



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 8. AUGUST, 1955 ONE SHILLING



Happier than he looks. Bob McIntyre during his wonderful Junior T.T. ride.

(photo: Bill Salmond)

COMERFORDS LTD.

The Motor Cycle Distributors and Buyers

EXPERIENCED AND PRACTICAL
SUPPORTERS OF ALL PHASES OF THE SPORT

COMERFORDS LTD. PORTSMOUTH ROAD
THAMES DITTON, SURREY

Telephones: Emberbrook 2323 and 2324



*The Race-bred
Motor Cycle*



RIDE A.J.S and ENSURE SUCCESS

Bemsee

Vol. 8. No. 8. AUGUST, 1955

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT : The Marquis Camden, J.P.

VICE-PRESIDENTS : Professor A. M. Low, D.Sc., A.C.G.I., E. C. E. Baragwanath.
H. L. Daniell, C. A. Lewis.

CHAIRMAN : N. B. Pope. VICE-CHAIRMAN : A. H. Taylor.

SECRETARY : R. C. Walker, 34 Paradise Road, Richmond, Surrey.

Sleepy heads

A point of interest raised by our contributor Bill Jarman, is that riders have expressed the view that early morning T.T. practice ought to be abolished. Why this objection to early morning racing?

Early morning practice, dusty, rutted and narrow roads, machines of doubtful reliability, "rigid" frames, girder forks and blotting paper brakes were a few of the obstacles that T.T. riders of 30 years ago faced during their I.o.M. visit. And without complaint. Most of these hazards have disappeared. Modern racing motorcycles have wonderfully efficient brakes and suspension systems. Mechanical reliability is extremely good despite high speeds. Roads are of good width and far less bumpy than in the past. Corners have been eased and improved until to-day the course is but a triangle with corners at Douglas, Ballacraigne and Ramsey. And now riders ask that the one remaining traditional feature of the T.T. shall be removed—early morning practice!

Don't let us abandon it, but let us add to it. Put back all the corners and bends. Replace the banks; let us have a 70-80 m.p.h. Hillberry again, and return the T.T. to its old standing, a race in which acceleration and braking are of vital importance. Oh yes, let us have more laps!

One of the finest tonics ever devised is early morning T.T. practice. Three laps with a cold and misty run across the Mountain as one of them, ginger up the appetite for breakfast more than anything else in the world.

IMPRESSIONS of the

1955 T.T.

BILL SALMOND



Geoffrey Duke

shows the underside of his tyres at Union Mills.

(photo: Bill Salmond)

THE record lap controversy has interested me quite a bit as the business of timing accurately gets very complicated when you come to think about it. At the start, the front of the front tyre has to be behind the starting line. Is the finish when the front of the front tyre reaches the finishing line? Looks as if it should be, all things being equal, but if it is so, then the rider himself has not finished. See what I mean? Even if it is when the front of the front tyre **crosses** the finishing line, the rider still has not reached it himself. Should it be when the whole of the machine has crossed the finishing line, which would appear to be the probable definition, then it could be argued that the timing is way out as the machine has actually completed the full distance **plus** its own length. Final and ultimate accuracy would demand that a given point of the machine is over the line at the start and the timing would have to show when that same point on the machine reached a vertical position over the finishing line. That would require photo finish gear coupled to electronic timing also printed on the same film. A letter in "The Motor Cycle" recently went into the facts concerning the three places of decimals that the timekeepers are wont to issue on occasion —

this with hand-operated watches and an arguable distance of the lap itself! One good thing is the fact that all the world now knows that the integrity of the timekeepers can be relied upon, even if the methods employed leave much to be desired.

I was rather surprised to learn that Geoff Duke's agonising cramp throughout most of the race was caused by a new lining in his leathers that he had had fitted prior to the race. It only goes to show that it is a bad policy to rely upon an unknown quantity when big things are at stake.

I think Bob McIntyre was the hero of the meeting to most of the experienced. His Junior ride gave full opportunity for the British trait in most of us to root for the underdog—and every time a private entry looks like having a chance against the Grand Prix factory specials, I for one find that I get a terrific kick out of it. I have no doubt that I would have very mixed feelings if a private entry were to win under such circumstances, as we do rely on the factories to produce something better all the time in the name of progress.

Was delighted that Eddie Dow won the Senior Clubman's race. Liked the fact that one of our members thus made history on the new course. I can understand his

after race decision that maybe he did like the Clypse Course after all, even though I personally flatly disagree with him. I shall never be persuaded from the view that the reason why British riders are the best in the world is in no small part due to the fact that they have the best racing circuit in the world and have, up till 1954, been able to graduate from the School of the Clubman's to the University of the Manx Grand Prix before facing a career in the

International T.T. and other major races. When everyone in the game who counts has opined that the Isle of Man Mountain Course is the ultimate in road racing, then it is just nonsense for the A.C.U. to bring everyone over to the Isle of Man to race and then to put them on to a short circuit that only offers a rider a fraction of the potential of the T.T. course. For Sidecars and small capacity solos, maybe it is rather better as a spectacle to have the competi-



*Senior Clubman winner, Eddie Dow at Parkfield Corner.
(photo: Bill Salmond)*

*Bill Boddice's passenger goes to ground along the Glencruthery road.
(photo: Bill Salmond)*





*Two studies at Willaston Corner — (Right) Bill Maddrick, 250 Lightweight.
(Left) Ernie Washer, Junior Clubman's.
(photos: Bill Salmond)*

tors appearing every nine minutes, but for solo machines of 250 c.c. and upwards, if the entry is reasonable enough, then seven or more laps of the Mountain Course is the answer. The drop in the entry to a total of 75 men for both Clubman races is a good indication of the views of entrants on the point. The fact that mist will close the big course yet still enable the Clype to be used, is a point in favour but not great enough in the final assessment, in my view.

The effort of Mr. D. Larque and John Anelay is perhaps the most praiseworthy

since Bob Geeson first appeared with a machine virtually "cut from the solid." The superb drawing that appeared in *Motor Cycling* of his rotary valve Anelay gave some insight as to the amount of work that must have been put in, and I remember thinking that if his gas sealing worked through many laps of that gruelling climb up to Creg ny Baa, he could feel very pleased with himself. The fact that only the speed of the winner prevented him completing the full course, with consistent lapping at nearly 48 m.p.h. is a very fine achievement to my mind. Far too little is

ever noted of the progress of those riders who go in for the unusual. Many of them are not in the slightest concerned with trying to win a race nearly so much as achieving the best-yet lap on some unusual or elderly type of mount. Look at some of the incredible achievements of Roland Pike with Ridges old enough to be his Grandfather(?) and the way people like Arthur Taylor and Bill Webster—to name but two — can make elderly Velos get cracking. That reminds me, that was a fine achievement of Bill Webster's to finish on the leader board in two International T.T. races in one day. He tried to fox the **T.T. Specials** Who's Who department with the Les Graham trick of "over 21," but the 1954 Ulster programme says that 44 is not so far off. What a sorry spectacle some of these races would be without the die-hards, Bless 'em.

Speaking of Leader Boards and Die-hards, in the first category are to be congratulated Dave Chadwick in the Lightweight and Ross Porter in the Ultra-Lightweight for finishing in the first six — a very hallowed region indeed. In the second category of Ever Faithfuls, Bill Maddrick was once again there with his beautifully prepared Guzzi of some age. He pulled off eighth spot with it in the Lightweight, what is more—a sure proof that consistency gets you places.

