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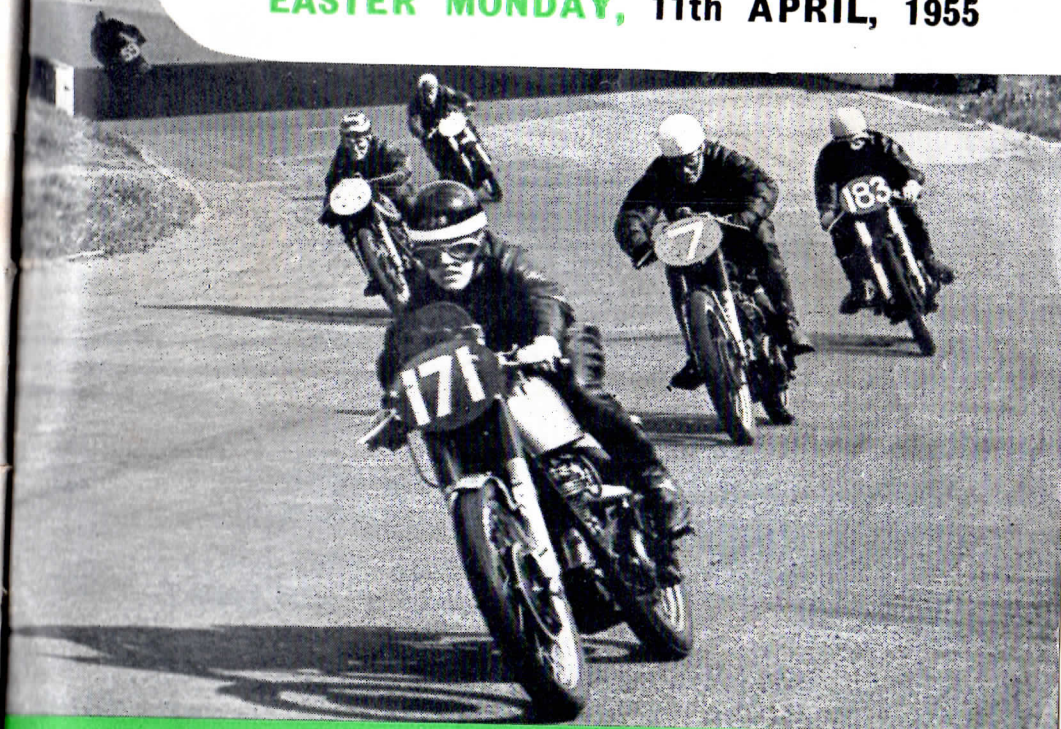
OFFICIAL PROGRAMME



# CRYSTAL PALACE

National Open Motorcycle Road Race Meeting  
Organized by the A.-C.U.(S.E. centre)

EASTER MONDAY, 11th APRIL, 1955



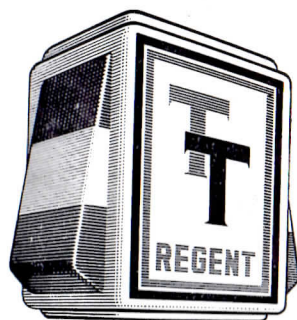
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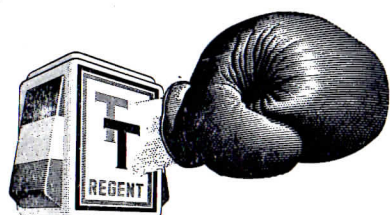
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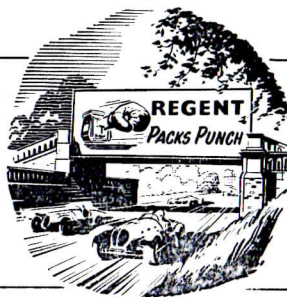


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# MOTOR CYCLE RACE MEETING **Crystal Palace**

MONDAY, 11th APRIL, 1955



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 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. 567. 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.

**THE PROMOTERS** accept entries and driver nominations in good faith, but have no control over circumstances affecting non-starters. Every effort is made to adhere to the printed programme of competitors. The promoters, however, cannot accept responsibility for the failure of any driver or motor cycle to appear.

## Acknowledgments

**ALL FIRE PRECAUTIONS AND FIRE FIGHTING SERVICES BY THE PYRENE COMPANY LTD.**

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## OFFICIALS



### STEWARDS OF THE MEETING

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

J. A. Simcocks } (appointed by the South  
T. E. Hubbuck } Eastern Centre A.C.U.)

### JUDGES

W. M. Morris

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)

### TRAVELLING MARSHAL

S. H. Allard

### SOUND CONSULTANT TO THE LONDON COUNTY COUNCIL

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

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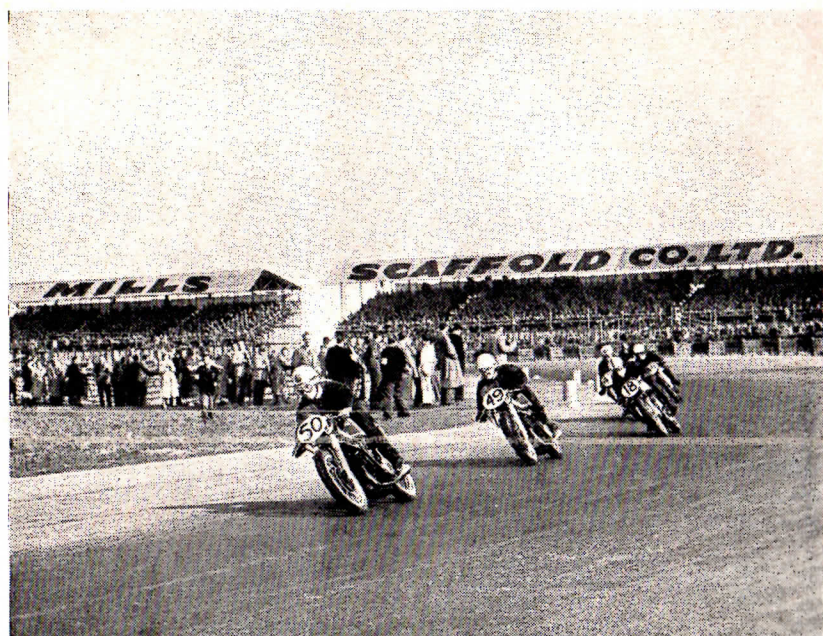
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W. T. Bult

33 Sayes Court, Addlestone, Surrey

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





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## Programme of Events

Race	Event	Heat	Category	Class	No. Plate Colour
					(white figures throughout)
1	1	—	Motor bicycles (solo)	... Up to 200 c.c.	Black
2	3	1	Motor bicycles	... 251-350 c.c.	Blue
3	3	2	Motor bicycles	... 251-350 c.c.	Blue
4	3	3	Motor bicycles	... 251-350 c.c.	Blue
5	2	2	Motor bicycles	... 201-250 c.c.	Green
6	4	1	Three-wheelers (sidecars)	... —	Black
7	3	Final	Motor bicycles	... 251-350 c.c.	Blue
8	4	2	Three-wheelers	... —	Black
9	5	1	Motor bicycles	... 351-1000 c.c.	Red
10	5	2	Motor bicycles	... 351-1000 c.c.	Red

3.30 approx.

INTERVAL, LASTING ABOUT FIFTEEN MINUTES

11	4	Final	Three-wheelers	... —	Black
12	5	Final	Motor bicycles	... 351-1000 c.c.	Red
13	7	Invitation Handicap	Three-wheelers	... 12 fastest	—
14	6	Invitation Handicap	Motor bicycles	... 20 fastest	—



# To-day's Competitors

For easy reference drivers have been listed in alphabetical and numerical order.

