



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 6. No. 6. JUNE, 1953 ONE SHILLING



WHEEL TO WHEEL STRUGGLE between John Storr (nearest camera) and John Surtees, at the Silverstone Saturday meeting. (Photo: Salmond)

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# Bemsee

Vol. 6. No. 6. JUNE, 1953

EDITOR:

L. R. HIGGINS

## THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT: Sir Algernon Guinness, Bt.

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CHAIRMAN: N. B. Pope

VICE-CHAIRMAN: A. H. Taylor

SECRETARY: R. C. Walker, 2 Wilton Mews Wilton Street, London, S.W.1

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## EDITORIAL

### Trophy Day.

The announcement, in last month's *Bemsee*, of the Crystal Palace meeting, incorrectly referred to this as "Trophy Day," a closed-to-club event.

"Trophy Day" will be held at Silverstone *not* at the Crystal Palace, on Saturday, July 25th, and will be a closed event, that is, entries will only be received from members of the B.M.C.R.C.

The Crystal Palace races are the "Coronation meeting" and are open to all holders of National competition licences. The date is Saturday, June 27th. The entry list is being restricted and a great many would-be-competitors have had their entries returned. The Committee regret having to do this but it is a stipulation of the L.C.C. that the meeting be confined to certain hours in order to avoid annoyance to residents near the Crystal Palace grounds. This stipulation could only be met by restricting the number of competitors. Entries have been accepted in the order received.

### The T.T.

If any members are experiencing difficulty in obtaining hotel accommodation, their attention is drawn to a letter from the I.O.M. Tourist Board, published elsewhere in this issue.

To all "Bemsee" members who are taking part in this year's races we offer our good wishes for a safe and successful ride, particularly to our representatives in the Clubman's races, and to Les Graham in the Senior T.T.

# MANX MISCELLANY

BILL SALMOND

**B**EING off the Island on my annual tour of duty in the R.A.F., plus attendance at Silverstone, followed by a duty trip to family home in Bedford—coupled with Bob Walker's shrewdness in saving the club a fiver or so by including the Crystal Palace regs in with the May issue (all for one stamp) meant the 'book' going out before I could get last month's Miscellany in the post, so if anyone missed a little bit of Island news last month, my regrets.

## Thrupton.

A crafty wangle enabled me to fly from Castle Bromwich to Thrupton with a spare pilot to take the aircraft back (all legally coming under the Training heading of "Pilot Navigation") on Easter Sunday. Those very co-operative characters who run the Wiltshire School of Flying, there fixed me up with accommodation, and all was set for Monday's racing as far as I was concerned.

## Oil on the Track.

Whereas I think the Ashton Combine run their meetings very well, and no one will find more keenness in a committee that sat long into the night laying every conceivable rider amenity on from warning boards to ambulances, I do think Bill Jarman's boys could show them a thing or two in some aspects of Marshalling.

When an unfortunate Excelsior jockey found his tyre adhesion gone in the rain, whilst rounding Club Corner in Event 4, and left a pool of oil by way of a trade mark, there is no doubt that the many subsequent spills at that spot were caused by inadequate measures to remove the oil. Admittedly a difficult thing to do but leaving sand, which would at least have marked the danger zone visibly, would have been better than just brushing it out into a thinner but greater area! Seems to me that some responsible body (such as B.M.C.R.C.) got down to trying out various methods of oil removal from race courses and issued their findings to the A.C.U., who could approve and incorporate the most successful method as a Supplementary Regulation. Think of the prangs such a scheme might save. If I have started something, so much the better. Anyone with bright ideas that do not include patent medicines, nitro-glycerine or bulldozers, can get in touch with Bill Jarman or Sam Huggett, or Uncle Tom Copley, but not me! I'm fresh out of race tracks.