There are so many of the boys who

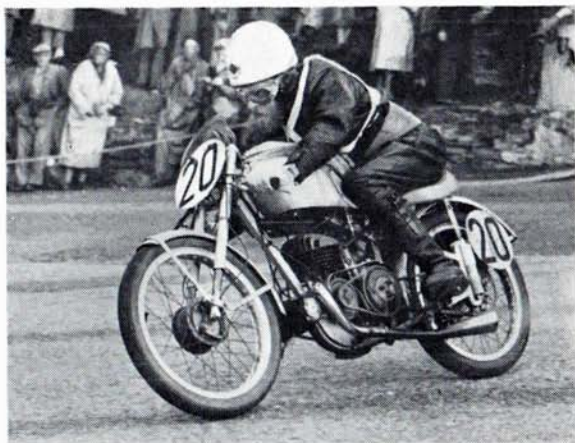
deserve mention but never get it that they must console themselves with the thought that we all know who they are anyway.

The Sidecar race must surely have broken all records for duff gen floating about concerning crashes of competitors whose first knowledge of said accidents was when asked where it happened. I invariably ask the teller of such info whether he himself saw the prang. Usually the answer is no, from whence I wait until I get the right version from official or reliable sources.

Bill Boddice and Bill Storr have been going great guns this year right from their super performance at Silverstone in April. Their T.T. ride must have been very satisfying when they clocked in in a well earned second place. A good combination that should stay up in the money now.

New member Gerald Robarts of Canada put up one of the best relative performances this year I thought—never saw the course before and sits quite happily in twelfth place in the Senior for the first three laps, moves up into eleventh in the fourth lap, back to twelfth in the fifth and then has the atrocious bad luck to have the primary chain break up—had a bearing seizure in the Junior on the Monday when doing well, so that was two Silvers that slipped out of his grasp through mechanical let downs. You should have

(continued on page 150)



Does Father Christmas ride with his beard under or over his tank? D. Larque on the rotary valved Anelay at Governor's during the 125 Lightweight race. (photo: Bill Salmond)

COMMITTEE NEWS

Meetings held on May 16th and June 27th, 1955.

Present: N. B. Pope (Chairman), L. S. Cheesewright, G. C. Cobbold, H. L. Daniell, D. J. H. Glover, H. S. Hall, A. L. Huxley, W. G. Jarman, K. Rickard, A. C. Squillario, A. H. Taylor, I. F. Telfer, and R. C. Walker (Secretary).

Apologies for absence from the June 27th meeting were received from Mr. E. C. E. Baragwanath, who was suffering broken ribs as a result of a fall, and from Mr. H. S. Hall.

The Guinness Trophy. Resulting from discussion, Messrs. Arthur Guinness, Son & Co., Ltd. had kindly agreed to present the Club with a special Trophy to perpetuate the memory of the late Sir Algernon Guinness. It was agreed that this trophy should be competed for annually by Club members who were not in receipt of trade support of any description, and would be presented to the member judged by the Committee to have made the best performance at the conclusion of each racing season.

Leslie Graham Memorial. The Secretary reported that detailed arrangements had been agreed with the A.C.U. whereby proceeds of the B.M.C.R.C. *Leslie Graham Memorial Fund* would be devoted to the provision of a commemorative Plaque, and interior furnishings and equipment as would be required for the A.C.U. Leslie Graham Shelter in the I.o.M.

The Shelter was publicly unveiled on June 9th, and the Plaque bears the following inscription:

This Tablet, the equipment and furnishings in this Shelter were provided by funds contributed by members of the British Motor Cycle Racing Club in memory of that great sportsman, Les. Graham, May, 1955.

It was unanimously decided that this fund should be closed forthwith.

Motor Cycling's Silverstone Saturday. The general organisation of this meeting was reviewed, and a number of suggestions for future detail improvements were put forward and noted. It was decided to present *Motor Cycling's Award* to Mr. B. L. Turner, subject to his confirmation that he would be riding in the Manx Grand Prix next September.

Oulton Park. Due to the somewhat disappointing public attendance at the Club's *Oulton Spring Meeting* last May, it was decided to examine the possibilities of organising this event on Whit Saturday in 1956.

Forthcoming Meetings. Arrangements for the Club's *Trophy Day* and *Hutchinson 100* meetings were reviewed. Mr. Cobbold again agreed to take charge of Programme Sales and Car Parking arrangements, and control on *Trophy Day* at Silverstone, but requested that a reliable assistant capable of acting as his deputy should be found as soon as possible. The Secretary confirmed that only minor alterations had been made to the Supplementary Regulations for the *Hutchinson 100*, and the race programme would include two straight races for 250 c.c. solo machines; also one of the two sidecar races had been lengthened, and this would count for points allocation in the B.M.C.R.C. Championship. It was decided to increase publicity for the *Hutchinson 100* so far as possible and it was hoped that members would co-operate to the utmost with the display of posters, etc.

1956 Programme. Mr. Squillario stressed the need for a full scale review of Club policy and its probable 1956 Programme at an early date, in order that sufficient time be allowed for discussion on matters of importance before it became necessary to apply to the A.C.U. for permits for 1956.

Membership. New Members were elected.

At a meeting of the Board of B.M.C.R.C. Ltd., held on June 27th, 1955.

Admission Control. Resulting from an appeal made at the last meeting of the Board, it was agreed that an offer of assistance made by Mr. A. C. Squillario to take over the duties of Admission Controller during the Club's 1956 race meetings, be accepted with gratitude.

Hutchinson 100. The Secretary reported that arrangements had now been made for the provision of a number of grandstand seats to be erected opposite the Pits area at this meeting.

The Monthly Account was presented and approved.



TRACK
TRIAL
TOURING

Any way

it's a
BETTER
RIDE
WITH

GIRLING

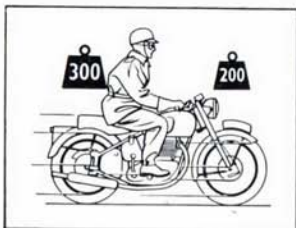


DIRECT ACTING TYPE
DAMPERS

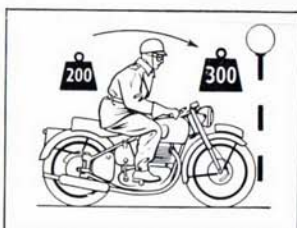
GIRLING LTD.
KINGS ROAD · TYSELEY
BIRMINGHAM 11

Way Out Ahead 

Because your front and rear tyres have different jobs to do...



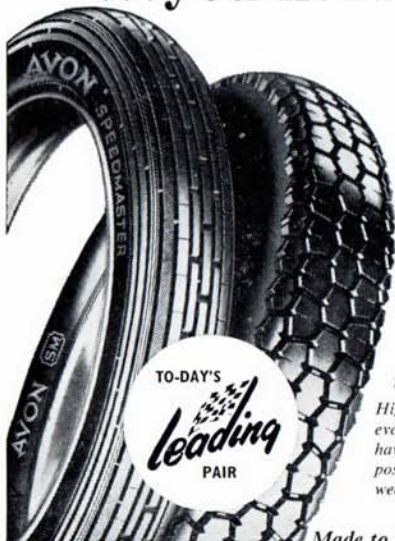
Consider just one aspect of front/rear tyre differences—the transference of weight. On an average solo of 500 lb. all-up, this may be distributed 300 rear, 200 front when cruising.



But even moderate braking can reverse this distribution, unloading the rear tyre, over-loading the front tyre. It may happen 50 times in an hour! AVON paired tyre design takes this into account.

