

CRYSTAL PALACE

MOTORCYCLE MEETING

NATIONAL OPEN MOTOR CYCLE ROAD RACE MEETING

organized by the A.C.U. (S.E. Centre)

EASTER MONDAY, 19th APRIL, 1954



**OFFICIAL
PROGRAMME**

1/-

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MOTOR CYCLE RACE MEETING **Crystal Palace**

MONDAY, 19th APRIL, 1954



PROGRAMME OF MOTOR CYCLE RACING PRESENTED FOR THE

London County Council

by the

South Eastern Centre Auto-Cycle Union

by arrangement with the Crystal Palace Motor Sports Committee

*A National (Open) Road Race Meeting for Motor Bicycles (Solos) and Three-wheelers
(Sidecars and Cyclecars.)*

*The Meeting is held under the General Competition Rules of the A.C.U. together with
the Supplementary Regulations of the South Eastern Centre of the A.C.U.
Permit No. A.C.U. 511. T.T.C. No. 843.*

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L. A. HUDDART, Chief Officer of the Parks Department, London County Council.

NOTICES

MOTOR RACING IS DANGEROUS. Admission to the track is upon the condition that the promoters, organizers and those conducting the Meeting and all persons having any connexion therewith for the purpose of the Meeting, including the owners of Crystal Palace and the drivers or riders and owners of vehicles and passengers in the vehicles taking part in the Meeting, are relieved of all liability (if any) arising out of accidents causing damage, loss or personal injury to spectators.

SPECTATORS are requested to disperse in a quiet and orderly manner.

DOGS. In the interests of safety, dogs are not admitted.

PROGRAMME COPYRIGHT. This programme, including the list of competitors and their racing numbers, is copyright.

THE LONDON COUNTY COUNCIL reserves the right to postpone, abandon, or cancel the race meeting or any part thereof.

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OFFICIALS

STEWARDS OF THE MEETING

A. C. Woollard (appointed by the A.C.U.)

J. A. Simcocks and R. E. A. Lacey (appointed by the South Eastern Centre A.C.U.)

JUDGES

W. M. Morris and N. C. Smith

SCRUTINEER

A. S. Herbert

TIMEKEEPERS

H. W. Shuttleworth (International) in charge

LAP SCORERS

D. Beckett assisted by members of the Streatham Club

MEDICAL OFFICER

Dr. Gordon Hadfield

STARTER

J. Walby

RESULTS OFFICIAL

D. Bates

CHIEF MARSHAL

H. C. Wake (assisted by members of the Metropolitan Police Motor Club and other South Eastern Centre Clubs)

SOUND CONSULTANT TO THE LONDON COUNTY COUNCIL

Professor A. M. Low, D.Sc., A.C.G.I.

ANNOUNCER

A. H. Huxley

PRESS OFFICERS

W. T. Bult (South Eastern Centre A.C.U.) and S. Richards (L.C.C.)

CLERK OF THE COURSE

H. J. Addie

ASSISTANT SECRETARY OF THE MEETING

W. T. Bult

SECRETARY OF THE MEETING

F. W. Dowty, 28 Cuckoo Hill Road, Pinner, Middx.

The Racing Programme is organized by the South Eastern Centre of the Auto-Cycle Union

Programme of Events

- Event 1 Race One —For Racing Motor Bicycles (solo) up to 200 c.c.
- „ 2 Race Two —For Racing Motor Bicycles of 201 c.c. to 250 c.c.
- „ 3 „ „ —Heat 2.
- „ 4 Race Three—For Racing Motor Bicycles of 251 c.c. to 350 c.c.
Heat 1.
- „ 5 „ „ —Heat 2.
- „ 6 „ „ —Heat 3.
- „ 7 „ „ —Heat 4.
- „ 8 Race Four —For Racing Three-Wheelers (Sidecars and Cycle-
cars) up to 1200 c.c. Heat 1.
- „ 9 Race Two —Final.
- „ 10 Race Five —For Racing Motor Bicycles of 351 c.c. to 1000 c.c.
Heat 1.
- „ 11 „ „ —Heat 2.

3.30 approx.

INTERVAL, LASTING ABOUT TEN MINUTES

- Event 12 Race Three—Final.
- „ 13 Race Four —Heat 2.
- „ 14 Race Five —Final.
- „ 15 Race Four —Final.
- „ 16 Race Six —Invitation Handicap for the Twelve Fastest Drivers
on Racing Motor Bicycles.

Crystal Palace Motor Cycle Records

FASTEST LAP

Motor bicycles

Capacity	Driver	Machine	Speed	Date
250 c.c. - -	M. Cann	Moto-Guzzi	66.90	27.6.53
350 c.c. - -	M. P. O'Rourke	A.J.S.	69.69	22.8.53
	P. H. Tait	A.J.S.		
1000 c.c. - -	R. D. Keeler	Norton	71.49	27.6.53

Three-wheelers

P. V. Harris	Norton	64.65	22.8.53
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COURSE RECORDS

Motor bicycles

Capacity	Driver	Machine	Speed	Date
250 c.c. 7 laps	M. Cann	Moto-Guzzi	63.64	27.6.53
350 c.c. 10 laps	M. P. O'Rourke	A.J.S.	68.01	22.8.53
1000 c.c. 10 laps	R. A. Russell	Norton	69.37	22.8.53

Three-wheelers

P. V. Harris	Norton	63.58	22.8.53
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JUBILEE TROPHY

Present holders:	Speed	Date
R. A. Russell and P. H. Tait	70.68	22.8.53

Jubilee Trophy—Progress Chart

PRESENTED TO THE DRIVER MAKING THE FASTEST LAP OF THE DAY

RACE-BY-RACE POSITION. Enter fastest laps of the day as announced

Driver	Time	m.p.h.
.....
.....
.....
.....
.....
.....
.....

To-day's Competitors

MOTOR BICYCLES (SOLOS)

No.	Driver	Events	Lic. No.	Home Town
160	Ager, J. P. (Entrant: S. H. Brand)	5	977 E1453	Earlsfield
33	Akers, A. W.	2	968	New Cross
2	Alderslade, R. (Entrant: Tele Autos)	6	1375 E1484	Chingford
79	Anderson, R.	11	1203	Haynes
13	Anderson, W. R.	1, 6	1380	Hale
44	Andre, F.	10	260	Kensal Rise
88	Arthurton, E. H.	2	839	Denmark Hill
137	Austin, W. S.	1, 4	246	Tring
49	Bacon, A. J.	10	1096	Plumstead
144	Bacon, R. H.	1	320	Wimbledon
20	Ball, D. A.	6	1560	Southall
21	Barrett, E. A.	3, 11	1791	Tottenham
139	Baughn, J.	1	926	Perivale
22	Beales, J. W. (Entrant: Service Engineering)	4	341 E1502	Shepherds Bush
164	Bowdery, M. A.	6	1247	St. Mary Cray
81	Bradley, G.	11	1807	Stockwell
117	Brayne, G. E.	2	680	South Ruislip
28	Brierley, M.	6	347	Datchworth Green
29	Brooks, J. T. H.	4	1209	Stourbridge
30	Brown, T.	6	1346	Beckenham
32	Buckmaster, K. G.	10	1146	East Barnet
173	Burley, D. S. (Entrant: Westminster M.C.C.)	4	1081 E1433	Battersea
178	Butler, G. R.	5	290	Cambridge
181	Candy, M. J.	5	1071	Tonbridge
34	Cann, M.	1, 3	711	Leicester
37	Castle, R.	4	1372	Rugby
38	Challis, M. C.	5	1106	Manor Park
39	Charles-Batson, K. C. (Entrant: Elite Motors (Tooting) Ltd.)	2, 6	136 E1459	Wimbledon
154	Chisholm, D.	4	549	Maidstone
41	Clark, D.	1, 4	1149	Orpington
9	Clark, J. R. (Entrant: Arter Bros. Ltd.)	7, 11	1432 E1446	Bromley
76	Clarke, R. L.	10	1686	Wood Green
189	Clarke, L.	6	1497	Petts Wood
48	Clew, J. R.	10	1005	Crawley
118	Coles, G.	3	310	Islington
52	Collier, H. R.	7	1127	Walthamstow
77	"Collins, Phil" (Entrant: Service Engineering)	10	20 E1502	Shepherds Bush
45	Cooper, F. J.	11	533	Woolwich
53	Cooper, G.	5	1525	Greenford
116	Cooper, H. E. S. (Entrant: Rodsley Motor Cycles)	2	709 E1450	Bellingham
14	Cooper, R. E.	4	1290	Blackheath
55	Cridland, J. R. (Entrant: Hillingdon and Uxbridge M.C.)	6	955 E1468	West Drayton
191	Cummings, W. (Entrant: Gillbanks Motor Cycles)	7	1480 E1481	Islington
138	Dakin, J. W.	1	263	Sunbury
58	Danskin, D. A. W.	10	338	Surbiton
36	Dawson, R. L.	11	1269	Rugby
17	Dean, A. J. (Entrant: Westminster M.C.C.)	10	45 E1433	East Ham
125	Dendy, R. R.	3	647	Kenton Harrow
120	Dibben, S.	11	1061	Birmingham
59	Dormer, G. A. (Entrant: Reading Ace M.C.C.)	7	902 E1410	Reading
87	Dower, P.	2	737	Wandsworth

