

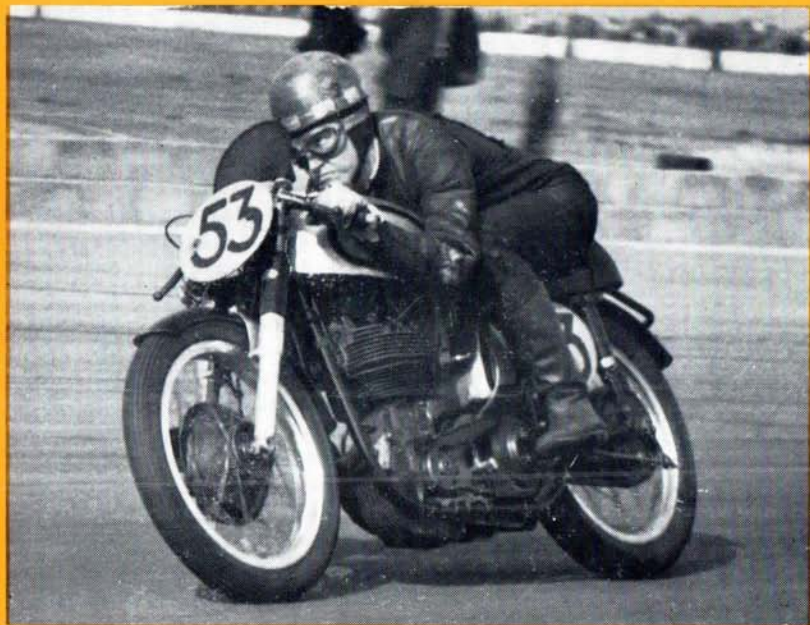


Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 10. No. 1. JANUARY, 1957.

ONE SHILLING



"Press on regardless" into 1957. Like Terry Shepherd, Bemsee goes forward with determination.

(Photo: G. E. Hicken)

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FROM JANUARY 1st. PLEASE SEND
THESE IN AT ONCE AND THEREBY
HELP THE SECRETARY AND THE
STAFF AS WELL AS THE CLUB.

Bemsee

Vol. 10. No. 1. JANUARY, 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.

RESOLUTIONS

READERS and members will have undoubtedly followed with much interest, the various views and statements put forward by our good friends Erwin Tragatsch, A. E. Rose and L. W. E. Hartley, on the pros and cons of the racing two-stroke versus the four-stroke and their fuels. Now, these gentlemen cannot go on for ever contributing each month to the magazine, as they have so kindly been doing of late, and we feel that the time has come to perhaps change the subject a little.

All very well you say ! But we thereby meet a major snag. We do not get any other topics at present and however dearly we would like to vary the material in the magazine from time to time, we cannot do this if the supply is not forthcoming. So why not take this opportunity to state your views and give us your news ?

Make a New Year resolution, as Bill Jarman suggests this month. Send in at least one item and earn the Editor's undying gratitude. Even if it only runs to a few lines we shall much appreciate receiving your contributions, and you know you really do like to see your bit in the 'mag.' One piece from *every* member would make us deliriously happy and probably drive us round the bend as well, but it would be fun and most helpful. Happy New Year !

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

TOURING



ROAD
RACING



TRACK RACING



SCRAMBLES



TRIALS



Whatever
your
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in motor-cycling

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TWO WHEELS OR THREE

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MARSHAL'S MUSINGS

W. G. BILL JARMAN

A HAPPY NEW YEAR to you in peace,
without coupons!

*

Resolution Number One. Pay your subscription right away and resolve to introduce a new member, even if he does not want to actually go racing. He can help with the "Marshal Plan," and that's a very worthwhile job in a club like this.

Resolution Number Two. Keep a diary and enter the important dates for 1957, not forgetting the social events in your own area.

Resolution Number Three. This is your magazine, and the Editor is always ready for new contributions. Why not have a go? (Come on lads—Ed.)

*

Don't be despondent about petrol rationing. We ran a couple of very big events at Dunholme in 1947 and 1948, when fuel was in short supply. Quite a few of us used all our basic ration to help at those two massive meetings. Some of us, including me, had to add all kinds of "bang-water" to the pool stuff so that we could get there and back. Perhaps Mr. Hartley will give us some hints on blending, (without altering carburation), for touring purposes.

