



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 6. No. 10. OCT., 1953

ONE SHILLING



Denis Parkinson, Manx Grand Prix 1953.

(photo: Salmond)

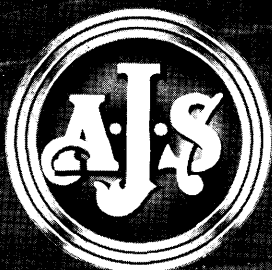
## COMERFORDS LTD.

*The Motor Cycle Distributors and Buyers*

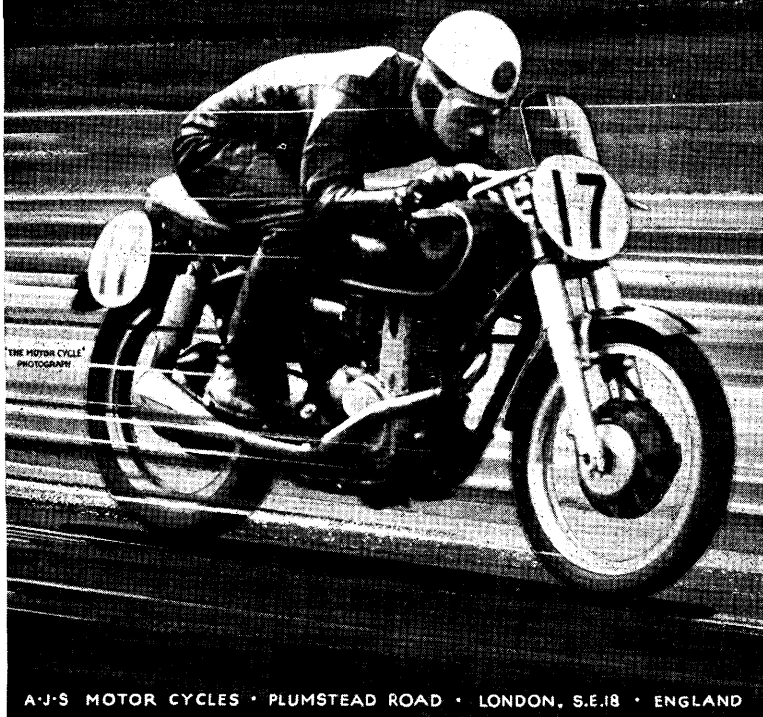
EXPERIENCED AND PRACTICAL  
SUPPORTERS OF ALL PHASES OF THE SPORT

COMERFORDS LTD. PORTSMOUTH ROAD  
THAMES DITTON, SURREY

Telephones: Emberbrook 2323 and 2324



*Winners of Six I.O.M. T.T. Races,  
Innumerable International Grand  
Prix, and Holders of more World  
Records than any other make of  
British Motorcycle*



A.J.S. MOTOR CYCLES • PLUMSTEAD ROAD • LONDON, S.E.18 • ENGLAND

A.J.S. MOTOR CYCLES • PLUMSTEAD ROAD • LONDON S.E.18

# Bemsee

Vol. 6. No. 10. OCT., 1953

EDITOR:

L. R. HIGGINS

## THE BRITISH MOTOR CYCLE RACING CLUB

PRESIDENT: Sir Algernon Guinness, Bt.

VICE-PRESIDENTS: Professor A. M. Low, D.Sc., A.C.G.I., E. C. E. Baragwanath,  
H. L. Daniell, C. A. Lewis.

CHAIRMAN: N. B. Pope

VICE-CHAIRMAN: A. H. Taylor

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

---

## EDITORIAL

FROM time to time the Committee receives heartrending requests that a certain type of event be promoted. The Committee has complied with these requests but the support they have received has been disappointing. There are two particular cases. The members who are interested in sprint events are not catered for. The members who race 1000 c.c. machines are not catered for. The clamour raised in the past has been remarkable. A casual observer could not be blamed for imagining that a horde of "sprint merchants" and would be riders of 1000 c.c. machines were all lined up waiting for the flag to fall; a simply overwhelming entry itching to get on to the starting line.

And what happens? The Committee arranges for such events. And that is about all. There are few, if any, 1000 c.c. entries. Where have they gone? Are the 'bikes sold? Too fast for owners?

And what of the sprinters? Oh well, the entry fee is too stiff, you know. Three guineas is a lot of money. Now if it were two guineas... This year the Shelsley Walsh entry was reduced by one-third. What happened? We received three more entries than last year.

At Brighton the entry was free. There ought to have been a rush. Perhaps there was, but it wasn't towards Brighton. It is a wonder that the car folk did not complain that we motorcyclists were taking up valuable paddock space.

If the Committee refuse to organise these events next year, don't be surprised. You can't have racing without competitors. You have said it yourselves before now.

# THE 1953 MANX GRAND PRIX

BILL SALMOND

## The Practices.

The absence of serious accidents throughout the meeting, and the practice period in particular, was an achievement due largely to the good sense of the competitors, especially considering that the weather was far from kind on many of the early morning sessions.

Neither was it a case of "going slow" as final results proved, in that 18 finishers on 350's and 24 on 500's averaged over the 80 m.p.h. mark and 25 Juniors and 16 Senior "Silvers" were well and truly won.

As always, a number of the boys were quite up to T.T. standard and several of them will be riding next June, but several experts agreed that the general standard was below par this year. This could possibly be laid at the door of the adverse publicity over the last twelve months creating a more than usual determination *not* to drop it, and it must, in all fairness, be remembered that many of the boys are Once-a-Year riders and unlike the Clubmen, do not have the advantage of watching the starts showing 'How' nearly every day for nearly a fortnight.

## The Junior Race.

With 37 riders beating the half hour from a standing start and Frank Fox tearing round in 26mins. 57secs. it was evident that the boys were out to make the most of the nigh perfect conditions. The rest you know, and although Harold Clark's 87.37 m.p.h. lap and Bob McIntyre's 85.73 m.p.h. race records remained intact from last year, excellent and exciting racing was the order of the day.

As I was on assignment for a "book" in addition to my normal work I did not manage to rustle up a team for this race and nobody else got around to it either. A pity, and must remember to collar the boys as they come down the gangplanks next year. As a measure of compensation, entered two teams in the Senior of which more anon.

By the time this appears in your palatial penthouses, Denis Christian will have been elected to our ranks so friend Bill Jarman's hope for a 1, 2, 3 can be said to have been the actual case even if not as an official B.M.C.R.C. Team. Our members also collared 7 of the 25 Junior Replicas and 28% is fair picking for any club—well done you characters.

## The Senior Race.

To achieve an ambition that has driven one for many years must be a very gratifying feeling and to Denis Parkinson who succeeded in capping his 21st year of riding in the Manx by winning the Senior at record speed, during which he both broke the lap record and became the first man to lap at over 90 m.p.h. in a Manx Grand Prix race, we add our hearty congratulations. Denis now joins Austin Munks in being the only two who have won all three classes of the Manx. Unless our manufacturers get cracking on the 250 size racer again in sufficient quantities to warrant this class being restarted in the September races, it looks as though they will be able to form what must surely be the most exclusive club there could be.

Bemsee "bag" is again impressive with a First, Second and Sixth and 31.25% (5 out of 16) of the Replicas although our Team were robbed of the Team Prize by an untimely spill in the last quarter of the last lap when they were over 6 minutes in the lead of the eventual winners.

