



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 10.

ONE SHILLING



GEORGE DENLY, Sales Director of Veloce Ltd., on the two-stroke Velocette he rode in the 1922 Lightweight T.T. The Company celebrates its Golden Jubilee this year.

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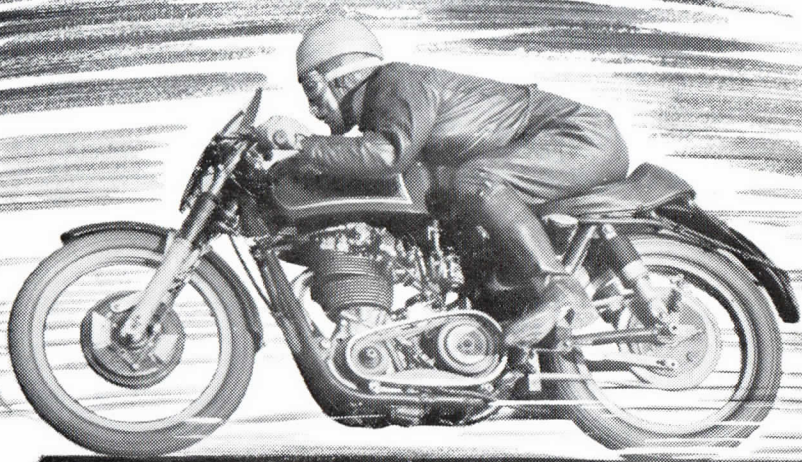
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# Bemsee

Vol. 8. No. 10.

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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## Fastest time of day

THE distinction of covering the kilometre course at the Brighton Speed Trials at a 3-figure speed for the first time, has fallen to one of our members, Roy Charlton. Riding a 1000 c.c. Vincent Charlton lowered his own record from 23.57 secs. to 22.27 secs., an improvement of 1.3 secs. Over the last 88 yards of the timed section he recorded a speed of 141.7 m.p.h. Second fastest was George Brown with 22.96 secs., and third fastest F. S. Williams (998 Norton-J.A.P.) with 23.6 secs.

Charlton's new record is 1.59 secs. faster than the record established by Raymond Mays in 1948, and is all the more remarkable when it is realised that his Vincent was not streamlined nor super-charged. Equally remarkable is the fact that Charlton was 0.69 secs. faster than George Brown on a sister machine. All three motorcyclists were faster than the fastest car, Ken Wharton's 2-litre E.R.A. which recorded 23.99 secs., 1.72 secs. slower than the Vincent. Under the regulations cars and motorcyclists compete for separate awards, so the trophy for fastest time of day and the handsome cash prize that goes with it were won by Ken Wharton.

"Bemsee's" team easily beat the car team in the aggregate contest by 5.19 secs. Congratulations to Charlton and Brown and particularly to "old timer" F. S. Williams.

## FIFTIETH ANNIVERSARY SPEED TRIALS BRIGHTON 1955

AT the invitation of the Brighton & Hove M.C., "Bemsee" again arranged the motor cycle entries for this annual event, held on the Madeira Drive at Brighton on September 3rd, the week following our defeat at Shelsley Walsh. But this time the tables were turned in no uncertain manner and the Golden Jubilee of this meeting will long be remembered as the most successful ever, if only for the marked achievements by B.M.C.R.C. members.

Once again the weather was with us, the course in perfect condition, and new records were the order of the day, so far as the two- and three-wheelers were concerned.

It will be recalled that last year Roy Charlton lowered the course record, held by Raymond Mays since 1948, from 23.86 secs. to 23.57 secs. Roy's first run recorded the comparatively poor time of 27.2 secs., mainly due to a slow start, and it was George Brown who set going the "war of nerves" between the motor cycles and the cars by lowering the 1954 record to 22.96 secs., which meant that now nearly a whole second had been deducted from May's record with the

supercharged E.R.A., and .61 sec. from the then existing record. The crowd, and officials, were now really interested! However, not to be outshone, it was Roy who made the most meteoric run on his second attempt, by recording a new course and class record time of 22.27 secs! This represents an average of 100.45 m.p.h. for the Kilo (standing start), and 141.7 m.p.h. over the last 88 yards of the course.

As will be seen from the Official Results, good times were also recorded by a number of other members, and a new set of class records were set up to complete the picture—350 c.c. J. Walker—28.2 secs, (previous holder P. Ferbrache 29.48 secs. in 1954); 500 c.c. B. E. Keys—26.22 secs., (previous holder F. J. Williams 27.04 secs. in 1952); Sidecar C. W. Rous—27.95 secs., (previous holder L. W. H. Collins 34.54 secs. in 1954).

The Brighton Team Trophy is retained by "Bemsee" for a further twelve months, thanks to the superb performances of our team members, Messrs. Brown, Charlton and Williams, whose aggregate time beat the Brighton and Hove car team by no less than 5.19 secs. Heartiest congratulations.

## SHELSLEY WALSH GOLDEN JUBILEE MEETING 1955

ALTHOUGH it was perhaps unfortunate that entries to the motor cycle classes were further limited by the Midland Automobile Club on this great occasion, this was, however, directly due to the inclusion of a special "climb" of a number of Veteran and Vintage cars, to mark the 50th Anniversary, and as many of these vehicles competed in the first event in 1905, they were of considerable interest generally.

