



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 7. No. 11. NOV., 1954

ONE SHILLING



THINGS TO COME, 50 c.c. RACING. Peter Walsh on the 48 c.c. Britax Cucciolo at Thruxton, October, 1953.

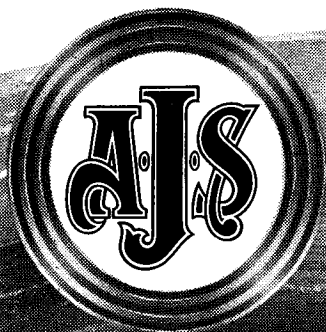
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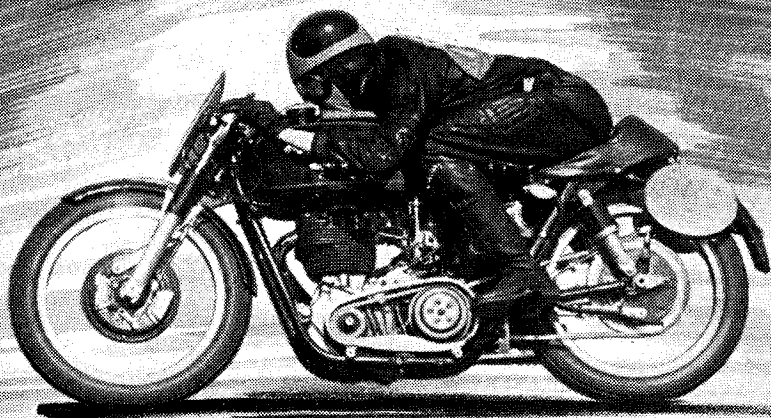
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# Bemsee

Vol. 7. No. 11. NOV., 1954

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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

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## Tuning for Speed.

WE publish in this issue an article by one of our members, A. E. Rose, which is partly concerned with tuning for speed. Now this is a subject about which, with the exception of politics, more nonsense has been spoken and written than any other subject under the sun. Mr. Rose instances the bland statements made by some of his fellow competitors and compares them with his own experience. His appeal for a pool of knowledge is a worthy one; such knowledge could be of great help to the impecunious racer and those who, at the moment, have no alternative but to learn the hard way. The author also mentions the phenomenal speeds that have been obtained in Australia from what are virtually production, lightweight roadsters. There is nothing magical about tuning for speed. The essentials are applied common sense and an infinite capacity for taking pains. It is fast becoming a lost art. Maybe the interest in small capacity machines will refund it.

Mr. Rose also touches upon the question of alcohol fuels, and suggests that the issue might be clarified if Mr. Hartley were to publish some comparable costs when putting forward his arguments. But this is begging the question. The point at issue is not one of relative costs, nor is it a comparison of performance, *but it is one of CHOICE*. Mr. Hartley and others ask that they be allowed to *choose* the fuel they use, and be freed from the compulsion of using one of the petrol-plus-additive fuels now stipulated by organisers: they have *never* asked that alcohol be made compulsory.

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS ISSUE is due to reach you just before the Annual Dinner on November 12th. If you have not made sure of your tickets blame the chap in the mirror. Earls Court follows the morning after the night before and Sunday comes next (what can stop it?) with the Denis Parkinson Film Show at Morden. Yes, you can bring the girl friend to each event.

☆ ☆ ☆

Some very famous old-timers of "Bemsee" have become "Absent Friends" during the past month or so, and to all their relations we extend our sincere sympathy: Admiral Sir Max Horton, D.S.O., R.N., H. J. Hatch of A.M.C. Ltd., D. R. O'Donovan, or Don to most of us. You will have read of their exploits in the Technical and National Press, so there is no need to repeat it again, but we can at least rejoice in the fact that they were Members of the Club when we operated at Brooklands, oh so long ago.

☆ ☆ ☆

Did you see and hear our Editor, Les. Higgins, on television telling and illustrating the Butler Story of the pioneering days? I did not, but several people have told me how well he put it over, thus enabling his fellow clubmates to get a kick out of the fact that he is one of us.

☆ ☆ ☆

Are there any aero-dynamicists in this outfit? If so, perhaps they will tell us something about the subject as applied to solos and sidecars. The present ideas only serve to remind me of my early flying days when we tried something out hit or miss fashion. If we survived, it was correct! Today there must be a large number of people who can supply accurate data based on aeronautical service which could also be applied to motorcycles. So far, we have been doing a lot of gambling without much permutation. Surely some of our members who work in aircraft factories can send in an article or two on this fascinating subject.

☆ ☆ ☆

Another idea which might provide a good contribution from someone who knows the subject, is the use of the "plastic family" for streamlining, etc. It might be a better proposition than alloy and I know at least two members who have dabbled with both medicines. If you hate writing or typing Linda and I will do it for you. The Secretary, the Editor and everyone else will be delighted. Don't worry about leg-pulling and possible arguments after your stuff is printed. It only serves to keep the pot boiling.

Now for a few words on the subject of fuel. Some members do not appreciate that when we are racing on a National or an International Permit, we are bound by appropriate regulations. When we race as a Club we use what fuel we please. I can assure the alcohol devotees that the Committee members are not in the least prejudiced against any kind of fuel, but we are affiliated to the A.C.U. and the F.I.M. and (at the moment) alcohol is not allowed at National or International events. (Sorry Bill, but you are in error. At National meetings the organisers have a free choice—Editor). What I cannot understand is why the alcohol burners do not win everything in the Closed to Club meetings. Maybe the fumes inhaled when lying on the tank have something to do with it; but joking aside, perhaps Messrs. Bayley and Hartley might like to send in an article on the matter. Half our members are very young men who would like to know what it is all about.

☆ ☆ ☆

Here are the dates for the classic meeting in 1955. Bob Walker will be able to give the home dates in the next issue, all being well, etc.

T.T. Isle of Man 6th 8th and 10th June.  
Dutch T.T. 25th June. Belgian G.P. 1st July. Ulster G.P. 11th—13th August. Swiss G.P. 20th and 21st August. Italian G.P. 4th September. Spanish G.P. 9th October.

☆ ☆ ☆

I am pleased to report that your old paddock pal Bill Huxley has offered to write a series of notes next year to be known as "Paddock Patter" or something similar. I am certain the Committee will be pleased to hear of this because Bill has hardly missed a meeting since the war. He is a paddock specialist and is known to you all (by sight anyway, he's so tall and slim). What he doesn't know about the paddock, the gate and good time schedules are not worth writing about.

☆ ☆ ☆

I had the good fortune to meet "Maxie" Maxstead in town recently. As a result of that chat we are invited to send a small party (about a dozen) to Smiths new factory at Cheltenham. Final arrangements can be made at the Annual Dinner on November 12th or the following day at Earls Court. Watches, clocks, meters, and instrumentation have become essential items in our daily lives (apart from racing) so here's a chance to learn something new.

