



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 6. No. 11. NOV. 1953 ONE SHILLING



Oulton Park — Cheshire

(Photo Salmond)

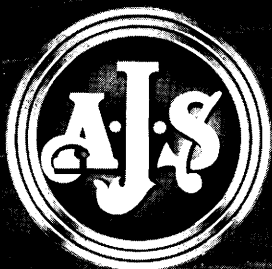
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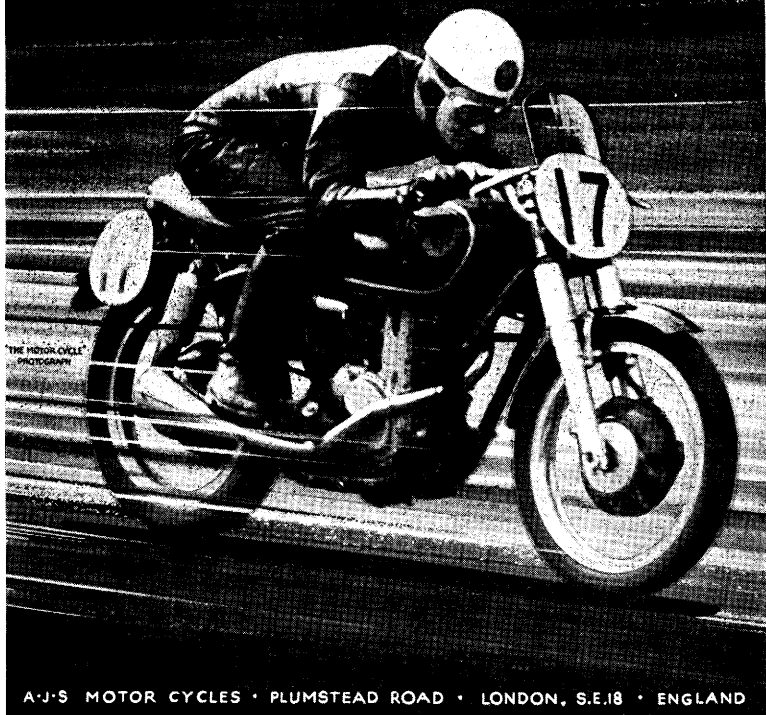
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Vol. 6. No. 11. NOV. 1953

EDITOR:

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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EDITORIAL

ALL racing motorcyclists will have learned, with regret, of the death of Percy Goodman of Veloce Ltd. He was one of three brothers who, together with their sister, Mrs. Denley, wife of the Company's Sales Manager, have steered the concern through good times and bad for forty five years.

The Goodmans were interested in cycles and motors from the very early days. It was in 1909 that they floated Veloce Ltd., with a factory in Greet Street, Birmingham, and manufactured the V.M.C. (Veloce Motor Cycles). After the war years of 1914-19 the name Velocette and Veloce was adopted for the machines. They have always been interested in racing and some outstanding achievements stand to their credit. In the early 'twenties George Denley raced a very potent two-stroke Velocette in the Lightweight T.T. races. Perhaps their greatest achievement was the successful exploitation of the overhead camshaft engine which scored such a convincing win in the Junior T.T. of 1926 and established this type of engine as a practical proposition, not a mere racing freak. This engine, first built in 1924, was the work of the late Leslie Goodman—he died in the late 'twenties—and Percy Goodman. Another achievement of Percy Goodman's was the invention, jointly with the late Harold Willis, in 1928 of the positive stop, foot operated gear change. This invention will long stand as a memorial to two brilliant motor cycle engineers.

For Your Attention.

Elsewhere in this issue are two important forms. Both are loose leaves. An application form for tickets for the Annual Dinner on November 13th. Apply now, don't leave it too late. The other is to assist you in paying your annual subscription promptly. By using it, it will save you mental effort and the Secretary from asking, pleading, and demanding payment.

BEMSEE AT OULTON PARK

MISS HASSAL & MICHAEL McGEAGH

WE were a little worried on Friday night. There was rain and plenty of it, but when Saturday dawned fine with low lying mist in the Dee Valley, we set off for the Cheshire Car Circuits Oulton Park race track with hopes of a good day's racing and we were not disappointed.

The previous night's rain had thoroughly soaked the circuit and it was apparent that the damp conditions were causing some concern during practice. We noticed not a little snaking and sliding and decided that it couldn't be solely attributed to over-anxious right hands. Expert opinion assessed the make-up of the track as correct but containing too much surface tar; consequently, until this has been worn down sufficiently to expose the granite chippings beneath, rain is going to produce these unpleasant hazards. Several riders opined that practicing could be beneficially held on the Friday, leaving Saturday for a full day's racing. As in most things, there are pro's and con's, but the idea is there.

Attendance was down on the previous Wirral 100 meeting, but here one might blame the weather plus the counter attracting race meeting at Bangor. Horses this time, not horsepower! At any rate, those present were well catered for and the approach to the circuit, still strange to some folks, was well signposted. Riders and officials appeared pleased with the track, offering as it does, a pleasing contrast to the "wide open spaces" of the 'drome circuits. Donington again? We have hopes.

What of the men and machinery? Excuse us when we say, "That of men and machinery, there appeared to be no ending." The paddock was crammed full of interest and the versatility employed by the racing men to get the model there was amazing! No doubt following the Dior creations, more and more trailers are being worn short this year and of a tasteful light alloy.

The 125s were full of surprises, the big one being H.W. Grindley's extremely potent Enfield(?) engined D.M.W. which pipped Sandford's M.V. to the post by 1/5th second. K.C. Brett's "K.C.B.", topping the scales at 135 lbs. and owner built in practically all components,

gained a very creditable fifth place, chasing the M.V.s, Puchs and Mondial all the way.

The 250s were a very cosmopolitan school, but as usual, the majority went very hard. By now the course was drying and full power could be used without too much fear of finding the back wheel amongst the shrubbery. In the eight lap final Eric Houseley (Velo) came home ahead of Maurice Cann's Guzzi, thus reversing the results of the Wirral 100 meeting of the 3rd October. Geeson's R.E.G. retired at the end of the 7th lap with unspecified trouble. Fastest lap went to Cann at 71.83 m.p.h.

By the time the chairs were on the grid for their first race, except for a patch at the Deer Leap, which remained damp for the rest of the day, the track was dry all round. For one moment, we thought that Jenks was with us, but then discovered the flowing whiskers to be otherwise owned. B. Sherwood's passenger, T. W. Bounds, appeared exceptionally friendly, and at one instance, his extended left hand almost deprived photographer Bill Salmond of his main source of income. The sidecar final produced an exciting duel 'twixt Pip Harris and Cyril Smith with a win for the former—but only just. Smith, watched again from the Deer Leap, used every ounce of skill, cunning and motor to make up the arrears, but without avail.

