

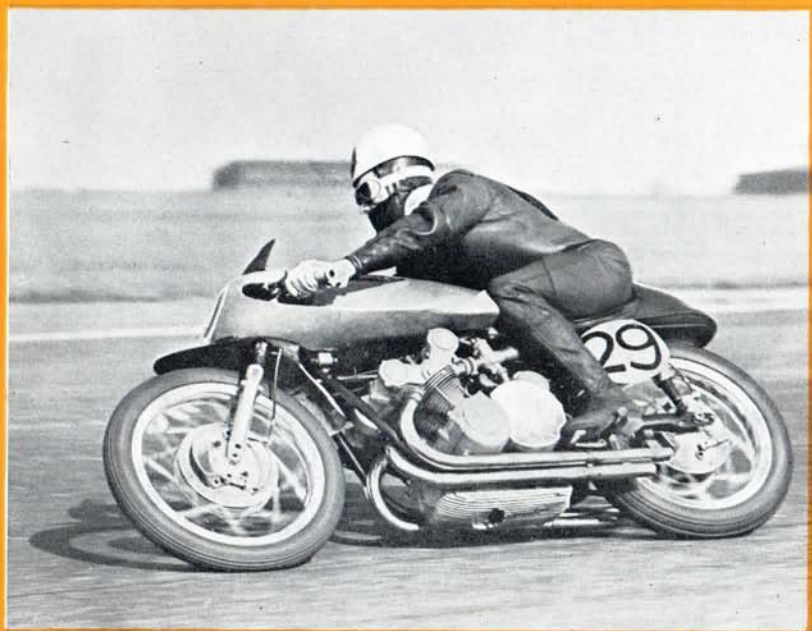


# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 7. No. 10. OCT., 1954

ONE SHILLING



GEOFFREY DUKE, 500 c.c. World's Champion, on his Gilera at Silverstone last April.

(Photo: T. M. Badger)

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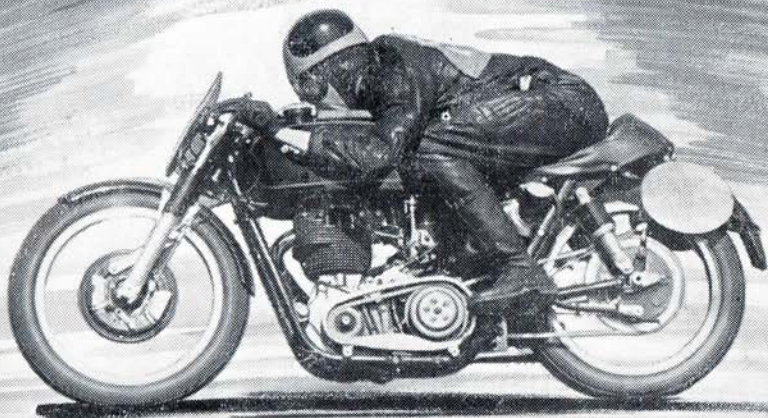
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# Bemsee

Vol. 7. No. 10. OCT., 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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## Not Clever

"BEMSEE" expects from its members courteous behaviour on the road and on the track. We are the premier racing club and our good name must not be besmirched. The following true incident, recounted by a member, illustrates a dangerous and undesirable act of lunacy which could well have ended in disaster. We hope that it will not be repeated. Such behaviour can earn expulsion.

WHILST returning home from the recent Ibsley Meeting I saw an occurrence which (I think) was "not clever."

The road was full of traffic, coaches, cars, trailers and "équipes" going both ways and it was just a matter of staying put and keep going until it thinned out a bit.

The distance between vehicles was comparatively small and no gaps visible anywhere, when, with a crackling roar, a rider on a machine complete with numbers, leathers, and open pipe suddenly appeared on the offside; a coach was rapidly approaching from the opposite direction and into the gap dived the "dicer." And not only him but two of his kind. How the first man avoided diving up the exhaust pipe of the car in front and how the coach missed the third I shall never know, but they did—O.K. fair enough, close call chaps better stay put. But no, a nice sharp left hander was just in front and with a roar we were treated to the sight of three riders on the wrong side of the road disappear into a left hander at 60 per—Mad! Barmy! even B.F's agreed—are we worried? only some clot ridden in his first Road Race and still thinking he is on the Circuit. Glance at the programme—who was that anyway—name of so—so—Club—*What "Bemsee!"*

What must the public think if this is an example? what propaganda for the anti-motor cycle brigade. One man's folly that afternoon could bring discredit to this Club, racing and the whole movement in general—not *clever*, is it?

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

SMALL contingents of our members went to Shelsley Walsh for the Hill Climb and to Brighton for the Speed Trials. In both cases what they lacked in quantity they made up for in quality, especially at Madeira Drive where the course record now stands to the credit of a two wheeler. The Team prize also went to the B.M.C.R.C. (But very little prize money—Ed). Nice work chaps!

☆ ☆ ☆

Do not say you have not been told about the Annual Dinner. This is a star-studded occasion when we all dress up and let our hair down. The date is November 12th, which is the evening before the Earls Court Show opens. Evening dress is optional but is encouraged by the Committee. Professor Low tells me he is going to be in two places that evening, so I suggested a "Flying Bedstead" for transport, due to the traffic congestion in the heart of London—his reply cannot be printed.

☆ ☆ ☆

The recent figures issued by the Transport Ministry show that the 250 c.c. and under is now the most popular size of two wheeled vehicle. Maybe our famous firms will take notice of this tendency and get down to the production of proper quarter-litre bikes as good as those on the Continent. I cannot understand why so many concerns turn out "Double 250s", i.e. five hundred twins and neglect the 250 c.c. class altogether. The 250 has a very big future both for touring and racing.