Weight transference and other factors, including traction and steering, add up to big differences between front and rear tyre requirements. These differences call for different tyres. Scientifically established and proved in racing, paired tyres bring a tremendous all round improvement for the everyday rider. On solo machines of all types, AVON paired tyres will give you far better performance, much longer tyre life, and—above all—a greater degree of control, braking and safety than ever before experienced.

...you need the **safety** of



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

MINNIE GRENFELL MEMORIAL TROPHY

Placings after Motor Cycling's Silverstone Saturday, Oulton Spring Meeting, T.T. Races and Crystal Palace Meeting.

Points are awarded as follows: 5 for a win; 4 for a second; 3 for a third, 3 for a fourth; 1 for a start; with allowance for only one race per meeting, the best score being taken into account.

This season, the events to count are:

Motor Cycling's "Silverstone Saturday," April 23rd.

Oulton Spring Meeting, May 7th.

T.T. Races, June.

Crystal Palace, June 18th.

Trophy Day, July 16th.

Manx Grand Prix, September.

Hutchinson 100, October 1st.

19 Points

W. Boddice

18 Points

J. Surtees

13 Points

M. Cann

R. McIntyre

12 Points

G. Monty

11 Points

F. G. Perris

C. C. Sandford

10 Points

P. H. Carter

G. E. Duke

C. Hale

C. H. R. Warner

9 Points

W. E. Dow

G. B. Tanner

W. M. Webster

8 Points

J. R. Clark

D. H. Edlin

F. Hanks

L. W. Taylor

7 Points

G. R. Dunlop

P. V. Harris

R. W. Porter

P. H. Tait

E. W. Walker

6 Points

R. Anderson

J. Eckart

E. S. Oliver

F. A. Rutherford

B. L. Turner

A. Wheeler

5 Points

J. Baughn

A. W. Brodrick

J. W. Dakin

R. D. Kealer

W. J. Maddrick

H. Plews

B. W. T. Rood

E. W. Tinkler

4 Points

J. B. Denton

A. Ellis

A. R. Lang

E. Minihan

M. P. O'Rourke

J. A. Storr

F. Taylor

3 Points

F. E. Andre

F. D. Booth

H. R. Collier

L. Carr

G. A. Dormer

C. Ellerby

H. L. Fruin

E. B. Jones

T. G. J. Peacock

R. Preece

P. Palmer

R. J. Standivan

W. R. Smith

D. A. Tutty

K. H. Tostevin

C. A. Thurston

A. J. Trow

E. J. Washer

2 Points

"J. Alexander"

G. Arnold

A. J. Aykroyd

E. H. Arthurton

A. G. Alexander

K. C. Brett

K. Burrell

L. J. Botten

D. Bolton

P. M. Brambleby

F. Burgess

K. G. Buckmaster

H. W. Bowman

E. F. Cope

B. Cortvriend

D. Chisholm

P. Clements

R. Castle

G. A. Catlin

R. G. Douglas

D. C. L. Dalziel

D. Davies

R. D. Dodson

C. Dearden

D. A. W. Danskin

G. N. Ewer

A. Evans

D. Ennett

W. R. Fletcher

F. M. Fox

T. E. Fenwick

F. L. Fuller

G. Farrell

T. Folwell

N. C. Fletcher

B. G. Gross

M. Gunyon

H. S. Hall

R. J. Harrison

J. Hedley

R. Jervis

D. Jarman

A. H. Jenkins

E. J. G. Jarvis

B. Kershaw

N. Lay

I. I. Lloyd

G. E. Leigh

G. A. Longman

"Harry Lyme"

R. H. Lilley

R. Madsen-Mygdal

A. F. Martin

R. J. Marrion

W. B. Martin

P. J. Marsh

A. T. Morgan

G. A. Matthews

R. D. H. Neville

T. A. Ovens

E. Pantlin

H. A. Pearce

N. J. Price

T. H. Phillipson

J. L. Payne

R. J. Ramsden

B. Rimes

R. B. Rensen

G. Roberts

R. A. Rowbottom

C. F. Salt

A. H. Skein

B. P. Setchell

J. Saunders

M. W. Saluz

K. E. Tully

A. J. Thurgood

N. H. Vivian

J. Walker

E. H. Willis

W. H. Wilshere

F. Wallis

F. Wakefield

D. A. Wright

D. Whelan

A. Young

1 Point

R. Alderslade

M. D. Arnold

R. A. Avery

D. Baker

A. Bennett

F. H. Burman

J. Bottomley

N. A. Bedford

R. Blackwell

M. E. Busher

W. Baird

G. H. Brooks

V. R. Brazier

F. T. E. Bodman

D. G. Chapman

D. G. A. Clarke

G. Coles

E. Cheers

M. Chambers-Challis

D. T. Crabbe

T. M. Chrish

I. Clarke

C. L. Cheverton

P. K. Cruise

F. W. Cox

J. Difazio

G. Davies

R. R. Dendy

B. Duffy

R. Dowty

R. L. Dawson

G. S. Davison

P. Evans

K. Faulkner

A. A. Fenn

M. W. Fordham

B. Freestone

C. G. Griffiths

O. E. Greenwood

R. Gaunt

B. D. Gissane

B. M. Graves

J. A. Hogan

W. L. Hordley

R. J. Haydon

J. Hartle

S. C. Hollis

N. E. Hicks

B. E. Hazlewood

P. J. Hersey

S. R. Hawkins

J. B. Hyde

S. R. Hill

J. J. Hawtin

B. G. Hill

J. C. Holloway

L. R. Hall

J. Hempleman

A. W. Jones

A. Jefferies

N. R. Jacobs

A. C. Keeble

R. H. King

B. H. King

F. Keeling

A. King

A. W. Kimber

E. King

L. R. King

D. Larque

G. Lattimer

(continued on page 150)

"TROPHY DAY"

CLOSED MOTOR CYCLE ROAD RACE MEETING

SATURDAY, 16th JULY, 1955

SILVERSTONE CLUB CIRCUIT

OFFICIAL RESULTS

SPECIAL AWARD — The "Bemsee Trophy"

E. Pantlin (499 c.c. Norton) 78.86 m.p.h.

Event 1—8 Lap race for Solo Racing Motor Cycles up to 125 c.c.

				m. s.	m.p.h.
1	D. H. Edlin	-	M.V. Agustini	13.04 1/5	59.05
2	F. H. Burman	-	E.M.C. Puch	13.22	57.74
3	R. J. G. Dickinson	-	E.M.C. Puch	13.30 1/5	57.16
4	H. L. Fruin	-	E.M.C. Puch	13.40 3/5	56.43
5	J. W. Dakin	-	L.E.F.	13.56 3/5	55.36
6	A. Jefferies	-	B.S.A.	14.20	53.81
7	T. Folwell	-	Hogan B.S.A.	14.37 2/5	52.78
8	W. B. Martin	-	S.M.S.	14.41 3/5	52.53

Fastest Lap—D. H. Edlin—1 min. 34 secs. 61.58 m.p.h.