Nevertheless, an enthusiastic, if small, motor cycle contingent again spent an enjoyable two days doing their utmost to reduce their times for the climb, even if only by 1/10th sec. Some were unlucky enough to take longer on race day than they did during their practice runs.

The weather was well-nigh perfect, and records might well have been broken, but for some reason (perhaps due to some extent to the surface, which although reasonable was decidedly bumpy in parts) this was not to be,—despite the fact that there were some attempts that appeared exceedingly fast and no doubt felt even faster!

Outstanding among these were record holder George Brown on the famous 1000 c.c. Vincent, and Peter Ferbrache (590 Norton) who recorded a time only .14 sec. slower than George's best. If only the potent Vincent engine could be squeezed into a more suitable frame, there would be every hope for a motor cycle regaining the absolute record at present held by Ken Wharton (1990 E.R.A.) in a time of 35.80 secs.

*(continued on page 181)*

## BRIGHTON RESULTS

|                 |   |               | 1st Run       | 2nd Run |
|-----------------|---|---------------|---------------|---------|
| <b>350 c.c.</b> |   |               | secs.         | secs.   |
| G. A. Matthews  | - | 348 Velocette | - 30.6        | 30.2    |
| J. R. Clew      | - | 348 Velocette | - 48.0        | 45.4    |
| J. Walker       | - | 344 J.A.P.    | - <b>28.2</b> | 28.11   |
| E. A. Woods     | - | 348 Norton    | - 31.0        | 30.6    |

|                 |   |                      |                |       |
|-----------------|---|----------------------|----------------|-------|
| <b>500 c.c.</b> |   |                      |                |       |
| G. F. Thomson   | - | 500 Norton           | - 28.18        | 27.65 |
| A. L. Knight    | - | 497 Ardleigh Special | 27.99          | 28.6  |
| B. E. Keys      | - | 499 Norton           | - <b>26.22</b> | 26.51 |
| M. C. Tomkinson | - | 499 Rudge            | - 28.62        | 27.89 |
| F. J. Williams  | - | 498 Cotton J.A.P.    | - 28.71        | 28.01 |
| R. A. Beecroft  | - | 493 Norton           | - 29.6         | 29.4  |
| D. Warburton    | - | 498 D.K.S.           | - 28.8         | 28.6  |

|                  |   |                      |         |        |
|------------------|---|----------------------|---------|--------|
| <b>1000 c.c.</b> |   |                      |         |        |
| R. Barton        | - | 1000 Brough Superior | 26.40   | 26.37  |
| R. Charlton      | - | 998 Vincent          | - 27.2  | 22.27* |
| G. Brown         | - | 998 Vincent Special  | 22.96   | 23.54  |
| C. W. Rous       | - | 998 Vincent          | - —     | —      |
| V. C. Tait       | - | 749 Martinsyde       | - 33.00 | 40.0   |
| F. J. Williams   | - | 998 Norton-J.A.P.    | - 25.09 | 23.6   |

\*New Course Record.

### Sidecars

|                  |   |                     |         |              |
|------------------|---|---------------------|---------|--------------|
| C. Hale          | - | 996 Morgan          | - 32.05 | 31.8         |
| B. Main-Smith    | - | 998 Vincent Special | —       | —            |
| C. W. Rous       | - | 998 Vincent         | - 40.00 | <b>27.95</b> |
| L. W. H. Collins | - | 495 Velocette       | - 33.82 | 33.58        |
| E. A. Woods      | - | 500 Morgan Special  | 34.2    | 34.4         |

### TROPHIES

The Dolphin Trophy and memento for the best time of the day by a Solo Motorcycle—

**R. Charlton, 998 Vincent—22.27 secs. at 100.45 m.p.h.**

The Sidecar Trophy and memento for the best time of the day by a Sidecar or Cyclecar—

**C. W. Rous, 998 Vincent—27.95 secs.**

The Brighton Team Trophy and souvenir for the best nominated team of three cars v. three motorcycles on aggregate times—

**B.M.C.R.C. team by 5.19 secs.**

#### Brighton & Hove M.C.—

K. Wharton 23.99; L. Marr 24.4;  
R. Instone 25.63; Aggregate 74.02.

#### B.M.C.R.C.—

R. Charlton 22.27; G. Brown 22.96;  
F. J. Williams 23.6; Aggregate  
68.83.

## SHELSELY RESULTS

| Rider           | Machine       | Practice Runs |       |       | 1st Race Run | 2nd Run |
|-----------------|---------------|---------------|-------|-------|--------------|---------|
|                 |               | 1st           | 2nd   | 3rd   |              |         |
| <b>350 c.c.</b> |               |               |       |       |              |         |
| P. Ferbrache    | 348 J.A.P.    | 41.08         | 41.26 | 41.67 | <b>38.89</b> | 40.20   |
| M. Whitbread    | 350 A.J.S.    | 44.42         | 43.20 | 45.18 | 42.66        | 43.50   |
| D. Pickering    | 346 J.A.P.    | 48.37         | 47.68 | 48.02 | 47.33        | —       |
| E. A. Woods     | 348 Norton    | 74.13         | 41.39 | 41.60 | 41.04        | 40.11   |
| M. C. Tomkinson | 349 Velocette | 45.83         | 44.57 | 44.56 | 43.56        | 49.78   |
| J. Walker       | 344 J.A.P.    | 45.18         | 44.29 | 43.31 | 43.47        | 42.94   |

