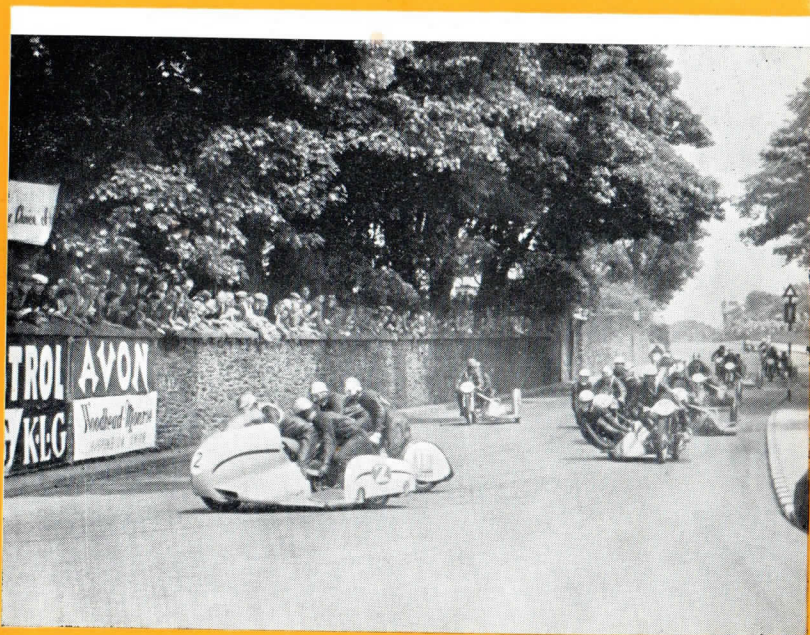




Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 7. No. 8. AUG. 1954. ONE SHILLING



(Photo: Salmond)

SIDECAR T.T. Eric Oliver and Pip Harris lead the field into Parkfield Corner

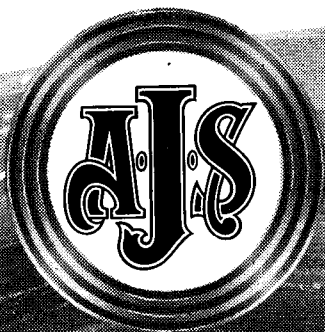
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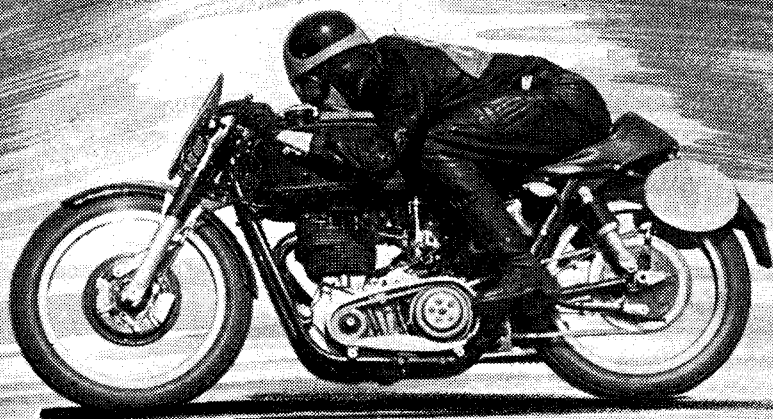
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Vol. 7. No. 8. AUG. 1954.

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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Denis Lashmar

ON Sunday, July 25th, Denis Lashmar was killed whilst taking part in the German Grand Prix at Solitude. The accident occurred in full view of the pits on the penultimate lap of the race, and on the last but one bend of the circuit. He was thrown into the side of the road and died instantly.

Denis was a regular competitor at our race meetings and rarely missed a social function. We have good cause to remember his generosity. It is doubtful whether he had an enemy in the world, for his cheerful disposition and smiling face endeared him to everyone. His happy-go-lucky manner never left him whether he was enjoying a hard-fought race or wrestling with a recalcitrant machine in the paddock, and his dashing style of riding often placed him amongst the leaders, even though their models might be faster.

On one occasion, when asked what he could do, his reply was, "I can sell theatre tickets and jump out of aeroplanes," and he was in fact a 2nd Lieutenant in the Parachute Brigade.

His greatest racing success was his victory in the 1000 c.c. Clubman's T.T. He won the race at a speed of 73.3 m.p.h. on a Vincent H.R.D. when several others had run out of petrol. Afterwards, he admitted that the irksome restraint of travelling slowly to reduce petrol consumption was worth while, even though it did rob him of a high-speed blind round the Mountain T.T. circuit. He also rode in the International T.T. races in 1951, '52 and '54. His best performance was in the 1951 Senior T.T. when he finished 13th on a Norton. This year he won a Silver Replica in the Junior T.T. but missed a Silver in the Senior race by a few seconds.

One of his finest triumphs as a motorcyclist was in a short film in which he gave a hilarious portrayal of a rider journeying to Brands Hatch.

With his death "Bemsee" has lost one of its keenest members, a genuine private owner who rode for the sheer joy of travelling fast. To his parents we offer our sincere sympathy in their sad loss.

THE TOURIST TROPHY RACES—1954

BILL SALMOND

SEVERAL interesting things were spotlighted in the Isle of Man this year, not only with regard to the first appearance for most of us of the new racing designs as carried out in different ways by different factories, but also one or two items that we had perhaps rather taken for granted.

It can hardly be denied that the weather on Senior day presented quite a problem to the Officials concerned with the responsibilities of the meeting, but neither can it be denied that there seemed to be a total lack of clear cut plans made in advance to cover all contingencies. My dictionary, by the way, defining 'Contingency' as 'A possible occurrence.'

One would have thought that by now, after so many years' experience, the Auto-Cycle Union would have a sort of Table of Alternatives to bring into effect the moment any bothersome situation arose. I heard many voice the opinion that the roads *had* to be open to the public by 4.30 p.m. whatever happened; this is quite wrong in actual fact, and quite apart from the normal legislation on this particular point, the Lieutenant Governor of the Island can, by simply signing a paper, extend the closed road situation for the rest of the night if necessary.

However, one is still reading abusive letters to various Editors on the faults of the Stewards of the Meeting over this matter, so let us hope that this ill wind blows up some answers for the next time and leave it at that — for now!

A further point that appeared to have been overlooked by the riders themselves, was the ruling that the Organisers can curtail the length of the race even after that race has started. One would think that perhaps the best plan in bad weather would be to arrange for the refuelling stop to be made after the minimum qualifying distance for the race has been run, just in case there is a curtailment. I know that I personally doubt whether we shall again see a works rider refuelling early in the race if the weather is on the dodgy side.

Quite obviously then, it looks as if a Table of Alternatives is just as necessary to the competitor as it is to the organiser—the Boy Scout motto "Be Prepared" is a pretty sound one, whatever you do.

The Practices.

The outstanding impression at the beginning of the practices this year was the great increase in the number of one-piece racing leathers that were to be seen — both in genuine leather and approved synthetics. Although this demonstrates a praiseworthy getting down to the scientific aspects of racing in the Ducal style, one notes that many of these new suits of 'Protective Clothing' would appear to offer very little protection should it come to the test.

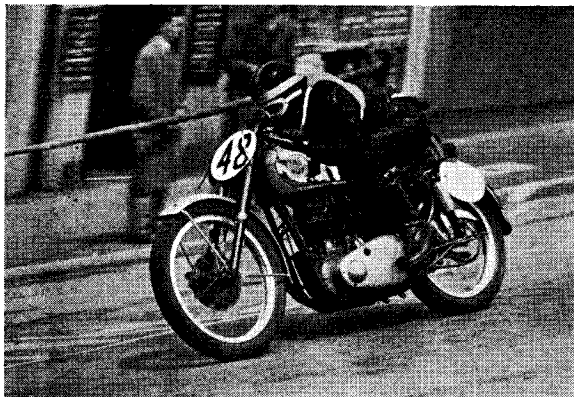
However, the simultaneous appearance of the new machines, with their tendency to enclose the rider more and more within the streamlining, offer the hope that it will gradually be entirely up to the machine design to take care of the entire problem of streamlining; the rider being once more able to wrap himself up in the protection of a good sturdy horse skin, well padded in the right places. When 250's start lapping at over the 90 mark on this course, the consideration of weight of clothing looks as if it can soon be more or less ignored.

Incidentally, several riders were not allowed to start practising as their suits had not been approved officially, so the question is fully appreciated in official circles.

First man away this year was our own John Surtees, who turned up at 4.10 to make sure of an early start, and first 250 away was another young enthusiast member noted on the programme as E. F. Cope. Frank ran out of juice at the Mountain Box later, and if he pushed his Featherbed (yes, a cut down job) back all the way for his Cadbury's, he sure earned it that morning!

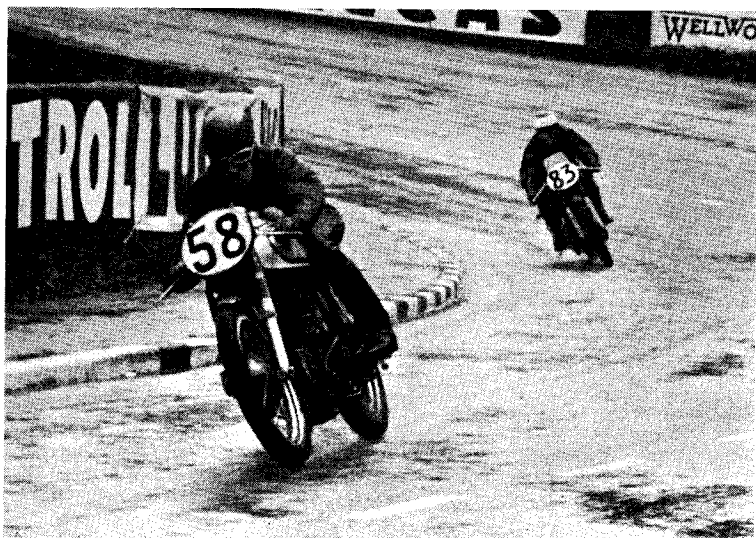
The next morning it was Charlie Salt who got going first, but Frank was again the first 250 — with lots of petrol. Bob Ingram drew quite a lot of comment that day too with his front fairing and competent style.

