

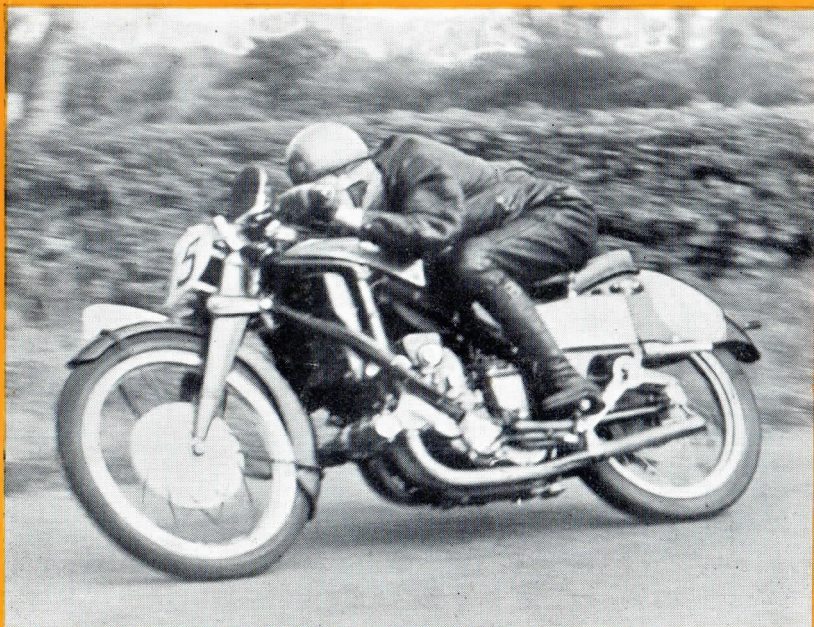


Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 7. JULY, 1955.

ONE SHILLING



GILERA FOUR. Supercharged and watercooled. The date is 1939; the rider is Dorino Serafini; the race is the Ulster G.P.

(Photo: *The Motor Cycle*, London)

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The FRENCH GRAND PRIX 350 c.c.

The LAMBORELLE TRIAL Belgium

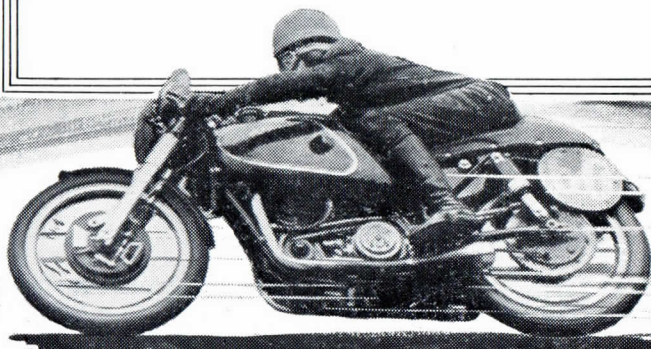
The NEW ZEALAND T.T. 350 c.c.

The NORTH WEST 200 350 c.c.

The SUNBEAM POINT-TO-POINT 350 c.c.

The SWEDISH GRAND PRIX 500 c.c.

The WEST of ENGLAND TRIAL



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A · J · S MOTOR CYCLES · PLUMSTEAD ROAD · LONDON, S.E.18 ENGLAND

Bemsee

Vol. 8. No. 7. JULY, 1955.

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT : The Marquis Camden, J.P.

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CHAIRMAN : N. B. Pope.

VICE-CHAIRMAN : A. H. Taylor.

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

A "Bemsee" Double

CONGRATULATIONS to Geoff Duke, Bob McIntyre, Cecil Sandford and John Surtees, who rode under "Bemsee" colours in the Junior and Senior I.o.M. T.T. races and between them were successful in winning the Team Prize in both events; a wonderful achievement by four of the world's most skilful motorcyclists and of which we are justly proud, and happy in the knowledge that they are full members of the Club.

The Junior team comprised Mc Intyre (Norton) Sandford (Guzzi) and Surtees (Norton), and they finished respectively 2nd, 3rd and 4th.

The Senior team was Duke (Gilera), Mc Intyre and Surtees (Nortons). Finishing order was Duke 1st, Mc Intyre 5th, and Surtees, who had the misfortune to run out of petrol at Hillberry on the last lap, 29th. This mishap dropped him from 8th position.

"Bemsee" has now won 10 team awards since 1921. This number has only been equalled by the Birmingham M.C.C. It is "Bemsee's" second double, that is two team awards in the one year. The first was in 1950, in the Junior and Lightweight races. Other double winners are the Birmingham M.C.C. who won both Junior and Senior awards in 1936 and 1937, and Dublin & D.M.C.C. Junior and Senior in 1949. A unique record is that of the Derby & D.M.C. who won Senior, Junior and Lightweight awards in 1939. Bemsee's successes are, Senior 1926, 1947, 1950; Junior, 1934, 1935, 1951; Lightweight (250) 1950, Lightweight (125) 1952.

A fine example of the team spirit is illustrated by this incident. After his magnificent win in the Senior race Geoff Duke was besieged by well wishers, photographers, pressmen and officials. Worming his way through them Bob Walker was able to reach Geoff and add his and the Club's congratulations. After a bashful word of thanks, Geoff's response was, "How did the team do?"



The Marquis Camden, J.P.
President of the British Motor Cycle Racing Club
(Photo: Walter Stoneman, F.R.P.S.)

MARSHAL'S MUSINGS

W. G. BILL JARMAN

AFTER our magnificent efforts at Oulton Park last May, it is sad to learn that we lost money. What with the Cup Final on T.V. and one or two other attractions—well, well, those who stayed away don't know what they missed.

☆ ☆ ☆

MAYBE some of our members do not realise the value of publicity and fail to display posters or mobile stickers where they will be seen by lots of people. Never forget that membership of this club gives you a stake in the Limited Company, and we must have spectators in order to keep on racing. Do your best!

☆ ☆ ☆

THIS magazine gets to some far away places. A recent letter from "the blue grass country" tells me that my criticism of poppet valves is unfair and goes on to mention "*Desdemonia*" principles. My correspondent is obviously not aware of the fact that *Desmodromic* (from the French way of saying positive mechanical operation) was used by Delage and Arnott before the 1914 war. It was followed by Vagova and Bignan in the 1920s and Mercedes today. However, it is still a poppet valve (without springs) and I do not like metal bashing metal. Granted that the modern valve is marvellous, but the cost — oh dear! *Phantastique!*

(The late "Pa" Norton also evolved a positively operated layout around 1922 but it was unsuccessful. Ask Graham Walker, he was involved!—Ed.)

☆ ☆ ☆

NOW for an important point about the Silverstone Runways. These are now absolutely out of bounds to everyone except the Medical Services and Travelling Marshals. The Flag and Telephone Marshals who are stationed at the ends of the Runways are very busy men, and their duties must not be impeded by unauthorised persons. Competitors and mechanics have a proper enclosure adjacent to Woodcote. They also have the Pits and the Promenade above for signal stations, etc. Do not risk a serious spot of bother by getting on the Runways or the adjacent land. This point will be covered in future Silverstone regulations, which competitors have to sign.

