

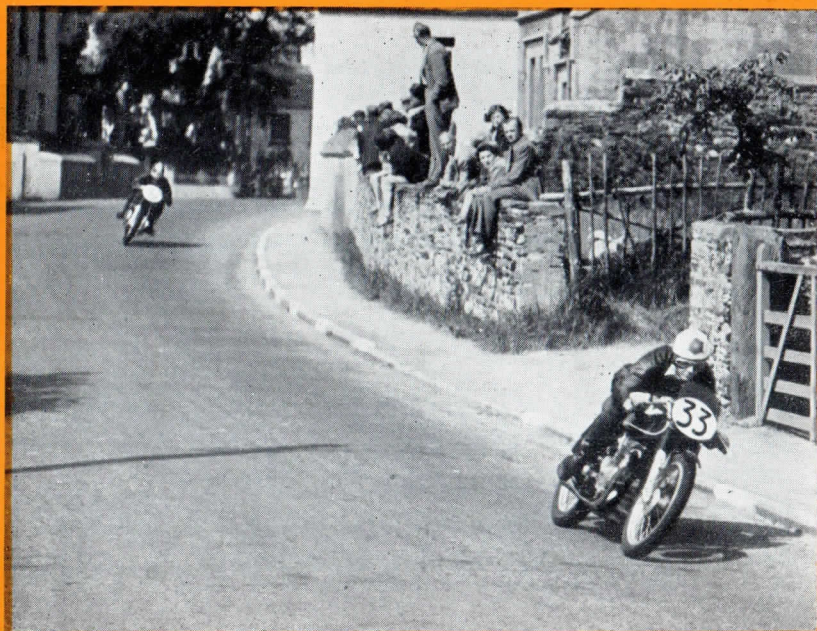


# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 5. MAY, 1955.

ONE SHILLING



BALLAUGH VILLAGE, I.O.M.

(photo: *The Motor Cycle, London*)

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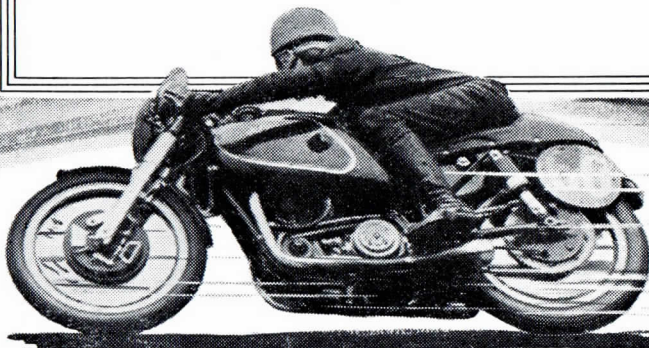
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# Bemsee

Vol. 8. No. 5. MAY, 1955.

EDITOR .

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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## Show a poster

FINE weather, big crowds and excellent racing made "Silverstone Saturday" another huge success for "Bemsee." A major part of this success is due to those who organise the meeting, particularly our hard-working secretary Bob Walker, and that willing band of helpers who volunteer as marshals etc.

Two other items that have an important bearing on the ultimate success achieved are the weather, *before* it took place. Silverstone Saturday has—unlike "The Hutchinson 100"—always enjoyed good weather and large crowds of spectators. The event is sponsored by *Motor Cycling*, consequently their resources are available to obtain pre-race publicity. But other "Bemsee" meetings cannot count on this measure of support. If every member will display, or arrange to have displayed, the posters, advertising our events then he will help materially towards another successful "Bemsee" meeting; successful from the financial angle, that is, for "Bemsee" cannot organise racing on the scale it does so unless it can make it pay. A financial loss will not be incurred if spectators are attracted in large numbers. Our races are excellent, our organisation is excellent and our name is excellent. To complete the picture we need an excellent paying gate. Posters and stickers tell the world at large about our activities.

For the Oulton meeting, now on top of us, the *Daily Dispatch*—a Manchester paper—is the sponsor. Unfortunately the recent newspaper strike caused the cessation of publication of this well-known paper for about a month, and this has robbed us of valuable editorial publicity. Last minute publicity can still be had through posters—So, show a poster.

# CONTINENTAL NOTES

*from Erwin Tragatsch.*

**T**HE Grand Prix of Germany, 1955, is to be held at the famous Nurburgring in the Eifel Mountains. Run here between 1927 and 1931, this race was later switched to the Avus track at Berlin (in 1933), and was held between 1934 and 1939 on the Hohenstein-Ernstthal Circuit, which lies now in East Germany. That is the reason why the Solitude Circuit, near Stuttgart, was, in the last years,—with the exception of 1953—the venue of the Grand Prix. This year the Nurburgring will not be used in full length. Some are not impressed about the decision. Although a fine course in a beautiful landscape, the Nurburgring is very uncentrally situated, and when it rains, possibly the crowd will not reach the number required to make the race a commercial success. It has happened more than once that Nurburgring has been “empty,” when rain has prevented the arrival of spectators, who have often had to travel hundreds of miles.

The Solitude is still regarded as the best place for the Grand Prix, but differences between the two leading German clubs the A.D.A.C. and the D.M.V., are preventing the use of the Solitude this year. This course belongs to the A.D.A.C., and the D.M.V. is this year's organiser.

The President of the Deutscher Motorsport Verband is the famous ex-motor cycle and car racer, Toni Ulmen. He was the first man ever to win a motor cycle race on the Nurburgring, when on the opening day in 1927, he won the 350 c.c. class on a Velocette. In 1930 he joined the N.S.U. factory team, together with Paul Ruettchen and Tom Bullus from Nottingham, who rode P. & M., Sunbeam, New Hudson and Raleigh machines. Ulmen was out of the racing game during the Hitler period, but returned in 1946, in B.M.W. and Veritas cars.

**D**.K.W. has a full racing programme for this year. Their technical engineer is now Dr. Eberan von Eberhorst, who rode in Austrian races in the twenties, and later joined the German Auto-Union works on the racing car side. After the war he came to England, and worked here for E.R.A. and Aston-Martin until his return to Germany two years ago.