We had doubts about the 350s and 500s being able to do themselves justice over the Oulton Circuit, there being no straight for maximum power in top, unless cogged right down. Stationed at Druids, a deceptive right hander, we watched and waited and were duly impressed. This is a corner which "picks 'em out", and from the beginning, the experienced men had it soon weighed up. We couldn't note all, but amongst those whom we did were, Parkinson, Houseley, Cooper, Ferbrache, Carter, whilst an "excellent" went to Bob McIntyre whose fine navigating gained him yards each lap. Bob was noticeably fast from the starting grid too, moving to the very back to give himself space and perceiving the moment the flag would drop.

From Druids we moved to Lodge and found the "not so fast" neither so happy.
(continued on page 7)

Results of

OULTON PARK MEETING

Saturday, October 17th, 1953.

EVENT 1 — Solo machines from 100 c.c. to 175 c.c.

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1.	H. W. Grindley ...	D.M.W. ...	8.42	62.25
2	C. C. Sandford ...	M.V. Agusta ...	8.42 1/5	62.23
3	R. H. Dale ...	Mondial ...	8.48	61.54
4	W. M. Webster ...	M.V. Agusta ...	8.49 2/5	61.28
5	F. Purslow ...	M.V. Agusta ...	9.08 4/5	59.25
6	J. Wade ...	E.M.C. Puch ...	10.12 2/5	53.04

R. J. Marrion, E.M.C. Puch, 10.15; D. J. Johnson, E.M.C. Puch, 10.16 4/5; G. K. Lambert, G.K.L., 10.22 1/5; D. Parkinson, Lambretta, 10.24;

Fastest Lap—No. 12 C. C. Sandford, 1 min. 23 3/5 secs. 64.78 m.p.h.

No. 10 H. W. Grindley, 1 min. 23 3/5 secs. 64.78 m.p.h.

EVENT 2, HEAT 1 — Solo machines from 176 c.c. to 250 c.c.

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	E. Houseley ...	Velocette ...	5.36 2/5	64.43
2	P. Ferbrache ...	Hartley Ariel ...	5.52	61.54
3	D. H. Edlin ...	Melem Special ...	5.54	61.19
4	R. W. Porter ...	Velocette ...	6.02 3/5	59.74
5	P. Tones ...	Triumph J.A.P. ...	6.03 4/5	59.55
6	F. Wallis ...	A.J.S. ...	6.04 3/5	59.41

C. Gunnell, Norton, 6.05; R. E. Geeson, R.E.G., 6.14 4/5; H. Hall, Velocette, 6.18; V. T. Williams, Triumph, 7.28.

Fastest Lap—No. 6 E. Houseley — 1 min. 22 2/5 secs. 65.72 m.p.h.

EVENT 2 HEAT 2.

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	C. C. Sandford ...	A.R.T. Velocette ...	5.36 3/5	64.36
2	M. Cann ...	Moto-Guzzi ...	5.37	64.25
3	W. M. Webster ...	Velocette ...	5.47 1/5	62.39
4	F. Purslow ...	B.S.A. ...	5.48	62.25
5	G. J. Turner ...	Rudge ...	5.52 4/5	61.40
6	J. C. McCubbin ...	Rudge ...	5.53	61.37

W. J. Netherwood, Velocette, 5.53 1/5; F. E. Heath, Phoenix J.A.P., 6.02 4/5; E. Barrett, Phoenix J.A.P., 6.22 1/5; H. Hulme, Velocette, 6.32 1/5.

Fastest Lap—No. 32 M. Cann — 1 min. 17 secs. 70.33 m.p.h.

EVENT 3 — Sidecars and Threewheelers.

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	P. V. Harris ...	Norton ...	6.30 2/5	69.36
	Pass: H. Mikos ...			
2	W. Boddice ...	Norton ...	6.38	68.04
	Pass: W. Storr ...			
3	E. J. Davis ...	Vincent ...	6.58	64.78
	Pass: E. G. Allen ...			
4	J. Beeton ...	Norton ...	7.00 1/5	64.44
	Pass: C. Billingham ...			
5	L. W. Taylor ...	Norton/Watsonian ...	7.11 4/5	62.80
	Pass: P. Glover ...			
6	F. Purslow ...	B.S.A. ...	7.16 2/5	62.05
	Pass: G. Boulton ...			
7	T. W. Bounds ...	Norton ...	7.27	60.58
	Pass: B. Sherwood ...			
8	C. Hale ...	Morgan ...	7.32	59.91
	Pass: F. Hadley ...			

Fastest Lap—No. 37 P. V. Harris — 1 min. 14 3/5 secs 72.60 m.p.h.

EVENT 4 HEAT 1 — Solo machines from 251 c.c. to 350 c.c.

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	C. C. Sandford	Velocette	5.11 2/5	69.56
2	R. McIntyre	A.J.S.	5.15	68.77
3	J. A. Storr	Norton	5.17 4/5	68.25
4	P. H. Carter	A.J.S.	5.19 3/5	67.78
5	D. Parkinson	Norton	5.23	67.07
6	V. T. Williams	Norton	5.23 3/5	66.90

J. Bottomley, B.S.A., 5.33 2/5; G. Arnold, B.S.A., 5.35 1/5; E. A. Woods, Norton, 5.51 4/5; P. Bagshaw, B.S.A., 5.55; R. T. Ackroyd, B.S.A., 5.59 3/5; J. F. Swanborough, A.J.S., 6.05 1/5; C. Ellerby, Velocette, 6.06; B. Cortvriend, A.J.S., 6.20; J. A. Bishop, B.S.A., 6.40.

Fastest Lap—No. 20 — C. C. Sandford — 1 min. 14 4/5 secs. 72.40 m.p.h.

EVENT 4 HEAT 2.

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	E. Houseley	Norton	5.17 4/5	68.25
2	P. H. Tait	A.J.S.	5.20 4/5	67.53
3	P. M. Hall	A.J.S.	5.31 2/5	65.37
4	A. V. Hegbourne	A.J.S.	5.35	64.67
5	A. Holmes	Velocette	5.37	64.35
6	V. L. Green	A.J.S.	5.45 2/5	62.75

G. A. Northwood, B.S.A., 5.46 4/5; R. J. Walters, A.J.S., 5.57 4/5; W. R. Anderson, Norton, 5.58; G. R. Brown, B.S.A., 6.11 4/5; D. Royle, A.J.S., 6.32.

Fastest Lap—No. 26 F. Wallis—1 min. 16 4/5 secs. 70.52 m.p.h.
No. 41 E. Houseley—1 min. 16 4/5 secs. 70.52 m.p.h.

EVENT 5 HEAT 1 — Solo machines from 351 c.c. to 1,000 c.c.

