



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 6. No. 8. AUGUST, 1953 ONE SHILLING



Crystal Palace, South Tower Corner

(Photo: Photosurveys)

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# Bemsee

Vol. 6. No. 8. AUGUST, 1953

EDITOR:

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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## EDITORIAL

THE COMMITTEE and Bob Walker have popped another feather in "Bemsee's" cap by making satisfactory arrangements for the Club to hold a meeting at the new Cheshire circuit, Oulton Park. Pictorial details were published in a recent issue of *Motor Cycling*. Brief details are published elsewhere in this issue of *Bemsee*. The meeting will be closed-to-club and the regulations will be published shortly. Not for many years has "Bemsee" had such a full season: three Silverstone meetings, Crystal Palace, Shelsley Walsh, Brighton and Oulton Park.

A problem which faces all organisers of race meetings is that of restricting entries. In the three-fifty class more entries than can be accommodated, are always received, and some riders must inevitably be disappointed. The Oulton Park meeting will take place in October; there will be no long hours of daylight and entries must therefore be restricted to compress the programme into the time available. In the 125 c.c. class there will be a limit of twenty two; in the 250 c.c., 350 c.c. and 1000 c.c. classes, forty four each (twenty-two per heat); in the sidecar race, twenty (ten per heat). If you want to ride, send your entry in *early*. First come, first served will be the principle adopted.



# MARSHAL'S MUSINGS

W. G. BILL JARMAN

**T**HE CRYSTAL PALACE and Trophy Day meetings will have become memories by the time these notes appear in print. We must therefore think about the Hill Climb on the 29th August and the Speed Trials on the 5th September, followed by the famous "Hutchinson Hundred," which is fixed for the 25th and 26th September at Silverstone.

No Marshals will be required for the Shelsley and Brighton affairs but we need to be at full strength for the "Hutch." Members who are not racing or acting as mechanics are asked to drop me a P.C. at 153, Reigate Avenue, Sutton, Surrey, saying whether they can come for one or both days. Do not expect me to assume you are coming, because I'm no good at this mental telepathy business. A postcard is much more useful and do not get worried if the documents do not reach you until about a week before the great occasion.

Harking back to the Crystal Palace may I say a sincere "Thank You" to all those good types who worked so hard. There was only one slip in a busy afternoon which may be summed up as misplaced enthusiasm, or as the Deputy C/C put it, "A man doing the wrong thing with the right motive."

Practically every letter which has come my way since the T.T. mentions the sad loss of Les. Graham. The B.M.C.R.C. will not forget such an outstanding member and his lady for many years to come. It hit Linda and me very hard because we have known him so long and worked his Signal Station ever since the war. What is not generally known is the fact that Les began racing when I was about to give it up around 1930. We were playing the Cheshire and North-Western Centres in those days, short-circuits, scrambles, sand and clinkers (they certainly were not cinders in those days). It was not until Les went to O.K. Supreme that he gained "National" status. Personally I do not ask to meet a more charming personality and with that small tribute may I suggest that Edna Graham may count on the "Bemsee Boys" if she wishes to keep in touch with the men who regarded R.L.G. with a rather special affection. Edna will be delighted to know that the Les Graham Trophy has been won by R. E. Geeson and may we hope to see her present it at the Annual Dinner, which is fixed for the 13th November, 1953.

Advance information with regard to the "Marshal Plan" for the next two meetings at Silverstone:—

*Pits & Paddock* — Bill Huxley and Eric Headlam.

*Course Car* — Cabby Cooper.

*Solo Travelling Marshals* — Don McBain and Angus Herbert.

*Sidecars (Towing)* — Joe Wright and L. P. Peters.

*Laps & Spots* — Lionel Cheeseright and Co.

*Course Control* — Arthur Tisdall.

*Flags & Phones* — Les Baker.

*Track Gate, etc.* — Messrs. Hopgood and Mills.

*Track Bridge* — Jack House and Co.

*Control Phones* — Dick Bryant and Co.

Apart from all these book types we must not forget the medicos, Doctors Gowland-Hopkins and Gordon-Hadfield, with the St. John's people who are always at your service. Then there are the people who look after things like Programmes and Security, etc. without whom the meetings would be impossible. Finally there are items like Telephones, Public Address, Scrutineering, Stewards, Fire Fighters and Timekeepers who keep the Secretary and his Assistant very busy indeed. So next time you find one of us running short of good temper, ignore it because there is plenty to think about.

Many members will recall the happy Gymkhanas and Socials at Chigwell, Essex. Bill Mold advises me that the 1953 event is fixed for Sunday, the 30th August. Essex types and Londoners please note the date in your diaries. We enjoy happy relations with the London Mobiles and here is a chance for you to have a pleasant afternoon and evening in good company and delightful surroundings. Similar remarks apply to the Hendon Gymkhana which takes place a week later on the 6th September. If you miss one you can attend the other or better still come to both. Wear your lapel badge as usual and bring the ladies along. Tea and refreshments will be available.

The members of the "Laps and Spots" team under Lionel Cheeseright will be pleased to learn that the A-C.U. Timekeepers are getting to know and appreciate each member of this busy little squad who do so much to help with records and results. For a long time Bob Walker and I have realized that "Laps and Spots" can  
(continued on page 16)

# NO T.T. IN TRINIDAD—YET

MICHAEL R. McGEAGH

**H**AVING been elected Bemsee Representative for B.W.I., I feel that a few words about this Caribbean outpost are not out of place. Whilst Trinidad enjoys steady sunshine—or rain, as is the present case—copious draughts of “sailors salvation” and tobacco in quantities readily acceptable to a near-vacuous pocket, the horse-power fraternity are presented with roads, the majority being of poor surface and of inadequate width for the “pancake” New World cars at the moment dominating the traffic stream.

Bicycles, requiring a 5/- annual licence, outnumber motorcycles. Multitudes of pedestrians add to road hazards, but these have acquired a dexterity unsurpassed by London's rush hour commuters, and so survive.

The dearth of motorcycles is threefold. The state of the highways, the speed of their four wheel bretheren—especially the profusion of taxi's—and, so I'm informed, the high level insurance clamped on the intrepid rider. Even so, there are motorcycles and motorcyclists, and the average appearance of the machines is good and mechanical condition sound. Special marks to the Port of Spain speed cop on his gleaming white Thunderbird. At least we know when he's on our tail.

## Hopeful

Fred Lala, enthusiastic Secretary of the Carib M.C.C., H.Q. at Arima, has already run off two trials over a small but interesting course. Now he is casting a wary eye over the defunct U.S. Airbase at Waller Field. On the 28th June, I joined him on the tail-end of his 197 c.c. Francis-Barnett in a tour of the maze of tracks interconnecting the four main runways. A local car club has already conducted speed trials here, and I would say the outlook is hopeful with prospects of a mile-plus circuit in good surface condition. Countering this is a tankful of snags—insurance, marshalling and spectator control (have to import Bill Jarman) the probable total absence of leathers, crash hats, etc: Still, where there's life . . .

## Streamline Servicing

A pre-opening day preview of the new Seereeram “Esso” Service Station at the junction of the Chaguanas-Longdenville and new North-South Trunk Road, the latter still in the pioneering stage—proved an eye opener. Eight months work with concrete and steel has resulted in a highly pleasing and practicable building, de-

signed for one purpose: the high pressure servicing of Trinidad's high speed traffic. With the deadline 24-hours ahead, grease tins were still being unpacked, tanks were inhaling their inaugural breath of “gas” and the ultra modern service ramp was rising and falling with ultra hydraulic efficiency.

From this Daedalian confusion, the manager, Mr. Seereeram stepped forward and conducted me—most courteously considering my time of calling—around this future landmark.

A lengthy glass frontage accentuates the tarmac forecourt sprouting the familiar red and white pumps. Behind the counter, stand bins of selected accessories and a doorway giving on to the managers office and rest room; this latter a necessity when super-efficiency occurs under a tropical sky.

An expansive battery room copes with the problem of stored electrics, whilst 320 lbs. per square inch of aqua pura (?) will prove devastating to Trinidad's fine grained dust. Pride of the layout is a service pit elaborate as a millionaire's mausoleum and strong as an atomic shelter. Fluorescent lighting completes the picture of Trinidad's, and possibly the West Indies, most up to date service station; a high pressure unit backed by a well-trained staff. All that now remains is for someone to wheel in a mud caked motorcycle . . .

## In the groove

Being five hours behind G.M.T., I was indulging in a “cuppa” when the B.B.C. Overseas Broadcasts of the T.T. came through. Graham Walker's familiar voice and the blast of megga's (Yes, Fergus; it sounded perfect as you opened up after the Creg) brought on a serious attack of nostalgia and an equally serious attempt to crawl into the set. Now I know how Napoleon felt on St. Helena, isolated from his beloved France.

Geoff Davison's *T.T. Specials*, air-mailed out by that capable staff of his in Douglas, relieved matters a little, whilst Bill Salmond's “breath of Manx air,” via Bemsee, cleaved through this torpid atmosphere with the velocity of 80-octane from a split tank. What this all adds up to, is the fact that it is high time somebody made a recording of a Banger in full song on the Mountain. Even desert islands have their discs! Well, you know my address . . .



