



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 12. No. 4. APRIL, 1959 ONE SHILLING



Racing again! A shot from last year's  
"Silverstone Saturday" Senior Championship

(Photo: Gordon Hicken)

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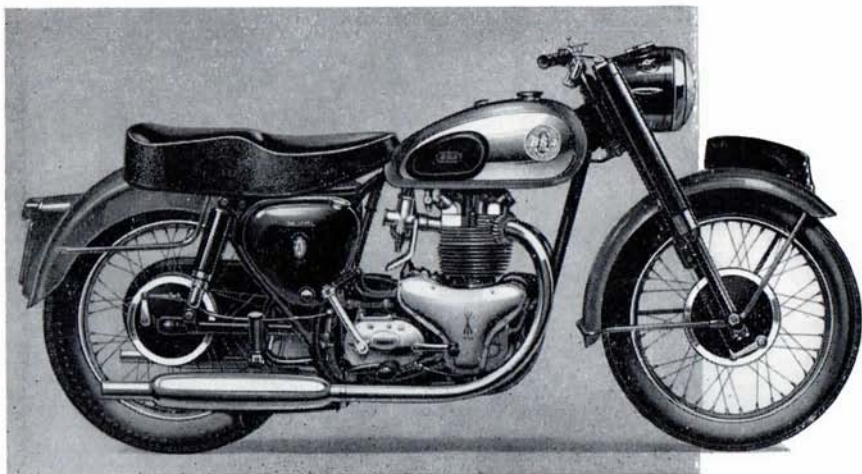
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# Bemsee

Vol. 12. No. 4. APRIL, 1959

EDITOR :  
P. F. WRIGHT

**BRITISH MOTOR CYCLE RACING CLUB**

PRESIDENT : The Marquis Camden, J.P.

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

CHAIRMAN : H. L. Daniell      VICE-CHAIRMAN : A. Squillario

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

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## DROP A LINE

**O**N a page in this issue, you can read of the heartening increase in membership that the Club has received since beginning of this year—one-hundred-and-fifty new members, to date!

May we reiterate the request that has been made before on this Editorial page, that a few lines from you will create the basis that is needed to make the correspondence columns of our journal the lively medium that they should be for expressing your views, thoughts and ideas.

The petrol v. alcohol exponents have had another good innings over the past five months, so now what about some other topics of the moment and future? We want to hear more from all of you this year, including what you think about your magazine.

One further and most interesting point, arising out of Les Higgins' article in last month's issue, has come to light. The Club's very first race meeting was held, at Brooklands of course, on Thursday, 18th April, 1909. So we start our second "fifty" with what promises to be our finest meeting ever.

**Closing date for contributions — 14th of each month**

## CLAIM WITH TWO POINTS

A. E. ROSE

I HAVE just finished reading an article in which Hermann Meier claims that "the chances of successfully developing the port layout or a high performance two-stroke engine by trial and error methods are about as slim as winning the treble chance pools". If by "successfully" Mr. Meier means developing to the ultimate, I am in no doubt that he is right, and I always make a point of not arguing with people who know more than I do. The only thing which puzzles me is why engineers and mathematicians who are engaged on two-stroke engine development can disagree so often. Could it be that formulæ merely point the way, but the journey must be accomplished with faltering steps?

Now and again I frighten myself by perusing a paper published by the Institution of Mechanical Engineers—Air flow in a naturally aspirated two-stroke engine (1954, Vol. 168, Number 18). I always feel terribly depressed at my ignorance, and to cheer myself up I read the last few pages. It is here that one sees that highly qualified men do not always agree and, more important, the results of laboratory tests produce port layouts and exhaust systems much the same as some of us obtain by nipping smartly up and down the local by-pass. Furthermore, we do get the pleasure of a ride, so hands off trial and error I say.

Now, the purpose of this introduction is not to cross swords with Mr. Meier, who has been very kind to me, but to dispel any misgivings prospective two-stroke tuners might have in reading Mr. Meier's statement and misunderstanding its purpose. The situation is exactly as it has been before, namely, that a standard two-stroke engine may have its performance improved to the point where it becomes a reasonable proposition for racing. Quite a lot has been written on this subject and the basic alterations to porting exhaust systems, compression ratios, caburation, etc., are widely known.

My own experience was gained by experimenting, including the many feasible combinations of port tuning which are so time-consuming for the man who has not access to bench tuning apparatus, and it is rather strange that I have now come back to the arrangements I had nearly three years ago except for one or two details. The trouble is that unless one analyses each experiment, whether

successful or otherwise, the result can only be applied to the particular engine design under test and provided one is prepared to think about each experiment and compare the result with the actual reason for the experiment then empirical formulæ can be built up, suitable for application to various designs of engine.

To get back to the practical side for the moment, I had been hoping to do sufficient experimenting this year to make some useful contribution, but my work has limited my activities very severely. In the few events in which I have run, hoping to gain some information, silly minor troubles have plagued me. However, I have found out one or two things, for example:—

Quite a high maximum speed may be obtained by ultra high compression ratios, even though breathing and porting arrangements are not so good as they might be. This is nothing new, of course, but I have found that I was getting seizures occasionally, even when the plug was running very cool. The answer, I think, lies in the fact that high compression of a moderate charge can be similar to moderate compression of a high charge in its effect. There is a vital difference however, the cooling of the piston is effected by the efficiency of the charge and under high charge conditions, more efficient piston cooling results. In fact, having previously used compression ratios of about 13:1, I am convinced that this is the wrong approach and I am now on 11:1 and in future will only go higher as a last resort. I refer to tuning for petrol—not alcohol.

This leads up to a further point. Just how effective is finning on the barrel of a two-stroke? Up to a few years ago the production barrels were modest looking affairs, then, possibly as a sales measure, fin area was doubled. In the interest of obviously better cooling, quite a number, including myself, slung their old barrels over the hedge and fitted the later type. Result: Stampede to find the old barrels. There is now no doubt in my mind that when using a cast iron barrel, excessive finning leads to a tendency to seizure. I am inclined to believe that in a two-stroke using an iron barrel, less piston cooling is achieved by transfer of heat to the cylinder walls than is imagined and that the major part of piston cooling is accomplished by the charge. The

barrel finning should be sufficient to maintain reasonable temperatures and above all to prevent distortion, by distribution of the exhaust port heat. The major area of finning should be in the belt around the exhaust port in an attempt to maintain this region at temperatures approaching that of the other parts of the cylinder. Excessive finning elsewhere leads to temperatures appreciably lower than the exhaust port band and causes distortion. Cast iron is a poor conductor and its co-efficient of expansion is only about 2/3rds that of aluminium. It follows therefore that if the barrel is overcooled, the piston clearance will have to be greater when cold (the same does not apply to four-strokes—which rely to a greater extent on transfer of piston heat to the cylinder walls). So I feel at present that with iron barrels, the chance of seizure can be lessened by increasing the barrel temperature above the exhaust port band, and when I say increase I don't mean get it red hot!