# SHAKE THE BOTTLE

A. E. ROSE

MY NOSE has been gently rubbed in the dust by A. H. Taylor and I accept his remarks in the spirit they were made. I cannot ever remember passing him during the course of an event and if there is any subtlety in what I wrote previously it must have got in by mistake! To clear matters up in answer to the question: what speed does Rose claim from his Bantam? the answer is an indicated genuine 78 m.p.h. With a tail wind or an appreciable slope anything can happen. This was in April, 1954, and to my knowledge there are at least two Bantams against which I have competed that can beat this comfortably. After extensive tuning during the summer, I have added a decrease of 3 m.p.h. There are two main pillars of wisdom in two-stroke tuning, namely, knowing what to do and knowing what not to do. I am now fairly expert at the latter and look forward to making acquaintance with the former. Like Taylor, I also have a favourite excuse when asked why I didn't go faster. I can't ride. I can assure him that I am lapped far more than I lap, but, even so, feel that my machine goes quite nicely and better than a lot.

My main point is this. If I am approached by a rider and asked of my machine's capabilities, I usually give an honest answer. Being interested, I also seek information about the other fellow's bike and strangely enough the only chap who ever claimed a lower speed (S. Palmer, B.S.A., Trophy Day, 1953) beat me all ends up. Perhaps it's me that's doing the kidding!

Seriously, if some of these chaps aren't going too well, why don't they say so? Perhaps then, we could work out something together. John Hogan was particularly kind to me in this respect earlier on when I had a spot of carburation trouble (honestly). There is also the danger that chaps who would like to go in for the 125 events are frightened off by the speeds quoted. My advice to them is that if they can produce a 70 m.p.h. machine they certainly won't be disgraced.

The waiting finger moves — to Alco Hartley and his loyal band. I almost said Band of Hope, but understand that this is non-alcoholic. I suppose there is something in what he says in some respects. For instance, when using an alcohol fuel we can always use a sweep's brush when cleaning a blocked jet. Mr.

Hartley would serve his cause better if he gave us some figures of comparative cost when running various types of machine on alcohol fuels as opposed to pump fuel. I know for a fact that alcohol would give me some advantage personally, except from a financial point of view. Could we have a few more details please, and then, at least, we would know what we are supposed to be considering?

Recent correspondence with enthusiasts in Australia has given me a feeling that the two-stroke can continue to give much satisfaction to 125 owners for some time to come. Certainly some very creditable speeds are achieved over there. One gets the feeling that it is not always a bad thing to be restricted to a certain degree because of expenses. No doubt the cost of importing something like a production racing M.V. would be colossal and this has led them to do their best with Bantams and various Villiers engined jobs. I am told that the Bantams of Walsh and Clem Dwyer are really outstanding and that the latter's machine has done a standing start  $\frac{1}{4}$  mile in just over 17 seconds, having a maximum, on alcohol, of around 95 m.p.h. Apparently, speeds of about 85 m.p.h. are commonplace on petrol, but whether this refers to ordinary No. 1 fuel I have not yet ascertained. The point is that the engines are mechanically reliable at these speeds and no doubt a great deal of fun is had by all concerned. On the subject of exhaust systems, these vary from the large pipe and trombone used on the Walsh machines, to no pipe at all in the case of Ron Bradbury, who writes to me from Perth. He claims that this suits his engine very well. What happens to the oil spray is anybody's guess. What is certain, however, is that our friends in Australia are most capable tuners and they operate in conditions not unlike those that existed here between the wars.

Part of my workaday life is concerned with the provision and maintenance of roads. I am, therefore, interested to learn that what is regarded as good practice in highway surfacing does not necessarily work out, insofar as the surfacing of racing circuits is concerned. During the last year or so, I have been responsible for re-surfacing large areas with granite and limestone pre-coated with tar before laying. This gives a nice running surface, but

*(continued on page 17)*

# COMMITTEE NEWS

Meetings held on 23rd August and on 27th September, 1954.

Present: N. B. Pope (Chairman), G. C. Cobbold, D. J. H. Glover, W. W. Hunt, K. Rickard and R. C. Walker. Ex-officio Member: E. C. E. Baragwanath.

**Hutchinson 100, 1954** Reports of the Clerk of the Course and Admission Controller were read and accepted. Continuous and torrential rain during the afternoon ruined what would otherwise have been an exceptionally fine meeting. Although final figures were not yet to hand, a heavy financial loss was expected. The Club was, however, fortunate inasmuch that there were no accidents of a serious nature.

**Hutchinson 100, 1955** The Secretary reported that it had not been possible to reach agreement with the North Western Centre over the International date this Club required in 1955 and the matter would be placed before the Competitions Committee of the A-C.U. It was anticipated that the Hutchinson 100 would take place on September 24th with October 1st as a possible alternative.

**The Pinhard Prize** It was unanimously agreed to propose Mr. John Surtrees as the Club's nomination for the Pinhard Prize Competition in view of his outstanding achievements during the past season.

**Film Show** It was decided to accept Mr. Denis Parkinson's kind offer to show his private film to members during the period of the Motor Cycle Show. Provisional arrangements have now been made for the film to be shown in the *King's Hall*, Morden, Surrey, on Sunday evening November 14th. There will be a silver collection to defray expenses but admission will be free.

**Annual Dinner** Arrangements for the Club's Annual Dinner and Dance and presentation of prizes were reviewed and it was decided to leave the final details of the organisation in the hands of the Social Committee—D. McBain, W. G. Jarman, N. B. Pope and the Secretary.

**The Leslie Graham Memorial Fund** Certain proposals as to the form this Memorial should take were considered, but it was decided to defer decision for the time being and further review the matter after the Dinner.

## Trophies.

The "*Noel Pope Bowl*" was awarded to Mr. R. Charlton for the year 1954 for his outstanding performance in the Brighton Speed Trials last September, and the "*Christopher William*" Trophy to Mr. K. C. Brett in recognition of his work in building a racing machine with an engine of his own design.

**Election of Director** On a proposition by Mr. Hunt, seconded by Mr. Pope, it was resolved that Mr. R. C. Walker be elected a Director of the Company forthwith. In thanking the Board, Mr. Walker said he looked forward to further assisting both the Company and Club in the future.

**Reports** by the Secretary on Shelsley Walsh, Brighton Speed Trials and also the recent motor cycle meeting on the new Aintree Circuit were noted. With regard to the latter circuit it was considered improbable that the Club would organise a meeting there in 1955.

**Oulton Park.** Subject to suitable terms being agreed with the tenants of the Oulton Park circuit, it was resolved that the Secretary shall again make the necessary arrangements whereby the Club can organise a meeting at this circuit during May 1955.

**New Members** were elected.

**The Monthly Account** was presented and approved.

**Handbook.** The Secretary drew attention to the fact that there was an apparent need for a Club Handbook which would be not only of interest to present members but might also be of considerable guidance to prospective members. It was agreed that such a publication would prove a handy reference and that the possibilities and cost shall be further investigated.

## THE DENIS LASHMAR TROPHY

THE COMMITTEE has decided that the new challenge trophy, to be presented to the driver who put up the fastest lap of the day in the sidecar class at the Club's last International "Hutchinson 100" Meeting, shall be known as the "Denis Lash-

mar Trophy" and will be presented annually to perpetuate the name of one of the most cheerful, helpful and well-liked persons this Club has ever been fortunate enough to have as one of its members.