### 500 c.c.

|                 |                   |       |       |       |              |       |
|-----------------|-------------------|-------|-------|-------|--------------|-------|
| R. H. Rudge     | 498 Matchless     | 53.08 | 47.00 | 46.61 | 45.82        | 45.99 |
| P. Ferbrache    | 499 Hartley Ariel | 39.70 | 39.69 | 39.40 | <b>38.50</b> | 39.94 |
| M. Whitbread    | 500 A.J.S.        | 43.40 | 42.97 | 44.99 | 44.71        | —     |
| E. G. Reece     | 499 B.S.A.        | 43.58 | 44.45 | 43.28 | 42.94        | 43.35 |
| H. L. Williams  | 498 Triumph       | 40.91 | 40.82 | 39.76 | 39.36        | 41.34 |
| M. C. Tomkinson | 499 Rudge         | 45.60 | 43.37 | 42.87 | 43.21        | 45.02 |
| J. Walker       | 498 S.C.S.        | 40.12 | 39.43 | 39.04 | 39.10        | 39.9  |
| L. R. King      | 499 Norton        | 41.90 | 41.85 | 41.08 | 40.29        | 40.19 |
| C. A. Willmott  | 500 Triumph       | 43.64 | 42.74 | 43.11 | 42.21        | 42.36 |

### 1000 c.c.

|              |                 |       |       |       |              |       |
|--------------|-----------------|-------|-------|-------|--------------|-------|
| P. Ferbrache | 590 Norton      | 40.39 | 40.33 | 39.72 | 37.61        | 85.40 |
| G. Brown     | 998 Vincent Sp. | 40.60 | 39.74 | 37.98 | <b>37.47</b> | 37.86 |

### Sidecars

|               |                    |       |       |       |              |       |
|---------------|--------------------|-------|-------|-------|--------------|-------|
| B. Main-Smith | 998 Vincent        | —     | —     | —     | —            | —     |
| C. Hale       | 996 Morgan         | 44.97 | —     | 44.53 | 45.46        | 50.64 |
| N. E. Hicks   | 499 Norton         | 54.78 | 54.78 | 89.87 | 51.55        | 51.43 |
| E. A. Woods   | 499 Morgan Special | 53.40 | 57.26 | 71.38 | 51.43        | —     |
| R. E. Cheney  | 497 Norton-J.A.P.  | 48.77 | 48.00 | 47.82 | 47.23        | 47.29 |
| F. Hanks      | 498 Matchless      | 50.01 | 47.29 | 46.22 | 44.92        | 46.51 |
| W. Boddice    | 499 Norton/Wats.   | 44.78 | 43.57 | 43.77 | <b>43.02</b> | 43.02 |
| W. Evans      | 499 Norton         | 48.86 | 48.56 | 48.02 | 47.29        | 46.23 |

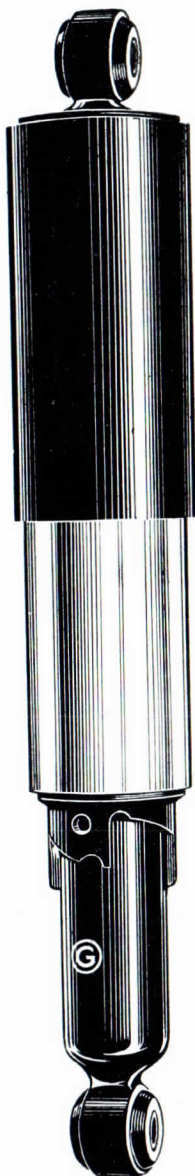
*Team Trophy*—M.A.C. team by 4.11 secs.

M.A.C. T. Marsh, 36.08 secs.; M. A. H. 38.10 secs.; K. Wharton, 36.15 secs.  
Aggregate 110.33 secs.

B.M.C.R.C. G. Brown, 37.47 secs.; P. Ferbrache, 37.61 secs.; H. L. Williams,  
39.36 secs. Aggregate 114.44 secs.

### Motor Cycle Records.

|           |                         |             |                     |
|-----------|-------------------------|-------------|---------------------|
| 350 c.c.  | — The late R. L. Graham | (A.J.S.)    | 39.32 secs. in 1948 |
| 500 c.c.  | — The late R. L. Graham | (Matchless) | 37.61 secs. in 1949 |
| 1000 c.c. | — G. Brown              | (Vincent)   | 37.13 secs. in 1948 |
| Sidecar   | — P. V. Harris          | (Norton)    | 42.63 secs. in 1951 |



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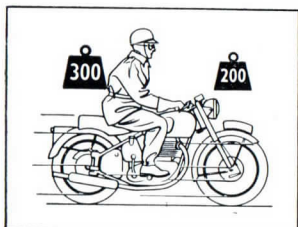
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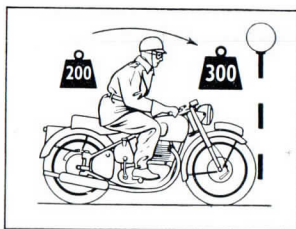
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## AVON paired tyres

### Speedmaster — FRONT

High grip, high mileage . . . everything a front tyre should have . . . perfect steering, positive braking, long, even wear free from 'centre-peak.'

### S.M. (Safety Mileage) REAR

Its rounded contour gives constant grip and full power transmission at all cornering angles: its extra deep, thick tread ensures extra long life.

Made to increase the Safety Factor in solo motor cycling



# COMMITTEE NEWS

Meeting held on September 12th, 1955.

