



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 6. No. 9. SEPT., 1953

ONE SHILLING



"Coo! What's that?" (photo C. H. Hall)

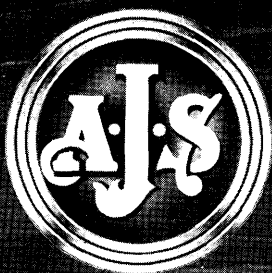
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Bemsee

Vol. 6. No. 9. SEPT., 1953

EDITOR:

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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EDITORIAL

IN THIS issue of *Bemsee* we present a new feature, *Discussion*. Its frequency of appearance depends, as do many other things, on the Club's members. It gives you an opportunity to ventilate your complaints and air your opinions; it affords the Committee an opportunity to answer them. Obviously both sides can benefit.

Straw Bales

At the Half-Litre Club's car meeting at the Crystal Palace on July 11th, there was an unfortunate accident at the Ramp Bend. A competing car left the track and hit two marshals; one of the marshals subsequently died from injuries received.

In a report of the inquest on the victim, two witnesses are stated to have said that, "Straw bales placed around the track would minimise the risk to both marshals and drivers". One of these witnesses was the driver of the car involved in the accident.

Returning a verdict of accidental death, the jury said that they thought the best possible position had been chosen for the marshal but suggested that, to prevent such occurrences in future, straw bales should be provided.

It is an obvious fact that injuries are only caused by the unlucky victim striking some unyielding object or being struck by something solid. In the past straw bales have resulted in nasty accidents, for they are solid enough when hit by a fast moving vehicle. Escape roads, or areas, are necessary adjuncts to a racing circuit at potential danger points. They cannot always be provided, but to close those that exist, with straw bales, is downright foolishness. That an experienced driver should advocate such measures is surprising. The sensible course would be to remove the marshals, not protect them with barriers and jeopardize the safety of competitors.

1953 ULSTER GRAND PRIX

BILL SALMOND

The Dundrod Circuit.

It is only right, I feel, that the traditional Clady Circuit was not only mourned quite vociferously by many spectators, riders and officials during the early stages of the practice period, but also now has its own little "Mau Mau" band of die-hard supporters who will always press for the return of their beloved "Prix" to what they believe is its rightful locality. The Ulster Motor Cycle Chairman even went so far as to hint at the prize-giving that he would never give up hope.

I am inclined to think, however, that most of these laddies are more or less just salving their consciences which are accusing them of treachery if they "give in" without some sort of resistance, for the races themselves quickly proved that the Dundrod Circuit is a really good "riders" course, similar in many ways to the T.T. course as more than one winner said on collecting his trophies. There are very few straights of any length, a climb and descent that gives it a slight "mountain" course flavour, a hairpin bend and dozens of bends, curves, corners and assorted swervery. In spite of this, however, both Ken Kavanagh, the winner of the Senior race, and runner-up Geoff Duke managed to nip round the 7 mile 732 yard course in 4 mins. 51 secs. at an average speed of 91.74 m.p.h. and a close watch showed that although both these brilliant riders coped with everything with that consummate skill that is so delightful to watch, neither they nor the determined characters pursuing them were able to circulate without giving a vast amount of knife-edge concentration and precision navigation for the whole of the approximate $2\frac{1}{2}$ hours of the Senior 30-lap race.

The impression that I have brought away with me is that this new venue for The Ulster is a success—an opinion that even the die-hards were coming round to in the main and it was not only the financial advantages that were swaying them.

A final thought under this paragraph heading; I see in my records that it is exactly thirty years ago that Norton Motors' Technical Director, "Professor" Joe Craig, won his first Ulster Grand Prix riding—yes, riding—a Norton. He went on winning the 600 c.c. class in 1924

and 1925 as well, proving in a most convincing way by this hat-trick that the 1923 win was no fluke. The following year 1926, the organisers scrapped the 600 class for good (possibly feeling that it was turning into a Joe Craig benefit), so just to show that he was only a simple country boy at heart and would let any organisers push him around if it made them feel any happier, Joe promptly, and with simple logic, won the "over 500 c.c." Class instead. What a character! It is interesting to note that his speeds from 1923-1925 on the same Clady-Aldergrove $20\frac{1}{2}$ mile circuit (10 laps) was 62.99, 67.86, and 72.04. I have often wondered where he picked up that habit of making his machine go faster every year. Come to think of it, it is not so surprising that this World-famous Ulsterman has christened the new Course with a double win, but it is rather surprising that the Ulster papers did not latch on to the fact. Anyway, we know don't we and can say "Congratulations, Joe, on a fine record".

The Races.

Once more you will have read all about the actual dicing in the "Books" both Green and Blue, and as at the time of writing neither had reached the Island, I cannot tell what you know by now and what you don't, so I ask your pardon if you find duplications. In any case, as you know by now, I do not try to compete with these ace race reporters, so I will see if I can remember some of those tit-bits that add to the flavour of a race and which frequently get buried in the more spectacular facts.

The 125 Race.

Being Reg Armstrong's first ride in this capacity class, one must give him full marks for a highly professional looking effort—even adopting the feet on high rear footrests position which must take a bit of getting used to.

Cecil Sandford's M.V. never did look as fast as Copeta's, and it was sheer riding ability that maintained his position after he had knocked the peak off his motor by a missed gear change around the middle of the race.

Bill Webster looked as if he had got his technique perfected on his "counter" M.V., was tucked in like a youngster and pretty to watch.

John Hogan can easily boast of having

the loudest machine at the meeting even if it was not the quickest—brought it home too.

Some amazed blinking when we saw Tito Forconi's name on the list of practice times. Was a joke of Les G's in the Island that this Italian either did not exist or was an M.V. factory sweeper-upper whose name was either invented or "borrowed" to get an M.V. Team in the programme—looked better publicity or something. Who'd have suspected Les of pulling off a double double-take?

The 250 Race.

Reg rode a great race and thoroughly deserved his win—looked as if he really liked his mount.

Chris Tattersall's diminutive 4-valve C.T.S. would be quite quick with a smaller rider and bigger gear ratio but Chris is quite content to bestow a fond pat on his tum and enjoy himself anyway. Why not indeed?

Saw a definite gleam in Frank Cope's eyes as he found himself having a lusty battle with another mid-fielder. Must remember to ask Frank how it turned out.

Bill Dehany must have been throwing some oil onto his back wheel or suffering from a bit of "sticktion" on his back brake, the resultant demonstrations of how to correct a slide at the hairpin were quite worth watching.

Bob Geeson's smile was still very much in evidence later in the day, even though a busted con-rod must have made a very expensive noise.

The 350 Race.

