



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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ONE SHILLING



1954 Junior T.T. winner, Rod Coleman (349 c.c. A.J.S.), at Governor's Bridge.

(Photo: "The Motor Cycle," London)

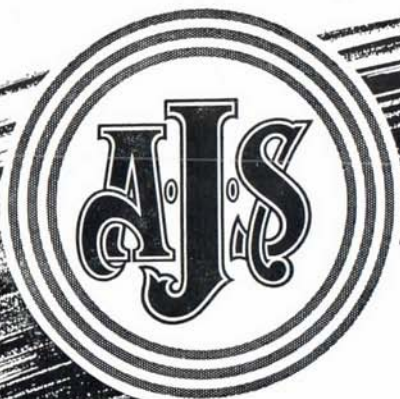
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91.51 M.P.H.

2nd D. K. FARRANT

4th L. T. SIMPSON

6th J. R. CLARK

*Subject to
official confirmation*



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Bemsee

Vol. 7. No. 7. JULY 1954

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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Hooray for Ajay

NO ONE will begrudge A.J.S. and Rod Coleman their victory in last month's Junior T.T. A.J.S. have suffered some shocking disappointments in the Isle of Man in past years; not only since the last war, but as long ago as thirty years. On many an occasion curious little never-ought-to-happen faults robbed them of victory. Their hardest knock was in 1949. In the Junior race that year Bill Doran, well in the lead on the last lap, retired on the Mountain climb at the Goose neck when a gearbox bearing failed. In the Senior race there occurred that never-to-be-forgotten incident when the late Les Graham was within two miles of victory and his magneto broke down, and he pushed in to finish amongst the also rans.

To all "Bemsee" members who won replicas in one or more of the several races we offer our hearty congratulations, and particularly to John Clark, Tom Arter's rider, who finished sixth on a standard 7R A.J.S. We commiserate with all those who suffered the disappointment of retiring and with those who were financially hit by the Friday debacle. With the weather conditions as they were the organisers could have done worse than consult the riders. They were playing the leading part and many paying for the privilege to do so. Under the prevailing circumstances they were the one body that could have given an expert opinion.

Bemsee Representatives.

Where are they; hibernating? No Area News has been received from 99% of them for months. Cheshire, apparently, is the only active cell.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THESE NOTES have to be handed in before the T.T. and the U.G.P. with the result that I cannot include any remarks about these classic events. Similar observations apply to our unique meeting at Silverstone on June 26th when we prove to all and sundry that "Bemsee" is a Club as well as a Limited Company. True!

* * *

We therefore press on to July 16th and 17th when we pay our second visit to the Crystal Palace, or more accurately the estate of the late C.P. which has provided entertainment and relaxation for millions of people over the years from Queen Victoria to Queen Elizabeth II. An amazing period of history you will agree.

As accommodation in London will be heavily booked in July, maybe some of the "Metropolitan Members" will see that their pals travelling a long way are sure of somewhere to sleep. The Caravan Contingent will know by now that they can park overnight in the Paddock *but not on the football field please.*

* * *

A note from Germany tells me that the 125 N.S.U. is now bashing out 16.8 b.h.p. It weighs only 177 lbs. and rejoices in a six-speed gearbox. The twin-brother gives off 32.7 b.h.p. and weighs 258 lbs. with a five-speed gearbox. If they decide to make a four, I can see all sorts of records going for a Burton unless the "90-bore" job from Bracebridge Street and the new "Plumstead Porcupine" have something up their sleeves. Or over their sleeves!

Talking of 90-bore cylinders, I remember Barry saying many years ago that this was the best diameter for a 500 pot. History repeats itself with great regularity in our game doesn't it? If you disagree, take a trip to the Science Museum at South Kensington. A surprise awaits you.

* * *

Two members have recently informed me that they have been caught exceeding the speed limit when towing a trailer. I have told both these unlucky fellows that they should consider the merits of the Shooting Brake, Estate Car or Station Wagon. Call it what you will, it is a far

better proposition than towing, and is not subject to sundry restrictions when registered as a private vehicle. When funds do not permit a Shooting Brake members should convey a solo racing bike on a sidecar float. It is far too easy to forget the 30 limit when pulling a trailer. It's no use blaming the police—they do not make the laws. Think it over!

* * *

This issue is due to reach you early in July so if you are not racing at the Palace, you have a job of work to do and don't forget that "K.G." is now looking after the Course so that I can concentrate on things like the Paddock, Flags and Phones. The actual demarcation of duties is already operating but the paper work of sorting out the various types is taking much longer than I originally anticipated. The Course Marshal will see quite a lot of Knox-Gore especially when his arm is out of plaster. "K.G." will have good reason to remember the fact that small wheels and large pot-holes spell *trouble.*

* * *

A recent letter from a non-member who was allowed to see last month's issue tells me that he thinks it is high time for a club like ours to press hard for a minimum mileage to be laid down before any road race should carry the status of T.T. or G.P. He suggests the following:—125 c.c., 125 miles, 250 c.c., 250 miles, 350 c.c. and over, 350 miles. No mention is made about the "barrow-boys." Here is a subject on which you can write to the Editor. What do you say? (24 hours, all G.P.s and T.Ts.—Ed.)