# MANX MISCELLANY

BILL SALMOND

## Syd Lawton.

In Nobles Hospital the other day I was delighted to see friendly Syd Lawton give what must be a high perfect demonstration of the Two-Step whilst lying in bed! Now that he is in a private ward, he seems to be making great strides on the road to recovery, partly due perhaps to having his own radio but mostly to the wonderful morale that has always been in evidence when Syd is around. It goes without saying that the tonic effect of lovely Beryl Lawton being with him as much as she can is having a lot to do with it. Incidentally she is a pocket miracle to have moved herself and their five kiddies, rented a house, and completely dug in on the Island to be with Syd—wonderful show Beryl!

## M.G.P.

Local entries in the Manx finally closed at 15, a reply to that Sunday picture-paper reporter (who said something about Manxmen being careful not to risk their own hides on the T.T. circuit) that drives home the true state of affairs in a manner that can leave no further doubts in any sane mind, as to the truth of that sort of statement. Most of the boys are riding in both capacity classes as well.

## World Championships.

Fergus Anderson's withdrawal from the Individual Championships, and Norton Motors' withdrawal from the German G.P. are surprise actions that have made quite a lot of people sit up and take notice, all the more so because they are both so fully qualified to know what they are doing. There is a lot to be said in the case of the individual who finds himself in the position of having to make up his mind whether to look after "No. 1" or "The Firm," and in the case of Fergus, he is perhaps fortunate in riding for a firm where he feels he can afford to put their interests so patently before his own. In the circumstances however, it rather looks as if we as a Nation are likely to see the "250" Championship title wind up as the property of a Foreign Gentleman, which would be a pity.

In the case of Norton's withdrawal however, it appears to be rather a smart move in that as there are more than enough Classics from a point scoring point

of view, with nine on the calendar, Professor Joe is probably thinking that he had better put temptation out of the boys way on a dicey course like that (that had the masterly Geoff on his ear) and would certainly have runners of their calibre doing their damndest; and who knows but what the wiley Prof. is not taking a little time out to whip in a crafty mid-season mod, that will make the opposition sit up? If he is, and he does, and it works, I wonder what it will be?

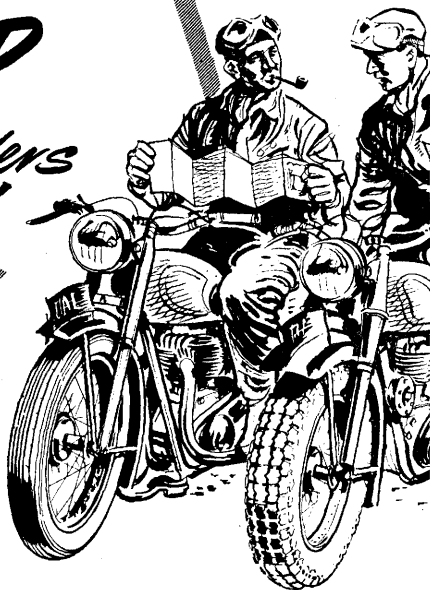
## Ray Amm.

As most of you will have read in *Motor Cycling* a couple of weeks ago, Ray's first ride in Europe was on the airfield circuit at Andreas in the North of the Island near Ramsey, in April 1951; this was a Pevril Club sponsored meeting primarily held to enable local would-be Clubman's T.T. entries to get in the necessary qualifying number of rides, and when Dennis May's article reminded me that I was present on that now auspicious occasion, I quickly dug out the roll of film I took at the time and with quivering fingers and a slightly gleeful chuckle confirmed my memories of our great star's technique on that memorable occasion. I must admit here and now that the glee rapidly swelled to a slightly satanic chorle when my fondest hopes were fully realised—for there was the great Ray "footing" in the best Tony McAlpine tradition on the corners!

Don't get me wrong now, the glee was in no way in the form of a sneer or with intent to belittle Ray's early efforts, but rather in happy delight that I was the only bloke present with a camera to catch those (to me) priceless negs. The light was not as I would have liked it, but at least there is enough recorded to serve the purpose and although there is not enough time to get a block made this month, I will send a print along to Editor Les Higgins who might print it for you next month. It certainly shows, to my mind, the great singleness of purpose and application that Ray is capable of and how truly he has deserved the success that he is now enjoying—the story that applies to most of you racing types as far as I can see—AND the best of Luck to the lot of you. See you at the Ulster.

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# CONTINENTAL RACING MOTORCYCLES

ERWIN TRAGATSCH

No. 3. *WALTER.*

(continued)

Walter engines have been light but Jaroslav Walter never overstepped the limit of weight reducing. The reliability of these engines have been their great advantage in big races. Especially the 250 c.c. model was always really fast, but Walter was always prepared to sacrifice a little top speed for reliability. Superb was the acceleration of these masterpieces. At circuits with many bends they have been able to beat every opposition of foreign racing machines. Men which rode against Walter machines as Tommy Wood, Fergus Anderson, Ernie Thomas, can confirm this statement. The excellent acceleration and the light weight was also the reason for the successful use of Walter engines in short track races.

Unfortunately, Walter could not produce own frames. His engines therefore have been built in many different frames including Velocette, Norton, Rudge and especially modified Jawa frames as well as in home made frames. The lightest frame had Jan Lucak, whose 350 c.c. model had a total weight of 110 kg. while the modified Jawa frames with 250 c.c. engines weighed about 125 kg. These Jawa Walters have been built in the workshops of another rider, Jan Horak, and proved very good. Also Lucak never had troubles with his ultra light frames and he won many races with them. Also Stanislav on the original T.T. Walter won many races in the 1948 season and together with Lucak and Steiner was a member of a famous team.

Father Josef Walter who, since his factory was nationalized in 1945, never visited these again, was already in failing health when the engines designed by his son Jaroslav and bearing the name Walter won race after race. But he was still enthusiastic and full of interest. He died at his home at Prague-Kosire on 15th January, 1950 at the age of 76.

At that time, Jaroslav was already the head of the racing department at the big C.Z. Works at Strakonice. Here he was developing his own 250 c.c. and 350 c.c. o.h.c. racing engines and produced during

1951 a new, very fast and reliable 125 c.c. double knocker racing machine.

Thanks to the full support and the equipment of the modern C.Z. factory, Jaroslav Walter was immediately building complete racing machines. The re-designed 63 mm. x 80 mm. 250 c.c. models got now a compression ratio of 8.8:1 and developed on 80 octane fuel 23.8 H.P. at 8250 r.p.m. The inlet valve got now a diameter of 39 mm., the exhaust valve a diameter of 35 mm. As carburetter is again used an Amal of 30 mm. while the plugs used by the factory riders are Lodge R49-51. A dry clutch is used. The gearbox—produced in the C.Z. works and designed by Jaroslav Walter's brother, Ing. Jan Walter, who is chief designer of the factory — has the following ratios: 1.895—1.372 and 1.112. The tank of these machines takes 22 litres, the fork is telescopic with air damping. Also the plunger rear springing is by telescopic units. Both brakes have a diameter of 220 mm. and have cooling flanges; they are equipped with 30 mm. wide linings. The discs are from Dural, the front tyre is of 2-3/4 x 21 size, the rear one of 3.00 x 20. The complete weight, without fuel, is only 105 kg., the top speed 150 km.

The 350 c.c. model with the 72 mm. x 86 mm. bore/stroke gives now 29.5 h.p. at 7,800 r.p.m. on 80 octane fuel and a compression ratio of 1:8.6. The inlet valve in this case has now a diameter of 41 mm., the exhaust valve of 37 mm. The Amal carburetter has a diameter of 32 mm. And the complete machine weighs only 108 kg.

The newest brainwave of Jaroslav Walter is the little double knocker. A very clever design which revs up to 11,500 r.p.m. and which won among others the "Grand Prix of Budapest" 1952. It looks "Morini" like and could surely be a strong opponent in international races if the present Czech political rulers would allow the start in West-European countries. And, the latest news, the 250 c.c. model revs. also up to the 10,000 mark.

# Crystal Palace

## The Coronation Meeting

A WEATHER FORECAST that promised rain and thunderstorms, a dull morning and a clouded sky heralded the return of motor-cycle racing to the Crystal Palace. The forecast was wrong and by one o'clock the sun was shining to make an afternoon perfect for both the spectators and riders.

Practice on the Friday was run off in brilliant sunshine, there was some trouble from melted tar but it caused no anxious moments, and there was an easy atmosphere rather reminiscent of the Brooklands days. Competitors were allotted fifteen minute periods, practising in groups of twelve to twenty and segregated into their capacity classes.

Before racing began on Saturday afternoon a tribute was paid to Les Graham. The Trophy which he presented to the Club this year was one of the awards down for competition. The attendance was no where near as large as at Whitsun, ten as against forty thousand, but those who came were treated to a meeting that was worth going a long way to see. The Palace circuit, set in beautiful parkland, makes a welcome relief from the austere and less interesting airfields. A feature of the event was the slick organisation; no delays worth mentioning and three and a half hours racing presented in quick-fire style. To Bob Walker and Bill Jarman, and all the behind-the-scenes workers, just another day's work, but one for which they deserve full marks and hearty congratulations.