## Silverstone.

"I have heard more nonsense about 'falling stars' and 'take the works engine from them and they are no better than the rest,'" spoken in a semi-malicious way over the Silverstone meeting than I would have believed of a sporting crowd, when discussing a sports event. Break it down into component parts and what is there?

First. Simply superb riding by John Storr and John Surtees on machines they knew and had obviously spent no little time and trouble over. Result—a couple of performances that I think were up to "works team" standard. Fine.

Second. Geoff Duke on a standard 350 on loan (which he first saw the day before) has his first ride after a long and painful recovery from a stupendous prang nearly a year ago, and does not win for once. In all fairness I would say that it is doubtful whether much tuning had gone into the machine and that it was a relatively long time out of the saddle for Geoff, who is far too cagey a bird to waste such an opportunity in other than getting his hand in on two wheels again. He would have had to "unlearn" car technique of steering with the throttle and assessment of speed without a bonnet, and just look how long it is since he rode a standard machine! With a totally different performance from a "works wonder" in acceleration, power and braking, it would be like any other rider suddenly climbing on to a works bike for the first time! How many of these goons who criticize even *consider* these points? G R R R . . . !

When the Duke of Edinburgh said he thought it was a pity that Geoff had turned down an offer from Italy, he will no doubt be interested to see the result of the Champion taking him up on it.

In a recent interview ("Motor Cycling" 14th May), Les opined that the switch from a single to a four-cylinder racer would take a racing season to learn the different technique required, so I would suggest that Geoff's critics might well reserve judgement and see just how long it takes a bloke of his ability to learn, when "Wonder Man" Graham, who is probably the world's most experienced rider, has given an opinion like that.

If, by the way, you think I am pro-Duke you're darn right I am—I am flat out for any racing man with guts, ability and sportsmanship, and he has all of these.

## Secret.

The fact that I have so far avoided Island news and dwelt on the foregoing is partly because I think the subjects of oil on the course and ape-like chatterings against top-flight riders who give us all so much pleasure in their consummate skill, are important points, and partly because Editor Les Higgins has asked me to lengthen this Miscellany to two pages this month. Don't let this fool you, even with half a page I would have squeezed these two matters in because I feel that it would be thin ice for any of the technical journal boys to tread on where they have to more or less keep the peace, whereas my unpopularity is well worth exchanging for safer riding conditions and a little thought before writing bloques off as having had it—, again G r r r . . . !

## Party.

Now to slam back smartly to Island news having, I hope, started something for the good of all.

Local super enthusiast Donald Lowey, who organises the annual T.T. Riders' dance and general shindig at the Glen Helen Hotel, rang up a fortnight before practising started and said he was bringing a load of Australians, New Zealanders and Germans round the following morning to my flat for coffee. Being an eminent wholesaler of groceries by trade, fortunately Dan arrived in advance with an armful of coffee and biscuits "to help out," as he put it—anyone who cares to drop in at 10 Finch Road, Douglas for about another month can still be catered for! Wife Eunice promptly set to in that complicated engine room of hers, that I nervously scoot past and mentally label Kitchen, and prepared sundry cauldrons and platters all of which appeared just as the bell rang to announce what looked like the massed start of an International classic! Aussies were George and June Scott, with Keith Buryen, New Zealanders Leo and Colleen Simpson, Ray and Marie Laurent and Peter Murphey—all residing at "Rose Villa," and accompanied by that most tolerant of all hostesses "Glad" Gilbert. (Well how would you like to cater

for a houseful of wild dicers from the Dominions!). In the van of this minor and welcome invasion were Germany's D.K.W. stars Ewald Kluge and Siegfried Wünsche with their merry interpreter Walter Hartung.

Having met all the Anzacs several times before, I promptly singled out Siegfried Wünsche for some gen.