The third session was a Clubman one, and the club were again first away with Freddie Wallis, and well in the news, thanks to P. H. Tait pulling off an 81 m.p.h. lap, and Alistair King a real snorter at 83.25. Later that first week he got within 2 secs. of the record and Phil Palmer knocked 15 secs. off the Junior fastest yet! Shades of things to come indeed!



*J. R. Thurston (348 c.c. B.S.A.) on
Bray, Junior Clubman's race.*

(Photo: Salmond)



*Racing in the Rain. E. Pantlin (Norton) and G. T. Salt (Match-
less) leaving Braddan Bridge during the Senior T.T.*

(Photo: Salmond)

The second week saw Messrs. Wallis, R. Thompson and a few other unlucky ones out of it for this year, but Bob McIntyre back in after finding an oil patch at Sarah's Cottage that put him out the preceding week. Much concern was expressed by members at A. R. Singer's progress in hospital at that time having clouted his head good and hard at Hillberry. Jerry Clark was justifiably honoured by appearing behind a reserve plate on a 500 Ajay on the twelfth session on Friday morning and Germany's Werner Haas broke the 250 lap record without any comebacks despite it being the thirteenth time it had been done during practising to date.

Eric Hardy not only survived a seized Montesa at Hillberry without too much damage, but when I commiserated as he was being loaded into the ambulance for a check over at Nobles, he quoth with great philosophy that he felt that he could hardly grumble at one little spill, seeing that it was his twentieth T.T. ride. He was smoking quite contentedly as the doors shut on him, and I was once again reminded of the enormous debt the sport of motor cycle racing owes to such doughty and persistent characters as that, for although they do not often appear on the latest works fire-engines, they supply a really tremendous interest in getting the older machines to lap faster each year, sometimes against heart-breaking drawbacks. The inside story of most of the non-leader board runners is perhaps the *real* story of racing if we come to weigh it up.

Finally, it was most fitting that it was Eric Oliver himself who led the first sidcars away after an Island lapse of 29 years since the chairs had been seen in action.

It was also a Bemsee man who wound up the practising in that the last man to finish a lap on the T.T. Mountain course on the Saturday was D. H. Edlin on his Melem Special — that morning being notable in seeing the first lap at over 90 by a 250; quitg right, W. Haas (N.S.U.)

The Junior Clubman's Trophy Race.

One eye-opener for this, the first race of the 1954 series, was the manning of the scoreboards by Officer Cadets from R.A.F., Jurby, instead of the traditional Boy Scouts, who were still at school until the following week. Then there was a postponement, to give warning of the tricky weather that June—but only in this case for 15 minutes to allow the last wisps of mist to clear from the mountain section.

Geoff Arnold, who has quite a bit of experience of the T.T. course, fairly shot round for his first lap to take the lead at 81.71 m.p.h. G. B. Tanner, also topping the 80 mark to lead the Norton mounted contingent in 5th spot on the leader board on lap one. Out of it early on was A. F. J. D. Martin with either a missing wheel nut or an inoperative back brake — I heard both and forgot to check on it. Lap 2 saw Tanner move up from 5th to 4th spot, Arnold still in the lead and D. A. Wright off the leader board altogether after holding 4th position. Lap 3 saw some real tracking for 350s and leader Arnold shot from 1st to 6th spot despite a 28.26 lap! Tanner was in 5th berth again whilst Desmond Wright was back in 4th position having lapped in 27.23.

The final lap saw some terrific motoring for standard (?) 350s — Geoff Tanner knocking 40 seconds off the 1953 record lap, only to be finally bettered by Desmond Wright's 42.2 second improvement, which turned out to be the new record lap at 83.05 m.p.h. Seeing that Desmond is a brother-in-law of Geoff Duke, maybe it is to be expected! The final effort of Phil Palmer — who probably owes quite a lot to fellow Wakefield dweller Denis Parkinson — was enough to maintain his leading position to still win by 12.4 seconds. A nice tight race that maintained interest throughout.

The Senior Clubman's Trophy Race.

Dave Chadwick, G. W. Walker and J. Hedley were out of luck at the start on quick getaways, but both Alistair King and P. H. Tait made remarkably swift disappearances towards Bray Hill. The race itself was run at a really smart pace this year, and it seems almost incredible that the first 15 finishers would all have qualified for Replicas in the 1950 Senior T.T., which Duke won at an average of over 92 m.p.h.!

I met poor A. Johnstone at Cronk-ny-Mona; his mag was hanging on by mostly good luck, and that was his race over after only one and a bit laps. Messrs. G. J. Turner and S. T. Seston managed to complete two laps apiece, whilst G. W. Walker had the bitter experience of getting through 3 laps before finding he was not going to get past Guthries. Bad luck, Bloques!

Alistair moved fairly steadily up per 3rd, 4th, 2nd to his final win at record speed, turning in a prodigious last lap at 87.02 m.p.h. to set up a new record lap

as well. Likewise, Mr. Tait clung with great tenacity to his hold on the leader board, finishing at over 84.5 m.p.h. in 6th berth.

The Ultra-Lightweight T.T.

The first motor cycle race ever on the new Clype Circuit was notable for the feet-apart battle throughout between Carlo Ubbiali (M.V.) and Austrian Rupert Hollaus (N.S.U.), which the latter won by 4 seconds. Cecil Sandford managed to bring his 5-speed gearbox works M.V. into 3rd position, and that was the best that a British rider could do in this, the class 'most owned' by the foreign contingent.

In the first lap, Frank Cope was out at Hall Corner with chain difficulties, and Bill Lomas stopped at his pit with candle trouble that delayed him for over a minute. Denis Lashmar (who took over the L.E.F. after Vic Willoughby pranged), also had to pull in at the pit in the early stages to work on the model. Ivor Lloyd (M.V.), was causing a lot of favourable comment from knowledgeable onlookers by his stylish performance, and Brian Purslow (M.V.) was another who was putting up a consistently good set of laps not far behind him.

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. Jimmy Thomson also saw the leaders sweeping past at around that stage, but it did not appear to detract from his enjoyment of his dicery one whit. Lashmar had to retire at the pits as the doughty little L.E.F. was finding something too much for it around the mid-race mark, as also did Bill Lomas on the streamlined M.V. A pity as, with its 6-speed gears, it was a 'potential.'

The Montesa of Juan Gracia from Gibraltar — or "John Grace" as he calls himself in the U.K. — was one of the really new machines circulating, and must surely be the quietest two-stroke that ever was. Dicing merrily with him for much of the race was Bill Webster, who firmly refuses to take the slightest notice of anno domini, and tucks down behind his windshield with obvious enjoyment at his somewhat modified 'counter' M.V.s performance.

Double World Champ (Tiddler classes) Werner Haas retired when he fell off the second time and bent the model somewhat, but N.S.U. honours were being upheld by team-mate Hollaus, despite all

Carlo's efforts on the sole remaining streamlined M.V.

There was nearly a debacle at the end of the race when Ivor Lloyd was given the chequered flag after 9 instead of 10 laps and he only went out to finish properly thanks to Reg Marsh, who had kept a correct check on his lad's progress and chased him back onto the road. Grace was also incorrectly flagged off, but all was righted more or less by the Stewards crediting them with their average speeds for the first 9 laps. Anyway, much credit to Cecil Sandford, Ivor Lloyd and Brian Purslow on their respective 3rd, 5th and 6th placings with replicas; to Bill Webster and Jimmy Thomson for both finishing; and hearty congratulations from all of us to Ivor Lloyd, Brian Purslow and Jimmy Thomson, the official B.M.C.R.C. Team, who won the Club Team Prize for us.

The Sidecar Tourist Trophy Race.

The Fourth Sidecar T.T., 29 years after the third, and with a girl amongst the crews! No wonder there was more than usual interest in this race from an historical, technical and daily press point of view, and on a new course at that.

Like the 125 c.c. event, it was a mass start and saw Eric Oliver into the lead to take the first corner at Parkfield within a couple of hundred yards, a position that he held throughout the race — even including the extra lap he completed before receiving the chequered flag. This was a new ruling that resulted from the mornings mess-up where the flag is given to a finisher who is amongst a group of one-lap-to-go merchants. The new scheme being that the riding number would be displayed as usual but that the flag would not be waved if it was likely to be seen by other competitors who had not at that time actually completed the course. Seemingly the lesser of the two evils! At least, in the official view.

His early lead allowed Oliver to lap just quick enough to stave off any close challenge, and his fastest lap at 9 mins. 9 secs. was without once really exerting his outfit or crew. He had told me the previous week that he reckoned he could lap at 9.5 if necessary, and I would not be surprised if we might not have seen the 9 minutes beaten by him if he had been trying.

Cyril Smith and Pip Harris demonstrated the best style from a normal riding attitude—Eric using the kneeling position in his streamliner — and it was very bad

luck on Cyril that he developed engine trouble and was forced to retire after only three laps. Pip too, was out of it two laps after that, having clouted the bank at the Northern part of the course or finding engine trouble — both reports were circulated, so you will have to ask him; could not find him myself.

