection of photos for the Club and we could then select from these, the prints needed for the magazine. Photos for reproduction should be clear, sharp and with plenty of contrast; printed on a straight-forward type of paper (not fancy texture papers) and preferably with a glazed or glossy finish. What are your ideas about this? Drop a line to the Editor at The Flat, Cavendish House, Waterloo Street, Birmingham 2.—Ed.*



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DOUBLE KNOCKER SAYS . . .

Maurice Cann. I hear through my "bush telegraph" network that Maurice Cann has recently become a father. It seems that even though he has retired from racing, he has started off on something which, I am assured by those who know, can be even more exhausting. Anyway, I feel sure all members will wish to offer to both Mr. and Mrs. Cann their heartiest congratulations on this happy event. Dare we venture to hope that Cann, Jr. will one day be as good on two wheels as his father?

Louis Lake. You will doubtless remember reading in "Marshal's Musings" a month or two ago that Louis Lake, (well-known to most of you, I imagine, as the indefatigable character who drove round the Paddock in a little Ford van, trying to get all you racing men up to the Marshalling Area), had gone to Canada. The other day a letter was received from him, with which he included his 1957 "sub" (how's that for promptness, all those thousands of miles away?). He wishes to convey a very sincere "Happy New Year" to all members, whether they are "racers" or mere marshals, and hopes that the Club will go from strength to strength. Of course, he is all right on the side of the Atlantic which possesses the petrol!

A-C.U. Trials Stars. While racing types often tend to look down on trials and all that goes with them

(quite wrongly in my own opinion), I feel that "Bemsee" would be lacking in the true spirit of motor-cycle sport if we did not offer our salaams of praise to Johnny Brittain and Frank Darrieulat on winning the 1956 solo and sidecar "Trials Stars" respectively. Like our road-racing champions, they really have to work for the title, the sidecar winner in particular. At the same time we should include the "Scrambles Star" victor, Jeff Smith. It is interesting to consider what he would do if he tried his hand at road-racing. Maybe he will one day!

Petrol Rationing. While not for one moment denying the seriousness of the position, it is to be hoped that no one will throw up the sponge altogether. In any case, racing machines are difficult to sell just now. Ask anyone who has tried! Whether we like it or not, it seems to me that alcohol fuels will have to be permitted, at least till the emergency passes. Whether the "powers-that-be" will agree I know not, but it is obvious that circuits will be out of business if pump petrol alone is allowed. I am not advocating the permanent retention of any type of fuel. Such a regulation could exist while the present restriction persists. If this happens, surely we can expect a learned article from Mr. Hartley on the tuning of expensive road-racing replicas for "dope."

Area News (continued)

CHESHIRE & MERSEYSIDE

G. E. Totter

2 Rocky Lane South, Heswall,
Wirral, Cheshire.

NO ONE was more disappointed than I was, that the annual Hot Pot had to be postponed after everything had been arranged; tickets printed, hall and caterer fixed up, and Stewart Stringfellow with the films lined up.

However, with the appeal for economy in petrol usage, etc., I felt that it was the only thing to do, for more reasons than one. Most important, if we cannot expect our long distance members to be able to get here, it would not be fair to them to hold it just for the benefit of those who

live near. Also, the whole thing is run to very narrow limits, and unless we have a full muster, we lose money. The hall hire costs the same, and if less than usual turn up, the cost per head for the hall is more, and at the price charged per ticket, we lose money for certain. Anyhow, I hope it is only postponed, and that we may be able to hold it later on.

I hope we may have a meeting in February, to keep us together, and perhaps see a few new faces for the coming season. Details will be sent to everyone individually as usual.

I am doing my best to keep contact with as many members as possible during the present lull, and I am hoping that when we resume, we shall advance once more.



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.

GENERAL MANAGER RETIRES

A FAMILIAR figure in motoring circles for many decades, Captain A. W. Phillips, M.C., General Manager of the R.A.C. since 1945, retired at the end of 1956. His successor will be announced later.

During the early twenties, in the heyday of the famous Brooklands Racing Circuit, he acted as its Press Secretary and also served in a similar capacity with the Auto-Cycle Union, before transferring to the R.A.C. as Manager of its newly-formed Motor Cycle Department. Later he additionally took over the duties of Manager of the Competitions Department and Public Relations Officer.

