



Bemsee

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H. A. PEARCE (Matchless) racing at Silverstone in the dry — the Silverstone Saturday meeting last April.

Photo: Salmond

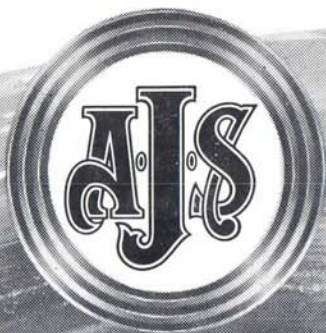
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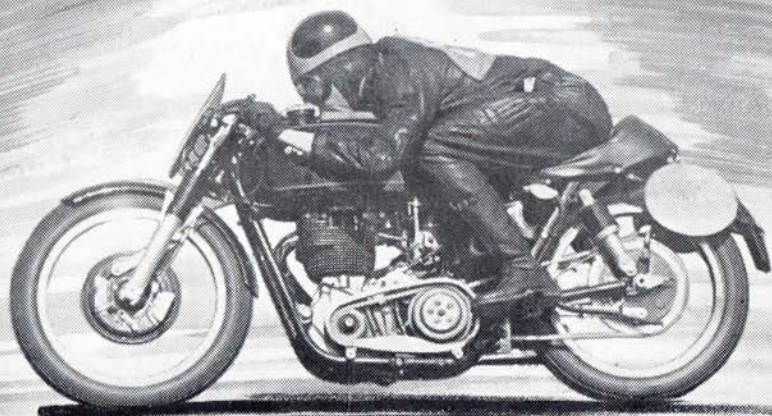
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Bemsee

Vol. 7. No. 9. SEPT. 1954.

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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A Notable Pioneer

THAT unique body of motorcyclists, the pioneers, has, with the death of Charlie Collier, lost one of the most notable of its company. The majority of the pioneers have retained their early interest, but few have remained actively engaged in the trade or with the sport throughout the whole of their adult life. To Charlie Collier — indeed the whole Collier family, mother, father and brothers — motorcycling was more than a job and hobby, or even a livelihood, it was his life; and he lived to see the family business grow from its small beginning of a hand-built motorcycle in 1899 into a huge and prosperous organisation.

In 1899 Charlie Collier was little more than a grown schoolboy, but within a few years he was one of Britain's foremost motorcyclists. Although he raced largely for the pleasure of it, racing was also a means to an end, for the Matchless motor cycle business was none too prosperous and cash bonuses from the accessory manufacturers for racing and record breaking successes helped to keep the business solvent.

Charlie Collier's earliest successes were gained on the small cycle tracks, such as the $\frac{1}{2}$ mile Canning Town track, hill climbs and reliability trials, for not only was he a racing man but an expert trials rider and was a member of the victorious British team in the first International Six Days' Trial held in England in 1913. At Brooklands and in the Isle of Man the names of Collier and Matchless were synonymous with success; he won the first-ever Tourist Trophy in 1907 and was again victorious in 1910. Other notable successes were the hour record in 1908 at about 70 m.p.h. and the first 90 m.p.h. "world's fastest" in 1911. At this period he was at the height of his racing career and the acknowledged British Champion, and was matched at Brooklands against the American Champion Jake de Rosier in a series of three races. de Rosier tried to persuade the British champion to go to America, assuring him that financially the venture would be worth while. The obstacle was the large sum of money required to finance the expedition in the first place, and Charlie Collier finally decided that the risk was too great, and stayed in England.

After the first world war he devoted himself to the service side of the Matchless factory and retained this interest until the very end. He died on August 23rd, actively engaged at the Plumstead factory, within a couple of hundred yards or so of his birth-place. A kindly and unassuming man, loved and respected by all who came in contact with him, he will be sadly missed.

HUTCHINSON 100 — 1954

PRACTISING commenced on Friday at 10 a.m. on a very damp morning, and the track was just a series of small pools.

Racing commenced at 10 a.m. on Saturday with the first preliminary event for two-fifties. The weather was fine and a strong wind had dried most of the circuit although Stowe was reported to be wet. Sandford got away to a very good start in his first race of the day but it was Maurice Cann who made his way to the front, and stayed there, with Benny Rood in second and Cecil Sandford third position.

Heat 2 saw Arthur Wheeler on his Guzzi and John Surtees on the R.E.G. having a terrific scrap for first place, but Wheeler managed to hold his lead throughout and win with Surtees second and A. A. Williams in third place.

It was with great regret that we learned Norton Motors had withdrawn their entries from the programme as we had looked forward to a Norton—A.J.S. battle in the 350 c.c. event. After a sharp shower, which had left the track very damp, Derek Farrant took the lead and held it throughout to win easily from J. R. Clark, and Sandford in third place.

With the sun now shining the second 350 c.c. heat was a McIntyre—Surtees event, but it was McIntyre who won with Surtees chasing him hard all the way and D. Powell taking third position.

The main interest in the 500 c.c. event centred on Geoff Duke's Gilera, making its first appearance of the day. John Surtees got a good start and held his lead for one lap only, then Duke took the lead, closely followed by Surtees and McIntyre. The final lap saw Duke take a comfortable win, with Bob McIntyre second and J. Surtees (Norton) a very close third. Farrant (A.J.S.) won the other heat with M. O'Rourke (Norton) second and D. Powell (Norton) third.

The sidecar race had only 10 starters on the line, and Pip Harris led from the start to finish. C. Hale's Morgan managed only four of the ten laps and then disappeared. The rain had now commenced in earnest but Pip carried on in his superb way with our old friend Boddice in second place and E. Walker third.

The first event of the afternoon programme was the 125 c.c. race. It had rained heavily all through the lunch interval and there was little promise of finer

weather. The race was Cann-Hogan battle all the way, with the latter using his foot as an extra stay on a wet circuit. On the last lap both fell at Stowe and both hurriedly re-mounted. This incident appeared to give John Hogan a slight advantage and he won. Maurice Cann was second and G. Arnold third. The only other riders to finish in this event were J. Wood and J. Baughn, in that order.