If, then, I believe this, what is the purpose in the present tendency to wider pitching or staggering of fins which is employed to allow the air to get down to the roots of the fins? I think the purpose is the same. An attempt to equalise the cooling rather than as a cooling measure in itself, and of course crankcase temperatures would be lower, leading to a slight increase in power. It will be noted, however, that the finning is not overdone—it's just enough and no more.

It would seem that aluminium barrels would be the answer. Thermal conductivity is better and expansion would be more or less "in step" with the piston. It is far from easy to design a good aluminium barrel as any local hot spot can make the sleeve expand away from the liner, and in that area distortion of the liner could take place. Plated bores in aluminium cylinders have their pro-

blems, as the plating can be pulled away from the ports by the rings unless it is turned into the ports.

I am aware that many will disagree with me, but harping back to the "trial and error" theme, I have found in practice that with an iron barrel the cooler it runs the greater the piston clearance I have had to employ. It could be due to distortion, but it could also be due to the fact that up to a certain running temperature, the piston will lose heat fairly rapidly to the cylinder. Above that temperature, it relies more and more on the cooling effect of the charge, as the cylinder is such a poor conductor; above that point it is as well to concentrate on a design to keep the barrel true rather than as a cooling medium.

In view of the limitation on performance imposed by piston overheating and bearing in mind the effect that the heat is collected and distributed via the crown, I have often wondered why composite pistons are not employed. Existing type crowns might well have a skin having relatively poor heat conducting qualities or a complete crown of a suitable material. My own experience has been that there is less tendency to seize when a piston crown has a reasonable coating of carbon. It might be possible to develop along these lines.

It is all very well to make suggestions and offer no useful contribution to solving the problems, but few of us have the means of putting our own ideas into being. All the same, the most unlikely ideas can sometimes spark-off a train of thought in the mind of someone who can produce a useful development. In conversation with club members I have heard most interesting observations made from time to time. What a pity it is that so few feel inclined to put their thoughts into writing to provide a mental exercise for voracious two-stroke enthusiasts.

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## ONCE AGAIN!

**I**N THE February issue of the magazine, mention was made of the fitting of riders' side number plates too far forward, so that the numbers were obscured by the riders' legs. We would like to call

your attention to this point again so that the B.B.C. Commentator, the Lap Scorers and Timekeepers can be quite sure who is passing them each time. Please do see that your near-side rear plates are fitted quite clear of your thighs when you are on the bike. Thank you!

## A VERY TESTING DAY!

**H**AVING cleared an Eskimo and his dog-team off the circuit and given the Polar bears their marshalling instructions for the day, the curtain went up on the Club's Testing Day at Silverstone, where some eighty-six members signed-on to use the track for either long or brief spells, according to how their machinery went or how their circulation stopped! Yes, it was a cold 'un, but the lads did seem to have a good day and quite a few interesting bikes of various capacities were put through their paces. The "lines" through the "Club Circuit" corners were certainly many and varied, but on the whole the bends were usually sized-up after a few exploratory laps, and some serious lappery was put in thereafter.

Amongst the many members present were Messrs. Virco, Shorey, Darvill, Denton, Edlin, Read, Hailwood, Tyack and Moule. The latter had out on test an M.V., but all was not well and Albert had to call it a day. Eddie Dow had his much-talked-about Gold Star going, with Monty Buxton riding in a very fine style. With the planned new carburettor, Eddie is hoping for some considerable step-up in performance, although he said that he was quite satisfied with the bike's handling and frame. It certainly looked and sounded good!

At least the day was dry, and no doubt good use was made of it by members, checking their machinery and getting their "eye in" for the fast-approaching race season.

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## COMMITTEE NEWS

### Meeting held on March 7th.

**Present:** A. Squillario (Chairman), E. C. E. Baragwanath, L. S. Cheeseright, G. C. Cobbold, R. R. Fifield, D. J. H. Glover, N. B. Pope, I. F. Telfer and R. C. Walker. In attendance: the Secretary.

**Apologies** for absence were received and accepted from Messrs. D. Bates, E. Cooper, H. L. Daniell and A. L. Huxley.

By unanimous vote, Mr. Daniell and Mr. Squillario were re-elected Chairman and Vice-Chairman respectively of the Club for 1959. The Finance and Competitions sub-Committee and Trustees of the Benevolent Fund were confirmed in their appointments for a further twelve months. Mr. Squillario as Chairman welcomed Mr. Fifield to the Committee.

The Minutes of the previous Meeting of the Committee, as well as those of the A.G.M. of the Club, were approved and signed by the Chairman.

It was agreed to enter up to six members in the Clubman's Trophy races and to pay their entry fees. It was also agreed to enter teams in the T.T. and Manx G.P. Mr. Glover offered to carry out preliminary work for the former.

The Secretary explained details of the practice day at Silverstone on March 18th.

Further considerable discussion on the A.-C.U.'s proposals for road-racing took place. Mr. L. J. Archer was present during this. He outlined the happenings at the recent General Council Meeting and subsequent developments. The

Club's opposition to any form of compulsion of riders was re-affirmed. It was agreed to write to the A.-C.U., detailing such criticisms and suggestions the Club had to their proposals and to issue a statement to the Press, as approved at the A.G.M.

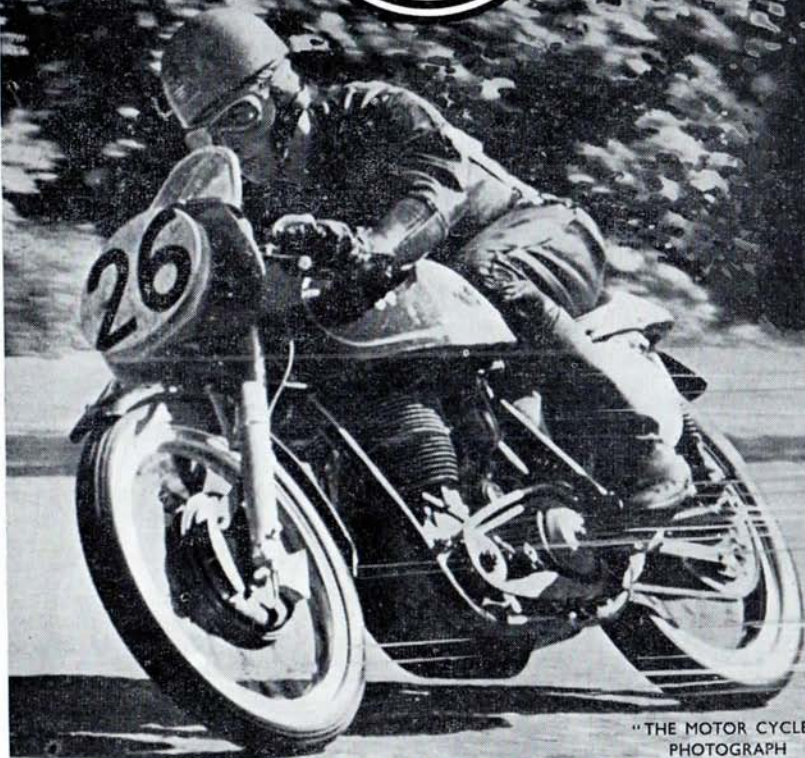
The Secretary gave progress reports on "Silverstone Saturday", "Trophy Day" and the Clubman's Trophy meetings. It was agreed to hold a British 125cc. only and a production machine race at "Trophy Day". The Secretary was instructed to write and seek the A.-C.U.'s reasons for objecting to the use of streamlining at the Clubman's Trophy.