Ken Kavanagh's cornering and angle of lean was worth going to Ireland to see alone—he is quite definitely on the top line at present and well worth careful study.

The 345 c.c. Guzzis did not come up to my expectations, probably because the two most able jockeys, Anderson and Lorenzetti, were riding in the concurrent 250 race. I wonder why they did not split forces?

Charlie Salt was riding so well that one hopes that Roland Pike will one day persuade his B.S.A. gaffers to get cracking on something with a bit more prod.

Derek Farrant was quite patently worthy of his works job—beat Milani on the Gilera in the Senior too to prove it.

Bob McIntyre is just too good to be out of a works team and I hope that the June contretemps gets straightened out right smartly—I reckon that he has got everything it takes to win the T.T. except the machine.

The Sidecar Race.

Jet size was the cause of Eric Oliver's seizure, I heard, and a great pity too, for some of us were wondering what the outcome was going to with the all-out efforts of a last lap. Eric was using the engine that powered the Ducal mount to a win in the 1951 Senior T.T. plus his vast experience of chair racing, whereas Cyril had a 1953 engine and his somewhat shorter experience of big league racing; an interesting set-up and a shame we were robbed of the answer. Both motors had the cryptic letters J-O-E stamped on their crankcases, of course.

Jacques Drion from Paris was the only man to carry a lady passenger, but probably thinks that a professional acrobat is a good bet. Anyway Frau:in Inge Stolle appeared to me to be slower than the boys on a quick change over—probably the strength of the arms is a big part of the art. Lead weights had to be carried in the nose of the chair to come up to the minimum as Inge was underweight in the meaning of the act.

The 500 Race.

One version explaining Milani's bad start was that he could not hear his motor running, jumped off to run and bump again and all but fell Ack over Tock, as it was running—quite quickly too.

No doubt in my mind that the Norton frame could be wafted more quickly through the swervery than the rival jobs—that the Gileras are better at this than they used to be is doubtless due to the fact that both Geoff and Reg and Dickie Dale have all had no small experience of the "Roadholder". Incidentally, in 1949 I asked the Italians how Gilera was pronounced and the answer was *Jillera*, I mention this as there are still a lot of bods who say it wrong after they (Gileras) have been competing on British soil for several years. Bad show, chaps.

Incentive is the reason, I was once told, when asking why many notable mahouts could go just a leetle bit quicker in a race even when they were trying in practice. The same must have applied during the Senior Ulster when Ken really pulled the stops out in the closing stages—and Geoff's efforts to make up the difference with a duff clutch was no whit less entrancing to watch. No matter that most of these top-flight jockeys are of a stature in the best jockey tradition, at times like those they are veritable giants to me.

General.

Was sure I detected a spot or two of Engine Development Oil (Grade One) on

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DISCUSSION

This Month:

Reader (Non-member v. Bob Walker)

RECENTLY Bob Walker received from a "starter" a letter which laid at the door of the Club some charges which ought to be ventilated. The author is not a member but reads *Bemsee*. He gives the following reasons why he doesn't become a member.

The points which Mr. Reader makes are: "...the Club has been split by the recent exploitation into almost a 'semi-business'..."; that "*Bemsee* should be open *only* to those who have had reasonable road-racing experience..." the subscription "is out of all proportion to the benefits..." and he continues that the Club no longer runs 100 miles handicap races in the Brooklands tradition. He says there is a good deal of "moaning at the bar" on these matters. He wants "*Bemsee*" to back-pedal and be a club solely for people who road-race or have road-raced. He doesn't mention what the beginner is supposed to do or make any suggestions as to how such a man can get racing experience.

Well, there it is. Bob and we agree that this should make an interesting matter for discussion, so we invited Bob's comments and answers.

His first reaction was, perhaps a little surprising. He was thoroughly delighted that the letter had been written and asked us to urge any member who feels he has got a legitimate "grouse" to write about it. After all, as Bob points out, the writer can always have his identity suppressed. We hasten to say, however, that we are not seeking a barrage of letters signed "Anon", "Old Stager" and the like. They will be ignored but if the writer doesn't want his name published, we'll respect his wishes.

On the charge of exploitation, Bob says that Mr. Reader can't really have given that matter as much thought as he might have done, for he completely ignores the scale of costs as they are today to what they were pre-1939.

"After all", said Bob, "let any rider think back on what he could get for his money in 1939 and what he can get today for the same amount of money. The Club faces the same problems but on a bigger scale. It has to pay more money for what it needs and consequently has to have a far deeper pocket. It follows that the financial aspect of road racing is vastly

more important today."

Bob went on to point out that the old Brooklands track had numerous operational advantages over the present day racing circuits. First of all, everything of any account took place at Brooklands and the Clubs using it had the advantages of permanent buildings, barriers and all the other things that you must have before you are in a position to turn a wheel. Nowadays, when racing takes place on disused or adapted airfields, all facilities have to be imported to the site. Roping the circuit; treating the surface; erecting tents; putting in telephones, barriers and other essentials, all have to be provided and none of them (including the transport!) are cheap.

The cost of hiring a track today has to be counted in hundreds of pounds. Does that surprise you?

To maintain successfully that there is "exploitation" by the Club, all those arguments have got to be answered by any critic.

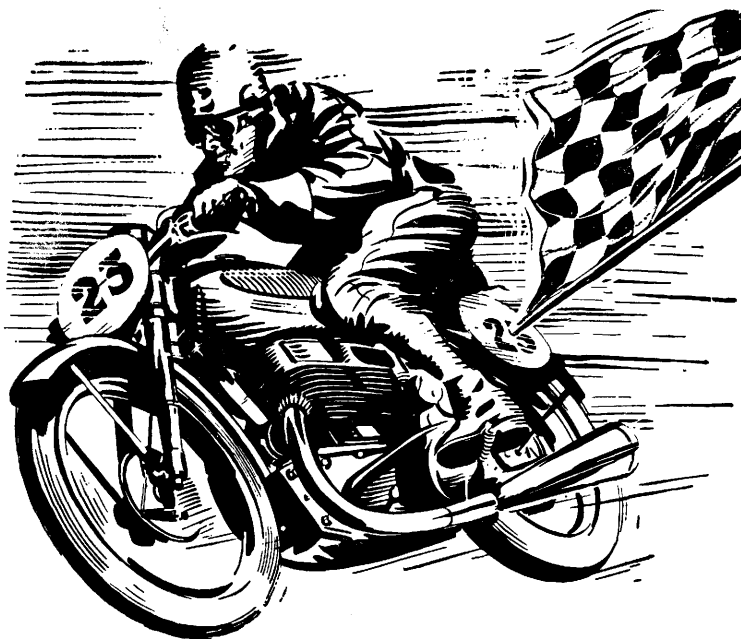
"And don't forget this. Any money which the Club has over in any year has not only to be used for next year's capital, but has to be used to pay for losses on future meetings. They don't all make money", warns Bob.