It was now raining even harder when the 250 c.c. Championship race started, after a 5 minute delay, and Sandford, on Doug. Beasley's Velo, got away in a great hurry. By the end of the third lap he had gained a considerable lead on Wheeler, who now had taken second place, but alas! Sandford had to stop and change a plug and this lost him valuable minutes. When he again got going he was in 10th position; Wheeler still held the lead with Arnold Jones and Surtees close behind. In the 7th lap Surtees was forced to retire with engine trouble. By this time Sandford, who had again taken the limelight, was lying in fourth place and was still fighting hard. Wheeler appeared to have no idea of this, and was evidently taking it easy in the appalling conditions which prevailed. He must have been very surprised to see Cecil Sandford flash past him on lap 16 to take the lead. Sandford retained his lead to the end, Wheeler was second and Jones and Kempson in third and fourth position after an extremely exciting race.

The 350 c.c. Championship was run from start to finish in heavy rain, and it was Sandford who again led the field for the first five laps, this time with Surtees in hot pursuit. On the sixth lap Surtees took the lead and held it throughout. There was a terrific scrap for third place between McIntyre, Farrant, Dunlop, Ryan and Clarke, but it was McIntyre who took third with Dunlop, Williams, Ryan and Farrant following in that order.

With still more rain, everyone felt very sorry for the sidecar "ballast" in the second sidecar event. Undaunted, off they went once again. Ted Davis led, but for only two laps, then he struck trouble with water in the works, a similar fate befalling Les Taylor's Norton. Bill Boddice next took the lead and he held it to the finish, F. and R. Taylor finishing second and Pip Harris third.

An announcement that the 500 c.c. Championship race was to be run over only 10 laps was received with mixed feeling, for the weather had now turned sunny, and looked very promising although the track was still waterlogged. To everybody's disappointment neither of the A.J.S. factory riders were on the line for this event. From the word go it was such a thrilling race that all these things were soon forgotten. John Surtees got away well, and in three laps he had, by superb riding, built up a quarter mile lead over Duke, then, when five laps had been completed and he was still further ahead, on the 6th lap at Becketts Corner his engine died and he retired

after a gallant effort against the factory Gilera. Geoff carried on to win a very nicely judged race with Bob Keeler second and Hartle third. It would have been interesting to have seen the result had Surtees kept moving, for he seems to be completely at home on either a wet or dry track.

To sum up it may be said that this 22nd "Hutchinson 100" might well have been one of the best ever had not the appalling weather completely stopped the extremely high speeds which this classic usually brings forth. Full marks are nevertheless due to both drivers and officials alike for seeing the meeting through without any overdue delay.

INTERNATIONAL "HUTCHINSON 100"

7th AUGUST, 1954.

OFFICIAL RESULTS

SPECIAL AWARDS:

"The Mellano (Hutchinson) Trophy"

R. McInyre (348 c.c. A.J.S.) Minus 4.51 m.p.h. on Class Lap Record.

The A.M.C. Challenge Trophy

G. E. Duke (494 c.c. Gilera)

The Avon Trophy.

J. Surtees (348 c.c. Norton)

The Dunlop Trophy.

C. C. Sandford (250 c.c. A.R.T. Velocette)

The George Reynolds Memorial Trophy.

G. E. Duke (494 c.c. Gilera)—91.39 m.p.h.

The Sidcar Challenge Trophy.

P. V. Harris (499 c.c. Norton)—79.02 m.p.h.

The Carburoil Cup.

C. C. Sandford (250 c.c. A.R.T. Velocette)

EVENT 1 First 15 Miles (5 Lap) Preliminary Race for Solo Motor Cycles from 175 c.c. to 250 c.c.

Place	No.	Name	Machine	Time	Speed
1	2	M. Cann	Moto-Guzzi	11.54 4/5	73.51
2	1	B. W. T. Rood	Velocette	12.20 3/5	70.95
3	16	C. C. Sandford	A.R.T. Velocette	12.36 2/5	69.47
4	11	R. R. C. Smith	Cleveland Duffell	12.48 4/5	68.35
5	18	A. W. Jones	D.K.W.	12.50	68.24
6	15	I. F. Telfer	Norton	13.07 2/5	66.98
7	12	J. B. Hyde	Rudge	13.08	66.68
8	3	F. L. Fuller	Rudge	13.22 3/5	65.47

Fastest Lap No. 2 M. Cann—2 mins. 18 1/5 secs. at 76.04 m.p.h.

Second 15 Mile (5 laps) Preliminary race for Solo Motor Cycles from 175 c.c. to 250 c.c.

1	40	A. Wheeler	Moto-Guzzi	11.20 4/5	77.18
2	30	J. Surtees	R.E.G.	11.25 4/5	76.51
3	26	A. A. Williams	Norton	11.55 2/5	73.45
4	34	A. A. Fenn	Moto-Guzzi	12.07 4/5	72.20
5	37	W. Webster	Velocette	12.11 2/5	71.85
6	39	R. Gaunt	Moto-Guzzi	12.16 1/5	71.38
7	27	T. E. Fenwick	Moto-Guzzi	12.17 4/5	71.22
8	29	G. N. Ewer	Rudge	12.26 1/5	71.20

Fastest Lap No. 30 J. Surtees—2 mins. 11 4/5 secs. at 79.74 m.p.h.

EVENT 2 First 15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles from 251 c.c. to 350 c.c.

Place	No.	Name	Machine	Time	Speed
1	34	D. K. Farrant	A.J.S.	10.59	79.74
2	19	J. R. Clark	A.J.S.	11.18 2/5	77.46
3	28	C. C. Sandford	A.R.T. Velocette	11.22 1/5	77.03
4	15	P. H. Tait	Norton	11.22 3/5	76.98
5	4	F. A. Rutherford	A.J.S.	11.23	76.93
6	27	T. Shepherd	A.J.S.	11.23 1/5	76.91
7	7	M. P. O'Rourke	A.J.S.	11.26	76.60
8	1	E. J. Washer	A.J.S.	11.27 1/5	76.49

Fastest Lap No. 34 D. Farrant—2 min. 04 secs at 84.75 m.p.h.

Second 15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles from 251 c.c. to 350 c.c.

1	71	R. McIntyre	A.J.S.	10.12 3/5	85.78
2	52	J. Surtees	Norton	10.20	84.75
3	58	D. Powell	Norton	10.44	81.60
4	67	H. A. Pearce	Velocette	10.49 3/5	81.02
5	66	A. Wheeler	A.J.S.	10.50 3/5	80.77
6	51	G. R. Dunlop	A.J.S.	10.52	80.57
7	61	F. M. Fox	Norton	10.53 3/5	80.40
8	53	G. Monty	G.M.S.	10.53 4/5	80.37

Fastest Lap No. 71 R. McIntyre—1 min. 58 3/5 secs at 89.61 m.p.h.