**S**OME German ex-racing men are now in charge of the racing services of accessories firms. “Continental,” the big tyre producer, has ex-B.M.W. solo racer Fritz Wiese in the field, while Wiggerl Kraus, until recently No. 2 solo and No. 1 sidecar rider of the B.M.W. factory team, heads the services of Metzeler Tyres. Another ex-B.M.W. rider and later member of the D.K.W. and Horex factory teams, Kurt von Mansfeld, now represents Ruberg and Renner chains, while Gerd in der Elst, once famous on Rudge, Ardie and Sarolea, as well as Esch-Rekord, is with B.V. petrol. In the Shell service department in Germany, we find Hellmuth Huetten, a well known racing man and technical journalist.

**M**ORE and more riders in Austria are using tuned Triumphs and B.S.A. “Gold Stars.” One of them, Dr. Helmuth Krackowizer, a friend of mine, has new 350 c.c. and 500 c.c. B.S.A.s on order for this year's races. He rode B.S.A. machines with success in last year's racing, and also previously. Beside that, he was the first man in Austria to own a “Featherbed” Manx Norton. He started his racing career in 1946, on an ex-Ernie Nott 250 c.c. two valve Rudge.

**O**NE of the rare new B.M.W. RS racing machines is in the hands of another promising Austrian rider, Gerald Klinger, who previously rode a B.M.W. R68. This country before the war supplied B.M.W. with more outstanding men, including Karl Gall (killed in practice for the 1939 Senior T.T.), Emmerich Nagy and Wolfgang Denzel.

**P**ARILLA will this year again compete in big road races with a factory team, consisting of Piero Caviaciutta (brother of the late Celeste Caviaciutti) and Romano Levantini as well as Silvano Rinaldi. They have new 125 c.c. and 250 c.c. “double knockers” in preparation.

**F**ERGUS ANDERSON is one of the exceptions as a rider of lightweight racing machines. Usually, racing managers employ mainly men of small stature and light weight as riders for machines up to 250 c.c. It is said that this was one reason why N.S.U.s retired from this year's races; they couldn't find sufficient top riders of this small size. Designers are often breaking their brains with power-weight ratios and air resistance, and a 14 stone rider hurls round the course afterwards on a "Tiddler"! Fergus Anderson is one of the few exceptions—Fergus once rode an M.V. Augusta 125 c.c. racer, in a race in Italy, but he was not in front!

**T**HE "Battle for Horses" in Italy is still in full swing. And that concerns not only racers, but "fast" sports models. Here are some examples: Gilera 175 c.c. four-stroke, twin, 18 h.p.; Bianchi 175 c.c. o.h.c. single, 14 h.p.; Ducati 98 c.c. 12 h.p.; Laverda 75 c.c., 7 h.p. In the 175 c.c. class, one of the finest machines is the Ganno, which has an Italian-tuned Austrian Puch SVS two-stroke engine. This machine weighs only 88 kg and, it is said, does around 90 m.p.h.

Among the finest machines in Italy is the 175 c.c. Aldbert, produced by one of the smaller factories in Milan. The competition model (Razzo) has a four-stroke engine with chain driven o.h.c., 60mm bore and 61mm stroke. With a compression ratio of 1:9.5 and 8500 r.p.m., the

engine develops 14 h.p., and gives a top speed of 100 m.p.h.! Not bad for a "hot" 175 c.c. sports engine.

**T**HE man who gained fourth place in last year's "Carriera Mexicana," Jaroslav Juhán, is none other than the younger brother of the Czech ex-road racer Franta Juhán, who rode in the I.o.M. T.T. races in 1935 and 1947 on a Jawa and a Velocette respectively. Jaroslav Juhán started in 1945 as a motor cycle racer, on a supercharged 250 c.c. D.K.W., and changed over to B.M.W. sports cars in 1946. Franta Juhán has raced since 1932. In 1950, he crashed at Berne during the Swiss G.P., when riding a 500 c.c. Moto Guzzi "Don-dolino;" it was a multiple crash involving also Ted Frennd on the "Porcupine" A.J.S., Carlo Bandirola on the Gilera and Bruno Bertacchini on the Motor Guzzi "Twin." Since 1951, Juhán the older has lived in Canada while Juhán the younger lives in Guatemala.

**I** think that the 125 c.c. class will soon vanish in Italy. Two years ago we still had the most machines in this class. Now the firms concentrate on 160 c.c. and 175 c.c. machines, and even 200 c.c. This situation may soon lead to the re-introduction of the 175 c.c. class in big races. About 20 Italian producers have ultra-fast, brilliantly tuned 175 c.c. "semi-racers" in their manufacturing programme.

## 'REV COUNTER' REPORTS

**Reg. McDonald** wishes all his friends in "Bemsee" farewell. He sails on May 3rd for Canada, on the S.S. Homeric which is making its maiden voyage. We, in turn, wish Reg the very best of luck in his new start.

**Erwin Tragatsch.** By the time this appears in print Erwin will probably be in England. He hoped to arrive in time for Silverstone Saturday and when he wrote in March was looking forward to making England his home from now on. We extend to him a cordial welcome and hope that he will settle down in our green and pleasant land.

**Harvey Williams** is getting about again; you will remember that he crashed in the I.o.M. during T.T. practice. He broke a thigh bone and suffered concussion. Unfortunately the break was the second one. Now that you are mobile again Harvey we hope to see you at some of our events and we trust that the menders have made a good job of you.

**Cliff Race** writes from Trinidad—Vista Bella, San Fernando—sounds romantic Cliff, tell us more! He hopes to be in England on leave in 1957. Motor cycling in Trinidad, he says, is virtually non-existent.



# The 1955 N.S.W.

# T.T.

LAST month's cover picture showed an Australian race incident at Bathhurst. At Easter, Saturday, April 9th, the A-C.U. of New South Wales ran its annual T.T. races on the Mount Panorama circuit. First used at Easter 1938 to replace the "old Vale circuit"—7 miles of gravel roads and used from 1931-37—Bathhurst Mount Panorama venue has been the scene of every N.S.W. T.T. race since 1946. This year's programme included ten races ranging from 24-mile Clubman's events for 350 and 500 c.c. machines, to the high lights of the meeting, the Junior and Senior T.T. races over 48 miles.