Event 2—8 Lap race for Solo Racing Motor Cycles from 175 to 250 c.c.

				m. s.	m.p.h.
1	R. Gaunt	-	Moto Guzzi	11.30 3/5	67.06
2	T. E. Fenwick	-	Moto Guzzi	11.32	66.92
3	J. Eckart	-	Excelsior	11.32 1/5	66.90
4	D. H. Edlin	-	Melem Special	11.39 4/5	66.18
5	F. H. Burman	-	E. M. C. Puch	11.45	65.69
6	T. Thorp	-	B.S.A.	11.47	65.50
7	A. A. Williams	-	Norton	11.57 1/5	64.57
8	A. W. Jones	-	D.K.W.	11.58	64.50
9	F. L. Fuller	-	Rudge	12.08 4/5	63.54
10	R. Grey	-	Triumph	12.24 4/5	62.18
11	J. B. Hyde	-	Rudge	12.29 1/5	61.81
12	D. Baker	-	Rudge	12.29 2/5	61.80
13	I. Clarke	-	Velocette	12.33 4/5	61.44
14	A. W. Kimber	-	Rudge	12.34	61.42
15	P. B. Miller	-	B.S.A. J.A.P.	12.35	61.34
16	D. Jones	-	Jones	12.39	61.06
17	E. Tinkler	-	Rudge	12.40 1/5	60.92

Fastest Lap—R. Gaunt—1 min. 23 secs. 69.74 m.p.h.

Event 3—First heat for Solo Racing Motor Cycles from 251 to 350 c.c.

			m. s.	m.p.h.
1	F. A. Rutherford	A.J.S.	8.07 3/5	71.23
2	D. G. A. Clarke	Norton	8.07 4/5	71.20
3	P. J. Marsh	Triumph-B.S.A. Spl.	8.09 4/5	70.91
4	G. H. Brooks	Norton	8.16 2/5	69.97
5	A. H. Jenkins	B.S.A.	8.16 4/5	69.91
6	W. A. Hulme	Velocette	8.19 2/5	69.55
7	J. Clark	Norton	8.23	69.06
8	R. H. Lilley	B.S.A.	8.28 1/5	68.34
9	M. D. Arnold	A.J.S.	8.28 3/5	68.29
10	J. C. Smith	A.J.S.	8.29 3/5	68.16
11	D. G. Chapman	B.S.A.	8.34	67.57
12	M. W. Garner	B.S.A.	8.35 2/5	67.39
13	R. A. Avery	B.S.A.	8.43	66.41
14	L. G. Povey	B.S.A.	8.45 2/5	66.11
15	J. I. Nutler	B.S.A.	8.48 4/5	65.68
16	J. F. Righton	B.S.A.	8.56	64.80
17	F. W. Cox	Velocette	8.57 2/5	64.63
18	F. T. E. Bodman	B.S.A.	9.01	64.20
19	P. Dakin	A.J.S.	9.03	63.96
20	B. Ormond	Norton	9.04	63.59
21	D. Jarman	A.J.S.	9.07	63.50
22	G. Farrell	B.S.A.	9.07 4/5	63.40
23	F. Wakefield	Norton	9.12 4/5	62.83
24	R. Blackwell	B.S.A.	9.25 4/5	61.39
25	F. A. Meggett	B.S.A.	9.30	60.94
26	B. Hunter	Velocette	9.34 3/5	60.45

Fastest Lap—F. A. Rutherford—1 min. 18 3/5 secs. 73.65 m.p.h.

Second heat for Solo Racing Motor Cycles from 251 to 350 c.c.

			m. s.	m.p.h.
1	E. J. Washer	A.J.S.	8.10	70.88
2	A. J. Trow	Norton	8.30 1/5	68.08
3	B. Rimes	Norton	8.32	67.84
4	A. Evans	Norton	8.43 3/5	66.33
5	R. Alderslade	A.J.S.	8.45	66.16
6	K. E. Tully	A.J.S.	8.45 2/5	66.11
7	B. P. Setche'l	A.J.S.	8.45 3/5	66.09
8	R. Castle	B.S.A.	8.49 3/5	65.58
9	D. Poolton	B.S.A.	8.58 2/5	64.51
10	F. W. J. Launchbury	A.J.S.	8.59	64.44
11	G. T. Salt	B.S.A.	9.03 3/5	63.89
12	W. R. Anderson	Norton	9.05	63.73
13	D. Howe	Norton-B.S.A.	9.26	61.36
14	V. W. Cottle	A.J.S.	9.27 2/3	61.21
15	C. Watson	A.J.S.	9.28	61.15
16	S. R. Hill	B.S.A.	9.29	61.04
17	E. F. Wooder	Norton	9.40 1/5	59.86

Fastest Lap—E. J. Washer—1 min. 19 secs. 73.28 m.p.h.

Event 4—Racing Motor Cycles with Sidecars 490 to 1,000 c.c. and 3 Wheeled Cyclecars to 1,200 c.c.

			m. s.	m.p.h.
1	W. Boddice	Norton/Watsonian	8.24 1/5	68.89
	Pass: W. Storr			
2	A. R. Lang	Norton	8.31 3/5	67.89
	Pass: G. J. Willetts			
3	F. Hanks	Matchless	8.32 2/5	67.78
	Pass: E. Dorman			
4	A. Ellis	Norton/Watsonian	8.45	66.16
	Pass: S. Lucas			
5	E. Walker	Norton	8.45 1/5	66.13
	Pass: D. G. Roberts			
6	C. H. R. Warner	Vincer t/Watsonian	8.48 2/5	65.73
	Pass: D. Austin			
7	N. E. Hicks	Norton	9.20 1/5	62.00
	Pass: A. Willerton			
8	D. C. Rowlands	Matchless	9.54 4/5	58.29
	Pass: D. J. Wood			

Fastest Lap—W. Boddice—1 min. 21 1/5 secs. 71.28 m.p.h.

Event 5—First heat for Solo Racing Motor Cycles from 351 to 1,000 c.c.

				m. s.	m.p.h.
1	R. Jervis	-	Norton	7.47 1/5	74.34
2	D. G. A. Clarke	-	Norton	7.49	74.06
3	F. A. Rutherford	-	Norton	7.57 4/5	72.69
4	R. Madsen-Mygdal	-	J.V. Special	7.58 1/5	72.63
5	M. W. Saluz	-	B.S.A.	8.06	71.47
6	A. Evans	-	Norton	8.11 1/5	70.71
7	D. W. Minter	-	B.S.A.	8.14 1/5	70.28
8	A. Knowles	-	A.K.S.	8.18 1/5	69.72
9	C. L. Cheverton	-	Norton	8.20	69.47
10	W. R. Smith	-	Triumph	8.20 2/5	69.41
11	B. L. Denehy	-	Matchless	8.22 3/5	69.11
12	E. Rigby	-	Triumph	8.31 2/5	67.92
13	J. E. Thomas	-	B.S.A.	8.34 2/5	67.52
14	K. G. Buckmaster	-	Triumph	8.35	67.44
15	M. A. Bowdery	-	Norton	8.37	67.18
16	P. M. Knocker	-	Matchless	8.38 2/5	67.00
17	A. L. Knight	-	Ardleigh Special	8.39 1/5	66.90
18	F. G. Garland	-	B.S.A.	8.44 3/5	66.21
19	T. H. Stazicker	-	B.S.A.	8.45	66.16
20	P. Eden	-	Norton	8.46 3/5	65.96
21	G. F. Matthews	-	Norton	9.12 3/5	62.85

Fastest Lap—R. Jervis
D. G. E. Clarke —1 min. 15 2/5 secs. 76.77 m.p.h.