The programme consisted of four races, each run off in two heats and a final. Amongst the starters in the first race of the day, heat one of the two-fifty event, was Maurice Cann and his very fast Guzzi; barring accidents, a certain winner. He made a bad start, a tail-ender as the pack swept under the Ramp Bridge and up Maxim rise, and as there were but five laps (seven miles), obviously he had no time to spare. H. German (Rudge) made the running for the first three laps, leading the field by several yards. At the end of lap one, Cann was amongst the leading half-dozen, gradually worked his way through to the front and finished an easy winner, by eight seconds, at 62.55 m.p.h. German was seriously challenged by E. Pantlin (Lucas), 0.4 sec. separating them as they crossed the line.

The second heat was every bit as exciting. The winner, Bob Geeson (R.E.G.), got away to a bad start and for a time was hampered by slower competitors. It was not until the fourth lap that he was free of the pack and able to set about the leaders.

Peter Ferbrache's Guzzi never sounded very happy and on lap four was spluttering badly. Another suffering from an unwilling engine was Stan Hall, who kept going despite a persistent miss which slowed him so much that he was eventually lapped.

The race ended in a flurry of excitement, Geeson snatching victory from I. I. Lloyd (M & F Excelsior) by 0.8 sec. Third was B. Freestone (Triumph).

First under the Ramp Bridge in heat one of the three-fifty race was H. Pearce (Velocette), closely followed by D. T. Powell (Norton) and R. D. Keeler (A.J.S.). Then Keeler pulled away and left Pearce and Powell to fight it out for second place, a scrap which lasted right through to the finish, Pearce just pipping Powell at the last moment. Keeler won comfortably.



Scrutineer

(Fruin)



Success!

(Fruin)

On the first lap, J. Hedley (A.J.S.) appeared to miss his gear change coming up the Anerley Ramp. He then tried to make hand-changes, experienced difficulty in engaging the gears, and swerved across the road; skilful riding on the part of a following competitor prevented a collision when Hedley drifted into his path. Unfortunately, exhaust noise drowned the baulked competitor's comments.

A crash, fortunately without very serious consequences, spoiled heat two. W. Ryan and G. Dunlop (A.J.S.s) quickly drew away from the field, Dunlop trying very hard to get ahead. The rest were very evenly matched and consequently swept round the curves of Maxim rise *en masse* on the second lap. There was a fair amount of weaving going on as some riders eased off and others kept the power on. D. Wasley (Velocette) appeared to brake too hard to avoid ramming the man in front; his front wheel slid on the soft tar and set up a vicious wobble. In a moment he was down and it looked as though a nasty pile-up was in the making. Miraculously the immediate followers scrambled past, but one of the later men slid down in attempting to avoid the fallen machine, and a third rammed Wasley; as the latter bounced upwards, bottom skywards, the front wheel of the following machine neatly rammed him, dead centre. Curiously, he was later reported to have injured a shoulder.

The flag marshals were not very quick

into action. On a short circuit of 1.39 miles, lapped in about 78 sec., there is no time to be lost, particularly when the leaders have already passed through some seconds earlier. They had the yellow flag out with a few odd seconds to spare only. All the riders responded immediately. This *melée* naturally slowed the race considerably. Ryan won easily and Dunlop dropped right back.

The sidecar races were disappointing. In heat one Ted Davis and his big Vincent took the lead and was hotly chased by Cyril Hale (Morgan). What might have been a close race was spoiled when the Morgan turned over at the North Tower Crescent; a long swinging bend leading into the Glade. The crew escaped with bruises. Davis then went on to win by nearly half a minute. P. Woollett, who was second, fought hard for his place with A. H. Skein, and finally got home by 1.4 secs.

Heat two was faster but not exciting. R. R. Leech led Pip Harris away from the line but shortly afterwards Harris and McDonald overtook Leech, and the race developed into a high-speed procession of Harris, McDonald, Leech, in that order.

Race four was confined to solos, 351-1000 c.c., but only one "thousand" was down in the programme. Both heats were well contested. In the first, B. Freestone led in the early stages. As he came under the Ramp Bridge on lap two he took a quick look backwards before opening up. H. A. Pearce on a new Matchless twin was very impressive through the twiddly bits of Maxim Rise but could only finish fourth. H. J. Cox on his novel Covel—a twin Velo of his own hatching—got off to a bad start but worked his way through to tenth place and so gained the right to take part in the final. G. Dunlop challenged Freestone and won by a few yards. Third place was taken by W. L. Hordley (Triumph).

R. H. King (Norton) R. D. Keeler (Norton) and Dennis Lashmar (Pike-B.S.A.) led the second heat in that order on the first lap. Keeler then slipped into first place and there he remained unchallenged until the finish. Lashmar lay third for a time but eventually forced his way into second place, his Pike prepared B.S.A. sounding very healthy.

After the heats came the finals, starting with the two-fifty race. This was undoubtedly the race of the day. Both the heat winners, Cann and Geeson, made poor starts. First into the lead was G. J. Turner (Rudge), followed by Ernie Barrett and J. T. Terry (Ariel). German was



early in trouble and out of the picture. By the end of the lap Barrett was leading and proceeded to build up a commanding lead seconds ahead of the second man, J. C. McCubbin (Rudge). If Cann hoped to challenge the flying Barrett he would certainly have to push him Guzzi hard. And push it he did. Very soon the focal points of the race were Barrett and Cann. On lap two Cann was fourth and on lap four, second, eight seconds behind Barrett. Geeson too, had made good his poor start and lay fifth at this stage, several seconds behind I. I. Lloyd.

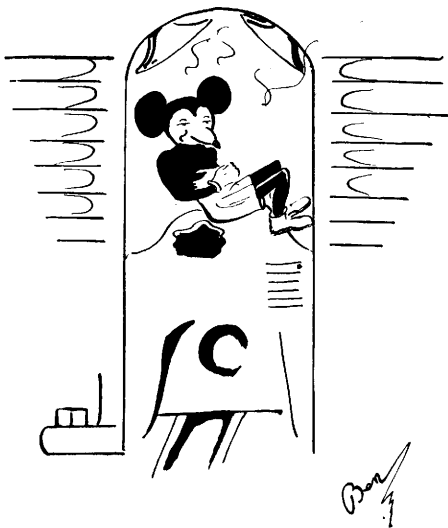
The race was over seven laps and Cann had the almost impossible task of picking up three seconds a lap if he was to win. After five laps the gap was reduced to  $6\frac{1}{2}$  sec. and lap six, four seconds. It looked as though Barrett was going to score a narrow but well deserved win. Having ridden in the other events, plus practising, he had, of course, covered many more laps than Cann and thus held the advantage of a better knowledge of the course. On the other hand Cann was riding what is probably the fastest privately owned two-fifty in existence. The finish was fitting, both Cann and Barrett thundered down the hill and across the line to an exceedingly close finish, Cann snatching victory at the last moment by 0.2 sec. Someway behind, I. I. Lloyd finished third and Bob Geeson fourth, Geeson's performance gaining for him the Les Graham Trophy.

There followed two straightforward and not very interesting races, the three fifty final, which Bob Keeler won comfortably, and the sidecar final, in which Pip Harris scored a runaway win.

The power and acceleration of Ted Davis's big Vincent took him to the front as the flagged dropped but by the end of the first lap it was Harris who led, away out on his own, and there he stayed with an ever-increasing gap between himself and Davis.

Few riders have the opportunity to portray their own names; such an opportunity fell to A. H. Skein, and he took it, albeit unintentionally. Towards the end of the race some of the cycle-parts of his Norton outfit were coming adrift, and on the score of safety his number and the black flag were displayed. To everybody's surprise Skein made no sign of obeying and came roaring through the starting area a lap later, non-stop, an act which incurred the displeasure of the stewards and placed him in a tangle and confusion.

The last race of the day was the final for the 351-1000 c.c. solos, a high-speed procession which ended in an easy win for Bob Keeler.



*Mysterious engine trouble*

First away was Rowe (Norton) followed by Keeler (Norton) and Freestone. Keeler quickly passed Rowe and from then on it was Keeler all the way. After three laps he led by 8 secs. and lap-by-lap piled up a commanding lead,  $9\frac{1}{2}$  sec., 12 sec., 13, 14, 15—. No one else was in the picture. Behind him there was some competition for second and third places. Lap two saw Tait, Freestone and R. H. King, second, third and fourth respectively. Then it was Freestone, King and Tait; King, Freestone and Tait; for a couple of laps with Powell challenging Tait. Powell then forged ahead into third place but was hard put to catch R. H. King, who lay second. On the ninth lap he passed him and King had to be content with third place. Behind them were Freestone, Lashmar, who for a time was scrapping with Pearce, and Tait.