The course is four miles long and reminiscent of Donington in shape, with a long, fast straight and a series of fast and slow bends across gently undulating terrain.

For the Ultra-Lightweight T.T. (125 c.c.), over 16 miles, there were 46 entries. Twelve different makes were represented, B.S.A. two-strokes being by far the most popular; there were 31 of them. Only three four-strokes took part, a Marlin with o.h.c.-engine, and o.h.v. N.S.U., and an M.V. Special with o.h.c. Other two-strokes were Lambretta and Tilbrook, two of each, and one each of James, Puch, E.M.C.-Puch, C.Z. and a couple of specials.

The race was won by Bruce Cameron of Victoria in 14m. 36s. Ken Rumble (Victoria) was 2nd, 2 secs. behind, and another Victoria man, Max Brumhead was 3rd. All rode B.S.A.s. The Marlin was 4th, and two more B.S.A.s 5th and 6th.

The 250 c.c. Lightweight T.T., 24 miles was dominated by Velocettes. Of the 47 entries, 30 were Velos, 8 of them overhead camshaft jobs. Not surprisingly they filled 5 of the first 6 places. John Hogan on a camshaft engined Velo won easily in 21 m. 2 sec., 34 secs. ahead of Ken Nelson on a push-rod engined Velo. Third man was Ken Waters (o.h.v.); fourth Bryan Leman (o.h.v.); fifth, Johnny Shields

(Rudge) and sixth F. B. Sullivan (o.h.v.)

The scrap for third place was close, one second separating the 3rd and 4th finishers, and the same interval between the 4th and 5th men.

In contrast to our Clubman's T.T. races, the entry for the 350 c.c. Clubman's race, over 24 miles and divided into Division B and A, was not dominated by B.S.A. It was again Velocette that outnumbered other makes, with a fair sprinkling of B.S.A. and an odd A.J.S., Ariel, Matchless and Royal Enfield making up the number. Nevertheless, B.S.A. were 1st, 2nd and 4th in the Division B race, and 1st, 3rd, 5th, 6th and 9th in the Division A race!

The 500 c.c. Clubman's race was also over 24 miles and in two parts. Ariel, A.J.S., B.S.A., Norton, Triumph and Velocette were the most popular makes. Race B went to B.S.A., with Triumphs 2nd and 3rd, and race A to Triumph with a Royal Enfield 2nd and an Ariel 3rd.

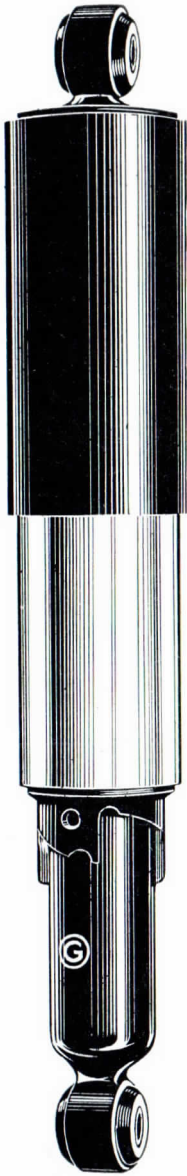
The two sidecar races, unlimited and 500 c.c., were run concurrently and over 24 miles. Three 1000 c.c. Vincent outfits were 1, 2, 3 in the Senior race, and Nortons 1st and 2nd, in the Junior race with a Velocette 3rd.

The two main events, the Junior and Senior T.T.s, were over 48 miles. Both races included several riders well-known in Britain, Harry Hinton Senior, Rod Coleman and Sid Willis. The Junior race was won easily by Harry Hinton (Norton) in 36 m. 58 s., 48 secs. ahead of Rod Coleman (A.J.S.). Third was Keith Conley (Velocette). Bob Coleman (A.J.S.—Rod's younger brother was 6th and Eric Hinton, son of Harry, 7th.

Hinton and Coleman, both on Nortons, were 1st and 2nd respectively in the Senior race, Hinton winning by 2 secs. in 36 m. 14 s. Eric Hinton (Norton) was 3rd, Keith Stuart (Matchless) 6th. He finished second in the 2,500-mile Redex Trial last year.

**JUNE 18<sup>th</sup>**

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# Continental

## Racing Motor Cycles

Concluded

The D.K.W. racing stable of the thirties was in my opinion the most expensive of all. The Zschopau factory with the assistance of the German Government paid a very high price for every win, although they won really very much, both in Germany as well as outside. Since 1936, they sold also the 250 c.c. racing model and later the 350 c.c. racer to private entrants. Fergus Anderson owned such a 350 c.c. racing D.K.W. with which he had competed in the 1939 Junior and Senior T.T. This type was nothing else as a smaller version of the 500 c.c. racing model and was introduced in 1938. The factory concentrated mainly on this and 250 c.c. machine, the lubrication difficulties on the fast 500 c.c. machine prevented further development as these could not be excluded.

The war interrupted the production of motorcycles and what was left after the "liberation" by the Russians at Zschopau have been partly destroyed and partly empty factory halls. What was not destroyed was taken to Russia where new factories—equipped with machinery from Zschopau—have been erected. Only a small design department, still headed by Ing. August Pruessing was left. Here was also some pre-war riders, including Seigfried Wuensche, Walfried Winkler, Bernard Petruschke, while Ewald Kluge returned only 1948 from a Russian prison. In the D.K.W. design department they had a fantastic new 350 c.c. racing machine which never appeared in F.I.M. races. This machine was in 1946 taken to Russia.