*Hurry! There are only a few  
days to go*

*Bemsee's Own*

DINNER & DANCE  
AND PRIZE PRESENTATION

Friday, 12th November  
at Lyons Strand Corner House

✽

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*from*

**THE SECRETARY, 34 PARADISE ROAD, RICHMOND,  
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*Gold Seal*



**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.

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# DUNLOP

**FIRST CHOICE OF THE EXPERIENCED RIDER**



# MINNIE GRENFELL MEMORIAL TROPHY

Placings after B.M.C.R.C. 'Motor Cycling's' Silverstone Saturday, 10th April, 1954, Spring Meeting at Oulton Park, 15th May, T.T. Races, June, Trophy Day, June 26th, Crystal Palace, July 17th, Hutchinson 103, August 7th and Manx Grand Prix—September.

Points awarded are: 5 for a Win, 4 for Second, 3 for Third, 3 for Fourth and 1 for a Start, with an allowance for only one race per meeting, the best score being taken into account. This season the events to account are: 'Motor Cycling's' Silverstone Saturday—April 10th, Spring Meeting, Oulton Park—15th May, T.T. Races—June, Trophy Day—June 26th, Crystal Palace—July 17th, Hutchinson 100—August 7th, Manx Grand Prix—September.

22 Points	D. G. Chapman	J. Hedley	G. Stuart
W. Boddice	R. Coleman	R. Harris	C. A. Thurston
21 Points	G. N. Ewer	D. W. Johnson	F. Wallis
J. Surtees	D. H. Edlin	I. I. Lloyd	J. S. Wilson
20 Points	W. R. Fletcher	W. J. Maddicker	G. W. Walker
M. Cann	T. E. Fenwick	G. Monty	J. J. Young
P. V. Harris	R. J. Ford	A. F. Martin	R. B. Rensen
17 Points	B. Freestone	J. Narraway	1 Point
J. R. Clark	R. E. Geeson	S. Palmer	J. H. V. Allington
F. Taylor	N. E. Hicks	J. Peacock	A. J. Aykroyd
15 Points	R. H. King	T. H. Price	J. Boulter
D. T. Powell	D. W. Kimber	T. H. Phillipson	P. Bagshaw
14 Points	A. G. Lashmar	C. A. Surridge	S. T. Barnett
G. E. Duke	W. R. Marley	B. P. Setchell	P. L. Burridge
P. H. Tait	R. J. Marrison	J. Saunders	D. Baker
G. R. Dunlop	T. McGrath	D. D. Snow	A. Bennett
13 Points	D. Parkinson	A. H. Skein	D. D. Banks
M. P. O'Rourke	H. A. Pearce	M. C. Tomkinson	J. F. Blake
E. Walker	B. Rimes	E. H. Willis	J. D. Brindley
12 Points	A. R. Singer	W. N. Webb	J. Bottomley
D. K. Farrant	W. R. Smith	K. Willis	N. A. Bedford
C. C. Sandford	A. F. Wheeler	J. Watson	K. Barfoot
G. B. Tanner	R. B. Cortvriend	W. H. Wilshere	P. M. Brambleby
11 Points	4 Points	P. B. Walker	M. R. Baigent
F. G. Perris	P. M. Hall	A. W. Tucker	K. R. Campbell
J. Hartle	F. D. Booth	J. E. Williams	G. E. H. Collett
10 Points	R. Charlton	V. T. Williams	C. R. Collier
W. R. Amm	D. A. Dear	J. R. Thurston	E. F. Cope
G. Arnold	R. R. Dendy	A. M. Sutton	J. R. Cridland
J. A. Hogan	D. Davies	2 Points	P. Clements
R. McIntyre	A. A. Fenn	W. R. Anderson	P. Cooper
E. S. Oliver	H. L. Fruin	R. Alderslade	R. H. Dale
9 Points	H. S. Hall	F. E. Andre	K. S. Daws
E. W. Tinkler	J. B. Hyde	F. Bishop	W. H. Dixon
R. Gold	D. J. Jarman	S. Cooper	D. C. L. Dalziel
C. Hale	A. Jefferies	E. Cheers	W. E. Dow
A. W. Jones	A. G. Johnson	H. J. Cox	A. P. C. Dickson
B. H. King	H. J. Kemp	G. Coles	J. N. Ewer
R. D. Keeler	G. H. Rhodes	R. L. Dawson	A. Ellis
L. D. Larque	A. H. Taylor	G. M. Dell	J. W. C. Fisher
E. Pantlin	R. A. Rowbottom	S. J. Dibben	L. J. French
L. W. Taylor	A. E. Rose	J. A. Edwards	T. B. Fell
W. M. Webster	R. H. Smith	J. H. Evans	D. J. H. Glover
A. A. Williams	R. R. C. Smith	R. Evans	C. G. Griffiths
E. J. Washer	J. A. Storr	K. J. Faulkner	J. T. Griffiths
8 Points	B. Shaw	M. W. Fordham	R. Goodwin
J. Baughn	C. Ubbuali	P. P. Ferbrache	M. W. Garner
A. King	R. F. Upham	R. J. Haydon	F. P. Heath
B. W. T. Rood	H. Williams	J. Swanborough	A. Hegbourne
G. T. Salt	M. D. Arnold	R. Thomson	P. Hogan
I. F. Telfer	B. Kershaw	R. Touche	V. J. Holcroft
7 Points	3 Points	J. A. Thompson	W. L. Hordley
J. Beeton	R. Dowty	T. H. Thorpe	J. B. Hill
P. H. Carter	D. Christian	H. Hulme	E. Houseley
S. Cooper	B. L. Turner	P. M. Knocker	S. C. Hollis
J. W. Dakin	A. Scholefield	G. E. Leigh	P. J. Hersey
R. Gaunt	K. C. Brett	G. A. Longman	S. R. Hawkins
F. A. Rutherford	E. A. Barratt	P. J. Walsh	R. F. Hamblin
6 Points	K. C. Charles Batson	J. Smith	F. W. Johnson
R. J. Standivan	G. E. Brayne	L. G. Morris	D. W. Jones
R. H. F. Anderson	D. G. A. Clarke	P. H. Marriott	N. R. Jacobs
E. J. Davis	R. Castle	E. G. Main	A. C. Keeble
R. G. Douglas	T. F. Davies	P. J. McCubbin	S. Kershaw
E. M. Kempson	G. Ellerby	J. C. McCubbin	F. O. Keeling
R. McDonald	L. J. French	M. R. McGaugh	A. L. Knight
W. Ryan	J. P. Fordham	R. Ogden	J. R. Lanyon
C. Smith	F. M. Fox	R. W. Porter	W. Lilley
C. J. Turner	H. R. Gibson	G. J. Penn	S. F. Lewis
N. J. Price	R. E. Harrison	F. A. Robinson	C. M. Luck
5 Points	R. J. Harrison	B. S. Radford	R. Lawton
A. J. Barham	F. E. Heath	C. F. Salt	F. W. J. Launchbury
D. Bolton	K. H. Tostevin	F. A. Spencer	H. Lyme

(continued on page 12)

## THE EDITOR'S CORRESPONDENCE

**E**IGHTEEN years ago last month an Englishman covered a standing start kilometre in one direction at a speed of 103.56 m.p.h. on a solo motor cycle, a feat as yet unapproached by any of his countrymen. Our hopes that another was about to achieve the magic century over this distance were raised when it was reported that Charlton had recorded 98.84 m.p.h. at the recent Brighton Speed Trials.