It is a fact that "*Bemsee*" is the premier motor-cycle racing club in Great Britain. This is not only an honour—it is also a challenge and a responsibility. It should be the cradle of the sport. The limited and (may we say it?) selfish view that "*Bemsee*" should close its doors to all but the experienced racer would, in the opinion of the Committee, be a retrograde step and not in the best interests of the sport. The Club should, at all times, be prepared to encourage the youngster and always offer a helping hand, where it can, to the potential Les Graham's of the future.

Now to the last points.

Is the sub. "out of all proportion"? Look at the number of meetings and events directly organised by the Club this year. Think of those events organised by other clubs and to which "*Bemsee*" members are invited because of their "*Bemsee*" membership—the monthly Club Magazine—the T.T. service and all the little things that offers a use and service. Is it really expensive? Anyway, all mem-

(continued on page 10)



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'REV COUNTER' REPORTS

David Bradshaw, our recently elected representative for the county of Sussex, is continually reporting on the progress that is being made by local interests for the building of a road racing circuit at Pebsham, near Bexhill-on-Sea, and has already attended a number of public meetings that have been called to discuss the project. At the present time the forces against the scheme appear all too strong but the matter is undecided as yet.

Cliff Lewis has kindly passed on to me news of two of our members who are resident overseas:—

Mrs. Ruby McPherson (in Australia). In response to a letter enquiring about Eric's progress after his recent accident. The accident has caused Ruby great concern and although Eric will be a considerable time recovering, he is now well on the way. He was exploring a new trials course when a piece of wood caught in his front wheel, throwing him and resulting in severe concussion and leg injuries. He was taken to a local hospital, but as Ruby was not satisfied, she arranged for an ambulance to take him to Sydney. Here the specialist found that the leg injuries had not been treated properly, but due to the concussion, could not be reset immediately. It was not until something like ten days after the accident that Eric was finally in a fit state to commence recovery. Now he is at home and making good progress. Both he and Ruby were very upset at our losses of good racing comrades this year. They both send their kindest wishes to all friends in Bemsee

Mrs. E. Whorwood (in New Zealand) and her family are settling down well and like New Zealand. She reports that the system of education is much better than that in the old country and the progress of her family is so rapid that she would not be able to cope were it not that she has good help from each one of them. They had listened-in to the T.T. broadcast and were delighted that Les. Graham should have his first T.T. win but were greatly upset to the tragic news of the following day. They send best wishes to all Bemsee members for their progress and that of the Club. Mrs Whorwood is proud of the great progress which has

been made by the winners of the Colin Whorwood trophy.

Eric Housley and Ken Willis have both been victims of crashes while racing, the former happened during the last Cadwell meeting and resulted in a fractured collar bone, whilst the latter occurred at Brand's Hatch and caused a fractured shoulder and is anticipated to be a longish job mending up. It is reported that Ken's undoing was caused by a brake anchor stud coming adrift.

Bob Geeson had a piston break in the Ulster G.P. when lying 7th and leading the private owners. The breakage also caused damage to other parts of the engine. A new cylinder liner and con-rod were amongst the items that had to be replaced. Nevertheless, Bob had it all nailed together by the following week end and finished 2nd in the 250 c.c. class at the Crystal Palace.

John Surtees. A non-starter at the Crystal Palace. He is said to have had a con-rod break whilst passing under the Ramp Bridge and was thrown off. Badly shaken but evidently not seriously hurt.

Cyril Julian. A crash in a Continental race. has made him *hors de combat* and he will be a non-starter at the "Hutchinson 100" meeting. No serious injuries.

Humphrey Ranson. Humphrey's wife, Nora, informs us that he has been flown to England and is now convalescing from his Continental crash. He would welcome letters during his stay in hospital. The address is: Ward X5, Kingston Hospital, Wolverton Avenue, Kingston-on-Thames. He is making good progress.

The Editor apologises for the lateness of this issue of *Bemsee*. He has been on holiday.

Cover Picture. This month's cover picture shows J. D. Menzies (125 c.c. Lambretta) during the tiddlers race on "Trophy Day".

Trophy Day. Correction to results. Heat 3. 2nd No. 66. D. Royle, A.J.S.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS SEPTEMBER issue of *Bemsee* is the one prior to the famous "Hutch", on the 25/26th inst. The full "Marshal Plan" will be in operation right round the three miles of the whole Silverstone Circuit so if you wish to be included send along a P. C. immediately, stating one or both days. It will help if you also give your membership number for obvious reasons. Do it now please and don't expect me to *assume* you can attend. If you are not racing or helping a racing member, you have a job of work to do for your club on this very special occasion. Think and ink! Those members who fancy their chance at writing reports of our meetings should get in touch with the Editor.

From time to time people write to me about subjects which have nothing to do with marshalling. As I cannot type, this means precious time is being used to transmit details (such as Parking, Programmes, Accommodation and so on) to their proper places. Since the war I have made a spare time hobby of "Bemsee" in general and marshals in particular. Believe me it's a jolly good hobby and one which has many compensations but I cannot cope with anything more at the moment. Most of the older marshals know what I mean but the new boys will find it takes a long time to cover such things as Course, Flags, Phones, Travelling, Paddock, Pits, Gates, etc., etc. The standard demanded of men on the course is high and good course marshals are men of special fibre. The average clubman does not, as a rule, make a good course man unless he has had experience of crowds, first aid, actual racing or close association with racing, patience, tact and genuine enthusiasm. The men on the course are all-important because they cannot relax during practice or racing and must never overlook the risk of stray spectators and dogs, etc., to say nothing of the risk of a crowd surge.

Members! This is your magazine kept going by about half a dozen busy bloques who feel that something should be contributed by the specialists who belong to this great motor-cycle racing organisation. Subjects such as carburation, ignition, tyres, oils, fuels, suspension, metallurgy, brakes and lots of other specialistic things could be made into very interesting articles. The members

do not ask for trade secrets or matters of a proprietary nature. We ask for no argument with big business but we should appreciate an article, or series of articles, from people who know what they're talking about.

For those who are unable to write technical stuff, what about a collection of good stories like the one about the Racing Manager who sent a telegram to the works asking for front and rear lamps for the T.T. machines. Professor Low will recall this one as he was one of the judges for a T.T. Joke Competition in the middle twenties. There must be quite a lot of these jokes if someone can collect them for this magazine. Maybe the "Barrow Boy" who produces stink-bombs as well as good yarns will oblige. No names, no drill!