* * *

In conclusion may I thank those thoughtful souls who remembered the fact that the T.T. coincides with our silver wedding anniversary. Linda says she realised long before we became engaged that it was a case of "Bill and Bikes" or "No Bill and No Bikes." Anyway ladies and gentlemen, for all the many happy returns, etc. we say a sincere "Thank you!" and look forward to a lot more occasions when we can work and play together. We conclude with a toast, "Racing motorcycles and the men who prepare or ride them."

MIXED INGREDIENTS

A. E. ROSE

NOT being a very rapid rider I was rather astonished on returning to the paddock following the 125 race on "Silverstone Saturday," to find that I had been giving a tow to another rider at one stage in the race. Showing me a pair of goggles with lenses which appeared to be made of frosted glass he issued forth with "its the last time I get in behind a two-stroke—just how much petrol do you mix with a gallon of oil?"

Having contributed a few words on two-stroke tuning in "Motor Cycling" a short time ago I was approached by several two-stroke owners on practice day. On being asked the maximum speed of my Bantam and giving my reply "77, or perhaps 80" in favourable circumstances, I was rather cast down to find that everybody else could do "a genuine 80."

In the actual race my Bantam was recording 80 exactly on the down grade along Hangar Straight—but nowhere else. I looked in vain for my speedy friends and finally lapped some of them. Am I good? Not at all. Are they bad? Not necessarily. They are very foolish to kid themselves for two main reasons (1) They can get no real satisfaction out of it. (2) If ever they do roll up their sleeves and actually reach the speeds they now claim, they won't be able to mention a word about it for even the girl friend won't believe that they are doing 95!

There is a general tendency to credit some of the tiddlers with "genuine" speeds which are either never attained or reached only in most favourable conditions, e.g., tuning before a 20 knot breeze or down in 10 slope. From my own observations I would suggest that, with the exception of three or four machines which are in the hands of capable rider-tuners the maximum speeds are not greatly in excess of 85 m.p.h., the expensive imports are included. Perhaps someone will oblige with an honest appraisal of the capabilities of these mounts.

After the meeting, I surveyed a large flat on my megaphone with great satis-

faction, thinking "well, if I was soundly beaten I certainly tried hard." Imagine my surprise, therefore, when on the following Monday morning an acquaintance said, "You went all right but could have shoved it over a bit more on the corners." Does anyone know where I can get the fin tips stelled?

Pondering over my failure to go quickly enough, I reached the conclusion that perhaps my machine could do with a little more depression in the exhaust system and a little less in the saddle, so I am now engaged in manufacturing a "bugle" type megaphone à la D.K.W. My knowledge of metal bashing being very primitive, I just can't imagine any simple means of making one. I have invoked the aid of one wife (my own), two pieces of cotton material with flowers on, three buckets of sand and one of cement, two metal bashers' mallets and some sheet steel. If it doesn't work out I can always kid the neighbours that I was making a rockery.

I am not a betting man. I "invest" a small sum on the pools each week. One Saturday last March I nearly choked on discovering that my forecast was almost a "possible." Comparison with the winnings on previous weeks indicated that work would henceforward be a hobby. I settled down in a rosy glow of anticipation. A little M.V. would be O.K., with a bit of special tuning and a crate of spares. Flown over, of course.

A short while later my wife reminded me that as I had only 6d. on the winning line, my prize would be halved. "Ah well!" it would have to be shipped over after all. Unfortunately, an unspeakable cad won the big prize and yours truly received £11. I gave £10 to my wife (all right, £1 then!) and the remainder paid a coal bill, the rent, a subscription long overdue (not the "Bemsee" one) and provided a balance of fifty bob. "Better than nothing," I thought. On the journey to Silverstone a small boulder reduced my car windscreen to dust. That dream didn't die—it was murdered!

AREA NEWS

CHESHIRE

G. E. Tottey, 2, Rocky Lane South, Heswall, Wirral.

AN EXTRA MEETING was held at the *Shrewsbury Arms* Hotel on Wednesday, June 2nd and was very well attended by an audience of 34.

After a little formal business, Ted Lambert, Managing Director of Victor Horseman Ltd. (and of course a member of "Bemsee") was introduced to those who had not already met him.

Ted is an enthusiast on road safety and correct teaching of learner drivers as is already evidenced by his invention of the very ingenious Lambert Trainer for Learners.

He has now produced a really excellent film for instruction in safe driving and maintenance and this was shown for the first time to our members so that, as experienced drivers, they could offer any criticisms or suggestions for its improvement.

It has been so excellently produced and so much thought and work has been put into it that it is almost impossible to fault it anywhere. Altogether 18 months hard work has gone into its production and every possible aspect of faulty construction and poor maintenance which can cause accidents is dealt with and how they can be rectified and made safe.

Then every kind of driving on all conditions of road surface, lighting, fog and other weather is shown, with all its pitfalls and the best way to avoid them.

Correct roadcraft is illustrated perfectly to cover everything in the Highway Code and what can happen when things are done incorrectly.

Altogether it is a wonderful production and will go a long way to make the roads safer. It is a good point too that he showed it to us first because it confirms the opinion of those who know, that racing men are not dangerous drivers but really far safer than any of the 30 m.p.h. loiterers who think they are so safe because they never drive quickly. In my opinion these are about the most dangerous type of all. Only a few days ago I saw one of these drive over the red light at a crossing, collide with a lorry, damage the corner of our "pub" and put 4 people in hospital, seriously injured.