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	R. McIntyre	Matchless	5.01 2/5	71.87
2	P. Ferbrache	Hartley Ariel	5.02 3/5	71.83
3	E. Houseley	Norton	5.03 3/5	71.35
4	P. H. Carter	Matchless	5.04	71.26
5	J. Bottomley	Norton	5.06 1/5	70.75
6	R. H. Dale	Norton	5.14 2/5	69.90

A. W. Tucker, Norton, 5.02 3/5; J. Hartle, Norton, 5.21 2/5; L. Williams, Norton, 5.26; H. W. Grindley, Norton, 5.27 3/5; J. Alexander, Matchless, 5.32; J. Walker, Triumph, 5.33; G. R. Brown, Matchless, 5.55; C. Ellerby, P.E.S., 6.05 1/5.

Fastest Lap—No. 12 E. Houseley—1 min. 12 secs. 75.21 m.p.h.

EVENT 5 HEAT 2.

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	P. H. Tait	Norton	5.04 3/5	71.12
2	J. A. Storr	Norton	5.06 4/5	70.61
3	F. Wallis	A.J.S.	5.07 1/5	70.52
4	D. Parkinson	Norton	5.10	69.92
5	R. A. Russell	Norton	5.12 1/5	69.39
6	P. M. Hall	Triumph	5.19	67.91

S. Cooper, S.C.S., 5.30 3/5; W. A. Holmes, Norton, 5.37 4/5; J. Lanyon, Matchless, 5.38; E. Barrett, Phoenix J.A.P., 5.38 2/5; D. G. Lashmar, Pike B.S.A., 5.44; K. H. Tostevin, Matchless, 5.45 2/5; J. P. Griffiths, Vincent, 6.04 3/5; J. Dean, B.S.A., 6.11 2/5; R. Harrison, Norton, 6.17; K. C. Morris, Norton, 6.20 3/5.

Fastest Lap—No. 32 J. A. Storr—1 min. 12 3/5 secs. 74.60 m.p.h.

EVENT 6 — Sidecars and Threewheelers.

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	P. V. Harris Pass: H. Mikos	Norton	6.28 4/5	69.65
2	C. Smith Pass: D. G. Lashmar	Norton	6.29 2/5	69.44
3	E. J. Davis Pass: E. G. Allen	Vincent	6.42 3/5	67.26
4	W. Boddice Pass: W. Storr	Norton	6.43 3/5	67.09
5	C. Hale Pass: F. Hadley	Morgan	6.50 1/5	66.01
6	J. Beeton Pass: C. Billingham	Norton	6.53 4/5	65.45
7	L. W. Taylor Pass: P. Glover	Norton	7.00 3/5	64.38
8	T. W. Bounds Pass: B. Sherwood	Norton	7.28	60.44

Fastest Lap—No. 34 C. Smith—1 min. 16 secs. 71.26.

250 c.c. FINAL

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	E. Houseley	Velocette	10.25 1/5	69.30
2	M. Cann	Moto Guzzi	10.26 2/5	69.17
3	C. C. Sandford	A.R.T. Velocette	10.30	68.77
4	P. Ferbrache	Hartley Ariel	11.16	64.04
5	W. M. Webster	Velocette	11.20 1/5	63.70
6	D. H. Edlin	Melem Special	11.20 2/5	63.66

E. Barrett, Phoenix J.A.P., 11.21 2/5; J. C. McCubbin, Rudge, 11.32; F. Purslow, B.S.A., 11.35 1/5; W. J. Netherwood, Velocette, 11.38 4/5; F. Wallis, A.J.S., 11.39 1/5; G. J. Turner, Rudge, 11.40 2/5; C. Gunnell, Norton, 11.49 3/5; R. W. Porter, Velocette, 11.52 1/5.

Fastest Lap—No. 32 M. Cann—1 min. 15 2/5 secs. 71.83 m.p.h.

350 c.c. FINAL

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	R. McIntyre	A.J.S.	10.07 1/5	71.35
2	C. C. Sandford	Velocette	10.08	71.26
3	P. H. Carter	A.J.S.	10.10	71.03
4	J. A. Storr	Norton	10.11 1/5	70.86
5	V. T. Williams	Norton	10.21	69.77
6	P. H. Tait	A.J.S.	10.26 1/5	69.12

P. M. Hall, A.J.S., 10.28 1/5; J. Bottomley, B.S.A., 10.28 3/5; D. Parkinson, Norton, 10.35 1/5; A. V. Hegbourne, A.J.S., 10.56 1/5; G. Arnold, B.S.A., 10.57; W. A. Holmes, Velocette, 11.02 2/5; V. L. Green, A.J.S., 11.03 2/5; W. R. Anderson, Norton, 11.04 2/5; G. A. Northwood, B.S.A., 11.25 2/5; R. J. Walters, A.J.S., 11.30; G. R. Brown, B.S.A., 11.32.

Fastest Lap—No. 1 P. H. Carter—1 min. 13 secs. 71.83 m.p.h.

1,000 c.c. FINAL

Place	Rider	Machine	Time m. s.	Speed m.p.h.
1	P. H. Tait	Norton	9.43 2/5	74.26
2	J. A. Storr	Norton	9.43 4/5	74.21
3	D. Parkinson	Norton	9.44	74.19
4	P. Ferbrache	Hartley Ariel	9.44 3/5	74.11
5	P. H. Carter	Matchless	9.50	73.48
6	R. McIntyre	Matchless	9.50 3/5	73.36

R. H. Dale, Norton, 9.51 2/5; F. Wallis, A.J.S., 10.06 4/5; J. Bottomley, Norton, 10.12; R. A. Russell, Norton, 10.12 1/5; J. Hartle, Norton, 10.14 3/5; P. M. Hall, Triumph, 10.17; S. Cooper, S.C.S., 10.32 1/5; A. W. Tucker, Norton, 10.33; W. A. Holmes, Norton, 10.40 2/5; J. Lanyon, Matchless, 10.49 4/5; L. Williams, Norton, 10.51 2/5.

Fastest Lap—No. 39 P. H. Tait, Norton—1 min. 10 2/5 secs. 76.92 m.p.h.

THE REG DEARDEN CORONATION TROPHY (Presented by R. W. Dearden, Esq.)

P. H. Tait in the 1,000 c.c. Final — Speed 76.92 m.p.h.

THE EDITOR'S CORRESPONDENCE

You have forestalled me in your editorial notes, as I had every intention of mentioning the matter of the entries for Shelsley Walsh.

It has always been my ambition to build up motor cycle entries for this old-established hill climb, and, after having the entry fee very considerably reduced, I was most disappointed in the number of entries.

At the next M.A.C. Committee meeting, I am bound to be questioned about this, and I should welcome any comments from those who have competed, and some

suggestions from those who have not yet ridden there. If there is anything that I can do, in my capacity as a member of the M.A.C. Committee, to further the interests of the motor cyclists, you can rest assured that I will give it every attention. For example: Would a Sunday meeting be more convenient?

Please address your remarks to the Secretary, Mr. R. C. Walker, or to me at Lighthorne, Nr. Warwick, Telephone No. Moreton Morrell 282.

A. Squillario.

AREA NEWS

SUSSEX—D. N. Bradshaw, 25 Devonshire Road, Bexhill on Sea.