*

The time is ripe for vastly increased home production of benzole and alcohol as advocated by Messrs. Bayley and Hartley for so many years. Recent events have made it obvious that complete reliance on straight petrol is not good for this tight little island. Until recently, I have been quite open-minded on the subject of liquid fuel, but we have now reached the stage when something must be done to ensure that we have alternatives as well as imported petroleum. The "Oil Barons" may or may not approve, but that is something we must face and overcome if we are to maintain a fair standard of living in the United Kingdom.

*

Not many of the men who raced at Dunholme are still racing, but quite a lot of the marshals are still at it after nine years. Some of us still shudder when we recall the massed starts with one hundred

competitors on the grid. Phew! From Dunholme to Haddenham, Silverstone, Goodwood, Shelsley Walsh, Crystal Palace, Brighton and Oulton Park, plus, indirectly, the Isle of Man, etc. There can't be much wrong with a Club which can "keep on keeping on" in spite of all sorts of awkward problems. Only the pessimist sees difficulty in opportunity! 1947 to 1957 proves it.

*

To those members who have contributed to Linda's collection of pre-war button-hole and other badges—many thanks. She asks me to tell you that there are still many spaces for badges appropriate to machines which are no longer in production. Can you help with one or two old ones? The older the better, especially if they date back to 1914 or before. Badges from the European Continent are also most acceptable. Thanks again!

*

A couple of air letters from Windsor, Ontario, Canada, make it clear that our old pal Louis Lake is settling in. He is somewhat concerned at the fact that there are so few solos and sidecars running around. He also sent news of Luigi Chinetti, who is now importing Ferraris into the United States. Luigi was a friendly rival of the great Tazio Nuvolari. These lads used to knock about with Achille Varzi and Co., and were well-known around all the racing circuits in the late twenties and early thirties, on all sorts of "dicycles." Any members in Canada or the U.S.A. might like to know that Louis Lake is living at 1167, Pilissier Street, Windsor, Ontario.

*

Members living in and around London are invited to the special Film Show on January 15th (Tuesday), right in the heart of the Metropolis. Details may be obtained by reference to the Surrey and Middlesex notes elsewhere in this issue. One member, one guest, as usual.

*

A charming letter from Erwin Tragatsch, in beautiful English, arrived recently. He included a question for the Racing Panel which was promptly passed to "Mr. Walker, sir" (as Jimmy Simpson frequently called him) to put from the

Quiz-master's chair. Erwin knows by now that hardly anyone likes the idea of massed-starts on the Mountain T.T. Course, whether it be in one or several groups. Quite frankly, all that a spectator requires is a decent watch and a score-card to follow the real T.T. at any point of the course. I know quite a few members of the fair sex who can do it easily, so why should we mere males want any alterations? I hope to get another charming letter from E.T. soon, rebuking me in the nicest possible manner.

★

So far I have not heard from any more members who are concerned with the operation of a licensed hostelry. At the time of writing we have "Sonny" Benwell at "The George," Epsom, Bill Lunn of the "Holly Bush" at Redbourn, Trevor Dobson and "Trix" at the "Antelope," Surbiton, plus our old pals, Alan Wynes and "Pop" at the "Winning Horse" at Claygate. Alan tells me that 1957 brings a tenth birthday party to their "house" for the B.M.C.R.C. He therefore proposes a special re-union and details will be given in a later issue. This will be a very sporting date, so let's hope that petrol will not

be in short supply when the time arrives. Alan can supply alcoholic liquids, anyway!

★

For all the Christmas and New Year cards which have arrived during the past month or so, may we offer our joint appreciation, even if some of them were identical to those we despatched. Frankly, I had no idea that our club magazine reached such wide spaces many thousands of miles away. Some of these lads tell me they think nothing of going 500 miles each way to a race meeting, whilst I am wondering if I shall have the "juice" to go ten per cent of that distance.

★

Now all you members in Essex, Kent, Middlesex and Surrey, turn to the Area News and join us on January 15th, 1957.