IT is sad that the racing movement has lost Gustav Baumm. Did you notice that he took some 350 class records with a 125? It makes one think very hard on the subject of streamlining, etc. This gamble with unknown quantities only goes to show what an inquisitive animal man can be, especially when the risks are only too well known to the pioneers who take all the chances and seldom get their just reward. (It is only fair to state that at the time of the accident Baumm was making trial runs at the Nürburg Ring and was not racing. It has not been established that the streamlining caused the accident—Ed.)

☆ ☆ ☆

THESE notes are written just prior to my annual visit to the Isle of Man, where a very large percentage of our members work so hard for so little. We must try to persuade the Manx Government that the time has come for them to sponsor an easy competition in order to raise a T.T. Fund. It could be done in conjunction with the A.-C.U. Centres and Clubs, Manx Papers, T.T. Programmes, etc., and consist of a simple forecast of the first six in the Senior Race (plus the speed in the case of a tie). Entrance fee a bob a go, and to make it simple, winners would have to claim. Their names and initials would be block printed on the backs of the envelopes, which would be filed in alphabetical order and locked away in the vaults of the Isle of Man Bank by 12 noon on the previous day.

☆ ☆ ☆

COMPETITORS please note the following regarding number plates and the painted background. The Timekeepers have rightly complained to the Scrutineers that the paint must be FLAT MATT (i.e. not glossy). No further cautions will be issued on this important item, and if you think it's easy to clock a large number of racing men on a sunny day, have a try.

☆ ☆ ☆

DO you realise this magazine is a labour of love? The only satisfaction the Editor and his contributors get is purely mental plus an occasional word of thanks from fellow members. Have you ever

(continued on page 112)

TROPHY DAY

JULY 16th

Important Announcement to Competitors

Petrol Arrangements have been made with the National Benzole Company Ltd., whereby they have agreed to attend this meeting and provide National Benzole Mixture, Dominion Motor Spirit, straight Benzole and also lubricating oils at normal retail prices. It is anticipated that this service will be of considerable assistance to many of our members and you are therefore requested to make as much use of it as possible in order that the N.B. Company may consider it worth their while to continue the agreement at future Club Meetings.

Publicity With each copy of this (July) issue of *Bemsee* there is a "Trophy Day" window advertisement sticker and you are requested to display these to the best of your

ability as it is the only form of publicity this meeting will receive and it is essential to keep financial loss down as low as possible. If you cannot display it please pass it on to someone who will. A further supply of these stickers is available on request to this office.

Meals It may be possible for the caterers to provide a breakfast (4/6d.) and lunch (6/6d.) providing they know well in advance the number of each that will be required. Will all those persons who wish to take either breakfast or lunch at the Circuit please advise me, not later than *Saturday next* (July 9th), of the numbers of each required.

R. C. WALKER,
34 Paradise Road,
Richmond, Surrey.

Marshal's Musings (continued)

thought of helping the die-hards who scribble away regularly so that you get this journal during the first week of each month? Can you provide food for thought and start a series of articles? If so, get busy with pen or pencil and don't hide behind a *nom-de-plume*. The boys do not like anonymous contributions, so they tell me.

☆ ☆ ☆

THEY made me promise not to tell this tale, but at last I've found a way of passing it on without embarrassing anyone, so here goes.

The scene was set in a Douglas I.O.M. garage at T.T. practice time, and "Big Chief Feel no Pain" was holding a "Court of Inquiry" as to why three identical machines put up such different times that morning. Rider No. 1 explained that he took the Sulby section very slowly because of the bright sunrise. No. 2 Rider said he used the "comforter (3rd gear) a great deal more than usual because of his weight in relation to the headwind. He

also changed a plug. No. 3 Rider, a very young man, told a story of a blonde beauty at Ramsey who made hot coffee for cold racers.

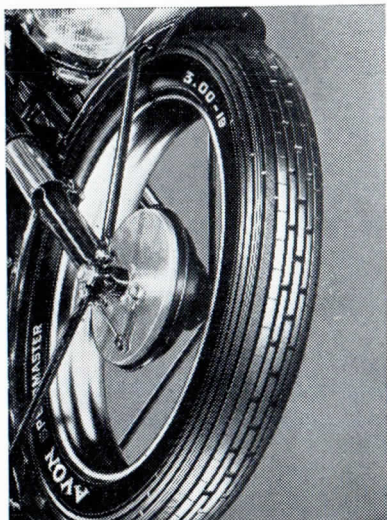
The sequel took place next morning, when No. 1 pulled in at Ramsey, closely followed by No. 2 and No. 3, only to be greeted by B.C.F.N.P. in the front garden of B.B.'s house (stopwatches in both hands). No coffee, no smiles, no cameras, no more abnormal variations in practice times. Shame on you, Big Chief!

☆ ☆ ☆

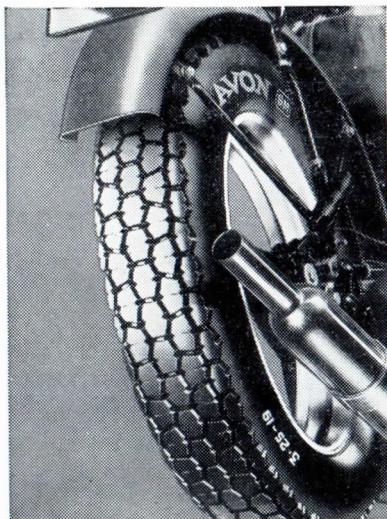
THE Churchill "V" sign is now given with both hands reciprocating vigorously. They tell me it stands for lots of pots, but the marshals will still continue to use the simple thumbs up if all goes well.

If you are not competing on the 16th July, you have a job of work to do at our unique "Trophy Day" Meeting at Silverstone. This is probably the happiest day in a busy season, so write to me at once, please.

Because each wheel does a different job



Front: Steering and the brunt of braking



Rear: Full power transmission

you need the **safety** of

AVON
paired
tyres

FRONT

The high grip, high mileage SPEEDMASTER ensures perfect steering, positive braking, and long even wear



REAR

The S.M.—Safety Mileage—gives constant grip and full power transmission at all cornering angles

—made to increase the safety factor in solo motor cycling



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 

MINNIE GRENFELL MEMORIAL TROPHY, 1955

Placings after Motor Cycling's Silverstone Saturday, April 23rd, and Oulton Spring Meeting, May 7th.

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 account 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.