Practically the whole of the British entries were Club members, so the regular reports will give the rest of the story, but I would like to mention the great-hearted effort by Bill Boddice and passenger Bill Storr, who turned the outfit over at Cregny-Baa around the sixth or seventh lap and went on, not only to finish, but to win back their 6th spot on the leader board after stopping at their pit to wipe oil off the mount. A stout effort, as they had to fight away from the closing stages bunch they were in, consisting of Jack Beeton, Ernie Walker and Frank Taylor, who finished after the Boddice outfit in that order.

Got to know Fritz Hillebrand and crew quite well during their visit to the Island and at the later held Ulster G.P., and can understand the 'barrow-boys' liking for that amiable little equipe.

The Lightweight Tourist Trophy Race.

The French G. P. gave us the lie of the land as to whether the N.S.U. Werke or Moto Guzzi were going to be THE 250s this year, and the pitiful 3-lap T.T. confirmed it. With Fergus Anderson lying 3rd on the mountain on the first lap of this massed start race, it did look as if the wily Scot might offer a challenge until we heard that he was about 26 seconds behind the leading Haas, and then he made up 7 seconds of this deficit from Creg to the pits. A negative of mine taken at the bottom of Bray at the beginning of the second lap shows Anderson's rear fairing flapping in the breeze, so the reports that this started to beset him later in this lap are wrong — even so, it is doubtful that he would ever have caught the fleeing Haas who got quicker the longer he rode.

Arthur Wheeler was putting up a great show in trying to catch the works machines ahead of him, but although he got down to a flat 27 mins. for his second lap, it was nothing to worry the 25 and finally 24 and a bit minute laps of the works contingent. He well earned his sole private owner Silver to be awarded though, and on a home-tuned machine at that.

Poor Frank Cope was once more out of luck (a run that even followed him

round at the Ulster later on), and dropped out with a split petrol tank at the end of the second lap. Eric Houseley and Ray Petty steamed along in fine style, Eric getting his Velo away from Ray, who was having a grand dice with Ivor Lloyd — Ivor having the slight edge with his M. & F. Excelsior over Ray's backward-leaning Norton Special with full side fairings. The last lap saw Arnold Jones out with oiling troubles and Ivor Lloyd forced to retire at Glen Helen with engine trouble, bad luck after such a creditable effort.

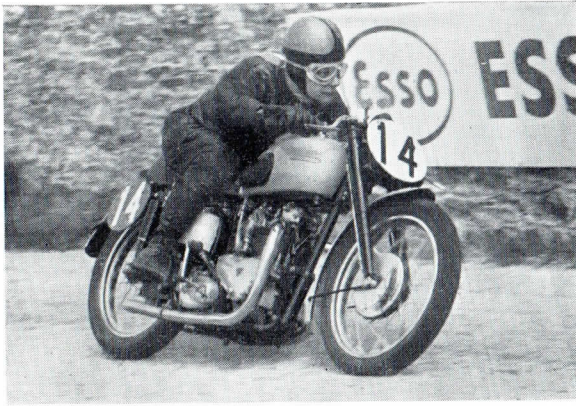
Arthur Wheeler brought his Guzzi home heading the private owners, over 6 minutes ahead of the next man, Eric Houseley, whose Velo was the first British machine to finish — 13 minutes and 13 m.p.h. behind the winner. Ray Petty filled 9th spot with J. G. Horne in 10th just outside replica time.

The Junior Tourist Trophy Race.

I doubt that there was a single true enthusiast who was not delighted at the success, after so many near misses, of the persistent A.J.S. camp when Rod Coleman brought one of their beautiful little treble-knocker machines in to a T.T. win in the first of the 1954 International series. The questionable new policy of the A.C.U. had shortened the race this year to only five laps—no one seems to be able to explain why satisfactorily—but even with this considerable reduction on the strain to the machines, mechanical failures were abundant throughout the field. No manufacturers team finished the race complete and both the highly fancied Guzzis were out with alleged engine trouble before 4 laps had been completed.

Ray Amm, 'Skipper' of the Norton official team, set a new lap record at 23.56 (94.61 m.p.h.) on his third lap, but was out of it near Handley's Corner on the last lap when a valve cap disintegrated—rotten luck for him after leading the race for nearly an hour and three quarters of its two hour and three minutes duration.

Denis Lashmar and Ernie Barrett had starting troubles, while Brian Purslow failed to get further than Quarter Bridge, where he had to retire with mechanical trouble. Ross Porter also oiled a plug at the start to get away later on. Dropping out during the first lap with assorted snags was the luckless Frank Cope, Terry Shepherd and Norton teamster Jack Brett, whose electrics were said to have failed. Lap 2 saw Rod Coleman, Jerry Clark, Bill Lomas, Charlie Salt, Mike O'Rourke, Albert Moule, Joe Glazebrook, E. A. Lav-



(Photo: Salmond)

E Cheers whips his Triumph round Cronk-ny-Mona during the Senior Clubman's race.

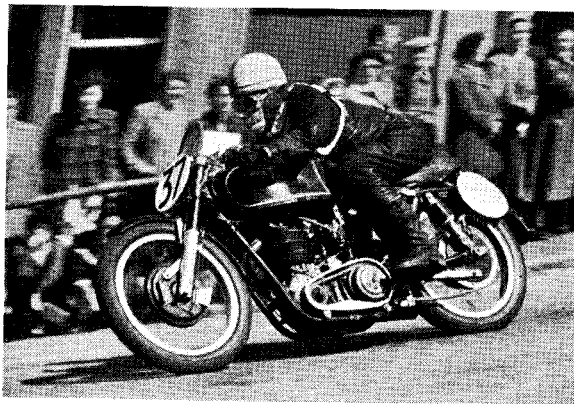
ington and Sam Cooper all make their fastest lap of the race, so it looked as though most of the Bemsee members were going to race as hard as they could while the going was good. Our officially nominated team were Phil Carter and John Surtees on Nortons and Mike O'Rourke on his Ajay; a team that were quite capable of holding their own with any opposition. Unfortunately, this lap also saw the retirement of Phil Heath, W. C. Hancock, Ernie Barrett and Frank Fox, not to mention race leader Fergus Anderson, who thus let Ken Kavanagh into the lead. Ray Amm was beginning to warm up and ended the lap dead-heating with Kavanagh. Lap records were being set up by several of the works boys by now, the record being broken no less than eight times during the five laps.

Sam Cooper had it during the third lap when he spilled at Signpost and Frank Cope appeared on the pillion of the Travelling Marshall back at the grandstand, beer tents, etc. Sensible fellow! News came through then that Bob McIntyre had not reached the third lap as he had retired at Sulby Bridge with engine trouble. Bob Keeler, who had pipped Derek Farrant by one second on the opening lap had lost it again on the second to dead-heat for 4th place and by the end of the third, found himself nudged down to 5th, as Derek

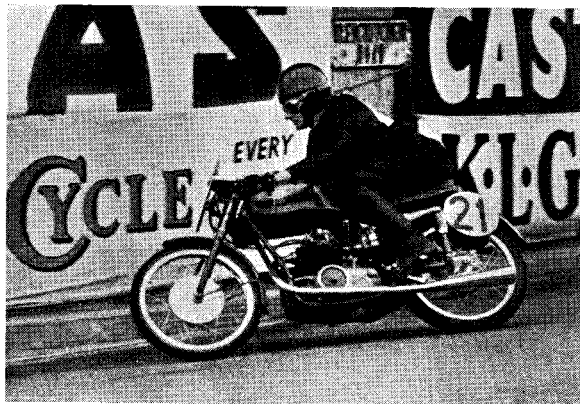
beat his third tour by one second in revenge.

Lap 4 saw Dickie Dale refuel his 4-cylinder 350 M.V. in only 15 seconds, Ray Amm 58 seconds in front of Kavanagh, who spluttered into the pits at the end of the third lap and retired anyway, leaving Rod to move into second spot 69 seconds behind Ray and 85 seconds in front of team-mate Farrant. Bob Keeler on the official Norton was only one second behind Derek at the end of lap 3, but dropped a further four seconds back by the end of the fourth lap. Ray had also increased his lead on Rod to 96 seconds when he started his fateful last lap!

Having a fairly early starting number (32), it was not long before news of Ray's retirement was known, and when it was realised that A.J.S. now held 1st, 2nd, 4th and 6th positions on the leader board, many fingers were crossed that the 1949 ill-luck bogey would not rear its ugly head again. But that indeed, was how they finished; Rod to win his first and much deserved T.T. for A.M.C. Ltd., who had been so patient and tried so hard for so long, Derek Farrant right behind to confirm that it was no fluke, and Bob Keeler to justify Norton's switch to the outside flywheel being capable to be in the money. Leo Simpson's 4th, Peter Davey's 5th and Jerry Clark's 6th positions, all just less



*Michael McGeagh at the bottom of
Bray in his first T.T. — the Junior.*
(Photo: Salmond)



*Jimmy Thomson (125 c.c. M.V.) en-
tering Parkfield Corner from Bray.*
(Photo: Salmond)

than the over 90 m.p.h. race averages of the three works machines in front of them, showed truly fine riding that must assure them of consideration when next year the factories are deciding who to invite into their official teams.

Bill Lomas could not quite get onto the leader board with his M.V., but if the navigation was not too good on those so recently developed mounts — as the best rumours assured us — his efforts were far

more praiseworthy than they might appear on paper.

On looking through the list of replica winners, I was glad to see that, despite his trouble at the start, Denis Lashmar managed to press on to the tune of a Silver in the end — good going that — and high honours to Ivor Lloyd, G. T. Salt, C. Ellerby, K. H. Tostevin and Mike McGeagh, all of whom won replicas on their first International T.T. Practically the

whole of the list of finishers and rep winners looks like a B.M.C.R.C. nominal roll as far as I can see (never have yet been able to get a glimpse of the names of our members).

The Senior Tourist Trophy Race.