EVENT 3 First 15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles from 351 c.c. to 500 c.c.

1	28	D. K. Farrant	A.J.S.	10.21 4/5	84.51
2	15	J. R. Clark	Matchless	10.23	84.35
3	3	M. P. O'Rourke	Norton	10.24 4/5	84.10
4	18	D. T. Powell	Norton	10.26 4/5	83.83
5	26	E. Pantlin	Norton	10.33 4/5	82.91
6	5	R. H. King	Norton	10.41	81.98
7	27	A. J. Trow	Norton	10.45 2/5	81.42
8	21	C. C. Sandford	Velocette	10.45 3/5	81.93

Fastest Lap No. 28 D. K. Farrant—1 min. 58 2/5 secs. at 89.76 m.p.h.

Second 15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles from 351 c.c. to 500 c.c.

1	45	G. E. Duke	Gilera	9.50 4/5	88.94
2	58	R. McIntyre	A.J.S.	9.53 2/5	88.55
3	42	J. Surtees	Norton	9.54	88.46
4	36	R. D. Keeler	Norton	10.17 4/5	85.06
5	41	G. R. Dunlop	Matchless	10.33	83.01
6	32	G. T. Salt	Matchless	10.34 2/5	82.03
7	49	P. E. S. Webb	J.A.B.S.	10.34 3/5	82.81
8	43	A. W. Tucker	Norton	10.37	82.49

Fastest Lap—No. 45 G. E. Duke—1 min. 55 secs.—91.39 m.p.h.

EVENT 4 30 Mile (10 Lap) Race for Sidecars from 490 c.c. to 500 c.c. and 3 Wheeled Cyclecars up to 1,200 c.c.

1	1	P. V. Harris	Norton	23.14 2/5	75.37
		Pass: G. Holder			
2	9	W. Boddice	Norton/Watsonian	23.28 3/5	74.61
		Pass: W. Storr			
3	15	E. Walker	Norton/"W.R."	23.54 4/5	73.25
		Pass: D. G. Roberts			
4	4	L. W. Taylor	Norton/Watsonian	24.03 3/5	72.80
		Pass: P. Glover			
5	10	F. Taylor	Norton	24.39 2/5	71.04
		Pass: R. Taylor			
6	7	E. J. Davis	Matchless	25.05 3/5	69.80
		Pass: E. G. Allen			
7	2	N. E. Hicks	Norton Special	24.07 3/5	9 laps only
		Pass: T. Fairbrother			
8	6	A. H. Skein	Norton/Watsonian	24.08 2/5	9 laps only
		Pass: D. Overall			

Fastest Lap No. 1 P. V. Harris—2 mins. 13 secs. at 79.02 m.p.h.

EVENT 5 30 Mile (10 Lap) Race for Solo Motor Cycles from 100 to 125 c.c.

Place	No.	Name	Machine	Time	Speed
1	27	J. Hogan	M.V. Agusta	27.57	62.67
2	16	M. Cann	Mondial	28.03	62.44
3	33	G. Arnold	M.V. Agusta	28.33 4/5	61.32
4	24	J. J. Wood	Mondial	28.38 3/5	61.15
5	32	J. Baughn	E.M.C. Puch	30.18	57.81
6	25	W. M. Webster	M.V. Agusta	28.32	9 laps only
7	29	D. H. Edlin	E.M.C. Puch	28.41 4/5	9 laps only
8	30	J. H. V. Allington	E.M.C. Puch	29.14	9 laps only

Fastest Lap No. 16 M. Cann—2 min. 37 4/5 secs. at 66.60 m.p.h.

100 KILOMETRE (20 Lap) 250 c.c. B.M.C.R.C. CHAMPIONSHIP Race.

1	16	C. C. Sandford	A.R.T. Velocette	54.19 3/5	64.48
2	40	A. Wheeler	Moto-Guzzi	54.41	64.06
3	18	A. W. Jones	D.K.W.	55.35	63.02
4	31	E. M. Kempson	Rudge	55.45	62.83
5	26	A. A. Williams	Norton	54.45 2/5	19 laps only
6	37	W. M. Webster	Velocette	55.22	19 laps only
7	3	F. L. Fuller	Rudge	55.22 1/5	19 laps only
8	28	J. C. McCubbin	Rudge	56.13	19 laps only

Fastest Lap No. 16 C. C. Sandford—2 mins. 30 3/5 secs. at 69.78 m.p.h.

100 Kilometre (20 Lap) 350 c.c. B.M.C.R.C. CHAMPIONSHIP Race.

1	52	J. Surtees	Norton	48.45 3/5	71.84
2	28	C. C. Sandford	A.R.T. Velocette	50.00	70.06
3	71	R. McIntyre	A.J.S.	50.38 2/5	69.18
4	51	G. R. Dunlop	A.J.S.	50.48	68.96
5	55	V. T. Williams	Norton	50.48 2/5	68.95
6	18	W. Ryan	A.J.S.	50.49	68.93
7	34	D. K. Farrant	A.J.S.	51.10 3/5	68.45
8	19	J. R. Clark	A.J.S.	48.53 2/5	19 laps only

Fastest Lap No. 52 J. Surtees—2 mins. 20 3/5 secs. at 74.74 m.p.h.

EVENT 6 30 Mile (10 Lap) Race for Sidecars from 490 c.c. to 1,000 c.c. and Cyclecars up to 1,200 c.c.

1	9	W. Boddice Pass: W. Storr	Norton/Watsonian	25.54	67.63
2	10	F. Taylor Pass: R. Taylor	Norton	26.05 3/5	67.12
3	1	P. V. Harris Pass: T. Holder	Norton	26.08 1/5	67.01
4	12	E. T. Young Pass: E. A. Barrett	Triumph	28.11 2/5	62.14
5	3	G. Stuart Pass: D. Young	Norton	28.14 3/5	62.01
6	6	A. H. Skein	Norton/Watsonian	30.52 4/5	9 laps only
7	4	L. W. Taylor Pass: P. Glover	Norton/Watsonian	26.00 3/5	6 laps only

Fastest Lap No. 1 P. V. Harris and No. 9 W. Boddice—2 mins. 32 2/5 secs at 68.96 m.p.h.