Invitations to the Club to compete at the Vintage M.C.C. sprint at Witchford, the N.E. London M.C.C. speed trials at Stapleford Tawney and the Sunbeam M.C.C. sprints at Ramsgate were formally accepted. The Chairman and Secretary gave a report on their discussions with the Evesham A.C. on Long Marston, which was noted with satisfaction.

Resignations were accepted from Messrs. J. A. Coulson, H. Dawes, J. G. Donnelly, B. Douglas, A. A. Jackson and D. E. J. Wort. New members were elected.

Mr. Cheeseright and the Secretary gave a report on the inaugural meeting of the new Northampton area under Mr. A. F. Mills. The success of the evening was noted with great satisfaction.

The date of the next Meeting of the Committee was fixed for April 27th.



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PHOTOGRAPH

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## RACING NOTES

By the Secretary

**A**FTER my article in February's issue, I propose, with the assistance of the Editor in the matter of available space, to write from time to time in the pages of *Bemsee* on matters pertaining to the meetings. The idea is to let you know what the Club is doing and what to expect at future meetings.

My first point this month is in connection with Club entries. It is the Committee's intention to enter members in those events which are suitable for such entry. Elsewhere in this issue you can read about the three members whom we have entered in the Club Handicap event at "Silverstone Saturday". We have also made an announcement about the Clubman's Trophy. Incidentally, if there is anyone else who is interested in being considered for this, will they please write to me at once. The selection will be made in a day or two's time so that those not selected have a chance to find another entrant club. The Committee intend also to enter one member in the "Manx". Of necessity, this will have to be someone with experience of the course and capable of doing well. You will be able to read about this in the May issue. Team entrais are another thing the Club like to see and we shall hope to have trios of members in the T.T. and "Manx". Those estimable Irish races often have team trophies and I would be glad to hear of anyone riding in any so that we can make up a team.

I regret to say that some of the entry forms that I received for Silverstone were pretty shocking. It does say on the form that it must be completed legibly and in full. Several gentlemen did not even bother to append their names and addresses and it was only because we know most of your signatures by now that we knew from whom the entry came. This sort of thing does cause extra work you know and is liable to be one hell of a nuisance when dealing with seventy-odd entries all at once. Also I would remind you that licence numbers must be shown. There is really no excuse for not having one. I mention this particularly, as entry by a club is again necessary for the Clubman's Trophy in July and the entrant club must have a 1959 Entrant's national licence.

With this issue you will find enclosed

the regs. for "Trophy Day". As usual the meeting has been designed to cater for as many members as possible. To this end, there is a British 125 only race and a production machine race, of which more anon. The former event will exclude machines like the E.M.C. which we do not consider to be of British manufacture. Entries for this meeting will be strictly dealt with on the "first come, first served" basis. So please don't moan if you are too late. You have been warned! The lower limit on the 250 race has been put down so as to include anyone with an Italian 175, Ducati, M.V., Mondial, etc.

I will be quite honest and say that the production machine race is an experiment. Such races are fraught with difficulties as many know. To a large extent any organiser of such an event is in the hands of the individual rider as it is all too easy for an apparently standard roadster to be "hotted-up" quite considerably. You will see if you study the regs. concerned, that the race is split into four different categories: multi and single-cylinder in the first place and then production and production-sports. The idea here should be self-evident. We feel that there should be nothing to prevent the owner of a perfectly ordinary road machine from competing if he so wishes. The presence of sports machines to such a rider must often be a deterrent. I hope the list of sports machines is correct and complete. I may say that I am getting in touch with the manufacturers of these machines, with a view to finding out about mods. or alternative specifications. If you have any queries or doubts at all about the eligibility of your machine, please get in touch with me beforehand. Please don't leave it for the last minute. There will also be a production machine class at the Long Marston sprint.

To turn to a different aspect of racing by way of conclusion, I have had a letter from a firm of boot and shoe factors, by name South, Son & Whitcome, Ltd. of Southsun House, 221 Pentonville Road, London, N.1, giving details of motorcycle boots. The prices seem very competitive—55/- for full-length. I do not know whether they are suitable for racing. However, if anyone is interested, I suggest they contact these people, mentioning the Club.





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# CLUB HANDICAP ENTRIES

W. G. TREMLETT

**Y**OU may remember reading in the January issue of the magazine, a paragraph about the Club Handicap event at "Silverstone Saturday", wherein we asked members who wanted to be entered by the Club to write and tell us. Some sixteen did so and it was decided by the Committee that, because of the nature of the event, the best way to choose three (for the Club could only enter three in accordance with the regs.), was to put all the names in a hat and draw three out. Therefore at the Committee Meeting on January 26th this was done. Barry's hat was borrowed, he being the only member present that evening with suitable headgear, and the draw was made.

The three lucky members were, in alphabetical order, Peter Hardcastle, of Walthamstow, Bill Reid from Harrogate and Alan Virco of Northampton. As it happened, a remarkably happy selection, as they come from the three parts of the country where the main body of members live. All ride 350s and all three are, and I am sure they won't mind my saying this, of that great band of ordinary riders who make racing what it is. Here follows a little bit about each of them.

**Peter Hardcastle** is a complete newcomer to racing. He is a little over 20 years old and is at present doing his National Service. Fortunately for him, after an initial period of training elsewhere, he was posted to the War Office. This has enabled him to continue work on his machine at weekends and such like, duty with H.M.F. notwithstanding! He is, as well, one of the founder-members of the Velocette Owners Club. His machine is a KSS Velocette which he has modified quite considerably. The basis of the motor is a KSS with an Al-fin barrel, 9:1 c.r., KTT cams and a 1½ in. RN Amal. The gearbox has a set of close-ratio gears in it. So much for the motor which is basically Velo. However, the frame which he has built himself, is "one-off" entirely. It is of the "feather-bed" type with A.M.C. front forks, and 7in. front "anchor" and a 19in. wheel with alloy rim. The rear wheel is similar, but with a Velocette brake and carrying a 3.00 tyre. Manx Norton petrol tank and seat are used. Peter says he has not had this "bomb" running yet, but hopes to

get over 7,000 out of it. He has entered for two meetings over the Easter weekend, so the "bike ought to have had a couple of outings before April 18th".

**Bill Reid** is a timber-merchant from Harrogate. He has been racing for a number of years on all the more northerly short circuits. As he says in his letter, he has not been able to race a lot in the last few years due to pressure of business, though he is hoping to remedy this during 1959. His first racing machine was an NSU which he acquired in Germany and brought back to this country after the war. A Norton followed that, but neither provided him with much in the way of "places". However, as he himself says, there is nothing like plenty of riding to gain experience. In 1954 he bought a KTT Velocette from Leslie Harris of Hull, who had ridden the machine in the Island and on the Continent. The machine is more-or-less standard and is a 1950 model and, therefore, must be one of the last made.

