



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

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MEN AT WORK—A scene at Wilf Harding's establishment during practise for the 1939 T.T. races.
In the background are the Pike brothers' Rudgets and seated, Stan; behind him, Roland.

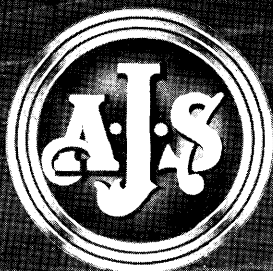
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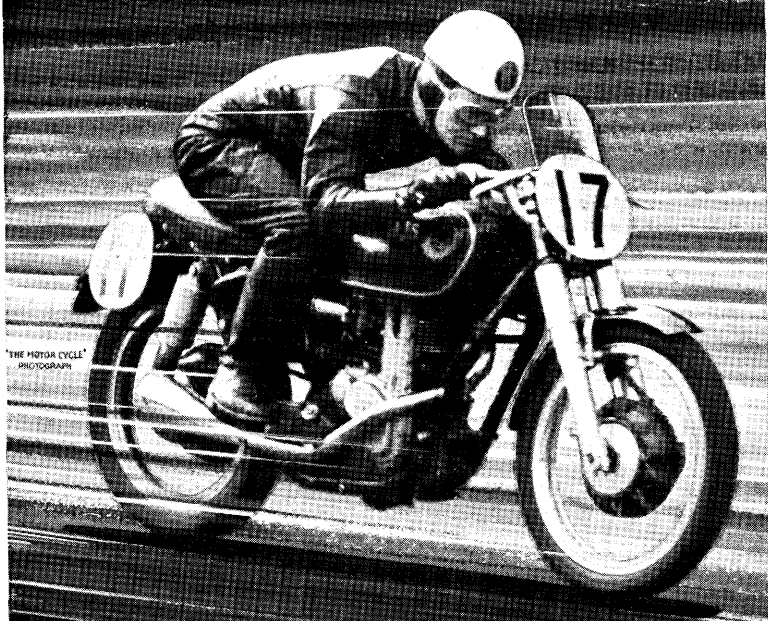
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L. R. HIGGINS

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EDITORIAL

DECEMBER 5th—THATS THE DATE

DURING the racing season you have all rushed away from your wives and lady friends to your various meetings, club meetings etc., so don't forget—December 5th—Lyons Corner House, Coventry Street, London, W1, at 6.45 p.m. This is the evening on which you can requite for your back-slidings by taking your wife or girl friend to our dinner.

This is the second dinner at the Corner House, and if last year's occasion is anything to judge by, then we shall have a very pleasant evening.

Many are wondering what they are getting for their money. Just this. Excellent surroundings in good company; service second to none in London's West End; five course dinner to be served at 7.30 p.m.; supper and light refreshments at 11 p.m.; dancing from 8.30 until 12.45 a.m., and — if my luck holds good — maybe a short floor show.

We would like to see some of our members from the Midlands or the surrounding counties. Maybe you can arrange for coach parties etc. I do know that Wales is to be represented by my great friend Dai Pryse and his wife, who is Secretary of the Aberaman M.C.C.

May I also remind you that my raffle this year will be the greatest ever! Many bottles of good cheer, one or two direct from my own country, and our own irrepressible Denis Lashmar has promised to put in a couple of his very best tickets for the best Show in Town, and that is what we want our Dinner to be.

As we close for press a last minute good news item has reached Bob Walker. Mrs. E. Whorwood (donor of the Colin Whorwood Memorial Trophy), who sailed for New Zealand earlier in the year, has sent a truly wonderful hamper of luxury foodstuff. This will be disposed of at the Dinner.

Make it a date — December 5th, Lyons Coventry Street Corner House, London, W.1., 6.45 p.m. for 7.30 p.m. Car Parking—simple! Any trouble—see me!

DON MCBAIN.

THE TWENTIETH "HUTCHINSON 100" MEETING

GEOFF MANNING & STAN HALL

THERE WAS LITTLE that called for comment during the practise period. John Surtees Junior on several occasions stayed close to the tail of Les Graham's M.V.; the exhaust note of this Italian belies its speed and on short circuits it sounds as though it is travelling a lot faster than it really is; and one rider dashed past the Red flag and into hospital.

The "Hutchinson 100" meeting is certainly unfortunate with the weather. This is the fourth occasion on which it has been held at Silverstone and on two, rain has spoiled the racing. Early on it was bitterly cold but the weather did appear to be settled; dry but cold seemed a likely forecast.

Just before ten o'clock an angry buzzing came from the paddock, heralding the start of the day's racing. It was neither angry bees nor angry Marshals but the 125 c.c. two-strokes warming up for event one. Challenging the horde of buzz-boxes was a lone o.h.c. Mondial, severely handicapped by the weight of its jockey, A. A. Fenn. This event was the only one to be favoured with dry weather.

Promptly at ten the starting flag dropped and away went the pack of tiddlers, led by F. H. Burman (EMC-Puch). He was never seriously challenged throughout the race, and led from start to finish; nevertheless he took no chances and always maintained a gap of several seconds between himself and the nearest pursuer. Judging by his lap times it seems as though the E.M.C. factory have found a lot more speed just recently.

A spirited scrap for second place developed between Les Graham (M.V.) and A. A. Fenn (Mondial) but the little red two-stroke gradually lost ground to its speedier rival and Les had to be content with a comfortable third place. Behind the leaders P. Hogan and M. N. Mavrogordato, both riding EMC-Puchs, contested fourth position throughout the five laps, and after a very keen fight Hogan drew ahead and beat "Mavro" across the line by a little more than three seconds.

Ominous black clouds loomed up as the one two fives made their way back to the paddock. Then rain began to patter down and by the time the 10-lap three-fifty race started the rain was falling steadily and had thoroughly wetted the circuit. Not surprisingly the riders rode with caution, wisely approaching the corners slowly until they had them weighed up and knew which sections demanded respect. Never-

theless, the leaders were wasted no time; in spite of conditions they were riding as hard as possible and arrived fairly well bunched at Beckett's Corner on lap one. H. A. Pearce (Velocette) led the way, followed by C. M. Luck (Velocette), D. A. Tutty (Velocette)—what a lot of Velos!—and D. Farrant (A.J.S.). On lap two Tutty overtook Luck, and Charles Salt (B.S.A.), after a bad start, treated the spectators to some very pretty riding and neat overtaking on Chapel curve. After a few laps the race began to settle down. The riders had the corners fairly well weighed up and were obviously going faster. Out in front were Pearce and Tutty scrapping for the lead; some way behind came Farrant riding a lone race; and then a quartette, S. Dibben (Norton); C. M. Luck, B. H. King (Norton) and J. A. Storr (Norton), with King and Dibben passing and repassing each other throughout the race.

By the end of lap six the leaders were lapping the tailenders, and with the track in such a horribly greasy condition overtaking became a pretty problem. Tutty had taken the lead from Pearce on lap four and shortly afterwards Farrant almost literally put on his skates, rapidly cutting down the intervening distance between himself and Pearce. On the eighth lap he caught and passed the Velocette and rapidly drew away, but he could not catch Tutty, who won by 3 2/5 secs.

Amongst the also-rans were J. J. Wood (Norton) and R. E. Smith enjoying (?) a private race of their own, and J. A. Storr, who after a poor start worked his way into fourth position. Many of the tailenders might have had a happier ride if they had taken full advantage of the track width instead of following the edge. However, we critics can sit dry and comfortable in a saloon car, enjoy the racing and wonder why the hell the riders don't go faster!

A fifteen mile passenger machine event followed, and in this a keen scrap was expected to develop between Pip Harris (Norton) and Ted Davis (998 c.c. Vincent) as the superior speed and power of the big twin would be nullified by the wet track. Surprisingly, Davis jumped into the lead and streaked away. Harris was rather slow off the mark and lay well back, but by the second lap he had pushed his outfit into third place behind Davis and Bill Boddice (499 Norton). Harris's Norton sounded sick so it came as no surprise when he retired on the fourth lap. Hale's

Morgan was running a lap in arrears and he too failed to finish. Another in trouble was T. W. Bound, his "Golden Flash" outfit appeared to be suffering from "wet works" and finally suffered the indignity of the tow rope.