I should like to tell you the story of one of our Teamsters, and I am sure that you will feel as proud of him as I am.

Fred started off with reasonable hopes of a really good ride, for the ignition trouble that put paid to his chances during the second lap of the Junior had been well and truly fixed and surely fate would not be so unkind as to dream up something for the Senior as well? Lap 1 over in 28.40, not bad for a 350 and, good show, that puts the Team 1 min. 15 secs. in the lead for the prize—lets see if we can increase that a bit for safety. Round we go, watch this Laurel Bank bit—thats right, O.K. now, the old "race bred" going like a bomb. Ballaugh, up and over—get the toes in just a bit more along Sulby—mustn't peel off too soon at the Hairpin, thats it—up and up—bit of wind behind makes the old girl pick up revs like a 500—Mountain Mile and a spot of the Sulby touch with the toes again—fine, sit up a bit to save the brakes at the Verandah and—what the hell is the old girl shaking like that for? Ease off a bit quick—must have pushed her a bit too much up the hill—damn and blast, not twice in one week—no, she still romps along but this vibration is not going to do any good at all. Past the pits and don't like

doing it but must let the Bro. know that things are not too happy, don't want him panicking if she conks miles from anywhere—what was that, 28.15 and the team now 2 mins. 28 secs. in front? *must* press on for the boys — flippin nearly daren't let go the bar to signal the pit, vibration! Brother this is *really* something.

Poetic licence must be forgiven but Fred's troubles were unhappily far from over for the vibration got steadily worse and took inevitable toll for during the early stages of the third lap, the main stay bolt on the gearbox sheared and went overboard. This led gradually to a slackening-off of the security bolt on the lower half of the box which naturally started to float about in the cradle, later examination also brought to light the fact that both engine plates were broken in half at some stage as well! Nevertheless, Fred found that by dint of chasing the pedal a bit, he could still change gear and although the shakes got steadily worse, thanks(?) to what transpired to be the fault of the big end, he decided that as he had a lot of faith in the ability of the other two members of the team that he would keep going as quickly as the "old girl" would permit.

This valiant effort resulted in the B.M.C.R.C. "B" Team steadily increasing their lead over Louth and District Motor Club by 3 mins. 19 secs. on lap 3; 3 mins. 48 secs. on lap 4, and 6 mins. 4 secs. by the end of lap 5.

But to return to the doughty Fred — sometime about mid-race the megga came adrift from the exhaust pipe but by dint of more crafty footwork, he was able to keep it off the ground with his heel although to quote him, he was "... ." hoping that the darn thing would drop off altogether." Later on still, with the vibration not abating one whit, the exhaust pipe itself broke adrift from the flange and only thanks to an additional clip did it remain with the machine. All this was taking toll in that the motor was losing revs but still our dauntless member managed to stagger round in under the half hour.

At the start of his final lap, although he did not know it of course, if he managed to finish in under 37 mins. 26.2 secs, the Team would pull off the Prize. Alas, it was not to be so for, as Fred came down to the Bungalow for the last time, the megga eluded his tiring foot and was fouling the ground and, in an effort to kick the troublesome thing clear, his concentration on navigation slackened just

long enough for his recalcitrant mount to converge on the bank and throw him per concussion into a short stop in Noble's Hospital.

Altogether a valiant effort in the face of odds that had it not been for the fact that he was a member of a team, he would, no doubt, have decided long miles before that discretion etc. ....

His name? Remember it, Frederick Allan Rutherford, for he will be riding for us next year if he will be so good.

Fred was in the team with Bob Keeler and Dereck Powell and has even written and asked me to express his regrets to his teammates as he feels that he has let them down badly. His address is 17, St. Stephens Road, East Ham, London E.6 and I feel sure that if some of you characters care to drop him a line to cheer him up a bit and let him know whether you feel as I do that his efforts on our behalf are appreciated, it will help me to convince him that we *do not* take a poor view of his ride.

Since his return home Fred has found that the sub-frame is broken in half and the two crankcase steady bolts are missing with numerous other odd bolts either shaken off or loose. He winds up by giving generous praise to the stout heart of his 7R motor, but in my humble, it is not one thou stouter than that of its rider. Sorry to have turned the spotlight on you like this Fred, but bear with me in believing that it might help others to resist the temptation to quit when the odds seem pretty grim — I am sure that both Bob and Derek appreciate your efforts too.

Neither was our other team in luck, for although Messrs. Les Southam and Salt. G. T. brought their 350s home in full working order(?) the fortunes of Mr. Goodwin E. nosedived after 3 laps and a stop "for adjustments" at the Gooseneck on the fourth only resulted in allowing him to limp home.

Never mind bloques, it was a good try and the "Bemsee" flag (or should it be flags?) flies high with honour upheld.

#### Footnote.

I'll be glad to whip something up Bill on the camera welding business as applied to motor cycle racing, if you still have a copy of the "T.T. Special" dated June 11th, 1952 you will find something on this subject that I did therein. More of that perhaps in a later issue.

If all goes well, might be seeing some of you characters at Oulton Park on the 17th — if all goes well. 'Bye now.

# HE NEVER HEARD THE TRUTH...

ERWIN TRAGATSCH

## *A Memory of Jan Novotny*

IN *The Motor Cycle* of the 25th June, 1953 was a short notice that Jan Novotny, the famous Czech rider, died following an accident when racing at the Circuit de Lochotin.

He was the Czech counterpart of poor Les Graham. One of the finest and unluckiest riders, who always was in the picture but who seldom could finish a race. Jan Novotny was a small man with not much hair on his head and a "Buster Keaton" face expression. Although we have been much together, I never remember to have seen him in a happy mood, he was always quiet, if not lonely and never showed a smile. Not even after a successful race! He was always too much concerned with his machines, with technical and riding problems.

By profession for many years a test rider and in the last years the top rider of the Jawa works team, Jan Novotny, with a short exception in 1947 and 1948, when he rode a 500 c.c. N.S.U. (when his factory had no racing machines) rode always Jawa's. Weekdays, Sundays, rain or sunshine, Jan was every day in the saddle. He was a superb trials rider who was often in the Czech national teams in big international events, (including the 6 Days' Trial) and a even better road racing man. And in 1945 - 1947 he competed in Speedway races too.

I had a great sympathy for this quiet man. Always when he was near my home he visited me. Once, in 1948 it was, he arrived when testing not only a new factory trials 250 c.c. Jawa but also reconnoitering the route for a big trial. In his company was his team mate Richard Dusil, who tested the then new 500 c.c. Jawa twin, Cenek Kohlicek of the C.Z. works on a 125 c.c. trials C.Z., and a few other factory riders. Before they departed, Jan Novotny asked me to show them some terrain near my town.

I took one of my machines, a 250 c.c. Jawa, a normal production model, and we started for an open road which was about 2 miles long. Without the slightest intention I opened the throttle and great was my surprise when I found myself

suddenly much in front of Novotny, who rode the factory trials mount of the same size. I was, of course, so much in front, that at the finish when I stopped, all the riders immediately came to me and inquired what I had done with my machine as its acceleration and speed was really superb.

In fact, I had done nothing except that my machines always have been carefully run in and kept in perfect order. I am always feeling unhappy on a machine which is not 100% perfect. At that time I couldn't explain what made my machine so good, but after a few minutes I found the reason.