I hope you have enjoyed Big Bill Salmond's articles from the Isle of Man this year. Apart from his brilliant action photography he is doing a very nice line in scribbling even if he does have to stay up late to get it done. Maybe Big Bill will tell us how to do it with a box camera at say 120 m.p.h., or should it be 176 f.p.s.? During the winter I mean, because Bill will be busy with M.G.P. things when you are seeing this in print. To all our members in the Manx, a trouble free ride and 1-2-3- for "Bemsee. I don't know if there is a Club Team Prize but Bill Salmond as our I.O.M. Rep. can take care of that I feel sure.

If you are not camping near Silverstone make sure of your bed and breakfast for the "Hutch". I can report quite good bookings at quite a few of the Licenced Hostels in the Buckingham—Brackley—Towcester triangle. If you require good points to rendezvous during the evening after practice on the 25th September, here they are:—

Brackley—*The Crown* (Totter in the Chair).

Buckingham—*White Hart* or *Swan & Castle*.

Towcester—*Saracen's Head*.

We expect a large crowd on race day so get there early and avoid the congestion. Anything you can do to help with posters, stickers and publicity in the proper places will be reflected in the balance sheet at the end of the year. There's a lot of mental satisfaction to be gained by helping the club and the strong-

(continued on page 12)

NEW BOOKS

CRAZY JOURNEY by Alan Hess. 12s. 6d.

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

A MILEAGE of 7,973 in 272 hours running time is an average speed of only 28 m.p.h., but when that mileage is covered within twelve days, includes hundreds of miles of trackless desert, hundreds of miles of snow covered roads, starts at the equator and finishes at the Arctic Circle, then such a journey takes on a greater significance. And that, in a nutshell, is the task that three British motorists, with a British car set themselves to do last winter.

The car was an Austin A40 saloon (11 h.p.); the drivers, Alan Hess, Austin's P.R.O. who for many years has, of his own free-will, involved himself in the more exciting aspects of motoring; Paul Revons, also of Austins; and Ken Wharton, well-known for his performance, in rallies and races. This latest attempt to wreck a perfectly good motor car, Alan Hess calls "Crazy Journey", and all that he and his companions endured, the reader may relive from the comfort and safety of an armchair. As the Author unfolds his tale and recounts the difficulties that were encountered in the organisation, when the project was quiescent, the reader's admiration grows rapidly for such a singleness of purpose.

A survey that lasted many weeks and explored all manner of routes, revealed that only one route was practicable and that the journey, if it was to have any chance of success, must be accomplished within a certain fortnight during March, for at that period only were the weather conditions favourable along the entire route. Theoretically favourable!

The object of the journey was to submit the car to exacting tests in extremes of climate within the shortest possible time.

After a long, preparatory period the expedition set out from the equator on March 17th, 1953. The first 325 miles were covered in 6 h. 40 m., over badly surfaced and dusty roads. Later, part of the journey lay through big game country but lions were the only animals encountered and these were scared away by a powerful siren.

During the second night the car was temporarily lost in the jungle and encountered a hidden pit at about 40 m.p.h., fortunately the damage done was small but there was a serious loss of time, 6 hours. In the day-time run, heavy going

prevented this lost time from being regained; soft and deep sand was the main serious obstacle, and into it the car sank, axle deep, and had to be dug out.

At Khartoum the drivers rested for a few hours and were strongly advised not to carry on by land but to take the steamer to Cairo. Normal civilians did not attempt the journey by the land route. The A40 went by the land route but to conform to regulations had to be accompanied by an escort car, driven by two native guides, and had to keep within sight of the railway. The escort car proved to be a handicap and nearly cost the five travellers their lives. They spent two nights in the desert, unprepared for the extremes of temperature between day and night. On the third day they were found by a railway maintenance gang and rescued in the nick of time. Food and water had gone, they were exhausted, and overhead were Vultures! Eventually all arrived in Cairo, three days late. As a consequence the Austin crew lost the once-a-week ferry, Tunis-Marseille, and to prevent further delay, which would have upset their original plans and perhaps brought insuperable difficulties on the arctic section of the route, the journey across the North African coast was cut out, the car and crew travelling to Marseille from Cairo, by air. They were thus enabled to regain some time and left Marseille about ten hours behind schedule.

Although less arduous, the European leg of the journey was not covered without incident, and some hectic motoring had to be indulged in to make good the lost ten hours. By the time Copenhagen was reached the car was back on schedule. At this point a change was made to arctic equipment: clothing for the crew, oil and tyres for the car. Despite snow, cold and icy conditions as the Austin travelled further northward, the crew checked in at Jokkmokk—on the Arctic Circle—on March 28 at about 5 p.m., twelve days after leaving the equator.

"Crazy Journey" is a remarkable story, extremely well told and not without humour. So realistic is the story that the reader experiences the difficulties, enjoys the fun and feels the despair that must sometimes have filled the souls of those three lonely travellers as they struggled across the unfriendly African desert.

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COMMITTEE NEWS

Meeting held on 20th July, 1953.

Present: N. B. Pope (Chairman), G. C. Cobbold, H. L. Daniell, W. W. Hunt (Part time), W. G. Jarman, K. Rickard and J. O. Roebuck.

In Attendance: The Secretary.

Apologies were received from Messrs. D. J. H. Glover and A. H. Taylor.

Oulton Park. Messrs. W. W. Hunt and G. C. Cobbold reported on their meeting with the tenants of this circuit and that agreement has now been reached on all points of major importance, and a suitable agreement drawn up whereby, subject to final approval of the A.C.U., B.M.C.R.C. would organise a closed-to-club meeting at Oulton Park on 17th October this year. The Secretary reported that the surfacing of the track had now been completed and the Cheshire Centre of the A.C.U. had agreed to a permit being granted.

Crystal Palace. The Report of the Clerk of the Course on the meeting held on 27th June was read and certain criticisms contained therein were duly noted.

Trophy Day. The Secretary reported progress with this meeting which was generally satisfactory. A sharp eye was

being kept on the condition of the surface of the track.

Special Trophies. In the case of the "Les Graham" and "Rickard" Trophies, it was resolved that the regulations be further clarified to the effect that a member would not be eligible to compete for these unless he was self-entered.

Area Representatives. Two further members were elected to officially represent the Club:

Miss Theresa Wallach—U.S.A. (Middle West)

Mr. G. W. Robinson—Cumberland, Durham, Westmorland and Yorkshire, north of a line from Whitby through Guisborough and Darlington to Brough.

New Members were elected.

The Monthly Account was presented and approved.

Hutchinson 100. The Secretary reported on the arrangements and progress that was being made for this event and that he was hopeful of procuring some foreign entries. It was resolved that the Secretary negotiate with the Contractors for a number of seats in the Pits Grand Stand.