## D.K.W.

Thanks to Wünsche's knowledge of English and recent rides on the continent, I gathered that up to mid-May the 250 "Deek" was not quite able to catch the N.S.U. or the Guzzi (if I understood correctly, but that the 3-cylinder three fifty was relatively pretty rapid with its 8,000 plus r.p.m., although even so an N.S.U. recently "scooped it up." All sounded to me as if Germany was fielding a pretty potent challenge to hitherto uncontested British supremacy in the Junior Class, and only the promise shown in the North-West 200 by Ray Amm on or in the streamlined Norton "Bullet" (who managed, even after a slow start, to weave through the field into the lead before dropping out) was any comfort.

## M.V.

I would not put it past the wily Les Graham and his co-operative "Gaffers" to spring a real surprise with the three fifty M.V.—if it turns out, as rumour has it, to be a sleeved down 4-cylinder "Cinque Cento" (pronounced Chinkwe Cento), then presumably growing pains usually associated with a new type will have been eliminated largely by Les' experience with the five hundred during that dreary M.V. season in 1951, when teething troubles must have nearly driven him nuts.

## The T.T.

The sum total of knowledge in the Island as I write in the wee hours this mid-May night condenses into assessing the prospects of the forthcoming Blue Riband, and all are agreed that the races this year will really be terrific. Brother-in-Law Charlie, who knows how to pick them, thinks Union Mills is the spot to pick out the *really* good men. A good tip if you want to plan ahead.

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## BENEVOLENT FUND

Donations have been received from the following members:

R. Slawson      R. H. King,  
H. L. Stephen   R. F. Austen  
A. C. Squillario

## NEW MEMBERS

The following new members have been elected:

K. Burrell      C. E. Skinner  
R. J. Marrion   F. G. S. Henderson  
H. Webb      D. T. Powell  
T. H. Garner

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

**T**HANKS to the *Howstrake Golflinks Hotel, Onchan, Douglas, Isle of Man*, and *Denis Parkinson*, we are putting on a *Film Show* and "*Bemsee*" *Rendezvous*" at 7.30 for 8 p.m. on Saturday, June 6th, 1953. Come along and bring the "*Pop-sy*." No tickets, no fuss, but please wear the "*Crossed Jacks*" as usual.

I am not left with a lot of spare time nowadays, thanks to my activities with this fine old Club, but as a temporary gesture I have offered to act as the B.M.C.R.C. Surrey Representative. There must be someone in Surrey who will take on this activity and keep in touch with the Secretary, who collects County notes for this journal. Wait until I see you at the next *Winning Horse* meeting. Between us we will decide who it is going to be and if he needs any advice. Totley will oblige from the County of Cheshire.

Dunholme, Haddenham, Goodwood, Silverstone and now for the Crystal Palace. All being well we have a spot of pioneering to do once again on the 27th June. As usual we must all be on our toes to see that the "*Bemsee Flags*" are flown in the approved manner, and please do not run your engines during the five minutes prior to a race. This period is set aside for Public Address, Briefings and Ballot etc. New members should watch Maurice Cann prepare for a race. He does not blind up and down wearing out the model to no purpose. The engine is warmed up slowly and then wrapped up during the five minutes silence. Maurice can and does get among the placemen. (No pun is intended) *Five Minutes Silence Please*.

Whilst on the subject of inconsiderate blinding up and down, may I ask the younger members to be extremely careful in future. Deliberate defiance was experienced at Silverstone and some names have been recorded for future reference. A report to the Stewards can lead to unpleasant penalties. I know what I'm talking about because I once suffered a suspension for being rude to those big-hearted gentlemen who work so hard behind the scenes. At the time I was young and impetuous, but now I know how wrong I was. It's a pity that experience only comes with the years!

A highly technical letter arrived a few days ago about liquid fuel. Lionel Cheese-right and I wrote an article on this subject some months ago, and perhaps the Editor

can find space sometime to reprint the schedule of fuels etc. From time to time we read and hear great arguments about this subject, but the B.M.C.R.C. is bound by A.C.U. and F.I.M. regulations for National and International occasions. When we enjoy a free and easy Club Meeting you do not see any restrictions about "*bang-water*," so it cannot be said that the Committee is bigoted. As a matter of interest you would be surprised how open-minded we are and very much in favour of anything which can be produced at home. There are so many ways in which petrol can be improved and most of the pre-war members know how to do it. Get "*Barry*" and Noel Pope talking about liquid fuels and you will learn a lot.