In 1948 was a great shortage of fuel in Czechoslovakia and I got only a very small monthly allowance for my machines. The fuel was also poor, about 63 octane. On the other side, as owner of tyre repair works too, I got monthly a big quantity of benzin of about 80 octane and also Benzol and it was only natural that I preferred this stuff to the poor 63 octane which I had for my own use never enough. That was the reason that my little Jawa was running on the 80 octane benzin and was, of course, as result of this, running much better than even the factory trials machines which were run on the 63 octane fuel.

That was unknown to Novotny who immediately asked me about my tuning secrets. Smiling I answered him that without bigger quantity of money I can't tell the Jawa factory such "secrets". Poor boy! He returned the following day to the factory and on the following Sunday at a race the complete technical staff of Jawa's was around me to get my tuning methods for the 250 c.c. Jawa. They never got these!

Later, when I meet Jan Novotny I asked him always if they already produced a machine comparable with mine and always I promised him to tell the "secret" at a later date. Unfortunately I was never able and will never be able to tell Jan Novotny the truth. He was a good boy, a fine rider and he will be much missed.



# ESSO EXTRA LEAPS INTO THE LEAD!

## MANX GRAND PRIX

ISLE OF MAN, SEPT. 8—10

### SENIOR RACE

- 1<sup>st</sup>** Denis Parkinson Norton. 89.68 m.p.h.  
**2<sup>nd</sup>** Bob Keeler Norton. 89.07 m.p.h.  
**3<sup>rd</sup>** Derek Ennett Matchless. 86.52 m.p.h.

*Also, Record Lap by Denis Parkinson at 90.75 m.p.h.*

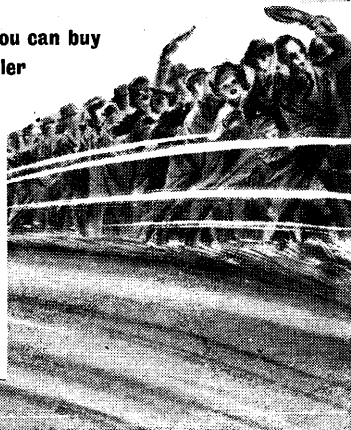
### JUNIOR RACE

- 1<sup>st</sup>** F. M. Fox Norton. 84.73 m.p.h.

*(Subject to official confirmation)*

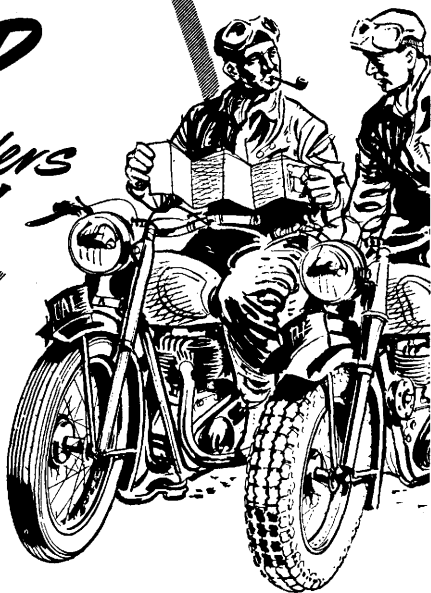
### USING ESSO EXTRA

exactly the same superb petrol you can buy  
from your local Esso Dealer



# PROVED AND PRAISED

*by seasoned riders  
everywhere!*



Every tyre in the Dunlop motor cycle range—whether for racing, trials, ‘scrambles’, speedway or general riding all-year-round—is designed and built to provide highest performance, greatest safety and longest life. Their individual qualities of greater flexibility, powerful grip, more even wear and stubborn resistance to side-slip are proved and praised by regular riders throughout the country. Follow the lead of these practical motor cyclists—fit Dunlop, the tyres that are fitted as standard equipment on the majority of British motor cycles.

# DUNLOP

## MOTOR CYCLE TYRES



**BEMSEE'S ANNUAL DINNER DANCE  
and PRIZE DISTRIBUTION**

will be held at

**LYON'S STRAND CORNER HOUSE, London, W.C.2.**

on

**Friday, 13th November, 1953.**

Book the date and apply for Tickets now. THE Social event of the year. Dress Optional. Reception 6.45 p.m. for Dinner at 7.30 p.m.

**Tickets £1 . 0 . 0 each.**

Should you wish to sit with a friend, who is making a separate ticket application, please state your wishes when completing the form hereunder.

---

**TICKET APPLICATION FORM**

**Annual Dinner and Dance, 13th November, 1953.**

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

Please send me ..... tickets at £1 . 0 . 0 each.

Names.....

.....

.....

Applicants Name (Block Letters Please)

.....

Address.....

.....

.....

Membership No. ....

I enclose herewith cheque/P.O. value £.....

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

ONCE AGAIN we are busy on back room paper work for the 1953 "Hutch" and preliminaries for Oulton on October 17th. The garden is neglected and the dining room looks more like a mail order office than a home. The radio is silent and all that can be heard is the scratching of hot pen nibs. As Bob Walker told you last month, everything has to be taken to the circuit nowadays.

\* \* \*

So the great Tazio Nuvolari has left us aged 61. He started on bikes in the 'twenties and graduated to cars around 1930. He developed into the greatest Grand Prix car driver the world has yet known and scored a victory in every race, at some time or other, on the international calendar. Tazio would have made a good horse jockey but he preferred motor-cycling at that time. Many B.M.C.R.C. members of the 1925-35 period followed the example set by this grand master of speed on four wheels and agree that he was "No. 1".

\* \* \*

This issue is due to reach you early in October and the meeting at Oulton Park follows on the 17th of the month. There will not be time to write in for a Marshal's job, so if you can get there, apply immediately to Bob Walker for a members transfer pass to the V.I.P. enclosure.

\* \* \*

It will be interesting to see how many members apply for a Paddock Transfer Pass at Silverstone. These are the people with whom I wish to have a friendly chat because they can do a useful job of marshalling or officiating when time permits. Some of them I know about, handicapped by business or domestic ties. It is the others who might like to give a hand to the small band of keen members who come to all the meetings to look after things like telephones, flags, crowds, programmes, security, pits and paddock, etc.

\* \* \*

You will recall that I wrote about the lack of showmanship in connection with the T.T. I should never have noticed it but for meeting some famous people in Show Business who go over to the Isle of Man year after year. A member now

asks me if these people ever come to "Bemsee" Meetings and what they say about us. Who are they, etc.? Yes sir, they do come to our affairs (when professional engagements allow) but prefer to remain incognito. They like to relax from public gaze occasionally and enjoy themselves just like any other human being. No comments to report.

\* \* \*

It seems early to talk about our Annual Dinner but this year we are trying an experiment. This rather special occasion is fixed for the Friday evening prior to the Show at Earls Court and heavy bookings are expected in consequence. Trade members can easily travel from Earls Court to the Strand Corner House either by tube or road. The capacity of this rendezvous is not so big as that at Coventry Street so make sure of your tickets as soon as you can.