No.	Driver	Race	Lic. No.	Town
1	Ager, J. P. (Entrant: S. H. Brand)	2	910	Earlsfield
2	Akers, A. W.	3, 5	1031	New Cross
3	Alderslade, R.	4	1314	Chingford
4	Anderson, R.	9	18	Haynes
5	Andre, F.	9	657	Kensal Rise
6	Arthurton, E. H.	5	305	Camberwell
7	Barrett, E. A.	3, 5	1226	Tottenham
8	Baughn, J. (Entrant: Broadway Motors)	1, 5, 10	745	Southall
9	Baxter, R.	1	1199	Palmer's Green
10	Bayliss, D.	10	1920	Southwark
11	Boddice, W. G. (Entrant: E. R. G. Earles)	8	76	Smethwick
12	Bowdery, M. A.	4	1147	St. Mary Cray
13	Brand, S. H.	5	975	Clapham
14	Brazier, V. R.	3	60	Brighton
15	Brown, T. (Entrant: London Douglas M.C.C.)	3	937	Beckenham
16	Buckle, D. W.	1	345	Peckham
17	Buckmaster, K. G.	9	613	East Barnet
18	Burrell, K.	2	320	Letchworth
19	Busher, M. E.	2	504	West Wickham
20	Butler, G. R.	2	97	Cambridge
21	Candy, M. J.	3, 5	1154	Tonbridge
22	Canty, A.	4	1534	Tottenham
23	Castle, R.	2	500	Rugby
24	Challis, M. C.	3	714	Manor Park
25	Charles-Batson, K. C. (Entrant: Mrs. D. Charles-Batson)	5	149	Wimbledon
26	Cheverton, C. L.	9	523	East Barnet
27	Chiles, M. E.	3	1672	Nunhead
28	Chipperfield, K. (Entrant: E. G. Rose)	3	503	Addington
29	Chisholm, D.	5	1118	Maidstone
30	Clarke, I.	3	1148	Petts Wood
31	Clements, P.	1	599	Edgware
32	Coles, G.	5	313	Islington
33	Collier, H. R.	2	712	Walthamstow
34	Cooper, H. E. S. (Entrant: SKINT. Equipe)	5	1056	Catford
35	Crabbe, D. T.	9	980	Hastings
36	Grant, E. M.	9	2328	South Africa
37	Cummings, W. (Entrant: Gillbanks Motorcycles)	4	1384	Islington
38	Dakin, J. W.	1	421	Sunbury-on-Thames
39	Davidson, J. A.	10	1466	Richmond
40	Dawson, R. L.	10	515	Rugby
41	Dean, A. J. (Entrant: Westminster M.C.C.)	10	50	East Ham
42	Denehy, B.	4, 10	1326	Wisbech
43	Denton, B.	8	1207	Camberwell
44	Diver, J. H.	10	1330	Histon
45	Dowty, R.	9	697	Coventry
46	Duffy, A. O.	4	730	Maidenhall
47	Edgson, A. W. (Entrant: Falcon, Croydon M.C.C.)	4	1345	Mitcham
48	Ellis, A.	6	1597	Birmingham
49	Evans, P.	2	942	Luton, Beds
50	Fairchild, S. A.	1	1130	Hitchin
51	Faulkner, K. J.	3	1041	Harrow
52	Flury, L.	3, 10	994	Dartford

No.	Driver	Race	Lic. No.	Town
53	Ford, R. J.	2	157	East Barnet
54	Fordham, J. P.	2	878	Wandsworth
55	Foster, A.	2	996	Long Ditton
56	Fuller, F. L.	5	153	Southall
57	Gamble, J. B.	1	1956	Hounslow
58	Garner, M. W. (Entrant: Fred Warnell (Motor Cycles))	4	831	Loughton
59	German, H. D.	5, 10	1809	Paddington
60	Gibson, H. R.	4, 9	231	Ilford
61	Gillbanks, L. (Entrant: Gillbanks Motorcycles)	1, 5	1435	Islington
62	Godden, B. R.	2	122	Forest Hill
63	Goltz-Mehn, W.	2	501	Clapham
64	Goody, C. H.	1	287	Islington
65	Graham, V. R.	3	1230	Oxhey
66	Gunyon, M.	2	213	Faversham
67	Hall, H. S.	5	365	Bethnal Green
68	Hall, L. R.	10	644	Aldershot
69	Hasler, R.	9	172	Millwall
70	Hatch, L. G.	9	674	Folkestone
71	Haydon, R. J.	5	882	Penge
72	Hersey, P. J.	10	481	Ash, Surrey
73	Hicks, N. E.	6	796	Leicester
74	Hodgson, P. R.	3	794	Hampstead
75	Hogan, J. A. (Entrant: Aitchanbee Motor Cycles)	1, 5	226	Pinner
76	Holley, W. F. J.	2	1096	Willesden
77	Holloway, J. C.	3	694	Tottenham
78	Hurlstone, J. R.	10	809	Stammore
79	Hyde, J. B. (Entrant: Anerley Motor Cycle Stores)	5	560	Abbey Wood
80	Jackson, J.	9	636	New Cross
81	Jarvis, E. J. G.	1	959	Crawley
82	Keeling, F. O. C. H.	8	1698	Eltham
83	Kempson, E. M. (Entrant: R. Tyler)	5, 9	769	Dulwich
84	Kimber, A. W. (Entrant: SKINT. Equipe)	5, 10	977	Rotherhithe
85	Lane, J. A.	1	563	Maidenhead Thicket
86	Lavington, E. A.	2	659	Earlsfield
87	Lawrence, G.	1	1264	Farnham, Surrey
88	Lewis, S. F.	3	264	Chatham
89	Lovett, A. G. (Entrant: J. A. Lock)	4	1284	Edmonton
90	McGrath, T.	2	665	Woolwich
91	Manser, E.	4	1370	Vauxhall
92	Marsh, P. J.	3, 5	406	East Molesey
93	Martin, D. V. K. (Entrant: G. H. Jones (Motor Cycles) Ltd.)	4	1250	Littlehampton
94	Mates, C. C. W.	5	743	Bethnal Green
95	Mawby, R. F. J.	2	1124	Camberley
96	Millard, P.	6	1294	Dagenham
97	Minter, D.	9	623	Canterbury
98	Mitchell, J. N.	1	1225	Elland, Yorks
99	Morle, B. J.	1	249	Bedford
100	Mortimore, W. A.	4	637	Lewisham
101	Mould, D. (Entrant: Mrs. D. Charles-Batson)	2	349	Long Ditton
102	Murphy, G. C. A.	2	537	Tulse Hill
103	Myhan, C.	4	1560	Orpington
104	Naintre, V.	10	107	Westminster
105	Neal, T. J.	9	941	Brockley
106	O'Rourke, M. P. (Entrant: Bermondsey M.C.C.)	4, 9	986	Camberwell
107	Orson, S. L. F.	2	492	Hemel Hempstead



No.	Driver	Race	Lic. No.	Town
108	Overall, P.	8	584	Orpington
109	Palmer, S.	4, 10	944	Wolverton
110	Payne, J. L.	9	1042	Chislehurst
111	Peacock, J.	2	251	Send, Surrey
112	Perris, F. G.	3, 10	475	Chelsea
(Entrant: Arter Bros. Ltd.)				
113	Phillipson, T.	3	415	Rugby
114	Pizzey, M.	4	370	Wimbledon
(Entrant: Wandsworth M.C.C.)				
115	Pontin, L. M. E.	4	746	Catford
116	Preen, J. K.	4	1100	Carshalton
117	Ramsden, R. J.	1	600	Edgware
118	Rimes, B.	2	839	Northwood
119	Rowe, R. E.	9	1155	Stratford
120	Rutherford, F. A.	2, 9	35	East Ham
121	Rutherford, L. S.	4	568	Blackheath
122	Setchell, B. P.	4	545	Luton, Beds
123	Sheene F.	3	468	Holborn
124	Skinner, C. E.	4	1306	Hayes
(Entrant: Broadway Motors)				
125	Slate, D. T.	8	551	Lee
126	Smith, J. C.	3	401	Wednesfield
127	Smith, R. R. C.	5	1233	Brighton
128	Snell, R. S.	10	950	Bermondsey
129	Spink, W.	3	1752	Barnes
130	Spooner, E. A.	3	740	Colchester
131	Springall, P. H.	2	1032	Forest Hill
132	Stacey, N. C.	4	1685	Tolworth
133	Standivan, R. J.	5	874	Herne Hill
134	Stone, C. E.	9	476	Bradford-on-Avon
135	Stride, A. A.	4	1425	Brighton
136	Surridge, C. A.	1	1810	Herne Hill
137	Surtees, J.	2, 5, 10	295	Catford
(Entrant: Jack Surtees Motors Ltd.)				
138	Swindells, J. F.	6	1465	Richmond
139	Tait, P. H.	3, 5, 9	1299	Coventry
(Entrant: L. F. Baker)				
140	Taylor, A. H.	1	236	Weybridge
141	Taylor, L. W.	6	555	Barnt Green
142	Thomson, G. F.	3	580	Hassocks
(Entrant: G. T. Motors)				
143	Thurgood, A. J.	10	916	Forest Hill
(Entrant: SKINT. Equipe)				
144	Thurston, C. A.	9	491	Mountnensing
145	Tinsley, E.	9	509	Tolworth
146	Tostevin, K. H.	3, 9	181	St. Martin's, Guernsey
147	Tucker, A. W.	10	770	Cirencester
148	Turner, G. J.	5, 10	336	Stannore
149	Vallance, R. C.	10	788	St. Pauls Cray
(Entrant: SKINT. Equipe)				
150	Vine, H. E.	10	1851	Westcliff-on-Sea
151	Wakley, B. K.	4	1820	Tooting
152	Walker, P. B.	10	895	N. Finchley
153	Washer, E. J.	2	271	Crawley
154	Watson, J.	5	1194	Wood Green
155	Watson, W. P.	2	602	Rochester
156	Whitehouse, R.	10	1101	Hemel Hempstead
157	Whitton, H.	3	1186	Mitcham
158	Willerton, A. E.	9	1076	Evington, Leics
159	Wilshire, W. H.	9	120	Watford
160	Wooder, E. F.	4	612	Romford
161	Woollett, P.	6	1164	Weald
(Entrant: Angus Motor Cycles)				
162	Yorke, D. R.	8	2122	Chelmsford
163	Young, A.	8	921	Purley
164	Young, E. T.	6	598	Cheshunt