No.	Driver	Events	Lic. No.	Home Town
60	Dowty, R.	6, 11	712	Coventry
1	Dudley-Ward, A. J. (Entrant: S.P.O.R.T.)	6, 11	330 E1415	E. Molesey
18	Dunlop, G. (Entrant: Arter Bros. Ltd.)	4	666 E1446	Barham
106	Edlin, D. H.	1, 3	312	Uxbridge
142	Edwards, E.	1	281	Cranleigh
62	Evans, J. H.	7	1058	Bristol
63	Evans, P.	4	1105	Luton
65	Faulkner, K. J.	5	506	Harrow
68	Fell, T.	6	1166	Wraybury
193	Flury, L.	5	1194	Gravesend
69	Ford, R. J.	6	1593	E. Barnet
192	Fordham, J. P.	4	244	Tooting
72	Foster, A.	5	1522	Long Ditton
73	French, L. J.	1	745	Brixton
78	Fuller, F. L.	2	587	Southall
182	Garner, M. W. (Entrant: E. S. Longstaff Ltd.)	7	388 E1469	Loughton
82	Gentry, N. P.	5	1162	Runwell
111	German, H. D.	2, 7, 11	1188	Amersham
50	Gibson, N. H.	1	1959	Aveley
171	Gilbart, J. L.	7	1736	Liverpool
170	Gilbart, J. M.	7	1737	Liverpool
146	Gillbanks, L. (Entrant: Gillbanks Motor Cycles)	1	1481 E1481	Islington
123	Gobbett, J. D. (Entrant: Westminster M.C.C.)	2	195 E1433	New Cross
84	Goltz-Mehn, W.	4	1470	Clapham
89	Goody, C. H.	1	278	Islington
98	Griffiths, J. T. (Entrant: J. N. Smith)	11	472 E1472	Stevenage
99	Griggs, D. A.	7	16	Islington
105	Grindley, H. W.	1, 10	1517	Prees
101	Gunyon, M.	2	1151	Faversham
108	Hall, H. S.	3	1177	Bethnal Green
187	Hall, L.	4	1178	St. Marylebone
57	Hambling, J. F.	10	114	Coventry
51	Harper, V. H. (Entrant: Clive R. Newton)	2	1595 E1515	Dartford
132	Harris, R. (Entrant: Aitchanbee Motor Cycles)	1	10 E1383	Harrow Weald
15	Havens, E.	6	1289	Blackheath
122	Haydon, R. J.	3	884	Penge
103	Heath, F. E.	3	1424	Accrington
188	Hedley, J.	4	536	Winchmore Hill
133	Hogan, J. A. (Entrant: Aitchanbee Motor Cycles)	1	11 E1383	Stanmore
134	Hogan, P. (Entrant: Aitchanbee Motor Cycles)	1	9 E1383	Eastcote
109	Holloway, J. C.	6	962	Tottenham
97	Holtaway, L. T.	3	1445	Bexleyheath
194	Hurlstone, J. R.	11	998	Stanmore
67	Hyde, J. B.	2	1025	Abbey Wood
167	Jenkins, A. H.	4	813	Bristol
141	Jenness, W. J.	1	1460	Ashford, Kent
152	Johnson, A. G.	5, 10	456	Datchet
153	Johnson, D. W.	5	122	Datchet
110	Jones, A. W. (Entrant: Great West Autos)	3, 11	1616 E1563	Harrow Weald
114	Kay, K.	5	1241	Watford
4	Kempson, E. M. (Entrant: R. Tyler)	2, 11	901 E1430	E. Dulwich
25	Kimber, A.	2	1283	Rotherhithe

No.	Driver	Events	Lic. No.	Home Town
115	King, R. H.	11	484	Bedford
135	Knocker, P. M.	4	314	Wembley
10	Lashmar, D. G.	10	1492	Stammore
155	Lavington, E. A.	4	311	Fulham
136	Lawrence, G.	7	1442	Farnham, Surrey
145	Lewis, E. J.	7	233	Norwich
157	Lewis, S. F.	5	525	Chatham
161	Lovett, A. G.	7	779	Upper Edmonton
	(Entrant: J. A. Lock)		E1546	
185	McGrath, T.	6	1115	Woolwich
147	McGuire, J.	3	817	Stoke-on-Trent
151	Mackay, G. T.	1	1649	Liverpool
7	Manser, E.	7	1010	Vauxhall
119	Marsh, P. J.	2	984	E. Molesey
26	Martin, J.	2, 11	1160	New Cross
	(Entrant: Service Engineering)		E1502	
127	Mates, C. C. W.	3	1732	Bethnal Green
159	Matthews, G. A.	6	435	Horsham
158	Mayne, G.	5	1247	Farnborough, Hants
190	Medgett, C. F.	6	126	West Malling
6	Merrett, W.	11	44	Ilford
163	Moore, J.	3, 11	1428	Blackburn
168	Murphy, K. J.	7	1648	Birmingham
169	Murray, S.	5	1679	Liverpool
174	Myhan, C. A.	6	1235	Orpington
75	Narraway, J.	10	455	N. Finchley
64	Neal, T. J.	11	684	Brockley
8	O'Rourke M. P.	5, 10	47	Camberwell
	(Entrant: Bermondsey M.C.C.)		E1461	
175	Owens, W.	5	598	Clapham
	(Entrant: Service Engineering)		E1502	
176	Palmer, S.	7	345	Wolverton
61	Pearce, H. A.	4, 10	765	Hook
	(Entrant: Angus Motor Cycles)		E1447	
180	Peden, W.	1, 3	851	Belfast
			M.C.U.I.	
16	Perris, F. G.	10	545	Westminster
66	Phare, J. E.	11	1689	Earlswood
195	Phillipson, T. H.	7	1251	Rugby
166	Pizzey, M. R. D.	4	485	Wimbledon
196	Pritchard, J.	4	361	Hampstead
149	Ramsden, R. J.	1	8	Edgware
211	Reardon, F. H. C.	7	187	Stepney
	(Entrant: Westminster M.C.C.)		E1433	
124	Riley, D. J.	3	1682	Ewell
197	Rimes, B.	4	535	Northwood
92	Rolfe, C. T.	3	1319	Peckham
11	Rood, B. W. T.	2, 6	1337	Loughton
	(Entrant: B. Rood)		E1442	
40	Russell, R. A.	4, 11	1129	Edgware
179	Rutherford, L. S.	5	1137	Blackheath
54	Ryan, W.	7	1601	Rayleigh
198	Sandys-Winsch, S.	5, 8	1683	Norwich
199	Saunders, J.	2	352	Coventry
172	Setchell, B. P.	5	744	Luton
126	Sherman, L. A.	3	1189	Hampstead
200	Singer, A. R.	6	1131	Uxbridge
165	Skennerston, D. S.	6	1600	Camberley
156	Skinner, A. C.	4	1095	Enfield
163	Skinner, D. A.	6	1020	Walthamstow
107	Smith, D. E.	3	1478	Eltham
162	Smith, J. C.	5	395	Wednesfield
93	Smith, R. R. C.	2	1104	Brighton