10 Points

W. Boddice
J. Surtees

9 Points

P. H. Carter
R. McIntyre

8 Points

M. Cann
C. C. Sandford
W. M. Webster

7 Points

J. R. Clark
C. Hale
G. Monty
F. G. Perris

6 Points

R. W. Porter
P. H. Tait
B. L. Turner
E. Walker

5 Points

G. E. Duke
D. H. Edlin
E. S. Oliver
G. B. Tanner
A. Wheeler
C. H. R. Warner

4 Points

A. W. Brodric
G. R. Dunlop
W. E. Dow
P. V. Harris
W. J. Maddrick
H. Plews
L. W. Taylor
E. W. Tinkler

3 Points

F. D. Booth
J. B. Denton
E. Eckart
F. Hanks
M. P. O'Rourke
F. Taylor

2 Points

F. E. Andre
A. J. Aykroyd
K. C. Brett
K. Burrell
D. Bolton

F. Burgess
R. Castle
L. Carr
D. Davies
C. Ellerby
J. A. Edwards
T. E. Fenwick
R. J. Harrison
R. Jervis
E. B. Jones
B. Kershaw
T. G. J. Peacock
N. J. Price
R. Preece
P. Palmer
W. R. Smith
D. A. Tutty
A. J. Thurgood

1 Point

G. Arnold
R. Anderson
E. H. Arthurton
A. G. Alexander
R. A. Avery
D. Baker
A. Bennett
J. Bottomley
N. A. Bedford
J. L. Botten
P. M. Brambleby
J. Baughn
R. Blackwell
M. E. Busher
K. G. Buckmaster
W. Baird
G. H. Brooks
H. W. Bowman
F. G. A. Clarke
E. F. Cope
B. Cortvriend
G. Coles
D. Chisholm
P. Clements
H. R. Collier
M. Chambers-Challis
D. T. Crabbe
T. M. Chrich
G. A. Catlin
J. Difazio
G. Davies
R. G. Douglas
R. R. Dendy
B. Duffy
D. C. L. Dalziel
R. Dowty
J. W. Dakin
R. D. Dodson
G. A. Dormer

G. S. Davison
C. Dearden
D. A. W. Danskin
G. N. Ewer
A. Ellis
P. Evans
A. Evans
D. Ennett
K. Faulkner
A. A. Fenn
W. R. Fletcher
M. W. Fordham
H. L. Fruin
F. M. Fox
B. Freestone
F. L. Fuller
G. Farrell
T. Folwell
N. C. Fletcher
C. G. Griffiths
B. G. Gross
O. E. Greenwood
R. Gaunt
M. Gunion
H. S. Hall
R. Harrison
W. L. Hordley
J. Hedley
J. Hartle
S. C. Hollis
N. E. Hicks
B. Hazlewood
P. J. Hersey
S. R. Hawkins
S. R. Hill
J. J. Hawtin
D. Jarman
A. Jefferies
N. R. Jacobs
A. H. Jenkins
E. J. Jarvis
A. C. Keeble
A. C. Keeble
R. H. King
B. H. King
R. D. Keeler
F. Keeling
A. King
A. W. Kimber
E. King
N. Lay
I. I. Lloyd
G. E. Leigh
G. A. Longman
G. Lattimer
R. H. Lilley
A. R. Lang
R. Madsen-Mygdal
A. F. Martin
R. J. Marrion

W. B. Martin
A. T. Morgan
G. A. Matthews
P. B. Miller
E. Minihan
R. Newman
R. D. H. Neville
B. Ormond
T. A. Ovens
E. G. Oughton
E. Pantlin
H. A. Pearce
N. D. Pickering
L. G. Povey
T. H. Phillipson
J. L. Payne
W. D. Reid
B. W. T. Road
F. A. Rutherford
R. A. Rowbottom
A. E. Rose
R. J. Ramsden
B. Rimes
R. B. Rensen
G. Roberts
C. F. Salt
N. R. Stephenson
A. H. Skein
B. P. Setchell
J. Saunders
M. W. Saluz
T. H. Stazicker
A. H. Taylor
I. F. Telfer
G. J. Turner
G. F. Thomson
K. E. Tulley
K. H. Tostevin
J. Terry
C. A. Thurston
J. R. Thurston
P. M. Thomas
W. G. Tremlett
N. H. Vivian
E. A. G. Vincent
J. Walker
T. A. Ward
E. H. Willis
W. H. Wilshere
G. W. Walker
A. A. Williams
F. Wallis
E. J. Washer
F. Wakefield
B. L. West
D. A. Wright
D. Whelan
A. Young

METROPOLITAN MEETING

CRYSTAL PALACE 18th JUNE, 1955.

OFFICIAL RESULTS

SPECIAL AWARDS

The "Metropolitan Trophy"

J. Surtees—499 c.c. Norton 75.59 m.p.h.

The "Les Graham Trophy"

M. Cann

The "125 Trophy"

M. Cann—125 c.c. Mondial 62.05 m.p.h.

The "Sidecar Trophy"

W. Boddice—499 c.c. Norton/Watsonian 66.72 m.p.h.

First 5 Lap Preliminary race Solo Racing Motor Cycles from 126 c.c. to 250 c.c.

				m. s.	m.p.h.
1	J. Surtees	-	N.S.U.	6.25 2/5	64.91
2	B. W. T. Rood	-	Velocette	6.53 1/5	60.54
3	R. J. Standivan	-	Rudge	6.57 3/5	57.26
4	J. Eckart	-	Excelsior	7.02 1/5	59.26
5	F. L. Fuller	-	Rudge	7.03 1/5	59.12
6	D. Whellan	-	Beasley Velocette	7.11	53.06
7	J. Baughn	-	Triumph-A.J.S.	7.19	56.99
8	M. Gunyon	-	Velocette	7.20 1/5	56.87
9	D. Chisholm	-	Velocette	7.35 2/5	54.97
10	G. N. Ewer	-	Rudge	7.36 1/5	54.86

Fastest Lap—J. Surtees—1 min. 13 2/5 secs. 68.17 m.p.h.

Second 5 Lap Preliminary race Solo Racing Motor Cycles from 126 to 250 c.c.

				m. s.	m.p.h.
1	G. Monty	-	G.M.V.	6.35	63.84
2	D. V. Chadwick	-	R.D.S.	6.44 2/5	61.86
3	D. Edlin	-	Melem Special	6.47 4/5	61.35
4	M. Cann	-	Moto Guzzi	6.50 2/5	60.96
5	E. Tinkler	-	Velocette	6.52 4/5	60.60
6	E. H. Arthurton	-	Pike Rudge	6.53 2/5	60.52
7	T. Thorp	-	B.S.A.	7.04 2/5	58.96
8	J. B. Hyde	-	Rudge	7.05 3/5	58.79
9	J. Hogan	-	British Anzani	7.13 2/5	57.74
10	I. Clarke	-	Velocette	7.25	56.23

Fastest Lap—M. Cann—1 min. 15 4/5 secs. 66.02 m.p.h.

