

1950 INTERNATIONAL ROAD RACE MEETING

FOR THE "DAILY EXPRESS" TROPHY

ORGANISED BY THE AUTO-CYCLE UNION AT
BLANDFORD, DORSET

SATURDAY 29th APRIL AT 1.30 P.M.

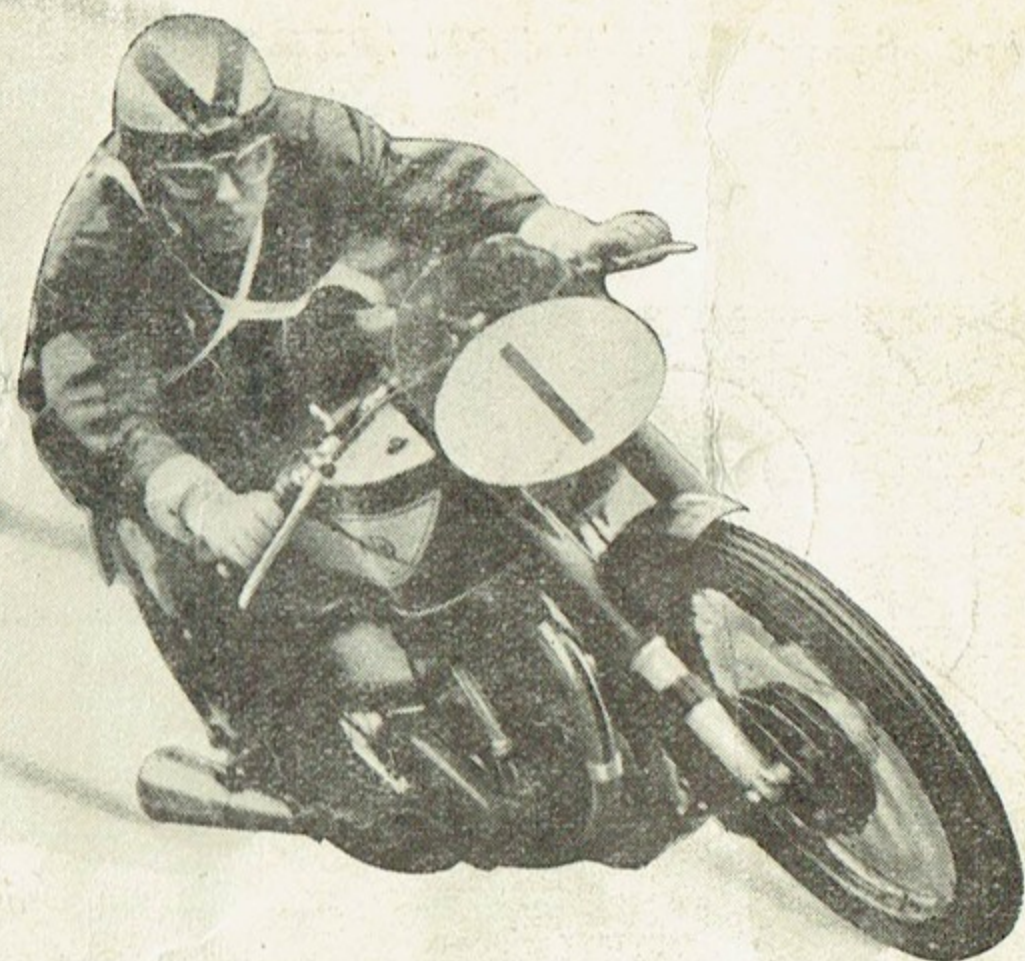
PROGRAMME 1/



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FOREWORD

BY

THE RT. HON. LORD BRABAZON OF TARA

P.C., M.C.

President, The Auto-Cycle Union



IN all forms of motoring there exists a certain sympathy between the driver and his engine, but in motorcycles this intimacy is essential to success. The rider and his engine are one. Here for me rests the greatest appeal and charm in the motor cycle, above all forms of motoring.

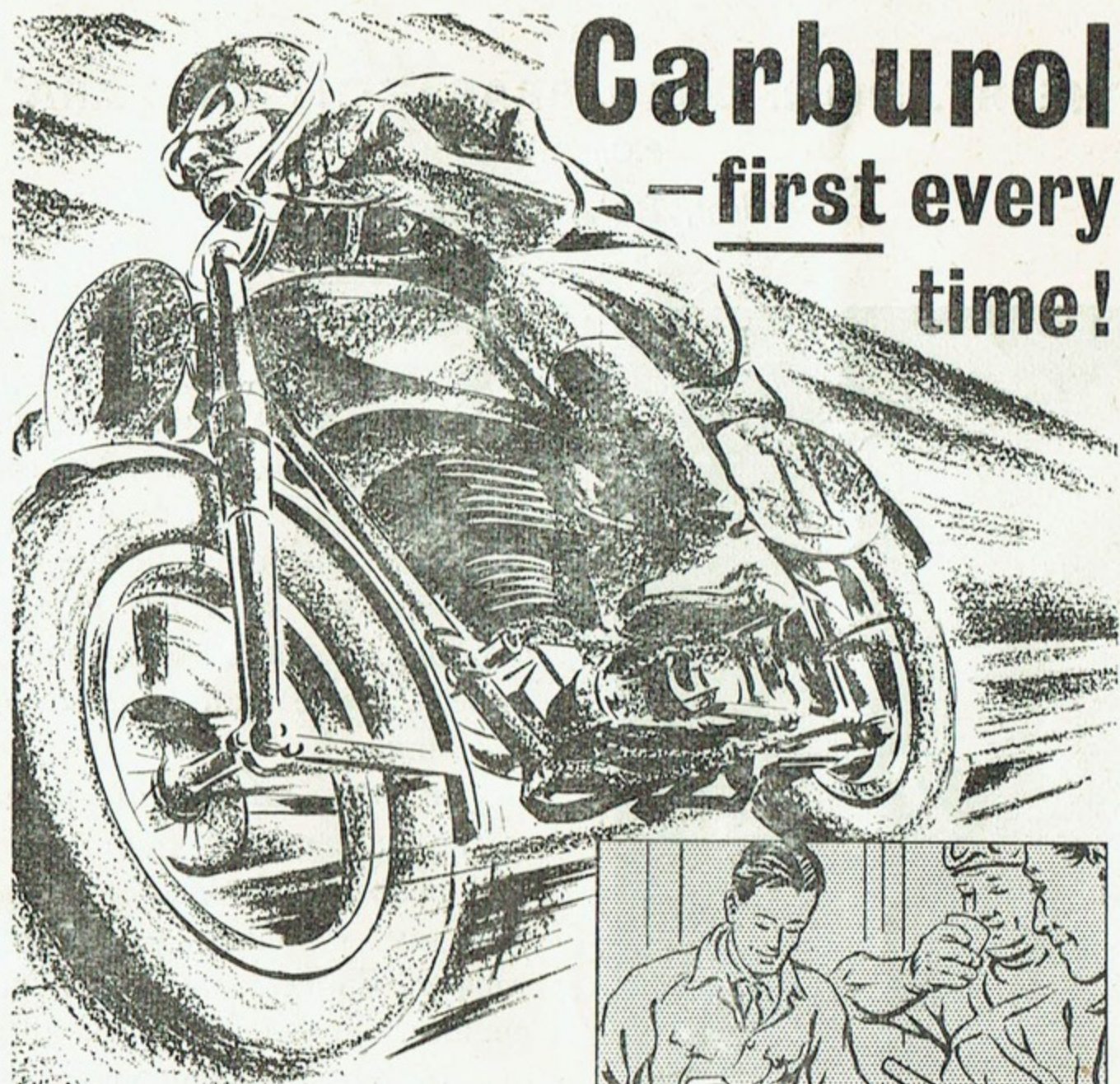
In the history of motor racing in cars our country has had its ups and downs, but no one can say we have pulled our weight commensurate with our engineering and sporting ability.

In motor cycling, however, our record is nothing short of remarkable, our prestige abroad, tremendous; yet how few of us have seen the great and wonderful races that we read about with such astonishment and satisfaction. They seem to be held, for no doubt sound reasons, invariably somewhere where we cannot possibly turn up.

At last a change. Much aided by the great "Daily Express," we are to hold an international race, actually in England.