Present: N. B. Pope (Chairman), D. J. H. Glover, E. C. E. Baragwanath, H. L. Daniell, W. G. Jarman, W. A. S. Knox-Gore, L. S. Cheeseright, A. H. Taylor, K. Rickard, A. L. Huxley, H. S. Hall and R. C. Walker (Secretary).

Apologies for absence were received from Messrs. G. C. Cobbold, A. Squillario and I. F. Telfer.

**Trophy Day.** The A.-C.U. Steward's report on this meeting was read, and it was noted with satisfaction that there were no adverse criticisms and was generally complimentary to the organisation.

**Hutchinson 100.** The Secretary reported general progress that was being made with the preliminary organisation for the meeting, and that drivers from Germany, France and the Commonwealth would make the entry list international in character. Mr. Knox-Gore confirmed that arrangements for adequate control of the public and other personnel on both the outside of the circuit and also in the Pad-dock and Runways were almost complete, and the response for assistance for Special Marshal duties had been most encouraging. It was agreed that the winners of the B.M.C.R.C. Championship Races should do a lap of honour at the conclusion of each of those races.

**Shelsley Walsh.** A verbal report on this M.A.C./Jubilee Hill Climb was adopted, and it was resolved that the gratitude of the Committee should be made known to Mr. Squillario and the Elmdon Engineering Co., for the space they generously donated to B.M.C.R.C. in the Official Programme to enable the Club to further advertise the Hutchinson 100 meeting.

**Brighton Speed Trials.** A satisfactory report was made, from which it was learnt that the Brighton and Hove M.C. had provided B.M.C.R.C. competitors with the normal facilities, whose members had in turn done much towards making the programme attractive by setting up new course records and winning the car v. motor cycle team event.

**1956 Dates** were provisionally agreed and these included provision for road race meetings similar to those organised by the Club over the past year.

**Oulton Park.** The Secretary reported the extent of present negotiations and that final decision on the future programme of meetings on this circuit would shortly be known.

**Membership.** New members were elected.

## THE EDITOR'S CORRESPONDENCE

I am very sorry that I have taken the honour away from Wep Dawson to have won the "smallest race." I have never claimed to be omniscient and I am really very thankful when anybody assists my knowledge. I wish only I could have seen once such a race in the Rochester Casino, about which Wep writes! I think it was about 50% suicide. Incidentally I have only a few days ago heard about a race on the "Treptow circuit" in Berlin in 1907. This track was only 312 metres long and had the form of an egg. The one

bend was raised at not less than 68 degrees. Mr. Geuder, a German F.N. factory team rider who rode here said it was the most dangerous thing he ever has seen. But it is still interesting that F.N. had four official entries on 4 Cyl. shaft driven machines with the riders Geuder, Tielbe, Cerf and Berg.

Personally, I prefer 37½ miles T.T. course to this microscopic motorcycling!

Coventry

Erwin Tragatsch.

### ASSISTANT SECRETARY

**BEMSEE** urgently requires a Lady secretary on the office staff. The vacancy becomes available in November. Essential requirements are: organising ability, initiative and freedom to travel. Age 23 to 30. Salary

according to ability. Applications to: The Secretary, B.M.C.R.C. Ltd., 34, Paradise Road, Richmond, Surrey. Telephone: Richmond 6326.

## NEW BOOKS

**ATALANTA — 16s. - 6d.**

**Women as Racing Drivers**  
by **S. C. H. Davis**

*Published by G. I. Foulis, London, W.C.2*

**W**OMEN drivers rarely excite the admiration of men, the majority of whom are convinced that a good woman driver is a creature who is yet to be born. To them Sammy Davis's latest book "Atalanta" is to be commended, for it is in praise of the fair sex; and even the most obstinate-minded males cannot fail to be impressed by the skill and endurance shown by that small coterie of women who have excelled as racing motorists and motorecyclists, competing on equal terms with men, and emerging successfully from the toughest of events.

From a surprisingly large number of women who have taken up racing, the author has selected nine for special mention; those whom for various reasons stand out from the general crowd of women competitors, and breezily recounts their history as far as it concerns motor racing.

Camille du Gast was a Frenchwoman and a pioneer racing motorist who, without any qualms, piloted the monster racing cars of fifty years ago. Her first race was the Paris-Berlin of 1901, in which she drove a 200 h.p. Panhard. She also took part in the ill-fated Paris-Madrid race of 1903 and later tried her hand at motor boat racing.

At least one woman driver began her racing career on two wheels, Gwenda Hawkes. She began competitive riding in 1921 taking part in the A.-C.U. 1000 miles reliability trial on a Neracar. The following year she attacked records at Brooklands and was successful in establishing new figures for the double-12 hour record with a 250 c.c. Trump-J.A.P. Two years later with her husband Lieutenant-Colonel Stewart she attacked the 24-hour record at Montlhery riding a 350 c.c. o.h.v. Rudge. She progressed to cars by way of a Morgan 3-wheeler but before she gave up racing on two wheels she achieved a speed of 95 m.p.h. at Arpajon Speed Trials with a 350.

A present-day competition motorist is Sheila Van Damm. She has not, so far, taken part in racing, but has proved to be a first class rally competitor and won the *Coupe des Dames* in the 1955 Monte Carlo rally.