**Alan Virco** is an aircraft engine fitter, lives in Northampton and is 29. In the last four years, Alan has competed at most of the short circuits in this country and five Manx G.P.'s too. Last year he was 7th in the first Club Handicap at "Silverstone Saturday" at 78.08 m.p.h. Later, at the "Hutch", he led the "slow" 350 race for two laps, but ended up in 11th place at 78.94. In his first "Manx", the 1956 Junior, he was 60th at 71.78, but he improved this to 49th in the same race the next year, averaging 76.52. Two days later, on the same machine, he was 47th in the Senior. His machine is a Gold Star-powered Manx Norton. The motor, a 1954 model, used to belong to the late Jack Bottomley. In Alan's own words, nothing has broken or worn out despite five M.G.P.'s and innumerable short circuits, and only valves and springs have been changed. He says this must nearly be a record and that he would not change it for the world. He is riding the machine again this year and, of course, without any mods.

Well, there you are. It remains for me to wish these three members a good and successful ride on the 18th and indeed at all the other meetings this season. I hope that they will all three be on the "leader board".

## "BEMSEE" BACK NUMBERS

**I**N the course of our annual pre-season deck-clearing operations in the office, we have made a collection of all unwanted back-numbers of the magazine. Some are in mint condition while others are a little battered, but they are all complete and as you will see from the list below, there are quite a few dating back to the very early post-war days. If any members are interested in obtaining any of these back numbers, would they please drop me a line enclosing a suitable contribution towards postage.

The following numbers are available, but please note that we have no others apart from those listed. The figures in brackets denote the number of copies we hold. Applications will be dealt with in order of receipt!

### 1948 — Vol. 1

May (5), July (8), September (4), October (8), November (3), December (7).

### 1949 — Vol. 2

January (14), March (4), April (4), May (5), June (5), July (1), August (3), September (4), October (3), November (1).

### 1950 — Vol. 3

February (3), March (1), April (1), May (1), June (1), July (1), August (2), Sep-

tember (1), October (1), November (2), December (2).

### 1951 — Vol. 4

June (2).

### 1952 — Vol. 5

January (2), February (2), March (1), April (1), May (2), June (2), July (2), August (1), September (2), October (2), November (2), December (1).

### 1953 — Vol. 6

January (2), February (2), March (3), April (2), May (3), June (3), July (4), August (2), September (3), October (4), November (1), December (1).

### 1954 — Vol. 7

January (2), February (2), March (2), April (2), May (2), June (2), July (3), August (2), September (2), October (2), November (2), December (3).

### 1955 — Vol. 8

January (2), February (1), March (2), April (2), May (2), July (3), August (2), September (2), November (1), December (1).

### 1958 — Vol. 11

January (20), February (18), March (20), April (19), May (5), June (15), July (8), September (8), October (19), November (20).

The Secretary.

### MUTUAL AID:

**Sale:** 1934 14.9 h.p. Ford, with side and rear windows and running boards and side panels renewed last February; rebored; new mains and big ends; new valves and guides; gearbox overhauled;

brake drums skimmed and re-lined; new distributor; lights good, including Lucas "flamethrower"; in all £70 spent. Asking £60. — W. H. Dixon, 14 Abel Street, Burnley, Lancs.

(Continued on page 87)

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# COMMITTEE NEWS

## NORTHAMPTONSHIRE

Arthur Mills

*Express Dry Cleaning Works,  
Wellingborough Road, Rushden*

**B**Y 9.00 p.m. on March 6th, no less than 68 persons had arrived at the *Queen Victoria Hotel*, Rushden, for the inaugural meeting of the proposed Northampton area. Even so, the 68 did not provide enough mouths to eat all the sandwiches, etc. provided by Mine Host. After a brief introductory talk during which Arthur outlined his intentions, and the feeling of those present was sought as to what meetings should be held, etc., a number of old films, with and without a motoring flavour, were shown. These included "No Limit" which, as always, raised laughter all round. Amongst the many members present were Bob and Harry King, Eric Headlam, Norman Manby, Allan Malam, Bill Russell, John Glendingning, Steve Palmer and Dan Shorey. Lionel Cheeseright motored up from London with Mrs. Cheeseright and Guy Tremlett was also to be seen. All in all it was a most heartening first time. At the majority request, another meeting will be held on Friday, May 1st. The venue and time will be the same and we shall hope to have a good natter about "Silverstone Saturday".

## MIDLANDS

A. Squillario

*Shrewley Fields, Hatton, Near Warwick*

**A**T our area meeting on March 10th, at the *Boot* at Lapworth, just about two dozen members turned up and the usual "natter" of racing matters occupied most of the evening.

All those present were looking forward to the Testing Day at Silverstone and arrangements were made about getting down for that day.

One point I would like to mention, is the very important one concerning the Silverstone back areas Security Marshals, eight of whom are urgently required for our International Meeting on April 18th. If any of you can help the Club on race day with this duty, or know of anyone who can manage to carry out some part of this job, then will you please get in touch immediately with Arthur Mills, the Northamptonshire Area Organiser, whose address is given in the News above.

## METROPOLITAN

Alan L. Huxley,

*"Court End," Courthill Road,  
Chipstead, Surrey.*

**O**N March 10th we held the last of our winter gatherings at the '*Prince of Wales Tavern*' in Drury Lane, when we had our very good friend, Superintendent Ghanes, of the Metropolitan Police Force, give us a most interesting talk on his experiences in this year's Monte Carlo Rally and other years too. Although we did not have the usual numbers of members and friends at this meeting, those that did turn up had a most enjoyable evening and, no doubt, many were very surprised at the intricate detail necessary in the preparation for this Rally, not only with the car, but with the individual crew. A raffle was organised during the evening and we had the pleasure of Mrs. Ghanes presenting the prizes.

Unfortunately, the Metropolitan Area Secretary could not visit the new Northampton Area Cell on its inaugural meeting, but it is understood that Lionel Cheeseright was present and suggested that in the coming winter months there should be some form of competition between the two Area Cells. This is eagerly looked forward to.

The second Treasure Hunt which was to have taken place on Sunday, 22nd March, has had to be cancelled owing to lack of entries—only nine entries were received by the closing date. It is hoped that all will understand that it would have been impossible to organise an event and supply the necessary prizes with so small an entry.

## NORTH EAST AREA

N. A. Bedford,

*1 Lowther Terrace, Swillington Common,  
Leeds, 15.*

**O**N Tuesday, March 10th, we had a convivial little meeting at the '*Victoria Hotel*', Leeds, with Guy Tremlett and Bill Martin (the Nottingham representative) in attendance.

Altogether 10 local members—if you can call Wakefield, Rotherham and Sheffield local—were present, and we had quite an interesting natter on all types of racing topics.