\* \* \*

Now that we are getting near the end of the racing season, may I, on behalf of the Committee, thank those members of the Mid-Bucks and Metropolitan Police Clubs who have helped us at Silverstone and other venues. Between them, they have manned the courses and helped with essential things like flags, 'phones and radio, etc. Many suggestions have been put in and used whenever possible so that the racing members could do their stuff knowing full well that everything was in good hands. To the Medical Officers and the St. John's people, we all say a sincere word of thanks because the officials, marshals and spectators are glad to know they are around. It is not only the riders who need attention you know. Remember the case of snake-bite and the other instance of a heart-attack when the victim fell and cut his head on a car bumper? We get all sorts of calls at a big meeting but the competitors always take pride of place, which is as it should be. Castor oil ad. lib!

\* \* \*

It will not be out of place if we mention Messrs. Cobbold, Hunt and Roe-buck (in alphabetical order). These members, like many others see little or nothing of the racing but they look after Programmes and Security around the

outside of the circuit and do it uncommonly well. From time to time they have been assisted by Territorials, Rover Scouts and lots of ladies who sell the programmes. Good work! The work of the *Paddock Marshals* is well known to all.

The Travelling Marshals, "Cabby" Cooper in the car, Don MacBain and Angus Herbert on the solos, together with the Sidecar Towing Team, deserve a paragraph all to themselves. The distance they cover at a two day meeting is considerable. Stout fellows! (Not only in figure — Ed.)

\* \* \*

Another team who often get overlooked is Lumby's timekeepers and Cheeseright's lap spotters. This job demands and gets an awful lot of concentration. It is a service for men with a mathematical brain plus speed with accuracy — have helped Les Lumby and I know what is involved. Give them a cheery word of thanks occasionally but *not when racing is in progress*. Time flies!

\* \* \*

To the people in the Control Room and the Clerk of the Course with whom I am closely associated, every meeting brings more grey hairs and a step nearer the nut-

house. How they all manage to keep so cheerful even when matters are somewhat hot is quite beyond my comprehension. No wonder outsiders think we are all so queer.

\* \* \*

To the Trade and Technical Press, we all owe quite a big debt of real gratitude. We don't always agree but it makes no difference to our mutual respect for each other. There is no moaning at the bar when these types are relaxing. All I want to see is a few more firms entering bikes at the big events and goodness knows there are some fine chances in the 125/250 c.c. classes at the moment. Make no mistake about it gentlemen, these are the two categories which will become very important in the near future. Do not let the Continentals have it all their own way.

\* \* \*

I will conclude with a paragraph for the "Barrow-boys". At least you chaps can stick out your chests and say you've put up a great show during 1953. There may not be so much glamour at the moment but there is a Sidecar T.T. date in next year's Calendar, so you will be recognised at home.

## ANNOUNCEMENTS

### MUTUAL AID

**For Sale:** Racing 'Bantam', alloy rims, full front hub with dual brakes, T.T. 9 carb, Hogan head, H.M.F. racing seat, fly screen, stove enamelled red, alloy guards. In excellent condition — £100 or near offer.

Also: 2 piece padded Racing leathers, £12 (5ft. 11ins.) 1 piece Racing suit, £24 or near offer (5ft 9ins.) **W. W. Foxall, 20 West Castle Street, Bridgnorth, Shropshire.** (*Reason for sale of the above — Wife insists on a better 4 wheeled hack than the one we have at present.*)

### SOCIAL EVENTS

**November 13th** — Annual Dinner and Dance at Lyons Strand Corner House, W.C.2. at 6.45 p.m. for 7.30 p.m. Tickets £1 on application to the Secretary.

**November 15th** — Denis Parkinson Film Show at the Kings Hall, Crown Hotel, Morden, Surrey, at 7.15 p.m. prompt. Admission by ticket only (free) on application to the Secretary.

### Vintage Club Sprint Meeting.

In the last issue of the magazine members will have noted that they were invited to a Vintage M.C.C. Sprint Meeting which was to have been held at Brands Hatch on October 25th.

Owing to certain difficulties over arrangements at the Brands Circuit, the organisers have been forced to change the date and venue of their event which are now as follows:

### *Sprint Meeting*

*Thruxton Aerodrome*

*October 11th.*

## TELEPHONES AND THE T.T.

THIS article is reprinted, in part, from the August—October issue of the *Post Office Telecommunications Journal*, where it appeared under the title of "T.T. Motor Cycle Races", by S. G. Coulson and J. H. Kirk of the Liverpool Telephone Area. It is reproduced by permission of the Editor of the "Journal" and H.M. Postmaster General.

A point of interest is that at one time Geoffrey Duke was employed by the Post Office at St. Helens Automatic Exchange.

\* \* \* \*

TRIBUTE has often been paid to the part which the Tourist races have played in improving the efficiency and reliability of motor-cycle engines. Perhaps it is not so widely known that the Post Office in turn is called upon annually to play a part, behind the scenes, in staging these great sporting events. The races last year attracted 50,000 visitors to the Island, which has normally only 55,000 population. These visitors justifiably expect the same standards of telephone service during their stay as they enjoy at home. The races also receive great publicity in the motor-cycling journals and national Press, and by running commentaries in the B.B.C. programmes, so that adequate telephone lines have to be provided for these organisations in addition to those used by the general public.

The races present many problems for the organisers because the course is over 37 miles long, and the sport is fast and not without risk of serious accidents. Centralised control is essential and, therefore, a network of lines is set up to control ambulance services and crowd marshals, to provide public address systems, and to give the public through the scoreboard an up-to-the-minute picture of the progress of the race. The prestige and commercial value of victory is internationally recognised and competition is now so keen that manufacturers' teams have telephones installed at signalling points from which riders pick up their instructions from the team manager.

Very early in the year, the interested organisations ask for the private wires and telephones they need. The requests are dealt with in the Sales Division of the Liverpool Telephone Manager's Office and advice notes are issued in the normal

departmental routine. The circuits are rented on a temporary basis and are recovered as soon as practicable after the events are over.

The main control room is in the grandstand where the races start and finish and there are 23 Information Points round the course. These are served chiefly by temporary exchange lines and connection with the control P.B.X. is, of course, through the public telephone system. These Points are used primarily for controlling the race and to enable the Clerk of the Course to issue instructions to his marshals at these points, to trace riders, and to arrange the movement of ambulances and doctors. Information is also passed from the course to the control about retirements from the race, accidents and items of general interest.

As the riders pass the clock points, their numbers are passed back over private wires to the scoreboard control where they are recorded and passed to the controllers, who then instruct the scoreboard assistants to move the hands to the corresponding points on the dials. The controllers have breastplate transmitters and the assistants at the scoreboard have headphones. A similar procedure is used for the lamps above the clocks except that a controller has direct control of the lamps from the scoreboard control. The completed lap figure is changed by the scoreboard assistants when they see the rider passing; the times are passed to the markers by messengers from the timekeeper's office. To enable all spectators in the grandstand enclosure to read details easily, there are two scoreboards, and associated circuits are duplicated.

For broadcasts of running commentaries on the race, private wire and omnibus circuits, some of which are four-wire, are set up to selected points. In addition to these circuits public exchange lines are installed as required for the Press, manufacturers and organisations entering teams.

### Statistics

To provide all these circuits, about 600 miles of wire in local underground and junction networks are used, 50 miles of temporary wiring are erected and 100 telephones are fitted.

The number of calls to the mainland in 1952 rose from between 2000 and 3000 a week in the January—May period to a peak of 7,500 during T.T. week. The telegram figures were 500 to 1,000, Jan-

*(continued on page 13)*

# MINNIE GRENFELL MEMORIAL TROPHY

PLACINGS AFTER THE "MANX GRAND PRIX" ON 8th AND 10th SEPTEMBER, 1953.

Points are awarded 5 for a win, 4 for a 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, B.M.C.R.C. Trophy Day July, B.M.C.R.C. "Hutchinson 100" September.

## 19 Points

R. D. Keeler

## 16 Points

D. T. Powell

## 14 Points

M. Cann  
P. V. Harris

## 13 Points

F. M. Fox

## 12 Points

B. W. T. Rood

## 10 Points

R. E. Geeson  
D. Parkinson

## 9 Points

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

## 8 Points

W. R. Amm  
E. J. Davis  
D. G. Lashmar

## 7 Points

I. I. Lloyd  
R. A. Russell

## 6 Points

E. A. Barrett  
R. E. D. Harrison  
R. McDonald  
H. A. Pearce  
W. Ryan  
D. Royle  
W. M. Webster  
O. E. Greenwood  
N. J. Price  
G. T. Salt

## 5 Points

G. Arnold  
W. Boddice  
T. W. Bounds  
G. P. Douglass  
K. J. Faulkner  
R. L. Graham  
A. W. Jones  
B. H. King  
R. H. Madson-Mygdale  
E. S. Oliver  
J. A. Storr  
A. H. Skein  
W. N. Webb  
D. Langton

## 4 Points

F. L. Burman  
W. Doran

P. Ferbrache  
M. Henderson  
R. H. King  
R. J. Marriion  
J. C. McCubbin  
C. W. Petch  
J. Penn  
W. M. Raper  
C. C. Sandford  
A. W. Tucker  
E. H. Willis  
J. Bottomley  
H. J. Cox  
W. R. Fletcher  
A. F. Martin

## 3 Points

R. Alderslade  
J. Beeton  
C. Hale  
F. Hayward  
D. J. Jarman  
K. A. Johnson  
A. G. Johnson  
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  
G. K. Lambert  
F. A. Rutherford

## 2 Points

E. Baxter  
J. D. Brindley  
M. J. Candy  
P. H. Carter  
D. G. 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  
J. Hedley  
C. M. Luck  
C. H. Rhodes  
K. Rickard  
C. J. Roberts  
R. H. Smith  
R. C. Smith  
A. Scholefield  
A. H. Taylor  
G. F. Thomson  
K. E. Tully  
C. H. Thurston  
V. H. Wilshire  
G. W. Walker  
R. Lawton  
P. H. Marriot  
B. J. B. Morle  
G. F. G. McNair  
M. P. O'Rourke  
S. Palmer

J. F. Pritchard  
A. J. Butcher  
H. J. Kemp  
J. Moore  
B. S. Radford  
R. E. Smith  
J. C. Smith  
B. J. Thompson  
R. J. Walters

## 1 Point

W. S. Austin  
R. H. F. Anderson  
M. D. Arnold  
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  
K. C. Batson  
G. Bradley  
D. E. Bell  
K. Burrell  
J. A. Bishop  
R. A. Bedford  
A. P. Brooks  
J. R. Clarke  
D. G. A. Clarke  
S. Cooper  
E. F. Cope  
J. O. Cragg  
H. J. Cronan  
J. H. Cooper  
G. Coles  
G. E. H. Collett  
R. H. Dale  
L. A. Dear  
G. E. Duke  
R. Dean  
G. Davies  
M. W. Fordham  
L. J. French  
R. H. R. Grange  
A. Glazebrook  
N. R. George  
M. Gunyon  
R. Gaunt  
E. Goodwin  
F. S. Hall  
E. V. C. Hal  
J. A. Hogan  
W. L. Hordley  
D. M. Hutt  
E. Houseley  
M. Herrington  
P. C. Hart  
R. F. J. Hillier  
J. J. R. Hawtin  
F. E. Heath  
R. Harris  
L. P. Haycox  
R. Jarvis  
D. L. Jones  
G. N. Jones  
A. Jefferies  
I. L. Kendall  
B. E. Keys  
P. M. Kershaw  
P. M. Knockor  
L. G. King  
S. Lawton  
R. R. Leech  
E. J. Lewis  
S. F. Lewis  
W. J. Maddrick  
W. J. Maloney  
E. G. Main  
C. A. Myhan  
K. A. Mudford  
J. D. Menzies  
G. Newman  
F. Norris  
G. A. Northwood  
J. Harraway  
J. G. J. Peacock  
R. Pratt  
F. Purslow  
A. C. Pect  
N. D. Pickering  
D. E. Pickett  
L. G. Povey  
F. G. Perris  
D. Perry  
R. W. Porter  
F. A. Robinson  
D. R. Rose  
R. H. Rudge  
A. E. Rose  
C. F. Salt  
R. H. Sherry  
J. Skerrett  
F. A. Spencer  
D. W. Summerfield  
B. P. Setchell  
J. F. Sheehan  
S. A. Sorenson  
L. G. Statham  
A. Skelding  
D. T. Slate  
W. R. Smith  
L. A. Sherman  
L. W. Taylor  
I. F. Teffer  
L. Southam  
R. J. Standivan  
J. A. Thompson  
D. A. Tutty  
K. H. Tostevin  
J. T. Terry  
B. L. Turner  
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  
H. T. Watson  
H. Williams  
L. Williams  
P. B. Walker  
D. Webb  
A. A. Williams  
V. T. Williams  
E. Zealand

# COMMITTEE NEWS

Meeting held on 17th August, 1953.

Present: N. B. Pope (Chairman), S. C. Cobbold, W. W. Hunt, W. G. Jarman, K. Rickard, J. O. Roebuck, A. H. Taylor.

By Invitation: Mr. J. D. Ferguson.

Ex Officio Member: E. C. E. Baragwanath.

In Attendance: The Secretary.

**Trophy Day.** The Secretary's Report on this meeting was read and a number of criticisms contained therein were noted for future reference. It was agreed that this meeting was most successful and was generally enjoyed by the members that were present.

**Hutchinson 100.** Arrangements for preventing trespass by spectators on private property adjoining the Silverstone Circuit were discussed, and provision was being made to link each entrance with a main control by either radio or telephone. It was now certain that entries would be received from a number of English riders on foreign machines, some of which would be of "works" origin.

**Oulton Park.** Final agreement had now been reached with Cheshire Car Circuit Ltd., whereby B.M.C.R.C. would organise a race meeting on this circuit on October 17th. It was envisaged that some 20 main officials with previous experience at "Bemsee" meetings would be required to ensure proper control of the meeting. Two local clubs in Cheshire had signified their willingness to assist by the provision of marshals, etc.

**Shelsley Walsh.** Although favourable arrangements regarding entry fees had been agreed with the M.A.C., it was noted with regret that only 19 entries had been received for this hill climb to which the Club is invited annually. This represented an increase of only three on last year and it was therefore agreed to review this matter further at a later date.

**New Members** were elected.

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

**Bankers Order Forms.** In order to facilitate the procedure of Annual Subscription payments, it was resolved that a Bankers Order form should be included

with the November and December issues of *Bemsee*. It was considered that this facility would materially assist a large number of members who wished their club subscription to be paid, by their bank, as this became due on the 1st January in each year.

**Annual Dinner and Dance.** It was resolved to decrease the cost of tickets for this function and these would therefore sell at £1.0.0 each per person.

**Film Show.** Mr. Denis Parkinson's generous offer to provide a film show for club members was accepted with gratitude. It was agreed that the Secretary shall hire a suitable hall on the first Sunday of Show Week (November 15th).

**Christopher William Trophy.** A new trophy to be known as the *Christopher William* has been presented to the club by Mr. Norman Monty. The exact rules governing its award will be worked out by the Race Committee but generally speaking it will be presented to the member-owner of a 125 c.c. home built machine who has shown the greatest initiative and advancement of design for a machine in this class.

**Davidstone Circuit.** The Secretary reported on his recent visit to the aerodrome circuit at Davidstone. In consideration of this it was decided to await further communication from the clubs at present connected with the organisation of race meetings there.

Meeting held 14th September, 1953.

Present: A. H. Taylor (Vice-Chairman) G. C. Cobbold, H. L. Daniell, D. J. H. Glover, W. W. Hunt, W. G. Jarman, K. Rickard.

Ex Officio Member: E. C. E. Baragwanath.

In Attendance: The Secretary.

Apologies were received from Messrs. N. B. Pope and J. O. Roebuck.

**Film Show.** Arrangements were now complete and Mr. Denis Parkinson had kindly agreed to show his film to members at the Kings Hall, Morden, Surrey, on Sunday evening 15th November at 7.0 p.m. Admission would be by ticket only and these would be obtainable from the Office on request.

**Hutchinson 100.** Progress reports received from Mr. W. W. Hunt and the Secretary were noted and the general pre-race enclosure for members of the Invalid organisation was considered satisfactory. It was agreed to set aside a small enclosure for members of the Invalid Tricycle Association.

**Oulton Park.** Matters connected with the organisation of this meeting were reviewed and it was resolved that Mr. Hunt and the Secretary shall arrange to meet the tenants of the Oulton Circuit at an early date in order to clear up a number of outstanding matters of importance prior to the Club's meeting on October 17th. The Secretary reported that, excepting the 250 c.c., all classes were now full.

**Shelsley Walsh.** Some concern was felt at the continued small entry for this event. Notwithstanding the fact that the entry fee had been reduced by some two-thirds on previous years, only three additional entries had been received on the last occasion. It was agreed to ascertain the feeling of members as to whether this event should continue to be included on the Club's fixture list.

**Car and Motor-Cycle Badges.** Due to the increase in price of these badges to the Club it was resolved that part of this cost must be borne by members and the price would therefore be increased to 17/6. Present stocks will, of course, be sold at the present price of 15/- each.

**New Members** were elected.

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

**Test Ground.** On a suggestion from Mr. Glover it was agreed that the Secretary should investigate the possibilities of hiring a runway on the Silverstone Circuit during the early part of next year, for the purpose of enabling members to carry out carburation tests etc.

**Sidecar Trophy.** A new trophy, which had been generously presented to the Club by Mr. M. C. Tomkinson, was received with gratitude. It was the donors wish that it should be presented for a Side-car competition and the matter was referred to the Race Committee to draw up the necessary regulations governing its award.

---

## Telephones and the T.T.(continued)

uary to May, and 2,000 in T.T. week. At no other time did telephone calls reach such a figure although the August holiday week did show an increase in telegram traffic. To handle this traffic, 25 additional telephonists and assistant supervisors are employed and all annual leave is suspended. The additional staff consists, chiefly of volunteers from the Liverpool Telephone Area. While the greatest number of calls is made in T.T. week, the seasonal traffic is so much higher than the non-seasonal that all the staff on loan during the period of the races can be usefully retained to help handle the seasonal load. The normal tour of duty on the Island is eight weeks, but the staff may volunteer for longer periods. Operating staff also act as call office attendants at the two attended kiosks which are provided for the use of the public at the grandstand enclosure.

In 1952, 37 circuits between Douglas and Liverpool were available for trunk calls. Six further channels were equipped in readiness for the 1953 season.

In addition to the normal trunk calls, circuits are required for picture calls to the national newspaper offices in London and Manchester. The pictures are developed, printed, and transmitted from the apparatus room of Douglas telephone exchange. In 1952, 70 pictures were transmitted and mainland circuits were taken for about 20 hours.

Every aspect of Post Office activity is affected by the Tourist Trophy. An additional telegram circuit is provided to London during the week of the races and an extra operator is sent from Liverpool. The roads are closed by Act of Tynwald, the Island Parliament, and road mail services have to be diverted to other routes.

Some cynics may ask "What is achieved by all the effort?" The answer of the motor-cycle industry is that the export of motor-bicycles brought over £10,000,000 to this country in 1952, much of it in dollars, and the Island was the testing ground where the merits of these machines were proved.

# AREA NEWS

## Surrey.

The September meeting on the 24th at the *Winning Horse* clashes a bit with Silverstone but the get together next month is clear of any racing commitments and will take place on Thursday October 29th. As 'Mine Host' is a proud father someone has to wet the baby's head!

Denis Parkinson has again kindly offered to put on his 1953 racing films during Show Week. Details elsewhere.

## Lancashire.

Mr. A. Shaw wishes it to be known that preparations are now in progress for a meeting of members resident or visiting the County of Lancashire. It is hoped to arrange for a film show to take place during the meeting and light refreshment will be available.

In order, however, that a good attendance is ensured, Mr. Shaw requests that members in his 'Cell' should write him a post card suggesting a suitable time and day of the week on which they would like this meeting to take place. This information is required promptly as arrangements have to be finished, hall booked and members advised of this meeting which will take place some time in November. All communications should be addressed to:

A. Shaw, 42 Timbercliffe, Littleborough, Lancs.

## Meeting of Area Representatives

As a meeting of all the Club's elected Representatives would be difficult to organise without causing considerable inconvenience, it has been suggested that all Representatives throughout the Country might like to make individual appointments to meet me during the Motor Cycle Show at Earls Court (November 14th to 21st). By this means it would be possible to discuss any difficulties that are being encountered in one way or another or to hear any suggestions Representatives may care to put forward for improvement of the scheme in general.

Needless to say I shall be only too pleased to meet you in order that every possible assistance may be given, and I shall look forward to booking some dates on your behalf providing you drop a line to the Office in sufficient time to enable me to arrange the meeting.

BOB WALKER

## Area Meetings

*October 7th* — Cheshire Cell Meeting at *The Shrewsbury Arms Hotel*, Neston 7.30 p.m. — Mr. Tottey presiding.

*October 7th & 21st* — Yorkshire Area Meeting at *Midland Hotel*, Woodlesford, Nr. Leeds, 8.0 p.m. (1st and 3rd Thursdays in each month) In the Chair — Mr. L. S. Cheeseright.

*October 29th* — Surrey Area meeting (Mr. Jarman's Cell) at the *Winning Horse*, Claygate, 8.0 p.m. (Last Thursday in each month).

## FILM SHOW

7.00 p.m. Sunday, November 15th by courtesy of

DENIS PARKINSON

WILL take place at the *King's Hall*, adjoining the *Crown Hotel*, Morden, Surrey (opposite Morden Underground Station, Northern Line). Start, 7.00 p.m. for 7.15 p.m.

ADMISSION is free but a Silver Collection will be made to defray expenses. Any balance will be donated to the Ben-evolent Fund. Admission is by ticket only, available on request, from the Secretary, B.M.C.R.C. Ltd., 2, Wilton Mews, Wilton Street, London, S.W.1.



*Ride on the*  
**NEW SUPREME**  
*THE Race-bred* **HIGH MILEAGE TYRE**

★ *High mileage construction and tougher rubber*

★ *Tread design based on racing successes*

★ *Resilient rideability and new tread contour for perfect cornering*

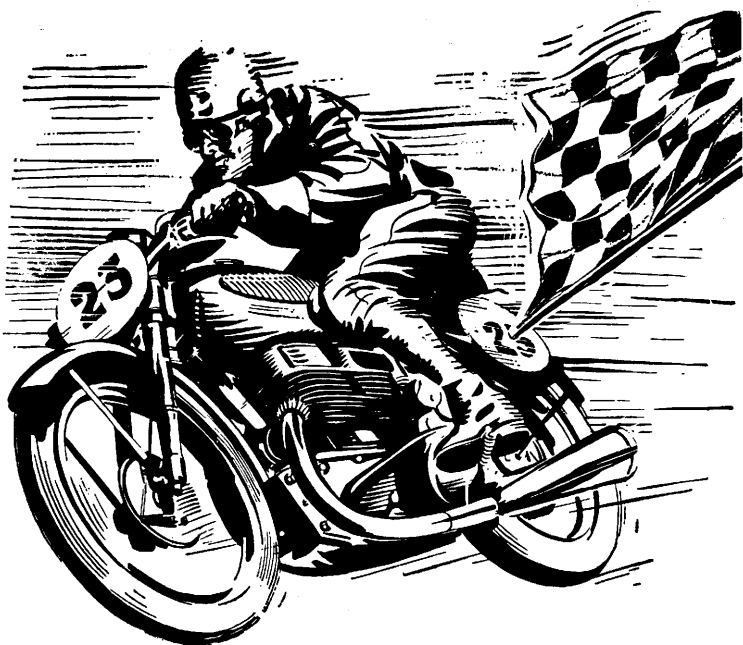
Remember these advantages come from the knowledge gained in Racing Victories on Road and Track throughout the world—and you can benefit by all this experience. See the NEW SUPREME at your Dealers today!

*by*  
**AVON**

makers of to-day's

*leading*  
tyres





*First of all*

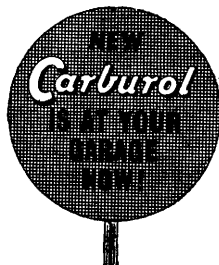
NEW - WITH PARADYNE 'F'

**Carburol**  
**THE UPPER CYLINDER LUBRICANT PLUS**

Whenever you need petrol you need Carburol **first of all**. Paradyne 'F' makes Carburol still more effective in maintaining a constant heat-resisting oil film in the upper cylinder — and in cutting down carbon — thus providing more power.

**UNITED LUBRICANTS LIMITED**  
United House - Cromwell Place - London, S.W.7

Other super quality products manufactured by United Lubricants Ltd., include Dextrol Motor and Tractor Oils and Wintrad anti-freeze compound.



# BRIGHTON SPEED TRIALS

September 5th, 1953

## RESULTS

*Fastest Time of Day* ... George Brown (998 Vincent) 24.27 secs.

*Second Fastest* ... E. Lloyd-Jones (21000 Flying Triangle) 24.59 secs.

*Fastest Motor Cycle & Side-car* W. M. Raper (998 Vincent) 32.77 secs.

### 350 c.c. Class

B. E. Keys	...	348 Norton	...	30.60 secs.
E. A. Woods	...	348 Norton	...	31.32 "
S. F. Thompson	...	348 Norton	...	33.40 "
J. R. Ciew	...	348 A.J.S.	...	37.20 "
E. W. Brownan	...	348 Velocette	...	39.60 "

### 500 c.c. Class

F. Williams	...	498 Cotton	...	27.40 "
P. Ferbrache	...	499 Hartley-Ariel	...	28.83 "
R. A. Beecroft	...	490 Norton	...	30.60 "
T. G. Morris	...	498 T.N. Special	...	34.67 "

### 1,000 c.c. Class

G. Brown	...	998 Vincent	...	24.27 "
----------	-----	-------------	-----	---------

### Sidecars

W. M. Raper	...	998 Vincent	...	32.77 "
L. W. H. Collins	...	495 Velocette	...	35.78 "
R. McDonald	...	499 Norton	...	37.10 "

### Non-Starters:

W. Ryan, L. C. Williams, G. W. Field.  
N. R. Stephenson and J. E. Phare.

# CONTINENTAL RACING MOTORCYCLES

ERWIN TRAGATSCH

## No. 4 HOREX.

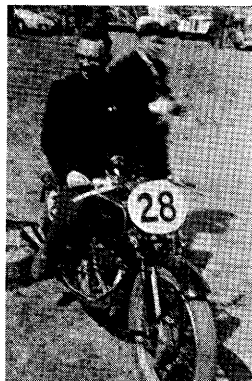
Our Editor wants to make me an artist. He wants, that I tell my stories about racing motorcycles with a few words what would cover, in the case of the German Horex, 30 years production, 30 years racing.

What means "Horex"? Most women do know the "Rex" preserve glasses which have been produced by a firm belonging to Mr. Friedrich Kleeman at Oberursel in Germany. His son Fritz Kleeman was at the same time connected with the "Columbus" engine factory at Bad Homburg and in 1923 they put together the "Horex" factory at Bad Homburg for the production of complete motorcycles. . . . Horex means, of course, the "Ho" of Homburg, together with the old firm name "Rex".

Fritz Kleeman was already at that time a well known racing man and gained many successes. In 1927 he started the production of the 68 c.c. "Gnom" bicycle engine and 1928 the 250 c.c. o.h.v. "A.M." engine left the Horex factory, a very successful engine in races too. But the main production at that time was concentrated on 500 c.c. o.h.v. and 600 c.c. s.v. single-cylinder machines. Later the firm became for some time technically partly connected with the engine department of the "Sturmey Archer" works at Nottingham and the 350 c.c. o.h.v. types E1M and SB 35 showed much influence of this British firm.

Also in races this connection was evident. In the German Grand Prix 1930, Jock Duncan on a Horex-Sturmey-Archer was sixth and Arthur Tyler on the same machine eighth in the 500 c.c. class and among the most famous German Horex riders of that period I must mention Josef Klein, who before rode for many years for the D.K.W. factory, mainly on 500 c.c. machines. At that period also the Norimberk "Victoria" works competed very successfully in races with machines, which housed 350 c.c. engines produced by Horex and their riders Adam and Muehlbacher belonged to the fastest Germans in this class in road races.

In 1932, Horex started the production of 600 c.c. and 800 c.c. vertical twins with chain driven o.h.v. engines. The late Karl Braun, a superb sidecar rider and excellent tuner became 1935 German



*Erwin Tragatsch*

sidecar champion on a tuned 800 c.c. Horex twin in the 1,000 c.c. sidecar class.

Later, the German (Hitler) Government had permitted Horex to produce only singles and when in 1945 the war was over, the Horex factory which survived the war without much damage started immediately with the production of the 350 c.c. single cylinder sports model, the now well known "Regina". This machine was for many years the biggest post war model produced in Germany and became very popular. The firm was never interested to enlarge too much the factory, although in the last years they modernized very much the production and at present nearly 2000 "Regina" and "Regina Sport" — are leaving the factory monthly.

In 1950, Friedl Schoen who already before the war rode a very fast home-tuned 250 c.c. J.A.P. engined "Buecker" racing machine, and who on his J.A.P. became German Champion in 1948, was without a suitable racing machine for the 350 c.c. class. The import of British machines was still impossible and as result of this, Friedl Schoen started to rebuild a 350 c.c. Horex-Regina (which has an o.h.v. engine) for road racing purposes. He got not much support from the factory, but when for the first time he rode at the Eilenriederace at Hanover, the

"Horex" behaved wonderfully. The rebuilt o.h.v. machine was faster than the most special o.h.v. racing machines, belonging to the opponents! Of course, the reliability was still not top, but the 8,000 r.p.m. engine was really a go-er.

That was the start of the post-war racing activities of the "Horex" factory. Schoen's successes made the factory interested and they started to support him and later some other German riders, including Roland Schnell and Herman Gablenz, who at that time rode much modified—by Roland Schnell—Italian Parilla machines in races.

The "Horex" designers Dipl. Ing. Reeb and Schaechter as well as Fritz Kleeman have in 1950 been very busy with a new design, the 500 c.c. "Imperator" vertical twin, and exactly at the day after 18 years (on the December 24th) again an Imperia twin design was launched. At that time the factory decided not to build a special racing 350 c.c., but a 500 c.c. vertical twin racing machine, based on the "Imperator".

Already in 1951 and 1952 they competed in some races with this new model, but could not get the needed top speed as well as the needed reliability to be successful against their great opponent, B.M.W. But at Bad Homburg they are hard and busy; just now the 500c.c. racing twin is in redesigned form nearly completed and much is expected from this racing four, but so far not much is known about this machine. But there exists a Horex 500 c.c. racing single! This machine has been designed by Roland Schnell with the assistance of the Horex factory at the "Schnell-Motoren A.G." Karlsruhe. Schnell produced also new

350 c.c. Schnell-Horex racing models as well as a few 250 c.c. machines. Both the bigger types are now in production in small series, in the only German racing machines for private entrants now available. When rebuilding his Parillas and already before when redesigning and riding a pre-war 350 c.c. Manx Norton, Roland Schnell showed great capacities as a designer, in the Schnell-Horex machines are real masterpieces.

The 350 c.c. model has 75 mm bore and 79 mm stroke, the 500 c.c. model 88mm stroke and 85 mm bore. At 8,000 r.p.m. the smaller engine develops about 35 PS while the bigger at 7,500 r.p.m. has about 45! The top speed of these machines—especially the 350 c.c. model—is about equal of a very good British 350 c.c. new racing model (A.J.S. or Norton) while the acceleration is really superb as well as the road holding. Interesting too note is that some riders on this machine are arriving, nearly at every race, at the finish while others have still troubles. That shows that the Schnell Horex is quite a sensitive piece of machinery which in the hands of a good rider, as is the case with H. P. Mueller who leads the German Championship, is capable to hold everything, but which needs a bit more development to stand also in the hands of less experienced riders.

While the factory Horex twins will be ridden by Friedl Schoen, Hugo Schmitz and probably Kurt von Mansfeld, all the Schnell-Horex machines are in private hands. The 250 c.c. model exists, so far I do know, only in 2 pieces, which have some Parilla parts. The 350 c.c. and 500 c.c. singles are entirely the work of the Horex works in co-operation with the Schnell Motoren A.G. They are chain driven o.h.c. machines.

The Schnell-Horex racing machines will be soon a strong opponent to the British machines in this class. At this years Dieburg, Hockenheim, Eifel and Solituderace they showed already that they are capable to play an important part in the 350 c.c. class especially, and at the German Grand Prix at Schotten, British riders surely could see what a fine piece of machine the Schnell-Horex is.

A clever brain, enthusiasm and the interest of a percentually small factory (Horex produced last year—1952—a little over 12,000 machines) have given the private riders a first class racing machine in Germany. When will come such a British enterprise in the 125 c.c. and 250 c.c. class?

---

## NEW MEMBERS

The following new members have been elected:

J. H. V. Allington	L. C. Williams
C. Marlow	F. W. Beaton
W. N. Martin	W. H. Brooks
J. E. Phare	C. M. Markey
W. A. Shadbolt	M. G. Greenham
J. F. Valente	D. E. Greenham
W. H. Wheeler	

## BENEVOLENT FUND

One donation has been received this month from: L. G. Morris.

# PINKS

OF HARROW

## The Complete Motorcycle Service

Immediate delivery of most new models  
Used machines guaranteed 3 months  
All types, from tiddlers . . .  
twins . . . .  
and fours

*Accessories, Spares, Clothing.  
Huge stocks at all prices.*

STATION ROAD, HARROW, MIDDX.  
Tel.: HAR 0044/5. Spares & Acc.: HAR 3328



## THE MOTOR CYCLE SPECIALIST and EVERYTHING FOR THE MOTOR CYCLIST ANGUS MOTOR CYCLES

A. S. HERBERT, M.I.M.I.

SERVICE  
ACCESSORIES  
REPAIRS  
INSURANCE

**STATION PARADE**  
Phone SEVENOAKS 3338  
**KENT**

PART  
EXCHANGED  
H.P. TERMS  
USED MACHINES

Main Agent and Spares Stockist for al the Leading Makes

ANGUS HERBERT offers all enthusiasts expert advice based  
on his 25 years experience of Racing and Competitions

Fully equipped workshops able to undertake all classes of repairs and to prepare  
machines for any event.

# ARCHERS

— THE VELO' FELO'S

Offer a complete service for the motor cyclist  
built on years of real practical experience

*Sales and Service for . .*

**Ariel - Matchless - Triumph - Norton - Panther - Velocette**

**CAN WE HELP YOU?**

**ARCHERS**

THE RIDER AGENTS

VICTORIA ROAD, ALDERSHOT

Phone 323

# H. L. DANIELL

1938, 1947 and 1949 Senior T.T. Winner)

The Motor Cycle Specialists

**MAIN DISTRIBUTORS FOR NORTON**

•

*Official Norton Spares Stockists*

*Accessories*

*Machines supplied for*

*Touring, Trials and Racing*

*Agents for—*

**Norton, A.J.S., Excelsior, Triumph, Velocette**

**65 DARTMOUTH ROAD**

FOREST HILL, S.E.23

Telephone: FOREST HILL 5895

*Dine and Dance with Bemsee*

---

*on Friday, November 13, at*

*Lyon's Corner House,  
Strand, London W.C.2*

---

*Tickets — £1 per head*

---

*The date is the eve of the opening of*

*The Motor Cycle Show*

# COMERFORDS LTD.

*THE MOTOR CYCLE DISTRIBUTORS  
AND BUYERS*

•

**EXPERT ADVICE ON ALL MOTORCYCLING  
MATTERS**



We cater for all. From the complete novice to  
the experienced tourer, trials and scrambles man  
and real racers.



**DELIVERY ON THE SPOT  
HIRE PURCHASE  
INSURANCE AND EXCHANGE**



**LARGEST DEALERS IN THE SOUTH  
OVER 400 MACHINES IN STOCK  
ESTABLISHED 30 YEARS**



# COMERFORDS LTD.

**OXFORD HOUSE  
PORTSMOUTH ROAD - THAMES DITTON - SURREY  
TELEPHONES: EMBERBROOK 2323 and 2324**