Probably the best known of British women motorists is Kay Petre who raised herself to immortal heights by her exploits at Brooklands in the 'thirties, starting with a Wolsely Hornet. Later she raced Singers and a Bugatti amongst others, and lapped the Track at over 134 m.p.h.

An interesting anecdote concerns the inimitable Freddie Dixon.

"The rules allowed a man to act as riding mechanic. The redoubtable Freddy Dixon was mechanic to Kay Don's cheerful sister Rita, who drove Freddy's Riley. It was observed that she drove with great abandon, the car getting a commanding lead early on but it was also observed that the car came down to a sharp corner, checked as though the throttle had been shut and the brake applied, then bounded forward again to be slowed finally much nearer the turn. As a result its lap speed was notable. But Rita seemed to jump in the seat at the point where the car first checked and then to be carrying on an animated conversation with Freddy on unfriendly terms.

"Well rumour has it that Freddy, determined that the car should go right up to the cut-off point which he normally used, had tied a string to the throttle so that he could open it as requisite and also armed himself with a large sharp pin.

"When Rita cut off Freddy opened the throttle again at the same time inserting the pin into the driver, the result of which was that Rita won easily, though my own opinion is that she would have done without what Freddy called 'encouragement.'

### **MOTOR CYCLING MANUAL**

*Published by Temple Press Ltd.,  
London, E.C.1.*

**Price 6s. 0d.**

**A** handy little text book which deals basically with the first principles of operation in an easy and readable manner, and reduces to simplicity the details which seem so terrifyingly complicated to the beginner and not very mechanically-minded owner. Singles and twins, two- and four-stroke engines, gearboxes, carburettors, magnetos and lighting systems are carefully dissected and discussed. In addition

*(continued on next page)*

# AREA NEWS

## CESHIRE

G. E. Tottey,

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

QUITE a cheery meeting on August 24th, at which we had no special business, but nevertheless it went on till 10.30 p.m. ending up with Brooklands reminiscences of some of the older members.

By the provisional arrangements I heard being made for transport, it seems we shall have quite a good Cheshire and Merseyside contingent at Silverstone this time for the "Hutchinson 100" which will probably mean a really good night at Brackley on the Friday.

Congratulations to Des Wright on his recent marriage, and to Len Parry and his wife, Wendy, who has presented him with a son.

Next meeting on September 21st will have taken place before this is published, but when we start our winter programme in October, I hope to be able to publish the dates in good time each month.

## SURREY

W. G. Jarman

153 Reigate Avenue, Sutton, Surrey.

SURREY and Kent members are invited to the monthly socials at the M.P. Club at Hayes, Kent. Report to "Timber" Wood who is known to many of you for his trick riding on 2 or 3 wheels. These fixtures start on October 29th and continue through the winter, on the last Saturday in each month.

Bill Mold has also written to say that London Area may join in the fun with the Essex members at their monthly rendezvous at the M.P. club at Chigwell, on the third Saturday in each month. Proof of membership must be carried, badge or card or both.

Member Benwell, who presides over *The George* by the market place at Epsom, tells me that running a licensed house and doing a job for the club is not so easy, but he will be marshaling at the "Hutch." Give the pub to the Club, Ben!

So far we have not settled on a good geographical location for the monthly meeting in Surrey, but some of the boys still foregather at the *Winning Horse* at Claygate, where Alan and "Pop" preside. Remember?

---

## Shelsley (continued)

In the three-wheeler class, the best time went to the two Bills—Boddice and Storr (499 c.c. Norton/Watsonian s/c) at 43.02 secs.—by strange coincidence and perfect team-work, precisely the same time was registered for both runs—and so they won the Challenge Trophy kindly presented by one of our most enthusiastic members, A. Squillario.

The Team Competition, for the Fray Challenge Cup, was won by the M.A.C. team by an aggregate margin of 4.11 secs. Last year they won by no less than 11.29 secs., so who knows, if the Midland Automobile Club kindly invite us to Shelsley in 1956, we may have the good fortune to hold this trophy for the ensuing twelve months.

## New Books (continued)

to the machinery the rider is offered many valuable hints and tips on riding and introduced to the workings of motor cycle clubs.

This is the fifteenth edition of the book which was first published in 1902. The motorcyclist of those days had to pull his machine apart in order to get to know what happened on the inside. The tyro of to-day, with the assistance of "Motor Cycling Manual," can learn all about his machine in the comfort of a fireside arm-chair, for the very excellent exploded, sectional and cutaway drawings of all the bits and pieces that go to make up engines, carburettors etc., show at a glance exactly how they function, how they are dismantled and how assembled.

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

I have just returned from the Brighton Speed Trials, where our lads were competing against some very hot machinery on four wheels. The "Bemsee Boys" put up a very wonderful show, taking the Team Prize and the absolute record for the course, which now stands at 22.27 by Roy Charlton. George Brown and Fred Williams also cracked the previous time. Another fine show was put up by C. W. Rous, who took his Vincent and Sidecar along Madeira Drive in a speedy effort of 27.45, which was a heck of a lot faster than most of the cars. What a day, and maybe the Brighton Corporation might now care to let us come on our own in the Spring.

☆ ☆ ☆

TAKE heed, ye Sporting Agents and Private Owners. The Directors of several famous firms have now recognised the fact that without you there just would not be any real racing. This is 1955, mark you, although it has been known in this Club since 1909. Things have now turned full circle, and if all the firms in Europe make and sell production racers, it will make competition very keen indeed. Don't write to me about machines with lots of pots, because I have already proved that four cylinders are enough. There is nothing to be gained, at the moment, by adding any more. Only a four can beat a four in the half litre class.