Alas, it was not to be. Grand as was Roy Charlton's effort, his 23.57 seconds does not represent a speed of 98.84 m.p.h., but a very creditable 94.90 m.p.h.

Faulty mathematics apart, surely by now a modern big-twin in full war paint should return a time around 21 seconds for this distance.

(Authoritative comment invited—Ed.)

London S.E.7.

**Joseph Bayley.**

### NOT CLEVER.

**W**HEN I was running Trials for the M.C.C., pre-Kaiser War, I was so concerned about such behaviour that I got a Rule passed that competitors would be excluded from the Awards unless they covered Number Plates for 24 hours before and after the date of a Trial, or Race Meeting.

For some Trials we made it a condition that entrants **MUST** hand in their Number Plates when claiming to have completed the course. (I know there are difficulties with racing numbers, as these are always fitted to the machine more or less permanently).

The Club, of course, had the right to expel any member for disorderly behaviour, after a caution.

They also had the right to exclude any member from an Event, without giving a reason. This also applied to Awards he may have won.

The latter Rule had a most salutary effect, and we had no more trouble.

Any report of misbehaviour was most carefully investigated before any action was taken, and the alleged culprit interviewed by the Committee.

Nottingham.

**Harold Karlake.**

**T**HE Editorial this month portrays a happening which perhaps many other members have seen. But, the significant point is the fact that the leader of the faux pas was none other than a mem-

ber of the B.M.C.R.C. You personally sum up the happening with the sentence of expulsion, and I think that every sane thinking member will agree with you. Should the "criminal" think that he is being dealt with severely, he ought to be proud that the Club is choosing him as an example that the Senior organisation in the motorcycling fraternity is taking very seriously this matter of good behaviour on the road. If "Bemsee" takes the lead, I'm sure the rest of the motorcycle clubs will follow the example, and thus turn both public opinion, and ordinary motorcyclists' consciences, the right way.

To put the Club in a more stronger light, if particularly younger applicants were not considered for membership unless having the backing of an accepted A.C.U. affiliated Club, then perhaps the "fast boys" would curb their road racing to the closed circuits, as against the A.40, because I'm sure that any honourable-minded secretary would not sign any declaration form for anyone he considered unsuitable to become a member. "Bemsee" has the honour of having a World Champion for a member, then why shouldn't it carry the name of the Champion Club for riding and driving on the Public Highway?  
Uxbridge.

**A. R. Singer.**

**M**R. Hartley expresses surprise that his vehement demands regarding racing fuel have been ignored, but couched in the terms employed by him and Mr. Bayley they have only met the attention they deserved.

One might well ask by what right Messrs. Hartley and Bayley take upon themselves the mantle of such superior technical brilliance, and presumably "sportsmanship," as to justify such venomous castigation on all other members of the B.M.C.R.C., who are fully entitled to their own opinions, and may not agree with them. There seems oversize hats about somewhere.

The subject was debated at a Club meeting, which is the proper place for such matters to be presented. Yet so little interested were Messrs. Bayley and Hartley that they apparently neglected their primary duty to the Club of attending. Whose fault was that? Now it seems our Committee, who for years have guided the B.M.C.R.C. to its present pinnacle in motor cycle racing are to be told that the "Club title and objects are likely to be-

come a laughing stock." What utter rubbish! Our Committee may well have forgotten more than some dope protagonists will ever know.

Reforms in rules, if needed, are not carried out, or even helped, by irresponsible rantings, still less when accompanied by offensive abuse of fellow members.

Coulsdon.

**L. P. Peters.**

(Mr. Hartley made no demands. He made a challenge: "to produce any justification for fuel dictatorship which is not based upon selfishness, technical ignorance or a financial interest.")

Whether such a subject should be debated at an A.G.M. is moot. Supposing the motion for the use of alcohol had been carried? The danger in deciding these issues at an A.G.M. lies in the far reaching effects they may have; damaging effects which the proposers had not con-

sidered. Obviously, a proposer of a motion need only bring sufficient supporters to ensure that a vote majority be obtained. Such steam-roller tactics are to be deplored and could place the Committee in a difficult position. For example; a proposal could be made and carried that at all future race meetings organised by the Club only alcohol fuel be used. This would automatically cancel our International meeting. And, going to the extreme, the Club be prevented from organising race meetings by the simple process of proposing and steam rolling through a proposal to that effect.

Such matters are best not decided at an A.G.M.; debated; yes, but not voted upon. Far better, discuss them in *Bemsee*. Provided you do not descend to libel and slander you can be as rude and hit as hard as you like. For preference, cut out personalities and keep to the point.

(Editor).

## **DON'T FORGET DENIS PARKINSON'S FILM SHOW**

**7.15 p.m. ON 14th NOVEMBER AT**

**KINGSHALL, CROWN HOTEL,  
MORDEN, SURREY.**

'PROGRAMME' OF 1954 EVENTS INCLUDES :

BEMSEE'S OULTON PARK MEETING, POST HILL  
CLIMB & SCRAMBLE, SIDECAR & 125 c.c. T.T.  
RACES, THE ALAN JEFFERIES TRIAL, etc., etc., etc.

**TICKETS (FREE) on application to  
The Secretary, 34, Paradise Road, Richmond, Surrey.**

# THE 1954 MANX GRAND PRIX

BILL SALMOND

## *The Practices.*

EAGER BEAVER this year was John Hartle, who was first away on the first morning, while Derek Powell, Bob Dowty and Joe Kemp jumped straight on to the Senior Leader Board that day, and Alistair King, Gavin Dunlop and Percy Tait did likewise on the Junior Leader Board. This latter was actually headed by Manxman Derek Ennett, who came along to my office some months ago and had his membership application form duly filled in but who has not got around as yet to sending it along to Secretary Bob Walker for action.

The second day saw John Hartle at the top of the Senior leader board with a 76 m.p.h. lap in really foul conditions, with Ennett, Powell, Dowty and King also listed and Trev Williams upheld Club honours on the Junior Board.

Geoff Tanner and Bernard Thompson added their names to the L.B. on the third time out and Mike Hall joined the gang on the fourth practice session. Dennis Christian, one of the Manx members of the Club, was added on the fifth day and the bunch so far maintained their standard so well that they gave no one else a chance to get into these lists of "The Six Fastest" in either capacity class.

Club casualties during the period were Dennis Christian and A. J. Barham. Christian getting away with scratched hands, which did not put him out of the running, but Mr. Barham was unlucky to find his trouble at Baaregarroo, where the high speed landed him hard enough on his shoulder to do that complicated joint enough mayhem to put him out of the running. Bad luck!