#### **A. H. Skein Reprimand.**

During the "Coronation Meeting" at the Crystal Palace on June 27, A. H. Skein ignored the stop signal—Black flag with competitor's racing number—displayed to him during the sidecar race. Mr. Skein admitted seeing the signal, and as a result the Stewards of the Meeting, severely reprimanded him for his gross disregard of the signal and the Competition rules and regulations governing the meeting. The Stewards requested that notice of their action was to be published in the B.M.C.R.C. Journal.

# CRYSTAL PALACE

## CORONATION MEETING

### RACE RESULTS

#### *The Coronation Trophy*

R. D. KEELER      499 c.c. Norton      71.49 m.p.h.

#### *The Les Graham Trophy*

R. E. GEESON      248 c.c. R.E.G.

#### **250 c.c. Solo**

##### HEAT 1. 5 laps

1	M. Cann	...	Moto-Guzzi	...	6.40	62.55
2	H. German	...	Rudge	...	6.48 3/5	61.23
3	E. Pantlin	...	Lucas	...	6.48 4/5	61.21
4	E. Barrett	...	Phoenix	...	6.55	60.29
5	A. Butcher	...	Rudge	...	6.55 1/5	60.26
6	B. W. T. Rood	...	Velocette	...	6.58 2/5	59.83
7	G. Turner	...	Rudge	...	7.04 2/5	58.95
8	J. McCubbin	...	Rudge	...	7.04 3/5	58.92
9	J. T. Terry	...	Ariel	...	7.34 2/5	55.06
10	R. Alderslade	...	Velocette	...	7.38 2/5	54.58
11	J. B. Hyde	...	Rudge	...	7.45 1/5	53.78
12	H. Bemister	...	Velocette	...	7.46	53.69
13	R. R. Dendy	...	Rudge	...	8.00	52.13

Fastest lap: M. Cann—1 min. 17 sec.—64.99 m.p.h.

##### HEAT 2. 5 laps

1	R. E. Geeson	...	R.E.G.	...	6.52 1/5	60.70
2	I. I. Lloyd	...	M. & F. Excelsior	...	6.53	60.58
3	B. Freestone	...	Triumph	...	6.54 3/5	60.49
4	A. W. Jones	...	Rudge	...	6.54 4/5	60.32
5	F. Hayward	...	Rudge	...	7.13 1/5	57.76
6	D. H. Edlin	...	Melem Special	...	7.15	57.52
7	R. R. Smith	...	Cleveland Duffel	...	7.18	57.12
8	B. E. Keys	...	Norton	...	7.28	55.85
9	E. Arthurs	...	Rudge	...	7.43 2/5	53.99
10	M. H. Candy	...	Velocette	...	7.50 2/5	53.19
11	C. C. Mates	...	Rudge	...	7.53	52.90
12	S. R. West	...	Moto-Guzzi	...	8.24	49.64

Fastest lap: I. I. Lloyd—1 min. 19 1/5 sec.—63.18 m.p.h.

##### FINAL. 7 laps.

1	M. Cann	...	Moto-Guzzi	...	9.13	63.34
2	E. Barrett	...	Phoenix	...	9.13 1/5	63.32
3	I. I. Lloyd	...	M. & F. Excelsior	...	9.24 3/5	62.04
4	R. E. Geeson	...	R. E. G.	...	9.34 2/5	60.98
5	B. Freestone	...	Triumph	...	9.36 1/5	60.79
6	B. W. T. Rood	...	Velocette	...	9.40 1/5	60.37
7	E. Pantlin	...	Lucas	...	9.40 2/5	60.34
8	A. W. Jones	...	Rudge	...	9.41 2/5	60.27
9	A. Butcher	...	Rudge	...	9.44	59.98
10	F. Hayward	...	Rudge	...	10.03	58.09
11	D. H. Edlin	...	Melem Special	...	10.06 1/5	57.78
12	B. E. Keys	...	Norton	...	10.13 1/5	57.12
13	M. H. Candy	...	Velocette	...	10.13 4/5	56.94
14	R. R. Smith	...	Cleveland Duffel	...	10.18 1/5	56.66
15	H. German	...	Rudge	...	10.25 2/5	56.01

Fastest lap: M. Cann—1 min. 14 4/5 sec.—66.90 m.p.h.

#### **350 c.c. Solo**

##### HEAT 1. 5 laps

1	R. D. Keeler	...	A.J.S.	...	6.20 2/5	65.77
2	H. A. Pearce	...	Velocette	...	6.26	64.82
3	D. T. Powell	...	Norton	...	6.26 3/5	64.72
4	B. W. T. Rood	...	A.J.S.	...	6.40 2/5	62.49
5	G. Lambert	...	A.J.S.	...	6.51 1/5	60.82
6	K. Faulkner	...	Velocette	...	7.03 3/5	58.79
7	J. C. Smith	...	Norton	...	7.03 4/5	58.76
8	E. A. Woods	...	Norton	...	7.08	58.46
9	J. Fordham	...	Douglas	...	7.14 1/5	57.62
10	D. Royle	...	A.J.S.	...	7.19 2/5	56.94
11	D. Summerfield	...	B.S.A.	...	7.24 3/5	56.28

Fastest lap: R. D. Keeler—1 min. 14 2/5 sec.—67.26 m.p.h.

# HEAT 2. 5 laps

				m. s.	m.p.h.
1	W. Ryan	...	A.J.S.	6.32 1/5	63.74
2	A. W. Tucker	...	Velocette	6.50	61.03
3	E. J. Washer	...	A.J.S.	6.50 2/5	60.97
4	G. Dunlop	...	A.J.S.	6.50 3/5	60.94
5	W. H. Dixon	...	Norton	6.52	60.73
6	J. Crossley	...	Velocette	7.13	57.78
7	J. Pritchard	...	Norton	7.19 1/5	56.97
8	D. A. Ball	...	A.J.S.	7.28 3/5	55.77
9	J. P. Ager	...	A.J.S.	7.30	55.60
10	G. Soan	...	A.J.S.	7.31	55.48
11	D. Jarman	...	A.J.S.	7.31 3/5	55.40
Fastest lap: G. Dunlop—1 min. 12 sec.—69.50 m.p.h.					

# FINAL. 10 laps

1	R. D. Keeler	...	A.J.S.	12.27 4/5	66.92
2	W. Ryan	...	A.J.S.	12.39 2/5	65.89
3	H. A. Pearce	...	Velocette	12.40 4/5	65.77
4	D. T. Powell	...	Norton	12.47	65.24
5	A. W. Tucker	...	Velocette	12.49	65.07
6	B. W. T. Rood	...	A.J.S.	13.01	64.07
7	G. Dunlop	...	A.J.S.	13.01 3/5	64.00
8	G. K. Lambert	...	A.J.S.	13.21 1/5	62.46
9	E. J. Washer	...	A.J.S.	13.34 1/5	61.46
10	J. Crossley	...	Velocette	13.39 2/5	61.07
11	D. Royle	...	A.J.S.	12.53	9 laps only
12	G. Soan	...	A.J.S.	12.58	9 laps only
Fastest lap: R. D. Keeler—1 min. 12 4/5 sec.—68.74 m.p.h.					

# Passenger Machines

## HEAT 1. 5 laps

1	E. J. Davis	...	998 c.c. Vincent	7.05 3/5	58.79
2	P. Woollett	...	528 c.c. Norton	7.43 4/5	53.95
3	A. H. Skein	...	499 c.c. Norton	7.45	53.81
4	E. T. Young	...	498 c.c. Triumph	8.32 2/5	48.83
5	R. G. Douglas	...	496 c.c. Norton	8.52	47.03
Fastest lap: E. J. Davis—1 min. 20 4/5 sec.—61.93 m.p.h.					

## HEAT 2. 5 laps

1	P. V. Harris	...	499 c.c. Norton	7.01	59.43
2	R. McDonald	...	499 c.c. Norton/Wats.	7.14 3/5	57.57
3	A. Ellis	...	499 c.c. Norton/Wats.	7.16	57.38
4	T. W. Bounds	...	490 c.c. Norton	7.21 1/5	56.71
5	D. Bayliss	...	998 c.c. Vincent	7.25	56.10
6	J. Boulter	...	496 c.c. Norton	7.31	55.48
Fastest lap: P. V. Harris—1 min. 20 1/5 sec.—62.39 m.p.h.					

## FINAL. 10 laps

1	P. V. Harris	...	499 c.c. Norton	13.22 1/5	62.38
	Pass: H. Mikos	...			
2	E. J. Davis	...	998 c.c. Vincent	13.57 1/5	59.77
	Pass: E. G. Allen	...			
3	P. Woollett	...	528 c.c. Norton	13.44 4/5	9 laps only
	Pass: H. eville	...			
Fastest lap: P. V. Harris—1 min. 18 1/5 sec.—63.99 m.p.h.					