Event 5—Second heat for Solo Racing Motor Cycles from 351 to 1,000 c.c.

				m. s.	m.p.h.
1	E. Pantlin	-	Norton	7.38	75.84
2	E. Minihan	-	Norton	7.44	75.18
3	A. J. Trow	-	Norton	7.46 4/5	74.41
4	P. H. Tait	-	Norton	7.47 2/5	74.31
5	J. L. Payne	-	Triumph	8.02	72.06
6	R. Harrison	-	Norton	8.07	71.30
7	K. E. Tully	-	Norton	8.11	70.88
8	C. A. Thurston	-	B.S.A.	8.19 1/5	69.58
9	L. R. King	-	Norton	8.20 3/5	68.97
10	A. Holmes	-	J.V. Special	8.31 2/5	67.92
11	E. G. Oughton	-	Matchless	8.31 3/5	67.89
12	J. T. Smith	-	B.S.A.	8.32 1/5	67.81
13	R. C. Vallance	-	Triumph	8.41 4/5	66.56
14	J. Walker	-	S.C.S.	8.54	65.04
15	L. R. Hall	-	Triumph	8.54 2/5	64.99
16	D. G. Chapman	-	B.S.A.	8.58 4/5	64.46
17	A. W. Kimber	-	B.S.A.	9.00 3/5	64.25
18	J. D. Brindley	-	Norton	9.08 4/5	63.29

Fastest Lap—E. Pantlin—1 min. 13 2/5 secs. 78.86 m.p.h.

Event 6—Solo Racing Motor Cycles from 175 to 250 c.c.

				m. s.	m.p.h.
1	T. Thorp	-	B.S.A.	11.30 2/5	67.08
2	J. Eckart	-	Excelsior	11.33	66.83
3	F. H. Burman	-	E.M.C.-Puch	11.33 1/5	66.81
4	R. Gaunt	-	Moto Guzzi	11.38	66.35
5	T. E. Fenwick	-	Moto Guzzi	11.47	65.50
6	D. H. Edlin	-	Melem Special	11.50	65.23
7	A. A. Williams	-	Norton	12.00	64.32
8	A. W. Jones	-	D.K.W.	12.02 2/5	64.29
9	D. Jones	-	Jones	12.07	63.70
10	E. W. Tinkler	-	Velocette	12.33 1/5	61.48
11	J. B. Hyde	-	Rudge	12.33 2/5	61.46
12	D. Baker	-	Rudge	12.38	61.10
13	A. W. Kimber	-	Rudge	12.39 2/5	60.98
14	P. B. Miller	-	B.S.A.-J.A.P.	12.33 1/5	60.68
15	J. Saunders	-	Rudge	13.00 3/5	59.33

Fastest Lap—T. Thorp—1 min. 22 1/5 secs. at 70.42 m.p.h.

Event 7—Motor Cycles with Sidecars 490 to 1,000 c.c. and Cyclecars to 1,200 c.c.

			m. s.	m.p.h.
1	F. Hanks - Pass E. Dorman -	Matchless -	14.12 3/5	67.90
2	C. H. R. Warner - Pass: D. Austin -	Vincent/Watsonian -	14.14 4/5	67.72
3	A. R. Lang - Pass: G. J. Willetts -	Norton -	14.16 1/5	67.61
4	E. Walker - Pass: D. G. Roberts -	Norton -	14.49 1/5	65.10
5	W. Boddice - Pass W. Storr -	Norton/Watsonian -	15.26	62.51

Fastest Lap—W. Boddice—1 min, 22 1/5 secs. 70.40 m.p.h.

350 c.c. Final

			m. s.	m.p.h.
1	E. J. Washer -	A.J.S. -	15.44 1/5	73.57
2	A. J. Trow -	Norton -	16.13 3/5	71.35
3	D. G. A. Clarke -	Norton -	16.20 2/5	70.85
4	F. A. Rutherford -	A.J.S. -	16.20 3/5	70.83
5	K. E. Tully -	A.J.S. -	16.34 1/5	69.87
6	P. J. Marsh -	Triumph B.S.A. Spl. -	16.34 2/5	69.85
7	R. Castle -	B.S.A. -	16.38	69.60
8	M. D. Arnold -	A.J.S. -	16.38 2/5	69.58
9	S. H. Brooks -	Norton -	16.44	69.19
10	W. A. Holmes -	Velocette -	16.44 4/5	69.13
11	R. H. Lilley -	B.S.A. -	16.45 1/5	69.11
12	A. Evans -	Norton -	16.45 2/5	69.09
13	B. P. Setchell -	A.J.S. -	16.51 2/5	68.68

Fastest Lap—E. J. Washer—1 min, 16 secs. 76.17 m.p.h.

1,000 c.c. Final

			m. s.	m.p.h.
1	E. Pantlin -	Norton -	15.08 3/5	76.46
2	A. J. Trow -	Norton -	15.11	76.25
3	R. Madsen-Mygdal -	J.V. Special -	15.22 2/5	75.29
4	P. H. Tait -	Norton -	15.26 3/5	75.01
5	E. Minihan -	Norton -	15.26 4/5	74.99
6	J. L. Payne -	Triumph -	15.42 4/5	73.68
7	K. E. Tully -	Norton -	15.45 1/5	73.49
8	F. A. Rutherford -	Norton -	15.53	72.89
9	R. Harrison -	Norton -	16.08	71.76
10	A. Knowles -	A.K.S. -	16.10 1/5	71.60
11	W. R. Smith -	Triumph -	16.16 3/5	71.13
12	L. R. King -	Norton -	16.18 1/5	71.01
13	B. L. Denehy -	Matchless -	16.21	70.80
14	A. Evans -	Norton -	16.22 3/5	70.70
15	C. L. Cheverton -	Norton -	16.23	70.67

Fastest Lap—E. Pantlin—1 min, 14 3/5 secs. 77.60 m.p.h.

NEXT SILVERSTONE MEETING



THE HUTCHINSON 100



Saturday, October 1st

MARSHAL'S MUSINGS

W. G. BILL JARMAN

TROPHY DAY is almost upon us as I write, and the next two items are the Hill Climb at Shelsley Walsh and the Speed Trials at Brighton. As we do not provide the marshals at these events, we can get on with some preliminary work on the "Hutch," which is set for September 30th (Practice) and October 1st (Race Day). At the time of going to press, it looks as though this year's meeting will be the best of the lot. Let me know right away if you're able to come for one or two days. In case you have forgotten the address, it is 153 Reigate Avenue, Sutton, Surrey. Quote your membership number when writing, and let's hear from you quickly, please.

☆ ☆ ☆

A letter from Ireland reminds me that the twentieth century has given us jets, radar, atomic energy and "Bemsee." The writer goes on to say that the members get their fun and games with an internal combustion engine going back to the previous century, and it's high time one or two of us used some other method of propulsion. Maybe someone already has ideas on this fascinating subject, and might contribute a futuristic article to this magazine. Imagine the "Duke of McIntyre" on his radar-controlled atomic jet lapping the circuit at the speed of sound. A Welshian idea!

☆ ☆ ☆

WHILST in the I.O.M. last June, I amused myself asking all sorts of people what they really thought of the "Calypso Circuit." If the Manx Government and the A.C.U. could have heard the great majority of these opinions, they would not mess about with any kind of event which detracts from and interferes with the *real International Races on the one and only Mountain Course.*

I did not stop at asking opinions, but invited suggestions, which are given herewith:

Clubman's Races—September
(unanimous).

T.T. Monday—Sidecars, 125s and 250s
—Mountain Course.

T.T. Wednesday—Junior—7 Laps and
1 stop—Mountain Course.