*(Continued on page 79)*

## BILL JARMAN'S COLUMN

Don't get complacent! The following news from Italy makes one sit up and take notice. 125 twins giving 14/15 b.h.p. by Benelli and 250 Fours belting out 28/30 b.h.p. by Parilla. We did not take the Italian half-litre fours very seriously when the Rondine came out pre-war. The Gilera and M.V. followed on and gave us a good shaking. Surely we can get into this multi market?

\* \* \*

Many famous riders have said they will be sorry to see the senior class reduced in cubic capacity. So will most of us but don't forget what has happened to the three-quarters and one litre categories. Beaten by the half-litre jobs which in turn will be licked by the junior engines and so on. Call it progress! Call it what you will and watch the multi-cylinder babies between now and 1960 when the 250 will be fast enough for most people.

\* \* \*

The foregoing paragraph will probably prod someone into asking me why I stick my neck out. They will all get the same answer to the effect that the internal combustion engine (as applied to motor cycles) is only approaching an efficiency of approximately 30 per cent. There is, therefore, any amount of scope for many improvements during the next few years. Positive or rotary valves, petrol injectors, less weight and better fuel, etc., are only a few of the items. To take petrol alone, with a B.T.U. value of 20,00 and a combustion of half a pound per hour per B.H.P. we only get about 25 per cent. efficiency.

\* \* \*

After many years of confusion, we are, at last, to get our Road Race permits from A.C.U. Headquarters. The General Council have thus rectified something which has caused a great deal of bother in the past. As I pointed out some months ago, it was as though a Local Council had more power than the Government. One item at the General Council Meeting which was referred back to the Competitions Committee savoured of dictatorship at its worst and I hope it will never be considered again.

\* \* \*

You will have already received a Silverstone Saturday "sticker" for putting in the window of a car, garage, pub, or other place where it will be seen by lots of people. Never forget that we cannot exist without spectators and anything you can do to help your club should be done without stint. Mobile publicity on vehicles is probably the best medium. A p.c. to the Secretary will bring you the necessary. Factory P.R.O.s please note.

\* \* \*

After "Silverstone Saturday" the new boys can get ready for their own day out on May 30th when all the fast men are in the Isle of Man. Some of the members will probably take their holidays at this time and go to both places. Don't forget to wear your badge or blazer. As Harry Louis said in last month's issue, "We are still a Club and not simply a racing organisation". Do not hesitate to approach the famous riders who all wear the crossed jacks. You will find them ready to chat to fellow members on any reasonable occasion.

\* \* \*

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### AREA NEWS (continued)

Despite the repeated moans and groans I receive from local racing members as to the organisation or "lack of organisation" of Bemsee, the complainants were noticeable by their absence, so that we can only assume that, as this was a golden opportunity for them to voice their opinions to the Secretary, they must

after all be satisfied as to the way the Club is run.

At the end of the most enjoyable evening I was firmly resolved that at the close of next year's racing season I will renew my efforts to form an active group in this area.

## MORE CLUB NOTES

### A SECOND PRACTICE DAY

So popular was the Practice Day which we held on 19th March at Silverstone that many have suggested another. I am proposing, therefore, with the Committee's approval, to have another such day in May. Now this is a busy time as far as racing is concerned with meetings every weekend. Whitsun is early too and we have Trophy Day at the month end. The date will have to be a Wednesday again and I am thinking in terms of the 6th or 13th May. Will all those who would be interested drop me a line as soon as they can. I visualise exactly similar arrangements to last time and a similar charge too. From the considerable response to the first day it seems obvious that there is a considerable demand for facilities such as these without the inhibitions and high fees of some other places.

Secretary.

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### THE GOLDEN JUBILEE FILM

Messrs Smith's Motor Accessories Ltd. are making a film this year to commemorate the Club's 50th Anniversary. They will be "shooting" at Silverstone Saturday, the Crystal Palace, Shelsley Walsh and Brighton. The commentary will be by Graham Walker. In order to make the film as authentic and interesting as possible they are most anxious to obtain film of pre-war meetings at Brooklands. If there is any member who has such film which he would be prepared to lend to Smith's or knows where any exists, will he/she please contact me at the Office. Further details of the film will be announced in due course.

Secretary.

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### BROOKLANDS RE-UNION 1959

The Brooklands Re-union will be held on Saturday, May 2nd, at the 'Hand and Spear' Hotel, Weybridge. Tickets 10/- each from W. R. Lunn, 'The Holly Bush', Church End, Redbourn, Herts.

### TRAVELLING MARSHAL

The Club is now in need of a 'trainee' travelling marshal. I would stress at the outset that this job is not one to be taken lightly or does it consist of parading round a race track on a fast 'bike with large "M" plates on it. It is, in fact, one of the most vital jobs at any meeting. I would like to quote, verbatim, from Dennis Bates' handbook on marshalling what are the duties of the Travelling Marshal.

'He must be a man with a reliable road machine, a good rider, and a trustworthy one. His responsibility is great, for working in close co-operation with the Starter he provides the first hand visual verbal confirmation that the track is clear ready for the next race. He shepherds all strays and breakdowns back to the Pits, doing at least one lap between every race or practice period. Knowing the time schedule to which the meeting operates, he must deal with any incident on the track at the end of each race with promptitude and, if time is running out, his decision as to whether the machine in the incident is towed or pushed back or kept at the point of the incident is final.

"He also controls the main gates at Silverstone which must be kept closed until the Travelling Marshal arrives to open it. After due allowance of time his instructions to close the gate are to be carried out promptly."

In fact the Travelling Marshal's job is one of the most important at a race meeting. Insofar as applicants for the job I can say that it is essential to be able to have the necessary time off, i.e. Saturday mornings and sometimes Fridays too. They must have a suitable machine; a roadster machine is preferable, something like a Norton 99 or Triumph T110. The necessary kit is also essential.

In the first place any member wishing to be considered is asked to write to me at the Office. Thereafter the necessary interviews with the Chief Marshal and Senior Travelling Marshal, as well as myself, can be arranged.

Secretary.

# FIRST, SECOND, THIRD

## A summary of members' recent successes

**John Hempleman** followed up his three doubles last month with yet another in the Silver Jubilee New Zealand T.T. on February 21st. After some very close and exciting racing, he won both Junior and Senior races at record speed, with **Noel McCutcheon** in second berth. A week earlier and in another part of the world, South Africa, **Jim Adams** (250 NSU) was first in his class in the Van Reibeck solo handicap at the new Cape Province circuit at Bellville. Still overseas, but much nearer home, was the Guernsey Club's trial, won by **Ken Tostevin** on his 197 Francis Barnett.

Also on February 15th **Dan Shorey** (497 Ariel) earned a first-class award in the Banbury Nobac's Easington Trial.

**Bill Slocombe** and his B.S.A. outfit had a busy time for the week-end of February 21st-22nd. They collected a second-class award in the Victory Trial on the Saturday and a first-class award in the Aldershot M.C.C.'s Archer Trophy Trial on the Sunday.

Last, but by no means least, is **Tom Arter**, who competed in the Collier Cup Trial on March 1st, to win a first-class award riding, of course, a Matchless.