☆ ☆ ☆

Although somewhat late, let me offer a pat on the back to our members who did so well in the M.G.P. Doubtless Bill Salmond will be writing about them together with a few of his magnificent action photographs. Bill must have a collection of pictures covering a very large number of T.T. and M.G.P. riders.

☆ ☆ ☆

One of the advantages of belonging to a club like "Bemsee" is the fact that there are members all over the place who can be relied upon to help when one is in difficulty. This recently happened to me right in the busiest part of London when my transport gave trouble. My commitments at the time were somewhat heavy

and complicated but a 'phone call to Cabby Cooper soon got things tidied up. Not only did he get my vehicle straightened up but lent me his own limousine as well. Barry Stormond, the New Zealand racing man, was back from the Continent at the time and his help was much appreciated. This leads me up to the point of B.M.C.R.C. Cells. Good liaison in the Countries and Shires is worth having, so any of you chaps with a flair for organisation and administration should seriously think about getting together once a month. The one and only Tottey will tell you how it is done. (and how to write!—Ed.)

☆ ☆ ☆

As I write, the news of Geoff Duke's success in the Italian G.P. has just come in. The speed was very high indeed and one is forced to think that the 500 is getting to the stage when the number of men who can do it full justice can be counted on one hand. As I have said before, we are approaching the time when some of the capacity classes can be cut down and thus simplify the organisation. Just to start a controversy I suggest the 350 and 250 should become the Senior and Junior classes respectively. The 500s would, of course, still be used for side-car racing. With the 125s we should then have four capacities; quite sufficient to cover everything for many years to come.

☆ ☆ ☆

I wish you could have seen Edna Graham's boys enjoying themselves in Bill Huxley's garden recently. Bill has a Corgi (bike not dog) and before he could say "No," the pair of them soon turned the tennis court into a grass-track meeting of their own. All that Edna Graham said was, "If I stop them it will only make them miserable." Just between ourselves the spectators, all five of them, felt rather proud of the youngsters.

☆ ☆ ☆

There is some opposition to the proposed new Circuit at Bulstrode Park, near Gerrards Cross. The Bucks C.C. have refused permission and an appeal is to be taken to a higher level. If this scheme ultimately reaches fruition it may well be the best circuit in the country, somewhat like Donington, but bigger and better plus a few ups and downs.

(continued on page 14)

*Bemsee's Own*

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# TIDDLERS AND TRIPE

A. H. TAYLOR

THERE I am, squatting like a coolie beside my tiddleypus(c)h, examining the plug after a few practice laps, when a paddock wanderer will stop to enquire about how the bike is behaving and the degree of performance. I mutter something about it being not too bad, and the speed around (what shall we say?) the seventy mark, and, under favourable conditions, possibly eighty.

Silence and departure of wanderer. But, frankly, I consider that Rose is right in that some claims are rather on the high side. Excuses for lesser actual performance are usually to hand. My favourite is that I turn twelve stone in my leathers—how much this affects the issue I am not prepared to say.

Undoubtedly I am one of those whom Rose claims to have lapped. Leaving aside my inferior riding, is it that the performance of my machine is little better than that of the much respected and indispensable vehicle which follows the Lord Mayor's procession—modern and petrol driven—or may I feel pleased with my performance and detect subtlety in Rose's comments? What speed does he claim?

No doubt I could carve up my weight with a diet of dry toast and champagne, but I have no intention of doing so, nor of practising any of the drastic weight reducing measures adopted by some of our

opposite numbers on the Turf. Talking of the Turf, I am no footer fan, and do not invest in the Pools, but have an occasional flutter on one or two Classics. I managed to pick this year's Derby winner, but the winnings would barely have paid for a catalogue (and postage), giving details of a foreign four-stroke racer.

To own one of these hot rods, I should have to buy it in bits and assemble over a five (at least) year plan; on completion, it would no doubt be out-dated, so I should be back where I was with the two-stroke, which, in any case, I should have had to have sold to launch the five year plan.

But seriously, I have no bother with my petrol mix—one of oil to nineteen of petrol, followed by reasonably clean exhaust ports and pipes. As for handling, no doubt I can shove her over a deal more on corners, but I have no intention of experimenting to determine the absolute limit.

The size of my megaphones is, I confess, based on trials with different sizes on a 250 c.c. four-stroke, where the optimum for that particular engine timing and piston speed appeared to be a comparatively small size. On my twin port two-stroke, there is no reason to believe that the exhaust is not evenly distributed between the two megaphones, i.e. each is handling only 62 c.c. on N.T.P. basis.

## THE EDITOR'S CORRESPONDENCE

Despite the elapse of over four months, and a Club membership of over 900, my challenge (in May BEMSEE) to produce a reason for fuel restriction not based upon technical ignorance, financial interest, or selfishness, **has not been met**. The sole reply—from Mr. Pike—consisted of a disconnected and meandering, but total avoidance of the issue, the obscurity of which was not helped by a descent to the personal; by the inanity of which, I refuse to be diverted.

The obvious conclusion is that **any** fuel restriction in motor cycle racing is the result of one or more of the discreditable reasons which I mentioned. As such, it is a piece of intolerable and insolent dictation and interference, for which there is no legitimate excuse in a reputable

organisation, or amongst sportsmen, with any regard for fair play and decent dealing.

That those who voted for fuel restriction at the last A.G.M. have not had the "guts" to meet my challenge, clearly shows how complete is the incompetence of an A.G.M. to deal with such a matter.

**What** then, does the Committee propose to do to prevent a repetition of a position which makes the Club's title and published objects a laughing stock to any but those completely stricken with cerebral atrophy, and eliminated initiative?

Let the Club therefore put an end to this selfish nonsense, and behave like British sportsmen.

London S.E.18.