We were all very pleased to have had the opportunity of the first viewing of the film.

After a few suggestions had been made on the film the meeting wound up with the usual natter and an odd yarn or two and making arrangements for the L.O.M.

Quite a number of requests for application forms for new members were made and we look like having a small boom very soon. One new member filled in on the spot.

The Les Graham Memorial Fund is going on very nicely and by the time all the promises have materialised we should have quite a respectable sum.

In conclusion we are very grateful to our genial host, Mr. Robson, at the *Shrewsbury Arms* for the facilities it offers us and the work he does on our behalf. Nothing seems too much trouble and for this last meeting, in spite of being short staffed, he had blacked out all the windows of the pavilion for us and fixed up the seating and tables in plenty of time. He also proposes to make us a very nice notice board with the Bemsee badge on it, to provide a little more publicity in the local area.

If anyone is in the area at any time I do hope they will call in, but don't try too much leg pulling as he has as good a power of instantaneous repartee as anyone I have met. I suffer from it quite frequently.

New Members

THE following New Members have been elected:

S. R. Hawkins,	J. I. Bennett,
R. Boverhuis,	R. J. Ford,
D. R. Green,	L. W. Jackson,
H. Lyme,	F. J. Mottram,
B. Ormond,	R. N. Slade,
R. Tubb,	R. C. Vallance,
R. A. Ingham-Clark,	T. Ashcroft,
T. E. Fenwick,	A. Forth,
C. R. Instone,	A. W. Kimber,
A. L. Knight,	T. McGrath,
D. B. Palmer,	R. W. Tanner,
T. H. R. Thorpe,	F. Wakefield.

The Committee were pleased to grant temporary honorary membership to Maurice Baigent, a welcome visitor from New Zealand.

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FIRST CHOICE OF THE EXPERIENCED RIDER

"TROPHY DAY" — SILVERSTONE — 26th JUNE, 1954
OFFICIAL RESULTS

EVENT 1. (Solos up to 125 c.c.)

Place No.	Name	Machine	Time	Speed
1	16 G. Arnold	M. V. Augusta	13.20 1/5	61.18
2	19 J. Baughn	E.M.C. Puch	13.49 2/5	57.03
3	14 W. Marley	Ghost	14.07	57.80
4	17 J. W. Dakin	E.M.C. Puch	14.13 1/5	57.39
5	2 A. E. Rose	B.S.A.	14.20	56.93
6	12 H. L. Fruin	E.M.C. Puch	14.44 2/5	55.36
7	10 T. E. Fenwick	Royal Enfield	15.04 4/5	54.11
8	11 W. B. Martin	S.M.S.	7 laps only.	
9	1 W. E. Lilley	Bitza	7 laps only.	
10	6 A. H. Taylor	E.M.C. Puch	7 laps only.	

Fastest Lap: No. 16 G. Arnold—1 min. 36 4/5 secs. at 63.22 m.p.h.

EVENT 2. (Solos from 175 to 250 c.c.)

Heat 1.

1	10 I. F. Telfer	Norton	9.35	63.86
2	7 A. W. Kimber	Rudge	9.52 2/5	61.99
3	9 G. E. Braync	Velocette	9.57 1/5	61.49
4	8 R. F. Upham	Lucas	10.04 2/5	60.75
5	2 G. Coles	Rudge	10.21 1/5	59.11
6	16 J. Watson	Phoenix-J.A.P.	10.47 4/5	56.69
7	5 T. F. Davies	Triumph	10.59 2/5	55.67

Fastest Lap: No. 10 I. F. Telfer—1 min. 33 secs. at 65.81 m.p.h.

Heat 2.

1	27 R. E. Geeson	R.E.G.	8.59 3/5	69.05
2	28 R. Gaunt	Moto-Guzzi	9.08 1/5	66.98
3	21 A. A. Williams	Norton	9.14 1/5	66.26
4	37 A. W. Jones	D.K.W.	9.37 1/5	63.62
5	29 D. Jones	Jones	9.37 3/5	63.56
6	33 T. A. Ward	D.K.W.	9.39 1/5	63.40
7	32 F. E. Heath	Benelli	9.56 4/5	61.53
8	25 T. E. Fenwick	Moto-Guzzi	9.19	5 laps only.
9	35 E. W. Tinkler	Pike-Rudge	9.20 2/5	5 laps only.
10	34 J. Baughn	Triumph	9.46 2/5	2 laps only.

Fastest Lap: No. 28 R. Gaunt—1 min. 26 secs. at 71.16 m.p.h.

EVENT 3. (Sidecars from 490 to 1,000 c.c. and Cyclecars to 1,200 c.c.)

1	25 W. Boddice	Norton-Watsonian	8.40	70.61
Pass: J. Tanner				
2	32 F. Taylor	Norton-Watsonian	8.46 2/5	67.75
Pass: R. Taylor				
3	31 E. Walker	Norton	9.00 2/5	67.95
Pass: D. G. Roberts				
4	26 B. Hicks	Norton	8.11	5 laps only.
Pass: T. Fairbrother				
5	28 R. G. Douglas	Norton-Watsonian	8.51 4/5	5 laps only.
Pass: V. H. Hope				

Fastest Lap: W. Boddice—1 min. 25 secs. at 72.00 m.p.h.