No.	Driver	Events	Lic. No.	Home Town
94	Snell, R. S.	3	776	Bermondsey
184	Springall, P. H.	6	1082	Forest Hill
83	Standivan, R. J.	2	981	Herne Hill
140	Stenning, R. A.	1	1238	Slough
74	Storr, J. A.	7, 10	257	Birmingham
186	Stride, A. A.	5	1002	Brighton
148	Surridge, C. A.	1	1315	Herne Hill
23	Surtees, J.	2, 5, 11	1107	Addington
	(Entrant: Jack Surtees Motors Ltd.)		E1424	
35	Sutton, A. M.	10	1016	Colchester
	(Entrant: G.B.R. Motors Ltd.)		E1444	
201	Swanborough, J. F.	7	1101	Bradford on Avon
202	Tait, P. H.	6, 10	1152	Coventry
203	Taylor, A. H.	1	309	Weybridge
204	Terry, J. T.	3	1360	Wembley
70	Thomson, G. F.	4	1134	Brighton
	(Entrant: G.T. Motors)		E1452	
43	Thurgood, A. J.	11	223	Forest Hill
46	Thurston, C. A.	11	564	Romford
95	Tinkler, E. W.	3	1314	Market Harborough
42	Tucker, A. W.	10	384	Cirencester
112	Turner, G. J.	2, 10	1141	Stammore
91	Upham, R. F.	3	124	Chalfont St. Peter
24	Vallance, R. C.	10	1282	St. Pauls Cray
86	Veazey, R.	2	793	Shepherds Bush
90	Vincent, J. R.	3	645	Dagenham
	(Entrant: Westminster M.C.C.)		E1433	
19	Vine, H. E.	10	857	Westcliff on Sea
205	Wallis, W. T.	1	1942	Mottingham
47	Washer, E. J.	4	69	Crawley
96	Watson, J.	3	1345	Wood Green
3	Webb, P. E. S.	10	1823	Surbiton
	(Entrant: S.P.O.R.T.)		E1415	
177	Whitehouse, R.	5	1122	Hemel Hempstead
208	Wilkes, J.	7	1657	Birmingham
5	Williams, J. E.	7, 10	497	Basingstoke
206	Willis, K.	7	386	Dunmow
	(Entrant: A. B. Mullee Ltd.)		E1398	
207	Wilshire, W. H.	11	261	Watford
85	Wood, B.	2	468	City
183	Young, L. P.	7	1494	Cheshunt

THREE-WHEELERS, (SIDECARS AND CYCLECARS)

No.	Driver	Events	Lic. No.	Home Town
121	Davis, E. J.	13	1719	Walkern
56	Denton, B.	8	1405	Camberwell
80	Garrington, F. G.	8	1037	Birmingham
102	Hale, C.	8	490	Oldbury
129	Harris, G. E.	13	1789	E. Dulwich
12	Klein, M.	8	1208	Lewisham
143	Leech, R. R.	13	1653	Lowestoft
128	McDonald, R.	13	1580	Hastings
150	McIntosh, A.	8	1511	Headington
130	Millard, P. J.	8	390	Dagenham
71	Overall, D.	13	883	Orpington
198	Sandys-Winsch, S.	8	1683	Norwich
31	Slate, D.	13	1029	Lee
104	Smith, C.	8	1142	Birmingham
100	Taylor, L. W.	13	1361	Barnt Green
131	Woollett, P.	8	885	Weald
209	Yorke, D. R.	13	385	Chelmsford
	(Entrant: A. B. Mullee Ltd.)		E1398	
210	Young, E. T.	13	674	Cheshunt

THE 200 c.c. RACE

The machines in this race are probably more interesting, technically, than in any other. English manufacturers do not support racing in this capacity, so that all true "race bred" machines come from abroad. Two examples of Italian masterpieces are present to-day—a Mondial, ridden by Maurice Cann (an almost unbeatable combination) and an M.V. ridden by John Hogan. John usually rides, with considerable success, a Hogan-Puch, and he has lent this to-day to his friend R. Harris. There are also four E.M.C.-Puch machines racing to-day. The extremely fast Puch engine comes from Austria and is a two-stroke with two parallel cylinders using a common combustion chamber, which gives better "filling".

Probably the fastest all-British bicycle is the Grindley-Enfield (No. 105). This is a 1934-35 Royal Enfield, "breathed on" and raced with outstanding success by H. W. Grindley as a 125 c.c. and which has now grown up to 170 c.c.s. Another interesting effort is the Sulby belonging to L. J. French. This started life as a Puch 2-stroke, but with only the original crankcase and gears it has now become a double overhead-camshaft 4-stroke. (Another of those sex changes?) The principal snag has been valve springs which melt—or do something else—at about 11,000 r.p.m. If during the race the engine suddenly becomes quiet but loud noises proceed from the rider's mouth, then the worst will have happened.

The L.E.F. ridden by A. W. Austin is a completely new model. It has one cylinder, two overhead camshafts, and a one-piece crankshaft. As it first fired only a few weeks ago its performance will be watched with interest.

Crystal Palace Training School for Learner Motor Cyclists

In August 1953 a major extension to the R.A.C.—A.C.U. Training Scheme for learner motor cyclists took place. An enlightened London County Council readily gave its assent for the use of the Crystal Palace for this purpose.

Since its inception, the demand from potential pupils has been so great that the School is now working to maximum capacity and as many as ninety-six pupils are under instruction.

Training is available to all over the age of 16. The course consists of twenty-four lessons—twelve practical and twelve theoretical. Expert A.C.U. clubmen, police and enthusiastic volunteers of long experience provide the instruction.

Each pupil is required to undergo the final passing-out test which is conducted by a panel of four examiners. Those who qualify have no difficulty in passing the Ministry of Transport test. Full particulars of the course, which costs 36/- can be obtained from the training organizer, Mr. H. E. Kite, 50a Kneller Road, Brockley, S.E.4.

There are also seventy training schools in various parts of the country, particulars of which can be obtained from Mr. A. A. Thompson, Motor Cycle Manager, Royal Automobile Club, 85 Pall Mall, S.W.1.

Race One

FOR RACING MOTOR BICYCLES (SOLOS) up to 200 c.c.

NUMBER PLATES—BLACK WITH WHITE NUMBERS. GRID POSITIONS BY BALLOT

Event 1

5 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
13	W. R. Anderson	... D.M.W.	... 197					
34	M. Cann	... F.B. Mondial	... 125					
41	D. Clark	... Parker Special	... 197					
50	N. H. Gibson	... B.S.A.	... 123					
73	L. J. French	... Sulby	... 124					
105	H. W. Grindley	... Grindley-Enfield	... 170					
106	D. H. Edlin	... E.M.C.-Puch	... 124					
132	R. Harris	... Hogan-Puch	... 124					
133	J. A. Hogan	... M. V. Agusta	... 124					
134	P. Hogan	... B.S.A.	... 123					
137	W. S. Austin	... L.E.F.	... 125					
138	J. W. Dakin	... E.M.C.-Puch	... 124					
139	J. Baughn	... E.M.C.-Puch	... 124					
140	R. A. Stenning	... B.S.A.	... 123					
141	W. J. Jenness	... Velocette	... 198					
144	R. H. Bacon	... B.S.A.	... 125					
146	L. Gillbanks	... D.O.T.	... 197					
148	C. A. Surridge	... B.S.A.	... 123					
149	R. A. Ramsden	... B.S.A.	... 123					
151	G. Mackay	... B.S.A.	... 123					
180	W. Peden	... D.O.T.	... 196					
203	A. H. Taylor	... E.M.C.-Puch	... 124					
RESERVES:								
89	C. H. Goody	... C. & G.	... 197					
142	E. Edwards	... V.S.	... 122					
205	W. T. Wallis	... B.S.A.	... 123					

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th.....

Fastest lap No..... Time..... Speed.....m.p.h.

DAILY HERALD
for best and fullest motor cycling news

250 c.c., HEAT 1

In this class again, no British manufacturer now produces "racers" and so it is not surprising that nine pre-war Ridges are included in this race. What is surprising, however, is that they are all 2-valve models—a type never raced by Ridges.