500 c.c. B.M.C.R.C. CHAMPIONSHIP Race.

(Due to adverse weather conditions this event was reduced from 100 to 50 Kilometres) (10 Laps).

1	45	G. E. Duke	Gilera	23.14 4/5	75.34
2	36	R. D. Keeler	Norton	23.34 3/5	74.29
3	37	J. Hartle	Norton	24.23	71.81
4	5	R. H. King	Norton	24.31	71.44
5	2	W. R. Fletcher	Norton	24.36 4/5	71.16
6	26	E. Pantlin	Norton	24.41 1/5	70.95
7	49	P. E. S. Webb	J.A.B.S.	24.41 2/5	70.94
8	55	R. A. Rowbottom	Norton	24.56 4/5	70.21

Fastest Lap No. 42 J. Surtees—2 mins. 14 3/5 secs. at 72.08 m.p.h.

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MARSHAL'S MUSINGS

W. G. BILL JARMAN

THE "Hutch" and Shelsley Walsh have kept the Bemsee Flags flying during the past month. The Brighton Speed Trials are due to take place on the 4th of September. There is a Centre Meeting at Aintree on the 25th and the B.M.C.R.C. men are invited. Yes invited, so please procure to work the 1, 2, 3, for the Club. There is also a sporting chance of a date in October and maybe the Secretary will have some news elsewhere in this issue. Whilst on the subject of dates, don't forget the Annual Dinner is fixed for the 12th November, which is the evening before the Earls Court Show opens. As you all know, this social fixture is arranged to suit the people who come a long way, so make a note in your diary now.

* * *

May I, on behalf of the Club, take this opportunity of thanking the loyal band of regular Marshals who have helped with the Flags, 'Phones, Paddock and Travelling, etc., during the past season. The racing members know that the standards are high but that does not mean we do not intend to raise the flags still more. Marshals to Racers and back to Marshals again. Keep in touch! Do not forget the Committee were unanimous in their rating that the best jobs at our meetings must go to the members. Quite right too!

* * *

To the sporting Dealers who have entered themselves or some young man worthy of the chance, our thanks are also due. Is it too much to ask the Accessory makers to put in an entry? In case you doubt the wisdom of this suggestion, may I recall that the late King George VI, when Duke of York, had a "jockey" at Brooklands in the early 'twenties. I can also remember a T.T. entry, since the war, by the famous Castletown Brewery. The technical Press might also like the idea of having an entry or two of their very own. It's an idea anyway!

* * *

Many letters and cards have reached me concerning the 1954 "Semi-T.T." It seems that everyone is agreed on one aspect of the problem, viz., the proper Mountain Course is the *only* circuit which should be considered for all capacities, including the Sidecars. How to fit them all in is a very difficult problem, but it can be done on the Monday, Wednesday and Friday by careful timing. The Clubmans

Races would have to be held during the previous week or in September. What do you think? Anyway I am pleased to note that Les Archer is on the 1955 T.T. Sub-Committee and without any doubt his vast racing experience will come in very useful indeed. Yes sir!

* * *

Graham Walker recently paid a sincere and simple tribute to the late Denis Lashmar. He said, "Bemsee has lost the life and soul of the party". All those who knew him felt very sad when the news came through. Denis was a member of the Lashmar Theatre Ticket Agency and would always be relied upon to get seats for almost any show in town. I am assured by Mr. Lashmar Senior that B.M.C.R.C. members will continue to be well looked after by Denis's brothers. Something worth remembering.

* * *

Having recently been favoured with details of a home-made four cylinder 250 c.c. job, I am able to say that if all goes well you will see it at our meetings next year. Personally I should have thought a 125 c.c. single and a 250 c.c. twin would have been more attractive. However, I remember a remark of our Chairman, Noel Pope, who said, "A 500 c.c. Vee-eight is not impossible" Phew!! Just the job for the Salt Flats.

* * *

I have just studied the Moto-Guzzi Golden Books kindly sent to me by the one and only *Ixon*. If any manufacturer would like to see them, I shall be only too pleased to send them along.

* * *

The funniest letter for years reached me recently on the subject of blazer badges. Look out for one of our chaps with three badges. One on the breast pocket and one on each of the side pockets representing the Club, the School and the Regiment. He did not say which badge was given pride of place but I honestly think the "crossed jacks" make one of the best emblems to sew on any blazer. The transfer also makes a crash helmet look smart and some of the boys have made their "bonnets" very distinctive indeed.

* * *

It is now only too well known that the Club lost a lot of money on the 1954 Cloudburst Hutch. To the riders, especially those in the 350 race, a great tribute must be paid. (In all my long years of
(continued on page ten)

MIXTURE AS BEFORE

A. E. ROSE

ONE thing always intrigues me. We are told that there is no longer any disadvantage in using "green" oil (same as you can buy) as against using "white" oil. Certain advertisements indicate that all the best riders would think of using no other. All I can say is that there is still a powerful smell of "R" around most paddocks and I am forced to the conclusion that it is old stock being used to fire the boilers of the tea tents.

To the problems of the private owner has been added that of "to streamline or not to streamline". So many shapes and sizes have made their appearance on works machines, some to be scrapped after one or two meetings, that one cannot but think that there is a bit more to the business than merely producing a nice looking shape. It has occurred to me that the speed of the faster machines has now reached that of quite a number of aircraft of pre-war days and some of the fairing shapes which were found to be suitable for these aircraft might serve their purpose on racing motorcycles.

I was a member of a service which was supposed to specialise in slow aeroplanes and fast women. I don't think the aeroplanes were all that slow!

Anyway, the early days of the last war found me under instruction at a station run by a service which wore a lighter shade of blue. Their aircraft were somewhat faster and I'll make no compensating remarks.

I duly swallowed all the dope about aerofoil sections but my conservative mind just couldn't accept one application. Most mechanically minded people will know of the principles involved, in which the greater proportion of the "lift" is obtained by the airflow across the top surface. (See Fig. 1)

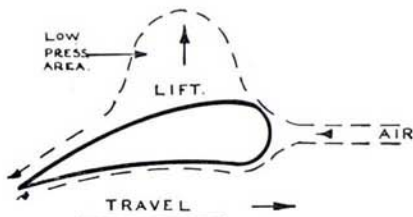


Fig. 1.