Final, 15 Lap B.M.C.R.C. 250 c.c. Championship Race Solo Racing Motor Cycles from 126 to 250 c.c.

				m. s.	m.p.h.
1	J. Surtees	-	N.S.U.	18.19 4/5	68.25
2	M. Cann	-	Moto Guzzi	19.11 2/5	65.19
3	D. V. Chadwick	-	R.D.S.	19.14 4/5	65.00
4	G. Monty	-	G.M.V.	18.26	14 Laps only
5	D. H. Edlin	-	Melem Special	18.44 3/5	..
6	B. W. T. Rood	-	Velocette	18.52 2/5	..
7	E. W. Tinkler	-	Velocette	18.53	..
8	J. Eckart	-	Excelsior	18.54 4/5	..
9	T. Thorp	-	B.S.A.	18.55 4/5	..
10	F. L. Fuller	-	Rudge	19.21 3/5	..
11	D. Whellan	-	Beasley Velocette	19.36 1/5	..

Fastest Lap—J. Surtees—1 min. 11 3/5 secs. 69.89 m.p.h. (250 c.c. Record)

First 5 Lap Preliminary race Solo Racing Motor Cycles from 251 to 350 c.c.

				m. s.	m.p.h.
1	J. Surtees	-	Norton	6.13 2/5	67.00
2	J. Storr	-	Norton	6.24 1/5	65.11
3	D. V. Chadwick	-	R.D.S.	6.27 3/5	64.54
4	F. G. Perris	-	A.J.S.	6.27 4/5	64.51
5	T. Thorp	-	A.J.S.	6.30 2/5	64.08
6	E. J. Washer	-	A.J.S.	6.31 2/5	63.93
7	M. D. Arnold	-	A.J.S.	6.37	63.02
8	A. H. Jenkins	-	B.S.A.	6.37 2/5	62.95
9	R. D. Keeler	-	Norton	6.44 3/5	61.83
10	L. S. Rutherford	-	A.J.S.	6.52 2/5	60.66
11	R. Alderslade	-	A.J.S.	6.58	59.84
12	R. H. Lilley	-	B.S.A.	6.59 3/5	59.68
13	V. R. Brazier	-	A.J.S.	7.00 3/5	59.49
14	D. Jarman	-	A.J.S.	7.04 4/5	58.90
15	T. Phillipson	-	A.J.S.	7.16 2/5	57.36
16	G. A. Dormer	-	B.S.A.	7.17	57.25
17	R. D. Dodson	-	A.J.S.	7.45 1/5	53.75

Fastest Lap—J. Surtees—1 min. 10 3/5 secs. 70.88 m.p.h.

Second 5 Lap Preliminary race Solo Racing Motor Cycles from 251 to 350 c.c.

				m. s.	m.p.h.
1	F. A. Rutherford	-	A.J.S.	6.33 4/5	63.53
2	G. B. Tanner	-	Norton	6.38 4/5	62.73
3	G. Dunlop	-	A.J.S.	6.41	62.39
4	B. W. T. Rood	-	Velocette	6.43 2/5	62.02
5	B. Rimes	-	Norton	6.44 3/5	61.83
6	R. Castle	-	B.S.A.	6.45 1/5	61.74
7	T. G. J. Peacock	-	A.J.S.	6.45 3/5	61.68
8	P. J. Marsh	-	Norton	6.52 2/5	60.66
9	I. Clarke	-	Norton	6.55 2/5	60.22
10	D. Whelan	-	A.J.S.	7.01 3/5	59.34
11	D. A. W. Danskin	-	A.J.S.	7.09 2/5	58.27
12	P. M. Brambleby	-	A.J.S.	7.10	50.19
13	D. S. Skennerton	-	A.J.S.	7.27 4/5	55.86
14	B. D. Gissane	-	Velocette	7.28 3/5	55.84
15	A. Barnwell	-	Norton	7.29 1/5	55.71
16	G. Farrell	-	B.S.A.	7.29 3/5	55.69
17	G. A. Longman	-	Velocette	7.40 1/5	54.37
18	E. F. Wooder	-	Norton	7.46	53.69

Fastest Lap—F. A. Rutherford—1 min. 15 secs. 66.72 m.p.h.

Final, 15 Lap B.M.C.R.C. 350 c.c. Championship Race Solo Racing Motor Cycles from 251 to 350 c.c.

				m. s.	m.p.h.
1	J. Surtees	-	Norton	17.54 4/5	69.84
2	J. Storr	-	Norton	18.13 3/5	68.64
3	F. G. Perris	-	A.J.S.	18.14	68.61
4	D. V. Chadwick	-	R.D.S.	18.18	68.36
5	G. B. Tanner	-	Norton	18.29	67.68
6	R. D. Keeler	-	Norton	18.30	67.62
7	T. Thorp	-	A.J.S.	18.53	66.25
8	G. Dunlop	-	A.J.S.	18.54	66.19
9	E. J. Washer	-	A.J.S.	18.54 1/5	66.18
10	A. H. Jenkins	-	B.S.A.	18.56 4/5	66.03
11	T. G. J. Peacock	-	A.J.S.	17.57 3/5	14 Laps only
12	M. D. Arnold	-	A.J.S.	18.09 2/5	"
13	B. Rimes	-	Norton	18.14 1/5	"
14	R. Castle	-	B.S.A.	18.18 4/5	"
15	L. S. Rutherford	-	A.J.S.	18.30 1/5	"
16	P. J. Marsh	-	Norton	18.35 2/5	"
17	I. Clarke	-	Norton	18.44 2/5	"
18	R. H. Lilley	-	B.S.A.	18.52	"
19	D. Whelan	-	A.J.S.	18.53 2/5	"

Fastest Lap—J. Surtees—1 min. 09 4/5 secs. 71.69 m.p.h.

First 5 Lap Preliminary Race Solo Racing Motor Cycles from 351 to 1,000 c.c.

				m. s.	m.p.h.
1	R. Anderson	-	Matchless	6.15	66.72
2	G. B. Tanner	-	Norton	6.16	66.54
3	A. J. Trow	-	Norton	6.16 2/5	66.46
4	H. D. German	-	J. V. Special	6.22 3/5	65.38
5	R. A. Travers	-	Norton	6.27 2/5	64.57
6	A. Evans	-	Norton	6.34 2/5	63.44
7	J. L. Payne	-	Norton	6.35 1/5	63.30
8	D. Robinson	-	Triumph	6.42 3/5	62.14
9	P. E. S. Webb	-	J.A.B.S.	6.44	61.93
10	C. L. Cheverton	-	Norton	6.44 4/5	61.80
11	E. H. Willis	-	Norton	6.46	61.62
12	W. Merrett	-	W.M. Contra	6.46 4/5	61.50
13	J. F. Stracey	-	H.T.B. Triumph	6.47 2/5	61.41
14	W. R. Smith	-	Triumph	6.52 4/5	60.60
15	H. W. Bowman	-	B.S.A.	6.54 1/5	60.40
16	C. A. Thurston	-	B.S.A.	7.14	57.65
17	G. F. Matthews	-	Norton	7.26	56.10

Fastest Lap—G. B. Tanner—1 min. 10 4/5 secs. 70.68 m.p.h.