DIAMOND JUBILEE

BRITAIN'S oldest motoring organisation, the Royal Automobile Club, this year celebrates its Diamond Jubilee. Launched in 1897, the guiding genius of the stripling Club's destinies in those early years was the late Frederick R. Simms who, in the "Gay Nineties," demonstrated to the then Prince of Wales—afterwards King Edward VII—the true capabilities of the first cars that were being driven on the roads of Britain, often by stealth in defiance of the Law.

Always in the van of technical advance, one of the Club's initial endeavours was to stage, in 1899, Britain's first major International Motor Show in the Old Deer Park at Richmond. This modest event developed into an annual Show at the Agricultural Hall, Islington, and finally—after the S.M.M. & T. was founded in 1902—into the vast Autumn displays which nowadays bring the crowds flocking to Earl's Court.

In 1913, it pioneered the "Get-You-Home" service which now operates on a nation-wide, all-round-the-clock basis through the R.A.C.'s County Offices and nearly 7,000 appointed agents. Last year, almost 160,000 stranded members and their passengers were assisted free to their destinations by this unique rescue aid.

In yet another role, the R.A.C. has been, since the dawn of "automobilism," the controlling authority for all types of motor sport and competition throughout Britain and the Commonwealth. The

justly famous 1,000 miles trial round England and Scotland, which was organised in 1900, proved conclusively that the "new-fangled" motor-car was a safe, reliable and enduring means of transport. The Gordon Bennett Race of 1903 in Ireland—the first truly international race staged in the British Isles—and the construction of Brooklands at Weybridge in 1907 put Britain in a commanding position to extend motor-sport.

The existence of Brooklands, in fact, allowed record-breaking to be scientifically and accurately carried out, compared with the conditions that prevailed at the start of motoring, when a kilometre record was captured by a certain car after the stones that marked the commencement and end of the distance on a public highway had been surreptitiously moved closer to each other! From such experiences, officials of the R.A.C. were able to reap inestimable benefit. It was, in fact, the R.A.C. that created the regulations which still to-day govern racing and record-breaking throughout the world.

NEW TRAFFIC LAWS

THE Minister of Transport has made an Order bringing into operation on January 1st, further sections of the Road Traffic Act, 1956.

Parking Meters

Local authorities in the Metropolitan Police District or the City of London may apply to the Minister for an order designating parking places at which charges for parking may be made by means of parking meters. There is also the power to extend the provision of areas outside London, subject to the approval of Parliament. Parking will be permitted on payment of a fixed sum for a specified period. An excess charge will be payable if that period is exceeded.

Removal of Vehicles from Roads

The Minister intends to make regulations enabling the Police to remove from the road a vehicle causing an obstruction or left on the road in places where parking is prohibited or where there is a "No waiting" order in force.

Control of Dogs on the Road

Local authorities are empowered to designate roads on which dogs will not be

allowed unless on a lead. The order will not apply to dogs kept for driving or tending cattle or sheep in the course of a trade or business or under proper control for sporting purposes.

Road Safety Propaganda and Training

The Minister will be able to promote

road safety by disseminating information or advice or by contributing towards the cost of road safety propaganda or training schemes. This will enable financial support to be given to the R.A.C./A.C.U. Training Scheme for Learner Motor Cyclists.

Area News (continued)

Having finished with the Christmas and New Year rush, I can now turn my mind to more pleasant things, i.e., *Bemsee*, racing, etc. As last year's area meetings were so poorly attended, I hesitate even to think of organising anything on a worthwhile scale, until I find out what support I am likely to receive. However, I have been partly saved from my dilemma, by the fact that a great friend of mine, Mike Wilson, local secretary of B.A.R.C., has agreed to invite members of *Bemsee* to a series of film-shows at the Liberal Club, Hough Lane, Bramley, Leeds 13, starting at 7.30 p.m., on the following dates:—February 14th and 28th, and March 14th and 28th.

From past experience, I can assure

members that these shows are really worth seeing. If local members are interested, and do not know the whereabouts of Hough Lane, or Bramley, I will wait in City Square, Leeds (outside the Post Office) until 7.25 p.m. on these dates. The car is a grey M.G. Magnette, number LVY 503, and I will be able to take three or four passengers as well as guiding anyone with their own transport (petrol permitting).

Also, on Wednesday, February 27th, I will totter round to the "*Victoria Hotel*," Leeds (behind the Town Hall), where I will hold an "at home," in the hope that members will come along for a noggin and natter about racing and possible future plans for the North East Area.