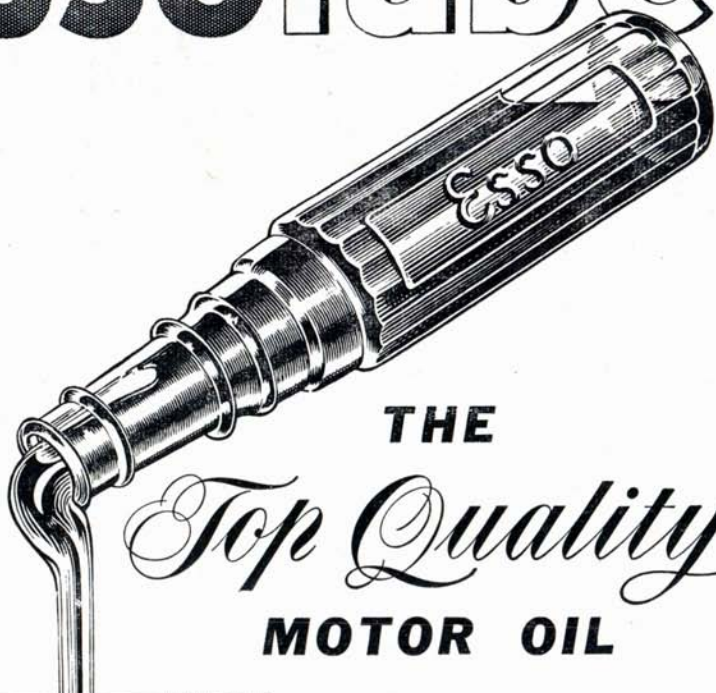
Will those regular marshals who can help at the Crystal Palace on the 26th and/or 27th June please advise me right away. I need the information *immediately*, due to the fact that the T.T. (practice and races) occupies the early part of June and there will not be a lot of time for all the paper work involved. You all know the address, 153 Reigate Avenue, Sutton, Surrey, so if you are not racing or acting as a mechanic, you can assist with the "*Marshal Plan*," and thanks a lot. The best jobs are only allotted to members.

The Auto-Cycle Union celebrated its Golden Jubilee recently. There cannot be much wrong with an organisation which has survived fifty years. The Union now comprises twenty Centres with 750 affiliated Clubs. The Patron is H.R.H. The Duke of Edinburgh, with Lord Brabazon as President. The B.M.C.R.C. is six years younger than the A.C.U., but, as Professor Low recently put it, "*Bemsee*" is a precious jewel in the A.C.U. "*Crown*," and we therefore tender our congratulations to the Government of Motorcycle Sport.

Members living in and around London should bear in mind the fact that accommodation will be difficult during June. Some of your fellow members will be coming long distances to compete or officiate at the Crystal Palace, so a spot of *au pair* is indicated for those who cannot get somewhere to sleep. There used to be a caravan park at the Crystal Palace, but I do not know if it is still available. (Yes, and a camping ground but for members of caravan and camping Clubs.—Ed.). This pairing idea worked very well at Lincoln

(continued on page 8)

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## NEW BOOKS

### Building and Racing My "750" by P. J. Stephens. 12s. 0d.

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

ALL followers of motor and motorcycle racing are interested in the "backyard special," the creation of an impecunious enthusiast who has the urge to go racing but cannot afford to buy, even at second-hand-prices, an out-and-out racing machine.

Few of these creations bring their owners any great success, but they do provide an enormous amount of fun, probably far more than would the possession of the latest in sleek racers.

The creators never hope to beat the experts; their aim is to enjoy the thrill of racing at "bon marche" prices and to gain valuable experience in the building, design, running and driving of racing vehicles.

Their experiences would fill a book, and at last one of the "special" builders has, after triumphing over unbelievable difficulties, taken on the equally formidable task of writing about his experiences. The result is an entertaining story of a tyro who, with little or no knowledge of motor cars or racing lore, built himself a special and raced it with fair success.

Most would be constructors of specials are deterred by lack of confidence. Have they sufficient knowledge? Are they capable enough? Can they afford it? The answer to these queries is yes, provided the individual has the determination, unbounding enthusiasm and a capacity for hard-work.

The author of "Building and Racing My 750" had these qualities. Of his venture he says, "I am no engineer and at the time when I first decided to build and race a 'special,' I had never made anything more ambitious than a bathroom cupboard! I have no engineering degrees, I have no large workshop equipped with all the best in modern garage equipment and I have no large cash resources. All I had was an urge to go motor-racing and the only way I could see myself doing this—with any hope of success—was to attempt to build my own car."

How do you go about the job of building a "special?" What do you do? The answers to such questions, and many others, are provided in the early chapters. "My book does not tell you how to build a special . . . it does tell you how I built mine, how I tuned it, how I raced it . . ."

The basis of P. J. Stephen's "Special" was an Austin 7 chassis, an unblown Austin "Ulster" side-valve engine, and gearbox. Round these items he built a motorcar at a total cost of £196-5-11d. Incidentally the costs of construction and racing form a most interesting addition to the story.

Additional costs, due to the ravages of high-speed, gaining experience and modifications claimed a further £69-13-11d., and racing expenses—oil, fuel, entry fees etc.,—£39-9-6d.

For an outlay of £305 the author provided himself with an absorbing hobby during the months of constructions, a wealth of information, a season's racing, and several minor successes.

There were, of course, those occasions when trouble arrived, when the bottom seems to have dropped out of everything, including the engine. "Finally . . . the engine emitted a horrible clanking sound . . . We returned by bus . . . the crankshaft had broken . . . Sunday morning was spent making urgent telephone calls . . . by tea time we were removing the crankcase from the chassis. . . . On Tuesday evening we removed the remains of the crankshaft. . . . On Saturday morning we started reassembly. . . finally the engine was started up on the Tuesday evening." Only unbounding enthusiasm can overcome and win through at such times.

Many of the illustrations and diagrams show the stages of construction and constructional details of the car as it progressed from the bare chassis to the finished car.

Altogether a most entertaining book which will prove invaluable for all who seek to build their own machine and "the thrill of ownership of a live thing that had been built with my own hands."

# AREA NEWS

BOB WALKER

**T**WO further Representatives have now been elected by the Committee.

**SURREY**—W. G. (Bill) Jarman, 153 Reigate Avenue, Sutton, Surrey. All members residing in this County should get in touch with their local Representative and pass to him any constructive criticisms that might be beneficial to the Club. For the time being the Surrey Cell will meet at the *Winning Horse, Claygate* on the last Thursday in each month.

**TRINIDAD** (British West Indies) M. R. McGeagh, Woodford Lodge Estate Ltd., Chaguanas, Trinidad. As will be seen from an account by "Rev Counter" elsewhere in this issue, Michael has only recently arrived in this far-off place, but at once offered to stand as the Club's Representative for British West Indies. As there are always some of our members moving around the world it will no doubt be a comforting thought to them to know that there is now another spot on the map where "Bemsee" is represented.

**YORKSHIRE**. Representative T. J. Cheeseright, The Grange, Selby Road, Whitkirk, Leeds (Phone 46812) reports that members in his area have so far shown little interest in the arrangements he has been making. I have, therefore, to request those of our members within reasonable distance of the Leeds district to note that meetings will be held at the *Midland Hotel, Woodlesford* every Thursday evening until further notice.

## Marshal's Musings (continued)

for the Dunholme meeting and who knows we might need it again at Aintree some time soon.

I observe that "Paddock Passes for Members" is on the Agenda for the next Committee Meeting. Frankly I hope there are very few of these requests because these people could be doing a job of work, i.e. Paddock or Pit Marshals. There are some occasions when members are hurt, or convalescent and even then they can help on the telephones or making notes for this journal. (No one did so for Silverstone Saturday—Ed.) We need all the help we can get in the Paddock or Pits and only members get this exclusive duty. The Paddock is a very congested place at a big meeting, there might be a thousand people there, i.e. competitors, mechanics, trade and press. Pity hard working Marshals who operate a precision time-table under these difficult conditions. On behalf

**CHESHIRE**. G. E. Tottey, 2 Rocky Lane South, Heswall, Wirral, Cheshire reports continued activity and keen interest by members and that a number who were prevented from attending the discussion (on 22nd April) were sufficiently keen to drop a line stating they would be unable to attend. Apparently this Cell is quite formidable and won a fair share of success at Silverstone on April 18th. Bill Webster, G. Arnold, and Glyn Davies dividing honours between them. A further point of interest is that the non-racing members do what they can to assist the active racers' and Frank Brereton and W. Hydes are acting as entrants. Those of our members in the North and North Midlands will be glad to know a sharp eye is being kept on Oulton Park.

The next Meeting of this Cell will be held, at the *Shrewsbury Arms* as usual, on *Wednesday, June 24th*.

**ISLE OF MAN**. W. N. C. (Bill) Salmond, of 54 Athol Street, Douglas, in response to repeated requests in this journal has kindly offered to stand as the Club's Representative for the Island. His services will, of course, be particularly valuable during T.T. week, when he has offered to accompany the usual "advance guard" who like to look the course over before the start of practising. Any members actually residing in the Isle of Man are requested to call on Bill with a view to setting up another flourishing Cell.

of the Club, any member who requires a pass should ask for a lapel and an armband so that he, or she, can say "I've helped 'Bemsee'".

That's all for now. See you at the "Bemsee Rendezvous" on Derby Day in the Isle of Man. By the way, the Derby was held in the Island long before it went to Epsom.

**SURREY CELL**—"Pop and Son" now preside over a *Winning Horse* which is fully licensed. In the normal way the Surrey members get together on the last Thursday in each month, so mark your diary accordingly if you feel like bringing the girl friend along. Better still bring a couple of girl friends to balance up the party. The men invariably outnumber the women.

Temporary Representative  
W. G. 'Bill' JARMAN,  
153 Reigate Avenue,  
Sutton, Surrey.

# COMMITTEE NEWS

Meeting held on 7th April, 1953.

Present: W. B. Pope (Chairman), G. C. Cobbold, H. L. Daniell, D. V. 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.

Apology: An apology for absence was received from Mr. J. O. Roebuck.

★ ★ ★

**CRYSTAL PALACE.** The Secretary gave a report on progress made since the last meeting. The L.C.C. had stated that they would not favour a meeting of longer than three hours duration and in consequence of which it would be necessary to cut some of the programme originally planned. Arrangements had been made to distribute the regulations for the Meeting to all members with the May issue of the Club's journal. Mr. R. L. Graham had approved the terms of presentation of the "Les Graham Trophy" and it was resolved to purchase a suitable award forthwith.

★ ★ ★

**TROPHY DAY.** The Supplementary Regulations had been approved by the A.C.U., with only minor amendments being required, and these would be forwarded

to the printers in time for them to arrange distribution with the June issue of *Bemsee*.

★ ★ ★

**SUBSCRIPTIONS.** The Secretary reported that there were still a number of members who had not yet paid their subscriptions for the current year. It was considered that in the majority of cases this was due to carelessness of the number concerned and that in view of this a suitable letter should be sent to each defaulter requesting payment within a definite space of time, after which they would be struck off the register.

★ ★ ★

**NEW MEMBERS** were elected.

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

★ ★ ★

**BRIGHTON SPEED TRIALS.** Arrangements were now progressing favourably with the preliminary organisation for this meeting. It would be held on September 5th. Entries would be restricted and by invitation only, and members interested should apply to the Secretary stating previous experience and class of machine they would ride if invited.

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## SILVERSTONE SATURDAY

*Amendments to results published last month.*

*The Glover Trophy*

1st D. T. POWELL, not Howell.

3rd I. I. LLOYD, not J. J.

*Motor Cycling Award*

BARHAM M.C. K. SMITH, not E.

## A.C.U. ROAD RACE MEETING

The international road race meeting to be organized by the Auto-Cycle Union will this year take place at Blandford, Dorset, on August Bank Holiday, Aug. 3rd. Further information will be published at a later date.

## 'REV COUNTER' REPORTS

**MICHAEL McGEAGH** has now arrived in Trinidad without incident after flying via Ireland, Canada and Bermuda. Michael tells me that the journey out got progressively colder then hotter, the present day temperature being around 90°F. The roads leave a lot to be desired, and are solely of Trinidad asphalt, without chippings, are like sheet ice when wet. The local estate railway, of which he is in charge, is said to resemble the Isle of Man railway, the rolling stock consisting of four Diesel loco's, and some 200 trucks, many of which become de-railed at an important junction, with monotonous regularity. For those who propose a trip out there, it is understood that there are some "highly entertaining" Clubs where one can have quite a good time for a moderate outlay. Rum costing only 6/- per bottle, cigarettes 20 for 1/- and petrol at 1/9 a gallon!

★ ★ ★

**LES HORDLEY** is very busy completing the special Triumph in time for our Crystal Palace meeting, where it will probably have its first airing. In addition it is hoped to race this machine at Ibsley, and Silverstone on Trophy Day, before departing for the Emerald Isle and the Ulster.

★ ★ ★

**TED GRAHAM**, who may shortly be leaving for darkest Africa, officiated as best man at Dave Bradshaw's wedding last April, and saw them off to a good start. Congratulations David, and best wishes to you both.

★ ★ ★

**HARRY STEVENS** reports that he has now sold the 250 A.J.S./Triumph which

carried him faithfully round the Island and Ulster last year, and has purchased a three fifty Featherbed. He has prospects of a five hundred also and has entered both the Junior and Senior T.T. this year. Harry would be pleased to know if there is anyone who requires a "Lightweight-size" rider for a mount in the 125 or 250 c.c. races, who is able to lap the Island Course steadily in, around 27 minutes (What! on a 125—Ed.) and weighs 9 stone.

★ ★ ★

**ERIC BAKER** who was all set to depart to Canada, now has hopes of finding suitable employment in this Country. This will permit a return to active racing. Apparently our last Silverstone meeting bit him badly and he considers it is one of the best he has ever attended.

★ ★ ★

**C. A. STEVENS.** All will be sorry to hear that our "Pud" is still suffering from some obscure illness, the first signs of which started some twelve months ago, and is now an inmate of a London Nursing Home where he is at last making definite progress towards recovery. It is unlikely, however, that we shall see much of him before the "Hutch" in September, unless things go better than anticipated at the moment. All will join with me in wishing "Pud" a speedy and complete recovery.

★ ★ ★

**K. TAYLOR** would like to hear from anyone who would be prepared to arrange for him to ride a 350 c.c. "Featherbed" Norton in road racing events this season and give him an opportunity of proving his ability. Ken would, of course, be agreeable to paying all expenses and maintenance of the machine etc. Correspondence should be directed to 44, Wellington Road, Rhyl, North Wales.