On their "Specials", B. W. T. Rood and J. Surtees may be relied upon to make the pace, with E. M. Kempson, V. Harper, G. J. Turner and H. D. German "around". Rood's Velocette is an o.h.c. job, virtually indistinguishable from the 350 c.c. K.T.T. model. Surtees' mount is the vertical twin double o.h.c. model designed and built by R. E. Geeson, who will be watching from the Paddock. At one meeting at Brands Hatch last year, after a bad start, Surtees was a quarter of a mile behind before he got away, but he caught and passed every one before the end of the first lap. Howard German tells me that he likes the Palace track. He has entered the 250, 350, and unlimited capacity races and, to make certain he doesn't miss anything, is acting as a sidecar passenger. If everything goes well he is likely to cover 90 miles to-day. His mount in this race is basically a 1935 Sports Rudge tuned by M. Keele. This, and certain other Ridges, are practically the only bicycles here to-day with an unsprung rear end.

W. J. Jenness has undoubtedly been riding longer than any other rider here to-day. His first recorded adventures were as a dispatch rider in the 1914-18 war. He later raced at Brooklands and Donnington (Oh! happy days!) and altogether has appeared 17 times in the Isle of Man. He races for one reason only—he likes it.

There are also many B.S.A. 2-strokes, which started life as standard Bantams, but have been much cut about and modified in search of speed. The ratio of hours spent crooning over them to minutes spent in racing is very high, but, although not equal in performance to the foreign "menaces", these machines give lots of fun to their owners, between whom there is much rivalry. Perhaps, one day, our own manufacturers will take an interest in "babies".



M. Cann, 250 Moto-Guzzi, "getting down to it" at Crystal Palace

Photo: G. Goddard

Race Two

FOR RACING MOTOR BICYCLES of 201 c.c. to 250 c.c.

NUMBER PLATES—GREEN WITH WHITE NUMBERS. GRID POSITIONS BY BALLOT

Event 2

HEAT 1

5 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
4	E. M. Kempson	Rudge	249					
11	B. W. T. Rood	Velocette	249					
23	J. Surtees	R.E.G.	249					
26	J. Martin	New Imperial	250					
33	A. W. Akers	Ariel	249					
39	K. C. Charles-Batson	Excelsior	249					
51	V. H. Harper	Matchless	248					
67	J. B. Hyde	Rudge	249					
78	F. L. Fuller	Rudge	249					
83	R. J. Standivan	Rudge	249					
86	R. Veazey	Velocette	248					
87	P. Dower	Triumph	249					
88	E. H. Arthurton	Rudge	248					
93	R. R. C. Smith	Cleveland Duffell	248					
101	M. Gunyon	Velocette	248					
111	H. D. German	Keele-Rudge	249					
112	G. J. Turner	Rudge	249					
116	H. E. S. Cooper	Rudge	249					
117	G. E. Brayne	Velocette	248					
119	P. J. Marsh	Triumph	248					
123	J. D. Gobbett	Velocette	248					
199	J. Saunders	Rudge	249					
RESERVES:								
25	A. Kimber	Rudge	249					
85	B. Wood	Velocette	248					

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th.....
6th..... 7th..... 8th..... 9th..... 10th..... 11th.....

The first eleven drivers enter the final (Event 9).

Fastest lap No..... Time..... Speed.....m.p.h.

250 c.c., HEAT 2

In this heat Maurice Cann wheels out his second Italian investment. With fast wins in the Lightweight T.T., 5 Ulster Grands Prix, and with numerous course and lap records to his credit up and down Great Britain (including Crystal Palace), Maurice and his scarlet partner are the most formidable pair in this country to-day, in this type of racing. Ernie Barrett (Phoenix), the only other rider to exceed 63 m.p.h. in a 250 c.c. race here, will, I think, lead the opposition, with Arnold Jones (D.K.W.). This last machine is a German water-cooled, twin cylinder 2-stroke using a third cylinder for charging purposes. W. Peden (D.O.T.) comes from Belfast with an enviable Irish record. The Smith Special in the hands of C. C. W. Mates is a double "knocker" type engine (née Rudge) with a featherbed type frame. Although it was raced last season without success a lot of extra horses have been discovered and harnessed during the winter. The Melem Special, ridden by D. H. Edlin, comprises a Lucas frame, Earles forks, with bits of Norton, Velocette and Excelsior in the engine, Albion gearbox and Norton wheels. It is a beautifully finished job, and only goes to prove what can be done if you can take a little of what you fancy.

350 c.c., HEAT 1

The 350s, in contrast to the two preceding classes, comprise almost entirely British factory-built racers. No "specials" appear in this heat, although there are one or two racing subsequently.

R. E. Cooper and G. Dunlop are riding A.J.S. 7R machines, R. A. Russell and W. S. Austin are on Norton "Double Knockers" and H. A. Pearce appears on his Velocette K.T.T.

Bob Cooper, who holds the Canadian National Championship, is over here to ride in the T.T. and is getting the feel of English tracks before then. Gavin Dunlop is a New Zealander, who now works for Arter Bros., of Barham, who have entered him to-day. Dunlop made fastest 350 c.c. lap here last July. R. A. Russell holds the 10-lap record at the Palace and is joint holder of the Jubilee Trophy for the fastest lap at the last meeting. No further introduction is necessary. W. S. Austin has in the past hidden his light under a bushel, but with a "Double Knocker" now under his command he will undoubtedly shine brightly.

NOTE.—Use of the term "knocker" for camshaft was originated by the late Harold Willis, of Velocettes. Other Willisisms are "nail" for valve, "cork" for piston and—the best of all—"long hole" for exhaust pipe.

FLAGS

The following signals will be given in to-day's races:

NATIONAL FLAG—Start. RED—Stop (all drivers). BLACK (with number)—That driver to stop. BLUE—Give way to driver about to pass you. YELLOW—Danger, drive slowly. GREEN—Course clear. CHEQUERED BLACK and WHITE—Finish.

Race Two

Event 3

HEAT 2

5 laps

LAP CHART

No.	Driver	Machine	1	2	3	4	5
21	E. A. Barrett	Phoenix	...	...	...	...	...
34	M. Cann	Moto-Guzzi	...	...	...	...	...
90	J. R. Vincent	Velocette	...	...	...	...	...
91	R. F. Upham	Lucas	...	...	...	...	...
92	C. T. Rolfe	C.T.R.	...	...	...	...	...
94	R. S. Snell	Supreme-J.A.P.	...	...	...	...	...
95	E. W. Tinkler	Pike-Rudge	...	...	...	...	...
96	J. Watson	Phoenix	...	...	...	...	...
97	L. T. Holtaway	J.A.P.	...	...	...	...	...
103	F. E. Heath	Phoenix-J.A.P.	...	...	...	...	...
106	D. H. Edlin	Melem Special	...	...	...	...	...
107	D. E. Smith	Moto-Velo	...	...	...	...	...
108	H. S. Hall	Velocette	...	...	...	...	...
110	A. W. Jones	D.K.W.	...	...	...	...	...
118	G. Coles	Rudge	...	...	...	...	...
122	R. J. Haydon	Rudge	...	...	...	...	...
125	R. R. Dendy	Rudge	...	...	...	...	...
126	L. A. Sherman	Triumph	...	...	...	...	...
127	C. C. W. Mates	Smith Special	...	...	...	...	...
163	J. Moore	Excelsior	...	...	...	...	...
180	W. Peden	D.O.T.	...	...	...	...	...
204	J. T. Terry	Ariel	...	...	...	...	...
RESERVES:							
147	J. McGuire	Excelsior	...	...	...	...	...
124	D. J. Riley	Excelsior	...	...	...	...	...

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th.....

6th..... 7th..... 8th..... 9th..... 10th..... 11th.....

The first eleven drivers enter the final (Event 9).

Fastest lap No..... Time..... Speed.....m.p.h.



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When the witness gets hot under his collar, does the lawyer get hot under his wig? If so, it must be somewhat embarrassing — for to doff one's wig to mop one's pate would surely amount to gross contempt of court? Motorcyclists, on the other hand, are lucky people — for the fashionable Corker is both stylish *and* sensible. In appearance, it adds the finishing touch

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Race Three

FOR RACING MOTOR BICYCLES of 251 c.c. to 350 c.c.