## Race One

FOR MOTOR BICYCLES up to 200 c.c.

### EVENT 1

5 laps

#### LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
8	J. Baughn	M.V. Agusta	124					
9	R. Baxter	B.S.A.	123					
16	D. W. Buckle	B.S.A.	123					
31	P. Clements	Hogan-B.S.A.	123					
38	J. W. Dakin	E.M.C.-Puch	124					
50	S. A. Fairchild	Moto-E.M.B.	193					
57	J. B. Gamble	E.M.C.-Puch	124					
61	L. Gillbanks	E.M.C.-Puch	124					
64	C. H. Goody	C. & G. Villiers	197					
75	J. A. Hogan	M.V. Agusta	124					
81	E. J. G. Jarvis	B.S.A.	123					
85	J. A. Lane	New Imperial	124					
87	G. Lawrence	R.R.G.	197					
98	J. N. Mitchell	B.S.A.	123					
99	B. J. Morle	E.M.C.-Puch	124					
117	R. J. Ramsden	Hogan-B.S.A.	123					
136	C. A. Surridge	B.S.A.	123					
140	A. H. Taylor	E.M.C.-Puch	124					

### RESULT

1st... 7 at 45 m.p.h. 2nd... 45 3rd... 38 4th... 117 5th... 87

Fastest lap No. 45 Time 7.3 Speed 89.15 m.p.h.

61.63 m.p.h.

As a "curtain raiser" to-day we have a five-lap race for "babies". Taking part are fifteen two-stroke machines, of which seven are "hotted up" B.S.A. "Bantams" like those which are usually ridden so well by G.P.O. messengers. Also competing are five Austrian-based E.M.C.-Puch's—with "split single" two-stroke engine design (two pistons but only one combustion chamber), which is so popular on the Continent. Three other machines have 200 c.c. Villiers engines or modifications thereof. Fairchild's E.M.B., for example, has a D.K.W. (German) frame with plunger type rear springing and E.M.C. wheels. On this bike a special type of cylinder is joined to a Villiers crank case and maximum revs. are about 11,000 per minute. That works out at some 180 explosions per second—no wonder these things buzz! The R.R.G., ridden by G. Lawrence, has a 197 c.c. Villiers in a frame designed by himself, with the tank supported (intentionally, he says) by rubber bands.

The only British four-stroke in the race is J. A. Lane's New Imperial, a pre-war bike with the engine sleeved down from 150 c.c. which gives it an unfavourable bore/ratio.

The two Italian M.V. racers are perhaps in a class by themselves. John Hogan, who at our meeting last year started his succession of wins which made him British Champion in the 125 c.c. class, will again be riding, backed up by J. Baughn—and probably finishing in that order too!



# Crystal Palace Motor Cycle Records

LAP AND RACE RECORDS AS AT 1st JANUARY, 1955

## FASTEST LAP

### Motor bicycles

200 c.c.	...	M. Cann	...	F. B. Mondial	62.08 m.p.h.
250 c.c.	...	J. Surtees	...	R.E.G.	69.31 m.p.h.
350 c.c.	...	J. Surtees	...	Norton	71.69 m.p.h.
1000 c.c.	...	J. Surtees	...	Norton	73.16 m.p.h.
*1000 c.c.	...	J. Surtees	...	Norton	74.69 m.p.h.
Three-wheelers	...	C. Smith	...	Norton	65.84 m.p.h.

## RACE RECORDS

200 c.c. (5 laps)	...	J. A. Hogan	...	M. V. Augusta	58.30 m.p.h.
250 c.c. (10 laps)	...	J. Surtees	...	R.E.G.	65.98 m.p.h.
350 c.c. (10 laps)	...	J. Surtees	...	Norton	69.96 m.p.h.
1000 c.c. (10 laps)	...	J. Surtees	...	Norton	71.63 m.p.h.
*1000 c.c. (5 laps)	...	J. Surtees	...	Norton	71.89 m.p.h.
Three-wheelers (10 laps)	...	C. Smith	...	Norton	63.81 m.p.h.

All the above lap and race records were made on April 19, 1954.

The course record for all types of vehicle in racing:

Fastest Lap ... 75.82 m.p.h.

Fastest Race ... 74.59 m.p.h.

Both were recorded by R. Parnell (Ferrari) on August 2, 1954.

\* Recorded in handicap race.

# Jubilee Trophy—Progress Chart

PRESENTED BY THE S.E. CENTRE A-C.U. 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.
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

# Race Two

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

## EVENT 3—HEAT 1

5 laps

## LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
1	J. P. Ager	A.J.S.	348					
18	K. Burrell	A.J.S.	348					
19	M. E. Busher	Norton	349					
20	G. R. Butler	Norton	349					
23	R. Castle	B.S.A.	348					
33	H. R. Collier	A.J.S.	348					
49	P. Evans	A.J.S.	348					
53	R. J. Ford	Norton	349					
54	J. P. Fordham	Douglas	348					
55	A. Foster	Norton	349					
62	B. R. Godden	A.J.S.	348					
63	W. Goltz-Mehn	A.J.S.	348					
86	E. A. Lavington	Velocette	348					
90	T. McGrath	A.J.S.	348					
102	G. C. A. Murphy	A.J.S.	348					
111	J. Peacock	A.J.S.	348					
118	B. Rimes	Norton	349					
120	F. A. Rutherford	A.J.S.	348					
131	P. H. Springall	Velocette	348					
137	J. Surtees	Norton	348					
153	E. J. Washer	A.J.S.	348					
155	W. P. Watson	B.S.A.	348					
RESERVES:								
101	D. Mould	A.J.S.	348					
107	S. L. F. Orson	B.S.A.	348					
95	R. F. J. Mawby	Norton	349					
76	W. F. J. Holley	B.S.A.	348					

## RESULT

1st 13.7 at 13.7 m.p.h. 2nd 15.3 3rd 15.3 4th 1 5th 111

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

Fastest lap No. 137 Time 1.11.2 Speed 68.14 m.p.h.

The first seven and fastest eighth (of the three heats) go into the final, Race 7 (page 19).

This race brings "local boy" John Surtees to the starting line. This consistent winner of last year (fifty-six in all) on practically every circuit in the country is now Norton's No. 1 driver. but to-day he will be competing as a private entry.

Of the remaining entries half are A.J.S. "Boy Racers". It is A.J.S. policy, a truly successful one, to place real racing machines within reach of those who take racing seriously. E. J. Washer (fifth last year), G. C. A. Murphy, and F. A. Rutherford are notable entries on this make.