Second 5 Lap Preliminary Solo Racing Motor Cycles from 351 to 1,000 c.c.

				m. s.	m.p.h.
1	J. Surtees	-	Norton	6.01	69.29
2	R. D. Keeler	-	Norton	6.15	66.72
3	F. G. Perris	-	Matchless	6.15 2/5	66.64
4	E. Minihan	-	Norton	6.17 1/5	66.32
5	D. V. Chadwick	-	Norton	6.25 1/5	64.94
6	F. A. Rutherford	-	Norton	6.28	64.48
7	G. Dunlop	-	Matchless	6.32 2/5	63.77
8	W. R. Fletcher	-	Norton	6.34	63.50
9	M. W. Saluz	-	B.S.A.	6.34 2/5	63.40
10	"Harry Lyme"	-	Norton	6.35 1/5	63.30
11	J. Walker	-	Triumph S.C.S.	6.43 4/5	61.96
12	L. G. Hatch	-	B.S.A.	6.50 2/5	60.96
13	K. G. Buckmaster	-	Triumph	6.53 2/5	60.52
14	G. A. Saywood	-	Triumph-Norton	6.56 1/5	60.11
15	B. M. Graves	-	Vincent	7.03 3/5	59.07
16	R. H. Hasler	-	Triumph	7.17 1/5	57.23

Fastest Lap—J. Surtees—1 min. 03 2/5 secs. 73.17 m.p.h.

Final, 15 Lap B.M.C.R.C. Senior Championship Race Solo Racing Motor Cycles from 351 to 1,000 c.c.

				m. s.	m.p.h.
1	J. Surtees	-	Norton	17.34 2/5	71.19
2	R. D. Keeler	-	Norton	17.40 1/5	70.80
3	F. G. Perris	-	Matchless	17.41 2/5	70.72
4	A. J. Trow	-	Norton	17.55 3/5	69.78
5	G. B. Tanner	-	Norton	17.56	69.76
6	R. Anderson	-	Matchless	18.10 3/5	68.82
7	E. Minihan	-	Norton	18.12	68.80
8	D. V. Chadwick	-	Norton	18.18 4/5	68.34
9	D. W. Minter	-	B.S.A.	19.20 2/5	68.22
10	G. Dunlop	-	Matchless	18.21	68.18
11	R. M. Travers	-	Norton	18.26	67.87
12	A. Evans	-	Norton	17.45	14 Laps only
13	E. H. Willis	-	Norton	17.45 3/5	"
14	H. D. German	-	J.V. Special	17.46	"
15	M. W. Saluz	-	B.S.A.	17.46 3/5	"
16	P. E. S. Webb	-	J.A.B.S.	17.50	"
17	W. R. Fletcher	-	Norton	17.54	"
18	J. F. Stracey	-	H.T.B. Triumph	18.18 3/5	"
19	D. Robinson	-	Triumph	18.19	"
20	C. L. Cheverton	-	Norton	18.20 2/5	"

Fastest Lap—J. Surtees—1 min. 06 secs. 75.59 m.p.h.

First 5 Lap Preliminary Race Motor Cycles with Sidecars from 490 to 1,000 c.c. and Cyclecars to 1,200 c.c.

			m. s.	m.p.h.	
1	C. H. R. Warner	-	Vincent/Watsonian	6.38 4/5	62.73
	Pass: D. Austin	-			
2	F. Hanks	-	Matchless	6.39 3/5	62.61
	Pass: E. Dorman	-			
3	C. Hale	-	Morgan	6.46 4/5	61.50
	Pass: F. Hadley	-			
4	A. Ellis	-	Norton	6.48 1/5	61.29
	Pass S. Lucas	-			
5	A. Young	-	Norton	6.49 2/5	61.11
	Pass: A. Partridge	-			
6	G. D. Payne	-	Triumph	7.26 3/5	56.03
	Pass: W. J. Smith	-			
7	P. J. Millard	-	Norton	7.27	55.96
	Pass: G. Loft	-			
8	R. G. Douglas	-	Norton/Watsonian	7.27 2/5	55.19
	Pass V. H. Hope	-			

Fastest Lap—C. H. R. Warner—1 min. 16 3/5 secs. 65.33 m.p.h.

Second 5 Lap Preliminary Race Motor Cycles with Sidecars from 490 to 1,000 c.c. and Cyclecars to 1,200 c.c.

			m. s.	m.p.h.	
1	W. Boddice	-	Norton/Watsonian	6.29	64.31
	Pass: W. Storr	-			
2	J. Beeton	-	Norton	6.34 4/5	63.38
	Pass: C. Billingham	-			
3	L. W. Taylor	-	Norton	6.35	63.34
	Pass: P. Glover	-			
4	A. R. Lang	-	Norton	6.48 4/5	61.20
	Pass: G. J. Willetts	-			
5	E. T. Young	-	55/E.T.Y./Triumph	6.57	57.99
	Pass: C. D. Young	-			
6	P. Woollett	-	Vincent/Watsonian	7.37	54.75
	Pass: H. W. Neville	-			

Fastest Lap—W. Boddice—1 min. 15 4/5 secs. 66.02 m.p.h.

Final, 15 Lap B.M.C.R.C. Sidecar Championship Race Motor Cycles with Sidecars from 490 to 1,000 c.c. and Cyclecars to 1,200 c.c.

			m. s.	m.p.h.	
1	W. Boddice	-	Norton/Watsonian	19.12 1/5	65.14
	Pass W. Storr	-			
2	L. W. Taylor	-	Norton	19.19 4/5	64.72
	Pass: P. Glover	-			
3	J. Beeton	-	Norton	19.23	64.54
	Pass: C. Billingham	-			
4	F. Hanks	-	Matchless	19.47	63.24
	Pass E. Dorman	-			
5	A. R. Lang	-	Norton	20.13 2/5	61.36
	Pass: G. J. Willetts	-			
6	C. H. R. Warner	-	Vincent/Watsonian	20.30 1/5	61.02
	Pass: D. Austin	-			

Fastest Lap—W. Boddice—1 min. 15 secs. 66.72 m.p.h. (Record Lap)

8 Lap Race Solo Racing Motor Cycles from 100 to 125 c.c.

			m. s.	m.p.h.	
1	M. Cann	-	Mondial	11.05 3/5	60.14
2	J. Baughn	-	M.V. Agusta	11.13 2/5	59.45
3	E. H. Edlin	-	M.V. Agusta	11.25 2/5	58.41
4	J. W. Dakin	-	L.E.F.	12.33	53.16
5	H. L. Fruin	-	E.M.C. Puch	11.11	7 Laps only
6	T. Folwell	-	Hogan B.S.A.	11.13 1/5	..
7	B. M. Graves	-	Royal Enfield	11.18 1/5	..
8	W. Marley	-	Ghost	11.28	..
9	J. B. Gamble	-	E.M.C. Puch	11.39 1/5	..
10	R. J. Ramsden	-	B.S.A.	11.43 1/5	..
11	A. G. Alexander	-	B.S.A.	11.50	..
12	T. Coles	-	B.S.A.	11.51 4/5	..