NUMBER PLATES—BLUE WITH WHITE NUMBERS. GRID POSITIONS BY BALLOT

Event 4

HEAT 1

5 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
14	R. E. Cooper	... A.J.S.	... 348					
18	G. Dunlop	... A.J.S.	... 348					
29	J. T. H. Brooks	... B.S.A.	... 348					
40	R. A. Russell	... Norton	... 348					
41	D. Clark	... Norton	... 348					
47	E. J. Washer	... A.J.S.	... 348					
61	H. A. Pearce	... Velocette	... 348					
70	G. F. Thomson	... Norton	... 348					
84	W. Goltz-Mehn	... A.J.S.	... 348					
135	P. M. Knocker	... B.S.A.	... 348					
137	W. S. Austin	... Norton	... 349					
154	D. Chisholm	... Velocette	... 348					
155	E. A. Lavington	... Velocette	... 348					
156	A. C. Skinner	... A.J.S.	... 348					
166	M. R. D. Pizzey	... Velocette	... 348					
167	A. G. Jenkins	... B.S.A.	... 348					
173	D. S. Burley	... Velocette	... 348					
187	L. Hall	... B.S.A.	... 348					
188	J. Hedley	... A.J.S.	... 348					
192	J. P. Fordham	... Douglas	... 348					
196	J. Pritchard	... Norton	... 349					
197	B. Rimes	... Norton	... 348					

RESERVES:

22	J. W. Beales	... Norton	... 348
37	R. Castle	... B.S.A.	... 348
63	P. Evans	... A.J.S.	... 348

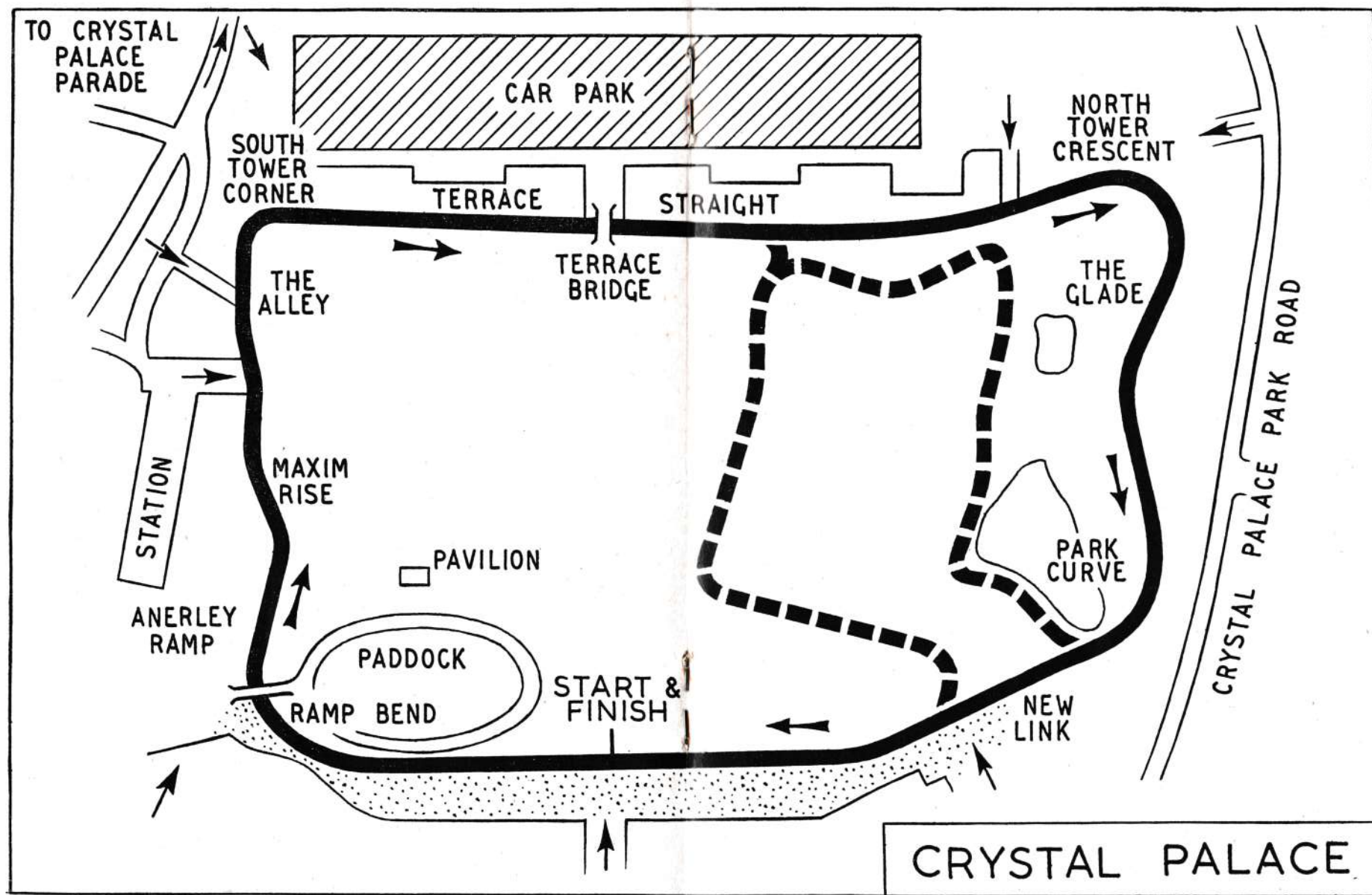
RESULT

1st..... at.....m.p.h. 2nd..... 3rd..... 4th..... 5th..... 6th.....

Fastest lap No..... Time..... Speed.....m.p.h.

The first five drivers and the two fastest sixths of the four heats enter the final (Event 12).

CRYSTAL PALACE ROAD RACING CIRCUIT



Race Three

Event 5

HEAT 2

5 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
8	M. P. O'Rourke	A.J.S.	348					
23	J. Surtees	Norton	349					
38	M. C. Challis	B.S.A.	348					
53	G. Cooper	A.J.S.	348					
65	K. J. Faulkner	Velocette	348					
82	N. P. Gentry	Velocette	348					
152	A. G. Johnson	A.J.S.	348					
153	D. W. Johnson	A.J.S.	348					
157	S. F. Lewis	Velocette	348					
158	G. Mayne	Velocette	348					
160	J. P. Ager	A.J.S.	348					
162	J. C. Smith	Norton	348					
169	S. Murray	A.J.S.	348					
172	B. P. Setchell	A.J.S.	348					
175	W. Owens	Norton	348					
177	R. Whitehouse	B.S.A.	348					
178	G. R. Butler	Norton	348					
179	L. S. Rutherford	A.J.S.	348					
181	M. J. Candy	Velocette	348					
186	A. A. Stride	A.J.S.	348					
193	L. Flury	A.J.S.	346					
198	S. Sandys-Winsch	Velocette	348					
RESERVES:								
72	A. Foster	Norton	348					
114	K. Kay	B.S.A.	348					

RESULT

1st..... at.....m.p.h. 2nd..... 3rd..... 4th..... 5th..... 6th.....

Fastest lap No..... Time..... Speed.....m.p.h.

The first five drivers and the two fastest sixths of the four heats enter the final (Event 12)

350 c.c., HEAT 2

The Norton-A.J.S.-Velo struggle continues. Michael O'Rourke, holder of the 350 c.c. 10-lap course record and joint holder of the lap record, leads for Plumstead. S. Murray, of Liverpool, has annexed a number of trophies in Scottish and Irish road races. Nortons rely upon John Surtees, the "local boy", who through a spill in practice last year was unable to demonstrate his methods. S. F. Lewis, who rode a Gold Star B.S.A. extremely well last year, now has a Velocette and may be expected to worry the leaders quite a lot.