After great difficulties, Wuensche could buy in 1948 a pre-war 350 c.c. racer and was able to compete again in East-German races, when he rode in West-Germany, he had to use a "non du plume" as Sissy Sachse and Stefan Wagner to cross the frontier on the "black-market." Petruschke was and is still riding in East-Germany on Ifa machines, produced in the partly renewed, late D.K.W. Works at Zschopau and Winkler was putting the mysterious eight piston 250 c.c. D.K.W. together, with which in 1949 he tried to ride. Kluge returned from Russia directly

The Story of the

D.K.W.

told by

ERWIN TRAGATSCH

to West-Germany, where in the meantime his team mate and friend Wuensche was domiciled. Other D.K.W. riders—private entrants of course, as no D.K.W. factory was existing now—have been at that time Kurt von Mansfeld, H. P. Mueller, Bodmer, Hermann Gablenz, Otto Daiker, Kurt Lottes, Rudi Knees, Rudi Meier, Otto Kohfink and others. Mainly men, which had kept their pre war private owned machines.

In 1949 the D.K.W. factory, was reopened in Ingolstadt in West-Germany, as a new business. Needless to say that immediately all the old D.K.W. riders came here again together. The firm was—of course—much smaller as before at Zschopau—also men like Ing. Pruessing, Ing. Weber and the "Boss" J. S. Rasmussen have not been here, but they immediately founded again the racing department and Wuensche became post war D.K.W. factory rider No. 1. Later he was joined by Ewald Kulge and in 1951, H. P. Mueller became not only again a D.K.W. factory rider but also racing-machine designer at Ingolstadt. His work was mainly concentrated on the 125 c.c. type.

During Christmas 1951, a clever engineer of the firm named Wolf had a fantastic brainwave, the design of an unsupercharged 350 c.c. D.K.W. three-cylinder with air cooling. The old machines—although fast and reliable—became useless when Germany re-entered the F.I.M. and they had to do something new. The three cylinder 350 was the first answer and a 250 c.c. twin and a 125 c.c. single followed. This single was last year neglected in favour of both the bigger racing models, which ridden by the factory team gained many successes, although still not too reliable and too fast. So far the greatest success was in the T.T., where Wuensche was third in the Lightweight T.T. 1953.

(continued on page 76)

## AREA NEWS

ON March 16th, Cyril Smith paid us a visit, and gave us an absorbing talk on his racing experiences, mostly of the last season. He also gave us quite a bit of the lighter side that goes with a Continental tour, and of the amusing situations that arise through language difficulties, and after our usual break for refreshments, he answered a long string of questions in a very helpful manner.

On April 13th, Ted Lambert and Norman Milligan showed us the film they took during the course of the Monte Carlo Rally, and in which they won the "Concours de Confort." The film was a fine effort with a number of night scenes, especially the snow ones. Most people consider merely competing in the rally to be a full time job, let alone working two cine cameras (one forward and one aft). A description of all the gadgets which led to the award was most enlightening, and well impressed us with the great deal of thought and organisation which must be arranged to have any hope of success. One or two ideas were quite original, such as a salt-water spray to remove ice quickly from the screen.

The shot of the Paris escort was a scream, the police motor cyclist even waving his legs about at high speed to shoo people and vehicles out of the way. Once again after our usual break, they answered

## CHESHIRE

G. E. Tottey,

2 Rocky Lane South, Heswall, Wirral.  
'phone Heswall 300.

many questions, and the effect of a sleeping pill or two on Norman Milligan was astounding.

At Oulton Park on Easter Monday, at the "Wirral 100" meeting, "Bemsee members" of our area did very well indeed. Phil Carter won a 350 heat and the final, was 3rd in a heat and 2nd in the final of the 500. Bill Webster wiped up the 125 race and we were very pleased to see Jack Salisbury come in 2nd in the sidecar handicap. George Leigh won one of the 500 heats.

I think one of the outstanding performances was by Terry Shepherd in the 500 final. He led for a long time, and in the process broke the lap record five times, and when it looked as though he would win, had the misfortune to have a brake anchorage carry away and bring him down. He was not "overdoing it on a corner," as was reported in some accounts of the race. I happen to know he was riding to a schedule with signals, and there seemed no reason to expect otherwise than that he would win. I am glad to report that he was not badly damaged; in fact he came along to our meeting two days later.

Next meeting is on May 11th, 7.30 p.m., *Shrewsbury Arms*, as usual.

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### The D.K.W. (continued).

It is much more difficult to design a good two-stroke racing machine without forced induction than to design a four-stroke racer. And it is also more difficult to ride at high speeds an ultra-light two-stroke racer who develops over 12,000 r.p.m. than to ride a four-stroke of the same size. In Germany only few men can fully use the efficiency of the 350 c.c. D.K.W. and the factory therefore tried in the last time foreigners—Englishmen, in the team too. Two of them were Parry and Tommy Wood, while the German members of the team except Wuensche and Kluge are the young riders Karl Hoffmann, August Hobl and Rudi Felgenheier, who crashed during unofficial practice to the 1952 T.T.

Already in the twenties, in England the racing two-stroke was declared as "dead." in the thirties, Austrian and German racing two-stroke machines proved that it is possible to build—with forced induction—two-strokes which could beat the

best four-strokes in races. Of course, the two-strokes have not been economically and their design very expensive; but the fact stands, that they could do it! Without any sort of forced induction nobody gave them any chances.

We must admire all the men of the D.K.W. factory at Ingolstadt, which never lost faith in their products and in a very short time produced even the impossible, a very good two-stroke racer without forced induction! They have still to battle with carburation, lubrication and partly still with ignition troubles, but they have no other way than to work hard and to develop further these fastest, so far produced two-stroke motorcycles. They have to do it, because never a four-stroke since 1920 left a D.K.W. factory and also because the great name D.K.W. is based on successes in races with these—in the U.K. by designers so much hated—racing two-strokes.



# NEW BOOKS

## MOTOR CYCLING

### YEAR BOOK

THE 1955 *Motor Cycling Year Book* is now available, price 8s.-6d. from booksellers, or the publishers, Temple Press.

Previously edited by the late Peter Chamberlain, the new Editor is R. A. B. Cook. The character of the new edition follows that of past years, a record of events in the field of motorcycling during the past twelve months, but certain changes have been made to widen the appeal.