Fastest Lap—M. Cann—1 min. 20 secs. 62.05 m.p.h.

CATALINA ISLAND GRAND PRIX

California — 14th and 15th May, 1955.

MY introduction to racing, other than flat track, in the U.S.A. was somewhat of a surprise after following the "Continental Circuit" for three years. Arriving on Catalina at 9.00 p.m. Friday night with Len Tinker (formerly with B.S.A., Birmingham, England, and a native of Australia) we went ashore from the steamer to our rooms. The barge with all the machines was still in Los Angeles Harbour, a distance of about 25 miles and 2 hours ship ride, or 18 minutes by air.

No motorcycles other than racing and Marshals' are allowed on the island during these days of racing and preceding the races. The course is a ten mile circuit starting in the town of Avalon and running up through a series of hills, then down across a golf course, and back into town. This is for the 350 c.c. and unlimited classes racing on Sunday. Saturday is a different course, about 6 miles long, for motors of 125 c.c., 200 c.c., and 250 c.c. The main course has about 1½ miles of asphalt, then about 1½ miles of heavily oiled road (you can ride it like pavement) and then about 7 miles of dirt. It is a course cut out for a Moto Cross expert—the average road racer would be fed-up one time round. No practising is allowed before the race, hence you have two choices, (1) take the bus trip around Saturday and Sunday morning, or hoof it. Better yet, come the first year for experience, the second year to bash it out with those in the know.

Saturday at 1.00 p.m. the small motors started, 4 abreast at 30 second intervals, with the small motors off the marks first. As an interesting sidelight, the importer of the Ducati 98 c.c. o.h.v. made the statement before the race that his machines would finish 1-2 in the 125 c.c. class. At half distance they were running 1-2 and the first one then broke a throttle cable, dropping to 4th and finished in that position. The other went on to win, with two starting and two finishing for a 100% rating. In the 200 c.c. class Don Hawley on a Triumph won, and in the 250 c.c. class Johnny McLaughlin (twice previous winner) won on a 250 c.c. Velocette. I see I left one class out and that was the 165 c.c. class. I don't know who won it but by the time this gets out the results will be long published.

Reflections on this race indicate that the riders on the whole had no idea of pave-

ment riding. The average competitor in California rides his cycle on the pavement only to get to a trail. As a result in a race of this kind proper road cornering was limited to a handful, and where the riders would never fall in the dirt, the number of crashes on the pavement was appalling. Riders would lay over on a reverse camber, and the hay bales would take a horrible beating. Crowd control was nil, people crossed in front of riders and had utter disregard for marshals.

Marshals would stand on the inside of a curve keeping the people back, but on the outside where the cycle would fly if the man crashed there would be no marshals and spectators were jammed until a few flying machines gave them the word.

Racing over about 4.0 p.m. and then a bath to get the dust off. We had some French wine with us so sat around until dinner discussing the race which to us was somewhat of a shock. Why more spectators weren't killed (none were) has still left Len and I puzzled.

Saturday night we went with Gil Wright (an English importation) to a seafood dinner complete with California wine. Gil is the Lodge man and was the only factory representative acting like they do on the continent. When he fits a plug to your engine it's right, either it is or your carburation is wrong. After the dinner off to the Pavilion for dancing until 1-00 a.m. to a twenty piece band and a dance floor that could swallow 1000 people with ease.

Sunday was a beautiful day and after walking around the shore out to the *parc fermé* we took some pictures and then back for a snack. At 12.20 p.m. the first four of the 200 big motors were started at 30-second intervals. Again no crowd control and the last of the big motors were started about 45 seconds before the first runners showed up at the starting line. What a mad scramble to get the last ones away! At the starting line only one machine got away from its rider spilling others like ten pins. Guess what? Yes, a Harley Davidson. Here is the breakdown in the big motor class on Sunday.

B.S.A. 48, A.J.S. 26, Harley Davidson 16, Matchless 29, Velocette 23, Indian (Royal Enfield) 5, Triumph 28, Ariel 18, N.S.U. 2, Norton 1, JAP 1, Royal Enfield 1, Mustang 1.

The distance was 100 miles, 10 laps of 10 miles each. Again the riders staying up in the dirt and dropping like flies on the pavement, and again the crowd ignoring all advice on how to stay alive. Two riders came through in beautiful style, I checked my program, yes, Bud Ekins and Vern Hancock displaying their wares learned on the Continent and England. Winner in the big class, Bud Ekins, on a Triumph and Vern Hancock in the first five on a Mathless. If you see an Ariel in the first five it was a new Scrambler with a 650 c.c. Ariel twin in the frame.

Reflections on the two days. The race is for cups, no money and no merchandise. It is with the blessing of the agents that it goes from year to year. It is actually a battle of the marques and pit areas are divided into marque areas. If you ride a B.S.A. you pull into that pit and are serviced by agents from all over the coast. No lines drawn as long as you're on that mark. Pit helpers are unlimited. One man to gas, one to top up your oil, another to hand you water, another to wipe your goggles, and another checking your tyres and plug if you need one. The sky's the limit, just win with your marque. The townspeople have the most successful weekend of their season and are exhausted when Monday rolls around. The bars open at 8.00 a.m. and close at 2.00 a.m. and are chock full the whole time. The races come right by so sit and drink your whisky and beer.

Results of the race weren't confirmed up until 11-00 p.m. that night, (Sunday,

though the race was over at 4.30 p.m.) and when I left the coast to return to Kansas on Monday night results were still in the air. No organisation but a mad scramble for the spectators dollar and the rider left out in the cold. In talking with many dealers I asked, "Do they ever plan to pave the whole course and have one race that isn't scrambling?" The answer was that when the Catalina Island Grand Prix originated that was the plan, but one agent whose marque is not known to build a fast road machine but a fine scrambler has become tied in with the city fathers of Avolon and hence it will be kept as a long distance scramble rather than a true Grand Prix course. The A.M.A. sanctions the event, but District 37 (Southern California) runs the show and Harley Davidson does not bless the event with factory representation.

Should I compete in the Catalina Grand Prix if I'm a keen rider? Yes, if you have bags of gold, are a top scrambler (Brian Stonebridge, Auguste Mingels, Les Archer) and have an agent behind you. Should I go as a spectator? Yes, if you want to see men who can really ride dirt, crash on pavement, spectators running wild on the course, good seafood, good dancing, crowded bars, and on the return boat at 9.0 p.m. Sunday night more drunks than are housed in the Los Angeles City jail over the Christmas holidays. Will I go back next year? Probably. Catalina is a beautiful spot, one gets to see and talk to the enthusiasts, but don't expect to see a Grand Prix.