Race Three

Event 6

HEAT 3

5 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
1	A. J. Dudley-Ward	D.W. Special	348					
2	R. Alderslade	A.J.S.	348					
11	B. W. T. Rood	Norton	349					
13	W. R. Anderson	Norton	348					
15	E. Havens	A.J.S.	348					
20	D. A. Ball	A.J.S.	348					
28	M. Brierley	A.J.S.	348					
30	T. Brown	Douglas	348					
39	K. C. Charles-Batson	A.J.S.	348					
55	J. R. Cridland	Velocette	348					
60	R. Dowty	A.J.S.	348					
69	R. J. Ford	Norton	348					
159	G. A. Matthews	A.J.S.	348					
163	D. A. Skinner	Norton	348					
164	M. J. Bowdery	Norton	348					
165	D. S. Skennerton	A.J.S.	348					
174	C. A. Myhan	Velocette	348					
184	P. H. Springall	Velocette	348					
185	T. McGrath	A.J.S.	348					
189	I. Clarke	Norton	348					
190	C. F. Medgett	B.S.A.	348					
202	P. H. Tait	Norton	349					
RESERVES:								
200	A. R. Singer	B.S.A.	348					
68	T. Fell	Velocette	348					
109	J. C. Holloway	B.S.A.	348					

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th..... 6th.....

Fastest lap No..... Time..... Speed.....m.p.h.

The first five drivers and the two fastest sixths of the four heats enter the final (Event 12).

350 c.c., HEAT 3

A. J. Dudley-Ward, our Scandinavian correspondent (four times winner of the Finnish Grand Prix, once winner of the Swedish T.T.), appears on his "Special", which has novel front forks suspended on rubber, and a B.S.A. engine. B. W. T. Rood has changed over this year from A.J.S. to Norton. It looks as if something is brewing there. P. H. Tait holds, as you should know, half the Jubilee Trophy (the half you fill) and the 350 c.c. Crystal Palace lap record, and will be out on his "Double Knocker Featherbed". He broke a collarbone in the course of his employment a few weeks ago, but little things like that don't worry him. E. Havens, a friend of Bob Cooper, and over here on a similar mission, appears to form the chief opposition from the A.J.S. stable.

Race Three

HEAT 4

Event 7

5 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
5	J. E. Williams	... Norton	... 348					
9	J. R. Clark	... A.J.S.	... 348					
52	H. R. Collier	... B.S.A.	... 348					
54	W. Ryan	... A.J.S.	... 348					
59	G. A. Dormer	... B.S.A.	... 348					
62	J. H. Evans	... Velocette	... 348					
74	J. A. Storr	... Norton	... 349					
111	H. D. German	... Keele-Norton	... 348					
136	G. Lawrence	... Velocette	... 348					
145	E. J. Lewis	... Velocette	... 348					
161	A. G. Lovett	... A.J.S.	... 348					
168	K. J. Murphy	... B.S.A.	... 348					
170	J. M. Gilbert	... Pike-B.S.A.	... 348					
171	J. L. Gilbert	... A.J.S.	... 348					
176	S. Palmer	... Norton	... 349					
182	M. W. Garner	... Longstaff-Velocette	... 348					
183	L. P. Young	... A.J.S.	... 348					
191	W. Cummings	... Ariel	... 348					
201	J. F. Swanborough	... A.J.S.	... 348					
206	K. Willis	... A.J.S.	... 348					
208	J. Wilkes	... A.J.S.	... 348					
211	F. Reardon	... B.S.A.	... 348					
RESERVES:								
7	E. Manser	... A.J.S.	... 348					
195	T. H. Phillipson	... A.J.S.	... 348					
99	D. A. Griggs	... Norton-J.A.P.	... 344					

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th..... 6th.....
 Fastest lap No..... Time..... Speed.....m.p.h.
 The first five drivers and the two fastest sixths of the four heats enter the final (Event 12).

350 c.c., HEAT 4

Although the "specials" appear in this heat, the scrap for the lead is again likely to be between Norton and A.J.S.

J. R. Clark, who won his heat and came third in the final here last August, is now using the Arter Bros.' weapon previously wielded by Derek Farrant, now promoted to the A.J.S. "works" team. Clark has the reputation for forcing his way to the front of any race and staying there. John Storr, who holds both Senior and Junior Silverstone Championships and is here for the first time to-day, will obviously have similar plans for himself; Bill Ryan likewise. Bill will be astride a brand new racer from Plumstead. The hard-working Howard German will appear on a Keele-Norton, which is basically a 1948 "Manx" model but with a shorter wheelbase and swinging-arm rear suspension. The Longstaff-Velocette might be taken to be a standard K.T.T., but actually is assembled from a Rood engine in a frame from Arthur Wheeler, of Epsom, with other modifications, of course.

Race Four

FOR RACING THREE-WHEELERS (SIDECARS AND CYCLECARS) up to 1200 c.c.

NUMBER PLATES—BLACK WITH WHITE NUMBERS. GRID POSITIONS BY BALLOT

Event 8

HEAT 1

5 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
12	M. Klein	... Norton	... 499					
	Passenger: C. Rous							
80	F. G. Garrington	... Norton	... 499					
	Passenger: R. Caldicott							
102	C. Hale	... Morgan	... 994					
	Passenger: F. Hadley							
104	C. Smith	... Norton	... 499					
	Passenger: S. Dibben							
130	P. J. Millard	... Norton	... 490					
	Passenger: G. Loft							
131	P. Woollett	... Norton	... 499					
	Passenger: H. Neville							
150	A. McIntosh	... H.R.D.	... 499					
	Passenger: B. Crozier							
198	S. Sandys-Winsch	... Norton	... 499					
	Passenger: G. Mackay							
RESERVE								
56	B. Denton	... Coventry-Eagle	... 996					
	Passenger: H. D. German							

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th.....
 Fastest lap No..... Time..... Speed.....m.p.h.

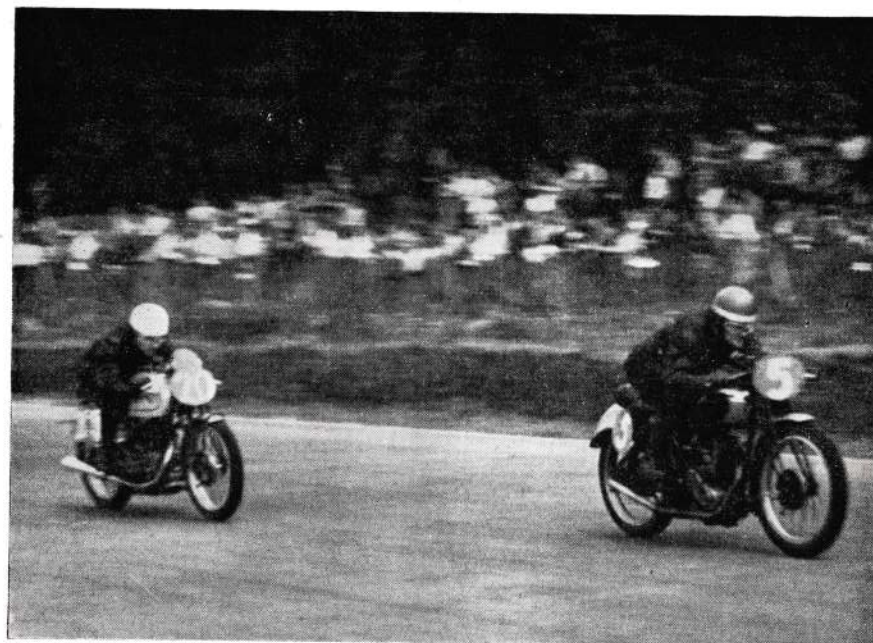
The first four drivers enter the final (Event 15).

THREE-WHEELER, HEAT 1

The two Cyrils—Hale and Smith—put on their act in this heat (and doubtless in the Final, too). C. H. drives a very old Morgan with a very fast 80 b.h.p. sprint motor. His best lap last year was just two seconds outside the record. He seems sometimes to find it difficult to keep all three wheels on the ground, but if things go well the other Cyril will have to work hard.

Cyril Smith may be described as "good". Any one who can go to the Continent and win Grands Prix everywhere, and finish up Champion of the World, as he did in 1952, must be good. We are honoured by his presence here to-day.

The Coventry Eagle ridden by B. Denton revives nostalgic memories of the thirties for me. The Flying Eight was then about the last word in rapid and de luxe motor cycling. And do you see who is acting as Denton's passenger?