## *The Junior Race.*

I was able this year to get to the weigh-in fairly early and nail the B.M.C.R.C. characters as they came in regarding riding for a Club team. Just as well, too, for out of the 33 members entered, non-arrivals, non-starters and those who were signed up for other club teams reduced the available total to 17. One of these (Norman Price) eluded me and one other preferred to play lone wolf; the remaining 15 were good enough to let me scoop them up into assorted lots of three and signed up as follows:—

B.M.C.R.C. "A"—Barry Cortvriend, Eric Cheers, Curly Thurston; B.M.C.R.C. "B"—Larry Povey, Ben Kershaw, Alan Butcher; B.M.C.R.C. "C"—Gavin Dunlop, Bernard Thompson, Les Southam; B.M.C.R.C. "D"—George Arnold, Bill Anderson, Alistair King, B.M.C.R.C. "E"—R. J. Standivan, Owen Greenwood, Colin Pratt.

The method used was to sign up the first three to arrive as the "A" Team, the next three as the "B" Team and so on. Any other method would have required much advance chasing round to see who was available, etc., and I did not have the time to spare.

The checking of the individual teamsters and their fates in the races was another ideal requirement that brought home to me the desirability of trying to co-opt the help of one of you spare bods during these major meetings to play the part of a cross between a private spy and a "Bemsee" reporter. Next May's issue will therefore ask for a volunteer for this job and the right boy will be issued with a Pass to the Press Stand with full facilities and a free seat, etc., so bear it in mind any budding Beaverbrooks.

The story of the race itself is well-known now, but it was good to see the way our blokes started right in. Sixteen of them assured their Silvers with their first lap times including, of course, those riding for other teams. Alistair King taking 26.19 (87 m.p.h.), and John Hartle 26.36 (85). Several of our members turned their standing start lap in the 27 minutes region and the half-hour saw most of them well on their second lap. Dead out of luck were George Catlin at Cronk-Y-Voddee with a seized motor and Bob Dowty at the Gooseneck with the loss of a split pin in the gear change linkage.

Lap 2 saw Derek Powell, Trev Williams, Bernard Thompson, Denis Christian, Owen Greenwood, Eric Cheers, Norman Price, Bill Anderson, Robin Longman, Alistair King, George Arnold and Curly Thurston put up their fastest laps and gave a good indication of just how well our lads got stuck in to the business on hand. Alistair King's 25.48 (87.77 m.p.h.) turned out to be not only the fastest of the day, but a new record as well—rather different from 1953 when he got as far as Quarter Bridge on the first lap and

caught fire to the utter delight of several National Daily Press cameras! This lap also saw more of the boys out of it: T. Duerden with a split oil tank at Union Mills, and Aussie Colin Pratt at the same place with mice in the power house. By this time, Alistair was in the lead with his record lap and the only two on the leader board who were not "Bemsee" blokes were Manxmen, one of whom, Derek Ennett, is half way to membership. Pretty good considering the stiff opposition by some very quick non-members circulating.

Lap 3 and some very quick refuelling stops had been achieved by the boys, Ennett taking 16.4 seconds and King 17, to mention just two. George Arnold had a very nasty do when he ran into the oil at Union Mills, spilt by Duerden on the previous lap and was forced to retire, so was Curly Thurston with clutch trouble at Sulby. These misfortunes put our "A", "D" and "E" teams out of the running. Geoff Tanner, Larry Povey and Ben Kershaw reached their best of the day on this lap so, despite our troubles, some of the boys were truly advancing our collective cause.

Lap 4 was relatively docile from a news angle as far as I could find out regarding our boys, but the meeting's only tragedy occurred at Rhencullen (Birkin's Bend) where first-timer Ron Butler caught the kerb at the cottage and was thrown off line into the opposite bank to receive fatal injuries. It has been stated that he was trying to get through too quickly and was off line from the start — an unhappy example of the importance of genning up on the line at these tricky bits and riding within one's known capabilities until experience of the course has been gained.

Lap 5 saw all of our remaining members through safely and without any troubles that were known generally; in fact, John Hartle, New Zealander Gavin Dunlop, R. J. Standivan and Colin Pratt made their quickest tours, Colin having managed to get away from Union Mills in the end. The leader board was almost entirely B.M.C.R.C. property as apart from Derek Ennett's spot at the top (and I regard him as a "half member") the second spot and fourth to sixth berths listed King, Hartle, Tanner and Powell in that order.

Lap 6 started with everyone wondering whether Alistair could catch up his 34 second deficit on Ennett, who had taken 4 seconds longer than he had on his fourth. As King had taken 35 seconds

longer himself, we rather thought that his record lap had perhaps taken a bit too much out of his motor, and then came the news that he was out at Kirk Michael with engine trouble! Hard to bear after such a fine ride, even though compensated with the new lap record. The rest of the boys on the road managed to get home and although the Ringwood Club pipped us for the team award, we were consoled with the thought that that successful trio were members Geoff Tanner, Percy Tait and Derek Powell; so with our "half member" winning, full members annexing 9 of the first 15 places and 14 of the 32 Silvers given out later, it can truly be said that the B.M.C.R.C. put up a performance with which all 900 of us in the Club are delighted and proud.

### The Senior Race.

By more or less the same principle as in the Junior race, I once again arrived at the weigh-in looking for teamsters. Again everyone who was not already signed up that I could find was willing to have a do for us all and so I did vary it slightly by getting the "likely" looking lads together in the "C" Team and an all-350 bunch in the "D" Team. The rest were mixed up as they had to be grabbed as they appeared; the teams were as follows:—

*B.M.C.R.C.* "A"—Owen Greenwood, P. J. Walsh, R. J. Standivan; *B.M.C.R.C.* "B"—Eric Cheers, Curly Thurston, Ben Kershaw; *B.M.C.R.C.* "C"—Alistair King, Trev Williams, Gavin Dunlop; *B.M.C.R.C.* "D"—Alan Butcher, Larry Povey, Robin Longman. *B.M.C.R.C.* "E"—Norman Price, Bernard Thompson, Ralph Rensen.

A further seven of our members were riding for other clubs, so we were pretty well represented one way and another.

After the half-hour delayed start due to the mist on the Mountain, the first man was flagged away at 11.15 a.m. in could-be-worse conditions. The first of the boys to strike trouble was Larry Povey at the start, and being number 66, the motor must have cooled quite a bit. Robin Longman was also delayed at the start for probably the same reason. Alistair King had to pull up at Ginger Hall with unspecified power troubles that appeared to have been dogging him for several miles, and eventually reached Ramsev, where he faded out of the picture without any notice of retirement being posted. Robin Longman got no further than the Mountain Box where he retired with engine

trouble, and Ben Kershaw went out of it without leaving any trace as far as I could find out. Ennett again had taken the lead, but the only ones of our crew on the leader board were John Hartle and Percy Tait in second and third spots. And then the rains came.

Lap 2 saw a considerable slowing down all round and the wet roads were the downfall of several of the field, including our members, Trev Williams baling out at Quarter Bridge, while Geoff Tanner crawled to the pits to retire. So did R. J. Standivan. Larry Povey came off at Sulby Bridge and had to retire, but the lap ended with Derek Powell and Denis Christian taking fifth and sixth berths on the leader board.