The last meeting of this Cell was very successful, due in the main to an improved attendance. David makes a special appeal to members resident in Sussex to support these monthly meetings which are thoroughly enjoyable and make a good night out.

The next meeting will take place on *Thursday, 12th November* commencing at 8.30 p.m. and will be held as usual in the *Gaiety Club, Church Street, Brighton*.

LANCASHIRE

Representative: A. Shaw.

First meeting: Friday, November 27th,

8.00 p.m. at *Waggon Inn, Milnrow, Nr. Rochdale*.

CHESHIRE

This is the first Cell to appoint a Press Officer. Michael McGeagh has undertaken the task.

Members in this area met at the *Shrewsbury Arms* on October 7th. Sixteen members were present. Amongst the items discussed were the (then) forthcoming Oulton Park meeting, the general amenities of the track and its suitability as a motorcycle racing circuit. The next meeting is on November 25th at 7.30 p.m. Usual venue. Members will be notified.

BENEVOLENT FUND

Donations have been received from the following members :

C. A. Myhan, B. P. Setchell.

A donation has also been received from personnel manning the Ramsey Signal Station in the recent Manx Grand Prix, and which is gratefully acknowledged.

NEW MEMBERS

The following New members have been elected:

R. T. Ackroyd	H. Hulme
A. J. Basford	G. E. Isaacs
E. Cheers	F. Purslow
J. A. Edwards	M. P. Sommerard
E. Ellis	P. Tomes
A. J. S. Henderson	J. Wade
W. A. Holmes	F. Wallis

Oulton Park (continued)

Those with Manx experience found little trouble, and we wondered if perhaps there wasn't a touch of "Gooseneck" about the corner. At Old Hall Corner, showers of sparks from grounding megaphones bore proof that there was a change of camber on the exit line. This may have caused Eric Houseley to run out of road at this point during the 350 c.c. final, luckily without serious damage, but sufficient to allow P. H. Tait to collect the Reg Dearden Trophy for the fastest lap.

Whilst the Club has no direct connections with the amenities of Oulton Park — these being in the capable hands of the Cheshire Car Circuits Ltd. — we would like to offer a few observations. Spectators in the enclosure between the paddock and footbridge found the loudspeakers drowned out by passing machines. If

these were re-sited behind the spectator line and faced "with the traffic" instead of against it, reception may well be improved. The spectators on the outside of Old Hall Corner should be moved further back and the bank heightened, this as a safety measure. One further point, and this caused worry to a few riders. No petrol on tap(?) We saw the waggons there on the 3rd October, but no sign on the 17th. Anyway, they left us enough petrol in the car to get home

And so ends the racing season, with Oulton Park providing a fitting climax. Votes of thanks must go all round; riders, officials, marshals and the hundred and one people who combined to make this a successful meeting. G. E. Tottey can be justly proud of his Cheshire Cell for in it, is a racing circuit without parallel in the North, and possibly all England.

DISCUSSION — on expenses

WALTER W. HUNT

THE OTHER DAY Noel Pope journeyed to one of the Areas for a chat with some of the boys. Arising from the chit-chat he was asked "Why doesn't the Committee publish an account after each Race Meeting, so that we can see how the Club is doing?" Another one was that old stager "If we are members, why do we have to pay when we come to Silverstone? At least we should get a reduction."

Noel, like a dutiful chap, reported all this to the Committee, and I am commissioned to give the answers to all who bother to read this page.

Remember that classic story of the salesman-mechanic who was trying to sell a tractor to a farmer? The salesman told the farmer all the advantages of tractor owning. He explained what the engine did and how it worked. He was very patient and very detailed and finally said "Now, is all that clear?" "Yes," said the farmer, "bar one point. What makes it go without a horse?"

I haven't the space to be very detailed, but let us hope I am more successful than that deflated salesman.

Why do we not publish a separate account of every race meeting? Its a simple answer. Because to do so would be misleading. Misleading to members and, horror of horrors, misleading to our supporters, some of whom might think, if they saw an isolated and very prosperous account, that we were making a packet out of them. We do have prosperous accounts but we also have others that fail to bring a sparkle to the eye. Which is putting it mildly.

Why would they be misleading? Because they take no account of all the overhead expenses that go on all the time. Office rent, staff salaries, car expenses, insurances, light, heat, printing, postages and all the other expenses that go on every day in any business. Yes, business, for whether we like it or not, it is a business. Any organisation that has to take care of expenses like this for a single meeting is in business, believe me. Let us examine some of the expenses we have to meet.

Hire charges

Track	-	-	£550
Public address equipment	-	-	£180
Grandstands	-	-	£160 to £400
Fire extinguishers	-	-	£15
Tents	-	-	£250 to £400

Fees for public services

Police	-	-	£250 to £300
Fire brigade	-	-	£60
Medical services	-	-	£75
Marking track	-	-	£10
Insurance	-	-	£110

Printing (exclusive of advertising)

postages	-	-	£350 to £500
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Sundries, clerical assistance, extra

labour, etc	-	-	£250 to £550
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Advertising

	-	-	Approx. £500
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These are quite normal outgoings for one of our National Meetings, and are exclusive of things such as printing programmes, which we hope to sell at a profit.

You have suggested that we average out our overheads and tack them on to each account? Well, we've thought of that, but on what basis? Receipts? attendance? costs? If we take any of those, how do we give an accurate forecast of what that measuring stick is going to be at the very next Meeting, let alone one some months away. No, I'm afraid none of that is the answer.

What could be done, of course, is to publish full interim accounts every six months but are we justified in going to that expense in the present stage of our development? Personally, I think not.

And, by the way, don't believe the figures of attendance which are published, now and again, in the Press. They are usually inaccurate. I remember one meeting this year where the figure given by one daily newspaper was 73,000. The actual figure was nothing like it.

The reason we can't reduce admission charges to members is a little matter called "Entertainment Duty." A chap named J. Arthur Rank also suffers from it—so he says.

If we reduce the charge to you, H.M. Customs & Excise then say that some part of your annual sub. is, in reality, part of a charge for an entertainment. So we would have to pay Entertainment Duty

(continued on next page)

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



COMMITTEE NEWS

Meeting held on 5th October, 1953.

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

Ex Officio member: E. C. E. Baragwanath.

In attendance: The Secretary.

An apology for absence was received from Mr. K. Rickard.

1954 Dates: The Secretary confirmed that he had submitted to the A-C.U. a list of dates on which the Club would wish to organise race meetings during 1954. These were as follows: April 24th; May 15th; June 26th; July 24th; September 25th; and October 16th. It was hoped that the Club would again be invited by the Brighton Club to organise the Motor Cycle Section of a Speed Trial and, subject to some assurance from members that sufficient support would be forthcoming, to carry out a similar task for the Shelsley Walsh Hill Climb.

Hutchinson 100: The Reports of the Clerk of the Course, Stewards, Chief Marshal and the Admission Controller were

received, and noted. It was resolved there should be a special meeting of the Committee to discuss ways and means of improving liaison and safety measures for next year's meetings.