## Race Three

EVENT 3—HEAT 2

5 laps

### LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
2	A. W. Akers	A.J.S.	348					
7	E. A. Barrett...	Phoenix-J.A.P.	348					
14	V. R. Brazier...	A.J.S.	348					
15	T. Brown	Douglas	348					
21	M. J. Candy	Velocette	348					
24	M. C. Challis	A.J.S.	348					
30	I. Clarke	Norton	348					
51	K. J. Faulkner	Velocette	348					
52	L. Flury	A.J.S.	348					
74	P. R. Hodgson	B.S.A.	348					
77	J. C. Holloway	A.J.S.	348					
88	S. F. Lewis	Velocette	348					
92	P. J. Marsh	B.S.A.	348					
112	F. G. Perris	A.J.S.	348					
113	T. Phillipson	A.J.S.	348					
123	F. Sheene	A.J.S.	348					
126	J. C. Smith	A.J.S.	348					
130	E. A. Spooner	A.J.S.	348					
139	P. H. Tait	B.S.A.	348					
142	G. F. Thomson	Monroe-A.J.S.	348					
146	K. H. Tostevin	Velocette	348					
157	H. Whitton	Norton	348					

### RESERVES:

129	W. Spink	A.J.S.	348
28	K. Chipperfield	Norton	348
27	M. E. Chiles	A.J.S.	348
65	V. R. Graham	B.S.A.	348

### RESULT

1st. 112 at ..... m.p.h. 2nd. 28 3rd. 113 4th. 2 5th. ....

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

Fastest lap No. 112 : 1.15.3 Time 6.23.3 Speed 65.28 m.p.h.

The first seven and fastest eighth (of the three heats) go into the final, Race 7 (page 19).

Near the top of the list you will see the name E. A. Barrett, with his Phoenix-J.A.P. The 350 model does not usually show up as well as the 250. It is somewhat remarkable that, with their experience on speedway and grass tracks, J.A.P.s are not more prominent on short circuits. Frank Perris—a private entry last year—is entered by Arter Bros. on the machine used last year by J. R. Clark, now a member of the A.J.S. "works" team. Frank Sheene deserves a mention as a consistent supporter of short circuit racing since 1938, and an old friend who appears with a new bike is Phil Tait on a B.S.A. The Gold Star model was introduced in its present form last year and swept the board in the Clubman's races in the Isle of Man last June. G. F. Thomson, of Brighton (13th last year) tells me that he has averaged twenty meetings a season for the past four years. K. H. Tostevin comes from Guernsey, where he is a star performer in hillclimbs.

## Race Four

EVENT 3—HEAT 3

5 laps

### LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
3	R. Alderslade...	A.J.S.	348					
12	M. A. Bowdery	A.J.S.	348					
22	A. Canty	A.J.S.	348					
37	W. Cummings	Ariel	348					
42	B. Denehy	Norton	348					
46	A. O. Duffy	B.S.A.	348					
47	A. W. Edgson	B.S.A.	348					
58	M. W. Garner	Velocette	348					
60	H. R. Gibson	A.J.S.	348					
89	A. G. Lovett	B.S.A.	348					
91	E. Manser	A.J.S.	348					
100	W. A. Mortimore	A.J.S.	348					
103	C. Myhan	Velocette	348					
106	M. P. O'Rourke	A.J.S.	348					
109	S. Palmer	Norton	348					
114	M. Pizzey	Norton	348					
115	L. M. E. Pontin	A.J.S.	348					
116	J. K. Preen	Velocette	348					
121	L. S. Rutherford	A.J.S.	348					
122	B. P. Setchell	A.J.S.	348					
124	C. E. Skinner	Velocette	348					
135	A. A. Stride	A.J.S.	348					

### RESERVES:

93	D. V. K. Martin	B.S.A.	348
160	E. F. Wooder	Norton	348
132	N. C. Stacey	Velocette	348
151	B. K. Wakley	A.J.S.	348

101 D Mould

### RESULT

1st. 106 at ..... m.p.h. 2nd. 89 3rd. 121 4th. .... 5th. ....

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

Fastest lap No. 106 : 1.14.5 Time 6.29.3 Speed 64.24 m.p.h.

The first seven and fastest eighth (of the three heats) go into the final, Race 7 (page 19).

This race also includes eleven "Boy Racers", three of which will be ridden by Michael O'Rourke (21st Junior T.T., 10th and 11th Dutch T.T. and fourth here last year), B. P. Setchell (seventh last Easter at 66 m.p.h.) and R. Alderslade (11th last year). Steve Palmer and M. Pizzey (secretary of the Wimbledon Club) are Norton's hopes, while Garner and Skinner are the Velocette stars. I expect Michael to win this race and so provide an exciting final with Surtees, Tait, O'Rourke and Perris included.



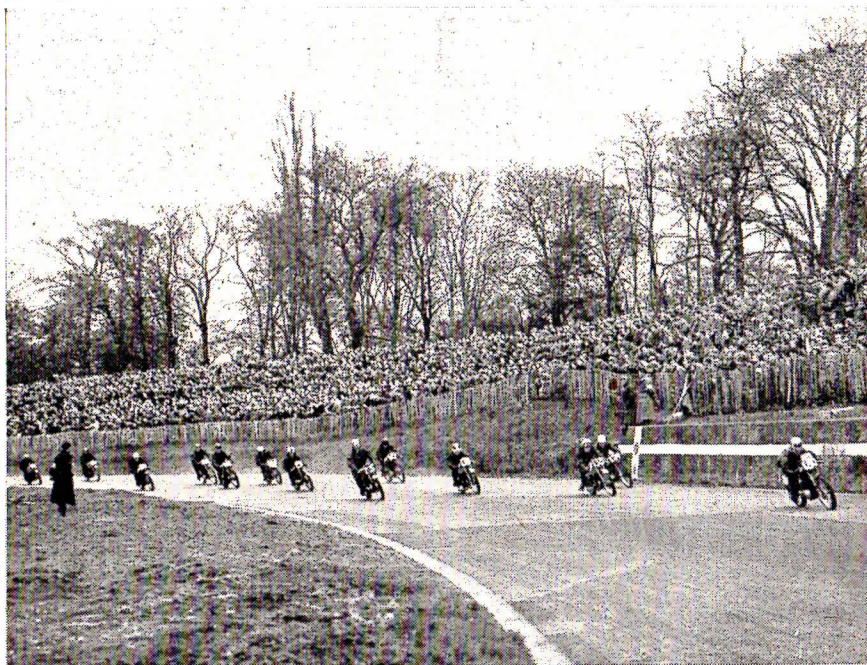
## RACE 5

As might be expected from a class not catered for by British manufacturers, this race abounds in "specials". Akers' Ariel is a 1939 Red Hunter, with an A.M.C. front end, a "featherbed" frame and Woodhead-Monroe rear suspension units. Arthurton is riding the Pike-Rudge, which last year carried E. W. Tinkler into third position. S. H. Brand uses a twin loop frame, with trailing-link forks, both self-designed, Triumph wheels, a Panther engine and Albion gearbox. Cooper's New Imperial has a Rudge engine. German's Velocette is a rather neat overhead camshaft model, in which he has great confidence. Gunyon's bike started life as a 350 c.c. W.D. job, but now has little of the original left. Hydraulically-damped girder forks and a swinging-arm rear end are included.

John Hogan and Aitchanbee Motorcycles have spent a lot of time this winter carving about a British Anzani twin two-stroke. A feature of the production model is a rotary inlet valve, but that, I gather, is one of the things carved off. E. M. Kempson prefers to keep quiet about the Norton from which he is expecting great things; if it is not ready he will ride his old Rudge. C. L. W. Mates' Smith Special has a chain-driven double overhead camshaft, a "featherbed" type frame and swinging tail. With the exception of a new set of cams, it is in the condition in which Mates raced it fairly successfully last year. R. R. Cleveland Smith uses a Triumph T80 as the basis for his racer. It has a special alloy head and barrel, sodium-filled exhaust valve, telescopic front suspension and rear ditto.