At half distance the order was: Davis, Boddice and Les Taylor (499 Norton), and in that order they continued until the last lap. Instead of an easy win for the Vincent, however, the race took a dramatic turn, for the front cylinder of the Vincent cut out. Before the engine was firing again on both cylinders, Bill Boddice tore past in a flurry of spray and gained a lead of a hundred yards. But he lost every yard between Abbey Curve and Woodcote Corner; and then poor Davis had victory snatched from him right on the finishing line, for with a bare hundred yards to go the front cylinder cut again—a stream of water from the front wheel was swamping the plug—and Boddice crept by to win by a wheel! Truly an exciting finish.

The last event before the lunch interval was the 350 c.c. Championship Race. The entry included the works A.J.S.s ridden by Jack Brett, Bill Doran and Rod Coleman, and Les Graham and "tiddler" Champion Cecil Sandford (Velocettes). It had been raining on and off—mostly on!—for some time and the track was very "dicey" indeed, a fact that was proved on the very first lap when McIntyre, in the lead and travelling fast, skidded off at Woodcote Corner. Les Graham then led the field riding fast and safe, completely unconcerned by a few tailwags.

Woodcote Corner claimed several other victims as the race progressed. There was one particular line on this corner which spelt disaster as soon as a rider followed it, and George Brown and John Surtees discovered this to their cost on lap one. After three laps Graham retired with a choked jet. This misfortune let Sandford into the lead, Doran lay second some way behind, then came Brett, Storr, King and Coleman. Arthur Wheeler, usually amongst the leaders, was well out of the running, his engine sounding very sick.

At half-distance Sandford led Doran by 30 seconds; Brett had disappeared and B. H. King, who appears to enjoy wet roads, lay third. The two leaders were using widely different tactics, for at Stowe Corner Sandford chose to hug the inside edge and Doran ran round the outer edge of the track. Both looked very safe and it was impossible to decide who was the quicker. Rod Coleman looked most un-

happy and was passed by D. Farrant on lap twelve, but later he speeded up, re-passed Farrant and moved up into fourth place ahead of Storr.

By three-quarter distance (15 laps) Doran had reduced Sandford's lead appreciably and the rest of the field was well spread out, some of the riders being a lap behind. The race had now developed into a high speed procession and there was little of real interest from the spectators' view point. Tutty retired in the 18th lap; Luck had a nasty slide at Stowe but recovered; Barrett's J.A.P.-engined Norton retired with apparent engine trouble; and the sun came out! This latter surprise so cheered Bill Doran that he quickened his pace considerably, picking up something like six seconds a lap on Cecil Sandford. But he had left his spurt too late and Sandford won by 3 1/5 seconds.

The lunch interval was dry and the circuit began to dry out. At two o'clock the first 400-1000 c.c. race was to start. A little before two it began to rain again and the race started on wet roads. Only three 1,000 c.c. machines were entered and one of these was a non-starter. The rest of the entry was made up of five-hundreds. J. A. Storr (Norton) led from start to finish, increasing his lead lap by lap, winning easily by nearly 41 seconds. Woodcote claimed three more victims, R. Jervis, J. Surtees (again!) and E. Pantlin; while Denis Lashmar stepped off at Copse Corner. Neither of the big Vincents worried the five-hundreds. J. Hodgkin retired early on with water in the magneto and Frank Taylor's home made spring frame was not giving him a very comfortable ride. Second, third and fourth places were closely contested by George Brown, R. H. King and E. Houseley, all on Nortons; they finished in that order, covered by 1 1/5 secs.

After the "bigger bangers" came the "little bangers," a fairly large and varied field of Lightweights ranging from Les Graham's works Velocette, to several old and well cared for Ridges, Excelsiors and Triumphs. Maurice Cann was left on the line with a dead motor and was well behind when he got away. Les Graham took the lead and there he stayed to score a well deserved win. Ernie Barrett on an elderly Guzzi was second and H. L. Stephen enlivened the proceedings by adopting a prone riding position! It would be of great interest to learn how many extra revs were obtained.

By lap three Maurice Cann worked his way through the field to fourth place

and on the next lap was second. He, Barrett and Graham were well ahead of everyone else. At about this time Cecil Sandford put in a belated appearance and travelling very slowly. For once Arthur Taylor's rapid little M.O.V. Velocette had failed Cecil before it had covered its usual limit of 25 miles.

The main interest in the race centred on Maurice Cann; could he catch Les Graham or not? The pair were soon well ahead of everybody else and Cann was gaining on the Velocette hand-over-fist. After the race Maurice said that he had no idea how he lay in the race, he just kept going as fast as he could. So fast that he made the fastest lap at 67.11 m.p.h. and was only some three seconds behind Graham when the chequered flag was hung out. Barrett finished well behind in third place and a private race between A. A. Fenn (Rudge) and E. H. Willis (Excelsior) and F. H. Hayward (Rudge) ended in that order with a mere 2/5 second separating Willis and Hayward.

The 500 c.c. Championship should have been the tit-bit of the programme but, unfortunately, there were several non-starters, largely due to crashes in previous races. Two of the A.J.S. team decided not to start so the main interest centred on Bill Doran (A.J.S.) and Les Graham (M.V.). Graham quickly showed that he was out to win. He streaked away from the start and was round Woodcote well ahead of all others. In a bunch behind came R. D. Keeler (Triumph), George Brown, R. H. King (Nortons), R. McIntyre (Norton), John Storr (Norton), Bill Doran (A.J.S.) and the Belgium Champion Auguste Goffin. Keeler went out with clutch trouble on lap five and at Woodcote Corner there was lurid cornering as back wheels slithered across the greasy track. George Brown was particularly unsteady here, so much so that we suspected his rear suspension was defective.

Lap eight provided a sensation. Graham's M.V. appeared to tighten as he entered Beckett's Corner, and a few seconds later, the throttle stuck open as he shut off for Stowe—that left him in top gear and on full bore. For some moments he led a very full existence and, having regained control, retired. The throttle cable had frayed. Storr now became the leader,

but not for long, for Doran overtook him on lap eleven and steadily drew away.

At three-quarter distance Doran was comfortably ahead in first place, then followed Storr, Houseley, King, Brown and McIntyre; positions which were retained to the end. Apart from a determined attempt by King to wrest third position from Houseley, the finish was tame, the six leaders coming home at widely spread intervals, with the exception of Houseley and King, who were but 1 second apart.

The second sidecar race was very nearly a repetition of the first. Ted Davis had put in a great deal of constructional work since the morning with the result that he was no longer troubled with water on the plugs. He took the lead from the start and never looked like losing it. Because of the wet all the competitors were troubled with wheelspin and Davis was forced to drive on about three-quarter throttle and keep the r.p.m. down to about 4,000. One driver of a Norton outfit appeared to have no end of trouble at Woodcote for his forks, undamped girders, were bouncing so much that the front tyre was rarely in contact with the road. Davis won easily with nearly 26 secs. in hand. Bill Boddice was second and Les Taylor third.

The final race of the day was an important one, for the winner received the Mellano Trophy. The rain had stopped and the track was drying. Taking into consideration his excellent riding throughout the meeting it came as no surprise to see R. D. Keeler (Triumph) lying in first position on lap one. In close attendance were John Storr, T. Ovens, W. R. Fletcher—the first three fifty—B. H. King, R. H. Russell and D. G. Chapman. Storr overtook Keeler on the second lap and quickly showed that he was determined to take possession of that really magnificent trophy. Lap by lap he increased his lead and never looked like being challenged. Keeler too went ahead on his own. Ovens and King scrapped for third place until half-distance, when King lost ground which he was never able to regain. Fletcher, Williams and Farrant were together for several laps and until Farrant went out with some unspecified trouble in lap eight and finally Williams overtook Fletcher. John Storr won quite easily at 69.63 m.p.h., and so became the twentieth holder of the "Hutchinson 100" Trophy.

DON'T FORGET THE FILM SHOW

November 16th, 7.30 p.m.

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"HUTCHINSON HUNDRED" RESULTS—1952.

100 - 125 c.c. (5 Laps)

			m. s.	m.p.h.	
1.	F. H. Burman		E.M.C. Puch	13.25	65.28
2.	A. A. Fenn		Mondial	13.33 3/5	64.58
3.	R. L. Graham		M.V.	13.37	64.32
4.	P. Hogan		B.S.A.	14.08 4/5	61.95
5.	M. N. Mavrogordato		E.M.C. Puch	14.12 1/5	61.66
6.	F. W. Launchbury		B.S.A.	15.19 2/5	57.15
7.	R. J. Penney		E.M.C. Puch	15.51	55.26
8.	W. Webster		Royal Enfield	16.08	54.29

Fastest Lap:
F. H. Burman,
(E.M.C. Puch)
2 min. 27 2/5 secs
66.77 m.p.h.

251 - 350 c.c. (10 Laps)

1.	D. A. Tutty		Velocette	26.38 1/5	65.76
2.	D. Farrant		A.J.S.	26.40 3/5	65.66
3.	H. A. Pearce		Velocette	26.57	64.99
4.	J. A. Storr		Norton	27.05	64.52
5.	C. M. Luck		Velocette	27.13 2/5	64.34
6.	S. Dibben		B.S.A.	27.22 3/5	63.90
7.	B. H. King		Norton	27.43 3/5	63.17
8.	J. J. Wood		Norton	27.59	62.89
9.	E. Barrett		Norton	28.02 2/5	62.54
10.	R. E. Smith		Velocette	28.12 1/5	62.11
11.	K. E. Tully		A.J.S.	28.31 2/5	61.41
12.	J. W. Skerritt		A.J.S.	28.37 2/5	61.19
13.	R. A. Rowbottom		A.J.S.	28.39 2/5	61.12
14.	V. T. Williams		A.J.S.	28.40	61.10
15.	H. Whitehead		A.J.S.	28.44 3/5	60.94
16.	K. A. Johnson		B.S.A.	28.57	60.50
17.	A. G. Johnson		Norton	28.59 1/5	60.43
18.	G. M. Cain		Velocette	29.11 1/5	60.01

Fastest Lap:
D. Farrant,
(A.J.S.)
2 min. 35 2/5 secs
67.63 m.p.h.

Sidecars and Threewheelers up to 1,200 c.c. (5 Laps)

1.	W. Boddice		Norton	13.16	66.01
2.	E. J. Davis		Vincent	13.16 1/5	65.99
3.	L. W. Taylor		Norton	13.49 4/5	63.32
4.	F. W. Johnson		Vincent	13.53 3/5	63.03
5.	J. Beeton		Norton	14.07 3/5	61.99
6.	R. McDonald		Norton	14.36 3/5	59.94
7.	E. Walker		Norton	14.41 4/5	59.60
8.	G. Bretherick		Norton	15.08	57.87
9.	D. Smith		Norton	15.30	56.50

Fastest Lap:
E. J. Davis,
(Vincent)
2 min. 34 4/5 secs.
67.89 m.p.h.

251 - 350 c.c. Championships (20 Laps)

1.	C. C. Sandford		Velocette	50.43 3/5	69.06
2.	W. Doran		A.J.S.	50.45 4/5	69.00
3.	B. H. King		Norton	51.55	67.39
4.	R. Coleman		A.J.S.	52.20	66.93
5.	J. A. Storr		Norton	52.28 1/5	66.76
6.	D. Farrant		A.J.S.	52.52	66.26
7.	C. M. Luck		Velocette	53.03	66.03

Fastest Lap:
W. Doran
(A.J.S.)
2 min. 26 secs.
71.92 m.p.h.

400 - 1,000 c.c. (10 Laps)

1.	J. A. Storr		Norton	25.41	68.20
2.	Geo. Brown		Norton	26.23 1/5	66.38
3.	R. H. King		Norton	26.23 4/5	66.35
4.	E. Houseley		Norton	26.24 2/5	66.33
5.	R. D. Keeler		Triumph	27.08 1/5	64.55
6.	C. Salt		Earles-B.S.A.	27.21 2/5	64.02
7.	J. J. Wood		Norton	27.24 3/5	63.90
8.	T. A. Owens		Triumph	27.38 2/5	63.37
9.	E. Barrett		Norton	27.48 1/5	62.99
10.	H. A. Pearce		Norton	28.03	62.44
11.	D. Powell		Norton	28.35 3/5	61.26
12.	N. J. Price		Norton	28.39 1/5	61.13

Fastest Lap:
J. A. Storr,
(Norton)
2 min. 32 1/5 secs.
69.05 m.p.h.

175 - 250 c.c. (10 Laps)

1.	R. L. Graham		Velocette	27.31 2/5	63.64
2.	M. Cann		Guzzi	27.34 3/5	63.52
3.	E. Barrett		Guzzi	29.03	60.30
4.	A. A. Fenn		Rudge	29.45 3/5	58.86
5.	E. H. Willis		Excelsior	30.03 2/5	58.28
6.	F. Hayward		Rudge	30.03 4/5	58.26

Fastest Lap:
M. Cann,
(Guzzi)
2 min. 36 3/5 secs.
67.11 m.p.h.

351 - 500 c.c. Championships (20 Laps)

1.	W. Doran		A.J.S.	50.06 2/5	69.99
2.	J. A. Storr		Norton	50.32 3/5	69.31
3.	E. Houseley		Norton	50.59 2/5	68.70
4.	R. H. King		Norton	51.00 2/5	68.68
5.	Geo. Brown		Norton	51.37 1/5	67.87
6.	R. McIntyre		Norton	51.47	67.65

Fastest Lap:
R. L. Graham,
(M.V.)
2 min. 25 2/5 secs.
72.28 m.p.h.

Sidecars and Threewheelers 490 - 1,200 c.c. (10 Laps)						
1.	E. J. Davis	...	Vincent	...	25.36	68.42
2.	W. Boddice	...	Norton	...	26.02 2/5	67.27
3.	L. W. Taylor	...	Norton	...	26.20 3/5	66.49
4.	J. Beeton	...	Norton	...	26.51 2/5	65.22
5.	F. W. Johnson	...	Vincent	...	26.51 4/5	65.20
6.	C. Stuart	...	Norton	...	27.57 3/5	62.65
7.	R. McDonald	...	Norton	...	28.02	62.48
8.	D. Smith	...	Norton	...	9 Laps	

Fastest Lap-
E. J. Davis,
(Vincent)
2 min. 31 3/5 secs.
69.32 m.p.h.

Solos up to 1,000 c.c. (10 Laps)						
1.	J. A. Storr	...	Norton	...	25.09 2/5	69.63
2.	R. D. Keeler	...	Triumph	...	25.27 4/5	68.79
3.	T. A. Ovens	...	Triumph	...	25.43	68.11
4.	B. H. King	...	Norton	...	26.03 1/5	67.23
5.	V. T. Williams	...	A.J.S.	...	26.24 4/5	66.31
6.	W. R. Fletcher	...	Velocette	...	26.30 3/5	66.07
7.	D. G. Chapman	...	Triumph	...	27.29 4/5	62.01

Fastest Lap-
J. A. Storr,
(Norton)
2 min. 26 4/5 secs.
71.59 m.p.h.

TROPHY WINNERS

THE MELLANO TROPHY No. 20 J. A. Storr — 499 c.c. Norton.
A.M.C. CHALLENGE TROPHY No. 59 W. Doran — 498 c.c. A.J.S.
THE AVON TROPHY No. 75 C.C. Sandford — 348 c.c. Velocette.
THE GEORGE REYNOLDS MEMORIAL TROPHY No. 68 R. L. Graham — 499 c.c. M.V. Agusta
CARBUROL CUP No. 44 R. L. Graham — 248 c.c. Velocette.
THE WATSONIAN ANNUAL TROPHY No. 27 W. Boddice — 499 c.c. Norton/Watsonian.
THE COMMERFORD CUP No. 28 B. H. King — 348 c.c. Norton.
THE RICKARD TROPHY No. 45 D. A. Tutty — 348 c.c. Velocette.
SOUVENIR AWARDS No Competitor in Events 4 or 7 qualified for one of these awards.

THE EDITOR'S CORRESPONDENCE

MAY I, through the columns of *Bemsee*, make a very strong protest at this season's method of awarding the Mellano Trophy?

During the last few years the destination of this piece of silverware has been decided by a sealed handicap spread over a number of races, a method which the Committee. I believe, decided was too cumbersome and awkward to carry on. They have, it seems to me, gone this year from the extreme of complexity to the extreme of simplicity by deciding that the winner of one particular race should receive the Trophy. I would have no quarrel with this decision if the race chosen, or the conditions under which it was run, gave a fair chance to all competitors; but how can this be so when all capacities were mixed together with no time-allowances for the smaller machines? What chance has an ordinary three-fifty, still less a two-fifty, of winning this race when competing against five-hundreds and thousands? If this method of deciding the award is to continue, the competitors riding the smaller capacity machines will either have to abandon all chances of winning, or else change over to a five-hundred.

The contrast between this year and previous years is made even more glaring by the history of the "Hutch," published in the souvenir programme. In this very interesting account how many times did we read of a two-fifty or a three-fifty, and one occasion a 173 c.c. machine, winning the Trophy?

What chance is there of these successes by smaller machines being repeated if the Committee stick to the present method of running the race? If the method of having only one race is to be continued, then the smaller classes should at least be given a time-allowance according to their class.

It would be interesting to learn if the donor of the Trophy laid down any conditions regarding the disposal of the award.

STAN HALL.

London, E.2.

(In *Bemsee*, April 1952, under the heading "Committee News," the following statement was published:

The Hutchinson Trophy. Confirmation has now been received that the Donor of this trophy would have no objection to a change in the rules governing its annual award—ED.)

MARSHAL'S MUSINGS

W. G. BILL JARMAN

I HAVE BEEN ASKED to pay a tribute to the racing members of "Bemsee" who continued to ride under such vile conditions at the 1952 "Hutch." This request comes from the Marshals who were operating all round the circuit like a lot of frogmen. Many good lads slid to earth but no competitor (on race day) went to hospital. One boisterous type blotted his copy-book at the close of practice on the previous day and almost brought down half a dozen others. This must not happen again in any circumstances. The red flags mean stop as soon as possible and ninety-nine per cent. of the competitors know it. Odd man out?

Some of the telephones could not swim but the messages came through somehow. We also had a power cut which upset the P.A. system. The two Traveling Marshals, Messrs. McBain, Cooper and deputies had plenty to do. The Sidecar Marshals and the "jeep" under Joe Wright and Hugh Wildman had quite a day towing in lads with water in wrong places. The Course Marshals stuck it out to the very end despite the conditions. Those on duty at Copse and Woodcote became quite expert at stopping engines which were revving in the horizontal plane, mostly on the grass verges. In several cases the bikes arrived before their owners, who took their bitter disappointment in the best "Bemsee" manner.

Before I forget—several members actually saw the one and only G. E. Tottey (stone cold sober) purchase a cup of tea for Linda, who tells me the expression on his face was one of utter disdain. Tottey told me it was the shock which took him by surprise, especially after reading about himself in the Programme article by Les Higgins. Several of the older members have said how much they enjoyed this "History of the Hutch." Thanks Les!

An error appeared under the Chigwell Social dates in last month's issue. The November date is correct, i.e., the 8th, but the December invitation is the Saturday, 6th December, (NOT 16th).

Essex Representative G. A. Atchelcor, please note and advise your pals in that part of the country. Talking about our representatives, these fine fellows are doing a grand job for their Club and very soon we hope they will get a "County Cell" going in a friendly hostelry. For in-

stance, the Surrey Cell meets once a month at the "Winning Horse," Claygate. The Middlesex boys get together at the "White Lion," Edgware. The Essex Cell can develop around Chigwell, thanks to Bill Mold, and anyone who lives in and around Warwick-Stratford-Banbury can be sure of a good welcome at the "Swan" at Kineton. "Squirrel" is the presiding quiz-master at this lovely rendezvous. The Area Representative scheme is catching on and the Certificate being prepared will be worthy of those men who are good enough to volunteer. If your area is not represented, why not start another cell yourself? Tell the B.M.C.R.C. Secretary, who will place your offer before the Committee and use this Magazine to advertise your action. Very soon we may be able to publish a whole page of representatives, giving names, addresses, etc., and the rendezvous each month.

With regard to the Racing Film Show fixed for the Sunday of Show week, i.e., 16th November, we are having great difficulty in locating a suitable licensed place anywhere near Earl's Court, so don't be surprised if we again go to the pub where we were made so welcome last year. The prices charged on the western side of London are enough to make your hair stand on end.

You have been warned about the Annual Dinner so this rather special occasion, viz., Friday, the 5th December, is an absolute "must." Quite a lot of tickets have already been sold so send along your cheque quickly. Tables for parties of six, eight, ten or twelve can be booked in one go if required, but do not expect the Secretary to guess the names of your table party. Above all, do not turn up without your ticket because the Corner House work a "Marshal Plan" of their own. A very good one it is too!

Before concluding, I have just realized that the Marshals who work the gates, crossings, paddocks and flags etc. were not given a pat on the back in the first part of this musing. These men and women worked in their usual efficient manner although everything was against them. How they kept to the time schedule in the pouring rain must be summed up as "Teamwork," and the racing men will be the first to give credit where it is due. In a sentence, "The racing members deserve

(continued on page 10)

125 c.c. RACING

When I read the correspondence on this subject in the October issue of *Bemsee*, I was reminded of the story of the editor of a local newspaper in one of the Wild West States of America. As soon as his paper had gone to press, he sat back in a sheltered corner of his office and waited for results. A few minutes later, two bullets came through the window. "Ah!" said the editor with a smile of satisfaction, "that leading article of mine has certainly gone home."

My few comments on the 125 c.c. T.T. Race certainly went home too, for I see that more than 30 per cent. of the total editorial space in the October issue was occupied by comments and criticisms of it. Les Higgins ought to be grateful to me!

In replying to these comments, may I make it quite clear first of all, that I had no axe to grind. In fact, as Editor and Proprietor of the T.T. Special, the more T.T. races there are the better, so far as I am concerned personally. Indeed, the Ehrlich Motor Cycle Company, whose Works Manager has fired "one of the bullets" at me, took advertisement space in one of last June's Specials—and I hope that they will do so again!

When an Ultra-Lightweight T.T. Race was first suggested in 1923, I pulled all the strings I could to get it going. I was most enthusiastic about the event, but to be candid, I did not for a moment even then think that such a race was going to be of much value in "improving the breed." I thought that I could win it—and if it had not been for the "Affair of the Black Paint," as some readers of *Bemsee* may remember, I might well have done so.

I think it might be appropriate here for me to ask the Editor to reprint the paragraph which has put the cat among the 125 pigeons. It ran as follows:

"My only comment on the 125 c.c. race is—why hold it at all? The Swiss don't and the Belgians don't—doubtless, perhaps, because they feel it serves no useful purpose. (Well, does it?) Would it not be better to hold a proper Lightweight race, over seven laps? If the Lightweight T.T. had the same status as the Junior and Senior, our manufacturers might turn their attention to it in earnest. It is worth remembering that in 1936—the last year a British machine won the two-fifty event—there were more entries for the Light-

weight than for the Junior or Senior . . ."

It will be seen from the above that I did not by any means definitely suggest discontinuing the race. All my comments were in the nature of questions. I threw the matter open for general discussion—and certainly I have got some results.

Now as to some of the comments in the October issue. Mr. Wade of the Dot Company states:

"It is unsportsmanlike to delete a class from an International Race in which we British do not hold command."

(The 125 c.c. T.T. has been won twice in succession by foreign machines).

Mr. Bell of the Ehrlich Company writes:

"Personally, I have no wish to see the present form of T.T. races altered in any way, but should this become necessary surely, from the point of support from British Manufacturers, the Lightweight race must head the list for exclusion?"

(The Lightweight race has been won nine times in succession by foreign machines).

Nuff said.

Mr. Bell also points to the value of the 125 T.T. as regards testing out new designs. May I suggest that the same class of the Ulster Grand Prix is even more suitable in that the race there is over 181 miles, as against the 113 of the T.T. I note, however, that the products of Mr. Bell's firm did not take part in the Ulster Race, which was left, so far as I remember, to half a dozen Italians.

It was interesting to read the comments from the Dot and Ehrlich Companies, but what would be more useful would be some from the real quantity manufacturers of 125 c.c. machines, such as B.S.A., Enfield, Excelsior, Francis-Barnett and James.

It is perhaps too much to expect comments from B.S.A., Enfield and Excelsior, who do not support racing officially—but what about Francis-Barnett and James, who are both members of Associated Motor Cycles Limited? "A.M.C." make 350 and 500 c.c. A.J.S.s—and race them. They make 125 c.c. Francis-Barnetts and James—and don't race them. Why not? Perhaps, like me, they feel that 125 models are definitely utility machines which can best be developed by trials.

I have heard the 125 T.T. compared to attempts at the Atlantic crossing by the

(continued on page 10)

BOOKS FOR THE RACING ENTHUSIAST

WHAT CAN YOU GIVE the motorcyclist for Christmas? The best of all presents would be a year's subscription to "Bemsee." But if this is too great a strain on the pocket why not consider a book on motor or motor-cycle sport? There are quite a number available and a variety of titles from which to make a choice. There is Geoff Davison's latest addition to the *T.T. Special* books, "Racing Through the Century" (reviewed in *Bemsee* in June—Ed.) and several other titles, any one of which make good reading; for example: "The Story of the T.T.," "The Story of the Manx," "The Story of the Ulster," and "T.T. Tales," to mention but four. All are full of interesting facts and a racy story.

As a change from motor-cycle racing try one of the many books written around motor sport. Two British publishers specialise on them, *Motor Racing Publications Ltd.*, and *G. T. Foulis and Co., Ltd.* The former have produced a series of "Scrapbooks," a comprehensive history of Grand Prix races and the story behind the World's Land Speed record. Foulis have recently produced two books by well known racing motorists, namely, "Controlling a Racing Team" by Sammy Davis (Casque of the Auto-car), and "Split Seconds" by Raymond Mays. Other titles are "British Sports Car", by Gregor Grant, Editor of *Autosport*; "Specials" by John Bolster; "Continental

Sports Cars" by W. Boddy, Editor of *Motor Sport*, "Racing a Sports Car" by ex-racing motorcyclist C. K. Mortimer, and several on 500 c.c. car racing. (Also "Rallies and Races" by W. Leonard and reviewed elsewhere in this issue—Ed.)

Returning to motorcycling, there is "Motor Cycle Cavalcade," a masterpiece by "Ixion" of *The Motor Cycle*, several handbooks published by Iliffe's, including that very interesting collection "Motor Cycle Engines." Temple Press publish a "Motorcycling Year Book," "Tuning for Speed" by Phil Irving, and several handbooks.

Don't forget we have two authors amongst our members. Published this year by *Motor Racing Publications* was Noel Pope's "Full Chat," an account of his experiences on road and track—learn how to lap Brooklands at 120 per!—and "Private Owner" by L. R. Higgins. Finally, you might like to have a copy of Les Higgins's latest book, "British Racing Motorcycles" (the title has been changed to "Britain's Racing Motorcycles"—Ed.); it will be ready for Christmas and is published by *G. T. Foulis*. It is different from any other book on motorcycle racing and describes the machines that have upheld British prestige for many years. To round it off there are sixty illustrations of machines that have been raced during the past fifty years.

S.C.

MARSHALL'S MUSINGS (continued from page 7)

every possible attention to enable them to do their best in the knowledge that we are always at their service."

Since writing about the County Cells, "Squirrel" has sent a letter about the Warwick area and asks that any members in that vicinity get in touch with him at Rosemary Cottage, Lighthorne, Nr. War-

wick. (Telephone: Moreton Morrell 282).

In conclusion, may I thank all those kind souls who have sent post cards and letters from all over the place? The post cards were particularly welcome, and another album will soon be required.

See you at the show.

125 c.c. RACING (continued from page 8)

Queen Elizabeth and the *United States*. What is the sense, it has been said, of tearing across the Atlantic in a ship? If you are in a hurry to get to the other side, you go by air. Similarly, if you want to go fast on a motor-cycle, you don't buy a 125 model — you buy something bigger and quicker.

It must not be thought from all this that I am in any way opposed to 125 c.c. racing—the more racing classes there are

the merrier, as I have said before. As regards the T.T. however, what I do feel is that it might be preferable to have a proper 250 c.c. Lightweight race, rather than to split this class—for which there is already much less support than for either the 350 or the 500 c.c. class—into two.

There is no side-car T.T., but there are plenty of side-car races. Might not the same apply to the 125's?

Geoff Davison.

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M.P.G!**



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increases miles
per gallon
and reduces
engine wear

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Carburol reduces engine wear

The upper cylinder cannot be effectively lubricated by ordinary lubrication methods. Carburol in your petrol takes care of this—preventing sticking valves, over-carbonisation and *acid action* in the upper cylinder. Only Carburol guarantees this protection—so be sure you get the genuine article!



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**BEMSEE'S ANNUAL DINNER, DANCE
AND PRIZE PRESENTATION**

Book the Date and Apply for Tickets **NOW**

THE Social event of the year will be held at Lyon's Coventry Street Corner House, London, W.1. (off Piccadilly Circus) on Friday, 5th December, 1952. Reception 6-45 p.m. for Dinner at 7-30 p.m. Dress Optional.

Those who attended last year will remember the success of the occasion. Similar arrangements will again be made for this year's Dinner. If you wish to sit with a friend, who might apply separately for a ticket, please state your wishes when completing the ticket application form.

TICKET APPLICATION FORM

Annual Dinner and Dance, 5th December, 1952.

To: The Secretary,
British Motor Cycle Racing Club Ltd.,
2 Wilton Mews, Wilton Street,
LONDON, S.W.1.

Please send the following tickets:—

.....Singles at 23/- each.

Names.....

.....

.....

Amount.....

.....Doubles at 40/- each.

Names.....

.....

.....

Amount.....

Total Enclosed £

NAME (Block Letters)

ADDRESS.....

.....

MEMBERSHIP No.

SIGNED.....

(Cheques and Postal Orders etc. should be made payable
to B.M.C.R.C. Ltd.)

SPECIAL ANNOUNCEMENTS

.....S.O.S.

AT our recent "Hutchinson 100" meeting, a Competitor (believed to be riding a Norton under No. 32) borrowed a float chamber banjo union from Mr. John Rampley which he promised to return. He did not do so. Would this competitor kindly return the union to John Rampley, 9, Lyne Court, Kingsbury, London N.W.9.

THE MOTOR CYCLE SHOW

WITH the kind co-operation of Mr. R. G. J. Watson, arrangements have been made so that members may leave messages for their fellow members and friends etc., on the official B.M.C.R.C. notice board that will hang on the Watsonian Stand during the Cycle and Motorcycle Exhibition at Earls Court (15th to 22nd November).

I shall be at the Show on a number of days but should anyone wish to see me on a matter of importance, will they please write or phone me beforehand at the office (SLOane 2942), so that I may make arrangements to be "on tap"?

BOB WALKER.

EMBROIDERED BADGES

BECAUSE a number of requests have been received from members during the past season, the Committee have obtained quotations from several badge manufacturers for the supply of suitable badges that may be sewn on to the breast pocket of a jacket.

A most impressive reproduction of the Club badge, hand embroidered in four colours and including gold and silver wire where possible to strengthen and make more durable, has now been chosen. The size of the badges will be 3 inches x 2½ inches and are priced at 42/- each. They can be supplied to any member giving a firm order. No actual stock of these badges will, however, be carried by the Club. Delivery is approximately four weeks at the present time. You are advised to order well in advance of the date required to allow for unforeseen delays in production.

All applications should be addressed to the Secretary.

FILM SHOW

7.30 p.m. Sunday, November 16th

by courtesy of

DENIS PARKINSON

THIS FILM SHOW, briefly announced last month, will take place at the **King's Hall, Crown Hotel, Morden** (opposite Morden Underground Station Northern line). It will start promptly at 7.30 p.m., and will last approximately two hours. There will be an interval half-way through the performance, during which light refreshments can be obtained at nominal prices within the building (licensed).

ADMISSION is FREE but a silver collection will be taken to defray sundry expenses and the cost of hiring the hall. The capacity of the hall is limited to 200 persons and admission will be by ticket only. Immediate application for tickets should be made to the Secretary, **2 Wilton Mews, Wilton St., London, S.W.1.**

ALL MEMBERS are welcome and are invited to bring their friends. We are expecting many of our provincial friends up in London for the Motor Cycle Show which opens on the previous day. There is ample space for car and motorcycle parking in front of the hotel.

ONE MAN'S RACING

ERWIN TRAGATSCH

SOME THIRTY YEARS ago nearly every British motorcycle manufacturer supported racing on road and track. Amongst the host of aspirants for racing honours was a young man named Bill Bragg, the son of a former mayor of Lambeth. When little more than a schoolboy, Bill had taken up cycle racing, a sport at which he excelled and scored many successes, so much so that at the age of twenty he represented Great Britain in the Olympic Games cycling contests, held that year in Holland at Amsterdam. A year later he again represented his country at the Copenhagen championships.

Bill Bragg has always been interested in machinery, in particular internal combustion engines and motorcycles. After he left school in 1915—he was educated at Mercers School, Holborn, London—he spent some years on steam driven marine engines, but in 1919 decided to chance his fortune in the new industry that was arising before the war years of 1914-1919. With a capital of only £55, he went into business as a car dealer, renting an old stable yard at 259 Brixton Road.

From about 1923 onwards, Bill began to take an active interest in motorcycle competitions, riding in various events with his two friends, Norchi Bellamy and C. J. White and representing their club, Brixton. They were particularly successful at the Kop Hill Climbs, the scene of many a victory for that outstanding Yorkshire motorcyclist, Freddie Dixon, and one of Bill Bragg's heroes.

When dirt track racing was introduced to England in 1927, Bill took a lively interest, and when it was established firmly in the public's esteem during the following years, he took an active part. He became captain of the Stamford Bridge team and scored a great many victories, but never did he feel satisfied that the machines of those days were all that they might be: they were cumbersome, too heavy and had a power-weight ratio that was far from favourable.

For a long time he pondered over the problem before taking action and claims that he solved it before anyone else. Nearly every British manufacturer listed a "dirt track" machine in those days and some gave official support to the riders. There were also several home-made machines, for example, the side-valve J.A.P. engined

Scott on which Wal. Phillips started his speedway career. A favourite engine was the J.A.P. and Bill Bragg possessed a very fast o.h.v. five hundred, the K.O.R. model, which in the hands of certain Brooklands rider-tuners, C. G. Lacey for instance, captured many records and won many races.

This engine was not designed for the Speedway and Bill Bragg was dissatisfied with it, despite its performance. It was too heavy. So he modified it, largely by rebuilding it as a J.A.P. "bitza." The crankcase was a 344 c.c. model, the cylinder barrel of the 498 c.c. racing type, the head a standard three-fifty and the flywheels of 250 c.c. racing pattern. At that date the 350 c.c. racing J.A.P. weighed 68 lbs., but Bill's special weighed but 57 lbs. The construction was no simple job and a great many hours work were needed before Bill produced what he claims to be the first Speedway J.A.P. engine.

Very few people thought that the experiment would be a success. The majority doubted whether it would ever run, or, if it did, would very quickly blow up. Bill showed them that his idea was not so crackpot, and Frank Arthur, a Speedway Star of those days, was wildly enthusiastic about it, particularly as the acceleration was terrific, far greater than any other Speedway engine of the time.

Soon afterwards Bill Bragg met with a serious accident and was forced to retire from active competition work, and worse still, was unable to take any further part in the development of the engine he had constructed. Very little alteration was made to the motor and it formed the basic design of future J.A.P. Speedway engines.

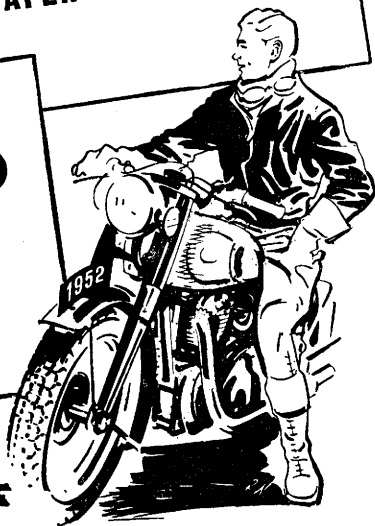
Bill Bragg is now 53 and still in poor health, the result of a twenty year old accident, but he remains as enthusiastic as ever and still delights in discussing the technical side of racing.

"Bemsee" members are more interested in road racing matters than the Speedway, but this story of Bill Bragg serves to encourage the younger generation. Unfortunately Bill Bragg never received the recognition that was his due. Poor health prevented him from taking a further part in the development and demonstration of the engine into which he had put so much work.

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- MAXIMUM GRIP—
GREATER SKID RESISTANCE,
REDUCED WHEEL SPIN
- MORE EVEN WEAR — LONGER LIFE
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SAFER CORNERING

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UNIVERSAL
MOTOR CYCLE TYRE



FOR EVERY KIND OF MOTOR CYCLING

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MINNIE GRENFELL MEMORIAL TROPHY

FINAL PLACINGS

We congratulate Derek Farrant on winning the Trophy for 1952. John Storr was second, 2 points behind and Bill Boddice, of Sidecar fame, third.

Points are awarded: 5 for a win, 4 for second, 3 for third, 3 for fourth and 1 for a start, with an allowance of only one race per meeting, the best score being taken into account.

Name.	S'stone Saturday	T.T Races	Trophy Day	M.G.P. Races	Hutch. 100	Total
D. K. Farrant	3	3	3	5	4	18
J. A. Storr	5	—	5	1	5	16
W. Boddice	3	—	4	—	5	12
C. C. Sandford	1	5	—	—	5	11
M. Cann	5	1	—	—	4	10
G. E. Duke	5	5	—	—	—	10
W. Doran	4	—	—	—	5	9
R. L. Graham	—	4	—	—	5	9
E. Houseley	—	5	—	1	3	9
H. A. Pearce	5	—	—	1	3	9
E. A. Barrett	4	1	—	—	3	8
E. J. Davis	3	—	—	—	5	8
P. Hogan	—	—	5	—	3	8
D. G. Chapman	1	1	4	—	1	7
F. Hayward	3	—	3	—	1	7
R. Jervis	4	—	1	1	—	7
R. D. Keeler	—	—	3	—	4	7
F. H. Burman	—	—	—	—	5	6
J. R. Clark	—	3	3	—	—	6
R. E. Geeson	3	1	1	—	1	6
P. V. Harris	5	—	—	—	—	6
J. A. Hogan	5	1	—	—	—	6
B. H. King	1	—	1	—	3	6
R. McIntyre	—	—	—	5	1	6
A. W. Tucker	1	—	5	—	—	6
D. A. Tutty	—	1	—	—	5	6
Geo. Brown	—	—	—	—	4	5
G. P. Douglass	1	1	4	—	—	5
A. A. Fenn	—	1	—	—	4	5
L. J. French	—	1	4	—	—	5
C. Julian	—	—	5	—	—	5
R. H. King	—	1	1	—	3	5
E. S. Oliver	5	—	—	—	—	5
M. P. O'Rourke	—	—	5	—	—	5
B. W. T. Rood	—	—	5	—	—	5
C. E. Staley	1	3	1	1	—	5
L. W. Taylor	1	—	5	—	3	5
R. Touche	—	—	4	—	1	5
P. H. Tait	—	—	—	—	—	5
E. R. Ward	4	1	—	—	—	5

4 POINTS :
 K. R. Campbell,
 S. Cooper,
 A. J. Glazebrook,
 R. E. D. Harrison,
 R. J. Harrison,
 R. F. Hanks,
 F. W. Johnson,
 C. M. Luck,
 R. McDonald,
 R. H. Sherry,
 R. E. Smith,
 G. Stuart.
 3 POINTS:
 W. R. Amm,
 J. Beeton,
 E. Baxter,
 P. W. Brown,
 G. M. Cain,
 L. A. Dear,
 C. Dixon,
 C. Ellerby,
 K. J. Faulkner,
 P. Ferbrache,
 T. R. Garland,
 C. Hale,
 G. S. Hubbard,

D. G. Lashmar,
 S. Lawton,
 M. V. Lockwood,
 L. G. Morris,
 W. A. C. McCand-
 less,
 W. McVeigh,
 S. Palmer,
 E. Pantlin,
 A. L. Parry,
 R. E. Philpot,
 N. J. Price,
 J. Ramoley,
 C. H. Rhodes,
 D. R. Rose,
 C. F. Salt,
 J. Skeritt,
 H. L. Stephen,
 A. H. Taylor,
 G. J. Turner,
 W. N. Webster,
 R. Wilkerson,
 V. T. Williams,
 A. W. D. Woods,
 L. Williams,

2 POINTS:
 R. Alderslade,
 H. J. Alderslade,
 G. Arnold,
 J. Boulter,
 E. H. C. Baker,
 A. D. Brown,
 M. Brown,
 D. Baker,
 A. Bennett,
 C. M. Bennett,
 T. W. Bounds,
 P. H. Carter,
 G. A. Clarke,
 H. J. Cronan,
 J. H. Cooper,
 V. Davey,
 M. H. Eagle,
 W. Evans,
 W. R. Fletcher,
 W. W. Foxall,
 G. H. Fruin,
 W. M. Fitsimons,
 H. S. Hall,
 W. Hall,
 E. V. C. Hardy,
 E. G. Hefford,

V. J. Holcroft,
 W. L. Hordley,
 C. H. Hubbard,
 W. J. Jenness,
 A. W. Jones,
 D. J. Jarman,
 K. A. Johnson,
 A. G. Johnson,
 J. L. Kendall,
 J. R. G. Lanyon,
 D. Langton,
 G. R. Long,
 W. J. Maddrick,
 J. Maloney,
 W. R. Marley,
 M. N. Mavrogor-
 dato,
 K. C. Morris,
 P. Minion,
 J. C. McCubbin
 H. Neal,
 F. Norris,
 G. A. Northwood,
 J. K. Parr,
 R. J. Penney,
 J. D. Poingdestre,
 R. W. Porter,

F. Purslow,
 A. C. Peet,
 J. F. Pritchard,
 K. Rickard,
 F. A. Robinson,
 W. M. Raper,
 R. A. Rowbottom,
 D. H. Smith,
 R. R. C. Smith,
 L. Southam,
 F. A. Spencer,
 C. A. Stevens,
 John Surtees,
 R. J. Standivan,
 D. S. Stevenson,
 L. G. Statham,
 A. C. Taylor,
 F. E. Taylor,
 I. F. Telfer,
 G. F. Thomson,
 K. E. Tully,
 E. W. Tinkler,
 A. F. Wheeler,
 H. L. Williams,
 K. Willis,

NEW BOOKS

Rallies and Races (Gatsonides) by William Leonard. 18s. 6d.

(G. T. Foulis & Co. Ltd. London).

YOU may think that a Rally is nothing more than a happy get together spit and polish affair, a long comfortable drive followed by a concours d'elegance and some pretty driving tests to decide who shall have the cups. After reading *Rallies and Races* you will know that a Rally is a he-man's event. Races rarely occupy more than three or four hours and are, for the most part, confined to a few miles of road or track round which the competitors lap a great many times. A Rally covers several hundreds of miles and is non-stop motoring for several days and nights.

In the early days of motor racing, the competitors travelled over public roads from point to point, the Paris-Madrid race for example, and the modern Rally is not far removed from that type of event, except perhaps that it is a time trial, the competitors endeavouring to maintain a high average speed for hundreds of miles over mountain passes, rough and snow covered country and in atrocious weather conditions. It is a test of endurance for the car and its crew.

A foremost competitor in post-war rallies and sports car races is the Dutchman, Maurice Gatsonides, and his adventures in pre- and post-war Monte Carlo Rallies, the Liège-Rome-Liège and the

French Alpine Rally have been recorded in "*Rallies and Races*." The story is told in a style that will hold your interest from cover to cover as you live through the breath-taking moments of near disaster, the crushing disappointments at failures brought about by insignificant faults during car races, the sheer exuberance of winning the 750 c.c. class at Le Mans after a last minute set-back, a broken wheel with only twelve minutes to go. You can feel Gatso's despair at that moment—"I got prepared to leave "Smoky" at 70 m.p.h., for I was sure it would somersault, but to my surprise it was steerable and could—be it very carefully—be brought to a stop driving on the brake drum. I could have cried, for I was convinced that the drum and hub would be broken and that I was beaten in the last quarter of these twenty four long hours."

And his joy a few minutes later when the disaster was overcome—"With my thumb up to the sky and grinning broadly I flashed by for the last lap, but had just time to see them (the pit crew) jump up and down mad with joy. They yelled out . . . and almost kicked each other into a hospital from sheer pleasure."

You can't help but enjoy "*Rallies and Races*," the story of an enthusiastic motorist written for other enthusiasts.

MINNIE GRENFELL RESULTS (continued).

E. H. Willis,
A. F. Winstanley,
H. T. Watson,
Howard Williams,
Harvey Williams,
W. H. Wilshe,
G. E. Whitbread,
I POINT:
M. Brierley,
D. N. Bradshaw,
A. P. Brooks,
Allan Brown,
D. A. Ball,
G. R. Brown,
P. L. Burridge,
A. J. Barham,
J. G. Bound,
G. Bretherick,
S. Brough,
D. D. Banks,
R. D. Beck,
E. F. Cope,
W. S. Corley,
B. Cortvriend,
D. Coop,
F. A. F. Crawley,
G. J. Canning,

P. B. Davis,
J. Difazio,
A. Durnford,
R. Dean,
J. R. Davidson,
G. R. Dore,
J. Emmott,
G. N. Ewer,
D. H. Edlin,
M. Featherstone,
L. Fenning,
J. Fisher,
P. Fernando,
E. Goodwin,
R. H. Grange,
C. G. Griffiths,
J. B. Gunn,
G. Gunnell,
P. G. Garrington,
M. Hall,
W. Hall,
D. Harrowell,
C. Harwood,
R. H. Heald,
F. P. Heath,
J. P. Hodgkin,
J. Humberstone,

M. Herrinton,
J. Hughes,
C. T. Irish,
G. N. Jones,
A. Jefferies,
A. C. Keeble,
M. H. Keele,
B. E. Keys,
B. Kershaw,
P. M. Knocker,
J. W. Kent,
E. J. Lewis,
W. Lilley,
G. Lund,
S. F. Lloyd,
G. K. Lambert,
N. Lay,
K. S. Lewis,
E. Maddox,
R. B. Matthews,
G. T. W. Mayne,
G. T. Miller,
K. W. Manning,
P. H. Marriott,
M. McGeagh,
P. McKnight,
J. B. Netherton,

G. Newman,
E. J. Nash,
J. H. Parker,
D. Parkinson,
D. Perry,
R. H. Pike,
R. K. Pilling,
E. Procter,
M. B. Prudence,
H. Parsons,
D. E. Pickett,
L. G. Povey,
C. Race,
H. B. Ranson,
R. H. Rudge,
F. H. Rutherford,
W. Ryan,
C. J. Roberts,
D. E. Sheppard,
P. Simister,
R. K. Smart,
J. Sparrow,
G. H. Stevens,
D. Summerfield,
J. Swanborough,
A. H. Skein,
A. Shaw.