MUTUAL AID

WANTED. Loan of machine for Manx Grand Prix. 7R A.J.S. 350 preferred. Careful rider. Details to: J. Hedley, 54, Highfield Road, Winchmore Hill, London N.21.

FOR SALE: Racing leathers, horsehide, two piece, suit rider height 5' 8" to 5' 9" and 40" to 42" chest. Price £12. Apply to: Les Martin, 6, James Road, Castletown, I.O.M.

LEATHERS! ! Two-piece padded suit, 5' 6" to 5' 8", and 4-strap body belt, little used—£12-10-0d.

RIDING BOOTS! ! Pair Lewis rear-zipp riding boots, size 7—8, used once £8-10-0d.

TRAILER! ! Specially made, strong and light, low load motor cycle carrying trailer £20-0-0d.

Please write: J. O. Finch, 40, Albert Road, Ashford, Kent.

ANNOUNCEMENTS

FORTHCOMING EVENTS

Snetterton July 31st

REGULATIONS are now available for a National Road Race Meeting to be held at Snetterton on the above date and may be obtained from the office or R. J. Havers, 138 Hall Road, Norwich. Entries close July 16th.

Staverton Spring Meeting August 7th

THE Cheltenham Motor Club have kindly invited members of "Bemsee" to participate in the above event which will be run under a Centre Permit on Sunday, August 7th at Staverton Aerodrome, nr. Cheltenham. It is understood that petrol and oil will be available. "Bemsee" members who wish to participate must make immediate application to Mr. S. J. Millard, 31 Brooklyn Road, Cheltenham, for a copy of the regulations and entry form. Honorary membership to the Cheltenham M.C. will be granted from July 1st to those who wish to make entry in the sprint which, this year, will be over a distance of $\frac{1}{2}$ mile.

Shelsley Walsh August 28th

BY invitation of the Midland A.C. we shall again be arranging entries in the motor cycle section of that Club's International Hill Climb for cars on August 28th. It must, however, be noted that these will be severely restricted, and immediate application for regulations and entry form must be made to B.M.C.R.C. Office. Entries are restricted to B.M.C.R.C. members and members of clubs affiliated to the Midland Centre A.-C.U., and if oversubscribed will be by selection. Entries close August 5th.

For the information of those who have never been to Shelsley, the hill has a tarmac surface over its entire length of 1,000 yards, an average gradient of 1 in 8, and is set amid beautiful surroundings in Worcestershire.

Brighton Speed Trials September 3rd

WE have again been invited by the Brighton and Hove M.C. to arrange for a limited number of motor cycle entries

at this annual sprint meeting along a measured kilometre at Madeira Drive, Brighton. Regulations will be available shortly, on request, from B.M.C.R.C. 34, Paradise Road, Richmond, Surrey. Entries Close August 15th.

NEW MEMBERS

THE following New Members have been elected:

D. Ashmore	R. E. Jerrard
D. Bates	W. Johnston
F. V. Benwell	V. G. McFarlane
G. A. Butler	D. Poolton
K. Chipperfield	J. J. E. Porter
P. L. Dakin	J. F. Righton
R. J. G. Dickinson	G. Robarts
J. M. Dyas	F. A. Smith
E. Fitch	A. E. Stockson
D. G. Fletcher	R. H. Watson
C. C. Glass	D. Whelan
B. M. Graves	E. W. C. White
C. G. Highfield	J. S. Wright
P. R. Hodgson	

BENEVOLENT FUND

DONATIONS have been received this month from:

O. Charlton, A. R. Singer plus one anonymous donation.

LESLIE GRAHAM MEMORIAL FUND

ONE donation has been received this month from R. Gaunt.

The account stands at just over £164.

ADDRESS WANTED

WILL *Quarter-Litre* who recently sent in a contribution, please write to the Editor.

THE EDITOR'S CORRESPONDENCE

I shall be interested to learn what are the reactions of our members to the suggestion that bronze replicas be awarded in the Manx Grand Prix as an additional prize. Some of us will never get into the Silver replica class and those who miss a Silver by seconds surely ought to have more than a finisher's plaque? I think the "Manx" officials might be interested in riders' opinions.

Do "Bemsee" members think that streamlining ought to be banned in the Manx. Streamlining will give a few with facilities and money a great advantage whilst making it dangerous for the true amateur as well as more expensive. Besides we do not seek a 100 m.p.h. lap in the Manx; just a good, close and nicely balanced race with no funny machines. There is the T.T. and Clubman's Trophy races for these.

London N.21.

James Hedley.

WHILE I do not wish to argue on singles, twins and fours, might I say how I love the single O.H.C.

I may be old fashioned, and people do say the single is going as fast as it ever will—I don't know.

I'm very happy with my single Norton, not very successful perhaps, but how lovely to get it to the Start line. The single O.H.C. has a minimum of working parts and unfailing reliability. That is most essential to chaps like myself.

If the single does have to yield to the multi then I for one will not be able to afford a fabulous four.

However, perhaps by then I will have had a lot of racing experience and Nortons will give me a chance on their first 4 cylinder job!

See you around on my single knocker.

P. J. Hersey.

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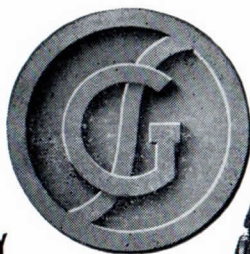
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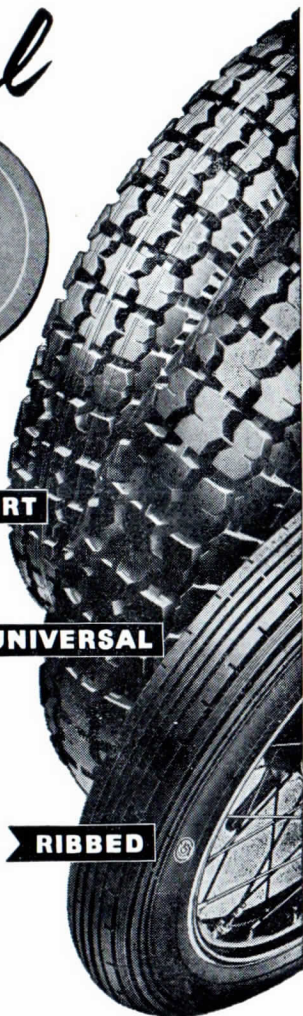
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NEWS ITEMS

R.A.C. NEWS

R.A.C. Certified Trial. A Certified Trial of National Benzole Mixture was carried out last March by the R.A.C., with the object of demonstrating a positive miles per gallon figure for a standard production car, using National Benzole Mixture and engine oil. The car used was an Austin A.50 Cambridge Saloon and the trial consisted of a journey from Land's End to John O'Groats and back—a total distance of 1,755½ miles. Two drivers and one R.A.C. observer were carried. The vehicle was driven in a normal manner and was not permitted to coast when descending hills. The fuel used was National Benzole Mixture and the engine lubricating oil National Benzole MD30. Fuel was purchased at random when required from pumps bearing the National Benzole Mixture trade mark. No upper cylinder lubricant or other substance was added to the fuel. The consumption for the whole trial worked out at 34.04 miles per gallon.