It is all too wonderful. Here, actually with our own eyes, not with those merely of a camera, shall we be able to see the great and honourable band of British riders perform and compete against the best from other countries. It is a feast we cannot miss. Every one of us who loves his motor bike must be there. Good luck to all competitors.

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To-day's International Meeting is organised by the



AUTO-CYCLE UNION

83 PALL MALL, LONDON, S.W.1

Chairman: PROFESSOR A. M. LOW, A.C.G.I., D.Sc.



OFFICIALS OF THE MEETING

Stewards:

MR. P. S. CHAMBERLAIN (Vice-President of the C.S.I., Vice-President of the A.C.U.)
MR. H. P. E. HARDING (Vice-President and Vice-Chairman of the A.C.U.)
MR. R. J. HOLLOWAY (Vice-Chairman of the A.C.U.)

Judges:

THE RT. HON LORD BRABAZON OF TARA, P.C., M.C. (President of the A.C.U.)
LT.-COL. J. M. GRANT, M.B.E., R.A.S.C.

Clerk of the Course: MR. V. C. ANSTICE.

Chief Timekeeper: MR. L. H. LUMBY (International)

Timekeepers:

MR. J. W. BARBER (International) MR. S. A. NICHOLLS (Certified)

Chief Marshal: CAPT. K. D. THOMAS

Course Marshal: MR. G. R. ALLAN

Deputy Clerk of the Course: MR. F. J. RENDELL

Liaison Officer: CAPT. D. F. HALL

Flag Marshal: MR. H. P. BAUGHAN

Secretary of the Meeting: MR. S. T. HUGGETT

Announcer: COMMANDER B. H. M. KENDALL

Travelling Marshals: MR. P. WATERMAN MR. C. KUESTERS

Chief Paddock Marshal: MR. G. SELBY

Chief Competitors' Marshal: MR. R. E. J. BIDDISCOMBE

Official Analyst: MR. G. SUTTON Petrol Officer: MR. C. STAGG

Machine Examiners: MR. J. H. LIGHT MR. E. N. SHARPE

Medical Officers:

CAPT. C. K. SPALDING, R.A.M.C. DR. G. HADFIELD, M.R.C.S., L.R.C.P.

LT. G. M. REYNOLDS, R.A.M.C. LT. P. G. FOX, R.A.M.C.

Ballot Marshal: MR. S. R. VINCENT

Local Press Officer: CAPT. E. THURSTON LEWIS

Commentators: MR. L. ARCHER MR. A. BULL

Lap Scorers:

MR. A. HOLLIS MR. A. C. GRIFFEN MR. J. J. PAUL

The A.C.U. wishes to thank the Garrison Commander for his kind permission to hold this Meeting in Blandford Camp.

The A.C.U. gratefully acknowledges the assistance of the following:—

The British Legion, Blandford Branch, for Gate Control.

Mr. D. Holland, Accommodation Official.

Mr. G. Wright and Lady Members of the Blackmore Vale M.C.C. for Programme Distribution.

The St. John Ambulance Brigade for First Aid Service.

All military personnel and club members who volunteered as Marshals.

The Blackmore Vale M.C.C. and the Southern Centre A.C.U.

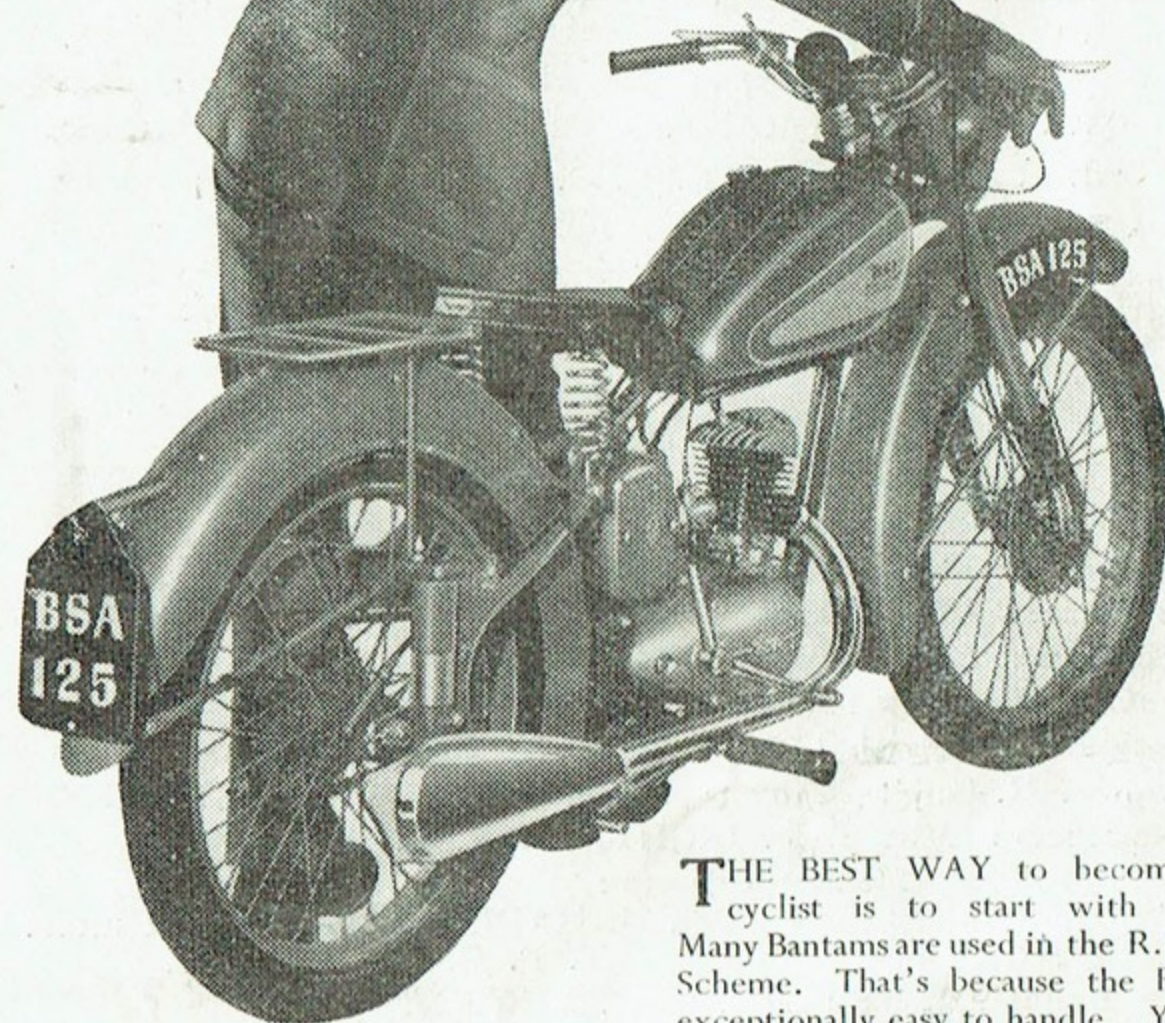


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BRITISH SHORT CIRCUIT RACING

THOSE who are lucky enough to have seen racing abroad may wonder how the A.C.U. dared to apply for a short circuit meeting to be granted international status. Indeed, the refusal to recognise officially the existence of motor racing has in this country forced the development of this sport into painfully restricted channels. But although we are well aware that our events do not compare in glamour with those held almost any week-end from March to October on the Continent, we are not ashamed to confess our belief that our miniature meetings, such as they are, provide both rider and spectator with a great deal of enjoyment. And so the A.C.U. welcomes this permit, which marks the first international motorcycle road race meeting of any sort ever organised in Great Britain, with the exception only of the T.T. itself, for which, of course, we have to thank the Manx Government. And we believe that foreign riders will find that good sportsmanship and exciting racing requiring a high degree of skill can exist even on one of our pocket-handkerchief courses, which represent yet another aspect of British rationing.

Unable to race on public roads, we have been compelled to exploit possibilities elsewhere, exploring private estates and municipally owned parks, the hunt more recently extending to War Department ground and de-requisitioned aerodromes. Between the wars a number of ambitious schemes were mooted and forgotten without a lap being covered, while several courses (such as the two hopeful Crystal Palace circuits and the one that dodged in and out of a small Zoo and across a dance-floor at Belle Vue, Manchester) faded rapidly away. Sand races attracted their small clique of experts; huge crowds have been thrilled by grass-track racing at such places as Lamb's Farm and Brands Hatch; some light-hearted Sunday morning sliding in the Camberley sands started the gigantic business of speedway racing; we have had speed trials on seaside promenades and private drives; at Brooklands, as distinct from the track itself, "mountain races" were instituted and the Campbell circuit constructed—but somehow none of these quite gave the lads the road racing they wanted.