This started on a hell of a note for me, for as I was walking towards the pits before the start, I broke the speed selection mechanism of my camera! All possibilities having dismally failed, I realised that the only hope left was that one of the competitors might have a camera that he would not be using for a while. I remembered that Geoff Duke had a Contax camera too (a more recent model than mine that he won at the German G.P. I think), so, feeling that desperate situations called . . . etc., I found Geoff at the back of the grid sitting on his enshrouded Gilera and gently asked whether he had his camera anywhere near the grandstand, as mine was out with mechanical trouble. Without the slightest hesitation Geoff replied: "No, but if you like to pop down to the house, you can borrow mine." When I tell you that their cost is in the region of the £190 mark, you will appreciate, as I did, just how sporting that quick and kindly offer was, especially as there was no hope of keeping all the fairly steady rain off it.

The nerve-wracking delays that beset the competitors before that much discussed race got under weigh is history now — seventh man away Jerry Clark opened up his Matchless slightly too eagerly as it fired, and away went his back wheel on the glistening road to deposit the lot in a heap. Fortunately, Jerry was able to get away again as number 23, Rod Coleman, starts, and personally I think his so early tumble warned the remaining 75 odd starters effectively enough after their long and twitch-making waiting period, at least there were no more troubles in that direction as there might well have been.

Tony Norris had a delayed start and had, like L. D. Gilbert, to change a plug before cracking on — several others had to run for quite a way before the motors would fire, but eventually the entry was away.

Lap 1 saw Derek Farrant and Eric Houseley off at Quarter Bridge and out of it from then; Ken Willis and Jack Bottomley also dropped it at this spot but were able to continue. Les Dear developed trouble and retired at the pits to

join luckless Harold Clark, while Simon Sandys-Winsch spilled at the Highlander to receive fatal injuries — a tragedy that was not generally known until long after the race. When the first lap leaders were posted, I was glad to see that Geoff Duke was not having any trouble in the rather foul conditions, and I felt that his kindly act on the grid was perhaps reaping some reward, and at least his pit signals must have given him some satisfaction to see that he was Plus 14 seconds on the field at the end of that lap.

Lap 2 brought the news that Messrs. C. V. Blackler, D. A. Tutty and K. H. Tostevin had also joined the others in first lap retirements for various reasons, just about the time the news came through that Fergus Anderson and E. A. Lavington had collided and in the subsequent spill at Baaregarroo Cross-Roads had too much bent their mounts to continue. Roy Evans and Tony Norris are two more of the boys who retire at the end of the lap, by when it is seen that Ray Amm on the Norton "Anteater" has pared Geoff's lead down to two seconds. E. W. L. Hunt, Brian Purslow and Jack Bottomley were out of things by then too.

Lap 3 saw the end of Phil Heath's efforts with a broken chain at Ramsey, and Stan Dibben (who keeps Cyril Smith's chair down), out at Glen Helen with gear trouble. At the end of this lap, Geoff Duke pulled in for a fill up, taking just over half a minute over it, but Ray Amm flashed by without stopping, thus taking the lead until such time as he should also stop for refuelling, that is, if it should be necessary with the pannier tanks he carries. With Ray now leading Geoff into Lap 4 by 28 seconds, and the weather showing some signs at last of improving, the stewards were called together for a conference at which it was decided that owing to the visibility on parts of the mountain shrinking to only a few yards, the race would be stopped at the end of the fourth lap in the interests of rider safety.

Needless to say, much chundering immediately broke out at this announcement, and it is probable that the critics will never let it be forgotten for long! The Stewards were completely covered by the Regs., of course, and at least one can say that they had acted in what they believed to be the best interests of the competitors.



(Photo: Salmond)

Ivor Lloyd (M. & F. Excelsior) heads Ray Petty (Norton) round Cronk-ny-Mona during the second lap of the Lightweight race.

I was at Braddan Bridge when I heard the news, and hurried back to the start to arrive in time to see some extraordinary expressions on the faces of riders who obviously wondered what was going on when they found themselves receiving the chequered flag so early.

Geoff had completed his last lap in 25:50.6, his fastest yet at around the 87.5 m.p.h. mark, but Ray had got down to 25:12.8, just under 90 m.p.h., with the

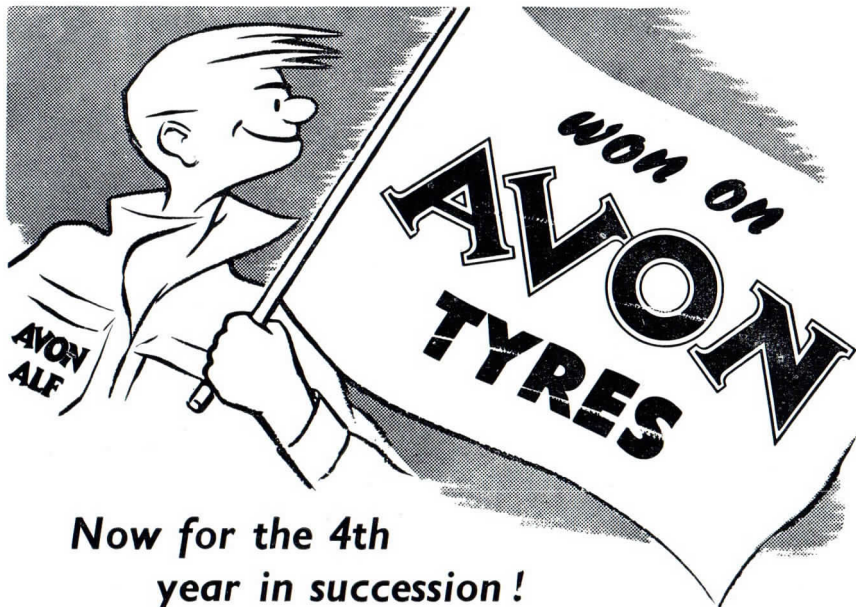
result that Ray beat Geoff by 65.8 seconds or 0.93 m.p.h.

Ace racing car driver Pierro Taruffi, the Gilera Team Manager, lodged a protest on Duke's behalf, but the stewards stuck to their ruling, so Ray Amm collected the Trophy for Norton Motors once again. Not a very satisfactory race from many points of view, but within the regs, and with good intentions as far as the curtailment was concerned, so there it is.

TWO SPRINT MEETINGS

SHELSLEY WALSH AND BRIGHTON SPEED TRIALS.

Sunday, August 29th — Saturday, September 4th.



Now for the 4th
year in succession!

1954

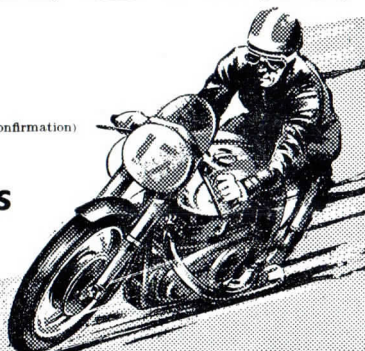
SENIOR T.T.

1st Ray Amm* (NORTON) **2nd** G. E. Duke (GILERA) **3rd** J. Brett (NORTON)

*Fastest lap of 88.91 m.p.h. following
Record Lap in Junior T.T. of 94.61 m.p.h.

(Subject to official confirmation)

to-day's
leading tyres



TROPHY DAY

JUNE 26th, 1954

PRACTISING commenced at 8-45 a.m., and by the time racing commenced at 1-45 p.m. the sun was through, and the very strong wind helped to make conditions favourable.

Event 1. 8 Laps Solos up to 125 c.c.

The first event saw 15 riders on the grid, and it was Arnold on his M.V. that led the field from the start, to a very comfortable win, the second man home was Baughn, who likewise had held his position throughout the race, and after much battle the third place was taken by Marley's "Ghost"!

Event 2. 6 Laps Solos 175 c.c. to 250 c.c. 1st Heat.

With only nine competitors in this event, it was disheartening to see several riders experiencing great difficulty in getting away. However, Telfer managed to get a good start, and made use of his leading position to secure another easy win, with Kimber, Brayne and Upham finishing in that order after a good battle throughout the race.

2nd Heat.

Once again it was the first man away, Bob Geeson, to lead the field to secure a comfortable win. The next five changed places each lap, until finally it was Gaunt who took second place and Williams a very close 3rd.

Event 3. 6 Laps Sidecars 490 c.c. to 1000 c.c. and 3 Wheeled Cyclecars to 1200 c.c.

With only six starters, it was soon obvious that our old friend Bill Boddice with passenger J. Turner was out for another win, with Taylor Brothers in second place, and Walker third.

Event 4. 6 Laps Solos 251 c.c. to 350 c.c. 1st Heat.

With a tightly packed grid for this event, it was Ryan who managed to get away to lead the field in the first three laps, the first place then being taken by Brian Freestone, closely followed by Washer, Freestone won almost a photo-finish from the second man. After such a fine race the final held great promise of another thrilling event.

2nd Heat.

With another good entry for this event, it was Powell who took the lead for the first three laps. On the fourth lap it was Salt who moved into leading position,

and stayed there throughout, followed by Hartle, and Powell in third place.

Event 5. 6 Laps Solo 351 c.c. to 1000 c.c. 1st Heat.

With only 18 starters in this event it was obvious that all would have a chance for a second ride. It was Brian Freestone who took the lead, closely followed by G. Salt. After some skillful riding by both these competitors it was Salt who finished first. Freestone was second, and Parris a well earned third.

2nd Heat.

This time it was King who took the lead and stayed there for an easy win. The main interest centered on second place, with a duel going on between Charlton and Powell. It was Charlton who finally managed it, after an excellent race.

250 c.c. Final. 10 Laps.