The contents include a review of current design by Bob. Holliday, Editor of *Motor Cycling*, Racing Design by Graham Walker, and reviews of the 1954 sporting events at home and abroad. Separate chapters are devoted to Accessories, Scooters, Sidecars, Safety Helmets, Speedway Racing and Foreign Touring.

Tabulated matter includes a "Buyer's Guide" for 1955 models, and detailed results of racing, trials scrambles etc, at home and abroad. A very useful work of reference which will grow more valuable in years to come.

## HOREX HISTORY of the MOTOR CYCLE

THIS is another example of prestige advertising, and like the Guzzi book is extremely well done. In this instance Horex is only incidental to the story, which is a history of the motorcycle and lavishly illustrated in black and white and colour. It is not easily come-by but is well worth trying to obtain. The text is in German but the illustrations make it well worth having. Some notable omissions and one or two inaccuracies spoil its historical value.

## GUZZI'S GOLDEN BOOK

SO called because of its beautifully finished cover, but an equally apt title for the contents, for it is a store of golden memories, and a record of a fabulous amount of money spent on racing; nor has expense been spared in producing this Guzzi annual which is, of course, in praise of the product.

For the most part it deals with Guzzi racing successes, gained by factory riders and private owners. And what a wonderful record it is, 3071 victories in 30 years of racing. The first victory was Finzi's win in the 500 c.c. class of the Targa Florio at Palermo in September 1921, and the latest in Brazil, last November, a 250 c.c. class win in the Circuito di Interlagos.

In 1921 the score was one victory; in 1922, there were two; in 1923, four and in 1924 twenty one; from then onwards victories mounted progressively. Highest number in the pre-war years was 93 in 1939, the year that the works supercharged 250 c.c. singles were dragging the pants off the hitherto uncatchable German 250 c.c. D.K.W. two-strokes, supercharged, of course. Highest post-war successes were obtained in 1952, 360 of them. There is also an impressive list of world's records, past and present, which have been registered against the name of Guzzi.

Looking through the list of successes one comes across famous names of the past, Pietro and Mario Ghersi, Omobono, Tenni and Achille Varzi, all of whom rode Guzzi in the L.o.M.

The illustrations include shots of the factory—inside and out—and the wind tunnel, the Guzzi employees at work and play, some wonderful racing shots, some of which are of historic interest, particularly those of the 1924 era, Stanley Woods after his 1935 T.T. Victory and Omobono Tenni leaving Windy Corner during his victorious ride in the 1937 Lightweight T.T.

**JULY 16<sup>th</sup>**

**TROPHY DAY  
SILVERSTONE**



# MARSHAL'S MUSINGS

W. G. BILL JARMAN

**T**HINKING — writing — typing — printing. Between these four items there is always a chance of an error and this happened in my article last month.

The formulæ quoted should read:—  
 $\sqrt[3]{4}$  or  $1\frac{1}{2}$  for the linear dimensions,  
 $(\sqrt[3]{4})^2$  or  $2\frac{1}{2}$  for the proportional area.

☆ ☆ ☆

**T**HE notes are penned before "Silverstone Saturday" and I am somewhat surprised at the number of non-members who have written in for jobs. Once again may I point out the unanimous ruling of the Committee, i.e., this Club is run by the members for the members, and the inside Marshals must belong to "Bemsee." (The price of a couple of Paddock passes is nearly equal to the Annual Sub.). Some of the offers have been inspired by members, and these are the chaps who should propose their pals on the Application Form. Think it over!

☆ ☆ ☆

**T**HOSE members who can help with the organisation at Oulton Park on May 6th and 7th will not have time to write in before seeing this in print. The best thing these men can do is to wear their 1955 badge, bring their Membership Card and report on practice day before 9 a.m. We particularly need some experienced men to help to teach the chaps who are new to the game.

☆ ☆ ☆

**A**FTER Oulton comes the one and only T.T. in the Isle of Man followed by our meeting at Crystal Palace on June 17th and 18th. With regard to the T.T., our representative will be Committee man Dennis Glover, who will be available to all "Bemsee" members at "Ballicain," Onchan. Take the back road to Hillbery Corner, and ask for Cowley. They will soon put you in touch with Dennis. There is also that maestro of photography, Big Bill Salmond, who is always ready to help his fellow members. Bill knows who's who and what's what and will soon put the new boys in touch with Dennis Glover or someone who will help. I shall be at Howstrake during the actual race week but not for the practice period. Several other members of the Committee will also be on tap, so wear your lapel badges in the Island.

**I** have had a most interesting letter from a youngster of eighteen who asks for advice on the various racing capacity classes. As his riding weight is just ten stone, I have suggested he seriously consider the 125 and 250 sizes, because far too many people go in for the 350 and 500 categories. I know it is difficult to get hold of fast machinery in the smaller sizes but things are beginning to brighten up at home and our manufacturers cannot afford to ignore these capacities much longer. The only alternative is to specialise in sidecar racing which is a very attractive idea for a youngster who is prepared to keep on trying. Very few really young men try this branch of the sport.

☆ ☆ ☆

**T**HE very unpopular A.C.U. ruling that British riders are to be restricted on July 31st and August 1st and 2nd has been taken up strongly by the Manufacturers Union. If the A.C.U. persist in this form of dictation there might be an embarrassing situation if the boys decide to take a holiday that weekend. What if the Manufacturers and Agents decide to apply *volò non valeo?*

☆ ☆ ☆

**I** hear that Smiths Ltd are interested in a new kind of automatic electro-mechanical clutch. It consists of a steel rotor driving member, with a coil and poles which can be energised to form an electro-magnet. The driven member is a flanged disc which operates in the space between the poles. The drive is taken up by means of a magnetic powder kept in the housing. When the coil is energised the powder fills the gaps and the torque is taken by the magnetic tension of the powder particles. Varying the current gives control and this can be arranged manually or automatically or both. It is practically indestructible and very straightforward. I do not know the weight, or if it can be made for motor cycles, but perhaps someone at Cricklewood will write an article on the subject.