**X. W. E. Hartley.**

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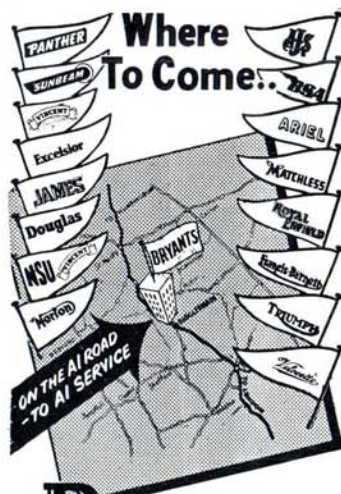
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B.M.C.R.C. SILVERSTONE

350 c.c. Championship Scratch Race, 1st, 3rd.

500 c.c. Championship Scratch Race, 1st, 2nd and 4th.

SUNBEAM POINT-TO-POINT, Lightweight Race, 1st.

SENIOR T.T. 1st, 2nd and 3rd.

ULSTER GRAND PRIX, 500 c.c. Race, 1st, 3rd.

350 c.c. Race, 1st, 2nd.

BELGIAN GRAND PRIX, 500 c.c. Race, 1st, 2nd.

DUTCH GRAND PRIX, 500 c.c. Race, 1st, 2nd.

GERMAN GRAND PRIX, 500 c.c. Race, 1st, 2nd and 3rd.

350 c.c. Race, 1st, 3rd.

A.C.U. INTERNATIONAL ROAD RACES

British Senior Championship (Avon Gold Cup), 1st, 2nd.

British Junior Championship, 1st, 2nd.

British Ultra Lightweight Championship, 1st.

British Sidecar Championship, 1st.

HUTCHINSON '100' SILVERSTONE

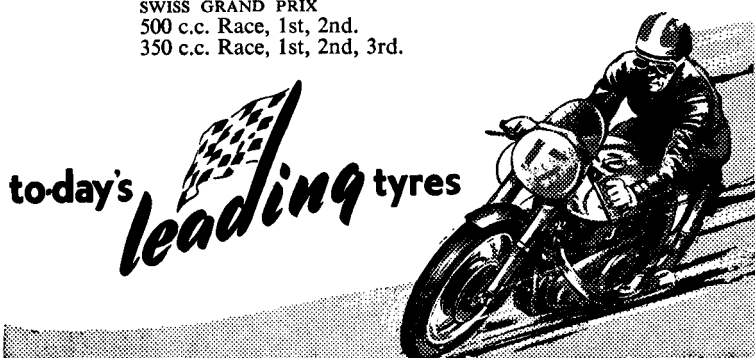
500 c.c. B.M.C.R.C. Championship, 1st, 2nd.

350 c.c. B.M.C.R.C. Championship, 1st.

SWISS GRAND PRIX

500 c.c. Race, 1st, 2nd.

350 c.c. Race, 1st, 2nd, 3rd.





# SHELSLEY WALSH

DOES this famous Hill become steeper, its bends more acute or its surface more tricky? Whatever the reason, George Brown could not approach the record that he put up in 1948 (37.13 secs.) notwithstanding the fact that the big Vincent is undoubtedly more potent than ever before. Perhaps if this power could be contained within a shorter wheelbase it would be possible not only to beat the present motor cycle record but also challenge the new Ken Wharton E.R.A. record for this hill of 35.80 secs. Whatever the reason (and some suggested the time-keepers' watches were fast!) it proved to be impossible for the motorcycle contingent to alter any existing record.

During the practice period, one of those rare summer-like days, the majority took full advantage of the three runs that were allowed and it is interesting to see how times gradually improved with practice, the fastest run being made by George Brown in 39.36 secs., which was less than a second slower than his best time in the Hill Climb proper. Cyril Hale, with a new 994 c.c. J.A.P. engine in the familiar Morgan was one of the half-a-dozen or more that put a better time in practice than on race day, when, incidentally,

he beat Bill Boddice and made the fastest time of the day in the three-wheeler class. The class record (42.63 secs.) is of course, still held by Pip Harris (499 c.c. Norton) whose meteoric climb in 1951 is still unbeaten.

Race day saw overcast skies, and rain was imminent most of the time although fortunately little more than a sprinkle fell for a few minutes. The success of holding this event on a Sunday is not in doubt, as quite apart from the fact that a sufficiently large gate was attracted to cover the heavy rental that the Midland Automobile Club have to pay for the use of the hill, competitors find it considerably easier to attend under the new arrangement—without the necessity of deceased grandmothers, etc.

One always seems to meet up with old friends during this pleasant event and the fact that George Rowley was acting in an official capacity as Midland Centre A.C.U. Steward did not detract the pleasure of renewing an old acquaintanceship.

The full results are as hereunder including practice times. Figures in bold denote the fastest ascents in each class both in practice and racing.

## RESULTS

### SHELSLEY WALSH HILL CLIMB

*Sunday, 29th August, 1954.*

Club	Rider	Machine	Practice		Race		secs.
			secs.	secs.	secs.	secs.	
350 c.c. Class							
Kings N	S. T. Seston ...	348 Earles J.A.P.	46.30	45.78	44.26	44.13	44.14
Solihull	C. G. Summers ...	348 Velocette	—	—	—	—	—
B. M. C. R. C.	H. L. Williams ...	349 Norton J.A.P	44.62	42.08	—	42.41	42.63
Leamington Vic'y	E. D. Blackwell	344 Enfield J.A.P.	—	—	—	—	—
B. M. C. R. C.	E. A. Woods ...	348 Norton	44.23	42.99	42.50	41.93	41.57
Solihull	C. A. N. Willmott	348 Velocette	53.32	51.15	52.58	51.36	53.27
B. M. C. R. C.	D. Pickering ...	344 Pickering J.A.P.	51.37	45.99	57.77	47.26	47.24
B. M. C. R. C.	M. C. Thomkinson	348 Velocette	46.24	43.27	46.53	43.40	—
Solihull	H. J. Cox ...	348 A.J.S.	55.47	49.56	48.19	48.09	46.51
B. M. C. R. C.	C. M. Luck ...	348 Velocette	44.94	44.03	43.57	42.53	42.71