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■ □ ■

# CORONATION MEETING

CRYSTAL PALACE

SATURDAY

JUNE 27



# TROPHY DAY

SILVERSTONE

SATURDAY

JULY 25



# HUTCHINSON 100

*International Meeting*

SILVERSTONE

SEPTEMBER



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## THE EDITOR'S CORRESPONDENCE

Further to your note in the Editorial Section of *Bemsee* May issue, you might like to include a suggestion in your next edition that anyone who might be in difficulty in T.T. Race accommodation can contact the Isle of Man Tourist Board who have a special department dealing with accommodation enquiries.

Although most of the larger hotels are now fully booked, for the T.T. Race period, there is no shortage of accommodation in private hotels and boarding houses in Douglas, and we shall be only too happy

to assist any of your members who might be in difficulty.

**L. BOND,**  
Secretary,  
The I.o.M. Tourist Board.

Members should get in touch with the Board's head office, 13 Victoria Street, Douglas, I.o.M. Tel: Douglas 2201/2, or the London office, 119 Grand Buildings, Trafalgar Square, London W.C.2., Tel.: Whitehall 9128.—Editor.

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Placings after Motor Cycling's B.M.C.R.C. Silverstone Saturday, April 18th, 1953.

Points are awarded: 5 for a win, 4 for second, 3 for third, 3 for fourth and 1 for a start, with an allowance for only one race per meeting, the best score being taken into account. This season the events to account are *Motor Cycling's* Silverstone Saturday, April, A-C.U. Tourist Trophy Races or Clubmans T.T. June, or Manx Grand Prix September, B.M.C.R.C. Coronation Meeting, June B.M.C.R.C. Trophy Day July, B.M.C.R.C. "Hutchinson 100," September.

### 5 Points

G. Arnold  
M. Cann  
R. D. Keeler  
E. S. Oliver  
D. T. Powell  
J. A. Storr  
W. M. Webster  
R. H. Madson-Mygdal

### 4 Points

F. H. Burman  
P. V. Harris  
B. H. King  
C. C. Sandford  
J. Surtees, Jr.

### 3 Points

W. R. Amm  
J. Beeton  
E. J. Davis  
W. Doran  
K. J. Faulkner  
A. A. Fenn  
W. R. Fletcher  
F. M. Fox  
J. C. McCubbin

R. M. McIntyre  
B. W. T. Rood  
C. Smith  
G. T. Salt

### 1 Point

R. Alderslade  
K. C. Brett  
E. A. Barrett  
E. Baxter  
T. W. Bounds  
D. E. Bell  
P. H. Carter  
D. G. Chapman  
D. G. A. Clarke  
H. J. Cox  
R. H. Dale  
G. E. Duke  
G. Davies  
P. A. Davey  
C. Ellerby  
D. K. Farrant  
P. P. Ferbrache  
H. L. Fruin  
R. E. Geeson  
C. Gunnell  
O. E. Greenwood  
C. Hale

R. E. D. Harrison  
F. Hayward  
E. G. Hefford  
I. A. Hogan  
M. Henderson  
M. Herrington  
P. C. Hart  
D. J. Harman  
A. Jefferies  
R. H. King  
L. C. King  
D. G. Lashmar  
S. Lawton  
I. I. Lloyd  
I. Maloney  
P. H. Marriot  
B. J. B. Morle  
A. F. Martin  
R. J. Marrion  
R. McDonald  
G. P. G. McNair  
M. P. O'Rourke  
E. I. Pantlin  
H. A. Pearce  
A. C. Peet  
N. D. Pickering  
N. J. Price  
L. G. Povey

C. H. Rhodes  
F. A. Rutherford  
W. Ryan  
C. J. Roberts  
R. A. Russell  
D. Royle  
R. E. Smith  
A. H. Skein  
B. P. Setchell  
D. T. Slate  
A. Scholefield  
W. R. Smith  
L. W. Taylor  
G. J. Turner  
D. A. Tutty  
G. F. Thomson  
K. E. Tully  
P. H. Tait  
B. L. Turner  
B. J. Thompson  
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