★

Watch out for the A.G.M. date and do come this year. You will? Good show! Also, don't forget to introduce a new member.

MUTUAL AID

For Sale.

1955 "Gold Star" in full clubman's trim, bronze replica in 1955 Junior T.T. Appearance excellent. Tyres, chains, etc., perfect. Road registered. £180—O.N.O.

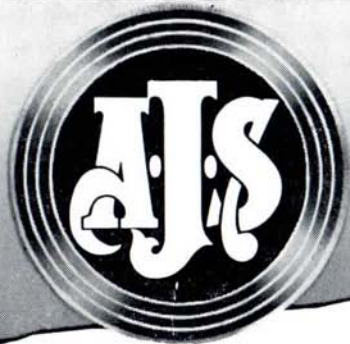
1955 "Gold Star" in full clubman's trim. 2nd fastest B.S.A. Silverstone. 3rd B.S.A. home 1956 Clubman's. I.O.M. Special (high) bottom gear. Needle roller box. Alloy rims. Number of spares. Road registered. £180—O.N.O.

Would consider exchange. Need 250 engine for f'bed., also gearbox to suit, also mark "E" Bond.
L.F. Ivin, B.B.C. Station, Ludlow.

For Sale.

One-piece suit of leathers—size 5 ft. 7 in. to 5 ft. 8 in. Size 8 zip boots and gloves, £15. Norton front mudguard and stays, £1. Norton 13-tooth engine sprocket. As new, 7/6. Norton gearbox controls for rearward pedal, as new (ex-Inter.) £1. Rev-counter, cable and gearbox, £4. Douglas rear wheel sprocket, 49-tooth, 7/6. Avon tyres, 3.00 x 21, £2. 19 in. Rim, 2/6. Set Austin gears, suitable 8—10 h.p.

Enquiries per post, please. J. Hedley, 54 Highfield Road, London, N.21.



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RACES**
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A.J.S. MOTOR CYCLES

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COMMITTEE NEWS

Meeting held on November 19th, 1956.

Present : N. B. Pope (Chairman), L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, D. J. H. Glover, W. G. Jarman, W. A. S. Knox-Gore, I. F. Telfer, and G. E. Totley.

Ex-Officio : E. C. E. Baragwanath.

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

Apologies for absence were received from Messrs. A. L. Huxley, A. Squillario, A. H. Taylor and R. C. Walker.

"Hutchinson 100," 1956 : The report of the A-C.U.

Steward was read and considered an excellent compliment to the Club and the organisation of the meeting.

Crystal Palace, 1956 : The report of the A-C.U. Steward

was read. Except for remarking upon the dangers of running 50 c.c. and 125 c.c. races together, it was complimentary to the organisation. Arising from this, it was decided to continue to foster 50 c.c. events where possible.

Oulton Park, 1957 : The Secretary reported on the present position. It was noted that negotiations were proceeding.

Brighton Speed Trials, 1957 : It was noted with regret that the Brighton Corporation would be unable to invite the Club to hold this meeting in 1957.

1957 B.M.C.R.C. Dates : The Secretary reported that the following dates had been provisionally allocated to the Club.

April 13th. Silverstone—International.

July 6th. Silverstone—Closed to Club

Aug. 3rd. Oulton Park—National.

Aug. 17th. Crystal Palace—National.

Aug. 31st. Shelsley Walsh—Regional.
Restricted.

Sept. 21st. Silverstone—National.

The Committee deplored the lack of a sprint meeting, and the Secretary was instructed to investigate suitable venues. It was considered necessary to improve the Club's contribution to the Shelsley Walsh Hill Climb.

Annual Dinner : The 1956 function was reviewed, and with one or two exceptions, it was considered a most successful occasion. The date of the 1957 dinner was fixed for Friday, November 8th.

Membership Card : The Committee approved the design of a membership card submitted by the Secretary, to replace the present gummed slip.

Membership : New members were elected.