# 1,000 c.c. Solo

## HEAT 1. 5 laps

1	G. Dunlop	...	A.J.S./Matchless	6.30 2/5	64.09
2	B. Freestone	...	Norton	6.30 4/5	64.02
3	D. T. Powell	...	Norton	6.31 2/5	63.92
4	H. A. Pearce	...	Matchless	6.37 1/5	62.99
5	B. H. King	...	Norton	6.37 2/5	62.96
6	J. H. Cooper	...	Matchless	6.40	62.55
7	K. H. Tostevin	...	Norton	6.41	62.39
8	N. J. Price	...	Norton	6.43 2/5	62.02
9	W. H. Wilshire	...	Triumph	7.00 3/5	59.35
10	H. J. Cox	...	Covel	7.15 2/5	57.46
11	G. D. Payne	...	Triumph	7.19 4/5	56.89
12	P. Andrews	...	Vincent (998 c.c.)	7.28	55.85
13	S. Palmer	...	Norton	7.30 1/5	55.57
14	R. E. Rowe	...	Norton	7.57	52.45
Fastest lap: G. Dunlop—1 min. 14 2/5 sec.—67.26 m.p.h.					



## HEAT 2. 5 laps

			m. s.	m.p.h.
1	R. D. Keeler ...	Norton	6.13 1/5	67.04
2	D. G. Lashmar ...	Pike/B.S.A.	6.22 2/5	65.77
3	R. H. King ...	Norton	6.21	65.67
4	P. H. Tait ...	Norton/Triumph	6.25	64.99
5	S. H. Brand ...	Norton	6.54	60.43
6	R. Thomas ...	Triumph	6.55 1/5	60.26
7	E. Pantlin ...	Norton	6.56	60.14
8	R. E. D. Harrison ...	Norton	6.56 3/5	60.06
9	E. Barrett ...	Phoenix	7.00	59.57
10	A. J. Dean ...	Triumph	7.01	59.43
11	J. D. Brindley ...	B.S.A.	7.12 2/5	57.86
12	B. Rimes ...	Norton	7.21	56.73
13	D. A. W. Danskin ...	A.J.S.	7.23 1/5	56.45
14	C. A. Thurston ...	Norton	7.30 3/5	55.53

Fastest lap: R. D. Keeler—1 min. 10 sec.—71.49 m.p.h.

## FINAL. 10 laps

1	R. D. Keeler ...	Norton	12.14 3/5	68.12
2	D. T. Powell ...	Norton	12.27 4/5	66.92
3	R. H. King ...	Norton	12.30 2/5	66.68
4	B. Freestone ...	Norton	12.34 2/5	66.33
5	E. Pantlin ...	Norton	12.35	66.28
6	H. A. Pearce ...	Matchless	12.38	66.02
7	P. H. Tait ...	Norton/Triumph	12.39	65.93
8	G. Dunlop ...	A.J.S./Matchless	12.46	65.33
9	E. Barrett ...	Phoenix	12.46 4/5	65.26
10	B. H. King ...	Norton	13.00	64.16
11	N. J. Price ...	Norton	13.02	63.99
12	K. H. Tostevin ...	Norton	13.04	63.83
13	R. E. D. Harrison ...	Norton	13.10 2/5	63.31
14	R. Thomas ...	Triumph	13.30	61.03
15	W. H. Wilshire ...	Triumph	13.31	60.95

Fastest lap: R. D. Keeler—1 min. 12 1/5 sec.—69.21 m.p.h.

## THE EDITOR'S CORRESPONDENCE

As one interested in the tiddler class, I would like to ventilate the general grouch of the 125 contingent against the absence of this class from the first Palace meeting, and ask that an undertaking be given that it will be included in any future meetings organised by "Bemsee."

It is particularly unfortunate that this class should have been excluded from the first meeting at this London track as it has evidently been accepted as a precedent by the S.E. Centre of the A.C.U., who have also failed to cater for it at their August meeting even though they are putting on two less events.

I am aware that the reason given for omitting the 125s was shortage of time,

but at last Saturday's meeting there was actually time to spare between some of the events and more time could have been saved by shortening the ten lap finals, which became rather dreary processions with the leaders lapping the slower men—always a detraction from the public's point of view. If more time is needed, since the 125s are now the numerical equal of the 250s, the latter could be limited to one event instead of three, or, as a final alternative, as these are national meetings make the race for up to 250 c.c., there are a number of 125s about that would have been well up the list at the Palace.

L. J. French.

London S.W.2.

## MUTUAL AID

Erwin Tragatch, who is well known to the majority of members, if only by the many articles he has subscribed to the Journal, is anxious to join a British firm on the technical sales, advertising departments of a motorcycle or accessory manu-

facturer. Previous experience includes many years connected with leading European motorcycle firms and riders.

Box E.T., B.M.C.R.C., 2, Wilton Mews, Wilton Street, London, S.W.1.

## 'REV COUNTER' REPORTS

**Theresa Wallach** writes a welcome letter in which she imparts the good news that business is now very brisk at her new shop she trades under the name of Chicago Norton Sales and Service, and is packed out with repairs which at times necessitates working all night. In addition she has sold eight new Nortons in three weeks, plus spare parts etc. It looks as though Theresa has at last won through after an uphill struggle and lots of hard work. Any success that comes her way therefore is more than deserved. Theresa concludes by sending her best wishes to all her old friends.

**Angus McGregor** is once more back in this country and will be stationed at Chatham until the end of November. It may well be possible that he will be keeping us company at Silverstone or elsewhere and, in the meantime, wishes to be remembered to all members with whom he is acquainted.

**Erwin Tragatsch** sends a long letter which, as always, is full of enthusiasm, and historical accounts of pre-war races at the Crystal Palace. As will be seen from the Mutal Aid column, Erwin is still seeking a post in this country that is connected with the motor-cycling industry.

**Members** attending the Hutchinson 100 this year purely in the capacity of spectator, will, in addition to the usual vehicle pass, be able to obtain a Paddock Transfer Pass, provided they apply to the Secretary before the 15th September, enclosing a S.A.E. Only one pass per member will be available.

**Humphrey Ranson.** Latest reports are that Humphrey is "as comfortable as can be expected." He is in hospital with head injuries received during a racing accident in Germany.

**Norman Mamby** is now the proud father of a son. Mother and child are doing fine. Our congratulations.

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## AREA NEWS

### SUSSEX

Mr. D. N. Bradshaw has been elected by the Committee as the official Club Representative for the County of Sussex. Any members in that area who require advice or have any constructive criticisms to put forward, are asked to get in touch with David at 25, Devonshire Road, Bexhill-on-Sea.

### YORKSHIRE

Will members in this county, especially those in the Leeds district, please note that owing to the small interest shown in the weekly meetings, Mr. L. S. Cheeseright informs us that meetings held at the Midland Hotel, Woodlesford, will now take place on the 1st and 3rd Thursday in each month until further notice. Members are requested to give their support if possible

and so assist in making this "Bemsee" Cell flourish.

### SURREY

Members in this area will be pleased to know that Ben Well, who used to pre-side over the Abbey Hotel at Romsey, has now taken over the George, High Street, Market Place at Epsom. Ben is well known to the sporting motorcyclists in Hampshire and their loss is our gain because he has a warm regard for the "Bemsee Boys" as he calls them. Call on him some time.

Bob Walker's list of Surrey members shows them well spread out over the county. Several of these enthusiasts consider Surrey to be a rectangular area with Epsom or Leatherhead as a good centre. Your views on this subject are invited.

# OULTON PARK

**A**RRANGEMENTS have now been completed for B.M.C.R.C. to organise a race meeting at this new 1.5 mile circuit in Cheshire.

## DATE

Saturday, October 17th  
Practice in the morning.

## REGULATIONS

Will be published in mid-August.

## ENTRIES

Close on September 19th.  
Limited to "Bemsee" members.  
Early entry is advised; the number will be restricted.

## CLASSES

Solo: 125, 250, 350, 1000 c.c.  
Sidecars and Cyclecars: 1000 and 1200 c.c.  
Heats and Finals.

## AWARDS

Cash.

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# ALTON TOWERS

**T**HE RACE MEETING at Alton Towers on July 5th was run off in perfect weather before a good crowd. Nearly everyone was unanimous in their opinion that it was a very good course. Some sections are rather narrow and caution has to be exercised when overtaking. One good feature is that the surface is of the non-glare type, a boon to riders in bright sunshine. An interesting method of marshalling was adopted, namely, the periodic moving of marshals clockwise round the course. A bad feature of the organisation was the failure to provide brooms. The only sweeping arrangements were one besom brush at Farley corner, and one ditto at Garage bend, and that provided by a member of the St. John's Ambulance Brigade. At Garage bend I picked up a handful of broken glass scattered on the soft tar and on the racing line.

Some arrangements were haphazard, and during the early races the timekeepers were lying on the grass; no tables or chairs were provided. Marshalling too was none-too-efficient, the marshals being more interested in the racing. As a consequence spectators were seated on the straw-bales.

The racing was good. F. Wallis was outstanding successful and won every event. Eric Houseley practised but did not race. Ted Whitehead had broken the oil pump of his A.J.S.—at Oliver's Mount and, I believe, borrowed Walter Whitehead's machine.

Several spills but no serious accidents. The worst occurred to A. Whittaker who injured his ribs, and Alf Briggs sportingly rushed him off to hospital in a specially equipped shooting van.

**B. S. Banks.**



# MINNIE GRENFELL MEMORIAL TROPHY

## Placings after the "Coronation Meeting" at Crystal Palace—27th June, 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.

**15 Points**  
R. D. Keeler

**13 Points**  
D. T. Powell

**10 Points**  
M. Cann

**9 Points**  
P. V. Harris

**8 Points**  
W. R. Amm  
E. J. Davis

**7 Points**  
R. E. Geeson  
B. W. T. Rood

**6 Points**  
E. A. Barrett  
I. I. Lloyd  
R. McDonald  
W. Ryan  
H. A. Pearce  
W. M. Webster

**5 Points**  
G. Arnold  
G. R. Dunlop  
G. P. Douglas  
O. E. Greenwood  
B. H. King  
D. Lashmar  
E. I. Pantlin  
R. H. Madsen-Mygdal  
E. S. Oliver  
J. A. Storr

**4 Points**  
T. W. Bounds  
F. H. Burman  
W. Doran  
A. A. Fenn

K. J. Faulkner  
A. W. Jones  
R. H. King  
J. McCubbin  
A. H. Skein  
C. C. Sandford  
J. Surtees Jr.  
G. T. Salt  
A. W. Tucker  
P. H. Tait

**3 Points**  
J. Beeton  
J. Bottomley  
W. R. Fletcher  
R. M. McIntyre  
C. J. H. Smith  
A. F. Wheeler

**2 Points**  
R. Alderslade  
E. Baxter  
H. J. Cox  
P. H. Carter  
P. A. Davey  
C. Ellerby  
R. E. D. Harrison  
F. Hayward  
D. J. Jarman  
N. J. Price  
A. F. Martin  
D. Royle  
M. P. O'Rourke  
R. Thompson  
G. J. Turner  
E. A. Woods  
W. H. Wilshire

**1 Point**  
J. Boulter  
K. C. Brett  
W. Boddice  
G. Brown  
S. T. Barnett  
G. Bradley  
D. E. Bell

D. A. Ball  
J. D. Brindley  
A. J. Butcher  
D. G. Chapman  
J. R. Clarke  
E. F. Cope  
M. J. Candy  
J. H. Cooper  
R. G. Douglas  
W. H. Dixon  
R. H. Dale  
L. A. Dear  
G. E. Duke  
R. Dean  
G. Davies  
D. K. Farrant  
J. P. Fordham  
D. H. Edlin  
P. Ferbrache  
H. L. Fruin  
F. M. Fox  
C. Gunnel  
A. J. Glazebrook  
N. F. George  
C. Hale  
E. V. C. Hardy  
E. G. Hefford  
J. A. Hogan  
E. Housley  
M. Henderson  
M. Herrington  
P. C. Hart  
G. N. Jones  
A. Jefferies  
B. E. Keys  
I. G. King  
S. E. Lawton  
C. M. Luck  
R. Lawton  
G. K. Lambert  
P. H. Marriot  
J. Maloney  
W. J. Maddrick  
B. J. B. Morle  
K. H. Mudford  
R. J. Marrior

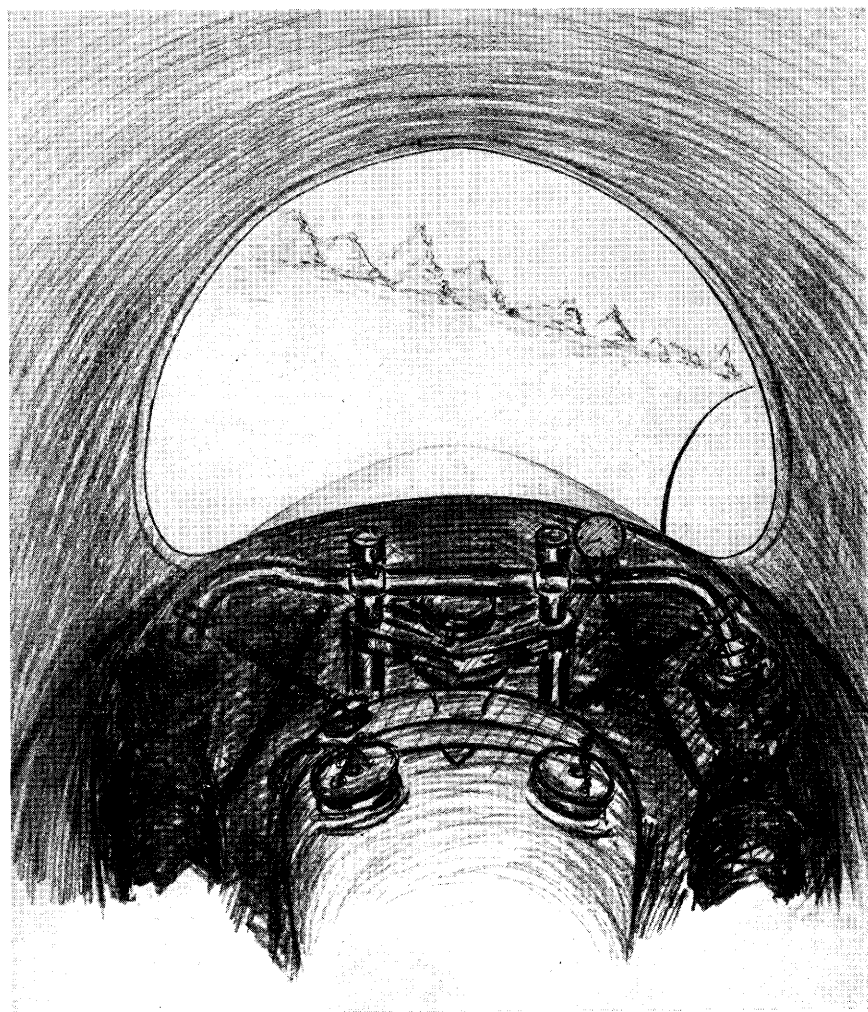
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F. Norris  
G. J. Newman  
S. Palmer  
J. F. Pritchard  
R. Pratt  
F. Purslow  
A. C. Peet  
L. C. Povey  
N. D. Pickering  
W. M. Raper  
C. H. Rhodes  
R. H. Rudge  
F. A. Rutherford  
C. J. Roberts  
R. H. Sherry  
G. F. Salt  
R. A. Russell  
R. E. Smith  
D. T. Slate  
S. A. Sorenson  
B. P. Setchell  
A. Scholefield  
W. R. Smith  
R. R. C. Smith  
D. W. Summerfield  
J. C. Smith  
K. H. Tostevin  
J. Terry  
C. A. Thurston  
L. W. Taylor  
J. A. Thomas  
D. A. Tutty  
G. F. Thomson  
K. E. Tulley  
B. L. Turner  
B. J. Thomson  
R. F. Walker  
W. N. Webb  
E. H. Willis  
K. Willis  
V. Willoughby  
H. Williams  
L. Williams  
G. W. Walker

## Marshals Musings (cont.)

hardly be called Marshals. In future they will be properly regarded as Officials and the Secretary will deal with them direct. Thank you gentlemen for your past achievements and may you become even more efficient under the new arrangement. One pint at a time please!

When this issue reaches you early in August there will not be a lot of time before the "Hutch" is around again. No apologies for repeating: *If you are not racing or acting as a mechanic, you owe your club a duty to help with the administration, etc.* Thanks a lot!

To all members riding in the M.G.P.  
"All you wish yourselves."



**"Quo Vadis?"**

*A rider's-eye view from the saddle of the fully streamlined Brough Superior.*

Drawn by N. B. Pope

# COMMITTEE NEWS

Meeting held on 22nd June, 1953.

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

In attendance: The Secretary.

**Oulton Park.** The Secretary reported favourably on his recent visit to the new racing circuit at Oulton Park Cheshire, and his subsequent conversations with the tenants of the track who were interested in B.M.C.R.C. promoting a meeting before the end of the present season. It was agreed that, subject to the necessary permission being forthcoming from the A.C.U. and the Cheshire Centre, and suitable terms being obtained, the Club shall organise a closed meeting on this circuit in October.

**Area Representative.** Mr. D. N. Bradshaw's offer to serve as the Club's Representative for the County of Sussex, was

accepted. The Committee appreciated this offer and hoped that the new Cell would operate satisfactorily.

**Progress Reports** on the Closed-to-Club Trophy Day meeting, Shelsley Walsh and Hutchinson 100 meetings, were received and discussed. It was considered that it might be possible to secure some interesting foreign entries for the latter event.

**New Members** were elected.

**The Monthly Account** was presented and approved.

**Davidstow Circuit.** The Secretary was instructed to ascertain from the Plymouth Club if it was their wish to co-operate with B.M.C.R.C. in the organising of a meeting on this North Cornish circuit at some future date, and to watch developments generally.

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## ANNOUNCEMENTS

### SHELSLEY — BRIGHTON

Regulations are now available for:

Shelsley Walsh—29th August.

Brighton Speed Trials—5th Sept.