It was probably the rough and narrow paths in Syston Park which first provided them with a lot of fun and genuine experience en route for the Isle of Man, and paved the way for its much more famous Midland neighbour, Donington. Because the owner of the latter estate possessed vision—and perhaps also because he happened to command road-building facilities—the pleading of the Derby Club to be allowed to show what they could do did not pass unheeded. But, indeed, no one yet existed who could for long hold out against the enthusiasm of the man to whom we owed by far the best circuit we possessed. Once he had his teeth into something the late Fred Craner simply could not be denied. From their inception in the early thirties, his Bank Holiday motorcycle meetings at Donington were gloriously successful, and the Club were able to go ahead, always improving the track, until they were in a position to stage a Grand Prix car race which (some thirty years late!) gave the British public its first taste of real motor racing.

Since the war racing has continued at Cadwell, a small circuit which has quietly been developing over a long period, until now it ranks high in favour. New courses also have been introduced, notably that backed by the Scarborough Corporation, which has enormous possibilities. Naturally, there was a run on aerodromes, and despite some official discouragement obstacles have gradually been overcome, until to-day we can look back on quite a number of popular meetings, notwithstanding the inherent disadvantages of perimeters.

It is somewhat ironical that the authority to which motorcycle sport is most deeply indebted, both for two outstanding post-war racing circuits and for permission to use many trial and scramble courses—the War Office—has also been the one compelled to deal us the shrewdest blow. For by its inability to promise a date for the release of the much-damaged Donington we have indefinitely lost our best and only professional circuit. In exchange we cannot be too thankful for the one we are using to-day and for the interesting Eppynt circuit. The wild Welsh course is the longest we possess—a little over five miles to the lap. Although Blandford is shorter, being not much over three miles in length, it is better surfaced, wider and considerably faster.

When the back-room boys of the Blackmore Vale Club first turned longing eyes on the fine roads of Blandford Camp they found not only an excellent ready-made circuit but the most amazingly sympathetic commandants. Thus it was not long before such men as Bob Foster and Leslie Graham were lapping the camp only a few revs. short of the 90 m.p.h. mark, with the military turning out in force to marshal the course. The Club had soon built up such a fine reputation that the A.C.U. at once thought of Blandford when planning an international meeting which should be typical of the best we have to offer in small-circuit racing in this country to-day. The support given by the Army authorities has continued whole-heartedly, and the A.C.U. is exceedingly grateful to them for their co-operation, which, with the 100 per cent. assistance of the Blackmore sportsmen, has made this meeting possible.

A writer in a motorcycle paper recently, expressed surprise that so many Irish riders have obtained prominence in road racing. One reason is not far to seek—they have road races in Ireland! Our own boys are more in the position of the representatives of a very far-flung branch of the Empire who came over for the T.T. but admitted that he was a little doubtful of his abilities as they had no roads to speak of where he came from. The path to the stage of the Palace Ballroom in Douglas in June is no easy one, and the T.T. cannot be won on "Colmore" mud, Wembley cinders or even the dust and stones of Brands Hatch (old style). True, there is always September and the invaluable Manx G.P., but that is an ambitious introduction and an expensive one.

So if we can boast that the road-racing reputation of the British is still something of which we can be justifiably proud, it is thanks very largely to those clubs up and down the country which have struggled so hard to organise racing round "tea gardens," fields and parade grounds—virtually the only places where budding Bill Dorans and Geoff Dukes can obtain their initial experience. Never despise even the most peculiar

of these tracks: competition is keen and, make no mistake, they want riding. It is no matter of chance that the present T.T. lap record holder was a most persistent winner at Donington. These small circuits may not constitute road racing as understood on the Continent, but it is all we are able to manage in this country—and luckily we like it! Long may they continue to provide grand sport and recruits for a very great game!

FLAG SIGNALS

It is important to note that the F.I.M. International Flag Code will be operating at this Meeting:—

Red Flag	...	...	Signal for complete and immediate stop, all competitors.
Yellow Flag	...	...	Signal for "Look out: Danger!"
Green Flag	...	...	Signal for "Road Clear."
Blue Flag, waved	...	...	Signal for "Give way to competitor about to pass you."

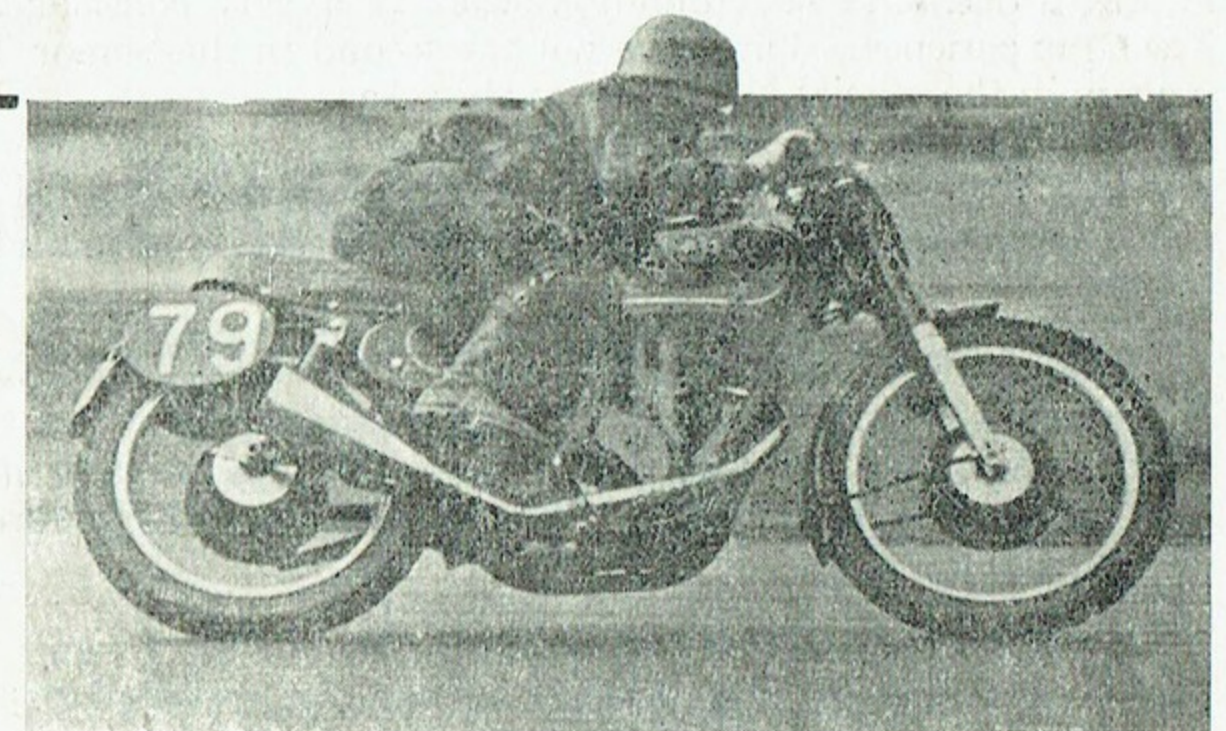
Black Board or Flag with driver's No. ... number.

Black and White Finish of the Race, for driver so signalled.

No signal of any of the above descriptions or similar thereto shall be made by any driver's attendant or by any person other than an official.

The start of each Race will be signalled by raising the Flag.

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PERSONALITIES

H. L. DANIELL.—Harold Daniell needs no introduction to the motorcycle racing fraternity as he has been performing with great credit to this country and himself for a great number of years.

He is perhaps best known for his T.T. successes. Riding 499 c.c. Nortons he has three times won the Senior T.T., in 1938, 1947 and last year. His 1939 lap record of 91 m.p.h. is still waiting to be broken.

A. R. FOSTER.—Bob, who, like Harold Daniell, is a well-known garage proprietor, is also in the front rank. Among many successes he won the Lightweight T.T. in 1936 and the Junior in 1947.

A pre-war exponent of A.J.S. and New Imperials on the Crystal Palace, Brooklands and Donington circuits as well as in Ireland, he has since the war free-lanced on a number of different machines. Need we mention his life's ambition—the Senior T.T.