☆ ☆ ☆

**A**NOTHER interesting bit of news has recently reached me on the subject of engine wear measurement. This can now be done accurately to one ten-millionth of an inch. It is executed by

radio-active methods in this manner. Say one wishes to measure the wear on a piston ring. This ring is made radio-active in an atomic pile, and then put back on the piston and put to work in the engine. The actual wear is measured by the radio-active particles which have abraded themselves into the oil. Easy, isn't it?

☆ ☆ ☆

SEVERAL people have asked if we are using the *Queens Hotel* as a rendezvous in the I.O.M. this year. The answer is yes. This establishment is also the H.Q. of the *T.T. Riders' Association*, so you will always be in good company. Don't forget to use the "Crossed Jacks" as a means of introduction and if you ever meet any of the old Brooklands crowd who have not rejoined, put them in touch with Bob Walker, who will soon provide the appropriate details. There are quite a few of the old boys who do not know that "Bemsee" is still No. 1 Racing Club.

☆ ☆ ☆

ADVICE from Fergus Anderson on the subject of streamlining. "Keep it small, low, back and rigid, then you will almost certainly keep it safe." Addendum by me. "Don't alter the C.G. in the process." Better still use lots of pots and

use the minimum of fairings. What about it, you chaps who work in aircraft factories? Can't you give us a write up on the subject?

☆ ☆ ☆

THE contents of this monthly magazine are entirely the work of the members themselves. Have you ever thought about contributing something. Have a go, sometime. The Editor, the Secretary, the Chairman and others will be only too pleased to help you if it's the first time. There's a lot of mental satisfaction to be had by doing something to please your pals. If you are not sensitive, start a controversy, then sit back and learn a lot.

☆ ☆ ☆

PLEASE refer back to the paragraph about Oulton Park and make an effort to help your club, especially on Practice Day.

☆ ☆ ☆

TO all those good souls who came to Silverstone for both practice and race days, the thanks of the entire club are due. Temple Press will wish to be associated with this small tribute to a fine lot of fellows.

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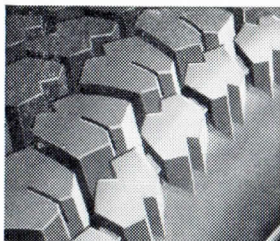
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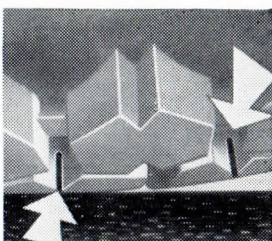
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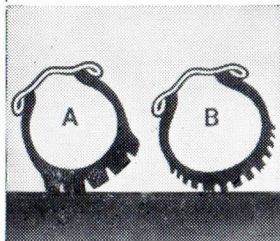
# 5 things to remember about safety



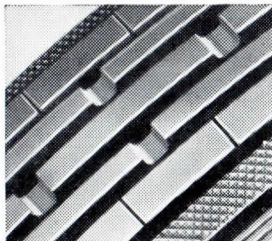
**1** The unusual shoulder buttress of Avon's S.M. Safety Mileage rear tyre follows the curve of the rounded cross-section to provide a continuous running path for the tyre when cornering.



**2** Intermediate studs on the S.M. Safety Mileage rear tyre have deep, knife-cut slots. These assist traction, help drainage in wet weather, give maximum protection against 'break-away'.



**3** Both the S.M. Safety Mileage rear tyre and the SPEEDMASTER front are round contoured. Note how, although leaning well over as in cornering, each tyre still has a full tread contact with the road.



**4** Interrupted centre ribs of the SPEEDMASTER front tyre give maximum braking power, and good drainage. Extra wide shoulders provide cornering safety and ensure long even wear, free from 'centre peak'.



**FRONT**  
The ribbed SPEEDMASTER high grip, high mileage tyre.

**REAR**  
The S.M.—Safety Mileage—studded high performance tyre.

TO-DAY'S *Leading* PAIR

**5** On your model you need the safety of **AVON** paired tyres

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# NEWS ITEMS

## SNOWBOUND

### BUT RESCUED

**D**URING the months of January and February, when the blizzards which raged across the country caused widespread chaos on the roads, thousands of calls for assistance were received by R.A.C. Offices throughout England, Scotland and Wales. Most were from drivers or riders whose cars or motorcycles were ditched, bogged, marooned on flooded roads or almost buried in deep snowdrifts. Some were immobilised by icebound brakes or frozen radiators. Others had skidded off roads made treacherous by ice or hard-packed snow.

But for the assistance provided by R.A.C. Patrols or through the R.A.C. 24-hour Emergency Service, often in almost impossible conditions, many would undoubtedly have been stranded in temperatures well below freezing point. In a considerable number of cases where the owner was a member of the R.A.C., the vehicles concerned were towed to garages, or their occupants taken to their homes or towards their destinations in relief cars, at no cost to themselves—the charges incurred being covered, within the limits of the Scheme, by the Club's "Get-you-Home" Service.

Most road users are aware of the safeguard against mechanical breakdowns that this unique service provides, but few realise how the R.A.C. will "come to the rescue" in exceptional circumstances such as those experienced by many roadfarers in the recent severe weather. In such conditions the scope of the Scheme is usually extended to provide towage and conveyance for R.A.C. members who have got into difficulties on roads made almost unusable by the elements.

The R.A.C. "Get-You-Home" Service, which was inaugurated as long ago as 1912, was instrumental last year in helping not far short of 100,000 members and their passengers. The Scheme is supplemented by the R.A.C. 24-hour Emergency Service which, in wide areas of the Home Counties, the Midlands and the North of England, provides all-day and all-night service seven days a week. This 24-hour Service is shortly to be extended to other areas throughout the country.

## AMERICAN NEWS

**F**ROM Major Bill Thompson we have received a shoal of newspaper cuttings culled from the Daytona Beach papers during the recent racing events that took place there. Much of the news was given a front page position, and was well-informed an unbiased comment coupled with good factual reports and full details about the races, day after day, columns and columns of it.