Unlike the other events in the day's programme, when the first man away was nearly always the first man home, this race proved a grand battle from start to finish. It was Tinkler who made a good start, and held the lead for the first six laps. Then Bob Geeson, who at one time was lying ninth, forced his way steadily through the field to the front, closely pursued by Gaunt. It was Gaunt who passed the winning post first, with Geeson second, and Tinkler third.

350 c.c. Final. 10 Laps.

This time it was Powell who led the field throughout the 10 laps to a comfortable and well deserved win. The terrific scrap that went on for the second place was the main interest. This was between Salt, Tait, and Freestone, who finished in that order after much changing of places.

Event 6. 6 Laps for Sidecars.

With only five competitors, it was once again Bill Boddice all the way, with Taylor Brothers in second place, and Hale's temperamental Morgan in third place.

100 c.c. Final. 10 Laps.

This race proved to be a thrilling fight to a good day's racing, with a terrific final going on between Hartle and Freestone. In the last lap Hartle tried too hard and fell at Copse Corner, with Freestone and another rider falling to avoid him. This gave Pantlin the winner's place, with Powell in second place, and Salt third.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THESE notes are due to appear just before the "Hutch" and I hope you have volunteered to do something to help long before you see this in print, because most of the paper work has already been completed. To those members who are not racing and have already written to me or to Bob Walker,— Many thanks!

* * *

Although it is some time since the T.T. I still feel somewhat disgruntled. What with a very junior "Junior" and a sawn-off "Senior," the barrow-boys can take a bow for putting up such a good show on the "Calypso Circuit." Most people agree with me when it is suggested we get back to three races on the proper circuit, i.e. Sidecar, Junior and Senior. If we must have an event for the 125 and 250 classes why not run them together? What about the Clubmen you might ask and my answer might be "M.G.P.", but if all these events have to be run off in one week, here is the suggested arrangement: Monday, Clubman's events (both of them), Wednesday, 125/250 and Junior T.T., Friday, Sidecars and Senior.

* * *

Now for a rather special paragraph concerning our Chairman Noel Pope. It is fairly well known that Noel has always been keen on sketching and painting. The urge has become so strong in recent years that Noel has now decided to turn a hobby into a profession and his artistry will be allied to technical and commercial publicity. Trade members are invited to note Noel Pope's address, 11, Oakhill Road, Surbiton, Surrey in case they require good sketches and paintings for their adverts, etc. Rally round chaps!

* * *

Another ex-Committee member is now in the Garage business at Osterley on the Great West Road, viz. Owen Roebuck, who did so much for the Club at Haddenham and Silverstone. So if you fancy some free beer or ginger pop with your petrol, you know where to call.

In case you have missed the previous announcements about our very own Les Graham Memorial, why not send a cheque or postal order to the Secretary? The Committee want to make this a worthwhile reminder of one of the nicest chaps who ever belonged to "Bemsee." If every member sends in a few bob we shall be able to arrange a first rate tribute worthy of the man and his Club. Do it now!

* * *

The battle between the singles, twins and fours is still raging and should prove to be a real scrap in the "Hutch" on the 7th August. Competitors should read the rules several times, because the winner of this classic race can justifiably be proud of an unusual success, especially when he collects this massive trophy at the Annual Dinner on November 12th. Previous winners will tell you how many gallons of ale it holds.

* * *

A correspondent tells me that my remarks about the N.S.U. are inaccurate. I wish they were and I can assure this member that I have seen every nut and bolt on this phenomenal machine. Good design, beautiful materials and plu-perfect assembly together with sensible enclosure and first-class riders provide the answer. The multiplication principle has served them very well and if they make a three cylinder 375 c.c. job, it will be quite capable of holding its own with the five hundreds. The two-fifty is almost as good as any three-fifty already.

* * *

Maybe you think I'm a bit pessimistic, but this is not so because there is more inventive genius in this little Island than anywhere else in the world. All I want to see is the chance given to the keen young men who work so hard in a shed in the garden making motorcycles which are as good as anything in this world. Just consider some of these efforts since the Kaiser war and you will understand my meaning. An examination of some of the files at the Patent Office might bring

(continued on page 21)

CRYSTAL PALACE

Metropolitan Meeting

Official Results

Special Awards:

The Metropolitan Trophy

J. Surtees Jnr.—348 c.c. Norton—1 min. 21 secs.—61.78 m.p.h.

The "Les Graham Trophy"

F. G. Perris—(649 c.c. J.V. Special)

The "125 c.c. Trophy"

M. Cann—125 c.c. Mondial—1 min. 36 secs.—52.13 m.p.h.

The Sidecar Trophy

W. Boddice—499 c.c. Norton S/c—1 min. 26 3/5 secs.—57.78 m.p.h.

EVENT No. 1. 7 laps.

Solos 100 c.c. to 125 c.c.

	Name	Machine	m. s.	m.p.h.
1	M. Cann	Mondial	11.40 4/5	50.35
2	D. Larque	E.M.C. Puch	12.18	47.46
3	R. Gold	E.M.C. Puch	12.47 2/5	45.65
4	J. W. Dakin	E.M.C. Puch	13.07	44.51
5	J. Baughn	E.M.C. Puch	13.07 4/5	44.35
6	E. G. Main	G.K.L.	13.24 3/5	43.54
7	C. A. Surridge	B.S.A.	11.54 3/5	
8	W. Marley	Ghost	11.56 1/5	
9	L. Gillbanks	E.M.C. Puch	12.13	
10	A. H. Taylor	E.M.C. Puch	12.42	

} 6 laps only

Fastest Lap—M. Cann—1 min. 36 secs.—52.13 m.p.h.

EVENT No. 2 (Heat 1). 4 laps.

Solos 126 c.c. to 250 c.c.

1	J. Eckart	Excelsior	6.42 3/5	49.74
2	G. J. Turner	Rudge	6.52 3/5	48.51
3	R. J. Standivan	Rudge	7.10 4/5	46.80
4	J. Baughn	Triumph-A.J.S.	7.15 2/5	45.97
5	H. D. German	Cleveland Duffell	7.16 3/5	45.85
6	M. Gunion	Velocette	7.19 1/5	45.57
7	P. Ferbrache	Ariel-J.A.P.	7.29 3/5	44.52
8	J. C. McGubbin	Rudge	7.44 4/5	43.06
9	G. Coles	Rudge	7.55 3/5	42.07
10	N. R. Jacobs	Velocette	7.55 4/5	42.07
11	H. S. Hall	Velocette	7.58 3/5	41.82

Fastest Lap—J. Eckart—1 min. 37 4/5 secs.—51.54 m.p.h.

EVENT No. 2 (Heat 2). 4 laps.

Solos 126 c.c. to 250 c.c.

1	J. Surtees	R.E.G.	6.48	49.05
2	G. N. Ewer	Rudge	7.01 4/5	47.45
3	E. M. Kempson	Rudge	7.02 3/5	47.36
4	J. B. Hyde	Rudge	7.08 2/5	46.73
5	E. A. Barrett	Phoenix-J.A.P.	7.22 3/5	45.22
6	P. J. Marsh	Triumph	7.22 4/5	45.20
7	J. Saunders	Rudge	7.27 3/5	44.72
8	J. Watson	Phoenix-J.A.P.	7.44 1/5	43.12
9	E. W. Milton	Triumph	7.46 3/5	42.90
10	F. L. Fuller	Rudge	7.48 4/5	42.70
11	R. Veazey	Velocette	8.05	41.27

Fastest Lap—J. Surtees—1 min. 37 secs.—51.58 m.p.h.

EVENT No. 3 (Heat 1). 5 laps.

Motor Cycles with Sidecar 470 c.c. to 1000 c.c. and Cyclecars to 1200 c.c.

	Name	Machine	m. s.	m.p.h.
1	P. V. Harris ... Pass. G. Holden	Norton/Watsonian	7.52 4/5	52.92
2	L. W. Taylor ... Pass.	Norton/Watsonian	7.56 4/5	52.47
3	J. Beeton ... Pass. C. Billingham	Norton
4	F. Taylor ... Pass. R. Taylor	Norton/Watsonian	8.12 1/5	50.83
5	E. J. Davies ... Pass. E. G. Allen	Vincent (998 c.c.)	9.08	45.66

Fastest Lap—L. W. Taylor—1 min. 31 secs.—55.01 m.p.h.

EVENT No. 3 (Heat 2). 5 laps.

Motor Cycles with Sidecar 490 c.c. to 1000 c.c. and Cyclecars to 1200 c.c.

1	W. Boddice ... Pass. W. Storr	Norton	7.38 3/5	54.55
2	R. McDonald ... Pass. B. Taylor	Norton/Watsonian	7.54	52.78
3	E. Walker ... Pass. D. G. Roberts	Norton	8.05 1/5	51.57
4	F. Hanks ... Pass. P. Meads	Norton	8.11 2/5	50.92
5	C. Hale ... Pass. F. Hadley	Morgan	8.33 3/5	48.71

Fastest Lap—W. Boddice—1 min. 27 4/5 secs.—56.99 m.p.h.

EVENT No. 4 (Heat 1). 4 laps.

Solos 251 c.c. to 350 c.c.

1	P. H. Tait ...	Norton	6.19 2/5	52.75
2	G. B. Tanner ...	Norton	6.29 3/5	51.38
3	J. R. Clark ...	A.J.S.	6.34	50.80
4	T. McGrath ...	A.J.S.	6.34 2/5	50.75
5	W. R. Fletcher ...	Velocette	6.36 3/5	50.47
6	T. H. Phillipson ...	A.J.S.	6.41	49.92
7	A. G. Johnson ...	A.J.S.	6.56	48.12
8	D. W. Johnson ...	A.J.S.	6.56 1/5	48.09
9	S. Palmer ...	Norton	7.09 1/5	46.64
10	B. L. Denhey ...	Norton	7.10 3/5	46.62
11	S. F. Lewis ...	Velocette	7.19 3/5	45.53
12	W. Goltz-Mehn ...	A.J.S.	7.27 1/5	44.76
13	B. Rimes ...	Norton	7.31 1/5	44.36
14	P. Evans ...	A.J.S.	8.01 2/5	41.58

Fastest Lap—P. H. Tait—1 min. 30 4/5 secs.—55.11 m.p.h.