☆ ☆ ☆

THE Midland Automobile Club, who invite us to Shelsley Walsh, is fifty years young. Congratulations to them, and to "Squirrel," who is a good liaison man between M.A.C. and B.M.C.R.C. For proof, see page 78 of the last programme of the Hill Climb. We did not get the Team Prize, but the boys rode extremely well and only lost it by a very small margin. George Brown still thinks a two-wheeler can get the absolute fastest, and actually thought he had got it again this year. Here's to the next time!

☆ ☆ ☆

HAVE you agents and accessory men thought of advertising in this magazine? Quite a lot of interested people peruse it besides the actual members. It also goes to various countries abroad, as my postbag proves. Any manufacturer

who is interested may obtain full details from the Secretary, R. C. Walker, at 34 Paradise Road, Richmond, Surrey. You will do yourself a bit of good and help us to keep down production costs.

☆ ☆ ☆

CONGRATULATIONS to Bill Lomas and Geoff Duke on winning three World Championships between them. I am now more certain than ever that graduates from the Isle of Man T.T. University make the best G.P. types, irrespective of what they ride. Any man who does well in Manxland does well at any road circuit in the world. This opinion is based on a very long period of association with the sport. I have not missed a T.T. since World War I, and a study of results in the I.O.M. and on the Continent will prove my point.

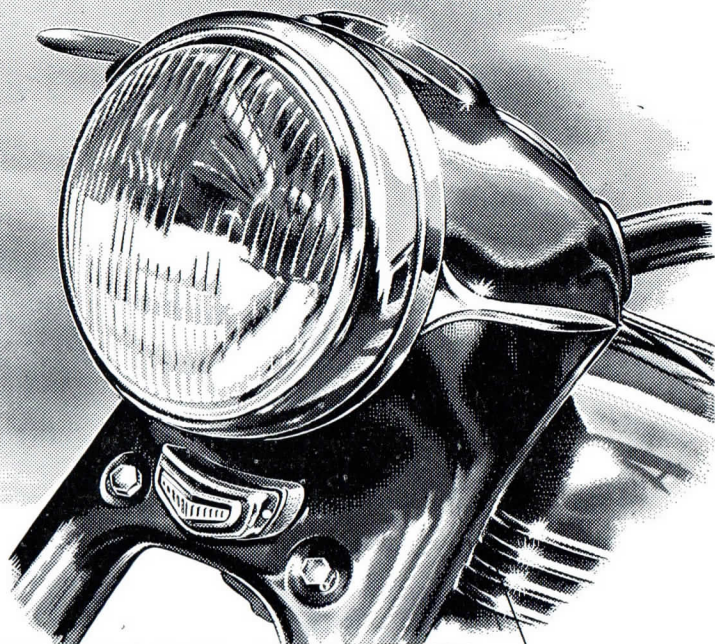
☆ ☆ ☆

A letter this month draws my attention to the fact that the difference between a 250 and a 350 is getting very small indeed. The writer wonders if the time will come when the 250 is as good, or even better than the 350. The time is not far away, but it will be a 250 twin which can be "doubled" into a 500 four. Just be patient and see if 1956 lets the prototypes out of the bag. The 250 is intended for the solo races and the 500 for the sidecar events. I give you two guesses as to which German concern is thinking on these lines.

☆ ☆ ☆

SINCE writing the foregoing paragraph, I have had a telephone chat, with a well-known man in the motor cycle movement, who tells me that all the firms who make racing 500s know full well how few men can do justice to this class of machine. Come down to the 125/250 sizes and the number of jockeys becomes very large. He also agrees with me that there are too many capacity classes and the time is not far away when the F.I.M. will have to face up to the reduction in Junior, Senior and Sidecar engine sizes. If this happens, the 125 single, 250 twin and 500 four sequence becomes a nice proposition for racing or touring, yes, and production, which is the most important of all.

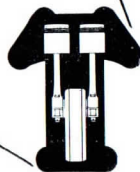
(continued on page 185)



# TRIUMPH

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THAT IS BEST IN MODERN  
MOTORCYCLE DESIGN**

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GREATEST SAFETY



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Tested, proved and praised by motorists everywhere, Dunlop tyres with the Gold Seal are now available to motor cyclists! With stronger and more flexible casings for extra life and riding comfort, specially reinforced tread rubber to give miles more miles and rubber liners to guard against casing damage, the tyres with the Gold Seal—Dunlop Fort, Universal and Ribbed—are indeed the finest for everyday riding.

**UNIVERSAL**

**RIBBED**

# DUNLOP

**FIRST CHOICE OF THE EXPERIENCED RIDER**

**Marshal's Musings**

THOSE who are interested in time (who is not?) will be surprised to learn that the Quartz Clock can now be checked by an Atomic Clock which is accurate to one ten thousandth of a second in one day. The Q.C. was considered to be the last word in accuracy until someone thought of using the internal vibration of the atom in the metal called caesium. This vibration is due to interactions between electron and nuclear spins within the atom itself. Les Lumby please note.