EVENT 4. (Solos from 251 to 350 c.c.)

Heat 1.

1	32 B. Freestone	Norton	8.17 4/5	73.77
2	3 E. J. Washer	A.J.S.	8.18	73.73
3	34 P. H. Tait	Norton	8.30	72.00
4	14 F. A. Rutherford	A.J.S.	8.30 2/5	71.94
5	19 D. G. A. Clarkc	Norton	8.36 4/5	71.05
6	21 S. Kershaw	A.J.S.	8.37 3/5	70.67
7	10 B. Rimes	Norton	8.41	70.48
8	5 K. J. Faulkner	Velocette	8.48	69.55
9	16 A. G. Johnson	A.J.S.	8.48 3/5	69.47
10	17 M. D. Arnold	A.J.S.	8.48 4/5	69.44
11	4 R. Castle	B.S.A.	8.50	69.62
12	36 A. W. Jones	A.J.S.	8.53 3/5	68.33
13	26 T. Thorp	A.J.S.	8.58 1/5	68.23
14	15 S. Palmer	Norton	9.16 1/5	66.02
15	6 T. H. Phillipson	A.J.S.	9.21	65.45
16	18 H. T. Tyson	Velocette	9.21 4/5	65.39
17	11 D. Davies	A.J.S.	9.30 2/5	64.38
18	33 F. A. Meggett	B.S.A.	8.19 2/5	5 laps only.
19	23 P. M. Brambleby	Norton	8.20	5 laps only.
20	30 B. Ormond	Norton	8.31	5 laps only.

Fastest Lap: No. 22 W. Ryan—1 min. 20 1/5 secs. at 76.31 m.p.h.

Heat 2.

Place No.	Name	Machine	Time	Speed
1	47 G. T. Salt	A.J.S.	8.10	74.94
2	75 J. Hartle	Norton	8.10 1/5	74.70
3	67 D. T. Powell	Norton	8.10 2/5	74.85
4	60 R. J. Ford	Norton	8.26 4/5	72.45
5	57 A. J. Barham	B.S.A.	8.37 2/5	70.97
6	63 R. Alderslade	A.J.S.	8.37 3/5	70.94
7	41 D. Jarman	A.J.S.	8.38	70.89
8	65 J. F. Swanborough	A.J.S.	8.39	70.75
9	74 B. H. King	A.J.S.	8.42 4/5	70.74
10	62 A. V. Hegbourne	A.J.S.	8.44 2/5	69.97
11	52 J. Peacock	A.J.S.	8.45	69.91
12	56 D. W. Johnson	A.J.S.	8.46 2/5	69.70
13	54 J. Wilkes	A.J.S.	8.47	69.62
11	43 D. G. Chapman	A.J.S.	8.47 1/5	69.38
15	70 T. McGrath	A.J.S.	9.00 1/5	67.97
16	55 G. J. Penn	B.S.A.	9.08 2/5	66.96
17	61 B. G. Rudd	A.J.S.	9.10 1/5	66.74
18	50 F. D. Booth	Ariel	9.15	66.16
19	64 F. Travis	A.J.S.	8.10 1/5	5 laps only.
20	46 B. S. Radford	B.S.A.	8.22	5 laps only.

Fastest Lap: No. 47 G. T. Salt—1 min. 18 1/5 secs. at 78.26 m.p.h.

EVENT 5. (Solos 351 to 1,000 c.c.)

Heat 1.

1	4	G. T. Salt	Matchless	7.51 4/5	77.03
2	5	B. Freestone	Norton	7.52 2/5	77.64
3	5	F. G. Perris	J. V. Special	7.52 2/5	77.21
4	21	E. Pantlin	Norton	7.56	77.14
6	26	P. H. Tait	Triumph	8.00 3/5	76.40
6	28	A. J. Trew	Norton	8.01 1/5	76.31
7	10	R. Touche	Vincent	8.02 4/5	76.06
8	9	B. Harrison	Norton	8.04 4/5	75.74
9	22	R. Anderson	Triumph	8.23 3/5	72.92
10	20	R. C. Vallance	Triumph	8.39 1/5	70.72
11	23	R. Ogden	Triumph	8.41	70.48
12	19	A. L. Knight	Ardeley	8.50	69.28
13	2	F. E. Andre	Triumph	9.00 2/5	67.95
14	16	C. A. Thurston	Triumph	9.10 3/5	66.69
15	24	P. J. Walsh	Norton	8.02	5 laps only.
16	14	T. F. Davies	Triumph	8.50 3/5	5 laps on'y.
17	1	P. Bagshaw	Triumph	6.10	5 laps only.

Fastest Lap: No. 21 E. Pantlin—1 min. 15 4/5 secs at 80.74 m.p.h.

Heat 2.