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### NEW MEMBERS

We are pleased to welcome the following new members to the Club. May we wish them a long and happy stay:—

G. Adger, B. Bate, G. A. Bonney, W. E. D. Bousfield, W. A. Carmichael, G. R. Chapman, R. Clark, D. Comley, A. R. Copland, B. Cowland, G. A. Dawson, R. S. Donaldson, R. D. Evans, G. I. Fiveash, A. Fleming, B. D. Foster, C. Freeman, K. M. Glass, I. R. Goddard, J. V. Godden, F. W. Green, D. Greenwood, J. W. Harlow, K. F. H. Inwood, A. Jackson, G. A. Jenkins, K. C. Johnson, M. J. King, R. L. Loader, R. V. Locke, P. Manning, J. Matheson, G. E. Middleton, R. Minto, A. J. Monk, T. Moss, S. T. Mularney, H. S. Newman, R. Newport, D. H. Nicholls, D. W. Oliver, J. A. Owen, T. A. Padley, I. D. Price, H. A. Robinson, R. A. Robinson, D. V. Roffey,

J. Rossall, T. E. Shillingford, P. R. Slade, G. C. Smith, J. Southwell, R. A. Spooncer, M. J. Sullivan, J. G. Trustham, J. P. Waite, A. C. Warren, R. F. Webb, D. Williams, R. G. Wittich, J. R. Youens, A. Aitken, T. W. Barfield, B. F. Bassett, A. S. Bolton, R. E. Cheney, R. H. Coles, E. A. Denyer, G. Emmons, P. E. Grinter, T. C. Hesketh, F. B. Hughes, K. I. Johnson, R. E. Lee, D. W. Mahoney, G. D. McMullen, T. R. Miles, R. T. Mooney, J. H. Needham, D. A. O'Dell, H. Price, R. C. Ritchie, M. C. T. Sampson, L. A. Smith, R. Summers, G. E. Todd, F. J. Tonks, G. V. Tye, J. A. Willett, D. J. Williams, V. C. Wyld, J. Wright.

It is of interest to note that 150 new members have been elected since the beginning of the year and that the 100th new member in 1959 was Mr. G. C. Smith of London, S.W.1.

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### SPRINT NEWS:

The Club has just received an invitation from the Morgan Three-wheeler Club to participate in their restricted sprint at Sherrington airfield, some seven miles N.W. of Banbury, on Sunday, 10th May. All those interested are asked to contact Mr. A. J. Pink at The Caravan, St. Rumbold's Orchard, Wallingford, Berks. He has regs, available and would also like to hear from marshal members who would be prepared to help in the organisation.

The first Dinner/Dance of the National Sprint Association was held on 28th February at the *Abbey Hotel*, Stonebridge Park, and very enjoyable it was

too. After a really excellent meal speeches came from the N.S.A. President, "Barry"; Len Cole, its Secretary; Frank Williams, a Vice-President; Bob Holliday, "Motor Cycling" Editor; Charlie Rous and Peter Arnold. Thereafter the evening was given over to dancing and much furious nattering. Some 70 members and their guests were present.

*Sack cloth and ashes dept.*: The golden issue of the magazine contained a serious error as far as the Ramsgate sprints are concerned. The first meeting is on Sunday, 3rd May, and not a week later as stated. If you haven't already entered contact Dennis Bates at 55 Chatham

(Continued on page 88)

## DOUBLE KNOCKER'S BRIEFS

**T**HESSE jottings have to be written very early due to the exigencies of printers and all that, so that a false impression may have been given last month as to the state of the Silverstone entries. They now total, at the time of writing, 303, with six days to go. The Club Handicap races are full and so are the 250 and 350 Internationals.

The meeting will be International this year. Already there are two B.M.W.'s in; a chair to be ridden by Florian Camathias and a solo by Ernst Hiller. We hope for two more Munich twins with a third wheel in addition to the three English-owned ones mentioned last month.

Some intriguing Italian 125s and 250s were sought, but there is doubt that they will come. Some of these foreign factories are very difficult to tie down, it seems.

A lengthy letter from **G. M. Cooper** arrived the other day. He is at sea now on his way home from New Zealand, via most of the rest of the world apparently. He says he misses "bikes and racing and is looking forward to the 1960 season". Ah well, so are we . . . or are we?

**Reg Macdonald** whom some of you will remember riding a Norton outfit, and a 7R too, I think, now has an engineering business in Windsor, Ontario. When paying his sub. this year, he enclosed a fearsome document outlining the points system which the Ontario State authorities are applying to persons convicted of road offences. If you get so many points in a certain time you lose your licence. Of the things points are awarded for, is "racing". As Reg. remarks, "this will stop the boys 'ear-oleing' for a space".

Consequent upon my remarks about Excelsiors a couple of months back, I had a letter from a new member, **R. W. F. Gates** enclosing a photo of another "featherbed" Manxman. This particular example was housed in a Dominator frame and looked very nice indeed. Talking of Excelsiors reminds me that we shall be seeing a much-tuned 250 Talisman twin at Silverstone, ridden by **Ron Doggett** of Bletchley.

At **Arthur Mills'** inaugural area meeting the other day there were many people and among them ex-Ajay team man **Bill Petch**. He now has a business of his own in that part of the world. **Bill** rode a works 7R several times and one of the twins too on occasions.

Members continue to change their "ironmongery". One of the latest to go over to Nortons is **Roy Emerson** from Windsor. He has sold his Gold Star. He also has a 250 Rudge which has been rebuilt this winter. Both machines are scheduled for the practice session on March 18th.

G50's seem to be very popular; at least to judge by the number that have been nominated for Silverstone. **Denis Pratt** from Sedbergh has one and so have **Peter Chatterton** and **Ned Minihan**. The latter I believe, is to be looked after by a very well-known person. Indeed, A.M.C. products are very popular, as both **John Surtees** and **Bob McIntyre** have entered 7R's or something else in the 350 class.

Brand's Hatch these Saturdays presents a hive of activity with everyone getting ready for the "off". On a recent trip there, I noticed **Alan Trow** out on a very nice 350 Norton and lapping in 61½ secs. by my watch. **Joe Dunphy** and his very fast Triumph-Norton were conspicuous too. Joe by the way favours these American style "battle bowlers". One member, whose name escapes me, slid off his 7R on Paddock Hill without doing much harm to person or bicycle.

Marriage bells have rung recently for three members—**W. Fitzsimons**, **Howard German** and **John Holder**. Heartiest congratulations to them and all the best for the future.

Congratulations too to **Dennis Bates** and **Alan Day** whose wives presented them with new models at the beginning of March. Perhaps we have a new marshal recruit in the former?

By the time this is in print there will have been seven race meetings. So I'll finish by wishing all members a right good season with plenty of good racing in good condition.