DARIO AMBROSINI.—Great disappointment was felt last year when this great Italian rider retired during the first lap of the Lightweight T.T. Now we have another opportunity of seeing his Benelli machine, which has had such spectacular successes on the Continent.

Ambrosini won the Swiss Grand Prix at Geneva in 1948 and the Monza Grand Prix des Nations in 1949.

J. LOCKETT.—Johnny Lockett is a very consistent performer of wide experience. Last year he was second in the Senior T.T. and he is again in the official Norton team this year.

In the last two years he has put up fine performances in the Ulster, Dutch, Belgian and Swiss Grands Prix. It is a mark of his versatility that he is the present holder of the Streatham Trophy and the Mitcham Vase.

A. GOFFIN and R. LAURENT.—Both these champion riders from Brussels are very prominent in international races on the Continent. Roger Laurent has been five times champion of Belgium and is also well known as a car racer. Auguste Goffin is the present Belgian champion.

G. DUKE.—Geoff, a youthful star with a very great future, graduated in double-quick time through the ranks of the Manx Grand Prix and the Clubman's T.T. Races.

Last year he won the Senior Clubman's at a record speed of 82.97 m.p.h. and has this year been "burning up" many of our home courses, including Blandford. He is entered in the International T.T. this year.

MAURICE CANN.—This grand performer on 250 c.c. machines has a string of firsts to his credit during the last three years. These include winning the Ulster Grand Prix for three years running (1947-48-49) and the Lightweight T.T. in 1948 on a Moto-Guzzi.

WARNING

MOTORCYCLE RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk, and tickets of admission are issued subject to the condition that all persons having any connection with the promotion and/or organisation and/or conduct of this Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of injury (fatal or otherwise) to you, or damage to your property, howsoever caused.

Spectators are forbidden on the course or in the competitors' paddock.

Anyone crossing the course or ignoring the Marshals does so at his own risk, and the Promoters do not accept any responsibility for any accident arising therefrom.

The course is on W.D. property. The public are strictly forbidden to trespass beyond any barriers or to damage growing crops belonging to the Authorities around the course.

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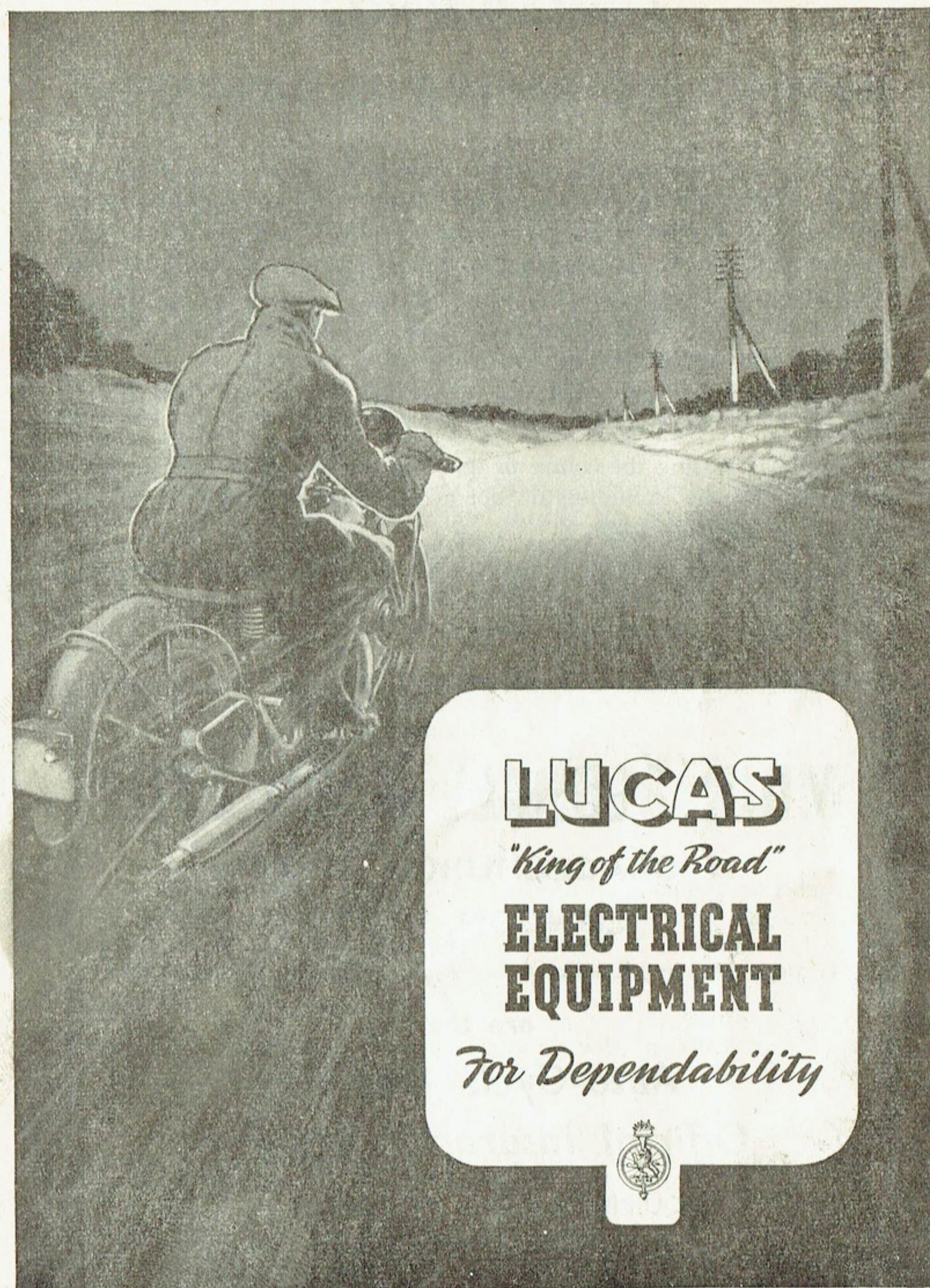
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LIST OF ENTRIES

No.	NAME	MOTORCYCLE	INTERNATIONAL	
			C.C.	LICENCE No.
1.	W. S. B. Alexander ...	James ...	124	50/1030
2.	Dario Ambrosini (Italy) ...	Morini ...	125	50/652
		Benelli ...	250	
3.	D. J. Armstrong ...	B.S.A. ...	123	50/1099
4.	J. G. Bound ...	E.M.B. ...	122	50/1017
5.	N. J. Druitt ...	O.E.C. ...	124	50/1031
		Velocette ...	348	
6.	J. Difazio ...	Douglas ...	348	50/779
		B.S.A. ...	499	
7.	J. D. Haines ...	B.S.A. ...	123	
8.	G. J. Hardy ...	Pankhurst Special ...	124	50/1026
		Norton ...	348	
9.	R. C. Holton ...	Pankhurst Special ...	124	50/1027
10.	J. A. Hogan ...	B.S.A. ...	123	50/926
11.	Cecil Kirk ...	B.S.A. ...	125	50/1164
12.	D. W. G. Luke ...	B.S.A. ...	123	50/1155
14.	R. W. Marsh ...	M. & F. ...	124	50/1178
		Excelsior ...	249	
15.	E. J. Martin ...	Excelsior ...	122	50/1140
16.	K. J. Pearce ...	B.S.A. ...	123	50/877
17.	C. A. Stevens ...	A.J.S. ...	348	50/842
		Triumph ...	498	
18.	R. J. A. Petty ...	B.S.A. ...	123	50/803
		Norton ...	348	
		Norton ...	499	
20.	F. Purslow ...	B.S.A. ...	125	50/887
		B.S.A. ...	248	
		B.S.A. ...	348	
		B.S.A. ...	498	
21.	R. S. Simpson ...	Royal Enfield Special ...	123	50/1174
22.	Jack M. Varlow ...	Excelsior ...	123	50/893
		A.J.S. ...	348	
23.	K. J. Andrew ...	Rudge ...	249	50/1044
24.	Ernie Barrett ...	Phoenix ...	249	50/1014
		Norton ...	348	
		Norton ...	500	
25.	Maurice Cann ...	Moto-Guzzi ...	248	50/904
		Velocette ...	348	
26.	S. H. Ching ...	Baxter-Cotton ...	249	50/1180
		A.J.S. ...	350	
27.	J. H. Colver ...	Matchless Special ...	248	50/910
28.	Wilmot Evans ...	A.J.S. Special ...	249	50/797
29.	D. W. J. Harrowell ...	L.E.F. ...	249	50/844
		A.J.S. ...	348	
30.	B. E. Keys ...	Keys Special ...	249	50/968
		A.J.S. ...	348	
31.	Syd Lawton ...	Rudge ...	249	50/1125
		Rudge ...	499	
32.	J. R. Lewis ...	Elmoto ...	249	50/772
33.	M. N. Mavrogordato ...	Moto-Guzzi ...	250	50/1115
34.	J. P. O'Driscoll ...	Rudge ...	249	50/870
35.	A. J. Glazebrook ...	B.S.A. ...	123	50/1058
		A.J.S. ...	348	
		Triumph ...	498	
36.	Roland H. Pike ...	Pike-Rudge ...	249	50/979
		A.J.S. ...	348	