1	58	B. H. King	Norton	7.53 1/5	77.60
2	37	R. Charlton	Vincent	7.58 1/5	76.79
3	53	D. T. Powell	Norton	7.58 3/5	76.25
4	52	N. J. Price	Norton	8.04	75.86
5	43	R. Madsen-Mygdal	J. V. Special	8.25 3/5	72.62
6	48	R. E. D. Harrison	Norton	8.27 4/5	72.31
7	50	W. S. Austin	Lucas	8.30	72.00
8	46	H. J. Kemp	Norton	8.36 1/5	71.15
9	51	G. Arnold	B.S.A.	8.38	70.89
10	38	H. Lym	Norton	8.39 2/5	70.69
11	41	W. H. Wilshere	Triumph	8.41	70.48
12	56	J. Hartle	Norton	8.46 3/5	69.73
13	34	P. Walsh	Vincent	8.49 4/5	67.31
14	36	R. L. Dawson	Vincent	9.00 3/5	67.92
15	39	J. D. Brindley	Norton	9.05 2/5	67.32
16	42	H. T. Tyson	Norton	9.07 4/5	67.03
17	31	R. Lawton	B.S.A.	9.10 2/5	66.72
19	49	A. P. C. Dickson	Norton	9.18 2/5	65.78
19	32	L. W. Jackson	H.R.D.	8.48	5 laps only.

Fastest Lap: No. 58 B. H. King—1 min. 15 3/5 secs. at 80.95 m.p.h.

EVENT 6. (Sidecars from 490 to 1,000 c.c. and Cyclecars to 1,200 c.c.)

1	25	W. Boddice	Norton-Watsonian	8.40 4/5	70.51
		Pass: J. Tanner			
2	32	F. Taylor	Norton-Watsonian	8.48	69.54
		Pass: R. Taylor			
3	27	C. Hale	Morgan	10.03 2/5	60.85
		Pass: F. Hadley			
4	28	R. G. Douglass	Norton-Watsonian	8.53 4/5	5 laps only
		Pass: V. H. Hope			

Fastest Lap: No. 25 W. Boddice—1 min. 25 secs. at 72.00 m.p.h.

250 c.c. FINAL

Place	No.	Name	Machine	Time	Speed
1	28	R. Gaunt	Moto-Guzzi	14.42 1/5	69.37
2	27	R. E. Geeson	R.E.G.	14.44 3/5	69.18
3	35	E. W. Tinkler	Pike Rudge	14.54	68.46
4	21	A. A. Williams	Norton	14.59 4/5	68.02
5	25	T. E. Fenwick	Moto-Guzzi	15.07 3/5	67.43
6	37	A. W. Jones	D.K.W.	15.33 2/5	65.57
7	10	I. F. Telfer	Norton	15.34 2/5	65.50
8	29	D. Jones	Jones	16.02 3/5	63.53
9	33	T. A. Ward	D.K.W.	14.41 1/5	9 laps only.
10	9	G. E. Braync	Velocette	14.56 4/5	9 laps only.
11	8	R. F. Upham	Lucas	14.57 2/5	9 laps only.
12	2	G. Coles	Rudge	15.30 3/5	9 laps only.

Fastest Lap: No. 28 R. Gaunt—1 min. 24 1/5 secs. at 72.68 m.p.h.

350 c.c. FINAL

1	69	D. T. Powell	Norton	13.19 4/5	76.52
2	47	G. T. Salt	A.J.S.	13.28 4/5	75.67
3	31	P. H. Tait	Norton	13.29	75.65
4	32	B. Freestonc	Norton	13.29 1/5	75.64
5	73	J. Hartle	Norton	13.41 4/5	74.43
6	14	F. A. Rutherford	A.J.S.	13.66 4/5	74.03
7	60	R. J. Ford	Norton	13.50	73.74
8	3	E. J. Washer	A.J.S.	13.51	73.65
9	10	B. Rimes	Norton	14.07 2/5	72.19
10	52	J. Peacock	A.J.S.	14.11 2/5	71.88
11	17	D. G. A. Clarke	Norton	14.17	71.41
12	43	D. G. Chapman	A.J.S.	14.17 3/5	71.36
13	56	D. W. Johnson	A.J.S.	14.21	71.03
14	54	J. Wilkes	A.J.S.	14.22	71.00
15	41	D. Jarman	A.J.S.	14.24 1/5	70.82
16	36	A. W. Jones	A.J.S.	14.25	70.75
17	17	M. D. Arnold	A.J.S.	14.25 2/5	70.72
18	70	T. McGrath	A.J.S.	14.27 2/5	70.56
19	57	A. J. Barham	B.S.A.	14.27 3/5	70.54
20	21	S. Kershaw	A.J.S.	14.29 2/5	70.39
21	66	J. F. Swanborough	A.J.S.	14.33 2/5	70.07
22	62	A. V. Hegbourne	A.J.S.	14.40	69.55
23	4	R. Castle	B.S.A.	14.40 1/5	69.53
24	63	R. Alderslade	A.J.S.	14.58	68.15
25	15	S. Palmer	Norton	13.31 4/5	9 laps on'y.
26	11	D. Davies	A.J.S.	14.11 1/5	9 laps only.
27	61	G. B. Rudd	A.J.S.	14.12 2/5	9 laps only.
28	26	T. Thorp	A.J.S.	14.14 4/5	9 laps only.
29	23	P. M. Brambleby	Norton	14.24 1/5	9 laps only.

Fastest Lap: No. 32 B. Freestonc—1 min. 17 2/5 secs. at 79.07 m.p.h.