This principle was applied to cowlings around radial engines with large frontal areas of otherwise poor aerodynamic shape.

The cowling, which also formed a collector ring for the exhaust stubs, was formed into a shape called a Townend Ring (See Fig. 2)

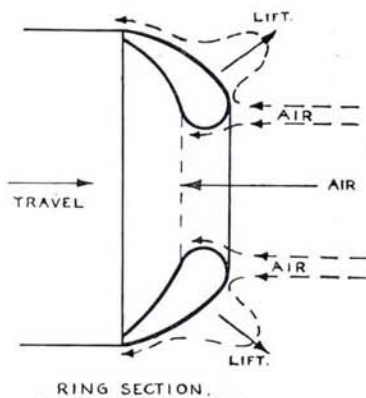


Fig. 2.

The resultant lift obtained was in the direction of travel, in short, it tended to pull the aircraft. This arrangement was generally accepted to be sound in theory and practice and the idea is revived for what it is worth.

Most of us, however, will not be travelling at speeds sufficient to exploit the value of such devices. Indeed, it was accepted for a long time that for moderate speeds the wind resistance is of no great consequence. To a great extent this depends on the power available and in my own view a machine having comparatively low power can use some form of wind cheating just as effectively as a more powerful machine normally travelling at higher speeds. Riders of "125s" who have sat up slightly when at or near maximum speed will know just how much this is true.

So I think it may well be that a few "styles" will emerge next spring. I might even have a go myself and if the net result is that it only improves the water penetration properties of the bike (shades of the 'Hutch') then something will have been achieved.

(continued on page nine)

'REV COUNTER' REPORTS

Maurice Brierley writes from Princess Ward, Hertford County Hospital, to say that he has been imprisoned there since last May and still has a long term in front of him before he can anticipate his release. The broken leg has become more complicated than was at first expected. However, we earnestly trust that everything will go right from now and that it may not be so very long before he is able to be up and about once again. Maurice is quite convinced that we are going to experience a real heat wave for next year's "Hutch" and is already plotting to get hold of a new 7R A.J.S. in time for April.

A. S. Ramanan is now back in India after an all-too-brief stay in this country and reports that there is a certain amount of short circuit racing on disused "airstrips", and that this particular branch of the sport is gaining in popularity. The Racing Season is shorter than in this country, starts in November and finishes in February, and for the remainder of the time one either gets burnt to a cinder or washed into the sea during the monsoons.

D. R. Brew our Area Rep. for Western Australia, has now left the "bush" town of Koorda and taken up residence at Pantapin and expects to be opening a motor cycle business in the small town of Kellabersin early in the new year. Mr. Brew wishes all members the best of luck and asks that if any of them find themselves in this part of the world at any time they will be sure to look in on him.

R. Leach is one of the many members who would have been assisting with the organisation of our recent Silverstone meeting had it not been for the fact that he was unfortunate enough to have met with a skating accident in which he broke his left leg in two places. Let us hope that he will be sufficiently recovered to attend our great social function, the Annual Dinner, in November.

W. De Zylva writes from Colombo with enthusiasm about a car rally which he is organising for the Ceylon Motor Sports Club. In the recent Monsoon Reliability Trial, which sounds like a real tough piece of going, 470 miles were covered in 24 hours by one driver!

The Mixture as before (continued)

A local lad who rides an old Velocette wanted to know what the term 'double knocker' meant. He nodded gravely at the explanation, murmured his thanks and disappeared. When next seen his rear mudguard sported a solitary word-- "Opportunity".

Bill Jarman joins those who point the accusing finger at the poppet valve. I am with him to some extent in so far as I feel that a decent rotary valve or valves may eventually arrive. Let's be fair to the existing valve, however. Is there any other form of mechanism which can carry out its duties under such conditions of scanty lubrication and extreme heat? Have its opening and closing varied by simple modification of its operating mechanism and fall in with all shapes

and sizes of combustion chamber? Apparently not yet. In a racing engine valves sometimes give trouble. On really hot sports engines they usually provide complete reliability. Nothing is crude until it is superseded by a more refined form and, although at the present time the valves which claim my attention are merely "holes in the wall" I take off my hat to the poppet valve as an efficient piece of machinery.

I wasn't very popular because of previous remarks regarding the speed of *some* of the expensive "125s". They say that there is something of the woman in every man and also that a woman would rather be criticised than ignored. If that is so then I should be content, but I'd still like to know just how quickly the average example does go.

NEW BOOKS

ONE OFF

by N. T. HAVART

Published by G. T. Foulis & Co., Ltd., London.

Price 15s. - 0d.

ALL THE MOTORING WORLD loves a "special" builder, whether it be a well-financed body with ambitious plans, for example, the B.R.M., or the backyard builder. There are a number of these home-built "specials" abroad on the roads, many of them "bitzas", crude or well-made according to the skill and patience possessed by their creators, but the story that lies behind them is rarely known. Why does a man build a special? What does he expect of it? How does he set about it? Norman Havart, in one of *Foulis'* new books "One Off", tells the story of his efforts at this absorbing pastime.

Havart is no novice at special building, it has, he confesses, become a habit. In "One Off" he tells how he set about the building of a Ford Ten sports car, how he married sundry standard items such as a Ford Ten engine, Standard Eight chassis and M.G. back axle, etc.

The story is presented not as a continuous narrative but as a diary, based on extensive notes which the author kept during the construction period. This unconventional presentation has its merits, for after all, a special is not built in a day or without interruption, and just what those interruptions are is amusingly expressed in such entries as:

"Thursday, August 30th. Mowed the flipping lawn."

"Monday, December 10th. Too flipping cold to do anything".

A special builder is human too, even if he spends most of his spare time in a workshop and wanders around deep in thought: "March 11th. Budget Day. Four and threepence a gallon !!! Cars are neither a luxury nor a sin and the savage imposition of a further 7½d. tax gives credence to the theory that the

Tories consider motoring to be the privilege of the wealthy who can afford to be taxed, and the Socialists who think it is a fundamentally bad thing which jolly well ought to be taxed."