(continued on page 26)

A.-C.U. NOTES

Petrol Rationing and Competitions. The Competitions Committee, at its meeting on December 13th, issued the following statement regarding the continuance of motor-cycle competitions during the period of petrol rationing.

"The Competitions Committee, at its meeting this morning, agreed that the A.-C.U. will continue to issue permits for motor-cycle competitions to be held within the limits of the present petrol rationing scheme. Promoters will, therefore, doubtless plan their competitions to secure the maximum of enjoyment

with the use of the minimum amount of petrol."

Clubman's Races. The T.T. Sub-Committee will shortly be reviewing the Supplementary Regulations of the Clubman's Races, particularly so far as they relate to the eligibility of drivers and machines. It will be recalled that it has been decided that these races will not be held in the Isle of Man in 1957 in order that the regulations may be revised to bring the event more in line with the original concept.

MUTUAL AID

Wanted. Late type top fork crown, exhaust pipe and megaphone for "7R." K. E. Pitt, 67 Lansdowne Road, East Croydon, Surrey.

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THE EDITOR'S CORRESPONDENCE

IT AMAZES me that in the correspondence columns we have not had a condemnation of the attitude of British firms towards racing.

I have always been proud of our sporting motorcycle fraternity in this country, but it is perfectly obvious that some racing firms have now thrown in the sponge. Everything was fine while our British machines were winning, but now we suddenly find that racing at the present time does not improve or aid the manufacture of touring motor-cycles. I am convinced that racing was never meant to improve the ordinary motor-cycle although it may indirectly help in many ways, and incidentally, why do the Italians continue to race motor-cycles that have no comparison with touring machines?

I would like to think that our factories were out to win prestige for Britain as well as themselves. The riders have done just that throughout the years and are still doing so, but not so the manufacturers. They start a ridiculous over-the-counter racer policy which has done absolutely nothing to enhance racing. I do not think we have much hope of seeing any change of heart in the near future.

The speeches given at the T.T. Prize-givings by A.M.C. and Norton representatives when receiving the team prizes were the biggest lot of ballyhoo I have ever heard. As a Britisher I was not very proud to hear them. A little support in the sidecar class for instance would give the lads a chance to win back the laurels that Eric Oliver once gave this country. Sevenoaks. **J. Sharp.**

THE letter from J. T. Griffiths (January issue), from which it seems that I have incurred his severe displeasure, constitutes the finest possible example of the selfish short-sighted, "dog in the manger" attitude to which I have previously referred.

Mr. Griffiths' many half truths, attempted technical references, and the use of such meaningless expressions as "Dope Freaks," smack of rank unreasoning prejudice, born of at least one of the reasons which I mention, as always motivating dictation on fuel.

He ought to realise that racing should be a bigger thing than the selfish pleasure of those unsporting enough to wish to eliminate possible competition (and incidentally, progress) by convenient legislation.

His arguments lack consistency, for example, he would bar alcohol because of its "high cost" (currently 1/7d. per gallon more than Premium pump petrol) but raises no objection to a so-called T.T. replica, costing £480 odd, or to a works' racing machine, the cost of which is astronomical.

Mr Griffiths is ingenious, but transparently inaccurate, in defence of what he admits to be a purely selfish, and therefore unjustifiable attitude. London, S.E.18. **L. W. E. Hartley.**

ONE sentence in John Griffiths' letter (January "Bemsee") spoils his argument. It reads: "Surely it is perfectly natural for the riders to consider how they may best enjoy their sport, and to do so as inexpensively as possible."

But they are not allowed to, John Griffiths. The regulations clearly state that only pump fuel—which does not include Cleveland Discol—is permitted.

I am left wondering what he means by a "Dope Freak," and whether it is anymore freakish than, say, a "V-8" Moto Guzzi; or a Gilera Four?

And by his statement! "... we should be forced to use an alcohol fuel if we wished to compete on anything like equal terms..." If John Griffiths imagines that under the present regulations he competes on equal terms with other competitors, let him ponder over the fact that the 350 which he rides has a performance which is equal to that of an Italian works' 125.