T.T. Friday—Senior—8 Laps and 1 stop
—Mountain Course.

It seems that the authorities, in trying to please everyone, have upset the lot.

Another important point on which a large number of people agreed was the abolition of early morning practice. What surprised me among the competitors was that the "barrow-boys" should be given a chance on the proper circuit. Good!

☆ ☆ ☆

NO less than three of the Marshal-Members have taken the trouble to write to me and say how proud they are at being able to do a job of work for the Club. My remarks about mental satisfaction still hold good, but there's no room for any sort of complacency. Thank goodness the Directors and the Committee are never one hundred per cent satisfied, because they know only too well that we cannot attain or maintain efficiency without high level leadership. The only satisfaction which we may rightly assume is the fact that we have been followed for many, many years.

☆ ☆ ☆

"BEMSEE", born 1909, is the only club of its kind in the world, exclusively devoted to real motor cycle racing on road or track. Our accumulated experience is unique, and is strongly backed by a valuable collection of highly skilled members who are second to none. For the future, and it is to the future we must constantly look, we must base our judgement of a wide range of speed events on three E's. Enthusiasm, Energy and Experience. From Brooklands to Silverstone via Dunholme and Haddingham, not forgetting Shelsley, Goodwood and Brighton, etc., the crossed Union Jacks have been an appropriate badge for a great club. The world of racing motor cycles would have been a barren place without "Bemsee".

☆ ☆ ☆

H.R.H. The Duke of Edinburgh said that the proper place for a club badge is on the front of a crash hat. Quite a lot of our chaps have taken his advice and made a good job of it. Others have put additional transfers on sidecars and rear mudguards (very subtle place). Agent members are also fixing them on shop doors and windows. Perchance you have an original idea for these very smart emblems which help the club in so many ways. If so, drop a note to the Editor or the Secretary.

Marshal's Musings (continued)

LADY Guinness tells me she wishes to find a proper home for the famous 200 h.p. V.8 o.h.v. Darracq engine with which our late President did some fantastic things so long ago. She also added that Riverdene, Cookham, Berks., on the River Thames, is on the market. If any of you fellows happen to know anyone who may be interested please ask them to write to Lady Guinness at the above address in the first instance.

☆ ☆ ☆

BY the time you are reading these musings, a lot of our members will be on the way to Ulster for the Grand Prix, due to take place on August 11th/13th. To all, lots of sunshine and a trouble-free run. Bring back the Team Prize again, even if it does cause other clubs to be envious. So much better for the others if they beat us. Fancy some people talking about altering the rules so that "Bemsee" cannot win team prizes.

☆ ☆ ☆

THE tragedy of Le Mans has proved how risky it is to mix up the capacity classes. I am advised that some of the cars had a speed difference of nearly 100 m.p.h. Just imagine the look of horror at Pall Mall if we asked for a permit to mix up everything from 50 to 500 c.c. in one race. The more I see of car racing, the better I like the way in which motor cycle racing is handled by the A.C.U. for two and three-wheeled enthusiasts. Take Silverstone as an example, and compare a big

car event with a large motor cycle meeting. The difference must be seen to be appreciated.

☆ ☆ ☆

CONGRATULATIONS to Russell Wright and Bobbie Burns, who have pushed the solo and sidecar records up to 185 m.p.h. and 163 m.p.h. respectively. This was a private effort made at Choka, New Zealand. In case anyone is still doubtful, the machine is the actual Vincent Black Lightning which was on the stand at the 1953 Earls Court Show. The engine was fitted with big bore carburettors and valves to match. The motor was *not*, repeat *not*, supercharged. It will be interesting to see if N.S.U. take out the "blown" twin 500, plus a shell, and get the absolute record back. When I spoke to their representatives last June, they gave me the impression that if someone cracked the figure, they would soon go out and get it back. I wonder?

☆ ☆ ☆

BEFORE concluding, may I again remind you about the "Hutch." If you can help to make the organisation even more streamlined, write to me at once. Please do not do it verbally, or expect me to guess you are desirous of helping. A postcard will do, but do put your membership number and address on the communication. You would be amazed at some of the queer things which come to Reigate Avenue.

N.B.

Show a poster

for

THE HUTCHINSON 100

MOTOR CYCLISTS!

FIT THE TYRES WITH THE

Gold Seal

GREATEST SERVICE
GREATEST STRENGTH
GREATEST SAVING
GREATEST SAFETY



DUNLOP FORT

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



TRIUMPH

**... PIONEER OF ALL
THAT IS BEST IN MODERN
MOTORCYCLE DESIGN**

TRIUMPH ENGINEERING CO. LTD., MERIDEN WORKS, ALLESLEY, COVENTRY, ENGLAND.



AREA NEWS

CHESHIRE

G. C. Tottey
2 Rocky Lane South,
Heswall, Ches.
Phone: Heswall 300.

WE had a cheery meeting on June 22nd, which had not been expected to be anything but our usual natter. However, we had the pleasure of the company of Gerald Robarts (of Canada), and after asking him his opinion of the Isle of Man, other questions followed, and in the end, he gave us a most illuminating talk on Canadian and American racing circuits and conditions. It was a very fine effort, and could not have been better if he had had a long prepared talk ready made.

He considers the 750 c.c. S.V. Harley a very good bike, and for what it is, it gives a very fine output. He also gave us the low-down on the main difference between our racing regs and the A.M.A.

By now he will have returned to Canada, leaving behind him a great number of new friends who are looking forward to his promised return next year, and surely one of his best qualities is his quiet modesty about his own excellent performances.

We shall have had another meeting before this is published, and in the meantime I am sorry this month's Area News is so scant, but the farmers round here are at the moment actually having weather which is absolutely what the doctor ordered. Remarkable! !

Lastly, but not least, we were pleased to welcome R. A. Ingham Clark who is now temporarily resident in Manchester, and Arthur Oakley, newly joined, from Whitchurch, Shropshire, who always gives us such able assistance in the time-keepers' bus.

ESSEX

L. G. Morris
76 Grove Road,
South Woodford,
London, E.18.

THE Metropolitan Police Sports Club will be holding their first social on August 20th, in the Chigwell Hall, Chigwell, from 7.30 p.m. Bemsee members are welcome, but they should either wear their lapel badges or carry their membership cards.



Where To Come... For 1955 models

IMMEDIATE DELIVERY

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.

Specialists in
**PART EXCHANGE
HIRE PURCHASE
and
PERSONAL SERVICE**

BRYANT'S
"THE RIDER AGENTS"

The Sportsman's Specialists

25 - 27 & 72 - 74 SHORTMEAD STREET

Biggleswade, Beds.

Telephone: Biggleswade 3108



NEWS ITEMS

PRICE INCREASE

THE Avon India Rubber Co. Ltd. announce that, due to the continued rise in the price of raw rubber, they are obliged to increase retail prices of tyres by 7½% with effect from 4th July, 1955.

CATALINA G.P.

THE contributor of the article entitled "Catalina Island Grand Prix," which appeared in last month's (July) issue of *Bemsee* was, as many must surely have guessed, none other than Major W. R. (Bill) Thompson. Bill is one of the most enthusiastic of entrants in the States at the present time who likes, and uses, British machines for racing. It is indeed a pity that certain of our manufacturers appear quite indifferent towards ensuring that an adequate supply of spares are available to those Americans who "buy British."

SPARES

LES MARTIN, has a great quantity of both car and motor cycles spares and engines, including some veteran and vintage bits. Should any member be stuck for a particular part no longer manufactured or otherwise difficult to come by, or which they may wish to dispose of, it may well be that Les will be able to fix you up. Write—6 James Road, Castletown, I.O.M.