EVENT No. 4 (Heat 2). 4 laps.

Solos 251 c.c. to 350 c.c.

1	J. Surtees ...	Norton	5.52 2/5	56.79
2	W. Ryan ...	A.J.S.	6.03 1/5	55.11
3	M. P. O'Rourke ...	A.J.S.	6.35 3/5	50.60
4	G. R. Dunlop ...	A.J.S.	6.37 3/5	50.34
5	F. A. Rutherford ...	A.J.S.	6.43 3/5	49.59
6	J. Peacock ...	A.J.S.	6.46 3/5	48.87
7	R. Castle ...	B.S.A.	6.46 4/5	48.84
8	D. Jarman ...	A.J.S.	6.54 3/5	48.30
9	R. J. Ford ...	Norton	6.55 1/5	48.21
10	R. Alderslade ...	A.J.S.	6.55 3/5	48.18
11	M. D. Arnold ...	A.J.S.	7.12 4/5	46.25
12	K. J. Faulkner ...	Velocette	7.19 2/5	45.51

Fastest Lap—J. Surtees—1 min. 25 secs.—58.87 m.p.h.

EVENT No. 5 (Heat 1). 4 laps.

Solos 351 c.c. to 1000 c.c.

	Name	Machine	m. s.	m.p.h.
1	J. Surtees	Norton	5.56	56.22
2	J. R. Clark	Matchless	6.12 2/5	53.75
3	F. G. Perris	J.V. Special	6.13	52.95
4	H. D. German	J.V. Special	6.21 2/5	52.43
5	G. J. Turner	B.S.A.	6.24 2/5	52.07
6	G. B. Tanner	Norton	6.36 1/5	50.52
7	E. Pantlin	Norton	6.37	50.17
8	T. Neal	Triumph	6.50 3/5	48.75
9	P. Webb	J.A.B.s	6.52 4/5	48.47
10	W. J. Sawford	Triumph	6.53 4/5	48.37
11	H. J. Kemp	Norton	7.06	46.99
12	P. J. Hersey	Norton	7.17 2/5	45.76
13	R. C. Vallance	Triumph	7.21	45.39

Fastest Lap—J. Surtees—1 min. 26 secs.—53.19 m.p.h.

EVENT No. 5 (Heat 2). 4 laps.

Solos 351 c.c. to 1000 c.c.

1	P. H. Tait	Triumph	6.04	55.48
2	S. Cooper	Triumph	6.09 3/5	54.16
3	W. R. Fletcher	Norton	6.11 3/5	53.84
4	M. P. O'Rourke	Norton	6.12 1/5	53.78
5	H. R. Gibson	Norton	6.45	49.42
6	G. R. Dunlop	Matchless	6.53 2/5	48.42
7	C. A. Thurston	Norton	7.05 1/5	47.07
8	R. L. Dawson	Vincent	7.15	46.02
9	A. M. Sutton	B.S.A.	7.20	45.49
10	R. Hasler	Triumph	7.22	45.29
11	R. Anderson	Triumph	7.38 4/5	43.63
12	K. G. Buckmaster	Triumph	7.42	43.36
13	J. Narraway	Triumph	7.50	42.59
14	M. W. Fordham	Vincent-H.R.D.	7.54	42.23

Fastest Lap—M. P. O'Rourke—1 min. 26 1/5 secs.—53.05 m.p.h.

EVENT No. 2 FINAL. 8 laps.

Solos 126 c.c. to 250 c.c.

1	J. Surtees	R.E.G.	11.50 2/5	56.35
2	G. J. Turner	Rudge	12.18 1/5	54.62
3	H. D. German	Cleveland Duffel	12.20 1/5	54.47
4	J. Eckart	Excelsior	12.23 1/5	54.25
5	K. M. Kempson	Rudge	12.49	52.43
6	F. L. Fuller	Rudge	11.57	} 7 laps only
7	R. J. Standivan	Rudge	12.02 2/5	
8	G. N. Ewer	Rudge	12.03	
9	J. B. Hyde	Rudge	12.03 3/5	
10	P. J. Marsh	Triumph	12.04	
11	M. Gunyon	Velocette	12.08	
12	P. Ferbrache	Ariel J.A.P.	12.17	
13	J. Watson	Phoenix-J.A.P.	12.23	
14	E. W. Milton	Triumph	12.24 3/5	
15	J. Saunders	Rudge	12.34	
16	R. Veazey	Velocette	12.46 2/5	

Fastest Lap—J. Surtees—1 min. 25 3/5 secs.—59.46 m.p.h.

EVENT No. 3 FINAL. 9 laps.

Motor Cycles with Sidecar 490 c.c. to 1000 c.c. and Cyclecars to 1200 c.c.

1	W. Boddice	Norton	13.16 3/5	56.53
2	L. W. Taylor	Norton/Watsonian	13.39 4/5	54.94
3	F. Taylor	Norton/Watsonian	13.40 2/5	54.90
4	R. McDonald	Norton/Watsonian	13.47 2/5	54.43
5	E. Walker	Norton	14.00 4/5	53.56
6	F. Hanks	Norton	14.02	53.49
7	J. Beeton	Norton	14.21 2/5	8 laps only

Fastest Lap—W. Boddice—1 min. 26 3/5 secs.—57.78 m.p.h.

(continued on next page)

COMMITTEE NEWS

MEETING HELD ON 28th JUNE, 1954

Present: N. B. Pope (Chairman) G. C. Cobbold, H. L. Daniell, W. W. Hunt, W. G. Jarman and A. H. Taylor.

Ex-Officio Member: E. C. E. Baragwanath.
In attendance: The Secretary.

Apologies for absence were received from Messrs. D. J. H. Glover and K. Rickard.

OVERDUE SUBSCRIPTIONS. It was resolved that any member who had not paid his sub for the current year should be struck from the Club's register forthwith.

RACE MEETINGS. The Secretary presented his report as Clerk of the Course for "Trophy Day" held on 26th June, and reported progress with matters connected with the Club's forthcoming Crystal Palace and Hutchinson 100 meetings. With regard to the latter event it was noted with

satisfaction that British Railways would be running a special excursion train from Euston to Blisworth, where buses would transport passengers direct to the Silverstone Circuit. It was agreed that a second poster be printed in limited numbers to draw attention to this facility and mentioning outstanding items of the programme.

NEW MEMBERS were elected.

THE MONTHLY ACCOUNT was presented and approved.

INTERNATIONAL DATE 1955. The Secretary reported that as a result of consultations with the Chairman and other interested parties, he had made application to the A-C.U. for 24th September, 1955, to be reserved for the Hutchinson 100 Meeting.

EVENT No. 4 FINAL. 9 laps.

Solos 251 c.c. to 350 c.c.

	Name	Machine	m. s.	m.p.h.
1	J. Surtees	Norton	12.37 1/5	57.32
2	P. H. Tait	Norton	12.51 3/5	57.84
3	W. Ryan	A.J.S.	13.10 2/5	56.99
4	J. R. Clark	A.J.S.	13.10 3/5	56.97
5	M. P. O'Rourke	A.J.S.	13.12 2/5	56.83
6	G. R. Dunlop	A.J.S.	13.34	55.33
7	J. Peacock	A.J.S.	13.36 1/5	55.18
8	F. A. Rutherford	A.J.S.	13.47 4/5	54.29
9	M. D. Arnold	A.J.S.	14.07 4/5	53.12
10	D. W. Johnson	A.J.S.	12.42	
11	T. McGrath	A.J.S.	12.42 2/5	
12	A. G. Johnson	A.J.S.	12.45 1/5	
13	S. Palmer	Norton	12.45 4/5	
14	D. Jarman	A.J.S.	12.52 2/5	
15	R. J. Ford	Norton	12.54 4/5	
16	R. Castle	B.S.A.	12.55	
17	T. H. Phillipson	A.J.S.	12.53	
18	J. R. Clark	A.J.S.	13.01 3/5	
19	B. L. Denhey	Norton	13.13	

Fastest Lap—J. Surtees—1 min. 21 secs.—61.78 m.p.h.

EVENT No. 5 FINAL. 9 laps.

Solos 351 c.c. to 1000 c.c.

1	J. R. Clark	Matchless	12.44 4/5	57.88
2	M. P. O'Rourke	Norton	12.45 1/5	58.86
3	F. G. Perris	J.V. Special	13.07 4/5	57.17
4	G. J. Turner	B.S.A.	13.33 4/5	55.34
5	H. D. German	J.V. Special	13.34 2/5	55.30
6	P. H. Tait	Triumph	13.50	54.26
7	S. Cooper	Triumph	13.55 3/5	53.90
8	E. Pantlin	Norton	13.57 2/5	53.71
9	G. R. Dunlop	Matchless	14.03 4/5	53.37
10	R. Anderson	Triumph	14.05	53.30
11	P. Webb	J.A.B.s	14.16	52.61
12	W. J. Sawford	Triumph	12.55 3/5	
13	T. Neal	Triumph	12.56 2/5	
14	H. R. Gibson	Norton	13.10	
15	A. M. Sutton	B.S.A.	13.35 1/5	
16	H. J. Kemp	Norton	13.56	

Fastest Lap—M. P. O'Rourke—1 min. 21 4/5 secs.—61.17 m.p.h.