Entries will be by selection but any member wishing to participate in either of the above events should apply without delay to the Secretary, B.M.C.R.C., 2 Wilton Mews, Wilton Street, London, S.W.1.

*Please note that the Closing Date for the above entries is 8th August.*

### NEW MEMBERS

New members have been elected as follows:

S. J. Minshall	J. A. Bishop
J. D. Menzies	F. Bishop
L. C. Newcombe	L. C. Boulter
H. M. Palin	E. W. Bowers
Miss G. M. Shire	P. Cooper
H. W. Shuttleworth	T. W. Kirby
W. C. Slocombe	J. L. Mason
A. A. Williams	A. Ellis

### SOCIAL EVENTS

Friday, 25th September, marks another occasion on which members may visit the Metropolitan Police Driving School at Aerodrome Road, Hendon. On this occasion we shall keep company with the Cricklewood and D.M.C.C. & L.C.C., who are responsible for this kind invitation. After a tour of the School, which is both interesting and instructive, it is anticipated we shall adjourn with our hosts for a natter and a noggin in the usual way. The evening commences at 7-00 and you are invited to bring the lady folk.

Monthly meeting at the **Winning Horse**, Claygate, Surrey. These informal functions take place on the last Thursday in each month. Next meeting, Thursday, August 27th, 1953.

### BENEVOLENT FUND

Donations have been received from the following members

D. Chapman	A. H. Wynes
L. P. Haycox	J. B. Hill
R. Rowlinson	L. R. Higgins
F. J. Williams	F. A. Spencer



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# "TROPHY DAY MEETING"

AT

THE SILVERSTONE MOTOR CIRCUIT

25th JULY, 1953

## OFFICIAL RESULTS

### EVENT 1—Up to 125 cc.

Place No.	Driver	Machine	Time	Speed
1 16	A. A. Fenn ...	F. B. Mondial ...	10.19 4/5	59.25
2 6	W. N. Webb ...	M.V. ...	10.21	59.13
3 2	M. Henderson ...	E.M.C. Puch ...	11.23 1/5	53.75
4 8	R. J. Marrion ...	E.M.C. Puch ...	11.37 3/5	52.64
5 12	H. L. Fruin ...	E.M.C. Puch ...	11.39 2/5	52.52
6 11	S. Palmer ...	B.S.A. ...	11.51 1/5	51.63
7 4	A. E. Rose ...	B.S.A. ...	11.54	51.43
8 9	J. D. Menzies ...	Lambretta ...	11.56 4/5	51.23
9 5	G. Gunnell ...	R. Enfield ...	11.40 3/5	5 laps

Fastest lap: No. 16—1 min. 40 sec.—61.20 m.p.h.

1st—a Tankard; 2nd—a Special Plaque; 3rd—a Plaque.

### EVENT 2—Sidecars and Cyclecars.

1 27	P. V. Harris ...	Norton	499 ...	8.44 4/5	69.97
Pass: H. Mikos					
2 19	W. Boddice ...	Norton	499 ...	8.47 4/5	69.57
Pass: Bill Storr					
3 20	L. W. Taylor ...	Norton	499 ...	8.59	68.13
Pass: P. Glover					
4 25	W. M. Raper ...	Vincent	998 ...	9.09	66.69
Pass: R. L. Raper					
5 23	C. Hale ...	Morgan	994 ...	9.33 2/5	64.04
Pass: F. Hadley					
6 28	A. H. Skein ...	Norton	596 ...	9.43	62.98
Pass: D. Overall					
7 18	T. W. Bounds ...	Norton	499 ...	9.48	62.45
Pass: R. Lynas					
8 26	R. R. Leech ...	Norton	490 ...	10.19 2/5	59.28
Pass: V. Howard					
9 24	J. Boulter ...	Norton	496 ...	10.24 1/5	58.83
Pass: D. Lashmar					

Fastest lap: No. 27—1 min. 24 4/5 sec.—72.17 m.p.h.

1st—a Salver; 2nd—Case of Tea Knives; 3rd—Case of Tea Spoons.  
Passenger of winning machine—Card Tray.

### EVENT 3—251-350 c.c.

#### HEAT 1

1 21	B. W. T. Rood ...	A.J.S. ...	8.43 1/5	70.18
2 26	E. Pantlin ...	Norton ...	8.45 3/5	69.86
3 15	E. H. Willis ...	A.J.S. ...	8.47 2/5	69.62
4 16	J. B. Whittingham ...	Velocette ...	8.53 4/5	68.79
5 17	W. H. Dixon ...	Norton ...	9.03 4/5	67.58
6 23	D. Webb ...	Norton ...	9.05 4/5	67.28
7 19	W. R. Anderson ...	A.J.S. ...	9.11 1/5	66.62
8 2	R. Thompson ...	B.S.A. ...	9.11 2/5	66.60
9 1	D. Jarman ...	A.J.S. ...	9.14	66.28
10 7	K. Rickard ...	Velocette ...	9.14 2/5	66.25
11 18	G. F. Thompson ...	Norton ...	9.20 3/5	65.51
12 3	B. P. Sechell ...	Douglas ...	9.21	65.45
13 29	N. A. Bedford ...	B.S.A. ...	9.28	64.65
14 30	K. J. Faulkner ...	Velocette ...	9.37	63.64
15 10	J. Hedley ...	A.J.S. ...	10.00 2/5	61.16

Fastest lap: No. 21—1 min. 24 2/5 sec.—72.52 m.p.h.

#### HEAT 2

1 55	P. H. Tait ...	A.J.S. ...	8.31	71.86
2 50	C. W. Petch ...	Norton ...	8.35 1/5	71.27
3 37	H. Whitehead ...	A.J.S. ...	8.35 2/5	71.26
4 46	D. Parkinson ...	Norton ...	8.39 2/5	69.31
5 44	A. A. Williams ...	Norton ...	8.49 4/5	68.43
6 38	W. A. Whitehead ...	Velocette ...	8.56 3/5	68.36
7 43	G. K. Lambert ...	A.J.S. ...	8.56 4/5	68.38

## HEAT 2 cont.

Place No.	Driver	Machine	Time	Speed
8 33	K. E. Tully ...	A.J.S. ...	9.04	67.50
9 36	R. Alderslade ...	A.J.S. ...	9.06	67.25
10 47	W. S. Austin ...	Norton ...	9.06 1/5	67.23
11 40	R. Woodham ...	Norton ...	9.09 2/5	66.84
12 56	J. W. Skerritt ...	A.J.S. ...	9.18	65.81
13 32	P. Bagshaw ...	B.S.A. ...	9.22 4/5	65.25
14 54	J. P. Fordham ...	Douglas ...	9.39	63.42
15 41	J. Peacock ...	Douglas ...	9.43 3/5	62.92
16 58	B. J. B. Morle ...	Norton ...	9.45 2/5	62.73
17 34	M. Gunyon ...	Velocette ...	9.49 3/5	62.28
18 35	L. F. Wightman ...	Norton ...	10.03	60.90
19 57	L. P. Haycox ...	B.S.A. ...	10.15	59.71

Fastest lap: No. 55—1 min. 23 secs.—73.74 m.p.h.

## HEAT 3

1 72	F. M. Fox ...	Norton ...	8.56 2/5	68.46
2 66	P. M. Knocker ...	B.S.A. ...	9.10 4/5	66.67
3 64	K. A. Johnson ...	A.J.S. ...	9.12	66.52
4 67	A. G. Johnson ...	A.J.S. ...	9.12 4/5	66.43
5 69	G. T. Salt ...	A.J.S. ...	9.16 2/5	60.00
6 86	G. A. Northwood ...	B.S.A. ...	9.17	65.93
7 78	A. Scholefield ...	B.S.A. ...	9.30	64.42
8 85	A. Gaunt ...	A.J.S. ...	9.32	64.20
9 81	B. Kershaw ...	B.S.A. ...	9.40	63.31
10 62	R. J. Walters ...	A.J.S. ...	9.49	62.34
11 63	E. A. Woods ...	Norton ...	9.57 4/5	61.43
12 82	P. H. Marriott ...	Velocette ...	10.00	61.20
13 61	J. R. Cridland ...	Velocette ...	10.01	61.01
14 60	E. G. Hefford ...	Norton ...	10.08 1/5	60.38
15 77	J. A. Bishop ...	B.S.A. ...	10.37	57.65

Fastest lap—No. 72—1 min. 23 3/5 sec.—73.21 m.p.h.

1st—Bemsee Plaque; 2nd—Club Ashtray; 3rd—Club Ashtray.