John Surtees, having lost the R.E.G. to an Australian, has ordered a new standard N.S.U. from Germany. As you might know, this engine is unique in that the cams are operated by eccentric rods. John hopes it will arrive in time. So do we. Phil Tait will be out on a much-modified Velocette, and G. J. Turner will have his fast Rudge. From last year's records he doesn't bother about any place lower than second.

As there are rather a number of doubtful starters we have included a larger-than-usual quantity of reserves, some of whom you may not see. Spare a thought, therefore, for L. Gillbanks, who refuses to discuss his Italian Benelli, preferring to talk about his newly-arrived grand-daughter. No. 25 is entered by Mrs. D. Charles-Batson. C.-B. is the only man in England able to admit, without a blush, that his wife "manages" him.



The "Motor Cycle" Photograph.

Sounding like a swarm of angry bees, lightweights get away to a good start at the 19th April, 1954, meeting before a large crowd. Every machine in this photograph has a two-stroke engine.

## Race Five

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

### EVENT 2

10 laps

#### LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5	6	7	8	9	10
NS 2	A. W. Akers	Ariel	248										
NS 6	E. H. Arthurton	Pike-Rudge	248										
7	E. A. Barrett	Phoenix-J.A.P.	248										
8	J. Baughn	Velocette	248										
13	S. H. Brand	Panther	248										
NS 21	M. J. Candy	Velocette	249										
34	H. E. S. Cooper	New Imperial	249										
56	F. L. Fuller	Rudge	249										
NS 59	H. D. German	Velocette	247										
66	M. Gunyon	Velocette	248										
75	J. A. Hogan	British Anzani	242										
79	J. B. Hyde	Rudge	249										
83	E. M. Kempson	Norton	249										
84	A. W. Kimber	Rudge	249										
92	P. J. Marsh	Triumph	249										
NS 94	C. C. W. Mates	Smith Special	248										
127	R. R. C. Smith	Cleveland Duffell	248										
133	R. J. Standivan	Rudge	249										
137	J. Surtees	N.S.U.	248										
139	P. H. Tait	Beezley Velocette	248										
148	G. J. Turner	Rudge	249										
154	J. Watson	Phoenix-J.A.P.	249										
138													
RESERVES:													
32	G. Coles	Rudge	249										
NS 29	D. Chisholm	Velocette	249										
71	R. J. Haydon	Benelli	247										
NS 67	H. S. Hall	Velocette	248										
25	K. C. Charles-Batson	Excelsior	248										
NS 61	L. Gillbanks	Benelli	248										

### RESULT

1st. 137 at ..... m.p.h. 2nd. 148 3rd. 139 4th. 56 5th. ....  
 Fastest lap No. 137 - 1.12.3 Time 12.35.3 Speed 67.10 m.p.h.

69.31 m.p.h.



### FOR THREE-WHEELERS

**5 laps**

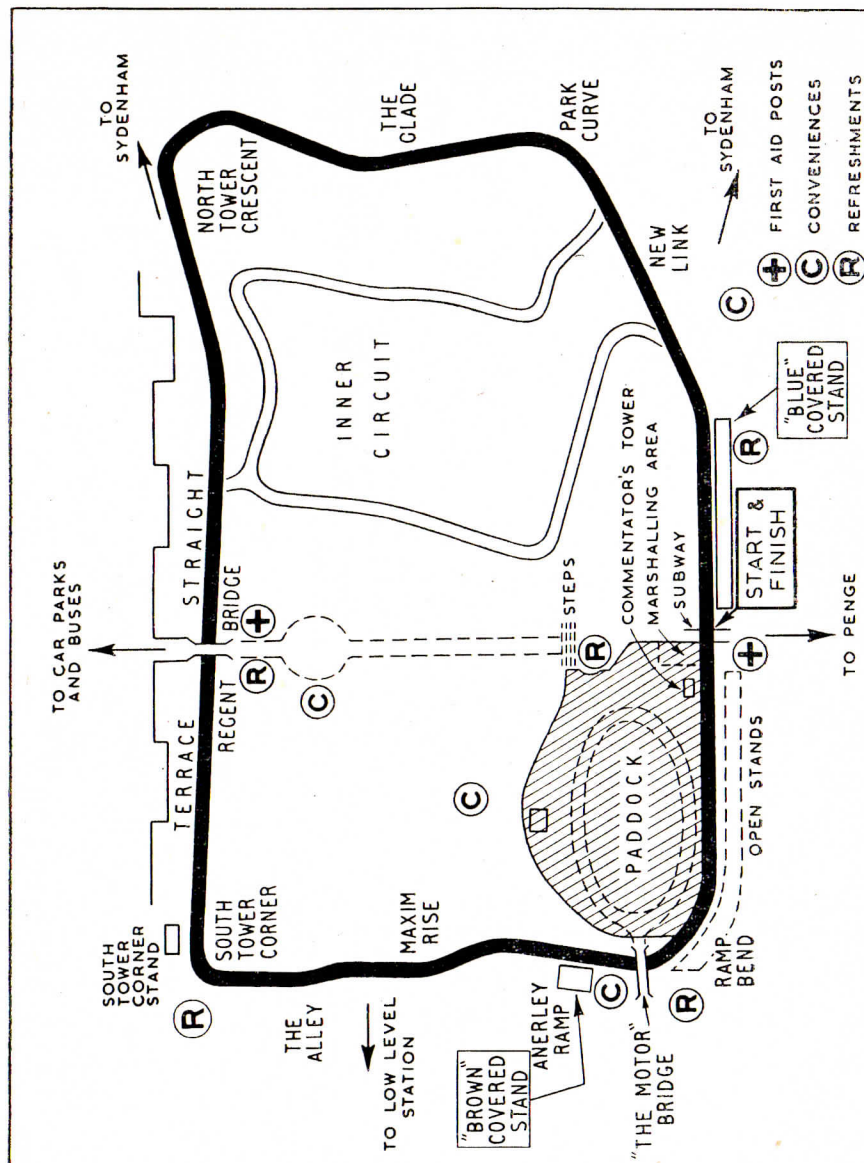
No.	Driver	Machine	c.c.
48	A. Ellis ... (Passenger: S. Lucas)	Norton-Watsonian ...	499
73	N. E. Hicks ... (Passenger: A. E. Willerton)	Norton Special ...	499
96	P. Millard ... (Passenger: G. Loft)	Norton ...	499
138	J. F. Swindells ... (Passenger: B. Bliss)	Norton ...	499
141	L. W. Taylor ... (Passenger: P. Glover)	Norton-Watsonian ...	499
161	P. Woollett ... (Passenger: H. W. Neville)	Norton-Watsonian ...	499
164	E. T. Young ... (Passenger: C. D. Young)	55/E.T.Y./Triumph...	498

1st... 4.8 ..... at ..... m.p.h. 2nd... 13.8 ..... 3rd... 16.1 ..... 4th... 4.3 .....  
Fastest lap No. 4.8 1913 Time ..... Speed 61.63 m.p.h.

*In this race we may expect a ding-dong battle between Bob Hicks (no outstanding wins but lots of places), Len Taylor (now in his twenty-third season and never lower than sixth in his twenty-second) and Peter Woollett, who was sixth here last Easter, and who has improved much since then. Then we have the Ted Young's "special" which he has constructed after studying the low build of racing and sports cars. This has been achieved with a special frame, shortened forks and steering head, and 16 in. wheels. The fuel tank is in the "chair" and petrol is lifted by an exhaust camshaft-driven pump.*

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.





## ON TIME-KEEPING

PERHAPS you have wondered what sort of organization is necessary for time-keeping. It is of the utmost importance that an accurate check is kept of the lap times of each driver, so we asked Mr. Shuttleworth, the International Time-keeper in charge to-day, to give us a short account of what goes on in the timing box.