LESLIE GRAHAM MEMORIAL FUND

ONE final donation has been received from Mr. A. H. Taylor making the account up to a round £175.

The Fund, having served its object and a perpetual memorial having been erected in the Isle of Man which was contributed to by this Fund, the Committee have now decided to declare the Fund officially closed and wish to take this opportunity of thanking all those members and friends who gave their support.

BENEVOLENT FUND

DONATIONS have been received this month from:

W. G. Ottewell, D. C. Rowlands, A. W. Kimber, B. A. Bennett, R. A. Beecroft.

NEW MEMBERS

THE following New Members have been elected:

A. E. Beetham, F. G. Chivers, O. Chorlton, J. W. Codd, V. W. Cottle, G. M. Crozier, P. K. Cruse, N. J. Dicks, J. Ditchburn, R. Fay, F. G. Garland, M. J. Gittins, P. Hamilton, G. Harding, J. G. Hempleman, D. Herrod, O. T. Jarrett, W. E. Johnson, M. J. Jones, W. Kalinins, D. Merridan, E. N. Millar, E. W. Nicholls, A. Oakley, A. E. Partridge, K. H. Patrick, A. R. Person, P. G. Pidgeon, D. C. Rowlands, C. T. Smith, E. Webb, T. G. Williams, C. J. Wilson, D. A. Womack.

MUTUAL AID

For Sale Vintage Ariel, 1927 557 c.c. side valve, in good running order. Used as a float for racer transport but now released from duty. Good home wanted. Offers to—J. R. Clew, 23, Oak Way, Northgate, Crawley, Sussex.

For Sale. B.T.H. T.T. Magneto. Anticlock, facing drive side, single cylinder, platinum points. Type K.D.I/C.6. Serial No. OF 79259. Little used. Original cost £11/0/0. Asking £5/0/0. J. Palmer, 16 North Wembley Terrace, Sudbury Ave., Wembley, Middx.

Wanted Urgently. Leather Breeches 34", or one piece suit 5' 10" and 38-40" chest. D. Fletcher, 249 Evesham Road, Headless Cross, Redditch, Worcs.

For Sale. Racing Leathers. Suit person approx. 6 feet tall; £15. Also Crash Hat and goggles, etc. Offers to: D. E. Pickett, 165 Uxbridge Road, Hanwell, W.7. Ealing 4327.

R.A.C. NEWS

Part of London-Fishguard Road De-Restricted. Following representations by the R.A.C. and the A.A. to the Minister of Transport, a length of the London-Fishguard Trunk Road (A.40) at Prendergast, Pembrokeshire, has been de-restricted. This extends from a point 95 yards south of its junction with the Class III road leading to Witybush for a distance of 606 yards in a southerly direction. The speed limit on this length of road had

been automatically imposed last April following the installation of a form of street lighting. The motoring organisations contended that the area could not be considered "built-up," and therefore the speed limit was not justified. The Minister upheld this view and the de-restriction Order came into force on the 13th June.

Car Radios and Vehicle Licence Renewal. Information has been received by the R.A.C. that the two questions on the application form for the issue of vehicle licences regarding radio sets will be deleted from future reprints of the application forms. It is understood that, in the meantime, licences will be issued despite the fact that these particular questions have not been answered.

"Black Spots" on the Roads. The recent announcement by the Ministry of Transport of a new "black spots" sign underlines the efforts which, for the past nine years, have been made by the R.A.C. to eradicate "black spots" from the roads. During the first six months of this year, the R.A.C. investigated 220 "black spots" on roads throughout the country. Most of them were reported to the Club by motorists and other road users. Of this total, 124 complaints were considered to be justified and were taken up with the highway authorities concerned and, in 112 cases, (90 per cent) the necessary improvements were made. These figures illustrate the high percentage of success achieved by this scheme, which provides every road user with the opportunity to help to eliminate road hazards. It has been operated by the R.A.C. since 1946.

Although an increasing number of people are becoming aware of the fact that the R.A.C. "black spots" scheme is a prac-

tical way of making roads safer, the number of complaints received by the Club is small in proportion to the total number of road users. Once again, therefore, the R.A.C. urges *all road users*—whether members or not—to report any "black spots" they know to any office or Road Patrol of the R.A.C.

Keep your dog off the Road. Statistics show that during the past three years, one road accident in every seven involved a dog. The number of personal injury accidents attributable to this cause has shown little decrease. A large proportion of these accidents occur during the summer months, when the volume of traffic is at its heaviest. The Royal Automobile Club therefore appeals to dog owners to take extra care in keeping their animals off the roads during the holiday months.

Although many accidents of this nature are caused by dogs whose owners mistakenly believe them to be fully trained and let them off the lead on busy roads, official figures show that the majority of dogs involved in accidents are "strays."

In the interests of road safety and of the animals themselves—the R.A.C. urges dog owners to see that their dogs are not allowed to roam uncontrolled. If taken out on main roads, they should be kept on the lead.

The value of proper training of dogs in traffic behaviour, particularly at a time when the number of vehicles on the road is rapidly increasing, cannot be over-emphasised. In this respect, both the Royal Society for the Prevention of Cruelty to Animals and the National Canine Defence League are always ready to give assistance to dog owners.

COMING EVENTS

- | | | | |
|----------------|---|---------|----------------|
| Brighton | - | Sept. 3 | Speed Trials |
| Shelsley Walsh | - | Aug. 28 | Hill Climb |
| Silverstone | - | Oct. 1 | Hutchinson 100 |

NEW BOOKS

Lightweight Motorcycles

by Bernal Osborne

Price 6s. 0d.

Publishers Temple Press Ltd., London

SO widespread is the use of two-stroke engines for lightweight motorcycles, that there are certain models with four-stroke power units is a fact which is apt to be overlooked. And that a lightweight is not necessarily a tiddler of 125 c.c. or less. There are big lightweights of 250 c.c., and in "Lightweight Motorcycles," the author, Bernal Osborne, well-known technical journalist, discusses them all from 98 c.c. to 250 c.c., motorcycle and scooter.

The value of the book is greatly enhanced by the lavish use of cut-away illustrations, and exploded views of engines and gearboxes, which show at a glance what's what and dispense with wordy explanations. The scope of the book is wide, catering for the veriest novice, the seasoned rider, so not unnaturally there are chapters devoted to first principles, which discuss the whys

and wherefores of two- and four-stroke engines, chapters which cover a simple top overhaul and a step-by-step excursion into a complete overhaul of a power unit. The ancillaries are not neglected, for electrical equipment is adequately dealt with and the mysteries of carburation and petrol-air mixtures fully explained in simple every day language. Finally, the author deals fully with transmission and the cycle parts, which include brakes, wheels and suspension systems.

Perhaps the most valuable and interesting section is the Appendix, not just a couple of pages on which are tabulated items which an author remembers just as the book has gone to press, but Technical Data of a most valuable kind concerning twelve different makes of lightweight motorcycles and scooter, and the Villiers engine which is standardized by certain British manufacturers.