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#### SCOTTISH 6-DAYS' TRIAL

Best Solo Performance  
Best Sidecar Performance  
Manufacturers' Team Prize  
38 out of 41 Special First-Class Awards

#### ST. DAVID'S TRIAL

Both Premier Awards

#### VICTORY TRIAL

Victory Cup (Solo)

#### HURST CUP TRIAL

Winner

#### COTSWOLD CUPS TRIAL

Both Premier Trophies

#### BEMROSE TROPHY TRIAL

Both Premier Awards

#### SILVERSTONE — April 19th

Senior 2nd  
350 c.c. 2nd, 3rd  
250 c.c. 1st, 3rd  
125 c.c. 2nd  
Sidecar 1st, 2nd, 3rd

#### SUNBEAM POINT-TO-POINT

Senior 1st  
Junior 1st  
Lightweight 1st

#### INTERNATIONAL SIDECAR RACE

#### OULTON PARK (May 26)

2nd, 3rd

#### DENMARK MOTO-CROSS

Winner

#### AINTREE 'RED ROSE' TROPHY

Senior 1st  
Junior 1st, 3rd  
Ultra Lightweight 3rd

#### SWISS MOTO-CROSS GRAND PRIX

Winner

#### GRAND PRIX DES NATIONS

250 c.c. 1st, 2nd

#### LANCASHIRE GRAND NATIONAL

Trophy Race 1st  
Senior 1st  
Junior 1st  
Lightweight 1st

#### FRENCH MOTO-CROSS GRAND PRIX

Winner

#### INTERNATIONAL SIDECAR RACE

#### AINTREE (Sept. 27th)

2nd, 3rd

#### ITALIAN MOTO-CROSS GRAND PRIX

Winner

#### NORTH WEST '200'

350 c.c. 1st, 2nd, 3rd  
250 c.c. 1st, 3rd

#### OULTON PARK RACES (April 7th)

500 c.c. 1st  
350 c.c. 1st  
250 c.c. 1st  
125 c.c. 2nd, 3rd  
Sidecar Ser. 1 1st, 2nd, 3rd  
Sidecar Ser. 2 1st, 2nd, 3rd

#### COTSWOLD SCRAMBLE

Senior 1st  
Junior 1st  
Lightweight 1st  
Ultra Lightweight 1st

#### LEINSTER TWO HUNDRED

500 c.c. 1st, 3rd  
350 c.c. 2nd  
250 c.c. 2nd, 3rd

#### EXPERTS' GRAND NATIONAL SCRAMBLE

Winner  
Senior 1st  
Junior 1st  
Lightweight 1st  
Ultra Lightweight 1st

#### DUTCH MOTO-CROSS

Winner

#### NATIONAL SHRUBLAND PARK SCRAMBLE

Winner  
Senior 1st  
Junior 1st  
Lightweight 1st

#### BELGIAN MOTO-CROSS GRAND PRIX

Winner

#### A.C.U. INTERNATIONAL CHAMPIONSHIPS

British Ultra Lightweight Champ. 1st  
British Sidecar Championship 2nd, 3rd

#### LUXEMBOURG MOTO-CROSS GRAND PRIX

Winner

#### SWEDISH MOTO-CROSS GRAND PRIX

Winner

#### HUTCHINSON '100'

Sidecar Championship 1st, 2nd, 3rd  
125 c.c. Championship 2nd  
250 c.c. Championship 2nd, 3rd

#### IRISH MOTO-CROSS

500 c.c. 1st  
350 c.c. 1st  
250 c.c. 1st

#### SOUTHERN TRIAL

Best Solo Performance  
WEST OF ENGLAND TRIAL  
Best Solo performance

#### SCOTT TRIAL

Premier Trophy

#### INTERNATIONAL 6-DAYS' TRIAL

Three Manufacturers Team Awards  
Twenty-seven Gold Medals

#### BRITISH EXPERTS' TRIAL

Best Solo Performance  
Best Sidecar Performance

#### 1958 MOTO-CROSS WORLD CHAMPIONSHIP

## EDITOR'S CORRESPONDENCE

WHEN Erwin Tragatsch wrote his article on alcohol, I and several others were so struck by the number of gross inaccuracies in his statements that we reached the conclusion that he must have written it with his tongue in his cheek, in order to provoke correspondence to the magazine. In that respect it has been successful, but having read his latest letter to the March *Bemsee*, I cannot decide whether he really means what he writes.

To suggest that Dr. Bayley and Mr. Hartley use expressions which prove their lack of practical knowledge of alcohol fuels is a statement which is more ridiculous than Mr. Tragatsch's original article and one can only assume that he is again writing with his tongue in his cheek.

The other point to which I would like to draw attention, is the extract about C. W. G. Lacey which, judging by the position on the page I assume, perhaps wrongly, to be an expression of Editorial opinion.

I regard the extract as giving a misleading view, assuming that it is to be included in the petrol/alcohol correspondence. Two points which were carefully omitted were (a) the speed which C. W. G. Lacey obtained on alcohol and (b) the superiority of 50/50 petrol-benzole over straight pump petrol.

The comparison between alcohol and 50/50 has no great bearing on the comparison between alcohol and straight petrol, the added benzole providing quite a lot of internal cooling, although not as much as alcohol.

**Roger Willoughby**

London, S.E.1

THE Editorial preface to the March *Bemsee* correspondence is a surprising departure from the accepted neutrality of the chair.

As C. W. G. Lacey's one hour record speed was not quoted, how can the inference be upheld that alcohol fuel produces little or no benefit? The facts (vide *The Motor Cycle* of 8.10.31) are that on

29.9.31 at Montlhery, using Discol R.D.1 fuel, Lacey's 490 c.c. Norton took the one hour record at 110.80 m.p.h.

This speed is almost 10 m.p.h. faster than the 100.92 m.p.h. obtained with 50/50 petrol-benzol, and represents an increase in maintained power output of *over thirty per cent*. Whether this is "as great as many people imagine" is a moot point, but it would seem to be a very worth while gain, which, with all respect, amply disproves the Editorial inference.

It is noticeable that, in so many cases, prejudice against alcohol fuels emanates from those without experience of it. This is neither fair nor logical. It is also noticeable that those who have changed over to its use, invariably wish they had done so earlier. Heel-digging prejudice, so characteristic of this subject, gets the sport nowhere, and profits only the petrol companies and the spares departments of the "standard racer" manufacturers.

**Joseph Bayley**

Charlton, S.E.7

*(The preface to the March issue Correspondence was not an Editorial opinion—Ed.)*

REFERRING to us naughty boozy, poisonous types, the only serious trouble with methanol, is if one is enclosed in a hot workroom with it. The faint, drunken stupor wears off almost immediately in fresh air. That was my experience in ink manufacture, anyway. Nitro-this and that may be dangerous if you can afford it! Seriously there seems to be no point in using petrol unless you can afford the spares, so it should remain a civil right to choose whether the petrol company wears your "guts" out, or alcohol!

As water can be written H-OH, simple alcohol, do scrutineers check that none has condensed from the atmosphere into the contents of the tank?

**Peter G. Pidgeon**

Sidcup, Kent.

*(Continued on page 88)*



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equipment  
to most  
motorcycles  
of today

**GIRLING**  
SUSPENSION UNITS

The smoothest answer to the  
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## ANNUAL GENERAL MEETING

**T**HIS year, for the first time, the A.G.M.'s were held on a Saturday afternoon. This, done by the Board and Committee to give more members the chance to attend and air their views, had almost precisely the opposite effect. There were fewer members than ever present. Indeed, excluding the officers of the Club and the staff the number did not exceed thirty.