1957 SUBSCRIPTIONS

YOUR subscription for 1957 is due ! I am asking you to send £2 2s. 0d. at once to me at the office. By doing this now, you will be doing the staff a good turn, and will get your membership card quickly. If you delay and have to be reminded later on, you will be causing everyone a considerable amount of trouble, including yourself. Remember, we in the office have not only to collect your "sub," but also prepare for the A.G.M. and the first meetings of the new season. So if you have not already sent that two guineas, please to do so today. Thank you !

Secretary.

NEW MEMBERS

The following new members have been elected:—J. H. Dale, F. W. Birt, W. G. Bushnell, A. J. Butler, B. D. Dunn, J. G. Freshwater, R. C. Hancock, C. D. Hewlett, F. R. Kierans, E. J. Lister, J. S. Morgan, G. W. Nobles, J. H. Norton, E. J. Smith, J. C. H. Twigg, W. F. Wood.

BENEVOLENT FUND

Donations have been received from the following members:—C. E. Skinner and Mrs. M. Saluz.

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REVOLUTION INDICATORS



SPEEDOMETERS · REVOLUTION INDICATORS



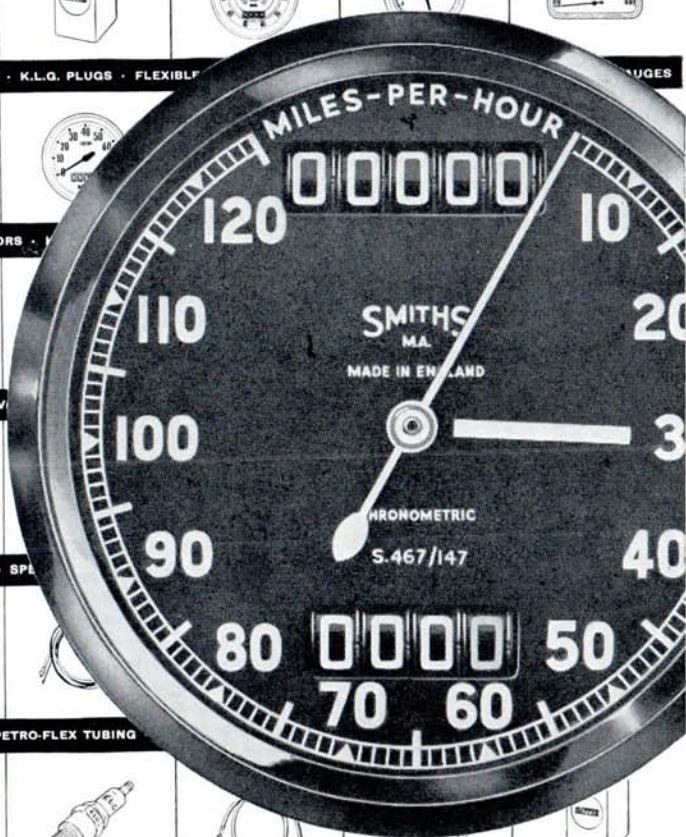
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AREA NEWS

MIDLANDS

A. C. Squillario

*Shrewley Fields,
Hatton, Nr. Warwick.*

OUR members having to come to the Area meetings from over a rather large portion of the country, the present fuel situation has somewhat curtailed activities of late. We had planned to have a visit from Bob Walsham, Competitions Manager of Avon Tyres, who would have brought along his photos and projector; but after careful thought it has been unfortunately decided, that at the moment, the visit will have to be postponed. We will advise members of any proposed meeting as soon as conditions permit, which we all hope will not be too far distant.

All being well, "Silverstone Saturday" will be held on April 13th, and we are as usual in urgent need of volunteers to act as Security Marshals in the "back areas" of the Silverstone Circuit, during the morning and just after lunch. This is a most worthwhile job to the Club and assures us that only the minimum of people break through the hedges, etc., and gain unpaid entry. You would be surprised at the dodges some of the types get up to, to avoid paying at the gate honestly. Will all members in this area who can help with Security duty, kindly get in touch with me right away, as we need an early start to arrange the necessary planning. I will say a thank-you beforehand, and further wish all members the happiest New Year possible.