Wiltshire Speed Limit Removed. Representations by the R.A.C. and the A.A. have secured the removal of the 30 m.p.h. speed limit from a 2,000 yards stretch of Park Lane, Corsham, Wiltshire. This runs in a south-westerly direction from the main London-Bristol Road (A.4). A speed limit was originally imposed on this section of road as a wartime measure and was made permanent in 1948. The motoring organisations subsequently pointed out that the road in question had none of the usual characteristics of a built-up area, and recommended that it should be de-restricted. This view was upheld and an Order removing the speed limit has now been made.

Record Bookings for the Continent. Nearly 40,000 bookings have been made so far this year for members taking their cars or motor cycles to the Continent. This year's considerable increase is undoubtedly due to the fact that more cars are now available to British motorists and to the higher travel allowance; this stands at £100 for adults and £70 for children under twelve. With application for sea and air shipments continuing to pour into the R.A.C. at the rate of several hundreds a day, there is every indication that the

number of British motorists travelling abroad in 1955 will be greater than ever before.

R.A.C. County Offices. Members are advised that the telephone numbers of the R.A.C. County Offices at Newcastle and Glasgow are now as follows:

Newcastle-on-Tyne 26860 and 23289
Glasgow Central 8527/8

Changes in Motor Laws.

SOME changes in the law are contained in The Motor Vehicles (Construction and Use) Regulations, 1955, which came into force on April 2nd, 1955, and replace the previous regulations of 1951. Those most important from the point of view of private vehicle owners are summarised by the R.A.C. as follows:

1. The maximum length of 4-wheeled vehicles is increased from 27ft. 6ins. to 30ft.
 2. Loads on vehicles and trailers (other than loose agricultural produce not baled or crated) may not project more than 1 ft. laterally beyond the overall width of the vehicle.
 3. Driving mirrors are now compulsory on 3-wheelers. Solo motorcycles and motor cycle combinations are still exempt from the requirement of a mirror.
 4. Direction indicators on trailers constructed on or after 1st July 1955, must comply with the regulations.
 5. Front and rear flashing indicators as well as those of the semaphore or side flashing type may now be fitted to the same vehicle.
 6. A pillion passenger may only be carried on a motor cycle or motor cycle combination which is equipped with suitable footrests for the passenger.
- Copies of the Regulations are obtainable from H.M. Stationery Office, price 1/6d, or from booksellers.

24-Hour Emergency Service Extended.

IT was announced last month that the R.A.C.'s 24-Hour Emergency Service had been extended to cover the whole of England, Scotland and Wales. This latest development of the "Get-You-Home"

Service extends to the whole country, the service which has been available since last June to members in the Home Counties, the Midlands and the North of England. It ensures prompt assistance from one of the thousand or more garages co-operating in the scheme for any member whose car, motor cycle or private goods vehicle has broken down on any road anywhere in the country. The essence of the scheme is its simplicity, for the member's sole requirement is a telephone. Having broken down, he rings the nearest R.A.C. Office, tells the emergency staff operator where he is and what is wrong. He is asked to stand by the telephone. The operator then locates on his large scale map the garage nearest to the point of the breakdown; calls out the breakdown vehicle, giving the driver the necessary particulars; and then informs the member that help is on the way.

R.A.C. Guide and Handbook.

ALMOST everything a motorist wants to know can be found in the 890 pages of the 1955 edition of the R.A.C. Guide and Handbook, which is now available from any office of the R.A.C., price 5s., post free. Year-by-year, since this handbook was first published in 1904, new features have been added and this year's issue includes for the first time details of the principal British airports and their locations, a selected list of Scottish National Trust properties and particulars of hotels additional to those classified by "stars." In the Directory of Great Britain and Ireland, general details are given of over 3,000 towns and villages, including particulars of hotels appointed jointly by the R.A.C., the A.A., and the R.S.A.C., and R.A.C. appointed repairers, agents and restaurants. Parking sites, golf clubs, places of interest and other local information are also shown. The map section comprises 31 pages and key, printed in colour, with road numbers and mileages, on a scale of sixteen miles to the inch, and there are street plans of 76 of the larger towns showing places of interest in the locality, one-way streets, etc. There are maps of London showing the main exit roads and postal districts and members in the capital will value the seven-section map which follows, giving locations of London parking places—street and bombed sites—and of streets in which there are restrictions on waiting. For members going abroad, the Foreign Touring Section contains essential information concerning customs, vehicle registration, international driving

permits, passports, visas and shipping facilities. Lists and telephone numbers and given of R.A.C. and A.A. roadside telephone boxes, caravanning and camping sites, R.A.C. registered driving schools and instructors. There are details of well known British hills and their gradients, lighting-up tables, addresses and registration and licensing authorities of traffic signs and many licensing authorities, a digest of motor laws, illustrations of traffic signs and many pages of other useful information.

The New Elizabethan Badge.

A new badge for a new era! Specially designed for the Royal Automobile Club, the new R.A.C. Elizabethan badge is one which every member will be proud to display on his car or motor cycle. It shows at a glance that its bearer belongs to Britain's National Motoring Club—the Patron of which is Her Majesty The Queen. The badge at present issued to Associate Members of the R.A.C. was introduced in 1946, when it was found that shortage of materials made it impossible to obtain supplies of enamel for the centrepiece which either as a Union Jack or monogram, had been associated with the R.A.C. for nearly forty years. It has always been the Club's intention to replace this badge with one of superior design and manufacture. This has been achieved and the new Elizabethan badge will now be available to every Associate Member. Moulded from durable plastic material similar to Perspex, the badge has a front of pronounced convex shape. It is of very strong construction, easy to keep clean and will preserve its appearance almost indefinitely. The new badge is the result of experiments and tests carried out over a period of two years, during which various designs, many materials and different processes have been tried. Considerable expense has been incurred in its development and manufacture, and it will be appreciated that to supply every member with a new badge, free of charge, would be economically impossible. Members wishing to exchange their present badge for an Elizabethan badge will, therefore, be asked to pay an exchange fee of 5s., and it is felt that few will cavil at this very moderate charge for one of the most handsome badges to be seen on the road. Badges can be exchanged at any R.A.C. Office. For new members an initial issue of one Elizabethan Badge is covered by the joining fee payable on enrolment.

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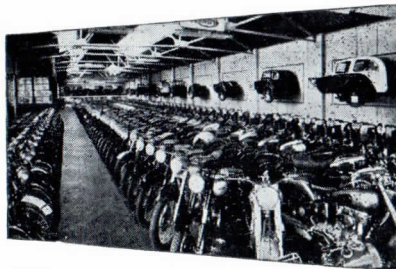
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Application for Associate Membership to the ROYAL AUTOMOBILE CLUB

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

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

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