### 500 c.c. Class

S. B'ham	E. G. Reece ...	500 Matchless	49.23	47.98	47.12	47.31	47.46
B.M.C.R.C.	H. L. Williams	490 Norton	<b>41.37</b>	41.48	—	47.21	41.99
Bewdley	K. Simmons ...	497 Ariel	44.22	43.77	—	43.58	44.10
B.M.C.R.C.	R. H. Rudge ...	493 Matchless	—	—	—	—	—
Solihull	C. M. Luck ...	460 O.K.	45.47	46.04	—	45.48	46.03
Kings N.	M. J. Whitbread	500 Enfield J.A.P.	42.88	41.81	41.17	42.14	41.42
Solihull	C. A. N. Willmott	498 J.A.P.	—	46.22	—	43.94	44.25
Bewdley	C. G. Phillips ...	497 'Elfbce'	43.39	43.25	—	41.94	<b>40.08</b>
B.M.C.R.C.	M. C. Tomkinson	499 Rudge Whitworth	45.61	44.37	43.23	—	—

## NEW BOOKS

**FOULIS**, London publishers who specialize on motoring books, particularly those which deal with the sporting side, have recently issued a new book on motor racing. It is entitled *Amateur Racing Driver*, and deals with a period which is now receding into history. The author, T. P. Cholmondley Tapper, a well-known owner-driver of the 'thirties, has based his story on his own racing experiences. His name is probably unfamiliar to many present-day enthusiasts, but there are others who will recall his exploits at home and abroad with Bugatti and Maserati cars; few, however, will know that his prowess at the wheel attracted the attention of a well-known Continental marque and could have earned him a place in the works team if—but that is anticipating the end of his story.

Like many another racing driver, Cholmondley Tapper began with motorcycles; a very old Douglas bought for £3 was his first machine, and later, when he came to England from New Zealand, a Scott. His introduction to motor racing was by way of a visit to Brooklands in 1931, as a spectator, and was sufficient to make him determined to take an active part. By the end of the season he had purchased a 1926 Type 37 Grand Prix Bugatti and had raced it at Shelsley Walsh.

He learned the hard way, by experience, but was quick to learn and quickly showed that he had those characteristics which are the make-up of a successful racing man. The old Bugatti was run for several

seasons, at Brooklands, Donington and abroad. On the Continent he was one of the few British owner-drivers competing but, unlike his compatriots' cars, his Bugatti was long past its first youth. Nevertheless he had his successes and aroused the interest of the great Ettore Bugatti. One of the most interesting chapters in the book is devoted to a visit to Molsheim, home of Bugatti, and a description of that almost legendary factory. No less interesting are his experience of the South African Grand Prix in which he drove an Alfa-Romeo.

The Bugatti was eventually replaced by a Maserati, formerly the property of Lord Howe, a car with a fine turn of speed but difficult to handle. With it he continued to race at home and abroad until the end of 1936, and then at the age of 26 he decided to give up.

"I was to leave for Monza . . . where I was to have a trial as a driver for Mercedes Benz . . ."

" . . . stayed rather longer than we had anticipated at Bologna, so that I was several days late in reaching Monza. We found that the Mercedes-Benz contingent had already left . . . I was, of course, disappointed at having missed such an opportunity, but even so my regret was softened . . . for I did not wish to make a career of motor racing. . . ."

**Amateur Racing Driver by T. P. Cholmondley Tapper. Price 15s.-0d.**  
*Published by G. T. Foulis, London*

### Shelsley Walsh Results (continued)

#### 1,000 c.c. Class

B.M.C.R.C. ...	J. Walker ...	498 Triumph	43.73	42.90	—	42.16	41.52
B.M.C.R.C. ...	C. M. Luck ...	440 O.K.	—	—	—	49.15	45.13
Kings N. ...	M. J. Whitbread ...	501 Enfield J.A.P.	—	—	—	—	41.70
B.M.C.R.C. ...	R. Touche ...	998 Vincent	44.85	42.70	43.50	42.64	41.88
B.M.C.R.C. ...	R. Charlton ...	978 Vincent	43.93	42.00	—	43.00	42.99
B.M.C.R.C. ...	Geo. Brown ...	998 Vincent	40.15	39.74	39.36	39.57	38.79
B.M.C.R.C. ...	H. D. German ...	548 Keele Lucas	46.65	42.82	41.86	40.88	41.76

#### Sidecar Class

Dunlop M.C. ...	G. Bretterick ...	499 Norton S/c	54.32	53.00	—	50.81	52.63
B.M.C.R.C. ...	C. Hale ...	974 'Morgan'	47.73	44.54	44.34	44.60	44.79
B.M.C.R.C. ...	N. E. Hicks ...	499 Norton S/c	—	—	—	—	—
Coventry & Warwick ...	R. E. Cheney ...	477 Norton J.A.P. S/c.	—	49.26	48.11	47.54	46.79
West Brom. ...	W. Evans ...	499 Norton S/c	103.74	51.52	47.30	46.65	46.47
Handsworth Lions ...	A. Ellis ...	479 Norton S/c	50.38	—	50.00	49.20	47.85
B.M.C.R.C. ...	W. Boddice ...	499 Norton S/c	44.90	44.55	43.93	41.73	46.25

# 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 and Hutchinson 100, August 7th.

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 Cyclings 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**  
W. Boddice