All building and no play makes for monotony and a special builder must have relaxation. "We settled the terms on which we could hire the boat, . . . This was lying in about two feet of water, or rather, under two feet of water. We pointed this out to the man, who explained that he had sunk it on purpose owing to the intense heat"

"It was eventually salvaged, but . . . we asked if we could have a bilge pump instead of the small baler . . . just in case, we added, it got any hotter and we felt compelled to sink it."

Illustrations show the detail parts and structures, and photographic reproductions stage-by-stage progress as the car took shape. Finally, the vehicle was completed. The author computes that the work occupied about 630 hours over a period of 320 days, which seems an amazingly short time. It must, however, be remembered that this was not a first attempt, and experience can save a great deal of time. Subsequently modifications were made when the car underwent its tests, and later the engine was tuned to give an improved performance which gave a road speed of 80 m.p.h. Twelve months ago it had covered 18,000 miles, trouble free, and was still giving good service. A point the author does not dwell upon in any detail is the total cost, but it would appear to be that of a comparable production car less the purchase tax. If you haven't the skill and patience to construct your own special you will, at least, enjoy living through Norman Havart's year of work.

Marshal's Musings (continued)

association with the sport, I have never seen such magnificent determination under nearly impossible circumstances. Many people have told me how proud they were to have been present to witness such a grand effort. It was difficult enough to do a job of work, but to those actually racing—yes, racing—no words can describe their amazing display.

Let me conclude on a more cheerful note with reference to the number of beards now being worn by several members. As Len Taylor described it, "Let's have bigger and better beards for Bemsee barrow-boys". The rain does not hurt the face which is bearded so they say. When "Jenks" gets back from the Continent he will be surprised at what is happening at home.

ANNOUNCEMENTS

NEW MEMBERS

THE following new members have been elected:

H. R. Aldous	D. P. Legge
J. C. Annis	W. F. Mead
W. J. Biggerstaff	D. F. Maycock
F. Burgess	A. R. C. Newman
F. Butler	J. H. Salisbury
L. D. Cramp	J. C. Shepherd
A. F. de Fraine	T. S. Shepherd
E. W. Harnett,	A. S. Williamson
H. Kirby	P. Woollett
G. Lattimer	

BENEVOLENT FUND

DONATIONS have been received from the following members:

J. Anderson, P. Miles.

THE LES GRAHAM FUND

THIS month generous donations have come in from:

Sir Algernon and Lady Guinness,
W. W. Foxall R. Beecroft
D. Pickering

Mr. Tottey (as will be seen from his Cheshire Area News) has sent a further

donation subscribed by members of his Cell.

- These subscriptions have now brought the account to over £80.

OCTOBER SPRINT MEETING

SPRINT enthusiasts will be pleased to learn that the Sunbeam M.C.C. has kindly extended an invitation to all "Bemsee" members to take part in the meeting that they are organising under a restricted permit on Sunday, October 3rd, 1954. This event will take place in the Aldershot, Hants, district and will be open to the following classes—150 c.c., 250 c.c., 350 c.c., 650 c.c. and 1,000 c.c. In addition there will be special events for vintage machines up to 1,000 c.c. and another for sports machines up to 650 c.c. The course consists of 880 yards of private road, 16 feet wide and of good tarmac surface. The actual timed section is 440 yards.

Entries close on Monday, September 20th, and copies of the Regulations and Entry Forms may be obtained on application to the Secretary, B.M.C.R.C., 34, Paradise Road, Richmond, Surrey.

THE EDITOR'S CORRESPONDENCE

I would like to correct a statement which appeared in the August issue of *Bemsee*.

On page five I read: "The speed of the works machines from Germany and Italy was such that after three or four laps they were lapping even the works E.M.C. jobs ridden by Fred Burman and R. J. Marrion - -".

Unfortunately I ride my own machine and was self-entered. On second thoughts maybe I was fortunate in so much that I completed four laps more than the "works jobs". Incidentally the Puch is now up for sale with a spare engine, frame and tank. Any offers?

Anyway, many thanks for a good "Mag" every month,

Bilston.

R. J. Marrion

THE news of Denis Lashmar's death came as a great shock to me.

Denis was a first class sport and rider. His cheery manner and willingness to enjoy everything and never be upset should

things not be just to his liking, was a tonic. He had all the guts in the world and knew only one way to ride—as best as he could.

Two memories I have of him are:

At Silverstone Saturday this year. In his race kit as a sidecar passenger, he performed some beautifully light ballet steps in the paddock. Then, in the race, every time he passed the timing box his head was jammed in the sidecar "body" and his legs were lifted erect in the "V" sign. At one of the Kensington Dinners, he started performing a "dance of the seven veils" and my sister very primly rushed in to give him the checkered flag as he was about to start an eighth lap.

We shall miss him and his crackers and his practical jokes at the dinner this year. Our sympathy goes out to his relatives in their sudden loss, but he came to us as a brilliant ray of sunshine in a gloomy post-war sky. We shall never forget him.

Ross-on-Wye.

Cliff Lewis

MINNIE GRENFELL MEMORIAL TROPHY

Placings and points gained in the competition for the above Trophy up to and including the B.M.C.R.C. "Metropolitan Meeting" at the Crystal Palace on 17th July, 1954.

Points are awarded as follows:— Win—5; 2nd—4; 3rd—3; Start—1.

A member's best performance only is taken into consideration, i.e. one race per meeting.

(Please note that these are the revised positions because of certain regrettable errors that occurred in computing the marks, and which were published in the July issue of *Bemsee*.)