☆ ☆ ☆

A priceless epistle has reached me once more, from one of my Midland fans. This time he rebukes me for being flippant about the possibility of an atomic engine and goes on to suggest that it might be better if I tried to find out and tell the lads something about the new kind of power in relation to a motor cycle. I'm no physicist, but here goes. We all know that fuel will produce heat and when one considers the heat value of "fossil fuels" such as coal and oil in relation to, say, the sun—well it just isn't possible to describe the difference in words. On the other hand, by using uranium in a graphite blanket within an atomic pile, it is possible to measure the output. The latest

type of breeder reactor is literally producing something for nothing. Just imagine starting with and using a gallon of fuel in a race, then finishing with two in the tank. Impossible, you say, but it illustrates what I'm driving at. If you're still interested, there's a better proposition in the offing, viz., fusion (not fission) of hydrogen with other light atoms which will eventually make all other kinds of fuel look silly. The problem is finding methods to control such immense heat. We shall only require a minute fraction of that power to propel our bikes at fantastic speeds. Verily, the past fifty or sixty years have been an amazing period of history. By 2000 A.D. ???

☆ ☆ ☆

THIS issue might reach you just about "Hutch" time. In any case, may I, on behalf of the Committee in particular and the Club in general, thank all Marshal members for their offers of help. May the weather be fine, the racing good and no accidents. The joy is not in winning, but in taking part, and as we are in show business, the show must go on. After the "Hutch" the Annual Dinner and Earls Court, followed by the A.G.M. and the 1956 season. Phew!

**Where To Come... For 1955 models**

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However far you may come, your visit to George Bryant's showrooms will be worth while.

The T.T. Dealer entrant offers his personal advice and attention for the immediate delivery of 1955 models. You'll be certain of a friendly welcome and a satisfactory deal.

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# NEWS ITEMS

## INTERNATIONAL COMPETITION LICENCES

THE Competitions Committee of the A.-C.U. has been informed that some drivers competing in International Competitions, particularly abroad, have failed to affix their photograph to the Competition licence as required by the International Sporting Code of the F.I.M.

Holders of International Competition Licences are reminded of this requirement and in order to avoid any difficulties when participating in International Competitions, should affix the necessary photograph if they have not yet done so.

It has been decided that in future application forms for International Competitions must be accompanied by a passport photograph of the applicant.

## OBITUARY

**Giorgio Parodi.** WITH me, I think all men who have known him will mourn the untimely death of Giorgio Parodi, for many years the boss of the great Moto-Guzzi factory at Mandello del Lario (Como) in Italy. He died on August 18th at his home in Sturla at the age of 58.

Only a few days before, I was talking about him with the Direttore Sportive of the factory, Fergus Anderson, and although he retired partly in the last years from heading the factory and devoted most time to ship running interests, he was the man who originally founded with Carlo Guzzi and his fighter pilot friend from the first World War, Giovanni Ravelli, the firm in Mandello, which today is the biggest motorcycle producer in Italy and which is the factory, which was the first one gaining big international racing successes for the country.

Like his father, the late Emanuele V. Parodi, Giorgio was a broad minded businessman with a unique enthusiasm for racing and it was the never interrupted racing policy of the firm, which made the name Moto-Guzzi famous in all parts of the World. In 1921 they started the production of motorcycles in a very small way but proved in races the worth and the supremacy of Carlo Guzzi's quite unconventional design with the flat single cylinder engine.

Giorgio Parodi was always with his men and machines at races and it was his initiative which made the first start of Moto-Guzzis in the T.T. races at the Isle of Man in 1926 possible. Pietro Gherzi was then the rider and many of you will surely remember his superb ride in the Lightweight T.T. of that year on the then new 250 c.c. Moto-Guzzi. In the following years Giorgio Parodi was always a prominent figure during the T.T. period as well as at nearly all Continental racing circuits. He regarded racing as a necessity not only from technical point of view but also as a good way for advertising his products and for many years the factory sold production racing machines on the lines as now in England.

The best was always good enough for Giorgio. And even when British factories retired from active competition in races, he was pushing all technical possibilities and even more financial possibilities into the racing game. The best riders in the World like Stanley Woods and Wal Handley rode for some time for his firm and it was Stanley who gained the first—so much sought—Isle of Man T.T. successes for Mandello. That was in 1935, when he won the Lightweight and Senior T.T.s.

Before the war, four members of the Parodi family have been connected with the firm. Old E. V. Parodi, both his sons Giorgio and Dr. Enrico and the cousin, Ing. Angelo. E. V. Parodi died in 1940 and two years afterwards one of the most capable men on the technical as well as commercial and sporting side of the firm, Ing. Angelo. And now, with Giorgio Parodi's death, only Dr. Enrico, as Managing Director of the famous Mandello Works is left and I am glad to say, that Dr. Enrico, who originally was not too much connected with the racing policy of the firm, has shown, since a few years ago when he took over the control of the factory, his greatest sympathy and interest for the firm's racing department.

With the death of Giorgio Parodi, the Italian industry loses one of the most capable and remarkable men, the sport a great supporter, and all who have known him personally, a great friend.

**Erwin Tragatsch.**



## R.A.C. NEWS

**Commercial T.V. Programme.** The Royal Automobile Club is to present a fortnightly motoring magazine called "The World on Wheels" on Associated-Rediffusion's commercial Television network.

The first programme will be screened on Friday, September 23rd, and subsequent editions will follow on alternate Friday nights at the peak viewing time following the 7 p.m. news.

The series is planned purely as a "prestige" programme, and is completely divorced from advertising in any form.