Lap 3 and the weather continued with its gruesome behaviour and then started to ease up a trifle. No troubles were reported and the lap ended to see John Hartle take the lead from Derek Ennett, who had developed trouble in one of the Matchless cylinders.

Lap 4 rung the death knell on Percy Tait's hopes (poetic) and his third position faded out with his engine at the Ballahutchin Hill out of Union Mills. The rest of the boys plugged on in slightly better conditions without mishap. I was intrigued to note that Gavin Dunlop made his fill up at the end of the fourth lap; I wonder whether he was remembering the Senior T.T. when similar conditions at the early stages resulted in the four lap curtailment. Personally, I think he was very wise, as the precedent had been set and despite the seeming unpopularity of the decision, the stewards might well have decided to follow suit seeing that the entry were lesser experienced in the main than the international-status boys. That the weather this time did not get worse was still not to be known in the early stages.

Lap 5, and Ennet was touring home to retire, leaving John Hartle in a practically unassailable position at the head of the field. Ralph Rensen had to call it a day

at Ramsey — not sure just why.

The last lap started with John Hartle nearly five minutes in the lead, 4 mins, 53 secs. to be exact, and about the happiest position of a leader at this stage since the war as far as I remember offhand. Somewhere round the course Norman Price dropped out of the running and the electric news of poor John's finish at the Mountain Box: "out of petrol"; was flashed through. He told me later that he had filled up to the brim at the pit stop and his jovial entrant, Eric Bowers, was inclined to think that the strong headwind up the Mountain, with increased use of lower gears plus "giving it the stick" was the reason for such a rotten break. There cannot have been a single member who was not groaning aloud at such a misfortune for one of our most promising up-and-coming stars. Fortunately, in case you may not have met him personally, John Hartle at 20 is one of those bright characters who does not let anything get him down for long, and who surely will make up for that disappointment before he is much older. Eric Bowers also is far too cheerful a type to feel the pain long himself, and, as one of the best of the modern talent spotters, will know that his machines will have plenty of chances to come to make up for September, 1954.

The rest of the boys were in better luck, and four of them wound up on the coveted leader board positions with Derek Powell second, Gavin Dunlop third, Denis Christian fourth and Bob Dowty sixth. Silver Reps were also well and truly earned by Bernard Thompson (seventh), Alan Rutherford, ninth and first 350 home (remember his valiant effort last year when he pressed on against almost impossible odds?), and Owen Greenwood tenth.

Seven out of fifteen replicas, and 14 out of 31 finishers once again upheld B.M.C.R.C. traditions in the highest of standards and is one more page turned in the Club's history with satisfaction and pride to us all.

#### "MINNIE GRENFELL TROPHY" placings (continued)

K. W. Manning  
P. Minnion  
R. J. B. Morle  
R. H. Madson Mygdale  
W. B. Martin  
J. S. Moore  
A. T. Morgan  
F. A. Meqsett  
G. A. Northwood  
R. W. Newman  
Lt. Col. E. C. Nicholls  
R. Ormond  
D. F. Peacock

W. D. Reid  
D. R. Rose  
R. H. Rudge  
R. A. Russel  
R. J. Ramsden  
G. B. Rudd  
F. P. Riaby  
R. E. Smith  
J. I. Sparrow  
D. Saunders  
D. A. Tutty  
G. F. Thomson  
K. E. Tulley

J. Terry  
I. Terrv  
B. J. Thomson  
H. T. Tyson  
M. J. Thomas  
F. Travis  
A. J. Trow  
I. A. Viccars  
R. C. Vallance  
T. A. Ward  
H. I. Williams  
A. J. Wellsted  
S. Wilcock

C. H. R. Warner  
D. Walker  
E. Wakefield  
A. J. Butcher  
E. Goodwin  
O. E. Greenwood  
W. A. Holmes  
J. W. Moore  
H. Neal  
L. G. Povey  
I. Southam  
B. J. Thompson

# ANNOUNCEMENTS

## Competition Licences.

THE A-C.U. Competitions Committee has recently reviewed the granting of International Competition Licences for Road Race Meetings and the conditions as described hereunder will apply during 1955. It should be noted, however, that in the case of hardship should any driver be unable to comply with these conditions then the Competitions Committee will be prepared to consider such cases on their merits.

It has also been decided that entries of British drivers will not be approved for any other International event to be held on the same day as the 1955 British Championship Meeting or on the day be-

fore or the day after this meeting. Application is being made to the F.I.M. for the British Championship Meeting to be held on August 1st, 1955.

## Conditions Governing the granting of International Road Race Licences for 1955.

As from January 1st, 1955, International Road Race Licences will only be granted to drivers who have gained the requisite number of points according to the following tables in the events held since January 1st, 1953.

The following grades of licences will be issued according to the number of points as indicated

Event	Finishing Order.				
	1 to 3	4 to 7	8 to 12	Other Finishers	Starters
International T.T. Races	10	8	6	3	2
Clubman's Trophy Races	8	6	4	2	1
International "Classic" meetings	8	6	4	2	1
Other International Meetings	6	4	2	—	—
National events held under A-C.U. Permit Finals <i>only</i>	5	3	1	—	—
Closed, Centre Restricted Regional Restricted Events held under A-C.U. Permit Finals <i>only</i>	2	1	—	—	—

**NOTES.** The above points are to be reduced by 25% if the machine is of 250 c.c. and by 50% if the machine is of 125 c.c.

**1. Full International Licence.** Valid for all International Road Races and for all capacity classes—20 points of which at least 50% must be obtained on a machine of over 125 c.c.

**2. Restricted International Licence.** Valid only for International Road Races held under the permit of the A-C.U. or the M.C.U. of Ireland and for all capacities—15 points of which at least 25% must be obtained on a machine of over 125 c.c.

**3. Restricted (Class capacity) International Licence.** Valid only for International Road Races of either up to 125 c.c. or up to 250 c.c.—12 points which must have been obtained on a machine not exceeding 250 c.c.

**4. Restricted (Capacity and Countries) International Licence.** Valid only for International Road Races held under permit of the A-C.U. or M.C.U. of Ireland and only for events of either up to 125 c.c. or up to 250 c.c.—10 points which must have been obtained on a machine not exceeding 250 c.c.