The following Editorial comment from the *Daytona Beach Evening News* makes pleasant reading. The Editors of some British newspapers could study it with advantage and model their future comments on all aspects of motorcycling upon it.

### OUR HANDLEBAR VISITORS

**IN TWOS AND THREES**, their numbers constantly increasing, the motorcycle riders—tans and racers—are coming to town for the big thrills, the risks and triumphs of Handlebar Derby Week.

You know these boys and girls by what they wear, by what they ride, by what they talk about, to a degree by the noise they make.

**WE KNOW** some staid people object to them for various reasons, but this we may as well face and act accordingly—we know these motorcycle gentry also by the money they spend while they're here. Their stay amounts to one of the biggest slices of bread and butter in the City's Winter history.

Maybe we could do without them, but we don't want to try doing it—not this Winter. They are good fortune to every business firm in the Halifax Area. So we welcome them. We overlook their little idiosyncrasies. We remember gratefully that they aren't nearly as noisy now as they used to be, that all in all they're much better behaved. We are grateful to the Central Labor Union for underwriting the annual meet.

**IT IS NOT AMISS** to remember that the community and its business firms owe these visitors the courtesy and fair treatment which they have a right to expect. They were invited here. How they are treated as to prices and service will help them decide what to say about us back home and whether to come again—maybe next time on four wheels instead of two.

## RE-UNION

The Brooklands re-union planned by Bob Lunn (ex-Bemsee member and Brooklands runner) will definitely take place on Saturday, May 14th, at the *Hand and Spear* Hotel, Weybridge, at 7 p.m. Tickets cost 7s.-6d. each and are obtainable from W. R. Lunn, 38, Walton Road, Wealdstone, Harrow, Middlesex. He mentions April 30th as the closing date.

This news unfortunately came too late for inclusion in the April issue of *Bemsee*.

## NEW MEMBERS

The following new Members have been elected:

R. A. Avery	R. J. Webster
M. A. Bowdery	B. Blackman
A. L. Canty	G. H. Brooks
B. L. Denehy	G. S. Davison
R. Gasson	P. Eden
K. Liptrot	F. Hanks
P. Palmer	P. J. R. Millard
P. M. Thomas	J. T. Polding
P. F. Wright	E. A. G. Vincent
L. Brown	A. G. Alexander
J. B. Denton	F. W. Cox
D. J. Lewis	A. Johnson
H. C. Roberts	J. J. Palmer
W. Baird	C. F. Wise
H. W. Bowman	F. T. E. Bodman
I. Clarke	C. Broughton
J. W. Eckart	W. J. Deacon
F. W. Good	D. Ennett *
B. Main-Smith	E. J. Jeffs
N. Peacock	J. T. Nutter
R. D. Turnbull	R. J. Roberts
P. W. L. Adey	E. F. Wooder
G. A. Catlin	P. Brailsford
R. Grey	J. G. Debbage
J. C. Morgan	A. R. Lang

J. W. Pennington

\* *Bill Salmond please note!*—Ed.

## BAN LIFTED

THE A.-C.U. has withdrawn its ruling that holders of British Competition licences could not compete in races other than those at Thruxton between July 31st and Aug. 2nd.

## MUTUAL AID

**Wanted:** BI-MORE Black Lightning, preferably supercharged. Offers to J. D. Menzies, "Eden Roc," Florida Road, Ferring, Sussex.

## APPEAL

ERIC HARDY offers his services as a rider or reserve rider in this year's I.o.M. T.T. races. All offers to him at 135, Birmingham Road, Water Orton, Nr. Birmingham.

## BENEVOLENT FUND

Donations this month have come from: G. A. Catlin, A. V. Highbourne, R. G. Dexter and G. Roberts.

## LES GRAHAM MEMMORIAL FUND

Donations have been received from: G. Woodman, W. W. Foxall, P. Miles and C. E. Lucas. The account now stands at approximately £159.

## OBITUARIES

**Ray Amm.** Killed in Italy on Easter Monday, April 11th, whilst riding a 350 c.c. M.V. at Imola. William Raymond Amm was 27 years old, and came from Southern Rhodesia where he began racing in 1949. He came to England in 1951 for the I.o.M. T.T. races and quickly showed that he was a rider of great daring and skill. In 1952 he joined the Norton Works team and in 1953 scored the distinction of a double T.T. victory, the Junior and Senior races. In addition to his Continental successes he won the much-disputed, four-lap Senior T.T. last year, and is holder of the T.T. lap record at 97.41 m.p.h., which he set up in 1953.

For the 1955 season he joined the Italian M.V. concern and the Imola meeting was his first race on this make.

**Major F. B. Halford.** Died April 17th.

For many years Frank B. Halford was associated with the aircraft industry, but in his early days he was an enthusiastic motorcyclist. Among his exploits were Brooklands and T.T. racing. He rode in the 1922 Senior T.T. and finished 13th on a Triumph, and at Brooklands he carried out experimental work on a Triumph Ricardo model, the cylinder head of which was water-cooled. His greatest success on motorcycles was capturing the Classic Hour Record (500 c.c.), on a Ricardo Triumph, in 1921 at 76.74 m.p.h.



## THE EDITOR'S CORRESPONDENCE

AS a member still interested in racing but far from his native soil I have watched the surge of correspondence on use of alcohol fuels.

The discussion seems to be obscured by the heat engendered (both latent and otherwise) and by the introduction of a sympathetic figure usually defined as an impecunious rider bereft of an alloy engine. In most matters of this type we tend to be subjective despite our protests to the contrary.

So far as B.M.C.R.C. is concerned racing is primarily a sport for the competitors, therefore surely their decision on this matter should be sought and accepted on a majority basis. Looking back on past experience my decision after using both alcohol and petroleum blends would be for one only. Therefore if restrictions on fuel cannot be completely abolished for all races in which a rider may compete he is surely better off to have restriction to one type he can use for all. The more impecunious a rider is the better his interests are served by standardising on one fuel that is readily available.

The rider tuner is always at a disadvantage through lack of facilities for proving his experiments under laboratory control conditions and during a race is a poor substitute. Therefore the variables introduced by different compression ratios, jets, chokes, etc. heartily changed for different races increases his inventory of costly parts and without adequate testing leads to sub-standard performance or failure.