**21 Points**  
J. Surtees

**20 Points**  
M. Cann  
P. V. Harris

**17 Points**  
J. R. Clark  
F. Taylor

**14 Points**  
G. E. Duke  
D. T. Powell  
P. H. Tait

**13 Points**  
M. P. O'Rourke  
E. Walker

**12 Points**  
D. K. Farrant  
C. C. Sandford

**11 Points**  
G. R. Dunlop  
F. G. Perris

**10 Points**  
W. R. Amm  
G. Arnold  
J. A. Hogan  
R. McIntyre  
E. S. Oliver  
G. B. Tanner

**9 Points**  
E. W. Tinkler  
R. Gold  
C. Hale  
A. W. Jones  
B. H. King  
R. D. Keeler  
L. D. Larque  
E. Pantlin  
L. W. Taylor  
W. M. Webster  
A. A. Williams  
E. J. Washer

**8 Points**  
J. Baughn  
J. Hartle  
A. King  
B. W. T. Rood  
G. T. Salt  
I. F. Telfer

**7 Points**  
J. Beeton  
P. H. Carter  
S. Cooper  
J. W. Dakin  
R. Gaunt

**6 Points**  
R. H. F. Anderson  
E. J. Davis  
R. G. Douglas  
E. M. Kempton  
R. McDonald  
F. A. Rutherford  
W. Ryan  
C. Smith  
C. J. Turner

**5 Points**  
D. Bolton  
D. G. Chapman  
R. Coleman  
G. N. Fwer  
D. H. Edlin  
W. R. Fletcher  
T. E. Fenwick  
R. J. Ford  
B. Freestone  
R. E. Geeson  
N. E. Hicks  
R. H. King  
A. W. Kimber  
D. G. Lashmar  
W. R. Marley  
R. J. Marrion  
T. McGrath  
D. Parkinson  
H. A. Pearce  
N. J. Price  
B. Rimes  
R. J. Standivan  
A. R. Singer  
W. R. Smith  
A. F. Wheeler

**4 Points**  
F. D. Booth  
B. R. Cortvriend  
R. Charlton  
L. A. Dear  
R. R. Dendy  
D. Davies  
A. A. Fenn  
H. L. Fruin  
H. S. Hall  
J. B. Hyde  
D. J. Jarman  
A. Jefferies  
A. G. Johnson  
C. H. Rhodes  
A. H. Taylor  
R. A. Rowbottom  
A. E. Rose  
R. H. Smith  
R. R. C. Smith  
J. A. Storr  
B. Shaw  
C. Ubbiali  
R. F. Upham  
H. Williams

**3 Points**  
B. L. Turner  
A. Scholefield  
M. D. Arnold  
K. C. Brett  
E. A. Barrett  
A. J. Barham  
K. C. Charles-Batson

G. E. Brayne  
D. G. A. Clarke  
R. Castle  
T. F. Davies  
C. Ellerby  
L. J. French  
J. P. Fordham  
F. M. Fox  
H. R. Gibson  
P. M. Hall  
R. E. Harrison  
R. J. Harrison  
F. E. Heath  
K. H. Tostevin  
J. Hedley  
R. Harris  
D. W. Johnson  
H. J. Kemp  
B. Kershaw  
I. I. Lloyd  
W. J. Madderick  
G. Monty  
A. F. Martin  
J. Narraway  
S. Palmer  
J. Peacock  
T. H. Price  
T. H. Phillipson  
C. A. Surridge  
B. P. Setchell  
J. Saunders  
D. D. Snow  
A. H. Skein  
M. C. Tomkinson  
E. H. Willis  
W. N. Webb  
K. Willis  
J. Watson  
W. H. Wilshire  
P. B. Walker  
A. W. Tucker  
J. E. Williams

**2 Points**  
W. S. Austin  
R. Alderslade  
F. E. Andre  
F. Bishop  
S. Cooper  
G. Coles  
R. Dowty  
R. L. Dawson  
G. M. Dell  
S. J. Dibben  
J. A. Edwards  
J. H. Evans  
R. Evans  
K. J. Faulkner  
M. W. Fordham  
P. P. Ferbrache  
R. J. Haydon  
J. Swanborough  
A. M. Sutton  
J. R. Thurston  
R. Thomson  
R. Touche  
J. A. Thomson  
T. H. Thorpe  
H. Hulme  
P. M. Knockner  
G. E. Leigh

L. G. Morris  
P. H. Marriot  
E. G. Main  
P. J. Marsh  
J. C. McCubbin  
M. R. McGeagh  
R. Ogden  
R. W. Porter  
G. J. Penn  
F. A. Robinson  
B. S. Radford  
C. F. Salt  
F. A. Spencer  
G. Stuart  
C. A. Thurston  
F. Wallis  
V. T. Williams  
J. S. Wilson  
G. W. Walker  
J. J. Young

**1 Point**  
J. H. V. Allington  
A. J. Aykroyd  
J. Boulter  
P. Bagshaw  
S. T. Barnett  
P. L. Burridge  
D. Baker  
A. Bennett  
D. D. Banks  
J. F. Blake  
J. D. Brindley  
J. Bottomley  
N. A. Bedford  
K. Barfoot  
P. M. Brambleby  
M. R. Baigent  
K. R. Campbell  
G. E. H. Collett  
C. R. Collier  
E. F. Cope  
J. R. Cridland  
P. Clements  
H. J. Cox  
P. Cooper  
E. Cheers  
R. H. Dale  
K. S. Daws  
W. H. Dixon  
D. C. L. Dalziel  
W. E. Dow  
A. P. C. Dickson  
J. N. Ewer  
A. Ellis  
J. W. C. Fisher  
L. J. French  
T. B. Fell  
D. J. H. Glover  
C. G. Griffiths  
J. T. Griffiths  
R. Goodwin  
M. W. Garner  
F. P. Heath  
A. Hegbourne  
P. Hogan  
V. J. Holcroft  
W. L. Hordley  
J. B. Hill  
E. Houseley  
S. C. Hollis

(continued on page 11)



## BRIGHTON SPEED TRIALS

IF those members who competed at Shelsley Walsh the previous week were a little despondent at being unable to make any impression on times put up by the car section, they had the greatest satisfaction and reward for their efforts at the Sprint Meeting held along the Maderia Drive at Brighton on 4th September, a car event organised by the Brighton & Hove M.C. at which "Bemsee" are invited annually to arrange the motor cycle section of this competition. As will be seen, records went by the board and we are proud of our members for their achievement in bringing home the "Regency Trophy" (awarded for the first time this year) and is presented to the team of three drivers putting up the best aggregate time—Brighton & Hove M.C. (cars) v B.M.C.R.C. (motor cycles) and the honour of making a new record for the course.