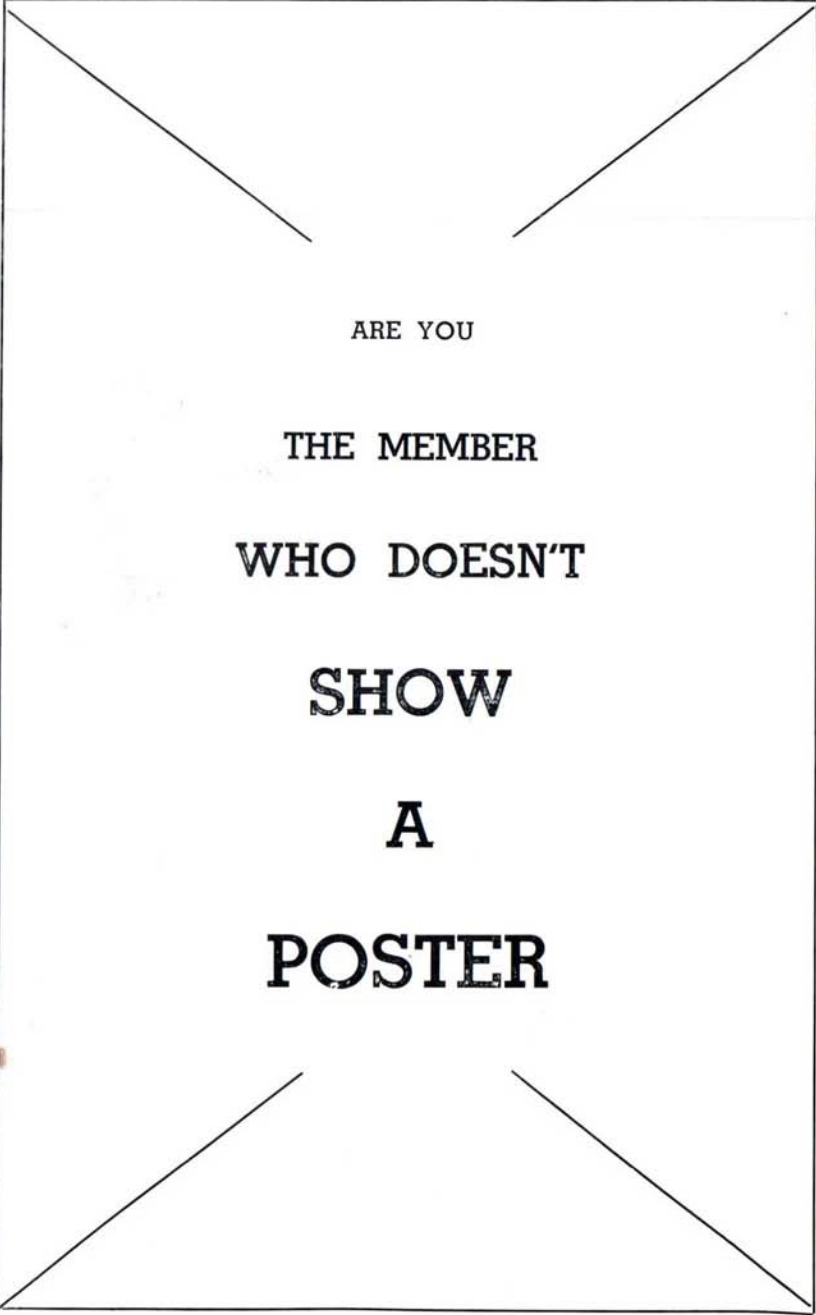
T.T. Impressions (continued)

seen the light in Gerald's eyes when he said that he was darned well coming back again next year!

Saw Maurie Quincey in Nobles at the end of June, and he had a small plaster on the right wrist and another small plaster on the right ankle — had got over the trouble connected with his concussion, much to the delight of wife Betty who had had to read the same letters to him each day as he could not remember them from one day to the next, and had reached the stage then of being able to get up for a little time each day. Whilst still in a semi-coma, he had automatically picked all the loose bits of the mountain road off his face together with dried skin and when I saw him last, he looked quite fine and playing with baby son Ray. Should be mobile again somewhere around mid July I would say

Minnie Grenfell Trophy (continued)

W. Marley	T. S. Shepherd
P. B. Miller	A. H. Taylor
D. W. Minter	I. F. Telfer
P. J. Millard	G. J. Turner
B. Main-Smith	G. F. Thomson
V. E. T. McKee	J. Terry
G. A. Northwood	J. R. Thurston
R. W. Newman	T. Thorp
B. Ormond	P. M. Thomas
E. G. Oughton	W. G. Tremlett
N. D. Pickering	T. A. Turner
L. G. Povey	E. A. G. Vincent
W. D. Reid	T. A. Ward
A. E. Rose	W. N. Webb
L. S. Rutherford	G. W. Walker
C. Smith	A. A. Williams
J. Sparrow	B. L. West
N. R. Stephenson	E. F. Wooder
G. T. Salt	P. Woollett
T. H. Stazicker	A. S. Williamson
D. S. Skennerton	



ARE YOU
THE MEMBER
WHO DOESN'T
SHOW
A
POSTER

THE MOTOR CYCLE SPECIALIST and
EVERYTHING FOR THE MOTOR CYCLIST
ANGUS MOTOR CYCLES

A. S. HERBERT, M.I.M.I.

SERVICE
ACCESSORIES
REPAIRS
INSURANCE

Phone SEVENOAKS 3338
**STATION PARADE
KENT**

PART
EXCHANGED
H.P. TERMS
USED MACHINES

Main Agent and Spares Stockist for all the Leading Makes

ANGUS HERBERT offers all enthusiasts expert advice based
on his 25 years experience of Racing and Competitions

Fully equipped workshops able to undertake all classes of repairs and to prepare
machines for any event.

ARCHERS

— THE VELO' FELO'S

Offer a complete service for the motor cyclist
built on years of real practical experience

Sales and Service for . . .

Ariel - Matchless - Triumph - Norton - Panther - Velocette
CAN WE HELP YOU ?

ARCHERS THE RIDER AGENTS

VICTORIA ROAD, ALDERSHOT

Phone 323

PINKS

OF HARROW

The COMPLETE

Motorcycle Service

New machines — Main Agents for all
Leading Makes.

Large stocks of first-class used machines.
Three Months Full Guarantee.

Accessories, Spares, Clothing, large
stocks at the keenest prices.

MOTORCYCLES WANTED

REALLY GOOD PRICES PAID FOR MACHINES
IN REALLY GOOD CONDITION

STATION ROAD, HARROW, MIDDX.
Tel.: HAR 0044/5 Spares & Acc.: HAR 3328



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)	11	6	
Subscription (M/Cycle)	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

The Battery with all the Best Features



- LUCAS POROUS "P.R." RUBBER WOVEN GLASS SEPARATORS.
- OUTSIDE - DETACHABLE - SOCKET - NON - CORRODIBLE CABLE CONNECTORS.
- CUSHION LID MOUNTING AND PLATE SUPPORTING BASES.
- NON-SPILL—DRY CELL TOPS LOWER SELF DISCHARGE.



"TOPPING UP" MADE EASY

Ask for details of the Lucas Motor Cycle Battery Filler, ensures correct acid level automatically. Price 3/-.

The comprehensive range of highly efficient Lucas "King of the Road" motor cycle Batteries is the result of many years of constant research, design, development and study of the many varying needs and demands of all motor cyclists. They have many new and special features which ensure a longer life of efficiency under the most arduous conditions, and there are types to suit all requirements. The General purpose type PU7E/9 illustrated is of 12 ampere hour capacity at the 10 hour rate. Price (uncharged) £2 2 6. Write for illustrated literature.

LUCAS

"King of the Road"

Motor-cycle BATTERIES

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND