



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 6. No. 5. MAY, 1953 ONE SHILLING



Road Construction Work at the Crystal Palace Circuit.

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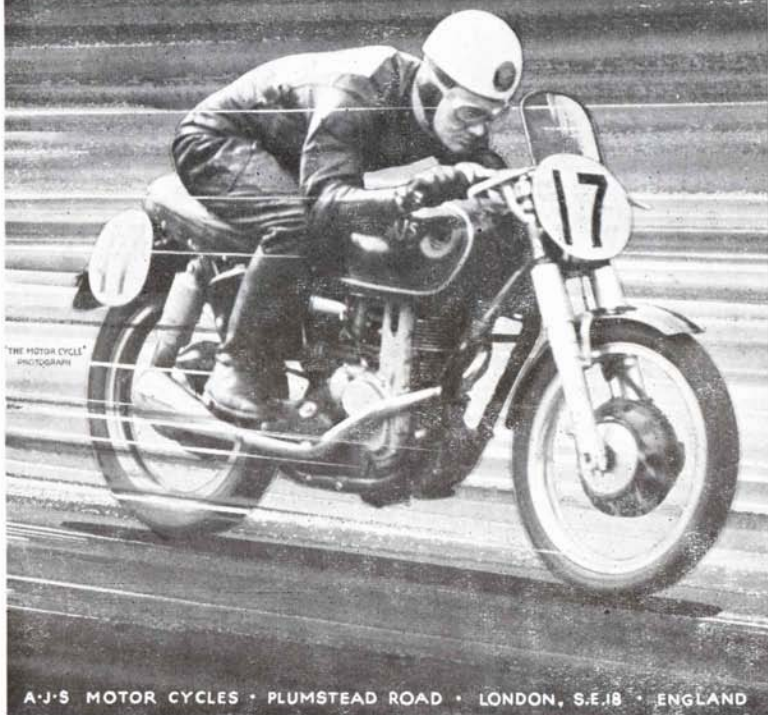
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# Bemsee

Vol. 6. No. 5 — May, 1953

EDITOR:

L. R. HIGGINS

## THE BRITISH MOTOR CYCLE RACING CLUB

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## EDITORIAL

### Silverstone Saturday

This year's "Silverstone Saturday," sponsored by *Motor Cycling*, was another huge success. A large crowd, variously estimated at between forty and seventy thousand, attended. The weather was magnificent, the racing was excellent. A feature of the meeting was the unexpected eclipse of the works "stars." Without their pukka machines they held less advantage, and to everybody's surprise and delight, two up and comig twenty year olds took the limelight.

### I.o.M. Accommodation.

A friendly note of warning comes from Bill Salmond about accommodation for "bodies and machines." Hotels and hoarding houses are filling rapidly so don't delay your booking any longer. If you are quick, writes, Bill Salmond, you may be able to book at Howstrake Holiday Camp. At the moment (Apr. 25) there are vacancies for approximately three dozen people. Two or three beds per room if you desire, hot and cold water, free garage accommodation, four meals a day at a price of 16/- per day. Competitors are welcome and well cared for, despite their nasty habit of rising early in the morning before the sheets are aired.



# MARSHAL'S MUSINGS

W. G. BILL JARMAN

THESE NOTES are written before the great *Silverstone Saturday* and any comment at this stage does not seem appropriate, so may I take this chance to remind members that our next commitment is at the Crystal Palace on the 27th June. Any member who is not racing should send a card to me at 153 Reigate Avenue, Sutton, Surrey, if he wishes to get one of the best jobs in the "Marshal Plan." Naturally the members who are not racing get first claim on the duties which bring them in close touch with the riders and their mechanics. The personal touch is thus maintained at all our meetings and has operated in this way since Dunholme. This is our first engagement at the Palace, and as June 1953 is rather a special month every effort is being made to maintain the traditions of the Club.

\* \* \*

Most of our members read both of the Technical Journals and it is not out of place to offer congratulations to *The Motor Cycle* which celebrated its golden jubilee quite recently, and especially to "Ixion," who has been associated with them for nearly fifty years. "Ixion" has a soft spot for the B.M.C.R.C., which was born in 1909 and is not far short of half a century. Admittedly, the Kaiser and Hitler wars kept us quiet for part of the period but "Bemsee" has always been fortunate with its Committee and Secretaries. Maybe Cliff Lewis will send a contribution on the subject, assisted by "Barry & Co.," who know most of past members right back to the time of Messrs. Loughborough & Reynolds. Any pre-1914 Committee men who can help are invited to drop a note to Bob Walker at the office, 2 Wilton Mews, Wilton Street, London, S.W.1. There are two periods to be covered i.e. 1909 to 1914 and 1920 to 1939, and although quite a lot of information is available, it is by no means complete.

\* \* \*

Several letters have come my way concerning the 125 "basic baby," as "Ixion" calls it. Strangely enough these correspondents agree with the principle of multiplication but all of them differ about layout and valve gear. One man also added a very strong plea for injectors instead of carburettors. I am surprised at the agreement over the 125/250/500 sequence but completely bewildered by all the argu-

ments about types, valves and juice squirting. May be someone will send in an article anyway. No one mentioned the 350 class so we can assume they will be happy to compete in a 375 c.c. category if it ever comes to pass, which I doubt. The flat-four 500 job with a flat-twin 250 as a young brother had support from an unexpected quarter, but the writer has forbidden me to mention his name. Pity!

\* \* \*

Les Archer will be delighted to know that his idea of "Bemsee Cells" all over the British Commonwealth is now beginning to take shape. Some of these B.M.C.R.C. Representatives have soon got going and two of the very active ones operate in Cheshire and Essex. It has taken quite a time to get volunteers to act as County or County Borough agents for their Club, but now that a few pioneers are setting the pace and sending in monthly notes to this Journal, there is no reason why we should not be represented all over the English speaking world. A special clap should be handed to the Australian members. Now for Canada, South Africa, New Zealand and any other countries who always remember the first word in our registered title, that is:—British and proud of it. The crossed "Jacks" will soon be fifty years of age.

\* \* \*

There is one race which I want to see back on the calendar more than any other and that is the Sidecar T.T. in the I.O.M. Even if it is on the short course it will be better than none at all. At the time of writing the next best thing in Britain, that is, *twenty sidecars at Silverstone*, has not taken place but let us not forget these boys from the acrobatic crews who will get their chance to do their stuff in a road race nearer home before very long. Apart from the short circuits there is very strong support for the "barrow boys" to be in the Ulster G.P. Rest assured of the unanimous support from your fellow members, especially those who have seen the way you operate on the Continental circuits.

\* \* \*

A suggestion has been made about our usual "get together" in the Isle of Man on the Saturday preceding T.T. week. As you know an organised ticket affair is not popular and some of the lads think  
(continued on page 3)

## AREA NEWS

**SHROPSHIRE:** Representative J. I. Sparrow, 13 New Street, Wem, Shropshire.

One or two members in the Shrewsbury Area experienced great difficulty in obtaining transport for their 'Racing Bikes' during the last 'Silverstone' race meeting. Would any members travelling from the North, with room to spare in their Vans or trailers etc., like to help these chaps when next time they pass through Shrewsbury on the way to future meetings down South, a 'pick-up' Depot can be arranged at W. Wilkes Motor Cycles, Shrewsbury, and no doubt this arrangement would be of mutual advantage to both sides, the same applies of course, to members travelling from the South to the North. Any one willing to help, kindly contact, Jack Sparrow at Messrs. W. Wilkes, Motor Cycles, Castle Foregate, Shrewsbury.

**CHESHIRE.** G. E. Tottey report that a very nice meeting was held during March and a further one was to have taken place on 22nd April, when the main item for discussion would be Silverstone. No report of this meeting available at time of

going to press. Among those attending the March meeting were G. Arnold from Warrington, Phil Carter from Northwich and V. T. Williams (Holmes Chapel). Bill Quinn of Victor Horsham's is giving good support and assistance and it is most agreeable to learn that the Landlord of the *Shrewsbury Arms*, where all meetings are held, has given permission to erect a sign outside the premises announcing the presence of a "Bemsee" Cell H.Q.

**GENERAL NOTICE.** There are still quite a number of Area Reps. who have not yet given details of any meetings they may have held. The Secretary would like to know what progress they are making, just as soon as they have their respective Cells organised.

Whenever possible, advance information and especially dates of meetings etc., should be forwarded so as to reach the Office not later than the 12th of the month previous to that in which the meeting is to be held, so that publicity may be given through *Bemsee*.

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### Marshal's Musings (continued)

it will be better if we picked on a suitable licenced house so that members and friends might come and go as they wish during the evening. Do you like this idea and have you any views as to the right kind of hostelry? Don't suggest a place where there are no parking facilities. Maybe Denis Parkinson will lay on a film show if we ask him nicely. Yorkshire Rep. please note. The members who saw the show at the Golf Links Hotel at Onchan last year will know what I mean. Just a free and easy party without any frills where we can get together.

\* \* \*

Since writing the foregoing sentences I have spoken to Eva Kane, who is Secretary at Howstrake. She is almost certain that the Directors will agree to the film show if you are willing to sit on the carpet as before. There won't be any tickets because "Bemsee" badges will be enough to admit you and your girl friend. There's bags of parking space and a couple of well stocked bars. Now D.P. will you do your stuff? If all goes well, I will try to get a famous personality in the chair.

The Surrey Cell will be glad to learn that the *Winning Horse* is about to get a full licence. Members can now bring their ladies and balance up the monthly meetings. The Wynes family can now change their name to *Wines* and push the boat out for those who arrive before a certain time. The last member to arrive can pull the boat back again.

Much water has run under the bridge since I wrote about members who were not racing and not doing a job on those occasions. I have been taken to task by one man who is so tied up with his business that he seldom gets a chance to display his enthusiasm because he just cannot turn up until half-way through the meeting. This is indeed a very difficult case and my remarks were not intended to include such an instance as this. Any man who is keen enough to maintain his association with "Bemsee," in spite of snags, deserves a very special pat on both shoulder blades. If there are any others in a similar predicament who want to help, will they please let me know. Maybe we can pair up such cases on a fifty-fifty part-time basis, that is, one in the morning and one in the afternoon, rather than let them feel neglected.



## 'REV COUNTER' REPORTS

**LES CLIFFORD** has now arrived in New Zealand and is settling down to a year's teaching. He was able to look up the Whorwoods when in Auckland and reports them to be well and flourishing. Les also visited a race meeting (reported elsewhere in this issue) and was proud to be wearing the "Bemsee" badge as the only other one on show was Rod Coleman's.

**R. McDONALD** has now opened a Country Club in the Hastings Area. It is reported to be getting very popular. Derek Farrant and Chris Bateman are already members and Mac assures a warm welcome to any "Bemsee" member who finds himself in the district and would care to look in. The Club stands in 15 acres of ground surrounded by pine trees. The address is The Valebrook Club, Stonestile Lane, Nr. Hastings. (Phone Baldslow 214).