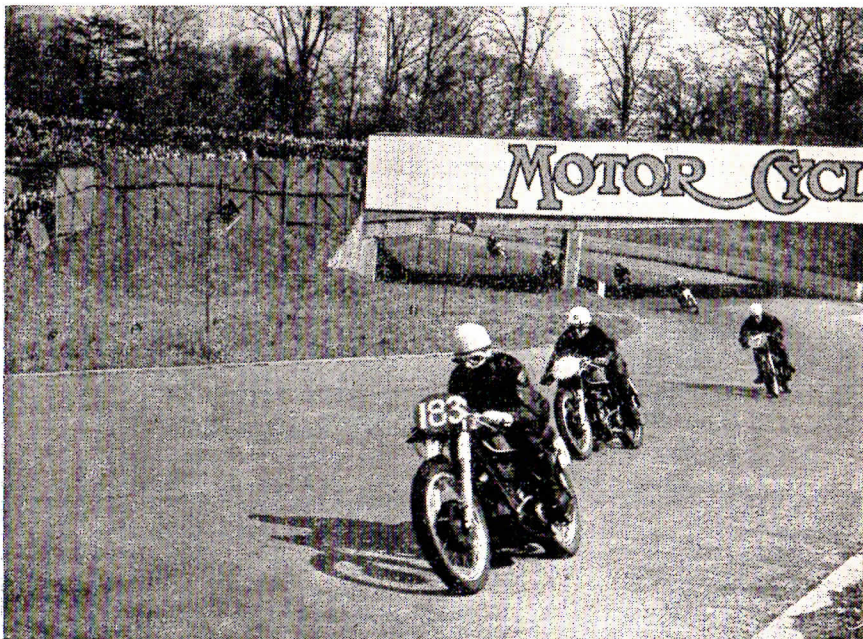
A group of highly-trained assistants act as lap scorers and spotters. They are particularly necessary on a short circuit like the Crystal Palace, where riders pass the box at only brief intervals. Riders are also inclined to come round in bunches and so the spotters pick out the numbers and pass them by word to the time-keepers, and to the lap-scorers, who record them on a list to provide a double check.

At to-day's meeting there are three time-keepers. Each is allocated a third of the number of riders, carefully selected so that each group included riders of different known ability. This is done to avoid one timekeeper having, for example, the fastest bunch. As the numbers are called out the timekeeper records against it the time, read off his own watch, so that at the end there is a complete record of the time at which each rider passed the box on each lap. It is then only necessary to subtract one time from another to determine individual lap times. This method also provides a complete record of the number of laps each rider has completed.

Special watches, which cost about £120 each, are used and must be certificated for accuracy by the National Physical Laboratory or its counterpart in other countries.

Timekeepers and their assistants have a difficult job to do, one which calls for a cool temperament and quick, accurate powers of observation. The Auto-Cycle Union grades timekeepers and a Timekeeping sub-committee keeps a careful check on its officials. Mr. Shuttleworth is an International Timekeeper, which is the highest grade.

Handicapping is one of the problems for timekeepers, who rely upon lap times in previous scratch races on the same day. They are not easily deceived, however, and are capable of interpreting times so that, for example, if a fast driver has not been hard pressed in a scratch race that fact will not have escaped their attention.



"Motor Cycling" Copyright.

A trio of A.J.S. 7R's climbs Anerley Ramp led by L. P. Young. These formidable machines are known most inappropriately as "Boy Racers".

## Race Seven

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

### EVENT 3—FINAL

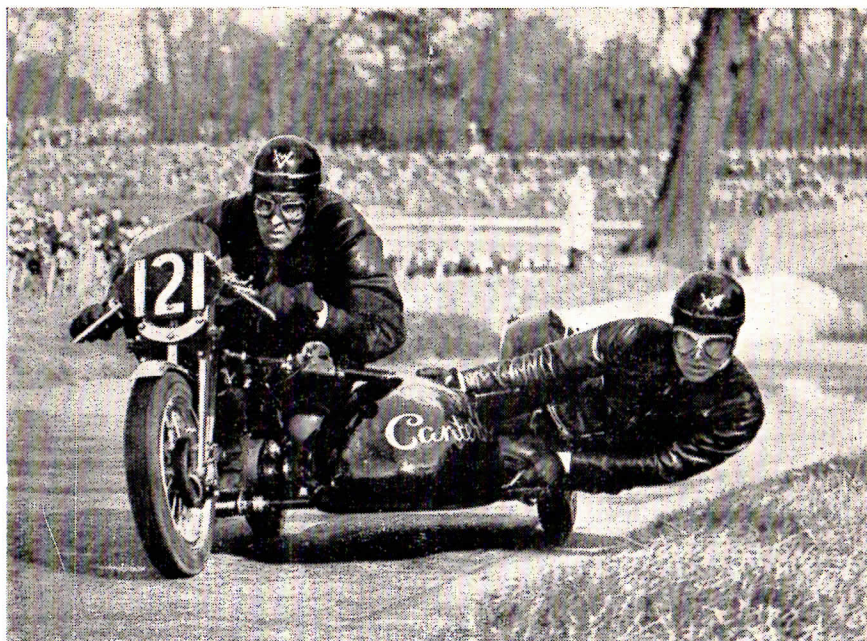
10 laps

No.	Driver	LAP CHART									
FROM RACE 2 (HEAT 1)		1	2	3	4	5	6	7	8	9	10
127											
153											
128											
1											
111											
118											
119											
FROM RACE 3 (HEAT 2)											
112											
128											
113											
1											
120											
128											
114											
FROM RACE 4 (HEAT 3)											
126											
129											
121											
1											
114											
120											
115											
FASTEST EIGHTH											
117											

### RESULT

1st...127...at 11.56.3-69.82 m.p.h. 2nd...10.6 3rd...112 4th...153 5th...128  
6th...129 7th... 8th...  
Fastest lap No...137.794 Time...1.9 Speed...72.31 m.p.h.





The "Motor Cycle" Photograph.  
Spirit of "chair-racing" is captured in this shot of E. J. Davis on his 998 c.c. Vincent with Canterbury sidecar. Passenger E. G. Allen looks somewhat apprehensive.

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## Race Eight

EVENT 4—HEAT 2

5 laps

### LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
11	W. G. Boddice (Passenger: W. Storr)	Norton-Watsonian	499					
43	B. Denton (Passenger: H. D. German)	Norton	499					
82	F. (ect.) Keeling (Passenger: H. Gregory)	Norton	499					
108	P. Overall (Passenger: W. James)	Norton	499					
125	D. T. Slate (Passenger: D. Overall)	Norton	499					
162	D. R. Yorke (Passenger: G. E. Tyler)	Norton	499					
163	A. Young (Passenger: A. C. Partridge)	Norton	499					

### RESULT

1st.....11.....at.....m.p.h. 2nd.....163..... 3rd.....125..... 4th.....108.....

Fastest lap No.....11..... Time.....6.46..... Speed.....61.62.....m.p.h.

The first four drivers go into the final, Race 11 (page 25).

It is not very clever to predict a Norton victory in this heat. The first name on the list is Bill Boddice, who collected the Crystal Palace Sidecar Trophy last July with passenger Bill Storr. We have two former National Grass-Track champions, D. Slate and D. Yorke. B. Denton again has Howard D. German as his passenger. German has entered the 250 and 1000 c.c. solo races and believes that a change is as good as a rest.

## Future Race Meetings at Crystal Palace in 1955

By arrangement with Crystal Palace Motor Sports Committee

MONDAY, 30th MAY

NATIONAL MOTOR RACE MEETING

Organized by the British Racing and Sports Car Club

SATURDAY, 18th JUNE

NATIONAL OPEN MOTOR CYCLE RACE MEETING

Organized by the British Motor Cycle Racing Club

SATURDAY, 30th JULY

INTERNATIONAL MOTOR RACE MEETING

Organized by the British Automobile Racing Club



## Race Nine

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

### EVENT 5—HEAT 1

5 laps

#### LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
4	R. Anderson ...	Matchless ...	498					
5	F. Andre ...	Triumph ...	498					
17	K. G. Buckmaster ...	Triumph ...	498					
26	C. L. Cheverton ...	Triumph ...	498					
36	E. M. Grant ...	Norton ...	499					
45	R. Dowty ...	Norton ...	499					
60	H. R. Gibson ...	Norton ...	499					
69	R. Hasler ...	Triumph ...	498					
80	J. Jackson ...	S.W. Special ...	498					
83	E. M. Kempson ...	Norton ...	499					
97	D. Minter ...	B.S.A. ...	499					
105	T. J. Neal ...	Triumph ...	498					
106	M. P. O'Rourke ...	Norton ...	499					
110	J. L. Payne ...	Triumph Special ...	498					
119	R. E. Rowe ...	B.S.A. ...	499					
120	F. A. Rutherford ...	B.S.A. Norton ...	499					
134	C. E. Stone ...	Triumph ...	498					
139	P. H. Tait ...	Triumph ...	647					
144	C. A. Thurston ...	B.S.A. ...	499					
146	K. H. Tostevin ...	Matchless ...	498					
158	A. E. Willerton ...	Vincent Special ...	498					
159	W. H. Wilshire ...	Norton ...	499					

#### RESERVES:

35	D. T. Crabbe ...	Triumph ...	498
145	E. Tinsley ...	B.S.A. ...	499
70	L. G. Hatch ...	A.J.S. ...	498

#### RESULT

1st. 106 at ..... m.p.h. 2nd. 139 3rd. 36 4th. 4 5th. 120  
 6th..... 7th..... 8th..... 9th..... 10th..... 11th.....  
 Fastest lap No. 106 Time 6.12.3 Speed 66.93 m.p.h.

The first eleven drivers go into the final, Race 12 (page 27).

Here, before your very eyes, you will see in action that anonymous No. 17 whose portrait has so charmed you on posters advertising this meeting. Bow, please, Mr. Buckmaster! Others taking part are Mick O'Rourke on his double-knocker Norton and Phil Tait on a 650 c.c. Triumph. Spies tell me that this Triumph is quite a bicycle and has travelled for long periods at 130 m.p.h. with bursts of 140 at the M.I.R.A. track.

Eddie Grant from South Africa is also on a double-knocker Norton. Eddie seems to have won everything worth while in South Africa and is over here for the T.T. We welcome him to England and the Crystal Palace.

A. E. Willerton, who lives in a road called Shady Lane, and who keeps Bob Hicks' third wheel down, relies upon one of only twelve Vincent post-war engines which were made for Speedway. The frame is by Velocette with a "Black Lightning" front end and swinging rear. Parentage of the rear hub is unknown. Difficulty seems to occur in keeping the oil inside the engine, and what at first sight might appear to be a cunning attempt at streamlining is nothing more than several yards of oil pipe.

## Race Ten

### EVENT 5—HEAT 2

5 laps

#### LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5
8	J. Baughn ...	Moto-Guzzi ...	495					
40	R. L. Dawson ...	Vincent ...	499					
41	A. J. Dean ...	B.S.A. ...	499					
42	B. Denehy ...	Norton ...	499					
44	J. H. Diver ...	Norton ...	499					
52	E. Flury ...	Special ...	497					
59	H. D. German ...	J. V. Special ...	498					
72	P. J. Hersey ...	Norton ...	499					
78	J. R. Hurlstone ...	Triumph ...	498					
84	A. W. Kimber ...	B.S.A. ...	499					
104	V. Naintre ...	B.S.A. ...	499					
109	S. Palmer ...	Norton ...	499					
112	F. G. Perris ...	Matchless ...	498					
128	R. S. Snell ...	A.J.S. ...	498					
137	J. Surtees ...	Norton ...	499					
143	A. J. Thurgood ...	Norton ...	499					
147	A. W. Tucker ...	Norton ...	499					
148	G. J. Turner ...	B.S.A. ...	499					
149	R. C. Vallance ...	Triumph ...	498					
150	H. E. Vine ...	B.S.A. ...	499					
152	P. B. Walker ...	Ariel ...	497					
156	R. Whitehouse ...	Norton ...	499					

#### RESERVES:

10	D. Bayliss ...	Matchless ...	498
39	J. A. Davidson ...	Triumph ...	498
68	L. R. L. Hall ...	B.S.A. ...	499

#### RESULT

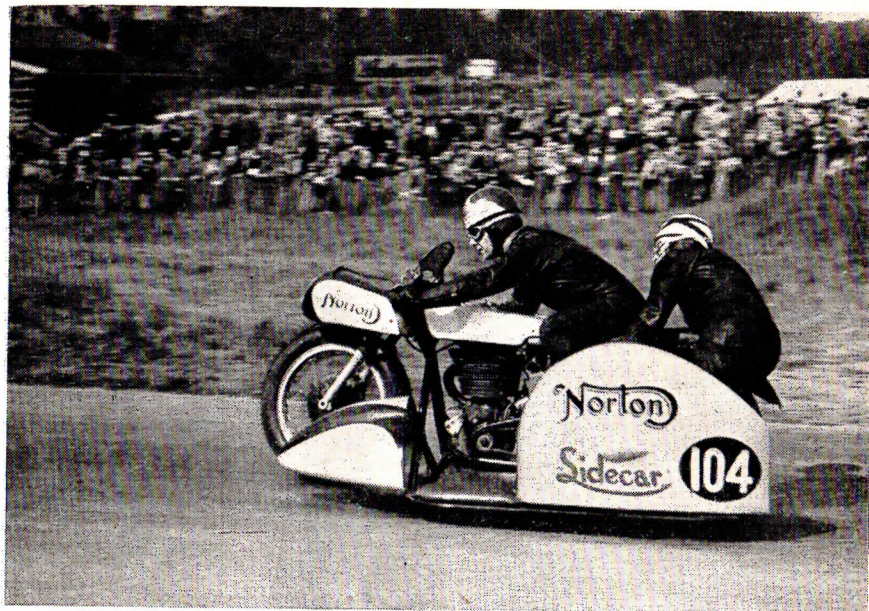
1st. 127 at ..... m.p.h. 2nd. 112 3rd. 147 4th. 143 5th. 128  
 6th..... 7th..... 8th..... 9th..... 10th..... 11th.....  
 Fastest lap No. .... Time..... Speed..... m.p.h.

The first eleven drivers go into the final, Race 12 (page 27).

The last "special" to be mentioned is German's. Produced by John Viccars, it is another example of the familiar combination of Triumph engine and "featherbed" frame. (Featherbed has nothing to do with farming, but was an expression used, I think, by Duke after trying one of the new McCandless-designed Norton frames some years back.)

John Surtees on his big Norton and Frank Perris on Arter Bros' Matchless will probably make the pace. A private scrap will, however, be going on between Kimber, Thurgood and Vallance. These, with H. E. S. Cooper, are members of a happy band, the SKINT Equipe. They have a large van to convey them and their machinery about the country, and by sharing running costs they are able to attend far distant meetings at the lowest cost. None of them is in a very well-paid job, and skint means exactly what you thought it might. Good luck to them!





"Motor Cycling", Copyright.  
Cyril Smith, one of Britain's foremost sidecar exponents, concentrates on the corner ahead.  
Extended nose of his Norton is to improve streamlining.

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## Race Eleven

FOR THREE-WHEELERS

EVENT 4—FINAL

10 laps

### LAP CHART

No.	Driver	1	2	3	4	5	6	7	8	9	10
FROM RACE 6 (HEAT 1)											
118	.....										
138	.....										
141	.....										
173	.....										
FROM RACE 8 (HEAT 2)											
11	.....										
163	.....										
125	.....										
178	.....										

### RESULT

1st.....at.....m.p.h. 2nd..... 3rd..... 4th..... 5th.....  
Fastest lap No. 11-1-173 Time 17.39 Speed 62.33 m.p.h.  
61.48

### Crystal Palace Training School for Learner Motor Cyclists

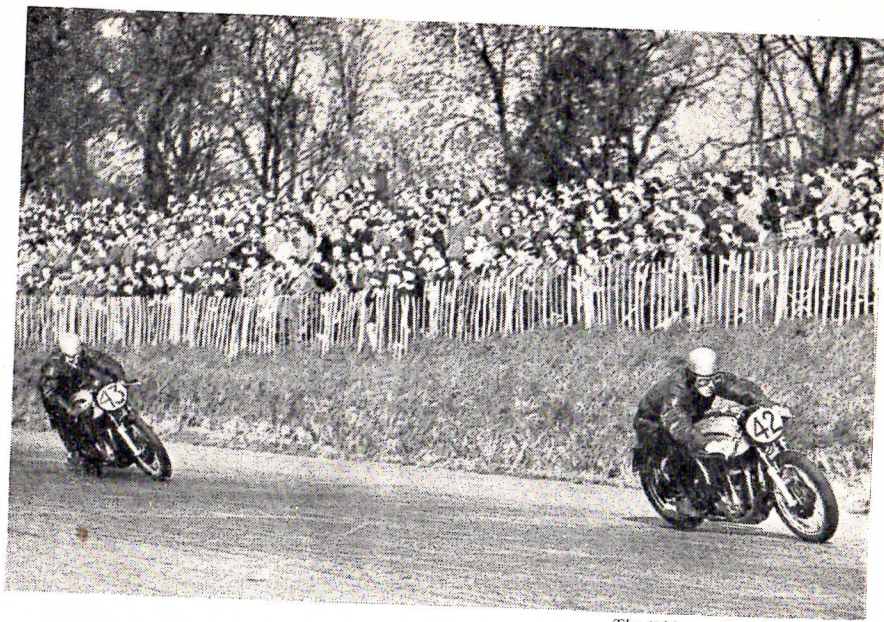
In August 1953 this major extension to the R.A.C.—A.C.U. Training Scheme for learner motor cyclists took place. Since its inception, the demand from potential pupils has been so great that the School is now working to maximum capacity.