SURREY AND MIDDLESEX

W. G. Jarman,

*153 Reigate Avenue,
Sutton, Surrey.*

THANKS to Messrs. Clare, Ransome and Rose, W., the Hounslow film-show was a great success. This enabled us to put on a super special Racing Quiz right in the centre of London, and our sincere appreciation must be extended to the panel members and the people who came, to pop the T.T. and G.P. questions. There were nearly a hundred on parade and a good time was had by all. Thank you, ladies and gentlemen.

We have a brand new film-show on Tuesday, January 15th, 1957, at 7 p.m., for 7-30 p.m. "Prince of Wales Tavern," Drury Lane, Long Acre, London, W.C.2. Snacks at the bars (ground floor), film-show on the first floor, immediately above; 7-30 p.m. to 10 p.m.; one member and one guest, as usual. Nearest stations, Covent Garden or Holborn. Parking is O.K., if you've any "jungle juice." This time we promise to have the right films in the right cans. Whilst you've got your 1957 Diary out, why not enter February 19th as well as January 15th. Same place, same time!

HERTS, BUCKS, AND SOUTH BEDS.

C. E. Lucas,

14 Oundle Avenue, Bushey, Herts.

NOVEMBER 28th—it was with mixed feelings that I made my way over to the "Holly Bush." This was the evening of our first Film Show, and fuel stations were very helpful at half a gallon per visit, so I could hardly see all the members who had replied giving their support to the show, being able to make the trip. As things turned out, quite a good number managed to get along, and things began moving at about 7-45 p.m. Our good friend Mr. Silk from Harrow had come along to project the films, and these proved to be very good indeed, even on a hard seat; from Ireland's "North West 200" to the Nurburgring, made part of a very pleasant evening. I would like to say that the Castrol colour films are first rate. I must apologise for the delay over coffee and sandwiches, but gathered it worked out O.K. All members present will be pleased to note that after expenses were paid, a donation of 16/- has been forwarded to the Secretary for the Benevolent Fund. We are now faced with rather a grim situation. I personally don't think we can run any more of these meetings until circumstances are more clarified. More enjoyable evenings with landlord Bob Lunn would have been arranged, and we should get to know each other much better. That pleasure will now have to wait, but if at any time you are around my way, please look me up. I will always

be ready to assist over any of your problems. What the future is for racing during the coming season is anyone's guess. What would the chances be for a "dope" meeting?

Would you all care to make a note of this item. Any future meetings, even when circumstances are back to normal, will take place at the "Holly Bush" each second Wednesday in each month. I would now like to thank Mr. and Mrs. Lunn for the welcome always extended to us and for Bob's co-operation, and to all the members I have had the pleasure of meeting, thank you for your support! We shall meet again.

NOTTS & LEICESTER

W. B. Martin

"Ivy Cottage," 55 Kneeton Rd.,
East Bridgford, Notts.

WE HAD a fine meeting on December 10th, at our usual meeting place, at

which, some thirty-five members and friends were in attendance. We were able to enjoy an excellent collection of films, including the "1956 Senior T.T." and the "Feroo Story." We were particularly pleased to welcome Freddie Wallis who was visiting us for the first time, and E. A. Willerton who had travelled some thirty miles from the Leicester area.

The Cell has now been in regular session for the past nine months, during which time there has been a steady increase in interest and attendance, and we are quite optimistic for the future.

I propose that we present a Gold Cup to our Messrs. Saunderson and Plews, who have apparently paid their subs, a month before time!!

The next meeting will be as previously: the second Monday evening of the month—usual place. The writer wishes all our members the very best of luck for the New Year.



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DOUBLE KNOCKER SAYS . . .

WITH THE first "Bemsee" to appear in 1957, I take an opportunity to introduce myself to members. At the same time, I would like to wish my good friend "Rev. Counter" every success in his new venture. In the months to come, I hope to give you similar items of news and interest about fellow members and our sport, in just the same way as he did. In any case, a certain amount of continuity seems to have been preserved between the two of us, because both our "noms de plume" are connected with revolutions!

★

J. R. Cridland. Recently a very sad letter was received from this member. You will no doubt remember him riding one of those wonderful KTT Velocettes at our meetings in the past two seasons. Now, unfortunately, he has contracted T.B. and is confined in Ward 9, Pinewood Hospital, Wokingham, Berks. He says he will be there for several months, and that racing is out for longer than that. He sends all members best wishes for a happy and successful New Year and hopes all our meetings will be better than ever. So if any of you could drop him a line, I feel he would appreciate it no end.