**PHIL CARTER** speaks with enthusiasm regarding meetings in our Cheshire Cell (Rep. G. E. Tottey) and considers these meetings will do much to make members in the provinces feel as though they are one of the Club, with consequent benefit to "Bemsee."

**GEOFF DUKE.** According to a report in *Iota*, official organ of the Half-Litre Club, it appears that Geoff will be a member of the Connaught team (Formula II cars) in company with Denis Poore and Kenneth McAlpine. This is, of course, in addition to his commitments with Aston-Martin plus a possible ride in the Island next June.

**BILL HALL** is giving up his job as a transport manager to have a real crack at road racing and, all being well, will put in a full season including a number of Continental events, the first of which will be Floreffe. Best of luck, Bill.

**A. J. BARHAM** is taking delivery of a 350 Gold Star, but owing to business commitments will be unable to compete at Silverstone. He will, however, be seen at a number of short circuit events this season and has hopes of a 500 as well, in time for the Manx.

**T. J. STREET**, who is a comparatively new member to the Club, has kindly offered assistance to any member who may encounter transport difficulties to the Island this year. It is understood that a trailer with towing vehicle may be available from the London area.

## ANNOUNCEMENTS

### I.O.M. T.T. REPRESENTATIVE

Denis Glover will be representing the Club in the Isle of Man this year and can be contacted c/o Cawley, 'Ballacraine,' Onchan (Douglas 1387). This is on the back road between Onchan and Hillberry Corner.

Any member who is riding in the Clubman's (whether entered by "Bemsee" or his Local Club) who would like to be taken round the course during the day and shown the correct line, should get in touch with Denis at 75, WEST WAY, EDGWARE, MIDDXX., before May 25 or contact him in the Island. As an ex-member of the Wilf Harding Camp, and regular "Manx" Competitor he certainly knows which part of the road you should be on at any given spot on the way round.

### BENEVOLENT FUND

Donations have been received from the following members:

H. Hall	E. D. Creswick
C. E. Belcher	C. Gunnell
R. Offiler	G. T. Miller
	G. M. Hopkinson

### NEW MEMBERS

The following new members have been elected:

P. James Agg	A. W. Hydes
F. J. Brereton	I. I. Lloyd
H. J. Cox	G. P. G. McNair
G. R. Dunlop	D. Royle
F. M. Gwynn	R. Thompson
J. Hedley	P. M. Walsh
V. D. Knapp	L. D. Boulton
R. G. McElnea	J. R. Clew
R. J. Ramsden	W. H. Dixon
B. J. Thompson	V. L. Green
H. T. Tyson	F. E. Heath
J. Bottomley	D. T. Johnson
P. Clements	N. Manby
P. A. Davey	J. Moore
F. M. Fox	A. G. Taylor
R. J. Haydon	L. Turner
	D. Webb



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# THE CRYSTAL PALACE CIRCUIT

OUR COVER PICTURE for this month shows the new road section of the Crystal Palace circuit under construction. The photograph was taken on April 8th. The amount of work done in the preceding and succeeding fortnights was remarkable.

The pre-war circuit is shown in the sketch map. It was approximately two miles long, race speeds were of the order 55-58 m.p.h., and the lap record a fraction over sixty. The start and finish were at the point S on the map, and competitors raced clockwise, along the bottom stretch, turning right at the Ramp Bend and then climbing the Ramp and Maxim Rise, (M) past the Low Level railway station, to the Terrace Straight (T). This was the fastest section of the course. It ended with a swinging right-hand bend which led into a tricky downhill section, The Glade (G), followed by Fisherman's Bend (F), Fisherman's Corner (almost a walking pace), uphill to the Pond Hairpin, and then downhill through Stadium Dip to Stadium Curve and the Grand Stands to complete the lap.

The new circuit will be shorter—about one and a half miles—but a great deal faster, for the slow section from Fisherman's Bend to Stadium Curve has been cut out and replaced by a link road (L). Race Speeds will probably be between 70 and 85 m.p.h., and before the year is out a 90 m.p.h. lap by a fast car or motorcycle is not an improbability.

A fortnight before the cover picture was taken, construction work had not started. The Surveyors were measuring and marking out the new road. At the outer edge of Fisherman's Bend was a Steep bank falling away to the Stadium Curve, rough ground, tree and bush studded and including a very static water reservoir.

In answer to questions, one Surveyor said he expected the work to be completed

well before the first meeting on Whit-Monday. "If the L.C.C. say it is to be done then you can rest assured that it will be," was his final comment.

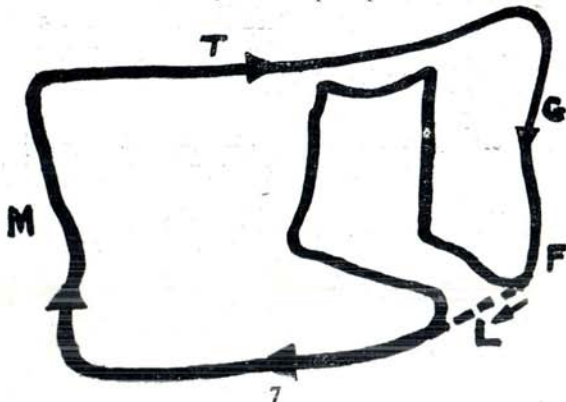
A second visit to the Palace grounds, two weeks later, showed that the Surveyor was not being over-optimistic. As the photograph shows, excavations were well advanced. A new way had been cut from the road edge at Fisherman's Bend (in the foreground of the photograph) to the water. A "Traxcavator" was leisurely shovelling up several hundredweights of earth at a time and rumbling off to deposit the load on a tip 150 yards away.

One of the workmen agreed that they were busy. "The job will be done (he said). It has to be completed in five weeks, in readiness for test runs. We are working from 7 a.m. to 7 p.m. every day."

On the next visit (April 21st) there was a remarkable change. The new road had been taken through to the beginning of Fisherman's Bend, the "watersplash" was filled, the hard core of rubble was laid and a steam roller crushing it into a solid foundation. By the end of the month the job will be near completion.

The drop from Fisherman's Bend to the Stadium Curve is said to be 1 in 8. It maybe but it doesn't look it. Both the Melbourne drop at Donington and Bray Hill look a great deal more impressive. However, the section should be one of the best spectating points and the most thrilling for the riders. The new link is approached through a long, swinging, downhill bend probably taken at about seventy, and then its full bore down the hill with a change into top near the Grand-stand.

This new circuit is going to be popular with rider and spectator alike, and will make a refreshing change from the wide open spaces of aerodrome circuits.



# THE OHAKEA TROPHY MEETING

OHAKA AIRFIELD, NEW ZEALAND.

14th March, 1953.

LES CLIFFORD



THE PROGRAMME consisted of five car and five motor-cycle races on an airfield circuit similar to many English courses. As the airfield is in current use by the R.N.Z.A.F. only one meeting a year is held here. This means that the course has no permanent pits, timing box or officials quarters, so good use was made of tents and the flat deck of a large truck. The start and finish was halfway down a three-quarter mile runway, and the anti-clockwise course included one nearly full-bore right-angle bend. A number of slower left and rights round the perimeter track included two corners with drains, 8 ins. deep and well radiused sides, cutting diagonally across them. Spring frames worked overtime here; so did some riders. The car races consisted of a sports-car race, two saloon-car races, an allcomers handicap and the Ohakea Trophy race for sports and racing cars, on a handicap basis.

This last race was the main event of the day, the entry, 31 of which came to the line, ranged from a TD M.G., as limit man, through a number of Indianapolis type V.8 specials, an 1100 c.c. Cooper J.A.P., three J.B.S. 500 c.c. J.A.P.s to the scratch man in an ex-Nuvalario, ex-Dalsan, ex-Evans P.3 Monoposto Alfa, this car being the only Grand Prix-type racing car in New Zealand.

The handicapping was quite good, an exciting finish after 25 laps being fought between a Morgan Four, first, the Alfa, second, with the 1100 c.c. Cooper a gallant third and sharing fastest lap time of 86 m.p.h. with the Alfa.

The Alfa is the spectators dream of what a racing car should look and sound like.

The motorcycle races were 350 c.c. and 500 c.c. Clubman, 350 c.c. and 500 c.c.

racing, and a Consolation Handicap. The Clubman races attracted an entry of some 24 for each race, and all the current three fifties and five hundreds were represented, with a few 125 c.c. and 197 c.c. machines for good measure. Most machines were very standard although I did inspect a pre-war Triumph which had grown an alloy barrel and head and a spring frame. I watched these races from one of the "ditched" corners and thought that the Clubmen dealt with this hazard in masterly manner (having travelled over some New Zealand roads I realise they got plenty of practice). The riders had to cross the drain twice at a narrow angle on each corner and whilst well banked over. Although I saw some eventful navigation I did not see anyone come off at this point. The racing classes were dominated by familiar names, Rod Coleman, Syd Jensen and Dean Hollier.

The machines consisted of KTTs, 7Rs, Gold Stars, Manx 30s and 40s and one very potent G.P. Triumph. The 350 c.c. race was a start-to-finish battle between Coleman and Jensen, with Syd making the most of a quick getaway and Rod trying hard to get on even terms, getting up to Syd's backwheel at times but failing to pass. The 500 c.c. race was a runaway win for Rod Coleman, with Dean Hollier second and Syd Jensen, still on his 7R, third. Rod's fastest lap was around the 83 m.p.h. mark.

The meeting was extremely well organised and a friendly and appreciative crowd of 20,000 watched the day's sport. I had a long chat with Rod in the lunch interval and learned that he is leaving New Zealand before the end of March and flying to Bathurst in Australia to compete there before going on to England in time for the 1953 Continental Circus.



## AN INDIAN WHO AIMS TO PUT HIS COUNTRY ON THE MAP \*

\* Reprinted from "Times of India" 22/2/53.

+

**M**OTOR-CYCLE fans will be interested to learn that an attempt is to be made by a young Indian this year at the establishment of a national land speed record which will compare favourably with those of other countries and even with world figures.

The enterprising pioneer is twenty-three-year-old Shankar Ramanan, who, after completing his education at Doon School, Dehra Dun, spent just over three years as a pupil with Humber Limited, at Coventry, and returned to India a few days ago. He has brought with him a Vincent 997 c.c. twin, specially prepared by the manufacturers for the purpose intended, and the necessary arrangements are now in hand for the import of special tyres from England, as well as for the procurement of the special fuel with which the maximum performance can be obtained.

I understand the machine is tuned to use a mixture consisting of ninety per cent. methyl alcohol, five per cent ether and five per cent acetone, at a compression ratio of thirteen to one, and its anticipated speed is between a hundred and forty-six and a hundred and fifty-eight miles per hour. If this fuel is not available here, however, ordinary petrol will have to be utilised. This will necessitate a compression ratio of seven point three to one, with which, it is stated, a speed of something between a hundred and thirty-two and a hundred and forty miles per hour can be attained.

Shankar Ramanan, who has inherited his enthusiasm for motor-cycling from his father, Colonel C. S. V. Ramanan, of Tanjore, now retired from the Indian Medical Service, intends primarily to set up a record for the flying mile, but in the event of his being able to obtain special sprint tyres from England he will also establish official figures for the standing

mile and standing quarter-mile. He plans to use a top-gear ratio of three point two seven to one for the flying mile and three point five six to one for the acceleration records.

An effort of the kind in view calls for a seven-mile stretch of absolutely straight and level road, with an excellent surface, and these conditions are found to be adequately fulfilled by a section of the Mysore Nandya Road, in Mysore State, where the proposed speed attempts will in all probability be made. Mr. Ramanan had hoped to set up the desired figures in the latter part of the current month, but unforeseen circumstances have arisen to disrupt his arrangements, and it is very likely that he will be compelled to postpone his endeavour until next winter.

He has brought with him fully automatic electric/electronic timing equipment of the type which is essential for the recognition of all motor speed records, and, apart from being calibrated to a hundredth of a second, this is of approved accuracy. The Automobile Association of South India has been requested to act as the supervising authority through its accredited representatives.

With a view to finalising arrangements with that organisation Mr. Ramanan left Bombay for Madras last Monday, and he is now in Bangalore, paving the way for his speed attempts. It is possible that he will decide to establish preliminary figures with the tyres that are available, but, naturally, they cannot be any where in the neighbourhood of those attainable with special tyres. In any case he is confident that he will be fully prepared to put forth his best endeavour by next winter, and I am sure he will carry the good wishes of all motor-cycling fans in an effort which promises to put this country on the world map in yet another branch of sport.



# SILVERSTONE SATURDAY

## RACE RESULTS

### SPECIAL AWARDS

#### Motor Cycling Cup

R. MADSEN-MYGDAL — 998 c.c. Vincent.

#### The Glover Trophy

1st — D. T. HOWELL — 499 c.c. Norton — £50.  
Improvement over handicap 35 secs.

2nd — G. T. SALT — 348 c.c. A.J.S. — £35.  
Improvement over handicap 32 2/5 secs.

3rd — J. J. LLOYD — 249 c.c. Excelsior — £15.  
Improvement over handicap 23 1/5 secs.

#### Motor Cycling Award

BARHAM M.C. — E. SMITH.

#### Colin Whorwood Trophy

J. SURTEES, JNR.

#### Vintage Challenge Trophy

G. DAVIES — 1924 346 c.c. Royal Enfield.

#### Vintage Handicap Prize

1st — G. DAVIES — 1924 346 c.c. Royal Enfield — an Ashtray.

2nd — D. J. HUNT — 1926 490 c.c. Norton — a Plaque.

#### Anonymous Award

F. M. FOX — Norton.

#### Event I.—250 c.c. Solo.

			m.s.	m.p.h.
M. Cann	-	Moto-Guzzi	22.50	76.71
C. C. Sandford	-	A.R.T. Velocette	23.11	75.55
B. W. T. Rood	-	Velocette	24.23 2/5	71.81
J. C. McCubbin	-	Rudge	24.33 2/5	71.32
F. Hayward	-	Rudge	24.33 3/5	71.31
I. I. Lloyd	-	Excelsior	24.36 2/5	71.16
A. A. Fenn	-	Rudge	24.37	71.15
G. J. Turner	-	Rudge	24.37 1/5	71.14
E. Pantlin	-	Lucas	24.36 4/5	71.07
R. E. Geeson	-	R.E.G.	24.51 4/5	70.45
E. Barrett	-	Phoenix J.A.P.	25.08	69.69
F. Carter	-	Velocette	25.09	69.65

Fastest Lap: M. Cann—2 min. 12 3/5 secs.—79.26 m.p.h.

# Event 2.—350 c.c. Clubman.

G. Arnold	-	B.S.A.	-	24.30 1/5	71.49
K. Smith	-	A.J.S.	-	24.30 2/5	71.47
K. N. Ballisat	-	B.S.A.	-	25.01 4/5	69.98
A. H. Sutton	-	B.S.A.	-	25.03	69.92
R. Thompson	-	B.S.A.	-	25.32	68.60
D. A. Wright	-	B.S.A.	-	25.45	68.02
E. Baxter	-	B.S.A.	-	25.45 1/5	68.01
B. L. Turner	-	B.S.A.	-	25.48 4/5	67.88
G. Harding	-	B.S.A.	-	26.00 4/5	67.33
R. R. Wood	-	B.S.A.	-	26.03 4/5	67.20
O. K. Greenwood	-	B.S.A.	-	26.13	67.05
J. A. Salt	-	B.S.A.	-	26.14	66.77
P. B. James	-	Velocette	-	26.33 2/5	65.95
E. D. Blackwell	-	B.S.A.	-	26.34 3/5	65.90
L. Hall	-	B.S.A.	-	26.35 4/5	65.85
K. A. Lindsay	-	A.J.S.	-	26.36	65.83
E. F. H. Boyce	-	B.S.A.	-	26.44 4/5	65.51
J. B. Ferguson	-	B.S.A.	-	26.52 3/5	65.17
H. D. Auckett	-	B.S.A.	-	26.53 2/5	65.14
G. A. Dormer	-	B.S.A.	-	27.22 4/5	63.97
P. H. Harriott	-	B.S.A.	-	27.42 2/5	63.22
A. Sholefield	-	B.S.A.	-	27.55	62.74
G. Harding	-	B.S.A.	-	27.55 3/5	62.70
B. E. Hazlewood	-	B.S.A.	-	28.01 1/5	62.51
A. H. Skein	-	Douglas	-	28.01 3/5	62.48
J. P. Griffiths	-	B.S.A.	-	28.10 3/5	62.17
G. R. Hilling	-	B.S.A.	-	28.16	61.96
C. J. Roberts	-	Douglas	-	28.25	61.64

# Event 3.—Sidecars to 500 c.c. and Cyclecars to 1,200 c.c.

E. Oliver	-	Norton/Wats.	-	22.28	77.96
P. V. Harris	-	Norton	-	22.47 2/5	76.86
C. Smith	-	Norton	-	23.00 1/5	76.05
J. Beeton	-	Norton	-	23.47	73.65
D. Slate	-	Norton	-	24.45 4/5	70.73
C. Hale	-	Morgan	-		
T. W. Bounds	-	Norton/Wats.	-		
B. Mack	-	Norton	-		
J. W. Beevers	-	Norton	-		
R. McDonald	-	Norton	-		

9 laps only.

Fastest Lap: E. S. Oliver } 2 mins. 12 3/5 secs.—79.26 m.p.h.  
P. V. Harris }

# Event 4.—350 c.c. Solo.

R. D. Keeler	-	A.J.S.	-	10.56	79.86
D. T. Powell	-	Norton	-	11.13	78.08
W. R. Fletcher	-	Velocette	-	11.18 1/5	77.48
G. T. Salt	-	A.J.S.	-	11.27 3/5	76.42
D. G. Chapman	-	A.J.S.	-	11.30 1/5	76.13
Z. H. Willis	-	A.J.S.	-	11.40 3/5	75.00
B. J. Thompson	-	A.J.S.	-	11.44 1/5	74.62
F. A. Rutherford	-	A.J.S.	-	11.45	74.54
G. F. Thomson	-	Norton	-	11.59 2/5	73.04
A. F. Martin	-	B.S.A.	-	12.00 1/5	72.06
P. Ferbrache	-	Norton	-	12.02 2/5	72.76
K. B. Tully	-	A.J.S.	-	12.04 4/5	72.49
K. J. Faulkner	-	Velocette	-	12.05	72.48
R. E. D. Harrison	-	A.J.S.	-	12.05 1/5	72.47
C. Ellerby	-	Velocette	-	12.06 4/5	72.30
R. Alderslade	-	A.J.S.	-	12.15 1/5	71.48
R. E. Smith	-	Velocette	-	12.19 2/5	71.07
D. Royle	-	A.J.S.	-	12.21 2/5	70.88
B. P. Setchell	-	Douglas	-	12.22 2/5	70.78
W. R. Smith	-	B.S.A.	-	12.35 3/5	69.54
J. Maloney	-	Norton	-	12.46 2/5	68.58
J. P. Ager	-	A.J.S.	-	12.47	68.51
D. Bolton	-	Velocette	-	12.50	68.24
E. A. Woods	-	Norton	-	13.00	67.37
G. Soan	-	A.J.S.	-	13.00 4/5	67.30
F. D. Booth	-	Ariel	-	13.01 3/5	67.23
C. Gunnell	-	Norton	-	13.03	67.11
F. W. J. Leunchbury	-	Velocette	-	13.09	66.60
W. M. Webster	-	Velocette	-	13.11 4/5	66.36
E. C. Hefford	-	Norton	-	13.16 1/5	66.00
A. T. Morgan	-	A.J.S.	-	13.19 3/5	65.72
H. Williams	-	B.S.A.	-	13.24	65.36
D. Jarmen	-	A.J.S.	-	13.24 1/5	65.35
B. J. B. Norlie	-	Norton	-	13.33 1/5	64.62

Fastest Lap: R. D. Keeler—2 mins. 08 secs.—82.03 m.p.h.

# Event 5.—Vintage machines.

Vintage machines.			c.c.	m.s.	m.p.h.	
A. J. Wiffen	-	1930 Rudge	499	-	12.24 3/5	70.57
D. J. Hunt	-	1926 Norton	490	-	12.29	70.16
J. Catchpole	-	1930 Scott	498	-	12.48	68.42
J. C. McCubbin	-	1930 A.J.S.	500	-	12.48 1/5	68.40
F. R. Cramp	-	1929 Velocette	348	-	12.57 4/5	67.54
F. D. Booth	-	1930 Ariel	499	-	13.21	65.60
J. F. Swindlehurst	-	1930 A.J.S.	350	-	13.41 2/5	63.88
D. Pickering	-	1930 Brough Superior	990	-	13.44 2/5	63.74
J. H. Diver	-	1927 Scott	596	-	13.46	63.61
G. Davies	-	1924 Royal Enfield	346	-	13.58	62.70
G. P. G. McNair	-	1927 Scott	596	-	14.12	61.67
C. E. Allen	-	1928 Rudge	499	-	14.12 2/5	61.64
C. W. Child	-	1928 A.J.S.	996	-	14.29 4/5	60.41
J. Saunders	-	1930 Rudge	499	-	14.44 3/5	59.40
J. H. Walsh	-	1928 Norton	490	-	14.55	58.71
N. R. Jacobs	-	1929 Norton	490	-	15.10 4/5	57.69
S. A. Johnson	-	1922 Norton	490	-	15.19	57.18
H. D. German	-	1927 Enfield/Blackburn	249	-	15.46 3/5	55.51

Fastest Lap: A. J. Wiffen—2 mins. 24 3/5 secs.—72.68 m.p.h.

# Event 6.—1,000 c.c. Solo.

D. T. Powell	-	Norton	-	10.35	82.75
B. H. King	-	Norton	-	10.46 1/5	81.32
F. N. Fox	-	Norton	-	10.52 1/5	80.57
R. D. Keeler	-	Norton	-	10.53 2/5	80.42
R. H. King	-	Norton	-	10.57	79.96
R. Harrison	-	Norton	-	10.59 1/5	79.71
D. G. Lashmar	-	Pike B.S.A.	-	10.59 3/5	79.68
R. A. Russell	-	Norton	-	11.07 4/5	78.69
P. H. Tait	-	Triumph	-	11.15	77.85
A. A. Fenn	-	Norton	-	11.15 1/5	77.84
R. H. Dale	-	Norton	-	11.19	77.39
P. Robinson	-	Vincent	-	11.19 4/5	77.30
P. A. Davey	-	Norton	-	11.20 1/5	77.25
G. W. Walker	-	B.S.A.	-	11.30 1/5	76.13
D. G. A. Clarke	-	Norton	-	11.30 4/5	76.04
N. J. Price	-	Norton	-	11.34	75.71
H. Ellis	-	Vincent	-	11.37	75.39
H. A. Pearce	-	Norton	-	11.43	74.74
N. Herrington	-	Triumph	-	11.45	74.53
L. Williams	-	Norton	-	11.47	74.32
A. F. Martin	-	Triumph	-	11.52 2/5	73.76
J. E. Williams	-	Triumph	-	11.52 3/5	73.73
R. E. D. Harrison	-	Norton	-	12.09 1/5	72.06
N. Peacock	-	B.S.A.	-	12.13 2/5	71.65
M. H. Baker	-	Norton	-	12.19 4/5	71.03
G. N. Rhodes	-	Norton	-	12.20 3/5	70.95
G. Read	-	Norton	-	12.26 1/5	70.42
P. C. Hart	-	Vincent	-	12.37 3/5	69.36
H. J. Cox	-	Vincent	-	12.41 2/5	69.01
A. C. Peet	-	Norton	-	13.02	67.19
L. G. Povey	-	Triumph	-	13.02 2/5	67.16

Fastest Lap: R. D. Keeler—2 mins. 03 2/5 secs.—85.17 m.p.h.

# Event 7.—125 c.c. Solo.

W. M. Webster	-	M. V. Agusta	-	13.34 4/5	64.49
F. H. Burman	-	E.M.C. PuchV	-	13.35	64.48
C. C. Sandford	-	M. V. Agusta	-	13.37 1/5	64.30
A. A. Fenn	-	Mondial	-	13.56	62.86
E. J. Jackman	-	E.M.C. PuchV	-	13.58 2/5	62.67
J. A. Hogan	-	E.M.C. PuchV	-	14.02 2/5	62.38
D. E. Bell	-	E.M.C. PuchV	-	14.03 2/5	62.30
J. A. Storr	-	Mondial	-	14.43 1/5	59.50
R. Broomfield	-	E.M.C. PuchV	-	15.13 2/5	57.53
M. Henderson	-	E.M.C. PuchV	-	15.16 3/5	57.33
T. E. Cousins	-	E.M.C. PuchV	-	15.49 1/5	55.36
R. J. Marriion	-	E.M.C. PuchV	-	15.51 1/5	55.24
A. Jefferies	-	B.S.A.	-	16.09 2/5	54.21
N. R. Jones	-	B.S.A.	-	16.15	53.90
H. L. Fruin	-	E.M.C. PuchV	-	16.15 4/5	53.85
K. C. Brett	-	K.C.B.	-	16.31 2/5	53.00
C. Gale	-	G.B.	-	16.32 3/5	52.94
S. W. C. Cook	-	B.S.A.	-	16.44 2/5	52.32

Fastest Lap: C. Sandford—2 mins. 38 secs.—66.52 m.p.h.



Event 8.—350 c.c. Championship.

		m.s.	m.p.h.
J. A. Storr	Norton	41.50 3/5	83.72
J. Surtees	Norton	41.51	83.71
R. McIntyre	A.J.S.	41.55 2/5	83.56
W. R. Amm	Norton	42.09	83.11
H. A. Pearce	Velocette	42.10	83.09
T. K. Kavanagh	Norton	42.10 1/5	83.08
G. E. Duke	Norton	42.22 2/5	82.67
D. Farrant	A.J.S.	42.22 4/5	82.66
W. Doran	A.J.S.	42.23 1/5	82.55
M. P. O'Rourke	A.J.S.	42.39 2/5	82.46
R. H. Dale	Norton	42.40	82.11
D. A. Tutty	Velocette	43.09 1/5	81.18
B. H. King	Norton	43.10 3/5	81.13
S. Lawton	Norton	43.44 3/5	80.08
P. A. Davey	Norton	43.47 3/5	79.99
W. Ryan	A.J.S.	43.47 4/5	79.98
		43.48	79.97

Fastest Lap: T. K. Kavanagh—2 mins. 02 2/5 secs.—85.86 m.p.h.

Event 9.—Sidecars from 490 to 1,000 c.c. Cyclecars up to 1,200 c.c.

E. Oliver	Norton/Wats.	22.34 3/5	77.58
P. V. Harris	Norton	22.37 1/5	77.44
C. Smith	Norton	22.42	76.76
E. J. Davis	Vincent/Wats.	22.50 4/5	76.67
J. Beeton	Norton	23.46 1/5	73.69
C. Hale	Morgan	24.44 2/5	70.80
E. Walker	Norton	24.51	70.49
L. W. Taylor	Norton	24.52 3/5	70.41

Fastest Lap: E. Oliver—2 mins. 13 secs.—78.96 m.p.h.

Event 10.—400—500 c.c. Championship.

J. A. Storr	Norton	40.23	86.75
J. Surtees	Norton	40.23 1/5	86.73
R. D. Keeler	Norton	40.37 4/5	86.22
W. Doran	A.J.S.	40.46 3/5	85.91
B. H. King	Norton	41.44 4/5	83.91
P. A. Davey	Norton	41.53 1/5	83.63
P. N. Fox	Norton	42.06 2/5	83.20
R. H. King	Norton	42.10	83.08
S. Lawton	Norton	42.27 1/5	82.52
G. Read	Norton	42.27 2/5	82.51
R. H. Dale	Norton	42.28 1/5	82.40

Fastest Lap: W. Doran—1 min. 57 4/5 secs.—89.22 m.p.h.

Event 11.—400—500 c.c. Clubman.

K. Smith	Matchless	23.31	73.93
T. A. Owens	Triumph	23.41 3/5	73.91
S. F. Gover	Triumph	23.55	73.24
F. Flasket	B.S.A.	24.21 2/5	71.91
K. F. Brown	Matchless	24.27	71.64
L. R. King	Triumph	24.43	70.87
G. A. Bint	Triumph	24.50 4/5	70.50
J. P. Griffith	Triumph	24.51	70.49
F. H. C. Rearden	B.S.A.	24.56	70.26
E. J. Wood	Matchless	24.57 1/5	70.19
T. H. Sanderson	Matchless	25.01 3/5	69.99
E. C. Little	A.J.S.	25.13	69.46
E. Unwin	Triumph	25.20 3/5	69.11
L. C. King	Norton	25.29	68.73
A. N. Hart	Triumph	25.33	68.55
G. R. Newell	Triumph	25.34	68.51
J. E. Guest	Norton	25.59 3/5	67.39
A. Batchelor	Vincent	26.16 4/5	66.65
R. Lawton	Norton	26.22 2/5	66.42
A. H. Hill	Vincent	26.25 4/5	66.29
F. G. K. Baldwin	A.J.S.	26.27 4/5	66.19
W. H. Wilshire	Triumph	26.28 1/5	66.17
R. Arthur	Norton	26.40	65.68
S. R. Jenkins	B.S.A.	26.45	65.48

501—1,000 c.c. Clubman.

R. Madsen-Mygdal	Vincent	22.47 3/5	76.85
R. E. Elliott	Triumph	22.52 2/5	72.86
B. H. Cranmore	B.S.A.	24.59 4/5	72.01
J. C. Grantham	Triumph	25.58 2/5	67.44
T. S. Kelly	Triumph	26.47	66.64

Fastest Lap: R. Madsen-Mygdal—2 mins. 10 3/5 secs.—80.47 m.p.h.

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## COMMITTEE NEWS

Meeting held on 16th March, 1953.

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

Ex officio Member: E. C. E. Baragwanath.  
In attendance: The Secretary.

**CHAIRMAN:** On a proposal by Mr. Rickard (2) Mr. Glover, Mr. N. B. Pope was unanimously elected Chairman of the Committee for the ensuing twelve months.

**A.G.M.** Matters referred to this Committee from the A.G.M. were discussed. It was agreed that points in favour of One Day Race meetings would be borne in mind for the future, but that for the moment this matter was fairly covered by Trophy Day, and the likelihood that the Crystal Palace meeting might also be confined to one day. It was resolved that greater prominence should be given to the race for the Hutchinson (Mellano) Trophy, and that this matter be referred to the Race Committee for them to consider the advisability of a capacity-class handicap race for the main Trophy. The type of fuels which should be permitted at B.M.C.R.C. meetings was not discussed but referred to the Race Committee for consideration.

**CLUBMAN'S T.T.** It was resolved that the official Club entries in these I.O.M. races would be in the names of Mr. L. C. King (Senior Race) and Mr. G. Bradley (1,000 c.c. Race).

**I.O.M. REPRESENTATION.** It was agreed to accept an offer by Mr. D. J. H. Glover to represent the Club in the Island during the T.T. Race and practice period. It was anticipated that the Secretary would be able to spare time to visit the I.O.M. for a few days during race week.

**SILVERSTONE.** Entries received for the Club's forthcoming April meeting were an all-time high record in all events, the most noticeable increase being in the 125 c.c., 250 c.c. and vintage classes.

Messrs. Shell-Mex and B.P. were arranging to film a large part of this meeting.

It was agreed that members of the Race Committee should meet in the office on the closing date for entries, for the purpose of selecting riders for the two Championship races. Mr. Hunt put forward an urgent appeal for volunteers to act as Gate Controllers on Race day.

**TROPHY DAY.** Regulations had been drafted and approved, the most notable difference from the 1953 event would be the inclusion of heats and finals for machines in the 350 and 500 c.c. classes. This alteration had been made in the interests of members who had entries refused last year owing to races being oversubscribed.

**NEW MEMBERS** were elected.

**THE MONTHLY ACCOUNT** was presented and approved.

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**JUNE 27**



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