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.





The "Motor Cycle" Photograph.

A Norton battle between A. W. Tucker and A. J. Thurgood watched by the crowd at the Ramp Bend stand. These "Featherbed" machines are so-called because of their comfortable ride.

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and fullest  
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**NEWS**  
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**DAILY**  
**HERALD**



## Race Twelve

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

### EVENT 5—FINAL

10 laps

No. Driver

#### LAP CHART

FROM RACE 9 (HEAT 1)

	1	2	3	4	5	6	7	8	9	10
137				137		137	137	137	137	112
112				112		112	112	112	112	120
120				120		120	120	120	120	139
139				139		139	139	139	139	
4				4	36	36	106	106	106	106
36				36	4	106	36	36	36	36
106				106	4	4	4	4	4	4
147				147	147	147	147	147	147	147
106				106	147	80	80	80	60	60
78				78	147	147	147	147	147	147
147				147	147	147	147	147	147	147
128				128	128	128	128	128	128	128
72				72	72	72	72	72	72	72
119				119	119	119	119	119	119	119
62				62	62	62	62	62	62	62
105				105	105	105	105	105	105	105
41				41	41	41	41	41	41	41
69				69	69	69	69	69	69	69
139				139						
126				126						
112				112						
147				147						
119				119						
36				36						
80				80						
42				42						
41				41						

FROM RACE 10 (HEAT 2)

139				139						
126				126						
112				112						
147				147						
119				119						
36				36						
80				80						
42				42						
41				41						

#### RESULT

1st. 137 at ..... m.p.h. 2nd. 119 3rd. 120 4th. 139 5th. 106

6th. 36 7th. 80 8th. 41

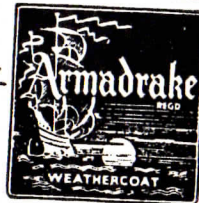
Fastest lap No. 137 Time 11.30.2 Speed 42.48 m.p.h.

1.73 - 74.00



look before  
you leak

Look for the Label



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at your nearest high-class dealer's

## Race Thirteen

INVITATION HANDICAP FOR THE TWELVE FASTEST RACING  
THREE-WHEELERS

EVENT 7

10 laps

LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5	6	7	8	9	10
1				108	162	162	162	162	162	162	162	162	162
2				108	108	43	43	43	48	48	48	48	48
3				43	108	125	125	125	125	125	125	125	125
4				43	48	48	48	48	48	48	48	48	48
5				48	48	125	125	125	125	125	125	125	125
6				125	125	125	125	125	125	125	125	125	125
7				125	125	125	125	125	125	125	125	125	125
8				125	125	125	125	125	125	125	125	125	125
9				125	125	125	125	125	125	125	125	125	125
10				125	125	125	125	125	125	125	125	125	125

RESULT

1st... 48... at... 2nd... 125... 3rd... 162... 4th... 11... 5th... 163 - 138

Fastest lap No. 11. 1.15.3... Time 13.25.3... Speed 61.44... m.p.h.

66.15 MPH



# 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	76.08	.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 Fourteen

INVITATION HANDICAP FOR THE TWENTY FASTEST DRIVERS  
ON MOTOR BICYCLES

## EVENT 6

10 laps

### LAP CHART

No.	Driver	Machine	c.c.	1	2	3	4	5	6	7	8	9	10
137				78	78	119	119	119	119	137	137	137	137
136				119	111	82	111	143	80	137	137	137	137
132				111	1	69	143	111	137	137	137	137	137
147				69	80	143	4	111	137	137	137	137	137
134				80	69	4	120	120	4	137	137	137	137
133				1	1	120	120	120	120	137	137	137	137
130				53	53	153	153	153	153	137	137	137	137
120				4	4	53	69	137	111	137	137	137	137
143				143	143	1	53	69	106	137	137	137	137
113				120	120	106	1	106	112	137	137	137	137
108				106	106	36	106	53	53	137	137	137	137
100				106	106	112	1	1	1	137	137	137	137
103				106	106	147	147	147	147	137	137	137	137
102				112	112	137	137	137	137	137	137	137	137
1				137	137	137	137	137	137	137	137	137	137
60				137	137	137	137	137	137	137	137	137	137
141				137	137	137	137	137	137	137	137	137	137
12				137	137	137	137	137	137	137	137	137	137
75				137	137	137	137	137	137	137	137	137	137
109				137	137	137	137	137	137	137	137	137	137
69				137	137	137	137	137	137	137	137	137	137
112				137	137	137	137	137	137	137	137	137	137

## RESULT

1st. 137 at ..... m.p.h. 2nd. 143 3rd. 4 4th. 120 5th. 112

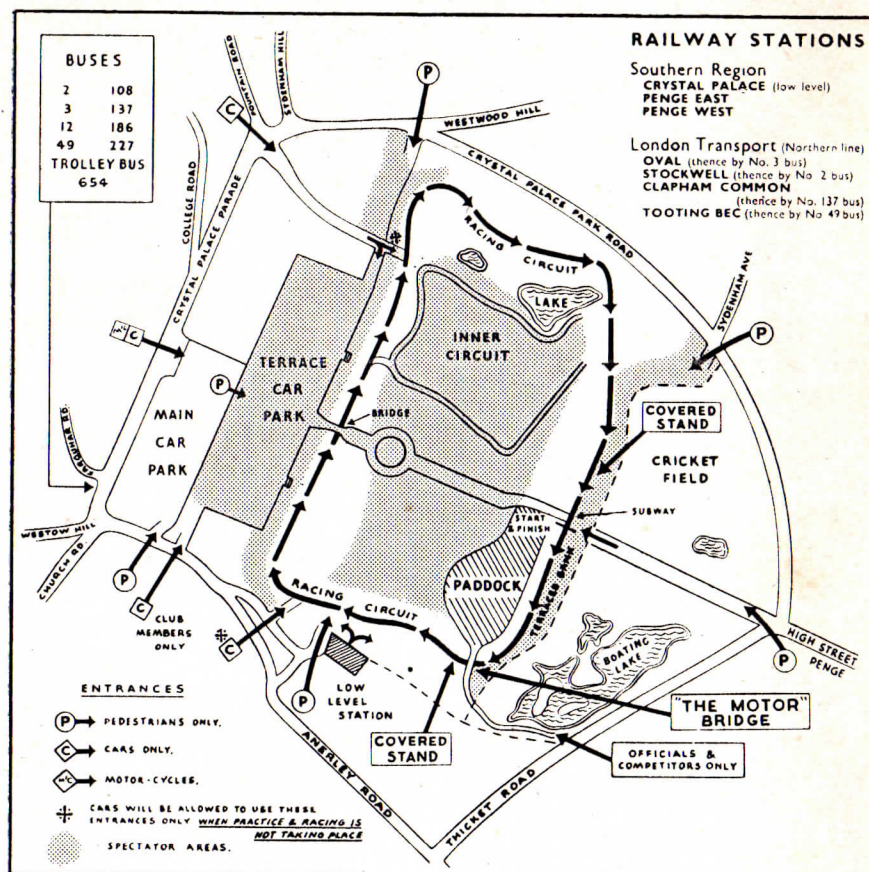
6th. 78 7th. 8th.

Fastest lap No. 137 - 75.89 m.p.h. Time 11.26 Speed 72.88 m.p.h.

1.6 sec.



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