Discussion (continued)

bers can rest assured that the Committee is fully alive to the problems of the subscription and the shallow pocket. Take heart from the knowledge that "Bemsee" is a non-profit making organisation. When the Club can safely afford it, then perhaps the Committee might have something to say on this point.

Bob was a little tart when we touched on the subject of the 100-miles race. He said this: "I would ask how Mr. Reader would set about fitting a programme of

some ten hours duration (which would be required if you make the race available for each class) into the seven hours racing time that is normally available during one of our main meetings."

Difficult, isn't it?

What do you think—on this or any other points which interest or annoy you in connection with the sport—the Club—the machines. Don't moan at the bar. Drop a line to the Editor and let's have it for Discussion.

New Books—Crazy Journey (continued)

The trip ranks as a classic achievement by British drivers and a British car. Abroad the travellers were royally welcomed at every point along their route, and the newspapers followed their progress with the greatest of interest. In England, the trip was duly recorded as having been accomplished; little more than that.

Perhaps if the crew had been eaten by lions, or perished in the desert, Britain might have given more recognition to the heroes. Here you have the story of a journey as great an epic as the Kon-tiki expedition, but it is doubtful whether the British public will grow excited. Only in the motoring world can Alan Hess and his companions hope to be acclaimed.

AREA NEWS

SURREY

There are a lot of members in Surrey but so far only four of them have contacted me. One bright idea was submitted: Take a map of the County and mark a dot for each member's approximate address. Then get busy with a compass and find a place in the centre where the boys can get together, say once a month during the winter. Another suggestion was made that Gate Marshal Ted Hopgood should move his pub into the centre of Surrey.

The *Winning Horse* habitue's still get together at Claygate on the last Thursday in each month, but so many events have crowded in during this Coronation year that clashing dates have been making it difficult in more ways than one.

Any Surrey member who feels neglected is invited to put forward reasonable suggestions so that a meeting can be arranged when the dark evenings are here again. Has anyone a Cine-Projector in

this part of the country?

W. G. Jarman, 153 Reigate Ave, Sutton, Surrey.

SUSSEX

(D. N. Bradman, 25 Devonshire Road, Bexhill-on-Sea.)

David reports that the first meeting of his Cell took place in Lewes on August 8th and was attended by an enthusiastic if comparatively small number of members. Various matters were discussed and a number of points that should be submitted to the Committee for attention were agreed upon. It was decided that meetings of the Sussex Cell would in future be held regularly on the second Thursday in each month, at a suitable venue in Brighton, commencing at 8.30 p.m.

Late news. Venue will be Gaiety Club, Church Street, Brighton. First meeting September 10th.

Dine and Dance with Bemsee

The Annual Dinner and Dance 1953

will take place on

Friday, November 13, at

Lyon's Corner House,

Strand, London W.C.2

Tickets — available shortly — £1 per head

The date has been specially chosen

It is the eve of the opening of

The Motor Cycle Show

STAPLEFORD TAWNEY

SEVERAL "Bemsee" members were amongst the successful competitors at the Speed Trials held on Saturday, August 1st. The successful ones were as follows.

250 c.c. Event

1st P. Ferbrache, Hartley Ariel, 16.6 secs. and fastest time, 16.6 secs.

Sidecar Event

1st C. Stuart, 499 Norton, S/car, 17.2 secs. also fastest time, 17.2 secs.

500 c.c. Event

Heat 1. 1st R. J. A. Petty, 490 Norton, 14.2 secs.

Heat 2. 1st H. T. Tyson, 499 Norton, 16.8 secs.
2nd K. Willis, 348 A.J.S., 17.0 secs.

Final 1st R. J. A. Petty, 490 Norton 14.0 secs.
2nd P. Ferbrache, 499 Hartley Ariel, 14.4 secs.

3rd H. T. Tyson, 499 Norton, 16.0 secs.
Fastest time, R. J. A. Petty, 14.0 secs.

1000 c.c. Event.

Heat 1 1st G. Brown, 998 Vincent, 14.0 secs.

Heat 2 1st P. Ferbrache, 499 Hartley Ariel, 14.2 secs.

Final 1st G. Brown, 998 Vincent, 13.4 secs.
2nd P. Ferbrache, 499 Hartley Ariel, 14.4 secs.
Fastest time, G. Brown, 13.0 secs

Other "Bemsee" members competing were: E. W. Brannan, J. R. Clew, D. Pickering, J. Pritchard, P. M. Knocker, G. W. Field, L. B. Ranson.

The competition was on a Knock-out basis, competitors running in pairs. In the 1000 c.c. event Ray Petty recorded 13.6 secs against G. Brown, 13.0 secs.

THE EDITOR'S CORRESPONDENCE

AN APPRECIATION.

A WORD of thanks to the Club for "Trophy Day"; a more enjoyable day has not been mine for a very long time. I was fortunate to meet friend Ted Lewis of Norwich early on and although Ted's luck was completely out, (he oiled

up at the start, I think there is nothing worse for anyone!) we very much enjoyed the whole day. Perhaps the fact of both having a soft spot for Vincents helps.

Mitchell Fordham.

Marshal's Musings (continued)

er we are the sooner we get a home of our own again. It's worth while!

In October we go to Cheshire for a special meeting and the northern speedmen will then be able to put up a show a bit nearer home. The "Totterey Cell" can expect to be fully tested on this autumnal occasion, i.e., the 17th October which is only a month before our Annual Dinner, followed immediately by the Earls Court show. After that all good racing men hibernate until Christmas.

Another letter has come along from an ex-racing member, Peter Walsh. He does not like the "ex" part but cannot

bear the thought of losing touch with his pals. The family, the farm and a prang at Thruxton have caused Peter to transfer to the administration side, so like many others you can expect him to be doing a job with an armband in future. These things seem to run in cycles—young marshals to racers and old(?) racers back to marshals or officials. They seldom degenerate into mere spectators and the membership covers every age group from seventeen to seventy summers, they do not count the winters unless someone lays on a race meeting at Christmas where the sun is shining.

SHELSLEY WALSH HILL CLIMB

29th AUGUST, 1953

PROVISIONAL RESULTS

350 c.c. Class.

<i>Place</i>	<i>Name</i>	<i>Machine</i>	<i>Time</i>
1.	R. Tolley	R. Enfield	44.72 secs.
2.	E. A. Woods	Norton	46.27 "
3.	M. C. Tomkinson	Velo.	47.24 "
4.	S. T. Seston	Eales JAP	50.42 "

500 c.c. Class.