WHAT'S COOKING ON THE CONTINENT

ERWIN TRAGATSCH

WHAT do you know? Probably that the new double-knocker 250 c.c. and 350 c.c. OHC racing singles are in production for their factory team by the Czech C.Z. factory. Jawa and C.Z. are now closely co-operating with their motorcycle production and all new machines will bear the name "Jawa-C.Z." They have in production 150 c.c., 250 c.c. and 350 c.c. twostrokes and the 500 c.c. OHC vertical twin. All the new machines have redesigned frames with swinging fork rear suspension, new telescopic forks, enclosed rear-chains, 16" wheels. The big four-stroke twin has new cylinder heads. Otherwise the engines of the smaller models are nearly unchanged. Available are over-the-counter racers with 150 c.c. and 250 c.c. twostroke engines.

Over-the-counter racers are also produced by the German Adler works. They are designed by the famous J. F. Drkosch and have a 250 c.c. twostroke twin engine. Their speed is about 100 m.p.h. They are destined mainly for newcomers to the racing game but have proved very good even in such races as the event on the Hockenheim Ring in which a Adler gained 7th place behind three factory N.S.U.s, two factory Moto-Guzzis and a private N.S.U. At Hockenheim too, Wilhelm Noll, who was third in the Sidecar T.T. at the I.o.M. tried during practice a scooter wheel of 10" diameter on his sidecar. The result of this experiment was not successful. Noll used his 19" wheel in the actual race in which he was beaten only by Eric Oliver.

To good homes, N.S.U. sells over-the-counter 250 c.c. push rod racing singles. They develop 28 h.p., against the 32.7 of the lightened factory double-knocker racing twins as ridden by Haas, Hollaus, Mueller, Baltisberger and Reg. Armstrong.

Do you remember Prof. Robert Eberan-Eberhorst? Until last year he was in England with ERA and Aston-Martins respectively. Now he has returned to Auto-Union, where he was before the war and redesigns the 350 c.c. D.K.W. racing three cylinder two stroke. Prof. Eberan-Eberhorst was born in Austria and was in the mid-twenties a well known racing man, riding a 1000 c.c. Matchless, solo.

In 1939, some over-enthusiastic builders redesigned and rebuilt the Monza track near Milano in Italy, where yearly is run the "Grand Prix des Nations." Before

10 km long, the famous track was shortened to 6300 metres at that date. Now they rebuild again the track and if everything goes well, the boys will ride in 1955 on a 11 km long Monza track, which will include again the 4500m long oval track, as used until 1939. Here speeds up to 280 km/h will be possible, something for the big Italian fours from the Moto-Guzzi, M.V.-Agusta and Gilera stables!

Do you know, by the way, that the cylinders of these three "fours" have different bore/stroke ratios? The Moto-Guzzi has 56/50, the Gilera 52/58 and the M.V.-Agusta 53/56 mm. The Guzzi has now 60 h.p. at 10,000 r.p.m., (A recently announced Guzzi statement gave 55 b.p.h. —Ed.) the Gilera 62 h.p. at 10,800 r.p.m. and the M.V.-Agusta 63 h.p. at 11,000 r.p.m. Nice numbers, but during the T.T. period you could see that not always these numbers are the deciding factor.

Who is Dulio Agostini? Moto-Guzzi had in T.T. practice a reserve rider, Dulio Agostini. Until last year he was belonging to the second class of Italian racing men and won many very important—mainly long distance—races in his home country; mainly on 500 c.c. Moto-Guzzi "Dondolino" singles. Dulio comes from Mandello Lario and is employed with Guzzis in his home town, if one can call the nice mountain village on lake Como a town! He is not the only Agostini with this firm; do you know that the real name of "Moretto" who is for many years the chief racing mechanic to the works team is Carlo Agostini? And Carlo's brother is also a racing mechanic to the same team.

Some of you will probably still remember the pre-war F.N. racing machines. When I saw a picture of the East-German produced AWO racing machine I found a quite similarity with the F.N., outwardly, of course. In fact, the 250 c.c. AWO is a tuned version of an o.h.v. production model and has a square engine of 68 mm. bore/stroke and uses a compression ratio of 9.5 to 10.1 and develops around 20 b.h.p. Not too much, but good for smaller races, mainly round-the-houses events in East-Germany where there is no strong opposition from foreign machines and riders. The engine of the AWO is of the B.M.W. like unit design and the machine has shaft drive to the rear wheel too. The

(continued on page 22)

AREA NEWS

CHESHIRE CENTRE

G. E. Tottey

THE meeting on June 30th was poorly attended apparently because I had not sent the usual reminder to each member individually. However, I had been so busy I just didn't have time to write approximately 70 cards and hoped people would read the magazine and relied on the notice published in it. For the meeting on July 21st notices were sent as usual and it would appear that these are essential to ensure a good turnout.

The meeting was delighted by the Committee's change of membership charge, i.e. the 10/6 entrance fee has been cancelled and subscription for the half-year from July 1st is now only one guinea. Actually a member has only to compete in four races and he has got his membership for nothing, owing to his enjoying reduced entry fees at "Bemsee" meetings.

The proof of the popularity of this change is in the fact that 7 new members joined up within 10 days of it coming into force.

Incidentally, talking of membership, I am sure everyone will be pleased to know our latest figures. We started with 25 on January 13th, 1953, and on July 12th, 1954, exactly 1½ years from starting, our 75th member was proposed, so we have just trebled in 1½ years.

Please don't think I take all the credit for this by a long way. It is a combined effort of all the members of our area and we have quite a few who are real enthusiasts and help in all sorts of ways to increase our membership. I am grateful to them all for all the practical and proffered help which I receive.

The Les Graham Memorial Fund is progressing very nicely and at the time of writing £22-6-0 has been sent on to headquarters from our area and the following is a list of subscribers:—

S. S. Hales	M. McGeagh
A. Peet	H. H. Roebuck
Glyn Davies	K. Barfoot
H. Dugdale	G. Barker
F. Brereton	G. Hopley
F. A. Collins	K. Brett
A. Lewis-Jones	E. K. Biggs
Ellis Kaye	A. J. S. Henderson
J. S. Moore	H. Hall
G. E. Tottey	W. Hall
A. Griffiths	H. Kirby

P. Sherriff
S. Wallwork

J. L. Wallis
W. M. Webster

There are some more promises to materialise so it is very satisfactory.

Just a thought about our dear old Barry. Since he gave up motor cycling he has more or less established himself as the unofficial champion fisherman of "Bemsee," but it appears that Cheshire Area is even challenging that.

Our member F. R. Walley of Tarporley has achieved the anglers dream of paradise in hooking a huge one that didn't get away.

He was fishing recently in Windermere with light tackle for perch and performed a remarkable feat of landing a huge 3 ft., 15 lb. pike with this gear. Good enough anyhow to win the Sunday Express "fish-of-the-week" prize.

We understand the smaller fish in Windermere are getting up an inscribed memorandum of thanks to Walley for having removed such a murderous monster from their midst.

I can imagine what some of his feelings were like as I once had the beginners luck to land a huge "cass" on the Nile just below the Senmar dam. It made me jump a bit.

So here's to the next meeting and hoping the weather will be kind to us in August at Silverstone.

SURREY

W. G. Bill Jarman

MEMBERS are still invited to rendezvous at the *Winning Horse* at Claygate on the last Thursday in each month. "Wynes ad lib!"

Ben still presides over the *George* in the Market Square at Epsom and welcomes Bemsee members at any time. Surrey members in the Guildford-Woking area are invited to meet at the *Onslow Arms* at Clandon. This is a delightful place.

The M.P. Motor Club will be at home at their grand Club-house at the Warren, Hayes, Kent, on September 18th. This will be a Dance and Social together with competitions in aid of the Les Graham Memorial Fund. Badges should be worn or proof of Bemsee membership carried. One member one guest. A special night out.

FOUND IN THE FILTER

MICHAEL R. McGEAGH

NOT all of the stories reach the popular Press. For instance, there were no headlines about the salesman who arrived in the midst of the practice period for a few days of business-cum-pleasure—or was it vice versa?

He had no connection with racing affairs. It is quite likely he had no idea that there were such extraordinary things as motorcycle races in the Island. When not working, his main occupation was to see how many times he could lift a loaded pint mug 'twixt bar counter and lip' during the hours of opening and closing. Arriving in the afternoon, to his profound delight, he found the hostelrys open and showing little signs of closing, even after the sun had set.

When he eventually did get to bed, resigning himself to long and sobering sleep, he found no joy in being shaken into consciousness by the night porter and informed that it was four o'clock (in the morning) and time to get up.

Perhaps fortunately, there is no verbatim record of the ensuing conversation, but it went something on these lines. The night porter was adamant that Mr. C. should get up, whilst Mr. C. was equally determined to stay in bed. Subtle persuasions, such as: "It's such a fine morning and the roads are dry," failed to bring active response. The possibilities of three good laps and back to bed after breakfast—if the motor hasn't blown up—aroused no enthusiasm. "The first man will be away if you don't hurry," the porter pleaded. "And if you don't hurry away . . ." snarled the irate salesman reaching for a very solid object with which to back up his statement, "You'll be doing three laps on your ear down the stairs."

The porter wisely retreated, leaving the "T.T. rider" to sleep through practice. Motto:—As with Boy Scouts, be prepared for anything if you come to the Island during race weeks.

It seems a pity that the Clubman's races have been isolated to the tail-end of practice. The riding standard this year was remarkably high, even among riders out on the course for the first time. Possibly, the reason may be that these over-the-counter-production-models are so near to being racing machines (nowadays merely a matter of removing the headlamp) that riders can get down into the racing stance in complete comfort and confidence.