W. Boddice.	17 Points.	D. Parkinson.	K. C. Charles-Batson	P. Bagshaw.
J. Surtees.	16 Points.	N. J. Price.	F. Bishop.	S. T. Barnett.
M. Cann.	15 Points.	F. A. Rutherford.	D. G. A. Clarke.	P. L. Burridge.
P. V. Harris.	13 Points.	W. Ryan.	S. Cooper.	D. Baker.
J. R. Clark.	12 Points.	C. F. Salt.	G. Coles.	A. Bennet.
F. Taylor.	11 Points.	C. C. Sandford.	R. Dowty.	I. D. Banks.
D. T. Powell.	10 Points.	R. J. Standivan.	R. L. Dawson.	J. F. Blake.
P. H. Tait.	10 Points.	A. R. Singer.	G. M. Dell.	J. D. Brindley.
E. S. Oliver.	9 Points.	F. D. Booth.	S. J. Dibben.	J. Bottomley.
M. P. O'Rourke.	9 Points.	D. G. Chapman.	C. Ellerby.	N. A. Bedford.
F. G. Ferris.	9 Points.	B. R. Cortvriend.	R. Odgen.	K. Barfoot.
E. Walker.	9 Points.	R. Charlton.	J. A. Edwards.	P. M. Brambleby.
W. R. Amm.	9 Points.	D. Davies.	J. H. Evans.	M. R. Baigent.
G. E. Duke.	8 Points.	D. H. Edlin.	P. Evans.	K. R. Campbell.
G. B. Tanner.	8 Points.	W. R. Fletcher.	K. J. Faulkner.	C. E. H. Collett.
R. Gold.	8 Points.	H. L. Frain.	M. W. Fordham.	C. R. Collier.
C. R. Dunlop.	8 Points.	T. E. Fenwick.	L. J. French.	E. F. Cope.
C. Hale.	8 Points.	R. J. Ford.	F. M. Fox.	J. R. Cridland.
B. H. King.	8 Points.	N. E. Hicks.	H. R. Gibson.	P. Clements.
A. King.	8 Points.	T. McGrath.	P. M. Hall.	H. J. Cox.
L. D. Larque.	8 Points.	B. W. T. Rood.	R. E. D. Harrison.	P. Cooper.
E. Pantlin.	8 Points.	B. Rimes.	R. J. Harrison.	E. Cheers.
E. W. Tinkler.	8 Points.	J. A. Storr.	R. J. Haydon.	R. H. Dale.
W. M. Webster.	8 Points.	W. R. Smith.	F. E. Heath.	K. S. Daws.
E. J. Washer.	7 Points.	B. Shaw.	J. Hedley.	A. P. C. Dixon.
G. Arnold.	7 Points.	C. Ubbuali.	R. Harris.	W. H. Dixon.
J. Beeton.	7 Points.	R. F. Upham.	H. Hulme.	D. C. L. Dalziel.
J. Baughn.	7 Points.	H. Williams.	H. J. Kemp.	W. E. Dow.
P. H. Carter.	7 Points.	M. D. Arnold.	R. H. King.	A. Ellis.
J. W. Dakin.	7 Points.	G. E. Brayne.	B. Kershaw.	A. A. Fenn.
D. K. Farrant.	7 Points.	R. Castle.	P. M. Knocker.	J. W. C. Fisher.
G. T. Salt.	7 Points.	L. A. Dear.	G. E. Leigh.	P. P. Ferbrace.
I. F. Telfer.	7 Points.	T. F. Davies.	W. J. Maddrick.	T. B. Fell.
R. Gaunt.	6 Points.	J. R. Dendy.	L. G. Morris.	D. J. H. Glover.
A. W. Jones.	6 Points.	R. P. Fordham.	E. J. Main.	C. G. Griffiths.
S. Cooper.	6 Points.	H. S. Hall.	A. F. Martin.	J. T. Griffiths.
C. Smith.	6 Points.	J. B. Hyde.	P. J. Marsh.	R. Goodwin.
I. W. Taylor.	6 Points.	D. J. Jarman.	J. R. McGeagh.	M. W. Garner.
G. J. Tanner.	6 Points.	A. Jefferies.	S. Palmer.	F. P. Heath.
A. A. Williams.	6 Points.	A. G. Johnson.	J. G. Peacock.	A. V. Heggbourne.
R. H. F. Anderson	6 Points.	D. W. Johnson.	H. A. Pearce.	V. J. Holcroft.
D. Bolton.	6 Points.	E. M. Kempson.	R. W. Porter.	W. L. Hordley.
R. Coleman.	6 Points.	I. L. Lloyd.	G. J. Penn.	J. B. Hill.
F. J. Davies.	6 Points.	G. Monty.	B. S. Radford.	E. Houseley.
R. G. Douglas.	6 Points.	J. Narraway.	J. Swanborough.	P. J. Hersey.
G. N. Ewer.	6 Points.	T. H. Phillipson.	A. H. Skein.	S. C. Hollis.
B. Freeston.	6 Points.	C. H. Rhodes.	B. P. Setchell.	S. R. Hawkins.
R. E. Geeson.	6 Points.	B. W. Turner.	D. D. Snow.	R. E. Hamblin.
J. A. Hogan.	6 Points.	R. A. Rowbottom.	A. M. Sutton.	F. W. Johnson.
J. Hartle.	6 Points.	A. E. Rose.	J. A. Thompson.	D. W. Jones.
R. D. Keeler.	6 Points.	R. H. Smith.	R. Touche.	N. R. Jacobs.
A. W. Kimber.	6 Points.	A. Scholfield.	A. W. Tucker.	S. Kershaw.
D. G. Lashmar.	6 Points.	J. D. W. Saunders.	K. H. Tostevin.	F. O. C. H. Keeling.
W. R. Marley.	6 Points.	C. A. Surrudge.	C. A. Thurston.	A. L. Knight.
R. J. Marrion.	6 Points.	A. H. Taylor.	T. H. Price.	J. R. G. Lanyon.
R. McDonald.	6 Points.	J. Watson.	R. Thompson.	W. Lilley.
R. M. McIntyre	6 Points.	W. H. Wilshire.	R. C. Vallance.	S. F. Lewis.
		P. B. Walker.	G. W. Walker.	C. M. Luck.
		W. N. Webb.	J. S. Wilson.	R. Lawton.
		M. C. Tomkinson.	E. H. Willis.	G. A. Longman.
			K. Willis.	H. Lyme.
			F. E. Williams.	K. W. Manning.
			J. F. Wilkes.	P. H. Marriott.
			J. J. Young.	P. Minion.
			W. R. Anderson.	B. J. B. Morle.
			A. J. Avkroyd.	R. H. Madson.
			M. S. Brierley.	Mygdale.
			J. Boulter.	W. B. Martin.
				J. S. Moore.

(continued on page thirteen)

AREA NEWS

CHESHIRE CENTRE

G. E. Tottey

A meeting was held at the *Shrewsbury Arms* on July 21st, and was very well attended, the better attendance than last time no doubt being assisted by the fact that the practice of sending out individual notices had been resumed.