LIST OF ENTRIES (continued)

No.	NAME	MOTORCYCLE	INTERNATIONAL C.C.	LICENCE No.
37.	N. B. Pope ...	Excelsior ...	250	50/1090
		A.J.S. ...	348	
38.	C. C. Sandford ...	Velocette ...	248	50/892
		Velocette ...	348	
39.	A. J. Targett ...	Rudge ...	249	50/771
40.	S. T. Barrett ...	Norton ...	348	50/1020
		Norton ...	499	
41.	R. H. Dale ...	A.J.S. ...	348	50/882
		Norton ...	499	
42.	H. L. Daniell ...	Norton ...	349	50/764
		Norton ...	499	
43.	G. E. Duke ...	Norton ...	348	50/916
		Norton ...	499	
44.	Gerry Edwards ...	A.J.S. ...	348	50/1095
45.	Arthur R. Good ...	Velocette ...	348	50/2029
46.	G. H. Hayden ...	A.J.S. ...	348	50/799
47.	D. A. Hovenden ...	Douglas ...	348	50/1139
48.	J. F. Kentish ...	A.J.S. ...	348	50/805
49.	G. T. Miller ...	B.S.A. ...	348	50/1063
50.	H. T. Tyson ...	Velocette ...	348	50/1170
51.	H. W. Veall ...	A.J.S. ...	348	50/1028
52.	E. J. Frend ...	A.J.S. ...	348	50/1147
		A.J.S. ...	499	
53.	E. V. C. Hardy ...	Norton ...	348	50/755
		Norton ...	499	
54.	J. A. H. Hiscock ...	Velocette ...	348	50/765
55.	Vic Holcroft ...	A.J.S. ...	348	50/972
56.	Edmund Iffland ...	A.J.S. ...	346	50/876
57.	E. M. Kempson ...	A.J.S. ...	348	50/925
		Brackpool-Triumph ...	498	
58.	J. Lockett ...	Norton ...	349	50/807
		Norton ...	499	
59.	W. A. Lomas ...	Velocette ...	348	50/843
60.	J. Maloney ...	Douglas ...	348	50/868
61.	R. McDonald ...	Velocette ...	348	50/1056
62.	W. Sleightholme ...	A.J.S. ...	348	50/902
63.	T. A. Westfield ...	Velocette ...	348	50/769
		Triumph ...	498	
64.	Arthur Wheeler ...	Velocette ...	348	50/928
		Norton ...	499	
65.	L. R. Archer ...	Velocette ...	348	50/896
		Norton ...	499	
66.	A. Brown ...	A.J.S. ...	348	50/773
67.	John Fisher ...	Velocette ...	348	50/1105
68.	Bob Foster ...	Velocette ...	348	50/762
69.	Sid Franklen ...	A.J.S. ...	348	50/1065
70.	F. C. Hawken ...	A.J.S. ...	348	50/1161
71.	J. P. E. Hodgkin ...	A.J.S. ...	348	50/957
		Vincent ...	499	
72.	J. M. Humberstone ...	Velocette ...	348	50/971
73.	Max Klein ...	Norton ...	348	50/958
74.	E. A. Lavington ...	Velocette ...	348	50/1129
75.	Humphrey B. Ranson ...	A.J.S. ...	348	50/906
76.	O. S. Scott ...	Velocette ...	348	50/759
		Norton ...	499	
77.	R. F. Seymour ...	Velocette ...	348	50/1080
78.	Robin H. Sherry ...	A.J.S. ...	348	50/787
79.	W. C. Storr ...	A.J.S. ...	348	50/775

LIST OF ENTRIES (continued)

No.	NAME	MOTORCYCLE	INTERNATIONAL C.C.	LICENCE No.
80.	M. D. Whitworth ...	Velocette ...	348	50/1137
		Triumph ...	498	
81.	George Brown ...	Vincent ...	499	50/1183
82.	G. N. Camfield ...	M. & F. ...	498	50/1179
83.	R. E. D. Harrison ...	Triumph ...	498	50/1087
84.	Wilmer Kendall ...	Norton ...	499	
85.	Edgar Maddox ...	Norton ...	499	50/756
86.	J. B. Netherton ...	Norton ...	499	50/1082
87.	L. A. Dear ...	Norton ...	490	50/1064
88.	L. F. M. Fenning ...	Norton ...	499	50/789
89.	Peter Romaine ...	Norton ...	499	
90.	Auguste Goffin (Belgium) ...	Norton ...	348	F.M.B. 31
		Norton ...	499	
91.	Bill Boddice ...	Ariel ...	497	
		Norton s/c ...	596	
92.	Roger Laurent (Belgium) ...	A.J.S. ...	349	F.M.B. 17
		Norton ...	499	
93.	W. N. Webb ...	Excelsior ...	249	50/836
94.	Wilf. T. Flook (Reserve) ...	Excelsior ...	249	50/933
95.	J. Surtees ...	Vincent s/c ...	998	50/1102
96.	L. W. Taylor ...	Norton s/c ...	596	50/1162
97.	Tom Bryant ...	Morgan ...	1100	50/1175
98.	C. Hale ...	Morgan ...	996	50/1157
99.	Cyril Smith ...	Norton s/c ...	528	50/1171

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Grasshopper
by **GOOD YEAR**

THE TYRE THAT NEVER LETS GO



ORDER OF EVENTS

Meeting starts at 1.30 p.m.

- | | |
|--|-------------------------------|
| Event 1. JUNIOR RACE, Heat 1. | Event 5. SENIOR RACE, Heat 1. |
| Event 2. JUNIOR RACE, Heat 2. | Event 6. SENIOR RACE, Heat 2. |
| Event 3. JUNIOR RACE, Heat 3. | Event 7. LIGHTWEIGHT RACE. |
| Event 4. ULTRA-LIGHTWEIGHT RACE. | Event 8. JUNIOR RACE FINAL. |
| Tea Interval: 4.30 to 4.45 p.m., approx. | |
| Event 9. SENIOR RACE FINAL. | Event 10. PASSENGER RACE. |
| Event 11. HANDICAP RACE. | |