1.	P. Ferbrache	Hartley Ariel	43.67 secs.
2.	R. Tolley	R. Enfield	44.37 "
3.	C. G. Phillips	Ellbee special	47.75 "
4.	S. T. Seston	Earles JAP	49.00 "
5.	J. Walker	Triumph	49.36 "
6.	D. Pickering	Norton	54.86 "

1000 c.c. Class.

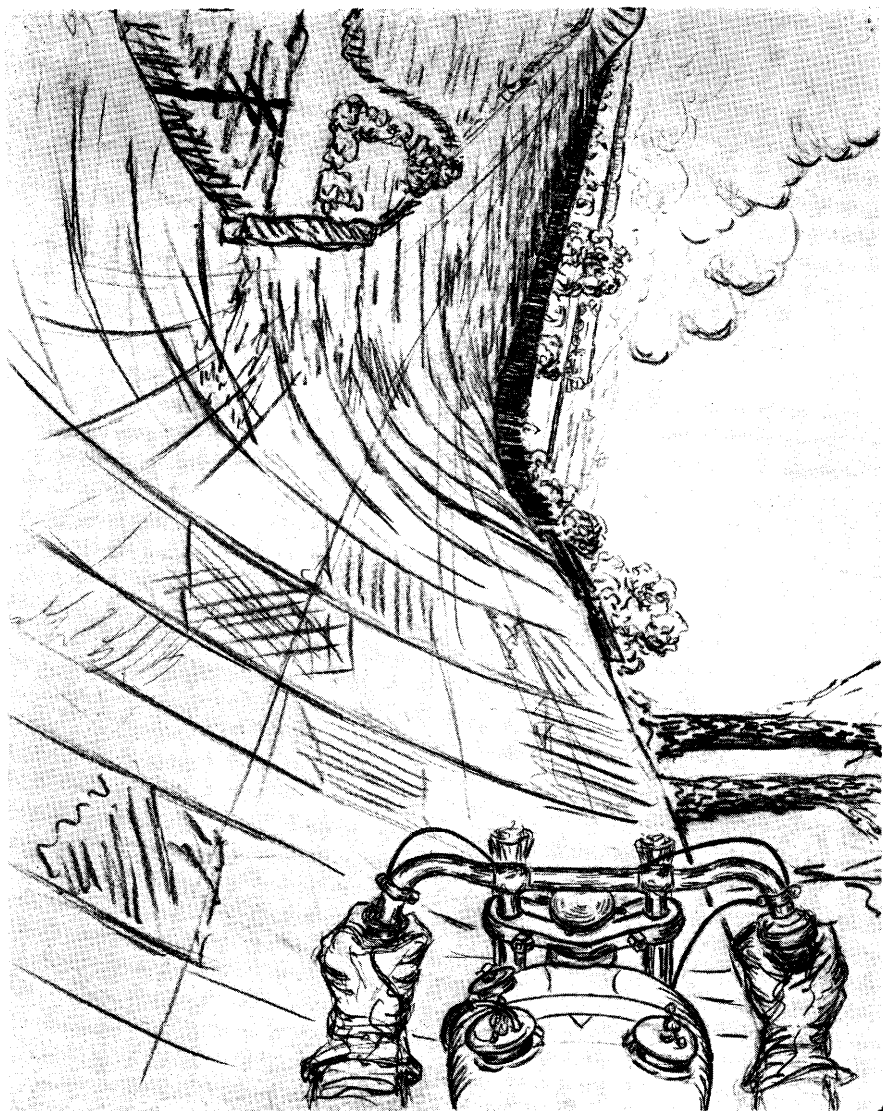
1.	Geo. Brown	Vincent	43.60 secs.
2.	J. H. Parker	Triumph	45.41 "
3.	K. Simmons	Triumph	48.80 "
4.	D. Pickering	Brough Sup.	54.44 "

Sidecars.

1.	P. V. Harris	499 Norton	46.12 secs.
2.	W. Boddice	499 Norton	50.37 "
3.	H. Hill	497 Norton JAP	50.44 "
4.	C. Hale	994 Morgan	54.84 "

The Fram Team Challenge Cup.

The Winners:	The Midland Automobile Club with	—	132.36 secs.
	B.M.C.R.C.	—	136.63 secs.



"I hear even now the infinite fierce chorus" (Longfellow)

A BROOKLANDS MEMORY

drawn by N. B. Pope

THE HALF LITRE CLUB'S

CRYSTAL PALACE MEETING

THE third Crystal Palace meeting of the year was organised by the Half-Litre club, in the main a programme devoted to Formula 3 (500 c.c.) cars.

Race one was for the Elizabethan Trophy, divided into four heats with fifteen runners apiece, twenty three of whom were driving Coopers; thirty-three used Norton engines, one a Triumph, and the remainder J.A.P.s. Amongst the starters was Harold Daniell, driving an Emeryson-Norton. He failed to qualify for the final. Race average speeds were around 66-68 m.p.h. for the ten laps.

The one two-litre class event provided the most thrilling race of the day. The starters included Tony Rolt, driving a privately owned Connaught; R. Salvadori and K. McAlpine with works entered Connaughts; Lance Macklin and Duncan Hamilton, H.W.Ms.

The Connaughts were using a fuel injection system and in practice had proved to be very fast. Another interesting entry was W. S. Aston's Aston-Butterworth, the engine of which is a horizontally-opposed four with flap inlet valves. Unlike a poppet valve these valves have no concentric stem; thus the port is not bi-furcated but left unrestricted.

A David amongst the Goliaths was Les Leston's Cooper, powered by a 1000 c.c. V-twin J.A.P. engine.

Rolt made an excellent start and tore away ahead of the field. Unfortunately his chief adversaries made less rapid get-aways, and so what might have developed into a classic duel between Rolt and Salvadori became an exciting hare and hounds chase with the hare well clear of the hounds. In a vain endeavour to catch the flying Rolt, Salvadori set up a new lap record of 73.59 m.p.h. (1 m. 8 sec.).

In the early stages Lance Macklin look-

ed as though he might stay with Salvadori, but after a few laps he dropped back.

A most meritorious performance was that of Les Leston's, who hurled his 1000 c.c. Cooper round the bends in a masterly style. Nor was he lacking speed for he struck grimly to the tail of Salvadori's Connaught and at one period was only a few yards behind. Unfortunately, when the tail-enders were lapped he lost ground whilst awaiting an opportunity to overtake. Nevertheless he finished a good third and had lapped steadily at 70 to 72 m.p.h.

The Aston-Butterworth went very well, lapping at around 70-71 m.p.h., but failed to last the distance. Rolt won in fine style at 71.94 m.p.h. for the fifteen laps.