★

M. Wassell. A letter arrived the other day from his desert stronghold by the Suez Canal. The Army decided it wanted him as a reserve last summer, and as a result, he was unable to ride in the Manx Grand Prix and other events, as he had planned. Nonetheless, he tells me he is enjoying life and getting plenty of sun, and has even managed to "acquire" a 350 c.c. Matchless, as he puts it "ex-Nasser." He has stripped it of every non-essential, and is keeping his hand in with a little sand racing. By the time you read this, he will most likely be on his way home, in good time for the new season.

J. T. Griffiths. Tells me in a recent letter that his leg, broken when he crashed his 350 "Gold Star" in the "Killinchy 150" at Dundrod last summer, is mending well. He still has the plaster in place, but assures me that he will be in the saddle when racing begins in the Spring.

★

Films. This paragraph will be of particular interest to Area Representatives. I understand that Borg-Warner Ltd., well-known manufacturers of automatic transmission systems, have made a short film called "Gears through the Years." From what I hear, it is very interesting. If any Area Rep. is thinking of putting on a film show and would like to borrow this film, he should get in touch with the office at least ten days beforehand, and give details of projection.

★

Speed Limits. The R.A.C. recently sent in a leaflet about the legal maximum speed at which light goods vehicles can travel. The limit is 30 m.p.h. If you use your van for your business in the week and carting your machinery around to meetings at the weekend, you had better watch out. If however, your vehicle is "dual purpose," i.e., is constructed to carry one or more passengers as well as goods, then it seems you can travel at what speed you like. Keep an eye on those passengers, though!

★

Finally I should like to wish every member all possible success, good fortune and good health for 1957. To those who race, may the new season be your best ever, and to those who come along and help at our meetings, may you all enjoy them more than ever before and contribute to making them even better.

The Editor's Correspondence (Cont.).

A reply from Erwin Tragatsch to Mr. Hartley's letter in the December issue, has

been received, and we hope to publish the details in the February number.—Ed.



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first-class rider!***

11/07

NEWS FROM THE R.A.C.

DE-RESTRICTION AT RHYL

FOLLOWING representations by the R.A.C. and the A.A., at a Public Inquiry held at Prestatyn in June, the Minister of Transport has announced that a 1½ mile stretch of the Rhyl-Queensferry Road (A.548) is no longer subject to a 30 m.p.h. speed limit.

The length of road extends from a point 97 yards south-west of its junction with Ceg-y-Ffordd, Prestatyn, to a point 152 yards north-east of its junction with Brynheddyd Avenue, Rhyl. The necessary order for the removal of the speed limit has been made by the Minister and came into force on November 14th, 1956.

PETROL RATIONING

FOLLOWING the Government's announcement that petrol rationing will come into force as from December 17th, the R.A.C. has already taken active steps to assist members in every possible way during the present situation. A special Enquiry Bureau has been set up at the R.A.C.'s headquarters in London, where members can obtain information about the new regulations. Similar information is obtainable from all R.A.C. County Offices.

Emergency supplies will continue to be available from garages operating the R.A.C. "Get-You-Home" Service to members who run out of petrol on the road. In such cases, the appropriate coupons will have to be surrendered.

MOTOR SPORT

THE R.A.C. has advised its three hundred recognised motor clubs that the issue of permits for motor sport events will be resumed from December 17th. For

racing and speed events, where competing cars can usually be suitably modified, the R.A.C. is considering the desirability of allowing all cars, whether sports or racing types, to use alcohol fuel.

FIRST-AID OUTFIT

"ONE of the best things done recently . . . exactly the sort of thing every motorist or motor cyclist should carry." This is how the British Medical Association's journal, the "Family Doctor," describes the R.A.C. Motorists' First-Aid Outfit. Since it was introduced last June, this compact but comprehensive kit has proved tremendously popular. Neatly packed in a handy-sized tin, it contains ten first-aid items and a specially written booklet which explains in simple terms how to administer first-aid. These kits, which are as useful in the home as on the road, can be obtained from all R.A.C. offices and from most chemists shops, price 7s. They will also be available at garages in the near future.