What we need is another regulation preventing these wretched works' teams from having access to such highly developed machinery, and another one to prevent such geniuses as Joe Craig from winning races on the test-bench. Incidentally this pernicious habit has been in existence for a long time. The Collier brothers, Harry and Charlie, practised it before 1914; and bragged about it! Orpington. **L. R. Higgins.**

I WOULD like to express my sincere thanks and my admiration to that great sportsman and enthusiast, A. E. Rose, for his superb paper fight against me, on our recent discussion about "Racing Two-strokes." I am always prepared to hear, and if necessary to accept, the opinion of other, wiser men; not caring to write, without facts as background, but I think mistakes occur in every writer's career at times.

In his letter, published in the December issue of "Bemsee," L. W. E. Hartley talks of "a gentleman whom I described as his former associate, Mr. Carter . . ." Later in this letter he asks me as to my knowledge of "Mr. Carter" and at the same time he offers, if I satisfy him, to give me his opinion about racing two-strokes. If I was wrong in associating him with a gentleman named Carter, the simplest way would have been for him to say so and I would have been pleased and thankful to my opponent for this information.

During my war-time stay in this country, I visited many technical meetings held by the Sunbeam M.C.C., the Manchester Eagle and other clubs. At such a meeting a discussion arose about the old matter "Twostrokes or Four-strokes?" There were many different opinions and I was greatly impressed by the talk given by a gentleman, who showed a really superb knowledge of twostrokes; especially D.K.W. matters, and who proved to be a great twostroke enthusiast. Being more or less a stranger to the place, I didn't know him and therefore asked his name. I was told that it was Mr. Carter of Messrs. Carter and Hartley of London. I was living then, more than a thousand miles away in a foreign country and even to me this firm was known as an expert tuning establishment for racing motorcycles, especially Ariels, and advertised often, accordingly. Does this, then, satisfy Mr. Hartley as to my knowledge of "Mr. Carter?"

Bedworth.

Erwin Tragatsch

WHAT about the idea of advancing the date for eligibility in the next Vintage Race from 1930 to 1935? After all, that is twenty-two years ago, which is a long time and represents about the same span as did 1930 when the race was first run. Quite a lot of interesting and potent machinery would become eligible

and some of it may not be so hard to find as the older stuff. A fair proportion of spectators would still be impressed by bikes which were older than they are themselves. In addition to any other awards there should be something for the entrant whose mount is in the best and most original condition. I am sure we would all like to see something like that.

On another subject, I have just been remembering the first road-race I ever saw. This was the Ulster G.P. of 1937 and I managed to get into a position close to the front of the starting grid and only a few yards from Stanley Woods' "Senior" Velocette. As starting time drew near, the great man was making a thorough job of caulking his ear holes with cotton wool and I remember hearing him make a quip about not wanting to get on the wrong side of these "Dekavays." It would be worth something to hear that raucous exhaust note again. We have since not heard anything quite so ear-splitting, and how the lads used to love it.

It was the very first sound I heard from the Isle of Man, on the early morning breeze a good mile offshore, coming to us eager types hanging over the rails of the old "King Orry" as she sailed into Douglas Bay from Androssan. That was 1939.

For the very wet Lightweight race I was in a garden at the foot of Bray Hill; incidentally alongside a B.B.C. commentator, and I'll swear we got a further drenching from the overhanging trees every time a "Dekavay" went past. All present were agreed that the blast of sound caused this phenomenon.

There were blown Guzzis in this race too and perhaps it would make interesting reading if Erwin Tragatsch could tell us the facts of the Guzzi-versus-D.K.W. battle for supremacy in those days, when the racing two-stroke was a force to be reckoned with.

Oakham.

D. Thomson

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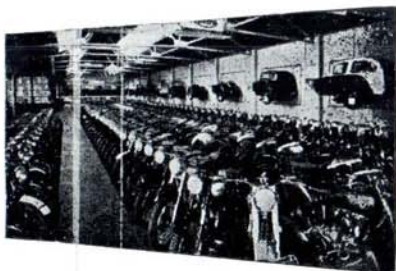
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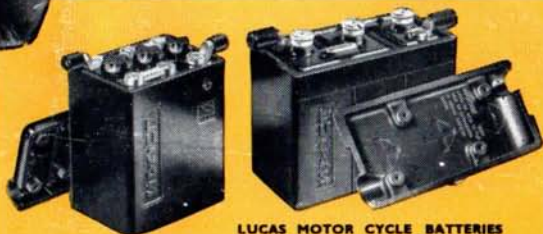


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