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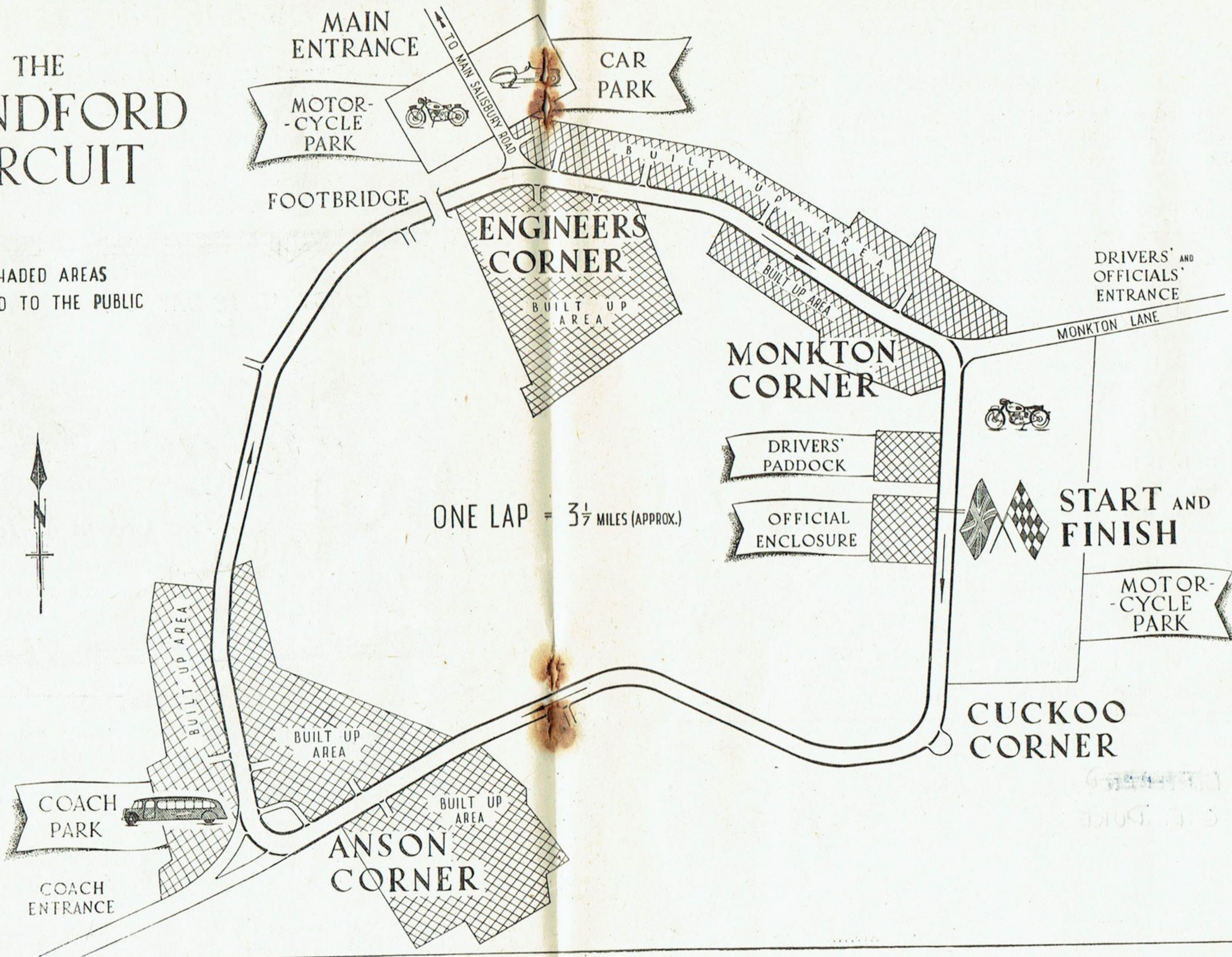
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AWARDS

- Ultra-Lightweight Race : 1st, £10 ; 2nd, £6 ; 3rd, £4 ; 4th, £2.
 Lightweight Race : 1st, £20 ; 2nd, £15 ; 3rd, £10 ; 4th, £7 ; 5th, £5 ; 6th, £3.
 Junior Race : 1st, £25 ; 2nd, £18 ; 3rd, £14 ; 4th, £10 ; 5th, £8 ; 6th, £6 ; 7th, £4 ; 8th, £3.
 Senior Race : 1st, £25 ; 2nd, £18 ; 3rd, £14 ; 4th, £10 ; 5th, £8 ; 6th, £6 ; 7th, £4 ; 8th, £3.
 Passenger Race : 1st, £25 ; 2nd, £20 ; 3rd, £10.
 Handicap Race : 1st, The "Daily Express" Trophy and £35 ; 2nd, £25 ; 3rd, £15.
 The "Daily Express" Trophy will be held for one year or until the next Meeting, whichever is the shorter period.

THE BLANDFORD CIRCUIT

SHADED AREAS
CLOSED TO THE PUBLIC



JUNIOR RACE

(From 250 to 350 c.c.)

10 Laps

FIRST HEAT

This race will be started by the Rt. Hon. Lord Brabazon of Tara, P.C., M.C., President of the Auto-Cycle Union.

RACING No.	DRIVER	MOTORCYCLE	C.C.
6.	J. Difazio ...	Douglas ...	348
8.	G. J. Hardy ...	Norton ...	348
17.	C. A. Stevens ...	A.J.S. ...	348
18.	R. J. A. Petty ...	Norton ...	348
22.	J. M. Varlow ...	A.J.S. ...	348
24.	Ernie Barrett ...	Norton ...	348
37.	N. B. Pope ...	A.J.S. ...	348
40.	S. T. Barnett ...	Norton ...	348
41.	R. H. Dale ...	A.J.S. ...	348
42.	H. L. Daniell ...	Norton ...	349
43.	G. E. Duke ...	Norton ...	348
44.	Gerry Edwards ...	A.J.S. ...	348
45.	Arthur R. Good ...	Velocette ...	348
46.	G. H. Hayden ...	A.J.S. ...	348
47.	D. A. Hovenden ...	Douglas ...	348
48.	J. F. Kentish ...	A.J.S. ...	348
49.	G. T. Miller ...	B.S.A. ...	348
50.	H. T. Tyson ...	Velocette ...	348
51.	H. W. Veall ...	A.J.S. ...	348
92.	Roger Laurent (Belgium) ...	A.J.S. ...	349

FINALISTS

1st ~~E. J. Frend~~ 4th
 2nd **G. E. DUKE** 5th
 3rd 6th
 7th
 Time..... Speed.....

JUNIOR RACE

10 Laps

SECOND HEAT

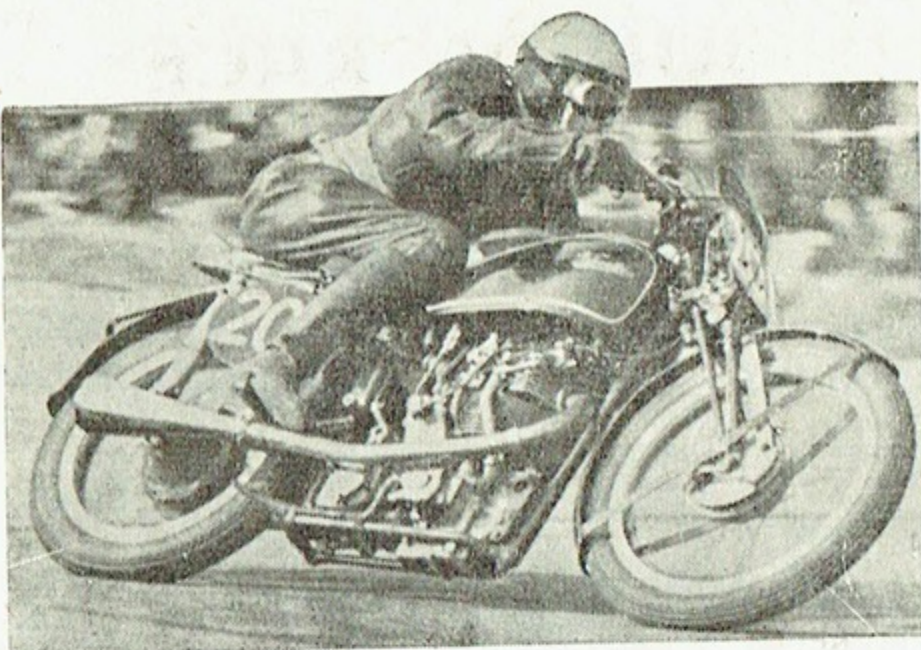
RACING No.	DRIVER	MOTORCYCLE	C.C.
20.	F. Purslow ...	B.S.A. ...	348
25.	Maurice Cann ...	Velocette ...	348
29.	D. W. J. Harrowell ...	A.J.S. ...	348
35.	A. J. Glazebrook ...	A.J.S. ...	348
36.	Roland H. Pike ...	A.J.S. ...	348
38.	C. C. Sandford ...	Velocette ...	348
52.	E. J. Frend ...	A.J.S. ...	348
53.	E. V. C. Hardy ...	Norton ...	348
54.	J. A. H. Hiscock ...	Velocette ...	348
55.	Vic Holcroft ...	A.J.S. ...	348
56.	Edmund Iffland ...	A.J.S. ...	346
57.	E. M. Kempson ...	A.J.S. ...	348
58.	J. Lockett ...	Norton ...	349
59.	W. A. Lomas ...	Velocette ...	348
60.	J. Maloney ...	Douglas ...	348
61.	Reginald MacDonald ...	Velocette ...	348
62.	W. Sleightholme ...	A.J.S. ...	348
63.	T. A. Westfield ...	Velocette ...	348
64.	Arthur Wheeler ...	Velocette ...	348

FINALISTS

1st **E. J. FREND** 4th
 2nd 5th
 3rd 6th
 Time..... Speed.....