Matters were different around 1950. Then, there were no models with rearward foot-rests, dropped handlebars and racing seats as part of the standard equipment. It was all a matter of adaption and, in my opinion, a lot more fun for both riders and spectators. It is the one-make procession which kills spectator interest, plus the fact that Clubman's race speeds have risen so incredibly over the past three years making the event an hybrid affair; neither T.T. nor M.G.P. and a problem for the man-on-the-corner to know just what he is watching.

Rudy Allison's riding style seems to have provoked much comment, but up to the Ulster Grand Prix, Rudy hadn't dropped the model in over 200 races! Not many riders can compete with that record, and his fifth place finish in the Senior T.T. proves that it isn't always the neatest rider who ends up amongst 'em. Maybe we waste a little too much time tucking in toes and elbows and not getting on with the business.

It says something for Bowdens when the sole remaining link between front forks and the rest of the machine is some three strands of clutch wire, but this happened to Canadian Bob Cooper's 7R after he spilled at Sarah's Cottage in practice. Reports of the machine being "broken in two" brought quite a flock of sightseers to the garage, but unfortunately, their numbers didn't include the light-fingered gentleman who lifted the tachometer from Bob's machine before we could get the pieces back to Douglas. Anyway, all ended happily through the generosity of the manufacturers.

Erwin Tragatsch must surely rank amongst the most knowledgeable of our racing journalists. He performed prodigious feats in this year's T.T. Specials, possibly to make up for the disappointment of being unable to get to the Island in person as he had hoped.

Erwin first visited the Isle of Man in 1932 with the Jawa team—but at his parents' expense! Previously he had taken an annual holiday in Italy with his mother and found such places as Monza and the Circuit di Lario much to his liking. The thirst for speed was accentuated by watching such men as Achille Varzi, Nuvaroli, Arcangeli and Pietro Ghersi in action but, when filling the second seat as mechanic

(continued on page 22)

THE EDITOR'S CORRESPONDENCE

Many years ago I knew a man who suffered from insomnia. Seeing his wife sleeping peacefully beside him, he would awaken her with a none-too-gentle punch in the ribs. His reason for this extraordinary conduct was that he didn't see why she should sleep while he couldn't.

Mr. Roland Pike reminded me of this individual when I had finished reading his views on fuel restriction. He does not use alcohol fuels, therefore others must not. What an incredible philosophy; what a colossal conceit! Is it so utterly impossible for Mr. Pike (and all non-alcoholics) to realize that we have no objection at all to his choice of fuel. Why, then, does he object to ours? He can use his valve and piston burning pump fuel if he wants to, its none of our business. He can explore the thermodynamic properties of goat's milk for all we care. His touching faith in the F.I.M. and its idiosyncracies is his affair, not ours. All we ask is, please keep your nose out of our tanks, and have the goodness to allow us to prepare and race our machines as we choose.

It is significant, too, that Mr. Pike, knowing full well that there is no answer to Mr. Hartley's challenge to produce any justification for fuel restriction, evades the issue with a variety of excuses ranging

from democratically run A.G.M.s to expensive blow ups; but in doing so, overlooks this point. A Bemsee member with a modern type of road racing machine is able to compete, if he desires to, at every race meeting organised by the Club. Mr. Ferbrache, who wishes to add some alcohol to his fuel, is barred from many events. Yet the Committee demands from Mr. Ferbrache the same annual subscription as from those members whose recent vote bans his entry, thus creating a situation for a member that would not be tolerated for one moment in any other sport. If that be Mr. Pike's, and Bemsee's, version of democracy, it is not mine; it carries with it too much of the stench of the closed shop.

Of course, Mr. Hartley is right; this pernicious fuel restriction is outside the jurisdiction of an A.G.M. It was inevitable that if members were asked to decide such an issue, those voting against free choice of fuel would not only invite, but thoroughly deserve, the charges of ignorance, selfishness, and bad sportsmanship. The cap fits; Mr. Pike can wear it, too, if he pleases.

London S.E.7.

Joseph Bayley

Marshals Musings (continued)

tears to your eyes. The things invented here, neglected and forgotten until someone on the continent get it, would amaze you. As I have said before, a visit to the Science Museum will shake you rigid when you realize how much started in this country.

* * *

What shall we do about all this? For a start we can eliminate the poppet valve. I ask you, bits of metal bashing other bits of metal in this year-of-grace. Next magnetos—I wonder why? Then we come to the "gas-works" which leave so much to be desired. Do you require any more items? Very well then, gear-boxes. Why must there be 4-, 5- and 6-ratio boxes when

torque converters have been available for about 30 years. Strange, is it not?

* * *

Have we started a few controversies? Good! Then you can write to the Editor who will be delighted to hear from you. We are apt to be much too placid in peace time and if I have only made you do some hard thinking then I'm content. These remarks are my own and maybe the T.T. has inspired these musings so take up your pen and join in. This is *our* magazine and a very good medium for members to get something across to one another.

Valves—Sparks—gas and gears.
Surely you can add something!

ANNOUNCEMENTS

PEDESTRIAN CROSSINGS

MEMBERS are reminded by the R.A.C. that the new Pedestrian Crossing Regulations came into force on 1st July. Their main provisions are:—

Ban on Parking. Except in an emergency, no vehicle may stop within 45 ft., on the approach side of a crossing. Pedal cycles, whether motor assisted or not, provided they have no side car, are exempt from this prohibition. A double line of studs from the pavement to the centre of the road will indicate the “no waiting” area. Where the physical layout of the road makes this impossible, the line may be placed at a suitable distance between 30 and 48 ft. from the crossing or, in some cases, may be omitted altogether. The prohibition on waiting is a complete one and will not permit even the picking up or setting down of passengers or the loading or unloading of goods.

THE LES GRAHAM FUND

DONATIONS have been coming along regularly (subscribers names hereunder) and the account stands to date at £65-7-0.

P. H. Stevenson E. T. Pink
A. W. Kimber

An extremely generous donation has been received from members of the Cheshire Cell (total £22-6-0) and the names of individual subscribers may be noted from Mr. Tottey's “Area News” item in this issue.

Found in the Filter (continued)

in a 2.3 litre model 51 Bugatti fitted with a double-knocker eight cylinder motor, and finding the needle hovering around 140 m.p.h., he found the thirst drying up! When this four-wheeled monster overturned a little later on during an Austrian hill climb, Erwin called a halt and reverted to the safety (?) of two wheels again.

How out of place some folk appear in the Isle of Man. They just don't seem to fit into the landscape. On the contrary, G. E. Tottey, beaming with midday benevolence is a welcome addition to the Isle of Man; especially when—fully aware of Manx weather—he provided, at his own expense, chamois leather for the “Cheshire Runners” to stitch onto the back of their gloves for goggle cleaning purposes. A really thoughtful gesture, which all of us appreciated.

SOCIAL EVENT.

Aug. 21st. No. 3 District Sports Club, M.P. Chigwell at 8-00 p.m. All members are welcome.

NEW MEMBERS

THE following New Members have been elected:

J. Baughn	R. P. Blackwell
A. P. C. Dickson	J. B. Hyde
F. A. Meggett	R. Preece
B. Shaw	E. Walker
J. L. Balleny	B. S. Banks
E. K. Biggs	D. Cook-Margett,
R. F. Hamblin	B. Freestone
R. W. Newman	W. D. Reid
A. J. Trow	P. J. Walsh
E. C. Nicholls	

BENEVOLENT FUND

DONATIONS have been received from the following Members:

E. H. Willis	P. Cooper
C. F. Thomson	R. J. Standivan
C. E. Lucas	

Mutual Aid

For Sale:

1949 MK VIII KTT Velocette. Completely overhauled last winter. Unused since, very fast. Maintained in perfect condition. Never dropped. Many special features. Ideal Manx machine. Any inspection. £250. J. M. Humberstone, 35 Selbourne Road, Luton, Beds. (Phone 5181).

Request: from J. R. Clew of 23 Oak Way, Northgate, Crawley, Surrey.

Would anyone be prepared to loan Mr. Clew a machine for use in the Brighton Speed Trials on 4th September? Vintage or otherwise.

What's Cooking (continued)

producers of this machine are the former Simson-Supra Works at Suhl, which in the twenties produced very sporting cars.

Returned to road racing after an absence of some years is Frenchman Yves Cauchy, now Norton mounted. You will remember him from his not too successful starts in pre-war T.T. races on Moto-Guzzi, Vincent-H.R.D. machines and from his post war starts on the Continent on a Mk. VIII Velocette. (Cauchy only rode in one T.T., the 1939 Junior. Arrived at the end of practice and finished his race in the hedge at Handley's Corner—Ed).

MOTOR CYCLISTS!

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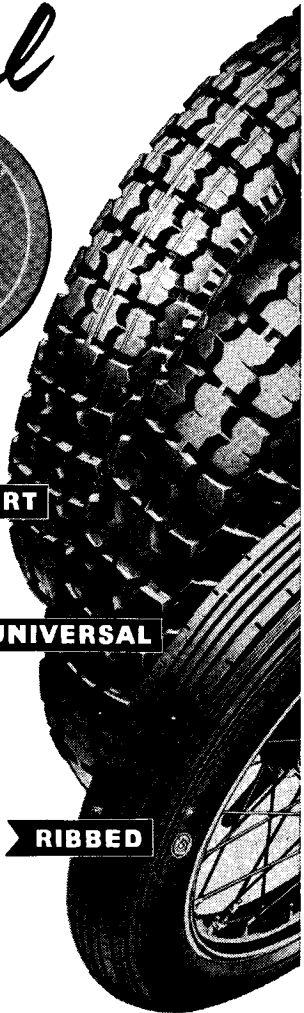
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COMING EVENTS

SHELSLEY WALSH

Sunday, August 29th.

BRIGHTON SPEED TRIALS

Saturday, September 4th.

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