Each number will be entirely produced and presented by the staff of the R.A.C.'s Press and Public Relations Department. A special film unit, under contract to the Club, will be responsible for the camera work.

The programme has been intentionally designed on a broad, catholic basis with features aimed to interest viewers of all ages and tastes from every walk of life. For the keen motorist and motor cyclist there will be excerpts of sporting events on four and two wheels. For the motorist's wife or feminine friends, there will be topical fashion items. Parliamentary legislation, new traffic regulations and road safety news will all be comprehensively covered.

**New Television Programme for Motorists.** With the object of reducing some of the major delays caused by road works, the Royal Automobile Club is introducing a new weekly feature on the B.B.C. Television Service, starting on Thursday, September 1st.

Every day, traffic all over the country is being delayed because of road repairs and reconstruction. These delays result in lost man-hours, wasted petrol, increased transport costs and additional congestion on the roads. All too often, they lead to accidents. Yet this repair work must be carried out if the over-burdened road system is not to break down completely.

This new R.A.C. service, which has the support and co-operation of the Ministry of Transport, will show motorists where the worst of these road works are taking place, so that drivers can avoid them by using alternative routes.

The method to be adopted will take the form of a number of animated chart-maps

of the British Isles indicating where such works are in progress. The animation will be done by Mr. Alfred Wurmser, well-known for his ingenious effects on B.B.C. television programmes.

The maps will be compiled by the R.A.C. in London from information supplied by county surveyors and by the police, whose valuable co-operation is acknowledged by the R.A.C.

Each programme will last about five minutes and, in the short time available, it will be possible to include only a small proportion of the total number of road works in progress. For more detailed information, viewers are invited to apply to their nearest R.A.C. Office.

## NEW MEMBERS

THE following new members have been elected:

|                |                 |
|----------------|-----------------|
| J. E. H. Dee   | G. Gordon       |
| W. E. Rose     | E. McG. Haldane |
| G. Clark       | R. R. Fifield   |
| P. Goldthorpe  | F. E. Moakley   |
| B. E. Amphlett | R. A. Ludlow    |

## BENEVOLENT FUND

DONATIONS this month have come from:

|                |               |
|----------------|---------------|
| R. A. Ludlow   | F. Butler     |
| E. V. C. Hardy | H. J. Hurford |
| C. E. Lucas    |               |

## DINNER AND DANCE

A Ticket application form is included with this issue of *Bemsee*. Tickets are obtainable from the Secretary, price £1-1s.-0d. each. The date of this important social function is Friday, November 11th and it will be held at Lyons Corner House in the Strand, London W.C.2.

## MUTUAL AID

**For Sale.** 250 c.c. Rudge, alloy barrel, and rims, hairpins, S.A., G.P. carb., teles., rev. counter, close ratio gear-box, clip-ons, cradle frame. Also alloy G.P. Imperial engine, close Albion box. Everything as new. Offers to Rutherford, Shankend, Hawick.

**For Sale.** 1955 model 500 c.c. Norton. Also 1954 model 350 c.c. Norton with 1955 modifications and streamlining. Apply: Rally Dean, 233 George Road, Erdington, Birmingham 23.

# BRITISH MOTOR CYCLE RACING CLUB, LTD.

## Application for Associate Membership to the ROYAL AUTOMOBILE CLUB

To the Secretary,

*B.M.C.R.C. Ltd., 34 Paradise Road, Richmond, Surrey.*

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 ... .. £ \_\_\_\_\_

*All Cheques and Postal Orders should be made payable to British Motor Cycle Racing Club Limited.*

**Surname** .....

**Full Christian Names** .....

**Address** .....

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

**Nationality** .....

**Particulars of Vehicle (Make, H.P. or C.C., Regn. No., Type of Body)**  
.....

Is the Vehicle used solely for your own private purposes? .....  
(If not, please state for what purpose used)

State here fitting required for badge .....

Signature .....

Date .....

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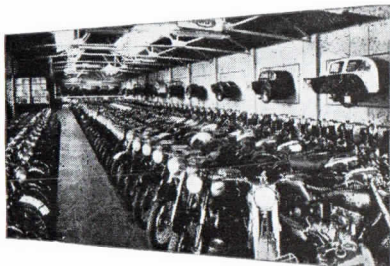
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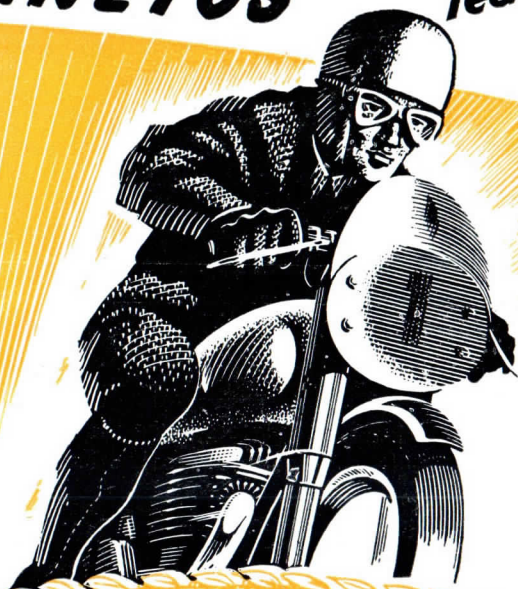
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Dutch T.T. Swedish G.P. N.W. '200'. Silverstone. Leinster.

Scarborough. Scottish 6-days. British Moto-Cross G.P.

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