The final for the Elizabethan Trophy was dull in comparison. It was won at 67.61 m.p.h. by S. Lewis Evans (Cooper-Norton); second was Les Leston (Leston-Norton) and third J. Brown (Martin-Norton).

Race three was for those drivers who failed to qualify for the Elizabethan Trophy final. Harold Daniell took the lead early in the race and won comfortably at 63.8 m.p.h.

The final race was an invitation race for the half-litre cars. In this Harold Daniell's Emeryson disappeared with expensive clankings.

An unfortunate accident marred an otherwise good days racing. At the start of one race R. G. Bicknell, hemmed in on all sides, attempted to break away through an opening as the pack shot under the Ramp Bridge. He failed to make the bend, and ran on to the grass. His car turned over two or three times, throwing out the driver and knocking down two marshals, one of who received serious injuries from which he died.

NEW MEMBERS

The following new members have been elected:

W. H. Wildman
G. D. Needham
J. P. McGeagh
R. Goodwin
R. H. F. Anderson
N. A. Bedford

J. Penn
F. G. Perris
J. D. W. Saunders
D. D. Snow
D. W. Snow
A. E. Taylor

R. Gaunt
Miss C. H. J. Hassell
L. P. Haycox

J. Watson
E. Zealand

BENEVOLENT FUND

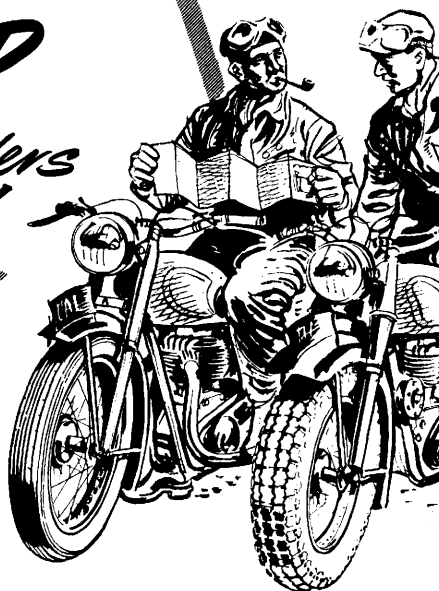
Donation have been received from the following members:

N. Manbym
A. H. Skein

M. Henderson

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everywhere!*



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DUNLOP
MOTOR CYCLE TYRES

MINNIE GRENFELL MEMORIAL TROPHY

Placings after the "Trophy Day" Meeting at Silverstone—25th July, 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 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

14 Points

M. Cann
P. V. Harris

13 Points

D. T. Powell

12 Points

B. W. T. Rood

10 Points

R. E. Geeson

9 Points

A. A. Fenn
E. Pantlin
P. H. Tait

8 Points

W. R. Amm
E. J. Davis
F. M. Fox
D. G. Lashmar

6 Points

E. A. Barrett
R. E. D. Harrison
I. I. Lloyd
R. McDonald
H. A. Pearce
W. Ryan
R. A. Russell
D. Royle
W. M. Webster

5 Points

G. Arnold
W. Boddice
T. W. Bounds
G. P. Douglass
K. J. Faulkner
R. L. Graham
O. E. Greenwood
A. W. Jones
B. H. King
R. H. Madsen-Mygdal
E. S. Oliver
D. Parkinson
N. J. Price
J. A. Storr
A. H. Skein
G. T. Salt
W. N. Webb

4 Points

F. L. Burman
W. Doran
P. Ferbrache
M. Henderson
R. H. King
D. Langton
R. J. Marriot
J. C. McCubbin
C. W. Petch

J. Penn

W. M. Raper
C. C. Sandford
A. W. Tucker
E. H. Willis

3 Points

R. Alderslade
J. Beeton
J. Bottomley
H. J. Cox
W. R. Fletcher
C. Hale
F. Hayward
D. J. Jarman
K. A. Johnson
A. G. Johnson
A. F. Martin
R. M. McIntyre
C. J. H. Smith
G. A. Turner
R. Thompson
L. W. Taylor
A. F. Wheeler
E. A. Woods
J. B. Whittingham
H. Whitehead

2 Points

E. Baxter
J. D. Brindley
M. J. Candy
P. H. Carter
D. B. Chapman
B. R. Cortvriend
J. R. Cridland
C. Ellerby
D. H. Edlin
D. K. Farrant
H. L. Fruin
J. P. Fordham
C. Gunnell
E. G. Hefford
I. Herley
G. K. Lambert
C. M. Luck
C. H. Rhodes
K. Rickard
F. A. Rutherford
C. J. Roberts
R. H. Smith
R. R. C. Smith
A. Scholefield
A. H. Taylor
G. F. Thomson
K. E. Tully
C. A. Thurston
W. H. Wilkhere
G. W. Walker
R. Lawton
P. H. Marriot
J. B. Morle
G. P. G. McNair
M. P. O'Rourke
S. Palmer
J. F. Pritchard

1 Point

W. S. Austin
R. H. F. Anderson
M. S. W. Brierley
K. C. Brett
A. D. Brown
P. Bagshaw
D. A. Ball
G. Brown
G. R. Brown
S. T. Barnett
P. L. Burridge
A. Bennett
A. J. Butcher
K. C. Batson
G. Bradley
D. E. Bell
K. Burrell
J. A. Bishop
R. A. Bedford
J. R. Clarke
D. G. A. Clarke
S. Cooper
E. F. Cope
J. O. Cragg
H. J. Cronan
J. H. Cooper
G. Coles
R. H. Dale
L. A. Dear
G. E. Duke
R. Dean
G. Davies
M. W. Fordham
L. J. French
R. H. R. Grange
A. Clazebrooke
N. F. George
M. Gunyon
R. Gaunt
H. S. Hall
J. V. C. Hardy
J. A. Hogan
W. L. Hordley
D. M. Hutt
W. G. Hutt
E. Houseley
M. Herrington
P. C. Hart
R. F. J. Hillier
J. J. R. Hawtin
F. E. Heath
R. Harris
L. P. Haycox
D. L. Jones
G. N. Jones
A. Jefferies
H. J. Kemp
J. L. Kendall
B. E. Keys
P. M. Knocker
L. G. King
S. Lawton
R. R. Leech
E. J. Lewis
S. F. Lewis