In the unavoidable absence of our President, the Marquis Camden, the Chairman, Harold Daniell, took the chair. Events passed off smoothly enough until the item "any other business" was reached, Messrs. Fifield, Huxley and Tottey having been elected to the Committee. Before dealing with that particular item it is worth recording that Mr. Ferguson revealed a balance of over £566 in the Benevolent Fund, a most satisfactory state of affairs. Discussion of the last item on the Agenda continued for a very long time and tended to repeat itself more than once. Our good friend Peter Ferbrache was well to the fore with questions about personal accident insurance and allocation of prize money. The latter point caused a lengthy discussion. L. A. J. Snuggs had a pertinent question to ask: "Would the Committee define a private owner?" He had in mind, it

appeared, the Walsh Trophy among others. This too caused plenty of talk. Probably the most useful matter raised was that of the recent A.C.U. decisions on road-racing, brought to the fore by Jim Dakin. He sought an assurance from the Chair that the Club would do all it could to prevent the Union compelling certain types of licence holder to go to certain meetings if there was more than one meeting on that same day. This assurance was forthcoming and a useful discussion ensued on the various aspects of these proposals. Publicity for the meetings was raised by L. J. B. R. French and production machine racing by Mrs. Pat Wise. Dick Fifield, however, remained a champion of the 50 c.c. runners. The Meeting finished a little after five o'clock with a vote of thanks to the Chair.

Earlier the A.G.M. of the Company had approved with little demur, the Directors' Report and Accounts for the year ended December 31st, 1958, elected three Directors—namely Messrs. Daniell, Pope and Cooper, left the remuneration of the Auditors in the hands of the Directors and passed a Special Resolution altering the Articles of Association in one respect. Noel Pope was in the Chair.

### BENEVOLENT FUND

The Trustees of the Fund wish to record their grateful thanks to the following, for contributions received since

the last issue:—

F. D. Brown, W. B. Martin, S. Palmer,  
R. V. Brown and the Metropolitan  
Area.

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## MUTUAL AID

**For Sale:** 1954 B.S.A. 500cc. Gold Star ex-Barry Stormont; fitted Gilera "Saturno" front brake and specially modified rear brake drum with 46 teeth sprocket; very fast—has clocked 132 m.p.h.; re-enamelled; new tyres, chains, etc.; spares and sprockets; £150 or swop road Tiger 100/110, or Dominator. Brown, 44 Du Cros Drive, Stanmore, Middx.; phone GRI 1456.

**Wanted:** pair of racing boots size 8 or 9; and single port head for KTP or o.h.c. Velocette 1925-35; P. G. Pidgeon, 17 Annandale Drive, Sidecup, Kent.

**Wanted:** a ride in the 350cc. class of the Clubman's Trophy; is there any member who would be willing to loan a 350 for this event; advertiser has experience on Italian 125; offers, etc. to H. Macleod, 283 Woodham Lane, New Haw, Weybridge, Surrey.

## ISLAND HEADQUARTERS

AS usual, Harold Daniell and "Squirrel" will be in the Isle of Man during T.T. Practising and Race Weeks and both will be only too pleased to help any of our members who will be competing or visiting, during this period, should they require help or advice. Bemsee's H.Q. will be at the *Queens* as in other years and all members will be welcome there. Morris Forrester, lately Mine Host at the *Queens*, has moved up the Mountain, so to speak, and is now at the *Keppel Hotel* at the Creg.

**For Sale:** Fordson (1944) V8 Luton Van (20ft. long x 7ft. wide x 11ft. 6in. high). Kitchen and workshop space, 14ft. 6in. x 7ft. x 8ft. 6in.; Bed space above cab 7ft. x 4ft. 6in. x 3ft. 6in. high. Domestic facilities: double-bed, inner sprung mattress, bed linen. Calor gas heater, calor gas stove (2 jets, grill and oven), Alladin lamp, aluminium sink with hand-pump, 15 gall. water tank, table, two folding chairs, food cupboard, built-in wardrobe, curtains. Wired for light and power. Spares for calor gas units.

Workshop section: Folding bench with vice, shadow board, shelving, floor brackets for two motor-cycles (has carried four bikes comfortably).

Motor: covered 1,200 since reconditioned engine; reconditioned king-pins, steering, gear-box, front suspension, brakes relined. Body sound. Tyres very good. Advert signs: Castrol, Avon, Ferodo, Lucas. **Price £125.** J. Galloway, 13 Cochran St., Irvine, Ayrshire.

You may like to call in there also, but not please, during racing hours, via the sandbags!

## A-C.U. NOTES

### Changes of Date

May 10th from April 26th:

Morgan Three Wheeler Club. Sprint.

August 15th from August 22nd:

Aberaman & D.M.C. & L.C.C. Aberdare Park Road Races.

August 29th from October 3rd:

Chester M.C. Oulton Park Road Races.

## EDITOR'S CORRESPONDENCE (continued)

I WOULD like to take this opportunity to send my thanks to the Bemsee staff for the way in which they made the Silverstone practice possible. Under such conditions as were imposed by the bitterly cold weather, each and every official was more than helpful and particularly cheerful.

In particular I send my thanks to the gate marshal, Mr. R. Tubb, for his considerate handling from early morning to late afternoon, and standing in the cold. In all, it made practice a real pleasure. How about some other date? [See page 80.—Ed.]

**R. Lindsay**

Sheffield 3, Yorks.

I AM sorry to learn that Mr. Tragatsch is going abroad, also that he considers me to be "one of his enemies". I do hope that these two are not interconnected.

May I assure you, Sir, that I have nothing but admiration for Mr. Tragatsch—as a raconteur.

I am duly chastened by his poor opinion of my practical knowledge of the subject of alcohol fuel, and whilst promising to do everything possible to improve it, may I wish him every success in that home of nitro and alcohol to which he is going—the U.S.A.

**L. W. E. Hartley**

London, S.E.18.

(This correspondence is now closed—Ed.)

THANK you for a good day's practice. I think it will have done good to both machines and riders and that all who took part will benefit. I would like to praise the marshals for the way they stuck to their posts throughout such a cold day.

**W. Heslop**

Accrington, Lancs.

## SPRINT NEWS (continued)

Avenue, Hayes, Bromley, Kent, at once.

For the record here again are those sprints to which the Club have been invited this year: 12th April—Witchford;

3rd May—Ramsgate; 9th May—Stapleford Tawney; 10th May—Sherrington; 5th July—Long Marston; 29th/30th August—Shelsley Walsh; 5th September—Brighton; 4th October—Ramsgate.

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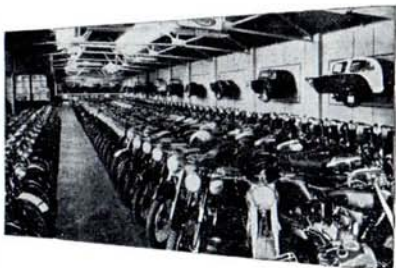
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