## EVENT 4—175-250 c.c.

1 27	B. W. T. Rood ...	Velocette ...	18.02 3/5	67.84
2 30	M. Cann ...	Moto Guzzi ...	18.02 4/5	67.82
3 12	P. Ferbrache ...	Hartley-Ariel ...	18.38 3/5	65.65
4 26	R. E. Geeson ...	R.E.G. ...	18.39 1/5	65.62
5 19	I. F. Telfer ...	Velocette ...	18.45	65.28
6 14	D. Rose ...	Velocette ...	18.53 3/5	64.78
7 37	E. Pantlin ...	Lucas ...	18.55	64.70
8 28	F. Hayward ...	Rudge ...	18.59 4/5	64.43
9 35	A. A. Fenn ...	Moto Guzzi ...	19.05 1/5	64.13
10 21	C. M. Luck ...	C.L.S. ...	19.10	63.86
11 25	G. J. Turner ...	Rudge ...	19.19 3/5	63.33
12 34	J. O. Cragg ...	Moto Guzzi ...	18.18	11 laps
13 6	G. Gunnell ...	Norton ...	18.20	11 laps
14 10	M. J. Candy ...	Velocette ...	18.24 4/5	11 laps
15 31	R. R. Dendy ...	Rudge ...	18.49	11 laps
16 42	A. A. Williams ...	Excelsior ...	18.57	11 laps

Fastest lap: No. 27—1 min. 27 2/5 sec.—70.02 m.p.h.

## EVENT 5—351-1,000 c.c.

## HEAT 1

1 28	R. A. Russell ...	Norton 499 ...	8.46 3/5	69.73
2 2	D. Langton ...	Norton 490 ...	8.48	69.55
3 30	P. H. Tait ...	Norton 499 ...	8.53 3/5	68.52
4 14	D. G. Lashmar ...	Pike B.S.A. 497 ...	8.56	68.51
5 17	N. J. Price ...	Norton 499 ...	8.56 4/5	68.41
6 11	P. Ferbrache ...	Hartley-Ariel 499 ...	9.13	66.40
7 5	C. H. Rhodes ...	Norton 499 ...	9.14 1/5	66.26
8 15	W. Hutt ...	J.V. Special 500 ...	9.15	66.16
9 18	R. Lawton ...	Norton 490 ...	9.27 3/5	64.69
10 6	S. Cooper ...	S.C.S. 498 ...	9.36 3/5	63.68
11 26	H. T. Watson ...	Norton 490 ...	9.45 1/5	62.75
12 10	M. W. Fordham ...	Vincent 498 ...	10.02 2/5	60.96
13 23	J. Walker ...	Triumph 498 ...	10.07	60.49
14 31	R. F. Upham ...	Triumph 498 ...	10.17 1/5	59.49
15 32	G. P. G. McNair ...	Scott 596 ...	8.54	5 laps
16 1	W. L. Hordley ...	Triumph 498 ...	8.58	5 laps
17 20	H. J. Cox ...	Covel 499 ...	9.04	5 laps
18 12	J. D. Brindley ...	B.S.A. 499 ...	9.09 3/5	5 laps

Fastest lap: No. 28—1 min. 21 secs.—75.56 m.p.h.



# HEAT 2

Place No.	Driver	Machine	Time	Speed
1 45	D. Parkinson	Norton	499 ... 8.17 2/5	73.79
2 57	R. Harrison	Norton	499 ... 8.18 2/5	73.68
3 46	F. M. Fox	Norton	499 ... 8.18 4/5	73.62
4 56	E. Pantlin ...	Norton	499 ... 8.21 2/5	73.23
5 61	F. G. Perris	Triumph	498 ... 8.28	72.28
6 40	W. A. Whitehead	J.A.P.	498 ... 8.43 2/5	70.16
7 47	S. Palmer	Norton	499 ... 8.45 2/5	69.87
8 54	A. F. Martin	Triumph	498 ... 8.50	69.28
9 48	W. S. Austin	Lucas	500 ... 8.53 1/5	68.92
10 55	H. J. Kemp	Norton	499 ... 9.04 4/5	67.40
11 42	C. A. Thurston	Norton	490 ... 9.32 3/5	64.13
12 36	J. J. Hawtin	Vincent	998 ... 9.33 4/5	64.10
13 60	E. Zealand ...	Triumph	498 ... 9.46	62.66
14 62	A. Bennett ...	Triumph	498 ... 8.29 3/5	5 laps
15 51	G. W. Walker	B.S.A.	499 ... 8.31 2/5	5 laps
16 34	B. Cortvriend	A.J.S.	358 ... 8.44	5 laps
17 39	J. Narraway	Triumph	500 ... 8.47	5 laps
18 37	P. B. Walker	Ariel	497 ... 9.00	5 laps
19 59	R. Anderson	Triumph	498 ... 9.19	5 laps

Fastest lap: No. 46—1 min. 18 1/5 sec.—78.26 m.p.h.

1st—Bemsee Plaque; 2nd—Club Ashtray; 3rd—Club Ashtray.

## EVENT 6—251-350 c.c.

## FINAL OF EVENT 3

1 21	B. W. T. Rood	A.J.S.	... 15.15 1/5	66.86
2 46	D. Parkinson	Norton	... 15.18 1/5	66.65
3 55	P. H. Tait	A.J.S.	... 15.28 1/5	68.95
4 26	E. Pantlin ...	Norton	... 15.33 2/5	65.57
5 72	F. M. Fox ...	Norton	... 15.47 3/5	64.59
6 56	J. W. Skerritt	A.J.S.	... 15.56	64.02
7 37	H. Whitehead	A.J.S.	... 16.00 4/5	63.75
8 3	B. P. Setchell	Douglas	... 16.01 1/5	63.67
9 64	K. A. Johnson	A.J.S.	... 16.12 1/5	62.95
10 15	E. H. Willis	A.J.S.	... 16.13 1/5	62.89
11 33	K. E. Tully	A.J.S.	... 16.15	62.77
12 44	A. A. Williams	Norton	... 16.21 2/5	62.37
13 23	D. Webb	Norton	... 16.22 3/5	62.29
14 66	D. Royle	A.J.S.	... 16.24 2/5	62.17
15 17	W. H. Dixon	Norton	... 16.25 4/5	62.08
16 40	R. Woodham	Norton	... 16.32	61.69
17 2	R. Thompson	B.S.A.	... 16.35	61.51
18 36	R. Alderslade	A.J.S.	... 16.35 3/5	61.49

Fastest lap: No. 21—1 min. 28 1/5 sec.—69.39 m.p.h.

1st—A Rose Bowl; 2nd—A Fruit Dish; 3rd—A Plaque; 4th—A Plaque.

## EVENT 7—Sidecars and Cyclecars

1 27	P. V. Harris	Norton	499 ... 8.55 3/5	68.56
Pass: H. Mikos				
2 21	J. Penn	Vincent	998 ... 9.02 1/5	67.73
Pass: D. Hayward				
3 19	W. Boddice	Norton	499 ... 9.03	67.63
Pass: B. Storr				
4 25	W. M. Raper	Vincent	998 ... 9.05 3/5	67.30
Pass: R. L. Raper				
5 20	L. W. Taylor	Norton	499 ... 9.60 4/5	67.15
Pass: P. Glover				
6 24	J. Boulter	Norton	496 ... 10.38 3/5	58.91
Pass: D. Lashmar				
7 28	A. H. Skein	Norton	596 ... Finished course after error in flagging.	
Pass: D. Overall				

Fastest lap: No. 21—1 min. 25 3/5 sec.—71.50 m.p.h.

1st—A Salver; 2nd—Case of Tea Knives; 3rd—Case of Tea Spoons.

Passenger of winning machine—A Car Tray.

## EVENT 8—351-1,000 c.c.

## FINAL OF EVENT 5.

1 45	D. Parkinson	Norton	499 ... 13.25 3/5	75.97
2 30	P. H. Tait	Norton	499 ... 13.28 1/5	75.72
3 28	R. A. Russell	Norton	499 ... 13.28 4/5	75.67
4 17	N. J. Price	Norton	499 ... 13.32 4/5	75.21
5 56	E. Pantlin ...	Norton	499 ... 13.36 1/5	74.99
6 11	P. Ferbrache	Hartley-Ariel	499 ... 13.36 2/5	74.77
7 44	D. Hutt	J.V. Special	500 ... 13.39 1/5	74.71
8 14	G. Lashmar	Pike B.S.A.	497 ... 13.44	74.27
9 61	F. G. Perris	Triumph	498 ... 13.44 3/5	74.19
10 2	D. Langton	Norton	490 ... 13.50	73.74
11 5	C. H. Rhodes	Norton	499 ... 14.08	72.17
12 48	W. S. Austin	Lucas	500 ... 14.16 1/5	71.48
13 59	R. Anderson	Triumph	498 ... 14.18 4/5	71.27
14 55	H. J. Kemp	Norton	499 ... 14.32	70.18
15 62	A. Bennett	Triumph	498 ... 14.34 4/5	69.96

Fastest lap: Nos. 30 & 28—1 min. 16 1/5 sec.—80.32 m.p.h.

1st—A Rose Bowl; 2nd—A Fruit Dish; 3rd—A Plaque; 4th—A Plaque.

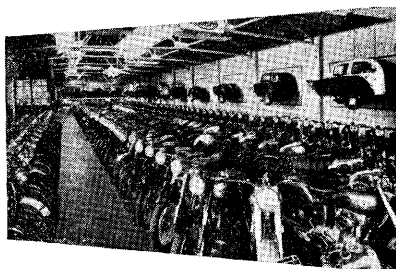
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