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JUNIOR RACE

10 Laps

THIRD HEAT

RACING No.	DRIVER	MOTORCYCLE	C.C.
5.	N. J. Druitt ...	Velocette ...	348
26.	S. H. Ching ...	A.J.S. ...	350
30.	B. E. Keys ...	A.J.S. ...	348
65.	L. R. Archer ...	Velocette ...	348
66.	A. Brown ...	A.J.S. ...	348
67.	John Fisher ...	Velocette ...	348
68.	Bob Foster ...	Velocette ...	348
69.	Sid Franklen ...	A.J.S. ...	348
70.	F. C. Hawken ...	A.J.S. ...	248
71.	J. P. E. Hodgkin ...	A.J.S. ...	348
72.	J. M. Humberstone ...	Velocette ...	348
73.	Max Klein ...	Norton ...	348
74.	E. A. Lavington ...	Velocette ...	348
75.	Humphrey B. Ranson ...	A.J.S. ...	348
76.	O. S. Scott ...	Velocette ...	348
77.	R. F. Seymour ...	Velocette ...	348
78.	Robin H. Sherry ...	A.J.S. ...	248
79.	W. C. Storr ...	A.J.S. ...	348
80.	M. D. Whitworth ...	Velocette ...	348
90.	Auguste Goffin (Belgium) ...	Norton ...	348

FINALISTS

1st ... **BOB FOSTER** ... 4th ...
 2nd ... 5th ...
 3rd ... 6th ...
 7th ...
 Time ... Speed ...

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August 7th, 1950*

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ULTRA-LIGHTWEIGHT RACE

(From 100 to 125 c.c.)

3 Laps

RACING No.	DRIVER	MOTORCYCLE	C.C.
1.	W. S. B. Alexander	James	124
2.	Dario Ambrosini (Italy)	Morini	125
3.	D. J. Armstrong	B.S.A.	123
4.	J. G. Bound	E.M.B.	122
5.	N. J. Druitt	O.E.C.	124
7.	J. D. Haines	B.S.A.	123
1st 8.	G. J. Hardy	Pankhurst Special	124
9.	R. C. Holton	Pankhurst Special	124
2nd 10.	J. A. Hogan	B.S.A.	123
11.	Cecil Kirk	B.S.A.	125
12.	D. W. G. Luke	B.S.A.	123
3rd 14.	R. W. Marsh	M. & F.	124
15.	E. J. Martin	Excelsior	122
16.	K. J. Pearce	B.S.A.	123
18.	R. J. A. Petty	B.S.A.	123
20.	F. Purslow	B.S.A.	125
21.	R. S. Simpson	Royal Enfield Special	123
22.	Jack M. Varlow	Excelsior	123
35.	A. J. Glazebrook	B.S.A.	123

RESULTS

1st G. J. HARDY 3rd R. W. MARSH
2nd J. A. HOGAN 4th
Time 10m 6.6s Speed 55.91 m.p.h.

SENIOR RACE

(From 350 to 500 c.c.)

10 Laps

FIRST HEAT

RACING No.	DRIVER	MOTORCYCLE	C.C.
17.	C. A. Stevens	Triumph	498
24.	Ernie Barrett	Norton	500
31.	Syd Lawton	Rudge	499
40.	S. T. Barnett	Norton	499
41.	R. H. Dale	Norton	499
42.	H. L. Daniell	Norton	499
52.	E. J. Friend	A.J.S.	499
57.	E. M. Kempson	Brackpool-Triumph	498
65.	L. R. Archer	Norton	499
81.	George Brown	Vincent	499
82.	G. N. Camfield	M. & F.	498
83.	R. E. D. Harrison	Triumph	498
84.	Wilmer Kendall	Norton	499
85.	Edgar Maddox	Norton	499
86.	J. B. Netherton	Norton	499
90.	Auguste Goffin (Belgium)	Norton	499
91.	Bill Boddice	Ariel	497

FINALISTS

1st	6th
2nd	7th
3rd	8th
4th	9th
5th	10th
Time.....	Speed.....

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SENIOR RACE

10 Laps

SECOND HEAT

RACING No.	DRIVER	MOTORCYCLE	C.C.
6.	J. Difazio	B.S.A.	499
18.	R. J. A. Petty	Norton	499
20.	F. Purslow	B.S.A.	498
35.	A. J. Glazebrook	Triumph	498
43.	G. E. Duke	Norton	499
53.	E. V. C. Hardy	Norton	499
58.	J. Lockett	Norton	499
63.	T. A. Westfield	Triumph	498
64.	Arthur Wheeler	Norton	499
71.	J. P. E. Hodgkin	Vincent	499
76.	O. S. Scott	Norton	499
80.	M. D. Whitworth	Triumph	498
87.	L. A. Dear	Norton	490
88.	L. F. M. Fenning	Norton	499
89.	Peter Romaine	Norton	499
92.	Roger Laurent (Belgium)	Norton	499

FINALISTS

1st	6th
2nd	7th
3rd	8th
4th	9th
5th	10th
Time.....	Speed.....

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LIGHTWEIGHT RACE

(From 175 to 250 c.c.)

8 Laps

RACING								
No.	DRIVER			MOTORCYCLE				C.C.
2.	Dario Ambrosini (Italy)	Benelli	250
14.	R. W. Marsh	...	...	Excelsior	...	...	...	249
20.	F. Purslow	...	...	B.S.A.	...	...	...	248
23.	K. J. Andrew	...	...	Rudge	...	...	...	249
24.	Ernie Barrett	...	...	Phoenix	...	...	...	249
25.	Maurice Cann	...	...	Moto-Guzzi	...	...	...	248
26.	S. H. Ching	...	...	Baxter-Cotton	...	...	...	249
27.	J. H. Colver	...	...	Matchless Special	...	...	...	248
28.	Wilmot Evans	...	...	A.J.S. Special	...	...	...	249
29.	D. W. J. Harrowell	...	...	L.E.F.	...	...	...	249
30.	B. E. Keys	...	...	Keys Special	...	...	...	249
31.	Syd Lawton	...	...	Rudge	...	...	...	249
32.	J. R. Lewis	...	...	Elmoto	...	...	...	249
33.	M. N. Mavrogordato	...	...	Moto-Guzzi	...	...	...	250
34.	J. P. O'Driscoll	...	...	Rudge	...	...	...	249
36.	Roland H. Pike	...	...	Pike-Rudge	...	...	...	249
37.	N. B. Pope	...	...	Excelsior	...	...	...	250
38.	C. C. Sandford	...	...	Velocette	...	...	...	248
39.	A. J. Target	...	...	Rudge	...	...	...	249
93.	W. N. Webb	...	...	Excelsior	...	...	...	249
94.	(Reserve) Wilf. T. Flook	...	...	Excelsior	...	...	...	249

RESULTS

1st	4th
2nd	5th
3rd	6th
Time.....	Speed.....

The five fastest finishers in this race will be eligible to compete in the Handicap Race.

JUNIOR RACE

FINAL

10 Laps

This race will be started by MR. J. D. WOODHOUSE, Chairman of the A.C.U. Competitions Committee.

[illegible]

RESULTS

1st	5th
2nd	6th
3rd	7th
4th	8th
Time.....	Speed.....

The five fastest finishers in this race will be eligible to compete in the Handicap Race.

**AFTER THIS RACE THERE WILL BE A TEA
INTERVAL FOR A QUARTER OF AN HOUR**

SENIOR RACE

FINAL

10 Laps

[illegible]

RESULTS

1st	5th
2nd	6th
3rd	7th
4th	8th
Time.....	Speed.....

The five fastest finishers in this race will be eligible to compete in the Handicap Race.

PASSENGER RACE

(Up to 1200 c.c.)

5 Laps

RACING							
No.	DRIVER	MOTORCYCLE					C.C.
91.	Bill Boddice	...	...	Norton s/c	...	...	593
95.	J. Surtees	...	...	Vincent s/c	...	...	998
96.	L. W. Taylor	...	...	Norton s/c	...	...	593
97.	Tom Bryant	...	...	Morgan	...	...	1100
98.	C. Hale	...	...	Morgan	...	...	996
99.	Cyril Smith	Norton s/c	528

RESULTS

1st 2nd

3rd

Time..... Speed.....