The Sports Car events were run off during the morning, which was dismally wet and boded ill for the motor cycle classes in the afternoon as the roads were distinctly slippery and the Madeira Drive was definitely no exception. Fortunately, around midday the clouds looked as though they might break and there was much speculation as to whether even if the rain ceased the course would dry in time. But by two o'clock, when the afternoon programme was due to commence, the sun was out, the roads were dry and all was set for battle to commence.

There is little doubt that a number of our lads could have further improved their times by getting away instantly on the showing of the "green" starting signal, but no doubt some were a little afraid of accidentally jumping the start and were a little over cautious as a result. This, however, cannot be said of those who attended in previous years and R. Charlton, Peter Ferbrache, George Brown and Ernie Woods were out standing in the manner in which they left the starting line. Although the popularity of this event increases from year to year it is pleasing to see those ardent supporters of Vintage stock, such as M. C. Tomkinson, R. A. Beecroft and D. Pickering still able to coax sufficient urge from the motor to put up a reasonable time even if this is somewhat slow when compared with the performance of the more modern "pieces." The entry was made up of nine 350s, six 500s, seven 1,000s, all solos, two sidecars and one cyclecar, the last vehicle being an inter-

esting Morgan Special, entirely "home built" by Ernie Woods and to which no "body" had yet been fitted. Powered at the rear with a Rudge Ulster engine and gear box, over which the passenger was perched, it was the first occasion on which it had been properly tested under anything like race conditions and its owner reported himself satisfied with the not bad time of 37.80 secs. This three Wheeler is designed purely for sprints and during the winter the necessary mods will be carried out, including the fitting of a "shell" which should do much to reduce wind resistance.

It is of interest to note that the course record at the start of the meeting stood at 23.91 secs. and was put up by Raymond Mays (E.R.A.) in 1948. Before the first Motor Cycle had started, however, Ken Wharton (2,000 c.c. supercharged E.R.A.) had improved this time to 23.63 secs. Of the 350s, P. Ferbrache was easily the fastest at 29.48 secs. with M. C. Tomkinson on an aged Velocette .83 secs. slower, times that showed that neither driver or machine had suffered any lasting adverse effect from the tumble at Shelsley. In the 500 c.c. class we had two of our team men and a reserve, P. Ferbrache, F. J. Williams and A. L. Knight, who recorded the following times respectively—27.78, 28.05 and 28.32 secs. Ferbrache was on the Hartly-Ariel, as usual, and likewise Williams rode his old Cotton-J.A.P., which was as immaculate and spotless as ever. Knight appeared on the Ardleigh Special. Maestro George Brown came next and, as was expected, recorded the best time by a member of the team, on the Vincent Special, by a dash over the kilo in 23.79 secs. and was, therefore, the first driver of a motor cycle to break the old Raymond Mays record that had stood until a few hours previously. Equally important was the fact that George had put our team in a strong and secure position and led the Bemsee team to win the Regency Trophy with an aggregate time of 79.62 secs., which bettered the Brighton & Hove M.C. Car time by 5.27 secs.

As if this success was not enough, Roy Charlton (998 c.c. Vincent) completed a wonderful day of success by beating Ken Wharton's newly made record for the Course by .06 secs! Roy's rocket-like departure, perfect in every respect, was a pleasure to both watch and listen to and he will undoubtedly be a person to watch in the future.

## RESULTS

		<i>1st Run</i>	<i>2nd Run</i>
		<i>secs.</i>	<i>secs.</i>
<b>350 c.c.</b>			
J. T. Terry	300 c.c. Ariel	33.00	32.30
E. A. Woods	348 c.c. Norton	31.80	30.60
M. C. Tomkinson	348 c.c. Velocette	41.30	30.31
P. Ferbrache	350 c.c. J.A.P.	29.79	29.48
B. E. Keys	348 c.c. Norton	30.80	30.50
J. L. Balleny	348 c.c. Norton	47.60	37.60
A. A. Stride	348 c.c. A.J.S.	35.80	33.90
E. Ellis	350 c.c. Norton	36.00	32.80

### 500 c.c.

P. Ferbrache	499 c.c. Hartley-Ariel	27.83	27.78
R. A. Beecroft	490 c.c. Norton	36.20	29.80
F. J. Williams	498 c.c. Cotton J.A.P.	28.05	28.57
A. L. Knight	498 c.c. Ardleigh Sp.	28.65	28.32

### 1,000 c.c.

G. Brown	998 c.c. Vincent Sp.	23.79	25.11
D. Pickering	1000 c.c. Brough Superior	33.30	33.80
R. Charlton	998 c.c. Vincent	24.00	23.57*
R. Barton	996 c.c. Brough Superior	31.07	27.60
R. Touche	998 c.c. Vincent	25.09	28.92

\* *New course record.*

### Sidecars

E. A. Woods	499 c.c. Morgan Sp.	38.80	37.80
L. W. H. Collins	495 c.c. Velocette S/c.	34.54	35.06

## TROPHIES

*The Dolphin Trophy (replica for the best time of day by a motor cycle)—*

R. Charlton, 998 Vincent, 23.57 secs.—98.84 m.p.h.

*The Regency Trophy (for best nominated team. Three cars v. Three motor cycles on aggregate times)—*