1,000 c.c. FINAL

1	21	E. Pantlin	Norton	12.51 4/5	79.30
2	53	D. T. Powell	Norton	12.56	78.77
3	4	G. T. Salt	Matchless	13.00	78.46
4	52	N. J. Price	Norton	13.01 2/5	78.32
5	58	B. H. King	Norton	13.03 2/5	77.62
6	9	B. Harrison	Norton	13.12	77.27
7	26	P. H. Tait	Triumph	13.12 1/5	77.25
8	23	A. J. Trow	Norton	13.18 1/5	76.67
9	22	R. Anderson	Triumph	13.31 1/5	75.44
10	47	R. E. D. Harrison	Norton	13.35	75.07
11	43	R. Madsen-Mygdal	J. V. Special	13.37	74.90
12	51	G. Arnold	B.S.A.	13.39 2/5	74.69
13	14	T. F. Davies	Triumph	14.10	72.00
14	46	H. J. Kemp	Norton	14.15 1/5	71.56
15	20	R. C. Vallance	Triumph	12.52	9 laps only.
16	34	P. Walsh	Vincent	13.15	9 laps only.
17	42	H. T. Tyson	Norton	13.16 3/5	9 laps only.
18	23	R. Ogden	Triumph	13.19 2/5	9 laps on'y.
19	36	R. L. Dawson	Vincent	13.28 4/5	9 laps only.
20	39	J. D. Brindley	B.S.A.	13.32 2/5	9 laps only.
21	49	A. P. C. Dickson	Norton	13.33 3/5	9 laps only.
22	31	R. Lawton	B.S.A.	14.18 3/5	9 laps only.

Fastest Lap: No. 25 B. Freestonc—1 min. 14 3/5 secs. at 82.04 m.p.h.

(continued on page 9)

COMING EVENTS

CRYSTAL PALACE

Saturday, July 17th.

HUTCHINSON HUNDRED

Saturday, August 7th.

SPRINT MEETING

Staverton, Gloucester, Sunday, August 8th.

SHELSLEY WALSH

Sunday, August 29th.

BRIGHTON SPEED TRIALS

Saturday, September 8th.

*better riding
greater comfort
surer control..
fit the new*

Woodhead-Monroe
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'fluid-cushion'
suspension units

64/- PER UNIT

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**SHELSLEY WALSH.
SUNDAY, AUGUST 29th.**

THIS YEAR'S SHELSLEY WALSH HILLCLIMB will be held on a *Sunday*. Practice will be on the previous day.

APPPLICATION for Regulations and Entry Forms must be made to the Secretary, B.M.C.R.C., 34, Paradise Road, Richmond, SURREY.

ENTRIES CLOSE AUGUST 6th.



"Look what

high grip

high mileage

greater safety

better handling

you get!"

says **GEOFF DUKE,**
World's Most Famous Rider

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to-day's *leading* tyres

COMMITTEE NEWS

Meeting held on May 24th, 1954.

Present: N. B. Pope (Chairman), H. L. Daniell, D. J. H. Glover, W. W. Hunt, W. G. Jarman and A. H. Taylor.

Ex-officio Member: E. C. E. Baragwanath.
In Attendance: The Secretary.

Apologies for absence were received from Messrs. G. C. Cobbold and K. Rickard.

The Leslie Graham Memorial Fund. The Secretary confirmed that a separate account had now been opened at the Bank in the name of this Fund but that donations had so far been few. The Committee expressed the wish for all members to subscribe to this worthy cause.

Oulton Park. Matters connected with the Club's recent Spring Meeting at Oulton Park were received and it was agreed that the meeting was a reasonably successful one and that B.M.C.R.C. should again organise a meeting at this circuit in 1955, if they are invited to do so.

Trophy Day. Arrangements for the Closed Trophy Day Meeting at Silverstone on 26th June were finalised. There would again be: free admission, and a charge of 2/6d for a spectators vehicle. The usual free-car-parking facilities would again be available to those members who make previous application. Mr. Cobbold and Mr. Hunt agreed to take charge of Car Parking and Programme Sales for this meeting.

Hutchinson 100. It was resolved to again advertise this event through the medium of Centre Gazettes and club magazines in addition to taking space in the technical Press. It was hoped that members would do their utmost to publicise this meeting by ensuring that posters sent to them were displayed to the best advantage. Mr. Hunt agreed to undertake the organisation of Admission Control arrangements. The Secretary announced that the Dunlop Rubber Co. Ltd., had generously agreed to present a Challenge Trophy to the winner of the 250 c.c. B.M.C.R.C. Championship race, and that this would be known as the "Dunlop Trophy."

Subscription Rates. Proposals that had been put forward at the A.G.M. had now been closely examined by the Committee and it was resolved that the following amendments shall be made:

- The Entrance Fee to the Club of 10/6d. be removed.
- The Subscription rate for new Members joining the Club after 1st July, in any year, will be £1-1-0. This sum will cover a member until his full annual Subscription of £2-2-0 becomes payable on January 1st of the following year, in the usual way.

The above amendments will become operative as from July, 1954.

New Members were elected.

The Monthly Account was presented and approved.

THE EDITOR'S CORRESPONDENCE

A PROPOS Roland Pike's attack on Mr. Hartley re fuel restriction, I would like to make a few points.

(1) The expense of purchasing and maintaining a modern racer is such that a number of excellent lads are, in effect, barred from the game. This can be confirmed by questioning competitors at most grass meetings.

(2) I would like to emphasize Mr. Pike's own point that he has WON prizes against "pukka racers" by using an iron lot suitably tuned on dope. There are several riders who can do this today and in fact are doing so.