Oulton Park: The Secretary gave a progress report on arrangements for the Club Meeting that would take place on 17th October, and these were considered to be satisfactory.

Annual Dinner: Mr. Hunt suggested and it was agreed that each member of the Committee and every Area Representative should be supplied with a number of tickets in order to assist in the general distribution to members. It was decided that the Social Sub-Committee should meet at an early date to make final arrangements.

New Members were elected.

Resignation: Mr. Roebuck tendered his resignation from the Committee due to increased business commitments but confirmed that he would continue to assist the Club on special occasions as and when he could. The resignation was accepted with regret.

Discussion (continued)

on that part of your sub. which is fixed arbitrarily as being attributable to entertainment. It might well be that you would come to every meeting the Club runs. In that event, there would be no harm done. But suppose you only managed to get to one as a spectator? Then you and we have paid for something you haven't had. I don't like wasting money that way and I don't suppose you do.

There are, however, other advantages of being a member of "Bemsee." Some tangible—some intangible. Among the tangibles is a separate Members Enclosure which we have recently got going at our meetings. All you have to do is to apply for tickets. Bear it in mind.

I know some members take the view that the Club could afford to reduce the amount of the subscription. A reasonable thought, but first we want two things.

Reasonable reserves to tide us over the poor days and a home of our own where we can get together. Not a word to Bessie about this,—but we've started on plans for a Club House for the near future.

May I offer you a concluding thought? If each member introduced one **new** member, that would give us "elbow room" to bring the sub. down.

We of the Committee, however, do appreciate the interest in the welfare of the Club which is taken by people who ask these kind of questions. We always hope that we are going to get a good attendance at the General Meeting each year, with lots of questions on all kinds of things. So far, we have been disappointed. A mere handful of stalwarts arrive. I wish you'd make a point of coming to the next. You owe it to yourself and to the Club.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THESE NOTES will, I hope, reach you early in November and by then there will be two formidable list of names in the Secretary's hands, (a) for the Annual Dinner and (b) for Denis Parkinson's Film Show. The Earls Court Show opens on the Saturday between the Dinner and the 1953 Film Show. We must thus give Dennis a warm welcome this year for his Senior M.G.P. win after trying so many years.

* * *

The first week-end of Show Time is going to be a busy time for Bemsee members and their friends, especially the ladies because they can take part in two of these three occasions. Some of them will enjoy all three because there is must to interest the fair sex at Earls Court, such as clothes, pillions and sidecars etc. apart from the Alpine Bar.

* * *

Courtesy of Ron Watson—"Get up them chairs!"

* * *

We shall soon have to start thinking about the A.G.M. and the 1954 calendar. Watch this Journal very carefully during the next issues and make notes in your 1953 diaries all ready for 1954 (when you either receive several diaries or none at all). Frankly I don't know how some chaps manage without a diary but I observe that every member of the Committee keeps one. Anyway the Secretary will be inserting fixture dates as soon as they are approved.

* * *

In spite of difficulties the Club has had a very busy year, probably one of the most active in all its long history. But for the help of a willing band of volunteers we should not be in such a strong position, but in case anyone thinks we are satisfied, they must think again. "Raising the Standard" is no mere idle slogan in this Club and I can assure every member that one can expect some hard knocks in the racing game on the administration side as well as on the road or track. Complacency is a word which has been rubbed out of the "Bemsee" dictionary and after thirty years association with the sport I am still learning. My greatest ambition is to see

"Crossed Jacks" flying over a home of our own, but it means years of hard work and loyal support from everyone. Maybe I shall have a beard when that day comes—A "Bemsee" beard à la Jenks.

* * *

As most of you know, member L. E. Baker is well known in the County of Bucks. He is our Senior Flag Marshal at Silverstone and with the help of the lads from the Mid Bucks M.C.C. they do a good job of flag marshalling. Some of them came to Silverstone for practice and racing, plus a scramble on the Sunday just to prove they know what enthusiasm means. Some of us went to this scramble at Brill, near Buckingham, and really enjoyed ourselves. I fell down a rabbit warren on the side of a bit of one-in-two and lost my cigarette case which was later returned to me at the end of the meeting. If any "Bemsee" members around Mid-Bucks fancy a bit of scrambling, they should get in touch with this Club. The course at Brill is good enough for a Centre Championship. Thank you M.B. M.C.C.

* * *

In case any of our so called veteran racing members are thinking of retiring, may I ask them to help with the "Marshal Plan." We can do with the help of a few more of the types known to us as ex-racers. It will seem a bit strange at first but you will have the satisfaction of helping the Club in addition to keeping in touch with old pals. Some of the marshals and officials have a very long period of association with the sport extending over half a lifetime, with "Barry" holding pride of place. "Barry" goes back to 1066 and all that, so we must ask him to write an article about the mechanical mysteries of the pre-Kaiser war period.

* * *

By the way, if any of you know one or more of the older members who have not rejoined, do ask them to come back and help the administration. In pre-war days we could handle a meeting with a few administrators but today we must have a small army of chaps to man all the points where we operate. Conditions are so very different from the far-off days of Brooklands and Donington.

(continued on page 17)

MINNIE GRENELL MEMORIAL TROPHY

Final Placings after the International 'Hutchinson 100' on September 26th, 1953.

We are pleased to announce that Bob Keeler wins this Trophy for 1953 with Maurice Cann as Runner up and 'Pip' Harris of Sidcar fame in third place.

Points are awarded: 5 for a win, 4 for second, 3 for third, 2 for fourth and 1 for a start, with an allowance of only one race per meeting; the best score being taken into account.

Name	S'tone Saturday	T.T. Races	Crystal Palace	Trophy Day	M.G.P. Races	Hutch 100	Total
R. D. Keeler	5	5	5	—	4	3	22
M. Cann	5	1	5	4	—	5	20
P. V. Harris	4	—	5	5	—	3	17
D. T. Powell	5	5	3	—	3	—	16
F. M. Fox	3	—	—	5	5	1	14
B. W. T. Rood	3	1	3	5	—	3	15
E. I. Pantlin	1	1	3	4	—	3	12
R. E. Geeson	1	1	5	3	—	1	11
A. A. Fenn	3	1	—	5	—	1	10
I. I. Lloyd	1	1	4	—	1	3	10
E. S. Oliver	5	—	—	—	—	5	10
D. Parkinson	—	—	—	5	5	—	10
P. H. Tait	1	—	3	5	—	1	10
W. M. Webster	5	1	—	—	—	4	10

9 Points

D. G. Lashmar
C. C. Sandford
J. A. Storr
J. Surtees

8 Points

W. R. Amm
W. Boddice
R. A. Russell

7 Points

G. R. Dunlop
O. E. Greenwood
R. E. D. Harrison
R. McIntyre
H. A. Pearce
N. J. Price
C. Smith
A. F. Wheeler

6 Points

G. Arnold
E. A. Barrett
D. K. Farrant
B. H. King
R. McDonald
W. Ryan
D. Royle
G. T. Salt

5 Points

F. H. Burman
T. W. Bounds
D. Christian
R. H. Dale
G. P. Douglass
K. J. Faulkner
A. W. Jones
R. H. King
D. Langton
R. Madsen-Mygdal
A. J. C. Martin
J. C. McCubbin
M. P. O'Rourke
C. W. Petch
A. H. Skein
A. W. Tucker
W. N. Webb
E. H. Willis

4 Points

J. Beeton
J. Bottomley
H. J. Cox
W. Doran
W. R. Fletcher
P. Ferbrache
R. Gaunt
E. Houseley
M. Henderson
A. G. Johnson
R. J. Marriott
W. M. Raper
G. J. Turner
L. W. Taylor
R. Thompson

3 Points

M. J. Candy
P. H. Carter
P. Davey
R. R. Dendy
D. H. Edlin
C. Gunnell
C. Hale
F. Hayward
J. Hedley
D. Jarman
K. A. Johnson
H. J. Kemp
G. K. Lamberty
P. H. Marriott
S. Palmer
F. A. Rutherford
R. E. Smith
R. R. C. Smith
E. A. Woods
J. Whittingham
H. Whitehead

2 Points

W. R. Anderson
R. H. F. Anderson
M. Brierley
J. Boulter
P. Bagshaw
A. J. Butcher
E. Baxter
J. Brindley
D. Chapman
J. R. Clarke

D. G. A. Clarke

J. R. Cridland
S. Cooper
B. Cortvriend
L. A. Dear
R. G. Douglass
W. H. Dixon
C. Ellerby
H. L. Fruin
J. P. Fordham
E. G. Hefford
J. A. Hogan
C. M. Luck
R. Lawton
B. J. B. Morle
J. Moore
G. P. G. McNair
J. Pritchard
F. G. Perris
C. H. Rhodes
K. Rickard
C. J. Roberts
B. S. Radford
C. F. Salt
R. H. Smith
J. C. Smith
A. Scholefield
A. H. Taylor
G. F. Thomson
K. E. Tully
K. H. Tostevin
C. A. Thurston
B. J. Thompson
J. Walker
T. A. Ward
V. T. Williams
W. A. Whitehead
W. H. Wilsher

1 Point

W. S. Austin
M. D. Arbold
A. Brooks
A. Brown
K. C. Brett
D. A. Ball
Geo. Brown
G. R. Brown
S. T. Barnett
A. J. Barham
A. Bennett
K. Charles-Batson

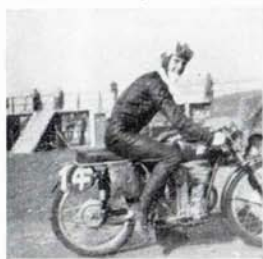
G. Bradley
K. Burrell
J. A. Bishop
R. A. Bedford
G. Collett
E. F. Cope
J. O. Cragg
H. J. Cronann
J. H. Cooper
G. Coles
R. Coleman
G. E. Duke
R. Dean
G. Davies
T. F. Davies
M. W. Fordham
L. J. French
K. J. Faulkner
E. Goodwin
R. Grange
N. F. George
M. Gunyon
H. S. Hall
E. V. C. Hardy
W. L. Hordley
J. M. Humberstone
D. N. Hutt
W. G. Hutt
H. Hall
M. Herrington
P. C. Hart
R. F. J. Hillier
J. Hawtin
F. E. Heath
R. Harris
L. P. Haycox
R. Jervis
D. L. Jones
G. N. Jones
A. Jefferies
E. M. Kempson
J. L. Kendall
B. E. Keys
B. Kershaw
P. M. Knocker
L. G. King
J. Lanvon
R. R. Leech
F. Lewis
S. F. Lewis
W. J. Maddrick
J. Maloney
E. G. Main

(continued on page 13)

THE 21st

HUTCHINSON HUNDRED

MISS BARNES and STAN HALL



Cecil Sandford and his M.V. tiddler, the new holder of the Mellano Trophy.

PRACTICE was to some extent delayed by mist, but when it cleared the weather was ideal. An innovation was the allotting of special times for practice for each rider, and the segregation of the classes; it was a pleasure to be able to go to the paddock exit at the appointed time and pass in orderly fashion on to the track, and a direct contrast to the April meeting when the exit was choc-a-bloc with riders waiting to go out. Then we lined up in any old order and had to wait interminably in a cacophony of noise and the stench of castor oil. The new method is a great success, it ought to be here to stay.

The only real incident was Geoff. Duke's crash, nothing serious but it posted him as a non-starter for race day.

The mist was fairly thick on Saturday morning and as a consequence the start was delayed for about half-an-hour. Subsequently the sun broke through and for a change the "Hutch" enjoyed ideal weather.

Most two-fifty races are Maurice Cann benefits. The first race was no exception and Maurice won easily. In the final of the race there was no holding him, he ran away and won by 50 secs.

The excitement in the three two-fifty races was the scrap between Benny Rood (Velocette) and Arthur Wheeler (Guzzi) in race one, Arthur winning by a machine length; and, also in race one, Bill Petch



Eric Oliver's Streamlined Norton-Watsonian Outfit.

(Velocette) and Bob Geeson (R.E.G.) were having a great tussle whilst behind them McCubbin (Rudge), Tinkler (Rudge) and Turner (Rudge) were each separated by 1/5 second. Cecil Sandford, on Arthur Taylor's modified M.O.V. Velocette, was race two winner, and again there was a close scrap for the second place, one second separating Webster (Velocette), in 2nd place, Gaunt (Guzzi) and Pantlin (Lucas).

In the final Maurice Cann took the lead on lap three. Incidentally he had not fully recovered from his Ulster G.P. crash and was allowed the services of a pusher on the starting line. Mrs. Cann filled the role.

The outstanding rider of the meeting was undoubtedly Ken Kavanagh. He won, with ease, the 350 c.c. heat and final, and the 500 c.c. heat and final; the A.M.C. Trophy, the Avon Trophy and the George Reynolds Memorial Trophy. Altogether a successful day out.

A notable non-starter in the passenger machine races was C. Hale, he was without a passenger. Eric Oliver was using the streamlined Norton Watsonian outfit. With it he won both races, Cyril Smith was the runner-up. The streamlined Norton was noticeably steadier than the normal outfits, particularly at Woodcote Corner. In the first race the excitement was provided by the tail-enders, Beeton, Stuart, and Taylor, all on Nortons. These three went round nose-to-tail, lap after lap, and finished with 1 1/5 secs covering them as they crossed the line.

The most important victor of the day was Cecil Sandford, who was awarded the Mellano Trophy for his performance on the M.V. tiddler. His improvement on the old record lap was 6.18 m.p.h. He won the 125 c.c. race at 72.95 m.p.h. and set up a new class record lap at 74.65 m.p.h.

HUTCHINSON 100 MEETING

September 26th, 1953.

TROPHY WINNERS

- The Mellano (Hutchinson) Trophy.
No. 14—C. C. Sandford—125 c.c. M.V. Augusta.
Improvement on old Record Lap of 6.18 m.p.h.
- A.M.C. Challenge Trophy.
No. 73—T. K. Kavanagh—500 c.c. Norton.
- The Avon Trophy
No. 27—T. K. Kavanagh—350 c.c. Norton.
- The Carburol Cup.
No. 2—B. W. T. Rood—249 c.c. Velocette.
- The George Reynolds Memorial Trophy.
No. 73—T. K. Kavanagh—500 c.c. Norton.
1 minute 53 1/5 seconds — 92.84 m.p.h.
- The Comerford Cup.
P. H. Tait.
- The Rickard Trophy.
R. E. Geeson.
- The Watsonian Annual Trophy.
P. V. Harris (120 points).

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.

Minnie Grenfell Trophy Results (continued)

C. A. Myhan
K. Mudford
D. Menzies
G. Newman
F. Norris
G. A. Northwood
J. Narraway
J. Peacock
D. Perry
R. W. Porter
A. C. Pect
N. Pickering
D. E. Pickett
L. G. Povey

F. Robinson
D. R. Rose
R. Rudge
R. A. Rowbottom
A. E. Rose
R. H. Sherry
J. Skerritt
L. Southam
F. A. Spencer
D. Summerfield
J. Swanborough
R. Standivan
G. Stuart
B. P. Setchell

S. Sorensen
L. G. Statham
A. Skelding
D. Slate
L. A. Sherman
D. D. Snow
L. Tayloy
L. G. Tedder
J. Thomson
D. A. Tutty
E. W. Tinkler
J. Terry
J. Turner
R. F. Upham

R. Walker
E. R. Ward
K. Willis
R. Woodham
J. Wilkinson
H. Watson
H. Williams
L. Williams
P. B. Walker
D. E. Young
E. Zealand

RINGING DOWN THE CURTAIN

BILL SALMOND

Oulton Park.

Very glad I was able to get to the excellent meeting on the 17th, not only did it put off a little longer the non-racing season but provided some racing that was really worth watching. Probably a good thing too that the boys were able to try this new venue at the end of the season when they have had an opportunity to get to know their models and are in practice. Quite surprised to see Mike McGeagh back from Trinidad and though he does not show it, he said the reason was because his hair and teeth started to drop out! One thing, he said that he would be writing up the meeting so you will be getting a report of the events on another page.

A few of my own impressions were that the surface of the track struck me as likely to be a bit dicey if wet and as the owners of the track call themselves "Cheshire Car Circuits Ltd." one presumes that the four-wheeled fraternity will be using the place a good bit. Let us hope that the oil bugbear will be carefully watched and, if necessary, duly dealt with prior to a motor cycle meeting. For the benefit of all concerned I will hereby appeal on behalf of Bill Jarman's crew and beg any of you who can help with the marshalling to offer your services to Bill for at least the next two or three meetings at Oulton Park as the standard of the majority of the locals in the capacity of course marshalls was "inexperienced" to say the least.

Peter Ferbrache must have a truly impressive breath—those Ariel base models of his gave many of the leader board types quite a near-miss run for their money.

The Melem Special was a model I was sorry that I did not get a long slow gander at. Next time I spot it I shall make a point of taking the necessary time out to gen up on this beautifully prepared and interesting looking job.

John Netherwood explained his absence from the racing scene of late by introducing a very charming wife. The fact that he was riding a Lambretta scooter in the tiddler race (as was Denis Parkinson) made me wonder whether he was leading Mrs. N. into this dicing gradually, as a bloque who finishes on the

Leader Board in the Island, as John did in the '51 Junior Manx, generally stays with the bigger stuff.

Eric Houseley's spectacular moto-cross up the bank at Old Hall Corner in the 350 final looked as if it was going to be a lot worse than the dislocated left arm that resulted. At least twenty assorted St. John's men and marshalls ran across the track after the field swept past to go and assist him, a procedure that not only left other adjoining spots without their services but darn nearly suffocated Eric with either good intentions or common curiosity. Seems there should be some advance plan dividing a course into sections within which all incidents are dealt with by that section personnel only. See what I mean in asking some of you experienced characters to offer to help out and show newcomers how efficient non-panic procedure should be swung into action when the need arises?

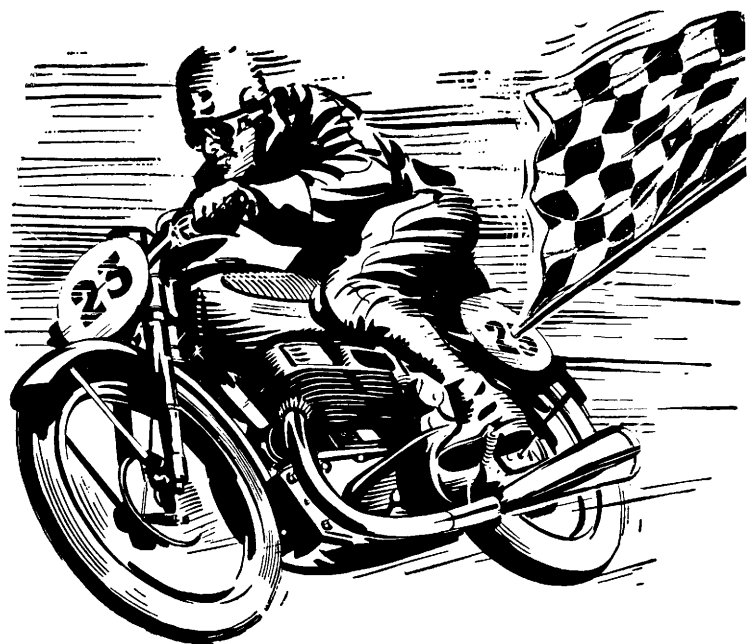
E. W. Fitch and Co. were responsible for some of the best announcing I have ever heard at a meeting, must have done a lot of advanced research into details of who the competitors were and what they had individually achieved during the season—makes such a big difference to the amount of spectator enjoyment and undoubtedly furthers racing generally.

John Storr looked fit again and from what he told me I would not be surprised next season to see him turning out for any or none of the factory teams.

Ernie Barrett and Dennis Lashmar were two competing soloists who did a spot of chair passenger work—Ernie just trying it out in practice with D. Young but Dennis showed true sportsmanship and nerve by helping Cyril Smith out after Les Nutt had to retire after hurting his leg against the chair when Cyril's motor cut during a start. Bet there are not many bods who would climb into the chair of anyone who can go quick enough to win a World Championship—certainly I mean me too!