Perhaps this problem, which unhappily tends to lead towards increasingly bitter exchanges could best be handled by having a small, knowledgeable, but neutral group analyse the matter and submit a recommendation on how the competitors' best interests can be served. This could then be voted on at an A.G.M.

I wonder if I might also air another matter that may be worthy of comment.

Examination of the technical press and hand outs at exhibitions suggests that the gas turbine art or science may have developed to a point where the first pioneer racing machine with such an engine becomes a possibility. The frightening cost of development has been a major deterrent to all but a few companies with great financial resources.

Among such companies certain units have been developed for aircraft that might be adaptable for motorcycles. The types available seem to fall into two categories; one for starting turbo jets where high moments of inertia and pumping forces have to be dealt with and two, complete power packages for driving generators etc.

Units in the first category are usually without means of compressing their own air supply and must use bottles or other sources. Advertisements in the aeronautical press indicate that 150 b.h.p. with motorcycle and last long enough to take high torque and low weight is readily available. Air bottles at possibly 3000 p.s.i. could probably be carried on a motorcycle and last long enough to take the unlimited class at Brighton or sprint type records. Transmission problems exist but do not appear insurmountable.

The complete package units are normally given as having controlled speeds; what range of speeds are available without the governor is unknown to the writer but no doubt can be ascertained. Here perhaps the unit could be mounted on a platform over a sidecar area as the illustrations of the gas turbine with reduction gear show an outline of about 2 cubic feet.

Perhaps some members can supply further details to help determine just how feasible the possibility of a gas turbine motorcycle really is at this time.

Ohio, U.S.A.

L.G.

---

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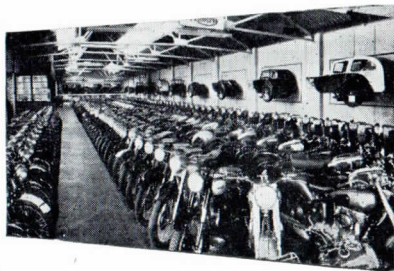
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I hereby make application for enrolment as an Associate Member of the Royal Automobile Club, and I undertake to abide by such Rules and Regulations governing Associate Membership as may be issued from time to time.

I agree to accept the R.A.C. Associate Badge and Telephone Key on the following conditions:

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

In pursuit of my application above, I enclose herewith my additional annual subscription to the Club (the amount of which is detailed hereunder) and also the joining fee to the R.A.C.

	£	s.	d.
Subscription (Car) ... ..	£1	11	6
Subscription (M/Cycle) ... ..	£1	5	0
R.A.C. Joining Fee (Car) ... ..		10	0
R.A.C. Joining Fee (M/Cycle) ... ..		5	0
R.A.C. Guide and Handbook ... ..		5	0
Total Remittance ... ..	£		

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**Profession or Occupation** .....

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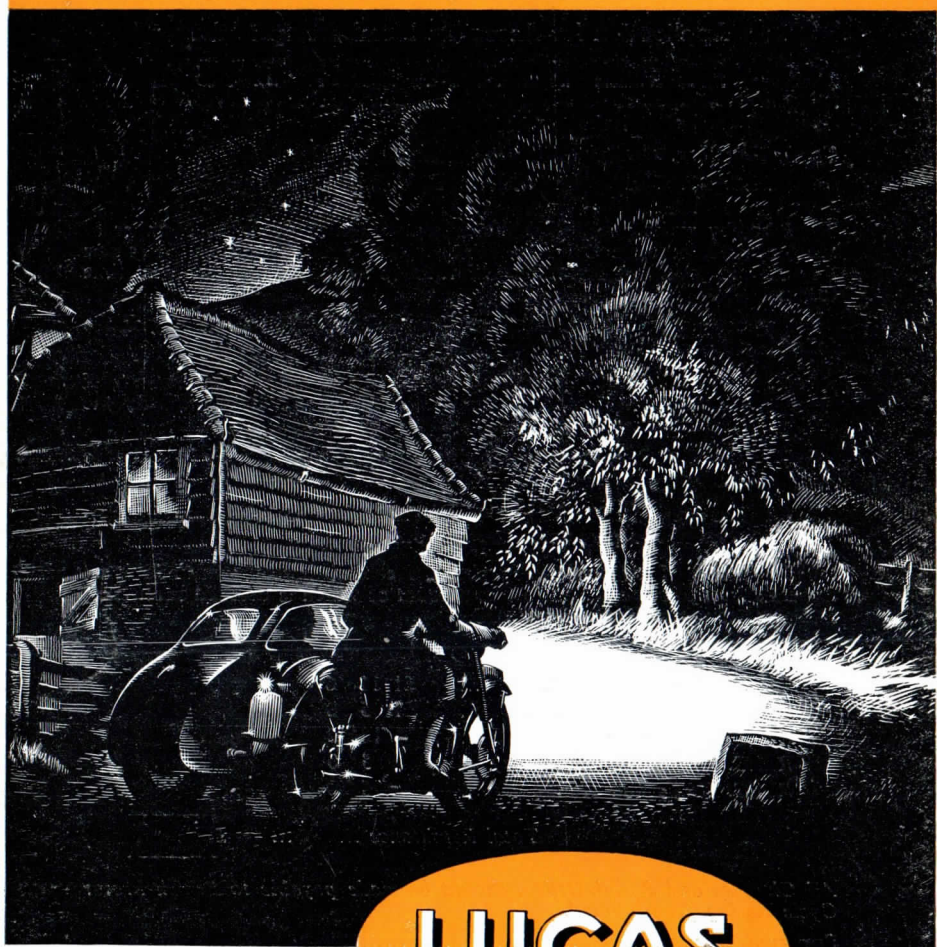
**Particulars of Vehicle (Make, H.P. or C.C., Regn. No., Type of Body)**  
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Is the Vehicle used solely for your own private purposes? .....  
(If not, please state for what purpose used)

State here fitting required for badge .....

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