B.M.C.R.C. team: G. Brown (Vincent), F. J. Williams (498 Cotton J.A.P.),  
P. Ferbrache (499 Hartley-Ariel)

### Minnie Grenfell Results (continued)

P. J. Hersey	G. A. Longman	D. R. Rose	H. T. Tyson
S. R. Hawkins	H. Lyme	R. H. Rudge	M. J. Thomas
R. F. Hamblin	K. W. Manning	R. A. Russel	F. Travis
F. W. Johnson	P. Minion	R. J. Ramsden	A. J. Trow
D. W. Jones	B. J. B. Morle	G. B. Rudd	J. A. Vickers
N. R. Jacobs	R. H. Madson Mygdale	R. B. Renson	R. C. Vallance
A. C. Keeble	W. B. Martin	E. P. Rigby	T. A. Ward
S. Kershaw	J. S. Moore	R. E. Smith	H. L. Williams
F. O. Keeling	A. T. Morgan	J. I. Sparrow	A. J. Wellsted
A. L. Knight	F. A. Meggett	D. Saunders	S. Wilcock
J. R. Lanyon	G. A. Northwood	J. C. Smith	C. H. R. Warner
W. Lilley	R. W. Newman	D. A. Tutty	D. Walker
S. F. Lewis	Lt. Col. E. C. Nicholls	G. F. Thomson	F. Wakefield
V. C. M. Luck	B. Ormond	K. E. Tulley	P. J. Walsh
R. Lawton	D. F. Peacock	J. Terry	
F. W. J. Launchbury	W. D. Reid	B. J. Thomson	



# AREA NEWS

## SURREY

W. G. Bill Jarman

THE Members from Surrey and Kent who attended the special social at the M.P. Club at Hayes last month will be glad to know that nearly forty pounds was raised for the Les Graham Memorial in the Isle of Man. This A-C.U. fund is now closed and should not be confused with the special effort being made by the B.M.C.R.C. for something of a different

character. The Clubs in the S.E. Centre who co-operate with the Mobiles for the above-mentioned effort deserve a special word of thanks.

Edna Graham told me that she really enjoyed the visit and asks me to express her appreciation to all those people who made the evening so pleasant and successful.

## CHESHIRE

G. E. Tottey

WE had a very well attended meeting on August 25th at our usual rendezvous and were pleased to see Sugden of the Vintage Club, who brought along the local President, Mr. Wright. We have very happy contacts with our local Vintage people.

I think it was the most cheery meeting we have had; there was something intangible, but nevertheless present, which sometimes one can feel affects the atmosphere and makes the meeting proceed very happily.

One very tangible thing which also helps us along is large quantities of Mrs. Robson's local shrimp sandwiches. Very tasty. Incidentally, I started something for one of our members who comes a very long way from a place in Lancashire. I happened to see his wife sitting in the car just before one of our meetings and suggested a very pleasant walk she could make and also praised the virtues of our local shrimps and mentioned a recipe for them grilled on toast. She took my advice and enjoyed the walk and also the shrimps later on. So now Mr. G.B. from B. near W. has his wife come along each time for fresh supplies.

For those who don't know what the country is like near our headquarters, I may say we are in one of the most beautiful situations. A short walk takes one down to Parkgate, a former important port on the river Dee and which is still unspoiled. It was the place of departure for Dublin, when Chester became silted up. One looks across the estuary of the Dee to the hills of North Wales, including the Snowdonian range, Point of Ayr and can sometimes see the Great Orme near Llandudno. Altogether a most delightful spot.

We were very sorry to hear of Hector Dugdale's serious illness. He collapsed at Oulton Park at the Wirral Hundred's last meeting and was taken to hospital. I am glad to report that at the time of writing (Sept. 14th) he is making progress and hopes to be out of hospital in about a fortnight. Here's wishing him a full and early recovery.

We made some progress towards arranging our winter programme which I think will be fuller and more interesting than last year, although fixing dates in does make a bit of bother because we do not wish to clash with other people's functions.

Our member who rides as "J. Alexander" came a long way and gave us what almost amounted to a talk on road surfacing and suggestions for the improvement of surfaces for motorcycling on tracks which have been badly affected by car racing just previous to a 'bike meeting, leaving rubber and oil which, with a little rain, causes such an appalling surface for motorcyclists.

He is a professional road engineer and surveyor, so his observations were listened to with great attention. I am hoping that he will embody these views in an article, constructively critical, in the magazine. Incidentally, the jobs suggested are not expensive as he naturally has an eye on the financial side and realises the limitations in that direction which dictates what can be done by Clubs themselves.

He had an unusual experience on his way to the meeting which amused us intensely. Arriving at a rather sharp corner a little faster than intended, and made almost blind by a cottage, he rounded it hoping for the best and was confronted by a vehicle (stationary) occupying about 2/5ths of the road, and the other 3/5ths

*(continued on page 14)*

# THE WATSONIAN ANNUAL TROPHY

Points are awarded:

1st—16 points

4th—5 points

2nd—12 points

5th—3 points

3rd — 8 points

6th—1 point.

Driver	April S'Stone	Oulton Park	Trophy Day	Crystal Palace	'Hutch' 100	Shelsley Walsh	TOTAL
W. Boddice	—	28	32	32	28	12	132
P. V. Harris	16	16	—	16	24	—	72
F. Taylor	—	20	24	13	15	—	72
E. Walker	—	13	8	11	8	—	40
C. Hale	1	8	8	3	—	16	36
L. W. Taylor	4	—	—	24	5	—	33
E. Oliver	28	—	—	—	—	—	28
C. Smith	28	—	—	—	—	—	28
R. McDonald	—	—	—	17	—	—	17
J. Beeton	5	—	—	8	—	—	13
E. J. Davis	5	—	—	3	1	—	9
R. G. Douglas	—	—	8	—	—	—	8
F. Hanks	—	—	—	6	—	—	6
B. Hicks	—	—	5	—	—	—	5
E. T. Young	—	—	—	—	5	—	5
F. W. Johnson	3	—	—	—	—	—	3
G. Stuart	—	—	—	—	3	—	3
F. C. Pusey	—	1	—	—	—	—	1
A. H. Skein	—	—	—	—	1	—	1

## NEWS FROM THE STATES

ENCLOSED in a recent letter received from Captain W. R. (Bill) Thompson, of Ecurie Thompson fame, were a number of *Kodacolor* prints taken at a race meeting at Bay Meadows, California. Apart from both photography and colour being of the highest order, they give one an extremely realistic impression of the facilities available and car park and paddock conditions. All the machines are well looked after, are in spotless condition and the number of British made motors, mainly Triumph and B.S.A., is little short of astounding.