F. Fuller, 250 Rudge, leads J. C. McCubbin, 250 Rudge, into Ramp Bend
Photo: G. Goddard

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Race Two Final

FOR RACING MOTOR BICYCLES of 201 c.c. to 250 c.c.
NUMBER PLATES—GREEN WITH WHITE NUMBERS. GRID POSITIONS BY BALLOT

Event 9

10 laps

FROM HEAT 1 (EVENT 2)

LAP CHART

No.	Driver	1	2	3	4	5	6	7	8	9	10
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FROM HEAT 2 (EVENT 3)

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RESULT

1st..... at.....m.p.h. 2nd..... 3rd..... 4th..... 5th.....
Fastest lap No..... Time..... Speed.....m.p.h.

UNLIMITED, HEAT 1

Again the character of the competition changes. In this race it is single cylinder v. twin.

In Heat One the single-cylinder addicts include John Storr, A. W. Tucker and Phil Webb. Webb's J.A.B.S. uses a Norton engine and gearbox in his own double loop frame. The whole machine is coloured red. When I referred to this a few days ago, in a somewhat critical tone, another member of the S.P.O.R.T. Equipe made it quite clear that I was speaking of the colour they loved!

P. H. Tait, who did some rather fast motoring last meeting on a "Featherbed" Norton, has decided this time to bring a rather special 650 c.c. Triumph to the line. When a rider of Tait's calibre does such a thing it is time to take notice. You have been warned.

Other twin enthusiasts are M. O'Rourke and Harry Pearce, the idol of Sevenoaks, who has been training hard during the winter by riding a 197 c.c. machine in trials. It's any one's guess who will win.

UNLIMITED, HEAT 2

Dudley-Ward's "Special" in this race uses a Triumph "Grand Prix" engine, a Velocette front-half frame and Dudley-Ward rear suspension. J. R. Clark rides Farrant's last year's mount. Ernest Barrett is somewhat undecided about his mount (fancy having a choice!) but it will certainly be a "single". John Surtees will be out on his "Double Knocker", as will be R. A. Russell, who won last August.

Arnold Jones will be riding an experimental "flat four" Wooler, which will be watched with interest, and "that Man" (we gave him number 111 because it's easy to paint) appears on a J.V. Special. This bicycle is designed by J. A. Viccars, and has a Triumph engine in a Norton-type frame. R. H. King, third home last June, and Stan Dibben, Cyril Smith's passenger, out for an airing on his own, are also taking part.

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LONDON, S.E.13

LAP SPEED TABLE

1 lap=1.39 miles

LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
0 59	84.81	1 7	74.69	1 15	66.72	1 23	60.29
.2	84.53	.2	74.46	.2	66.54	.2	60.14
.4	84.24	.4	74.24	.4	66.37	.4	60.00
.6	83.96	.6	74.02	.6	66.19	.6	59.86
.8	83.68	.8	73.81	.8	66.02	.8	59.71
1 0	83.40	1 8	73.59	1 16	65.84	1 24	59.57
.2	83.12	.2	73.37	.2	65.67	.2	59.43
.4	82.85	.4	73.16	.4	65.50	.4	59.29
.6	82.57	.6	72.94	.6	65.33	.6	59.15
.8	82.30	.8	72.73	.8	65.16	.8	59.01
1 1	82.03	1 9	72.52	1 17	64.99	1 25	58.87
.2	81.76	.2	72.31	.2	64.82	.2	58.73
.4	81.50	.4	72.10	.4	64.65	.4	58.59
.6	81.23	.6	71.90	.6	64.48	.6	58.46
.8	80.97	.8	71.69	.8	64.32	.8	58.32
1 2	80.71	1 10	71.49	1 18	64.15	1 26	58.19
.2	80.45	.2	71.28	.2	63.99	.2	58.05
.4	80.19	.4	71.08	.4	63.83	.4	57.92
.6	79.94	.6	70.88	.6	63.66	.6	57.78
.8	79.68	.8	70.68	.8	63.50	.8	57.65
1 3	79.43	1 11	70.48	1 19	63.34	1 27	57.51
.2	79.18	.2	70.28	.2	63.18	.2	57.39
.4	78.93	.4	70.08	.4	63.02	.4	57.25
.6	78.68	.6	69.89	.6	62.86	.6	57.12
.8	78.43	.8	69.69	.8	62.71	.8	56.99
1 4	78.19	1 12	69.50	1 20	62.55	1 28	56.86
.2	77.94	.2	69.31	.2	62.39	.2	56.73
.4	77.70	.4	69.12	.4	62.24	.4	56.61
.6	77.46	.6	68.93	.6	62.08	.6	56.48
.8	77.22	.8	68.74	.8	61.93	.8	56.35
1 5	76.98	1 13	68.55	1 21	61.78	1 29	56.22
.2	76.75	.2	68.36	.2	61.63	.2	56.10
.4	76.51	.4	68.17	.4	61.47	.4	55.97
.6	76.28	.6	67.99	.6	61.32	.6	55.85
.8	76.05	.8	67.80	.8	61.17	.8	55.72
1 6	75.82	1 14	67.62	1 22	61.02	1 30	55.60
.2	75.59	.2	67.44	.2	60.88	.2	55.48
.4	75.36	.4	67.26	.4	60.73	.4	55.35
.6	75.14	.6	67.08	.6	60.58	.6	55.23
.8	74.91	.8	66.90	.8	60.43	.8	55.11

Race Five

FOR RACING MOTOR BICYCLES of 351 c.c. to 1000 c.c.

NUMBER PLATES—YELLOW WITH BLACK NUMBERS. GRID POSITIONS BY BALLOT

Event 10

HEAT 1

5 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
3	P. E. S. Webb	J.A.B.S.	499					
5	J. E. Williams	Triumph-Norton	498					
8	M. P. O'Rourke	Matchless	498					
10	D. G. Lashmar	B.S.A.	498					
16	F. G. Perris	Triumph	498					
17	A. J. Dean	Triumph	498					
19	H. E. Vine	J.A.P.	497					
24	R. C. Vallance	Triumph	498					
35	A. M. Sutton	B.S.A.	499					
42	A. W. Tucker	Norton	499					
44	F. Andre	Triumph	498					
48	J. R. Clew	Triumph	498					
49	A. J. Bacon	Norton	490					
57	J. F. Hambling	B.S.A.	499					
58	D. A. W. Danskin	A.J.S.	498					
61	H. A. Pearce	Matchless	498					
74	J. A. Storr	Norton	499					
77	"Phil Collins"	Norton	499					
105	H. W. Grindley	Grindley-J.A.P.	497					
112	G. J. Turner	Rudge	499					
152	A. G. Johnson	Triumph	498					
202	P. H. Tait	Triumph	650					

RESERVES:

32	K. G. Buckmaster	Triumph	498
75	J. Narraway	Triumph	498
76	R. L. Clark	Triumph	498

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th.....
6th..... 7th..... 8th..... 9th..... 10th..... 11th.....

Fastest lap No..... Time..... Speed.....m.p.h.

The first eleven drivers enter the final (Event 14).

Race Five

Event 11

HEAT 2

5 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
1	A. J. Dudley-Ward	D.W. Special	498					
4	E. M. Kempson	E.M.K.	498					
6	W. Merrett	W.M. Contra	498					
9	J. R. Clark	Matchless	498					
21	E. A. Barrett	Phoenix or Norton	499					
23	J. Surtees	Norton	499					
26	J. Martin	Triumph	498					
36	R. L. Dawson	Vincent	499					
40	R. A. Russell	Norton	499					
45	F. J. Cooper	Norton	499					
60	R. Dowty	Norton	499					
64	T. J. Neal	T.N. Triumph	498					
66	J. E. Phare	Vincent	998					
79	R. Anderson	Triumph	498					
81	G. Bradley	Vincent	998					
98	J. T. Griffiths	Vincent	499					
110	A. W. Jones	Wooler	499					
111	H. D. German	J.V. Special	498					
115	R. H. King	Norton	499					
120	S. Dibben	Norton	499					
163	J. Moore	Moto-Guzzi	496					
207	W. H. Wilshire	Triumph	498					

RESERVES:

43	A. J. Thurgood	Norton	499
194	J. R. Hurlstone	Triumph	498
46	C. A. Thurston	Norton	490

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th.....
6th..... 7th..... 8th..... 9th..... 10th..... 11th.....
Fastest lap No..... Time..... Speed.....m.p.h.