(3) Mr. Pike mentions the F.I.M. Surely he is aware of the considerable dissatisfaction by manufacturers with the

fuel regulations particularly on the Continent.

(4) If Mr. Pike is "personally not worried," one can presume that he's not for imposing restrictions. If that is so one can only wonder why he gets so excited.

(5) Present day fuel restrictions ban, not only alcohol, but also any reasonable proportion of benzole, which is a fuel on which I dote.

(6) Messrs. Hartley & Co. have expressed no opinions on "capacity restriction" which surely is quite another matter.

(7) What is the purpose of the restriction?

Petrol Benz.

London N.8.

ANNOUNCEMENTS

National and International Competition Licences.

THE Competitions Committee of the A.C.U. has recently issued a directive to all promoters of National and International events reminding them that entries must not be accepted unless the current licence numbers of drivers and entrants are quoted on the entry form.

Drivers who intend taking part in International and National Competitions are advised that application for the appropriate licence must be made before completing their entry forms. Promoters have been informed that they will be responsible for advising drivers who are not in possession of current licences that their entry is incomplete and, therefore, they will not be permitted to start in the competition.

Fuel for International Races.

THE Spring Congress of the F.I.M. approved the following revised specification for fuel to be used in International Races. It will apply to the International T.T. Races for 1954. This decision amends para. 5. of the Supplementary Regulations issued for those Races as follows:—

"Any commercial fuel readily available to the public in the country wherein the race is being held provided the octane rating (motor method) is 80 plus or minus 2, the lead content does not exceed 0.06% (i.e. 0.6 c.c. per litre) and there is no alcohol content."

Metropolitan Meeting

MEMBERS who are not competing or assisting with the organisation for the above meeting, which takes place at the Crystal Palace Circuit on July 17th, will be provided with free Car Park facilities if application is made to the Secretary *in writing* before July 12th. Please state Membership number and enclose S.A.E. for reply.

The Les Graham Fund

DONATIONS have been received from the following members and amount, to date, to £8. 9. 0.

J. Norris and J. Maloney.

Hutchinson Hundred

THE 1954 meeting is the 22nd of the series and will be held at Silverstone on August 6th and 7th. (Don't tell the weather Clerk). Your attention is drawn to the Special Announcement elsewhere in this issue.

Sprint Meeting

MEMBERS have complained from time to time that there are insufficient sprint meetings these days. An event of this description will take place at *Staverton Aerodrome* (halfway between Gloucester and Cheltenham on the main A.40 Road) on **Sunday, 8th August.**

Although this event, organised by the Cheltenham Motor Club, is closed to members of other clubs, arrangements have been made whereby any "Bemsee" member who wishes to participate will be made an honorary member of the Cheltenham Motor Club for a period of 21 days before the event, during which period full Club facilities and benefits may be enjoyed.

Immediate application for Regulations must be made direct to Mr. S. J. Millard, 31 Brooklyn Road, Cheltenham, Glos. Entries close on or about 16th July, 1954.

Shelsley Walsh

SEE special announcement elsewhere, and note that this year's hill climb will take place on a Sunday. This will do much towards assisting those interested in this type of event, to compete in this Famous Event. The date is Sunday, August, 29th.

There is a new sidecar trophy, presented by A. C. Squillario, Esq.

Brighton Speed Trials September 4th, 1954.

REGULATIONS for this event will be available shortly and obtainable on request from the Secretary, B.M.C.R.C., 34 Paradise Road, Richmond, Surrey.

Benevolent Fund

DONATIONS have been received from the following Members:

K. J. Elvy, J. Maloney,
L. W. Jackman,

MINNIE GRENFELL MEMORIAL TROPHY

Placings after B.M.C.R.C. Motor Cycling's Silverstone Saturday, 10th April, 1.54 and Spring Meeting Oulton Park, 15th May, 1954.

Points are awarded: 5 for a win, 4 for a second, 3 for third, 3 for fourth and 1 for a start, with an allowance for only one race per meeting, the best score being taken into account. This season the events to account are:

"Motor Cycling's" Silverstone Saturday, April 10th.

Spring Meeting—Oulton Park—15th May.

T.T. Races—June.

Trophy Day—June 26th.

Crystal Palace—July 17th.

Hutchinson 100—August 7th.

Manx Grand Prix—September.