The Les Graham Fund is going on nicely, a second instalment of £7.7.0 having been forwarded to head office, bringing our total to that of £29.13.0.

The following is the second list of subscribers:—

N. M. Milligan.	E. Lambert
Victor Horsman, Ltd.	L. Cramp
A. R. Quinn.	A. Valante
Sales staff of Victor Horseman, Ltd. per A. R. Quin	

Nothing of special note was brought up but there was a good deal of constructive criticism concerning a meeting held recently in our area, but not organised by "Bemsee", and several members who had competed were hoping we could perhaps help the officials ourselves as they had a great deal to do with not enough helpers.

F. R. Walley's fishing goes on apace. He and a friend have been to Windermere, this time fully armed for an onslaught on pike and very successful it was, six large ones being landed, the largest of which was no less than 29½ lbs.

A welcome visitor was member J. L. Wallis who is a seafarer and is generally somewhere between here and Australia when our meetings take place.

For once, however, he was home and has a month's leave this time, some of which he is spending giving us a very helpful hand on the farm, as we try and get some hay baled in this dreadful season we have so far had.

I often feel that a season like this is when some of those who talk about

featherbedding farmers should come and have a go themselves and see how easy it is. And if they were financing the job their bank balance would suffer a bit, as well as their muscles.

This is being written at the end of July before the Hutchinson 100 meeting, which will at least give me a chance to forget farming for a bit and cheer myself up.

At times it is difficult to get up-to-date news in the magazine because when our meetings work round towards the end of the month, it is the month after next before any news of it can get in the magazine as it closes for press on the 19th of the month.

The meeting to which this refers is of course July 21st., which cannot get into the magazine before September. In the same way the meeting on August 25th will have been held before this is published and will not be in the magazine till October.

★ ★ ★

SURREY

W. G. Bill Jarman

SURREY and Kent Members are invited to a star-studded social at the M.P. Club at Hayes, Kent, on the 11th September. All proceeds will go to the Les Graham Memorial Fund. Wear your Lapel Badge or carry proof of membership. Edna Graham has kindly consented to attend and present the prizes so generously given by the Dealer Members.

There is a long standing arrangement whereby members and their ladies can meet at the *Winning Horse* at Claygate on the last Thursday in the month.

Ben Well still presides over the *George* in the Market Place at Epsom and he welcomes members at any time (unless he is at Silverstone or the Palace).

Minnie Grenfell (continued)

A. T. Morgan.	R. A. Russell.
F. A. Meggett.	R. J. Ramsden.
J. C. McCubbin.	G. B. Rudd.
G. A. Northwood.	R. B. Renson.
W. W. Newman.	E. P. Rigby.
Lt. Col. E. C. Nicholls.	R. E. Smith.
B. Ormand.	R. R. C. Smith.
D. F. Peacock.	J. I. Sparrow.
W. D. Reid.	D. M. Spencer Smith.
F. A. Robinson.	G. Stuart.
D. R. Rose.	D. Saunders.
R. H. Rudge.	J. C. Smith.

F. E. Taylor.	T. A. Ward.
D. A. Tutty.	H. L. Williams.
K. E. Tully.	V. T. Williams.
J. Ferry.	A. J. Wellsted.
B. J. Thompson.	S. Wilcock.
H. T. Tyson.	C. H. R. Warner.
M. J. Thomas.	D. Walker.
J. R. Thurston.	F. Wakefield.
F. Travis.	P. J. Walsh.
T. H. Thorpe.	
A. J. Trow.	
J. A. Viccars.	

SPRINT MEETING STAVERTON AIRPORT

(Cheltenham Motor Club, Sunday, Aug. 8th)

RESULTS

Event 1. Allcomers 150cc. class.

*1st ... P. Preece ... B.S.A. 149cc. ... 30.5 secs.

Event 2. Clubmen's 151 350cc. class.

1st ... P. Beighton ... Norton 350cc. ... 30.5 "

2nd ... L. Hughes ... B.S.A. 348cc. ... 31.2 "

3rd ... C. Evans ... Excelsior 248cc. ... 32.4 "

Event 3. Sidecar and Cyclecar class (unlimited).

*1st ... C. Hale ... Morgan 994cc. ... 32.2 "

2nd ... L. Collins ... Velocette S/car 495cc. ... 34.8 "

3rd ... J. and W. King ... Morgan 996cc. ... 32.2 "

Event 4. Clubmen's 351-500cc. class.

1st ... J. Weir ... Rudge 500cc. ... 30. "

2nd ... S. Johnson ... Norton 490cc. ... 30.8 "

3rd ... L. Langridge ... Triumph 498cc. ... 31.6 "

Event 5. Vintage class.

*1st ... M. Tomkinson ... Velocette 349cc. ... 26.8 "

2nd ... F. Cramp ... Velocette 348cc. ... 28.2 "

3rd ... F. Coles ... Norton 490cc. ... 29. "

Event 6. Racing Class up to 250cc.

*1st ... J. Terry ... Ariel 250cc. ... 29. "

*2nd ... F. Wallis ... A.J.S. 249cc. ... 29.2 "

*3rd ... G. Coles ... Rudge 250cc. ... 30.4 "

Event 7. Racing Class 251-350cc.

*1st ... D. Powell ... Norton 348cc. ... 26. "

*2nd ... P. Tait ... Norton 348cc. ... 26.4 "

*3rd ... M. Tomkinson ... Velocette 349cc. ... 26.8 "

Event 8. Racing Class 351-500cc.

*1st ... F. Wallis ... A.J.S. 497cc. ... 24.8 "

2nd ... H. Voice ... Excelsior 498cc. ... 26.2 "

*3rd ... M. Tomkinson ... Rudge 499cc. ... 26.2 "

Event 9. Racing Class (unlimited).

*1st ... D. Powell ... Norton 499cc. ... 24.6 "

*2nd ... G. Brown ... Vincent Sp. 998cc. ... 24.8 "

*3rd ... P. Tait ... Triumph 500cc. ... 25. "

Fastest time of day put up by G. Brown in a heat (24.6 secs.) and D. Powell in final (24.6 secs.) both in Event 9.

* Bemsee Members

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Ardeley, Nr. Stevenage, Herts.

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COMING EVENTS

**ANNUAL DINNER
& DANCE**

November 12th

The eve of the Motorcycle Show

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