SUSPENSION OF DRIVING TESTS

THE Standing Joint Committee of the R.A.C., the A.A. and the R.S.A.C., has addressed a letter to the Ministry of Transport drawing attention to the serious consequences which would follow a suspension of the driving tests for any length of time. In it, the Committee emphasised that this action could result in the dissipation of the very large machine which has been built up to train people to drive. It represents a most valuable contribution to road safety, which would require a great deal of time and money to re-establish once it had been allowed to run down.

AVON NEWS

MR. P. R. J. C. JOHNSTON has been appointed General Line Representative in the Doncaster and Barnsley areas of Yorkshire. This appointment is effective from November 26th, 1956.

Mr. J. C. Shortland has been appointed General Line Representative in the Leeds area of Yorkshire. This appointment is effective from December 24th, 1956.

AVON RACING TYRES

THE range has been extended and tyres are now available for all types of racing, including lightweight and ultra-lightweight events. New pattern front and rear solo tyres and the rear sidecar-racing tyre have already proved themselves this season.

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Bemsee's 1957 dates

CONFIRMATION WILL BE ADVISED
IN DUE COURSE.

THE EDITOR'S CORRESPONDENCE

WITH reference to "Marshal's Musings," I would like to air a few views. Personally, I do not like the idea of "racing for money"; whatever the quantity, as it seems to me to detract from the sport as such. Therefore I would suggest some sort of memento on a par with the trophies, spoons and so forth in shooting.

As a serving R.A.F. type, I am afraid I cannot feel any sorrow at the passing of yet another ancient aircraft. It is a pity one "Lanc." could not have been preserved in concrete, but we must not, as British men, keep praiseworthy memories of our part in the war! I have served on the last unit to use, operationally, Wellington T10, Anson 19, and that big bomber the Lincoln, which is unfortunately still going strong in a job for which it is totally unsuited. Like a Rolls in the "Monte," but lacking the looks, comfort and silence!

Which brings us to sport and the tie. I have not been intrepid enough to wear the tie in public, but will probably give it military honours on parade if I can't get leave to enjoy my sport next year.

Peter Pidgeon.

FOLLOWING the private battle between A. E. Rose and E. Tragatsch about the respective merits of 125 c.c. two-strokes and four-strokes I was surprised to read that Mr. Rose had not seen a decent British 125 four-stroke in action, which leads me to suppose that he hasn't attended any Bemsee meetings this season; otherwise he would have seen the L.E.F. not only dusting the two-strokes but some of the four-strokes as well.

Reverting to the comparison between the two types of engine, it seems to me that with fuel and blower restrictions, the two-stroke does not get a fair chance. I am in favour of scrapping all restrictions on racing machines including those on fairings and streamlinings. The only thing that matters is the swept volume of the working cylinder or cylinders. This could be limited to 350 c.c. for the "Seniors" with a possible reduction to 250 c.c. in say five years time, as speeds mounted. Here's looking to the 1957 season!

Lewis Ellis and Foster Ltd., Watford.

H. H. Lewis

I suppose it all depends upon what you mean by "lots." "Lots of pots;" two, four, six or eight. Does Mr. Jarman in his always interesting "Marshal's Musings" limit his "lots" to four and consider any number above that to be a lot too many? Why? Mr. L. W. E. Hartley's original formula comparing single and multi-cylinder engines applies to twins, fours and eights provided each has been made from the same drawing, scaled to give the capacity required in each case.

London, S.E.7.

Joseph Bayley.

AS ONE who has only done a little racing, but has made a series of (for me, and for at least one marshal), highly exciting circuits of the Island, partly on the saddle and partly on my rear in the 1950 Clubman's, may I say how glad I am that there was no rule then about having what Bill Jarman calls, a "Ball and Socket" inspection by the M.O., whenever one dropped the bike.

My personal experience was that while the sockets suffered some severe strains, the rest fortunately escaped any serious damage.

Denny, Stirling.

John A. Ure.