W. J. Maddrick

J. Maloney
E. G. Main
C. A. Myhan
K. A. Mudford
J. Moore
J. D. Menzies
G. Newman
F. Norris
G. A. Northwood
J. Narraway
J. G. J. Peacock
R. Pratt
F. Purslow
A. C. Peet
N. D. Pickering
D. E. Pickett
L. G. Povey
F. G. Perris
F. A. Robinson
D. R. Rose
R. H. Rudge
B. S. Radford
A. E. Rose
C. F. Salt
R. H. Sherry
J. Skerritt
R. E. Smith
F. A. Spencer
D. W. Summerfield
B. O. Setchell
J. F. Sheehan
S. A. Sorenson
L. G. Statham
A. Skelding
D. T. Slate
J. C. Smith
W. R. Smith
L. A. Sherman
L. W. Taylor
I. F. Telfer
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D. A. Tutty
K. H. Tostevin
J. T. Terry
B. L. Turner
B. J. Thompson
R. F. Upham
J. Walker
R. F. Walker
E. R. Ward
T. A. Ward
K. Willis
O. Willoughby
R. H. Woodham
W. A. Whitehead
L. F. T. Wightman
L. T. Watson
H. Williams
L. Williams
R. J. Walters
P. B. Walker
D. Webb
A. A. Williams
E. Zealand

ANNOUNCEMENTS

HUTCHINSON 100 (26th September)

Amission to Paddock. Those members who are not competing or assisting with the race organisation are reminded that they may obtain a Members Transfer Pass to the Paddock, along with a Vehicle Pass to the Secretary. Such requests must be accompanied by a stamped addressed envelope and posted so as to reach the Office *before* Wednesday, 16th September. Passes will be restricted to one per member.

Accommodation. The field opposite the Yellow Main Gate entrance to the Silverstone Circuit will again be available to members wishing to take advantage of the facility for camping or caravan parking. Through the good office of Norman Stokes we have been informed that more weatherproof accomodation is also available in the locality. Those interested must apply to the following address:—Mrs. Lucas, "Stockshill", Silverstone, Northants.

OULTON PARK (17th October)

Arrangements have now been completed whereby members will be admitted to a special V.I.P. Enclosure, situated adjacent to the Paddock, at the above meeting. Application for Transfer and Vehicle passes must be made *before* Wednesday, 7th October, and accompanied by the usual stamped and addressed envelope.

Workshop Facilities will be available prior to or after the meeting and anyone who may wish to take advantage of these facilities must communicate with the member responsible, *Mr. H.C. Brett, c/o E. S. Walley & Co., Calveley Airfield, Nr. Nantwich, Cheshire, (Phone Bunbury 393)*, who has kindly offered to assist those who may strike trouble. Calveley Airfield (*testing not allowed*) is situated on the main Nantwich-Chester road between Tarporley (6 miles) and Nantwich (5 miles); the nearest village is Barbridge, which is only a few miles from the circuit.

A Special Request is made to those of you who will be assisting with the organisation of the meeting: to be in attendance early and report to the *Clerk of the Course* or *Chief Marshal*, as the case may be, by 8.00 a.m. as scrutineer-

ing commences at this hour, and Practice at 8.30 a.m. The timing of the programme is extremely tight owing to the comparatively short hours of daylight available, every effort must therefore be made to ensure that the predetermined timetable is strictly adhered to throughout.

BRANDS HATCH (25th October)

At the kind invitation of the Vintage M.C.C., Our members will have the opportunity of participating in a $\frac{1}{4}$ mile sprint meeting that will take place at Brands on 25th October. Regulations will shortly be available on application to this Office. Entries close on 10th October.

SOCIAL EVENTS

Thursday, 10th September.

Members in the Sussex Area will be interested to note that meetings have been arranged for the second Thursday of each month at the Gaiety Club, Church Street, Brighton. The first of this new series of meetings will be organised by our Sussex Representative—David Bradshaw, and will take place on the above date, commencing at 8.30 p.m. A hearty invitation is extended to all members whether they be resident in the Country or not.

Thursday, 24th September.

Monthly meetings of members in the Surrey Cell—*The Winning Horse*, Claygate, 8.00 p.m.

Friday, 25th September.

Tour of the Metropolitan Police Riding School, Aerodrome Road, Hendon. This enjoyable annual event, which needs no introduction, will on this occasion be made in company with the Cricklewood and D.M.C.C. and L.C.C. At the conclusion of the tour we shall adjourn with our hosts for a natter and a noggin, and don't forget you are specially invited to bring a lady-friend. Members and friends should time their arrival at the School for 7.00 p.m. at the latest.

MUTUAL AID

A. Bennett of 11 Wheate Croft, Tile Hill North, Coventry, states:

No longer satisfied with his own attempts at tuning, is interested in cadging rides on decent machinery of any size for the "Hutch" or any subsequent meeting. Also that he is interested in gaining experience as a passenger to a "barrow boy".

P. STARMER, 9 Cambridge Street, Kettering, Northants. MOF.553. 1952 348 c.c. Gold Star B.S.A. in Racing trim and complete with lights, etc. Actual machine road and Race tested "Motor Cycling" April 17th issue, 1952. As new and never raced. £155 or near offer. (Enquiries and inspection at above address)

For Sale: (at the end of this Season)

350 c.c. Manx Norton in *exceptional condition*. Extensive modifications—Never been used on the road. **W. H. Dixon**, 14 Abel Street, Burnley, Lancs.

1953 Ulster G.P. (continued)

one of Bertie (Velo) Goodman's shoes, but that cagey gent will trot out What-ever-It-Is- at The-Most-Suitable-Moment, and that is all I can tell you. It is good to see Veloce around though, nothing to gain but still interested and helpful and it must make the KTT boys feel more at home.

Mike (Reynolds Chains) Porter liased with Rod Coleman and his movie projector one night and between them saw a first class session of racing films and N.Z. scenery.

Murray (Commentator) Walker was another to appear with a movie camera at Dundrod—great to think that most of the great dices of our day are now being captured in movie form by one outfit or

Laurie (Champion candles) Hands was a welcome sight at Ireland's Corner where he was generously dispensing coffee and H.B. eggs at just that time when one feels something is missing however absorbing the racing. A highly organised character Laurie, and many must be the wallahs who have called with beneficial results at his 'Plug Check Corner at Sulby Bridge—they even help bloques using Other Brands, and that must be the height of hospitality to a Trade Rep. Allright, but I like to think of it my way.

Seeing that poor old Ray Amm is u/s I am holding up that picture. Wait till he is well and strong again—slightly satanical chuckle.

HUTCHINSON HUNDRED

for Paddock Transfer Passes

apply to the

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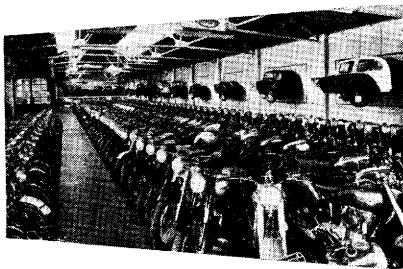
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International Meeting

SILVERSTONE
SEPTEMBER 26

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