D. R. Smith,
J. F. Sheehan,
W. Spence,
E. G. Summers,
S. A. Sorenson,
A. Skelding,
L. G. Tedder,
R. W. Thompson,
J. A. Thomson,
G. R. Turner,
A. R. Verity,
J. Walker,
R. F. Walker,
T. A. Ward,
V. Willoughby,
J. S. Wilson,
R. H. Woodham,
E. A. Woods,
A. H. Wynes,
J. B. Whittingham,
W. A. Whitehead,
H. Whitehead,
D. C. Young.

COMMITTEE NEWS

Meeting held on September 5th, 1952.

Present:—Mr. N. B. Pope (Chairman), Mr. E. C. E. Baragwanath, Mr. H. L. Daniell, Mr. W. W. Hunt, Mr. W. G. Jarman, Mr. K. Rickard, and Mr. J. O. Roebuck.

In attendance—The Secretary.

Apologies for absence were received from Messrs. Glover and Taylor.

Shelsley Walsh. The Secretary's report on Shelsley Walsh having been previously circulated was noted, it being agreed that the matter should be fully discussed and action taken as required by the Race Sub-Committee who should investigate the matter of entry fees and persuade the Midland Automobile Club to reduce these where possible.

Brighton Speed Trials. The Secretary gave a comprehensive report on the Speed Trials held on the 6th September, to which B.M.C.R.C. had been invited to compete by the Brighton & Hove M.C. Ltd. It was agreed that certain suggestions for improving this event should be placed before the Brighton Club for their consideration, along with a letter of appreciation for the hospitality they had displayed on this occasion.

Race Sub Committee. The minutes of the last meeting of the race sub-committee were approved. These appertained to the general pre-race organisation for the 'Hutchinson 100.'

Public Control. Mr. Hunt gave a comprehensive progress report on arrangements that had been made by the Car Park Sub-Committee to deal with crowd control and public admission. It was envisaged that there would be a large number of 'Special Marshals' to ensure, so far as possible, that every member of the public present paid the proper charges. Messrs National Car Parks were co-operating satisfactorily with B.M.C.R.C., who would be responsible for all enclosure and other schemes connected with the taking of admission monies etc.

Revision of Sub-Committees. It was considered advisable that the existing Sub-Committees be reformed as follows—

Race Sub-Committee will in future carry out the functions of the present "Regulations," "Selection" and "Race Sub-Committees."

The Social Committee will take over the duties of the "Social Sub-Committee" and will be responsible for the supervision of all social functions. The Finance Committee would be set up to advise the Board on all matters relating to major expenditure of money and other commitments involving Club Funds.

The Minnie Grenfell Memorial Trophy.

The Secretary read correspondence that had passed between Mr. G. E. Duke and himself over the loss of the Minnie Grenfell Trophy. It was resolved that Mr. J. Granville Grenfell be informed of the lamentable happening and that an announcement be put in the Press relating to this loss.

Annual Dinner and Dance. It was decided that the price of the admission tickets would be 23/- single and 40/- double. It was regretted that it was necessary to increase slightly the cost of tickets over last year but this was brought about by the considerable increase required by the Caterers concerned.

New Members were elected.

Financial Account was presented and approved.

Film Show. It was agreed to accept the kind offer made by Dennis Parkinson to show his films to Club members during the period of the Motor Cycle Show at Earls Court. It was agreed that this should take place on Sunday 16th November, a suitable venue would be found at the earliest moment.

1953 Dates. It was decided to apply for the following dates on which to hold race meetings during 1953; April 25th (National), July 25th (Closed-to-Club), September 26th (International). These would be in addition to possible invitations from the Midland Automobile Club (Shelsley Walsh Hill Climb) and the Brighton & Hove M.C. (Brighton Speed Trials).

M.G.P. Awards. In recognition of the fine performance by our members in winning the Senior Manx Grand Prix Club Team prize, it was resolved to present the team members, Messrs. D. K. Farrant, H. A. Pearce and K. R. Campbell, with suitable mementos to commemorate the occasion.

"BEMSEE" WINS AT BRANDS HATCH

THANKS to the vigorous work put in by the British Sporting Sidecar Association, "Bemsee" were invited to nominate sidecar teams for a special team race that was run at Brands Hatch last month. As a result, many of our Sidecar members enjoyed a day's racing at this popular one mile circuit in Kent.

Although few team events are organised nowadays they can be excellent fun, as was proved at this particular meeting. It did a great deal to foster a good inter-club spirit, something that is often lacking. We look forward to a similar occasion next year.

A total of eleven teams appeared in the programme. The final results are:—

1st—B.M.C.R.C. "A" team ... 17 pts.
(E. J. Davis, L. W. Taylor, F. W. Johnson)

2nd—B.S.S.A. "A" team ... 15 pts.
(R. McDonald, P. V. Harris, E. Wallis)

3rd—O.W.L.S. ... 14 pts.
(H. J. Butler, H. Woodrow, P. Woollett)

4th—B.M.C.R.C. "B" team ... 12 pts.
(G. Stuart, T. W. Bounds, D. Slate)

Falcons "A" team ... 12 pts.
(L. E. Tyrell, J. Thorn, Russell)

5th—Brands Hatch Riders ... 10 pts.
(P. Millard, Spencer, R. L. Carter)

6th—Falcons "B" team ... 7 pts.
(Wiseman, R. Falconer, D. McDonald)

PINKS

OF HARROW

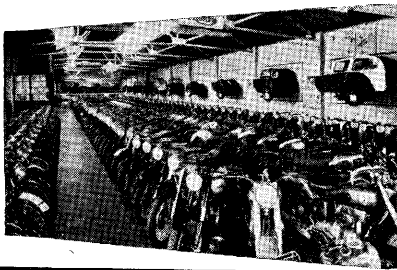
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MUTUAL AID

For Sale:—1950 Mk. VIII KTT. Velocette, completely rebuilt 1952. Secondary scavange pump, large valve, cams, carburettor, special rockers, high bottom and second gear, improved rear brake,

one-piece seat. Large capacity "Lyta" tanks, many light alloy components.—V. Willoughby, 19 North Road, Lower Edmonton, London N.9.

MUTUAL AID

For Sale:—Harry Stephens's tool-room 250 c.c. A.J.S./Triumph with 1952 F. Baker engine (improved "Ellbee") in standard 7R frame. Complete with unused Works reconditioned 350 c.c. Ajay engine and spares. 100% trouble free finish at all meetings. T.T., Ulster, Silverstone, etc. Never dropped. A superb outfit worthy of a better rider. Offers—65 Daventry Road, Coventry—Telephone 62359.

For Sale:—Set of black leathers (jacket and breeches) well padded and lined, pre-war quality. Used only few times. Also support body belt unused. Would fit person 5 ft. 8 ins. or 9 ins. medium build. Can be seen at this address or

sent on approval. £12 or nearest offer—R. S. Trott, 52 Broadhead, Luton, Beds.

For Sale:—1948 7R A.J.S. '52 suspension and exhaust. New Piston, Mag, Tyres, Tubes, Rev Counter and Drive. Brakes relined, little used. Offers—J. F. Sheehan, 5, Elmbank Avenue, Englefield Green, Surrey.

For Sale:—248 c.c. Rudge. B.T.H. racing mag. Alloy carb., hairpins, Large finned brakes, rev counter, new racing tyres. Genuine 90 m.p.h.—£85. Also—1,150 c.c. Brough Superior and Watsonian Avon Sidecar. Good running order but a little rough—£75. R. Grange, 6 Maple Gardens, Burnt Oak, Edgware, Middx.

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Members and Friends of the

British Motor Cycle Racing Club
are reminded that the

Annual Dinner and Dance

will be held at

Lyons Coventry Street Corner House, London, W.1

on

Friday, December 5th, 1952

Dress Optional

6.45 for 7.30

Tickets are 23/- single, 40/- double
which includes Supper Buffet
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Secretary :—

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London, S.W.1

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