I HAVE been an interested spectator in the battle between Messrs. Rose and Tragatsch, with an occasional broadside from Mr. Hartley, and I think it is time for someone else to butt in. Well, here goes!

My impression is that Mr. Tragatsch genuinely hates his racing twostrokes, but, enigmatic though this sounds, not because he dislikes them. He's just grown tired of them. Mr. Rose on the other hand, knows quite well that twostrokes in their present development cannot match similar capacity fourstrokes, but does not like people to say so.

Now this is where I stand. Do I think the twostroke has had it; and men developing it for racing, are they wasting their time? What nonsense! Would the twostroke have been perfected in its present state without these men? The twostroke has certainly not yet reached its limits of perfection. Neither has the four-stroke for that matter, and men who

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don't know enough about gas-flow, prefer not to guess at its probable paths. It is with this group that I class myself.

There is another reason why I do not consider twostrokes for myself. I prefer my rotaries to run at half, rather than full engine speed.

V. A. Budachs.

IN THE December issue of "*Bemsee*," L. W. E. Hartley once again bursts into print on the subject of fuel regulations for road-racing. He complains that the "Petrol Only" school have failed to meet his often-published challenges by producing justification of this rule.

This is very disappointing for Mr. Hartley because he believes it to be a controversial issue, which of course, is not true. The majority of private owners competing in road-races at the present, have no wish to see any type of fuel permitted, but since they do not see any danger of the regulations being altered as a result of Mr. Hartley's writings, then they are just too apathetic to reply to his challenges.

As a regular competitor in road-racing events I should like to present the "private owners justification" of the petrol-only regulation.

Firstly, if any type of fuel was permitted we should be forced to use an alcohol fuel if we wished to compete on anything like equal terms, because we all realise that we would be able to obtain more power from a given engine capacity, by using such fuels. Mr. Hartley's statement that he doesn't want "compulsory alcohol racing" but just "complete freedom" is merely an attempt to disguise this fact. It is fair therefore to state that by permitting any type of fuel, we would in fact, be forced to use alcohol fuels.

Secondly, having made the change to any alcohol fuel available to the private owner, we should find that works' teams and perhaps a handful of other riders would have access to extremely expensive "super fuels" developed by the fuel research laboratories of the large oil companies. This would further increase the gap between the private rider and the leader-board, thus tending to make racing the poorer for both competitor and spectator, because close racing is essential in the interests of both parties. Instead of the battle being fought on the track or road, the result would be determined in the laboratory.

A further objection to Mr. Hartley's "freedom" is that many private-owners have to use their racing machines on the public roads in order to arrive at the meeting, and whereas it is a very simple matter to call at a roadside pump and fill the tank with a premium grade petrol, the difficulties of carrying the required quantity of alcohol fuel on a solo motor-cycle would present an insuperable problem. The consumption would be something like twice the rate of petrol, and sufficient would have to be carried for both out-going and return journeys together with the amount required for practice and racing, because the racing fuel just wouldn't be available at the roadside. The problem of carrying sufficient fuel would be particularly acute for riders going over to Ireland to compete and who sometimes have considerable distances to cover with their tools and other impedimenta, in order to travel from the nearest port to the venue of the race meeting.

An advantage of using the standard petrol grades is that there is very little adjustment required to the machine at the meetings. One does not find it necessary to experiment with different compression-ratios, ignition advance, or carburation. Replacements are standardised as a result of the fuels being a "known quantity" and thus are cheaper and more readily available. It is of further interest to reflect that the development of "Dope Freaks" would do nothing to improve the normal road-going motorcycle; in fact a restriction to commercial grade petrol would achieve more to this end.

Add to the foregoing the much higher cost of the alcohol fuels and the further increase in expense due to the heavier consumption and I feel that here we have ample justification for belonging to the "Petrol Only" school.

Mr. Hartley may judge some of the reasons given as being of "selfish or financial interest" to quote his recent letter, but I don't think any apology is due here. 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.

The one advantage of cancelling this regulation would be to give opportunity to Mr. Hartley to display his undoubted skill in preparing machines on alcohol fuels.

Letchworth.

John T. Griffiths.

(continued on page 10)

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