SPEEDWAY and RACING EQUIPMENT

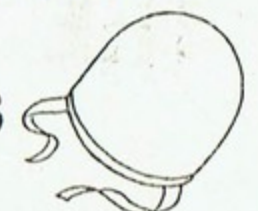


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PRIZE DISTRIBUTION

At the conclusion of the Handicap Race, the prizes will be presented by the RT. HON. LORD BRABAZON OF TARA, P.C., M.C., in the Guest Enclosure, at the Finish Line.

[illegible]

Handicapping will be by class, and on a time (as opposed to distance) basis.

A driver who qualifies on more than one motorcycle may decide which he prefers to drive in this Race.

If any driver is unable to start in this Race, or if any driver who qualifies on more than one motorcycle does not take up his qualification in any one class, the vacancy created will be filled by the driver who finished in the next position in the race for the class concerned.

	Country	Driver	Time/Speed
1st			
2nd			
3rd			

SPEED TABLES

BLANDFORD CAMP CIRCUIT Length: 3 miles, 247 yards

m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.
2.00	94.21	2.38	71.55	3.16	57.68	3.54	48.31
2.01	93.43	2.39	71.10	3.17	57.39	3.55	48.11
2.02	92.67	2.40	70.66	3.18	57.10	3.56	47.91
2.03	91.92	2.41	70.22	3.19	56.81	3.57	47.70
2.04	91.17	2.42	69.79	3.20	56.53	3.58	47.50
2.05	90.44	2.43	69.36	3.21	56.25	3.59	47.30
2.06	89.73	2.44	68.94	3.22	55.97	4.00	47.11
2.07	89.02	2.45	68.52	3.23	55.69	4.01	46.91
2.08	88.33	2.46	68.11	2.24	55.42	4.02	46.72
2.09	87.64	2.47	67.70	3.25	55.15	4.03	46.53
2.10	86.97	2.48	67.30	3.26	54.88	4.04	46.33
2.11	86.30	2.49	66.90	3.27	54.62	4.05	46.15
2.12	85.65	2.50	66.50	3.28	54.35	4.06	45.96
2.13	85.00	2.51	66.11	3.29	54.09	4.07	45.77
2.14	84.37	2.52	65.73	3.30	53.84	4.08	45.59
2.15	83.75	2.53	65.35	3.31	53.58	4.09	45.40
2.16	83.13	2.54	64.97	3.32	53.33	4.10	45.22
2.17	82.52	2.55	64.60	3.33	53.08	4.11	45.04
2.18	81.92	2.56	64.23	3.34	52.83	4.12	44.86
2.19	81.34	2.57	63.87	3.35	52.58	4.13	44.69
2.20	80.75	2.58	63.51	3.36	52.34	4.14	44.51
2.21	80.18	2.59	63.16	3.37	52.10	4.15	44.34
2.22	79.62	3.00	62.81	3.38	51.86	4.16	44.16
2.23	79.06	3.01	62.46	3.39	51.63	4.17	43.99
2.24	78.51	3.02	62.11	3.40	51.39	4.18	43.82
2.25	77.97	3.03	61.78	3.41	51.16	4.19	43.65
2.26	77.44	3.04	61.44	3.42	50.93	4.20	43.48
2.27	76.91	3.05	61.11	3.43	50.70	4.21	43.32
2.28	76.39	3.06	60.78	3.44	50.47	4.22	43.15
2.29	75.88	3.07	60.46	3.45	50.25	4.23	42.99
2.30	75.37	3.08	60.14	3.46	50.02	4.24	42.82
2.31	74.87	3.09	59.82	3.47	49.80	4.25	42.66
2.32	74.38	3.10	59.50	3.48	49.59	4.26	42.50
2.33	73.89	3.11	59.19	3.49	49.37	4.27	42.34
2.34	73.41	3.12	58.88	3.50	49.15	4.28	42.19
2.35	72.94	3.13	58.58	3.51	48.94	4.29	42.03
2.36	72.47	3.14	58.28	3.52	48.73	4.30	41.87
2.37	72.01	3.15	57.98	3.53	48.52		

Prepared by L. H. Lumby.

Official Timekeeper: Royal Aero Club, Royal Automobile Club.
International Grade: F.I.M., Auto-Cycle Union, Marine Motoring Association.

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LEYSFIELD ROAD - LONDON, W. 12

*Be guided
by the majority-*



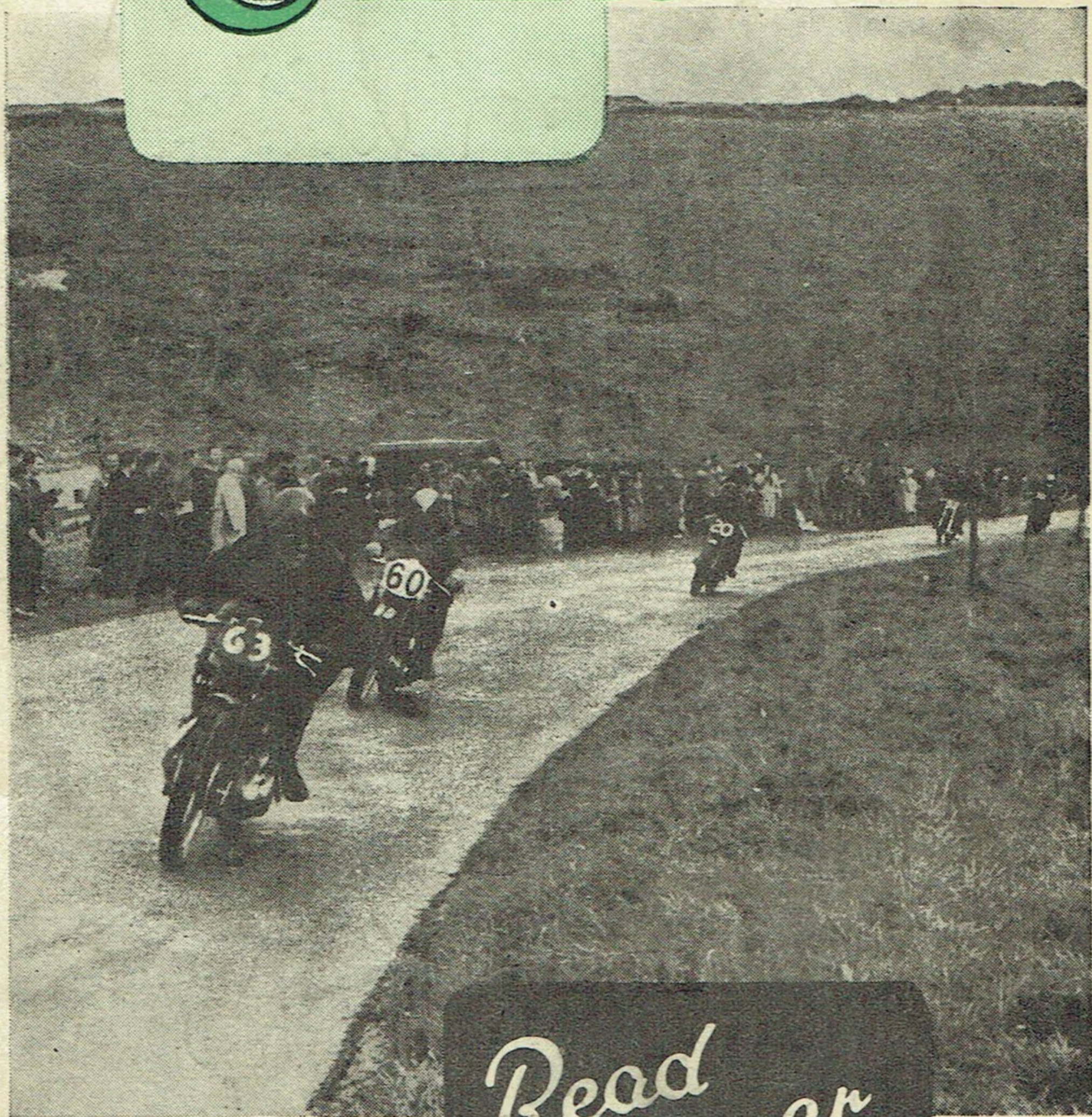
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