Bill was greatly impressed with a 545 c.c. Matchless "Super Clubman" which he recently rode and to use his own expression, "it was like night and day between it and the well known 498 c.c. job." This machine with the somewhat unusual capacity has apparently been developed with the U.S. Market in mind and is said to possess some 35 b.h.p. It would seem

that it is not at all unusual for the average buyer who purchases a British machine to run it in and then return to the dealer for a "full house," which means virtually rebuilding the engine and fitting different cams, dual carburettors, general cleaning up internally and having the job "statically and dynamically" balanced. Dealers have their own dynamometers and a customer will not take delivery unless he sees his engine tests on completion of the work!

Good mechanics with a knowledge of English machines are at a premium and there is good money to be earned—\$85 to \$100 per week—at the present time for a hard worker who is also willing to ride in trials on Sunday. It is understood that in this particular instance it is a Triumph agency that is in need of such a man and that a successful applicant could go over as a visitor.

# ANNOUNCEMENTS

## BENEVOLENT FUND

A donation has been received from the following Member—R. Stevenson.

\* \* \*

## THE LES GRAHAM FUND

THE account is growing steadily, if rather slowly, having been added to this month by:

M. S. Brierley, D. G. Chapman, R. J. Penney, and the Cheshire Cell.

## RUDY ALLISON

G. B. Rudd recently visited **Rudy Allison** in Nobles Hospital, I.O.M., where Rudy has been confined since his 'prang' in the Ulster. He is apparently well on the way to recovery now, and is hoping to sail for home towards the end of this month (October). Meanwhile, he hopes that if anyone is in the vicinity he will call in upon him for a chat, or if any Member would like to write, the address is:

R. Allison, Private Wing, Nobles Hospital, Douglas, I.O.M.

## MUTUAL AID

### For Sale:

1935 K.S.S. Velocette—£45.

### Sale or Exchange:

Reg. 1951 F.W.D. Alvis Car. 11.4 H.P. O.H.C. Engine. 2 Seater—completely rebuilt. Exchange for Featherbed machine minus engine and Gearbox. For both the above contact W. Hall, 38 Towbay Road, S. Harrow, Middx.

\* \* \*

**Wanted:** Suitable 348 c.c. MK. VIII KTT Velocette engine, for shrinking

to 250 c.c. All offers to: R. J. Penney, Rede House, Hawkers End, Allesley, Coventry.

\* \* \*

### The Late Denis Lashmar's Racing Gear. For Sale:

1936 Morris Caravan Utility Box Van. In really Good order. £12-10. a year Tax. £40.  
Leathers (One piece) 5' 8", 38" chest.  
Crash Hat 7. Boots (Black Zip) 8.  
Pike B.S.A. 350 Racer—completely overhauled—£180. Pike B.S.A. 500—Minus engine—Offers.

## Marshal's Musings (continued)

Bob Walker has heard from Denis Parkinson concerning his 1953/4 Films. He has kindly offered to put on a show on the first Sunday of Earls Court week. What with the Annual Dinner on Friday, Earls Court on Saturday and the films on Sunday, this part of November looks like being fully occupied. Make a note of these things in your diary if you still have one.

My recent suggestions regarding the elimination of poppet valves, magnetos, carburettors and gas has started all kinds of arguments which give me all sorts of pleasure. If it stings a few of you into sending in an article or letter to the Editor so much the better. This is our magazine and what better medium for ideas could a club have?

## Area News (continued)

being used by nothing less than an elephant. After the laughter had died down, and all sarcastic questions had been asked, he assured us that it wasn't a pink one but definitely standard grey; of course you will now have guessed he met the van of a circus on the move.

We didn't hear what he did about it, but

he seemed to be all in one piece and bike undamaged.

I have received two further subscriptions for the Les Graham Fund from K. C. Morris and J. A. Edwards which now brings our total up to £30-5s.-6d. which is very good. We still have a few more promises to materialise.

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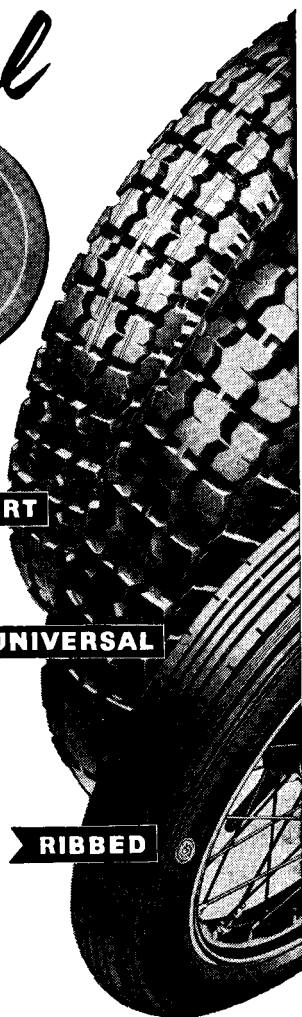
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## COMING EVENTS

**ANNUAL DINNER**

**& DANCE**

**November 12th**

*The eve of the Motorcycle Show*

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