Chris Haile with the ever faithful Mr. Hadley were, one might almost say of course, amongst those present with their faithful and speedy Morgan. Makes one realise that Chris will one day decide to retire and British chair events will never be quite the same any more. Lets hope

(continued on page 17)



First of all

NEW - WITH PARADYNE 'F'

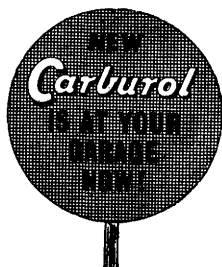
Carburol

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.

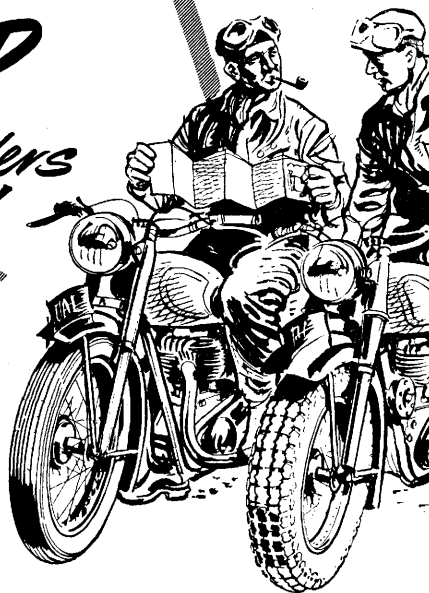
UNITED LUBRICANTS LIMITED
United House - Cromwell Place - London, S.W.7

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



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

Metropolitan Police Motor Club
 invite you to a Social and Dance
 at Club House, Imber Court,
 Thames Ditton, Surrey
 Sat., Nov. 7th — 7.30 p.m.
Fully Licensed

Annual Dinner
 Your last chance to obtain tickets
 — Use the form
 Send it in
NOW

Ringing down the Curtain (continued)

that that doughty pair get far too much fun out of it to even think of retiring for many years to come. They're part of the scene.

Dickie Dale's elegant style on the Mondial and Featherbed was reminiscent of 1951, could not help thinking that he looked better on a single that handled like that.

Altogether a good meeting on what will, when the proposed extension has been built on, be a track that will vie with any of the others as one of the leading circuits in England, as it is a road circuit and therefore always going to have more appeal than a perimeter track and runway course. The bridges that allow easy access to various vantage points is a most attractive feature for spectators and sev-

eral bridges or subways would be better still — they will probably come later.

Back Home.

Local matters have withdrawn into virtual non-existence with the coming of the winter months and with the last candidate from Nobles having long since returned home, the local trials and scrambles boys provide the only motor cycle interest. You will have seen in the books that the money spent annually on the car races on the Island has at last been withdrawn from the support of the British Racing Drivers Club, and a Sidecar T.T. on a short course seems to be considered as a likely alternative promotion. This I will keep a close watch on and let you know about as further information is available.

Marshal's Musings (continued)

Now for a grouse! Far too many members applied for paddock passes recently. Most of them should have volunteered for a marshalling duty and so helped the little gang of members who do this job time after time. This small squad of chaps has gained a lot of pats on the back for their efforts to keep to a tight timetable, and remember the Pits and Paddock duties are reserved for members only. So please think it over for 1954 and get some mental satisfaction from helping our organisation.

* * *

I observe with great pleasure that the proposal to appoint a Riders' Liaison Representative at the T.T. is fully approved by all concerned. The Riders should elect

a Steward of their own for this important duty and obviously the man should be appointed annually from men who have recently retired from racing.

* * *

Thursday the 10th June, 1954 is the day that all good "Barrow Boys" (term of endearment) must remember. It is the provisional date for the Sidecar T.T. and I hope every Sidecar team will enter. It has taken many years to get this far and I shall never forget the middle '20s when Scotts, Douglas and Norton etc. really gave the spectators and technicians something to think about.

* * *

See you at the Annual Dinner!

'REV COUNTER' REPORTS

C. H. Rhodes reports the reason for his non-appearance in the 'Hutch' was because he is only just recovering from multiple rib fractures sustained in a crash whilst acting as ballast in his pal's side-car outfit. It is good to know that everything is now mending.

It will be of special interest to Bitza Builders to learn that Cyril is in the pattern making business and will be willing to help members with either patterns or castings. His address is:

Intricate Patterns Leicester, Fernie Rd., Leicester, (phone 67143 or 66800)

Fron Purslow announces the Annual Film Show, Motor Cycle Show and Dance will be held during the first week in December in the Music Hall, Shrewsbury, and Fron will be extremely pleased to see any members who are able to make the trip. It is understood that a number of Racing Reps will be travelling up from London and might be able to assist with a lift.

R.E.G. Congratulations to designer Bob Geeson and rider John Surtees Jnr. on their recent Brands Hatch success; the R.E.G. and John now hold the 250 c.c. lap record. In the "Hutch" Bob won the Rickard Trophy.

Pip Harris. Our sympathy goes out to Pip, whose father died recently. Mr. Harris Sen. was a well-known T.T. rider in the nineteen twenties.

Les Hordley. Fell off in the "Ulster" and bent the front forks when he struck the hedge. His greatest concern was that Ubbiali, an earlier hedge-hopper, had

drunk all the brandy. Nothing left but Sal Volatile. Ugh! Nevertheless, he enjoyed the race but thought the course was a difficult one.

Michael McGeagh has returned to England. Present address 7, Meadway, Heshall, Cheshire. Trinidad was not, after all, to his liking. He has lost no time in settling down and was at the Oulton Park meeting. He is also taking a lively interest in the Cheshire Cell and has undertaken to be its Press Officer.

Teresa Wallach has sent some copies of **Buzzzz**, an American motorcycling monthly. In addition to American activity it includes news from England — by Ralph Venables — and Europe — by Erwin Tragatsch. At the moment the book is conducting a war with A.M.A., the American counterpart of our A.C.U. Theresa also sent a programme of a Rodeo, organised by the Chicago Iron Horse Club. The members are all coloured. Unless read very carefully the programme is missed, but there are plenty of illustrations of the members and their machines. An award is made for the "prettiest" motorcycle. My idea of prettiness isn't shared by the C.I.H. Evidently they judge it by the amount of accessories that can be clamped on to the bicycle. To stand some chance of success a multiplicity of lamps are required, plus fancy pannier bags, studded and frilled; the rear of a machine resembles the back half of the war horses on which our Saxon and Norman forbears went a-jousting away back in 1066. I like my machines stark and spiky, Brooklands fashion.

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Jim Bound, 32 Vicarage Road, Watford, Herts.



*Don't forget my Film Show on
Sunday evening, November 15th*

Denis Parkinson

PINKS

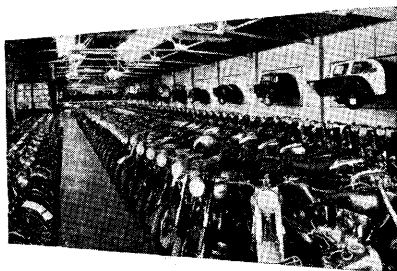
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