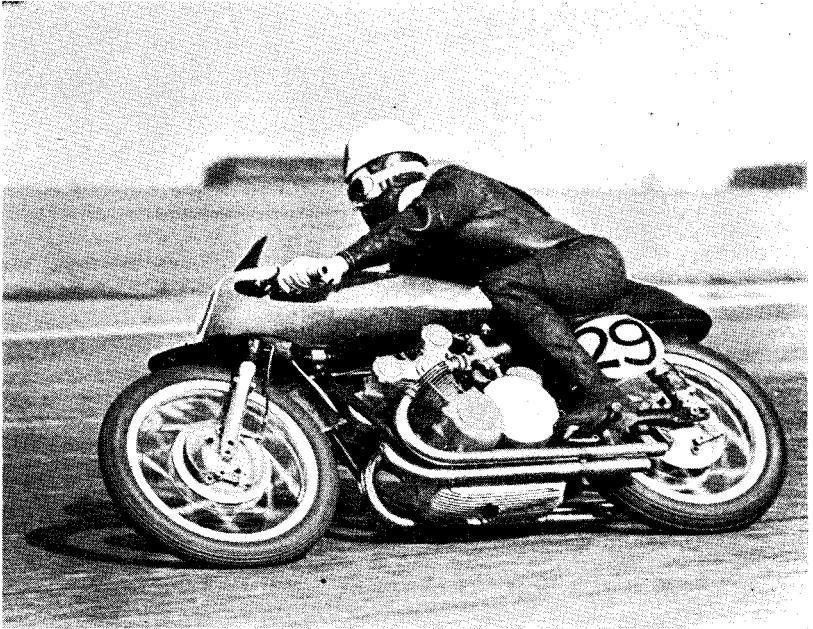
## NEW MEMBERS

THE following New Members have been elected:

C. Dearden	E. J. G. Jarvis
A. E. Slade	R. C. Stevenson
F. L. Fuller	C. W. Rous
J. M. Stebles	M. Steel

## THE LES GRAHAM FUND

MR. G. S. LASHMAR and R. J. D. Burnie (our Representative in South Africa) have both sent very generous donations to this Fund during the past month. It now stands at approximately £130.



*(Photo: T. M. Bulger)*

*The British Motor Cycle Racing Club  
offers its sincere congratulations to  
Geoffrey Duke  
on again winning the World 500 c.c.  
Road Racing Championship*



# 'REV COUNTER' REPORTS

**Len Parry and Michael McGeagh** have now opened up a Sales and Service business for motorcycles and will specialise in the preparation and tuning or racing machines. At present they hold the main agency for D.O.T. and it is anticipated others will be coming their way shortly. It is pleasing to know that it is the intention of these partners to continue racing and generally support the sport whenever possible. We wish them every success in their new venture.

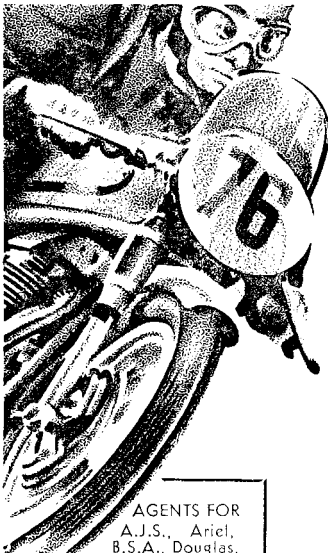
**A. Willerton** will be acting as passenger to Bob Hicks during next season, if present plans materialise, in addition to riding solo on the Vincent Special and Plus 90 Douglas. It looks as though this witty member from the East Midlands will not have a spare, let alone a dull moment.

**R. J. D. Burnie** who is acting as Bemsee Representative in South Africa, and is manager of Motor Assemblies Ltd., Durban, wishes to be remembered to all his personal friends, many of whom were

serving on the Committee, when he was last in this country.

**1955 Programme.** Subject to the successful conclusion of present negotiations, it appears probable that the Club will again be organising race meetings at Silverstone, Oulton Park and Crystal Palace, and that the International "Hutchinson 100" will take place on 1st October.

**Maurice Brierley.** In the September issue of *Bemsee* I mentioned that Maurice had been detained in Hertford County Hospital since May with a broken leg. A recent letter from him brings the bad news that the damage was much more serious than at first thought, so serious that he has had to have his leg amputated below the knee. His enthusiasm, however, is undiminished, for he remarks that he will at least be able to fit a "peg-leg" and therefore carry on racing! He will be out of hospital almost immediately and intends to be amongst us at the Annual Dinner.



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Francis - Barnett,  
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# Congratulations to Geoff Duke

on a wonderful Season — and on winning the 1954  
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*leading* tyres

GEOFF DUKE WRITES:

....I cannot find enough superlatives to describe the wonderful stability, wheel grip, safety and wearing qualities of the Avon tyres — not to mention the excellent service. Do as I do, ride on Avon.

# AREA NEWS

## CESHIRE

G. E. Tolley

THERE was a well attended meeting on September 22nd and a very fine array of really potent motorcycles was lined up very neatly in the park behind our headquarters.

We were pleased to hear that Hector Dugdale had come out of hospital the day before and was going on nicely.

Nothing much of special importance came up but Glyn Davies got going fairly well with some original yarns and kept the party highly amused. We were glad to welcome Brian Duffey back from the Continent where he had been doing a circus since the end of May. He has gained a lot of experience and at the same time made it pay and is hoping to do it again next year. If anyone else is contemplating a trip he should contact Brian who would be pleased to give him the benefit of his experience and from what he has told me I am sure he would be able to save a newcomer a good deal of time and money.

Trevor Williams (V.T.) was back from the Isle of Man and was congratulated on his very consistent riding and beautiful cornering over there. His time on three flying laps only had a maximum variation of 1.8 secs, which certainly would take some bettering over an Isle of Man lap distance.

From the enquiries about the Annual Dinner date and tentative transport arrangements I heard being made it seems likely that there will be quite a sprinkling of lads 'coming up from the country' for that function for a change, to increase somewhat that 5% average of rustics which, up to now, has been the maximum dilution that London members have had to suffer.

Michael McGeagh and Len Parry have now started up in the motor cycle business in Wirral and seem well pleased with progress so far. Good luck to them.

## SURREY

W. G. Jarman

SOMETHING like fifty members live in Surrey and I have not yet given up hope of getting them together, say once a month, during the winter.

At least half of the Surrey members will be at the Annual Dinner and practically all of them will be at Earls Court. Here then, is your chance to suggest a rendezvous and a fixed evening for the monthly meeting.

As an experiment, some of the Kent and Surrey members recently assembled at the Aerodrome Hotel at Croydon. This arrangement has great possibilities because a pianist is available in case you want to entertain your pals. Oh yes, you can bring the girl-friends as well.

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## SHAKE THE BOTTLE (continued)

in my opinion the stone always presents a flat surface uppermost and the initial shine never departs. I think that in laying out a racing circuit this form of surfacing should be avoided. During the wet Crystal Palace meeting, I scared the daylight out of myself by essaying a 50 foot front wheel slide in The Glade, which appeared to have this surface. I would suggest the 'old fashioned' surface dressing in granite chippings, which is admirable once the loose stuff is removed. I like the Silverstone surface of fine grain asphalt. It is

true that this can work up a bit in dry conditions and leave a surface dust which could cause a power-slide on powerful machines, but in wet conditions it is not at all bad compared to surfaces which polish up and collect rubber when dry.

May I make a plea then for those who may have in mind the provision of new circuits or the re-furbishing of old ones to give careful thought to this matter and, if necessary, to draw on the experience of skilled riders and drivers as well as the technical knowledge of roadmakers.

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## BENEVOLENT FUND

NO donations have been received this month.