The first eleven drivers enter the final (Event 14).

INTERVAL

FOR RACING MOTOR BICYCLES of 251 c.c. to 350 c.c.
NUMBER PLATES—BLUE WITH WHITE NUMBERS. GRID POSITIONS BY BALLOT

Event 12

10 laps

LAP CHART

RESULT

Fastest lap No..... Time..... Speed.....m.p.h.

FOR RACING THREE-WHEELERS (SIDECARS AND CYCLECARS) up
to 1200 c.c.

Event 13

HEAT 2

5 laps

LAP CHART

RESULT

The first four drivers enter the final (Event 15)

THREE-WHEELER, HEAT 2

Well! There we are, 214 motor-cycles in all.

Race Five Final

FOR RACING MOTOR BICYCLES of 351 c.c. to 1000 c.c.
NUMBER PLATES—YELLOW WITH BLACK NUMBERS. GRID POSITIONS BY BALLOT

FROM HEAT 1 (EVENT 10) **Event 14** *LAP CHART* **10 laps**

FROM HEAT 1 (EVENT 10)

Event 14

LAP CHART

10 laps

No.	Driver
-----	--------

[illegible]

FROM HEAT 2 (EVENT 11)

RESULT

1st.....*at*.....*m.p.h.* 2nd..... 3rd..... 4th..... 5th.....

6th..... 7th..... 8th.....

Fastest lap No..... Time..... Speed.....m.p.h.

Race Four Final

FOR RACING THREE-WHEELERS (SIDECARS AND CYCLECARS) up
to 1200 c.c.

NUMBER PLATES—BLACK WITH WHITE NUMBERS. GRID POSITIONS BY BALLOT

Event 15

10 laps

LAP CHART

FROM HEAT 1 (EVENT 8)

No.	Driver
-----	--------

[illegible]

FROM HEAT 2 (EVENT 13)

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th.....

Fastest lap No..... Time..... Speed.....m.p.h.

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ON RACING MOTOR CYCLES

Event 16

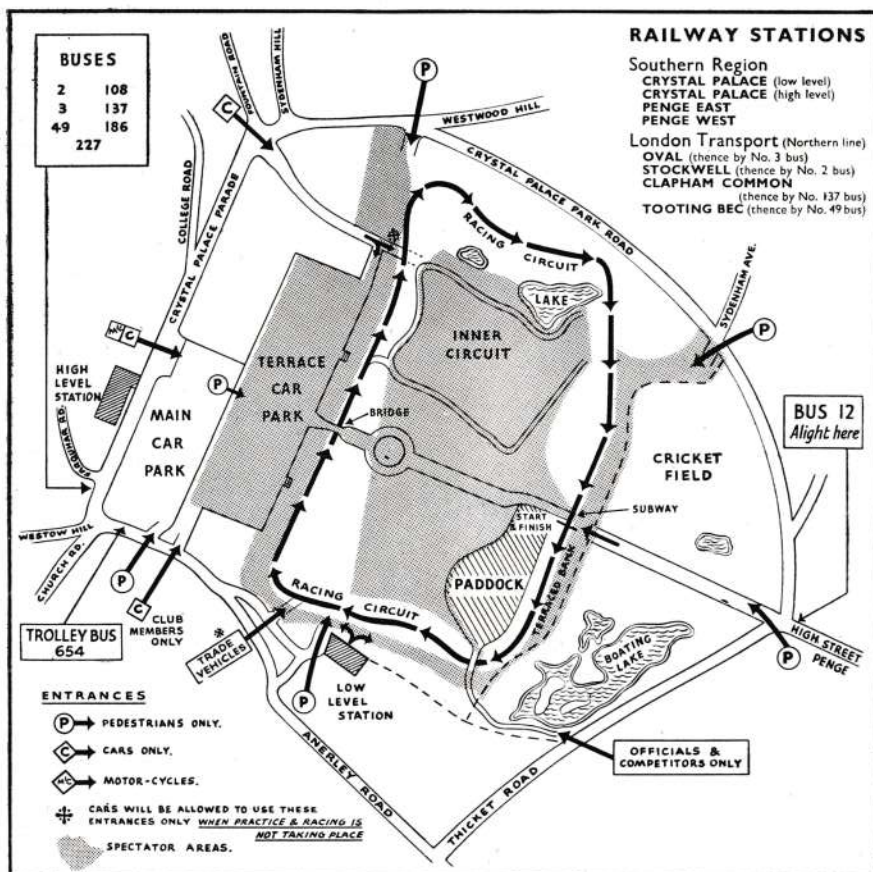
5 laps

				LAP CHART				
No.	Driver	Machine	c.c.	1	2	3	4	5
.....					
.....					
.....					
.....					
.....					
.....					
.....					
.....					
.....					
.....					
.....					

RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th.....

Fastest lap No..... Time..... Speed.....m.p.h.



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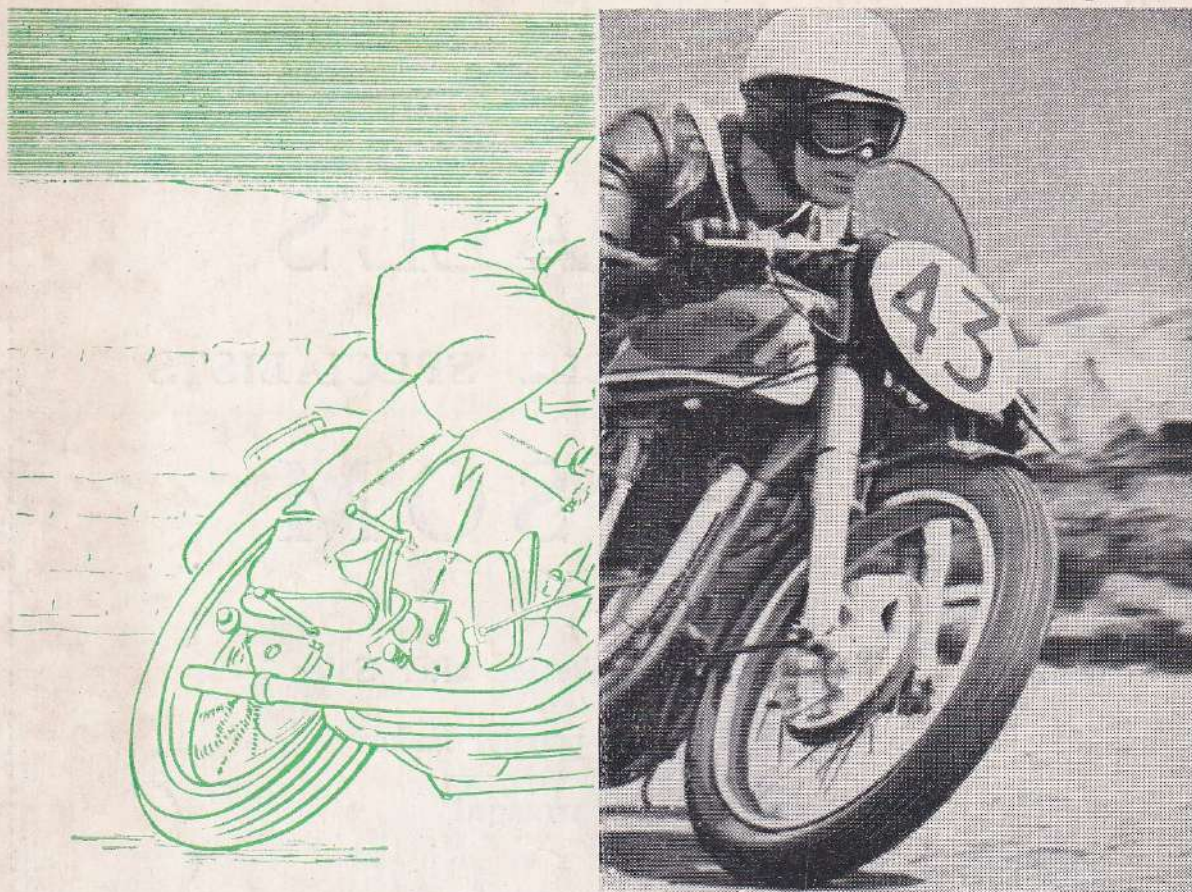
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