28 Points.	G. Monty.	D. H. Edlin.	T. H. Price.
J. Surtees, Jnr.	B. W. T. Rood.	A. Ellis.	T. H. Phillipson.
25 Points.	M. C. Tomkinson.	J. A. Edwards.	C. H. Rhodes.
M. Cann.	W. N. Webb.	K. J. Faulkner.	D. R. Rose.
13 Points.	Harvey Williams.	A. A. Fenn.	E. A. Rutherford.
P. H. Carter.	A. A. Williams.	W. R. Fletcher.	R. A. Rowbottom.
12 Points.		L. J. French.	A. E. Rose.
D. Parkinson.	2 Points.	H. L. Frain.	R. A. Russell.
11 Points.	K. C. Brett.	T. B. Fell.	R. B. Renson.
J. R. Clark.	D. Bolton.	J. P. Fordham.	E. P. Rigby.
P. V. Harris.	S. Cooper.	B. M. Fox.	C. F. Salt.
D. T. Powell.	B. R. Cortvriend.	C. G. Griffiths.	R. H. Smith.
W. M. Webster.	D. Davies.	J. T. Griffiths.	R. R. Smith.
10 Points.	R. Dowty.	R. Gaunt.	J. Swanborough.
W. Boddice.	B. Kershaw.	H. R. Gibson.	R. J. Standivan.
9 Points.	R. J. Marriion.	H. S. Hall.	A. H. Skein.
W. R. Amm.	N. J. Price.	R. E. D. Harrison.	D. Saunders.
E. S. Oliver.	B. Rimes.	W. L. Hordley.	G. T. Salt.
C. J. H. Smith.	A. P. Setchell.	R. J. Harrison.	W. R. Smith.
8 Points.	A. Scholefield.	J. B. Hill.	J. D. W. Saunders.
F. Taylor.	B. Shaw.	F. E. Heath.	D. D. Snow.
J. A. Storr.	I. F. Telfer.	R. Harris.	C. A. Surridge.
R. Gold.	P. H. Tait.	J. Hartle.	A. H. Taylor.
7 Points.	P. M. Hall.	H. Hulme.	L. W. Taylor.
L. D. Larque.	1 Point.	S. C. Hollis.	R. Touche.
D. G. Lashmar.	W. S. Austin.	F. W. Johnson.	A. W. Tucker.
C. C. Sandford.	G. Arnold.	A. W. Jones.	G. J. Turner.
E. W. Tinkler.	M. D. Arnold.	D. J. Jarman.	K. H. Tostevin.
6 Points.	A. J. Ackroyd.	A. Jefferies.	J. Terry.
G. B. Tanner.	M. S. L. Brierley.	A. G. Johnson.	B. W. Turner.
5 Points.	P. L. Burridge.	D. W. Johnson.	B. J. Thomson.
G. E. Duke.	A. Bennett.	R. H. King.	R. Thompson.
G. R. Dunlop.	D. D. Banks.	R. D. Keeler.	M. J. Thomas.
M. P. O'Rourke.	F. Bishop.	I. I. Lloyd.	R. F. Upham.
4 Points.	N. A. Bedford.	G. E. Leigh.	V. T. Williams.
C. Hale.	D. G. Chapman.	W. J. Madderick.	E. H. Willis.
J. A. Hogan.	G. F. H. Colett.	W. R. Marley.	K. Willis.
F. G. Perris.	S. Cooper.	P. Minion.	J. S. Wilson.
A. R. Singer.	J. R. Cridland.	A. F. Martin.	G. W. Walker.
E. J. Washer.	R. Castle.	P. J. Marsh.	P. B. Walker.
R. M. McIntyre.	L. A. Dear.	D. R. McDonald.	J. Watson.
3 Points.	K. S. Daws.	M. R. McGeagh.	F. Wallis.
R. H. F. Anderson.	T. F. Davies.	J. Narraway.	J. E. Williams.
J. Beeton.	R. R. Dendy.	R. Ogden.	D. Walker.
F. D. Booth.	D. C. L. Dalziel.	E. I. Pantlin.	J. J. Young.
E. J. Davies.	J. W. Dakin.	H. A. Pearce.	
D. K. Farrant.	G. M. Dell.	R. W. Porter.	
B. H. King.	S. J. Dibben.	D. F. Peacock.	
A. King.	G. N. Ewer.		
	C. Ellerby.		

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FOR SALE. 1951 7R A.J.S. with all latest mods., clip-ons, jumpots, roller rockers, new camshaft and new big-end, new tyres and chains. Prepared for season's racing. Raced only once, this season, at Cadwell, Whit-Monday. A really excellent machine, handles well and looks

like brand new. It began life as a "works" machine in the hands of Bill Petch. Price asked—£220. Reason for sale—Solely domestic.

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THE 'HUTCHINSON 100'

MEETING of the YEAR

takes place at

SILVERSTONE

on

SATURDAY, 7th AUGUST, 1954

Permit No. A.-C.U. 536

FIRST RACE 10.00 a.m.

T.T.C. 593

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SILVERSTONE — AUGUST 6th & 7th.

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WE RELY ON YOU, the ordinary Member, no matter whether you are connected with the Trade or not, to do your utmost to advertise this Classic Event; the 22nd of the series.

A POSTER advertising the meeting is enclosed with this issue of *Bemsee* and you are especially requested to display it to the best possible advantage. Further posters and/or Pre-booking forms can be obtained on request.

FREE CAR PARK and Transfer-to-Paddock passes (one per Member) can be obtained on application to the Secretary. Applications must be made before July 31st, Membership number quoted and S.A.E. enclosed.

"THE BEMSEE TROPHY"

(To the Driver making the Fastest Lap of the Day)

No. 25 B. Freestone (1,000 c.c. Final)—1 min. 14½ secs. at 82.04 m.p.h.

The Bemsee Trophy is a Challenge Award and is being presented for the first time this year along with a Memento for retention by the Winner.

LAP TIMES AND SPEEDS: Should any Member wish to know his actual Lap times or speeds for a particular race, Mr. Lumby has kindly agreed to supply this information, providing the Member concerned encloses a Stamped, addressed envelope, with his request, which should be addressed as hereunder:

L. H. Lumby, Lockyer House, Lockyer Road, Mannamead, Plymouth, Devon.