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## CORRECTION

IN the Brighton Speed Trials Results published in the October issue of *Bemsee*, Roy Charlton's speed was quoted as 98.84 m.p.h. This should have read 94.84 m.p.h.

# SUNBEAM SPRINT

Sunday, 3rd October, 1954, nr. Aldershot.

IN pre-war days the Sunbeam M.C.C.'s Gatwick Sprint Meeting was one of the minor classics. After the war the Gatwick venue was not available and it was not until recently that the Sunbeam Club found a new course. On Sunday, October 3rd, they were able to revive at least the spirit of the Gatwick events at a new course in Aldershot.

The meeting was a restricted one, open to "Bemsee" and the Vintage, Vincent, Two-Stroke and Sunbeam clubs. An entry of almost 70 was received and nearly all the winners and placemen had entered in B.M.C.R.C.'s name.

Fastest time of day was recorded by George Brown in 12.49 secs. on his Vincent.

## Provisional Results

Event 1. Up to 150 c.c.	1st Run	2nd Run	Position
* Jefferies, A. ... ..	21-47	22-73	Third
* Marley, W. ... ..	22-62	22-71	—
* Webb, N. ... ..	20-91	21-29	First
* Dakin, J. W. ... ..	20-94	21-31	Second
Event 2. Up to 250 c.c.			
* Marsh, P. J. ... ..	19-25	19-54	—
Bemister, H. A. ... ..	19-63	19-33	—
German, H. D. ... ..	17-52	18-62	Third
Challis, E. J. ... ..	22-53	23-11	—
Day, A. J. ... ..	19-60	19-07	—
Dendy, R. R. ... ..	17-79	17-74	—
* Jefferies, A. ... ..	22-64	—	—
Newman, G. ... ..	16-96	16-88	Second
* Terry, J. T. ... ..	16-22	16-17	First
Thompson, E. E. ... ..	19-60	23-03	—
Goody, C. H. ... ..	22-45	22-44	—
* Coles, G. ... ..	19-20	17-96	—
Roe, G. A. ... ..	18-44	—	—
Event 3. Up to 350 c.c.			
* Clew, J. R. ... ..	21-49	21-80	—
* Washer, E. J. ... ..	15-36	16-60	—
Roe, G. A. ... ..	18-61	—	—
Lawrence, W. J. ... ..	20-20	20-48	—
Challis, E. J. ... ..	20-56	21-27	—
* Tomkinson, M. C. ... ..	15-04	15-12	First
Sherwood, S. ... ..	21-17	21-74	—
German, H. D. ... ..	18-54	18-97	—
Thompson, E. E. ... ..	20-11	18-51	—
Newman, G. ... ..	17-16	17-08	—
* Keys, B. E. ... ..	15-17	15-83	Second
Rutherford, F. A. ... ..	16-21	16-16	—
Coles, G. ... ..	18-17	18-80	—
* Marsh, P. J. ... ..	16-74	15-99	—
* Balleny, J. L. ... ..	17-56	17-91	—
Booth, F. ... ..	16-13	15-96	—
Sheene, F. ... ..	15-68	15-94	Third
* Austin, W. S. ... ..	16-62	16-52	—
* Pickering, D. ... ..	17-17	—	—
Event 4. Up to 650 c.c.			
* Herscov, P. J. ... ..	15-73	15-67	—
* Knight, A. L. ... ..	14-34	14-72	—
German, H. D. ... ..	15-21	18-62	—
* Austin, W. S. ... ..	16-45	16-10	—
* Johnson, S. A. ... ..	16-85	16-34	—
* Keys, B. E. ... ..	14-93	15-65	—
Faulkner, K. J. ... ..	17-14	17-03	—
Green, F. I. ... ..	18-37	17-80	—
Walsh, J. H. ... ..	15-95	16-65	—
Rigby, R. T. ... ..	21-19	20-63	—
Lanc, J. A. ... ..	22-47	—	—
Briggs, B. ... ..	14-52	16-01	—
Denithorne, C. ... ..	16-78	16-51	—
* Jackson, L. W. E. ... ..	17-64	—	—
* Beecroft, R. A. ... ..	15-47	—	—
Williams, L. C. ... ..	17-51	—	—
Petty, R. J. A. ... ..	13-40	13-55	First

* Tomkinson, M. C.	14-52	14-56	---
Heward, E.	17-84	18-67	---
Williams, F.	14-19	---	Third
Rutherford, F. A.	14-78	14-48	---
Washer, E. J.	15-84	---	---
* Perris, F. G.	14-64	14-44	---
Shaw, J. G.	21-03	15-53	---
* Daws, K. S.	14-61	13-87	Second
* Matthews, G. A.	14-56	14-37	---
Coles, G.	---	18-44	---
* Balleny, J. L.	---	18-00	---

*Event 5. Up to 1000 c.c.*

* Austin, W. S.	14-72	14-76	---
Main-Smith, B.	13-70	13-94	---
* Knight, A. L.	15-41	14-55	---
German, H. D.	14-65	14-47	---
Green, F. I.	17-71	17-90	---
* Keys, B. E.	15-26	15-07	---
* Hersey, P. J.	15-50	15-14	---
Faulkner, K. J.	16-99	17-22	---
* Brown, G.	12-49	12-66	First
* Touch, R.	13-37	13-12	Third
* Barton, R.	14-39	14-83	---
Walsh, J. H.	16-11	16-37	---
Briggs, B.	14-64	13-90	---
* Tomkinson, M. C.	14-52	---	---
Petty, R. J. A.	13-63	13-57	---
Denithorne, C.	17-36	---	---
* Charlton, R.	13-69	12-70	Second
Johnson, S. A.	16-76	16-13	---
* Williams, F.	15-63	---	---
Rutherford, F. A.	14-44	14-57	---
* Perris, F. G.	14-54	14-23	---
Shaw, J. G.	15-70	15-95	---
* Daws, K. S.	14-18	---	---

*Event 6. Vintage machines up to 1000 c.c.*

Booth, F. D.	15-30	---	Third
Rigby, R. T.	19-92	20-99	---
* Pickering, D.	17-03	17-22	---
Williams, L. C.	17-18	16-54	---
Pottinger, P. L. J.	23-84	23-94	---
Faulkner, K. J.	17-03	17-19	---
Walsh, J. H.	16-22	16-34	---
* Clew, J. R.	21-12	21-62	---
Sherwood, S.	21-15	23-27	---
Lawrence, W. J.	20-89	20-64	---
* Tomkinson, M. C.	14-75	14-32	First
Denithorne, C.	17-75	16-71	---
Johnson, S. A.	16-40	---	---
Sullivan, R. R.	22-17	21-52	---
Lane, J. A.	19-54	22-20	---
Heward, E.	19-19	19-22	---
Pocock, N. J.	21-22	21-01	---
* Beecroft, R. A.	15-36	15-13	Second
Goody, C. H.	25-62	24-36	---
Thompson, E. E.	22-41	20-86	---

*Event 7. Sports machines up to 650 c.c.*

Ashburnham, G. N.	19-01	18-96	Only Starter
* B.M.C.R.C. members.	---	---	---

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All correspondence to The Editor.

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